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Agenda

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

October 13, 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 22, 2005
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

Approve



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

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| 5. | <u>Closed Session Items</u>
None. | Possible Action |
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Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS

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| 6. | <u>MTS: Transportation Development Act Claim Amendment</u>
Action would adopt Resolution No. 05-14 amending the FY 2003 Transportation Development Act Article 4.0 Claim No. 253 for the City of El Cajon. | Approve |
| 7. | <u>MTS: Regional Transit Management System - Contract Amendment</u>
Action would ratify and authorize amendments to the Regional Transit Management System contract. | Approve |
| 8. | <u>MTS: Transit Center Maintenance Contract</u>
Action would authorize the CEO to execute contract Amendment No. 5 to MTS Doc. No. B0299.0-02 for a one-year option term with Calderon Building Maintenance, Inc. for transit center steam-cleaning services. | Approve |
| 9. | <u>SDTC: Customer Information Project</u>
Action would receive this report for information. | Receive |
| 10. | <u>MTS: Audit Report - San Diego Trolley, Inc. Revenue</u>
Action would receive this report for information. | Receive |
| 11. | <u>MTS: Audit Report - The Transit Store</u>
Action would receive this report for information. | Receive |
| 12. | <u>SDTI: LRV Body and Paint Rehabilitation Services Agreement - Work Orders</u>
Action would (1) accept the assignment of the LRV Body and Paint Rehabilitation Services Agreement from the San Diego Association of Governments; and (2) authorize the CEO to issue Work Order Nos. 06-01 and 06-02 to Carlos Guzman, Inc., for body and paint rehabilitation services on nine U2 LRVs and extraordinary bodywork services on LRVs on an as-needed basis. | Approve |
| 13. | <u>MTS: Transportation Development Act Fund Reappropriation</u>
Action would adopt Resolution No. 05-15 to reappropriate the Transportation Development Act Article 4.0 Capital Reserves for the City of Poway. | Approve |
| 14. | <u>MTS: Toshiba Phone System Lease Agreement</u>
Action would ratify a lease agreement between MTS and Toshiba America Information Systems, Inc. for replacing and consolidating the phone systems at San Diego Transit Corporation, San Diego Trolley, Inc. and MTS. | Approve |

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing - Rural Bus Service Adjustments Approve
- Action would: (1) conduct a public hearing on service and fare changes for rural bus service; (2) approve service adjustments identified in Option 4 for implementation; (3) approve a performance standard requiring each rural route to achieve a 10 percent fare box requirement within six months from implementation of these service adjustments in order to be retained; (4) recommend to the San Diego Association of Governments (SANDAG) that it approve the adjustment to the rural fare structure; and (5) direct staff to modify MTS Ordinance No. 4 concerning the fair-pricing schedule (contingent upon SANDAG approving MTS's recommended change to rural fares), including the scheduling of a required public reading of changes at two noticed meetings of the Board of Directors.

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

DISCUSSION ITEMS

30. MTS: Sorrento Valley Coaster Connection Funding Update Approve
- Action would: (1) direct staff to request that the Sorrento Valley Coaster Connection (SVCC) funding status item be placed on the October 21, 2005, San Diego Association of Governments (SANDAG) Transportation Committee agenda; (2) concur with the opinion of the Executive Committee that funding issues related to this service need to be resolved by SANDAG and the Air Pollution Control District (APCD); and (3) concur with the opinion of the Executive Committee that MTS does not have the resources to fund this service and if no funding is identified, there will be a decrease in service levels and/or the implementation of a fare for this service.
31. SDTC: Disposal of Buses Approve
- Action would authorize the Chief Operating Officer-Bus to: (1) sell four retired 1991 Gillig 1200 Series diesel buses to Accessible San Diego to transport seniors, people with disabilities, and special-needs travelers for its Accessible Border Program; (2) donate two retired 1991 Gillig 1200 Series diesel buses to the San Diego Police Department (SDPD) to replace the two 1975 GMC buses that it is currently using; (3) donate one retired 1991 Gillig 1200 Series diesel bus to the National City Fire Department to be used as a mobile command center vehicle; (4) donate one retired 1991 Gillig 1200 Series diesel bus to San Diego Trolley, Inc. (SDTI) to be used as a security command center vehicle; and (5) auction 1993 MAN 1100 Series articulated diesel buses once they reach the end of their useful life (beginning October 2005).

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| 32. | <u>Appointment of New Board Chairperson</u>
Action would approve the process by which the Executive Committee will recommend to the Board the appointment of a new Chairperson. | Possible Action |
|-----|--|-----------------|

REPORT ITEMS

- | | | |
|-----|---|-----------------|
| 45. | <u>MTS: Transportation Security Administration Bomb-Sniffing Dog Program</u>
Action would approve MTS's participation in the National Explosives Detection Canine Team Program (NEDCTP) and authorize the CEO to execute a Statement of Joint Objectives (SOJO) with the Transportation Security Administration (TSA). | Approve |
| 46. | <u>MTS: Operators Budget Status Report for August 2005</u>
Action would receive the Metropolitan Transit System (MTS) Operations Status Report for August 2005. | Receive |
| 47. | <u>SDTI: Semiannual MTS Security Report (January through June 2005)</u>
Action would receive this report for information. | Receive |
| 48. | <u>MTS: Update on Transit Passes for Hurricane Katrina Victims</u>
Action would receive this report for information and provide direction to staff as appropriate. | Possible Action |
| 60. | <u>Chairman's Report</u> | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u> | Information |
| 62. | <u>Board Member Communications</u> | |
| 63. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | Possible Action |
| 64. | <u>Next Meeting Date:</u> October 27, 2005 | |
| 65. | <u>Adjournment</u> | |

JGarde
ECBDAGENDAS
10/7/2005

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 10/13/05

CALL TO ORDER (TIME): 9:05 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:43 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input checked="" type="checkbox"/>		11:40 a.m. during AI 62
ROSE	<input type="checkbox"/> (Janney) <input checked="" type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:48 a.m. during AI 25	
	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
[Signature]

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

September 22, 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 9:08 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

It was moved and seconded to approve the minutes of the August 8, 2005, Board of Directors meeting. The vote was 8 to 0 in favor.

3. Public Comments

Chuck Lungerhausen – Mr. Lungerhausen thanked Mr. Williams for his public service as Chairman of the Board and wished him luck. Mr. Lungerhausen added that he has attended MTS meetings since July 1995 and will miss Mr. Williams' passion for San Diego's public transportation system; his predecessor will have a tough act to follow.

Clive Richard – Mr. Richard thanked Mr. Williams.

Tony Young – Mr. Young stated that he got his political start with Mr. Williams. After Howard University, Mr. Young had an interview with Mr. Williams and was very intimidated. He added that it is a pleasure to be on the same board as his former boss, and he is honored to have spent some of his career with Mr. Williams who has done an incredible job.

Mr. Young commended MTS for assisting with the Hurricane Katrina crisis. MTS has given information on how to utilize public transportation in San Diego. The crisis center is close to the trolley stop on Mission Gorge Road. Mr. Young asked if MTS could offer at least a month of free ridership to the victims.

Mr. Rindone responded that this discussion was addressed at the last Executive Committee meeting and a number of efforts are being made in this arena. Mr. Jablonski added that MTS feels very strongly about the crisis and communicated to all employees the avenues that are available to them for donations. MTS has been in constant communication with county emergency services and the Red Cross. MTS staffed the evacuees' center from 8:00 a.m. to 8:00 p.m. six days a week, and the Red Cross is spearheading relief efforts for the hurricane victims. There are private donors who want to buy transit passes for victims, and MTS would extend its ECO Pass Program discounts for bulk purchases.

In response to Mr. Young's question, Mr. Jablonski stated that there would be a cost to MTS to provide Adult Monthly Passes, which are \$60 each. It would be the same if MTS gave free rides under any circumstance. Mr. Young stated his disagreement that there would be any costs.

Mr. Tereschuck added that he spoke with the Emergency Services Division of San Diego County who initially said that the Federal Emergency Management Agency (FEMA) could reimburse MTS for free transit passes. In a later discussion, he was told there was a private donor who had given the Red Cross money for passes. MTS is waiting to hear from the Red Cross about the amount of donor funds and how many passes it needed.

Ms. Atkins requested docketing this issue for the next meeting to discuss reimbursement so we can determine our contribution.

Mr. Rindone stated that the Executive Committee unanimously provided direction to participate in the relief efforts as much as possible, provide assistance, and seek reimbursements when appropriate.

Ms. Lorenzen clarified that the item would be placed on the October 13, 2005, Board meeting agenda. Mr. Young added that he felt the problem is that we have to wait.

5. Closed Session Items (ADM 122)

Ms. Lorenzen informed the Board that on Tuesday, September 20, 2005, she became aware that there was a dramatic change in circumstances that requires immediate action by the Board regarding the matter of the real property negotiations involving the Grossmont Center Station parking lot (California Government Code Section 54956.8). The negotiating party was previously Fairfield Residential LLC and will now also be the City of La Mesa. Ms. Lorenzen asked the Board to vote to discuss this matter in Closed Session. Mr. Morrison moved to discuss this matter in Closed Session. Mr. Rindone seconded the motion, and the vote was 9-0. Mr. Ewin abstained from the vote.

The Board convened to Closed Session at 9:36 a.m.

- 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)

The Board reconvened to Open Session at 10:44 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

On Item 5a, the Board received a report and gave direction to staff and General Counsel.

Item added during the meeting:

- b. MTS: Conference with Real Property Negotiators Pursuant to California Government Code Section 54956.8

PROPERTY: Grossmont Center Station Parking Lot Assessor Parcel Nos. 490-200-39, 490-200-40, and 490-270-23

AGENCY NEGOTIATORS: Tim Allison, R. Martin Bohl, Gerald Trimble, and Tiffany Lorenzen

NEGOTIATING PARTIES: Fairfield Residential, LLC, City of La Mesa

UNDER NEGOTIATION: Instruction to negotiators will include price and terms of payment

The Board received a report from General Counsel and gave direction to staff and General Counsel. As the Board's representative from the City of La Mesa, Mr. Ewin was excused from the discussion of Item 5b.

CONSENT ITEMS

6. MTS: San Ysidro Intermodal Transportation Center Project Phase 2 - Contract Change Order (CIP 10453)

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 (FIN 340)

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.

8. MTS: Mission Valley East Light Rail Transit Project - Mitigation Monitoring and Reporting Program (CIP 10426)

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 (CIP 426.6, 50791)

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(LEG 491)

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.

Recommended Consent Items

It was moved and seconded to approve Consent Agenda Item Nos. 6, 7, 8, 9, and 10. The vote was 10-0 in favor.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Comprehensive Operational Analysis - Draft Service Development Plan (ADM 121.10)

Conan Cheung introduced Russ Chisholm of Transportation Management and Design. Mr. Cheung gave a presentation of the Comprehensive Operational Analysis (COA) Draft Service Development Plan. The Board was previously asked to approve a service concept in line with comments and input from the three committees on this project. The three tiers of services were outlined (Urban Network Services, Commuter Services, and Community-Based Services).

Mr. Cheung stated that the system was developed using four building blocks, which include regional transit, corridor transit, local transit, and neighborhood transit. He described each type of route in detail. New express services would be offered that are not currently in operation today. Mr. Jablonski added that the express services would be in addition to potential bus rapid transit (BRT) service on the Interstate 15 (I-15) corridor into downtown. Mr. Cheung described proposed express services and transit-priority measures to enhance the speed. Route service and frequencies would be enhanced. The proposed routes constitute a regional corridor network of the system.

Mr. Cheung stated that high-frequency service would be provided so that patrons could utilize the system spontaneously. Currently there are not a lot of 15-minute frequencies; however, the proposed network has been enhanced to 15-minute frequencies throughout the urban area. He added that staff will work closely with the community and local jurisdictions to determine effective, efficient services. Transfers would also be reduced—in many instances, riders currently transfer one or more times during trips. The new proposal would eliminate some or all of those transfers.

Mr. Cheung summarized the significant changes, which include five new high-frequency commuter express routes, significant expanded 15-minute frequencies on the Urban Network, more direct services to regional centers and transfer hubs, and enhanced regional connections at key transfer locations. In addition, there would be circulator routes customized to community needs. However, service coverage would be reduced outside of the Urban Network area.

Currently, this plan utilizes approximately 90 percent of our resources and, therefore, 10 percent of the remaining resources would be identified including increased frequencies, increased span of services, or additional market-based services.

Mr. Monroe asked why resources would be committed for the express service in South Bay that follows the trolley to Kearny Mesa when there is already existing service. Mr. Cheung responded that there are riders getting on the trolley headed downtown to transfer to another local route, such as Fashion Valley or Kearny Mesa. This proposed service would provide an express trolley alternative taking people directly from South Bay into downtown and Kearny Mesa. In addition, it would help the trolleys during peak hours. Mr. Monroe expressed his concern that the standard seems to be the 15-minute frequencies. The Blue Ribbon Committee said that its standard for frequent service is 7 or 8 minutes. Mr. Cheung stated that the services proposed are at least 15 minutes and some corridors would be 7½ minutes. He cited some examples of services proposed at less than 15 minutes.

Peter Warner – Mr. Warner stated that the last Coaster train on Friday night missed the last Blue Line trolley by a few minutes. He suggested the last train be scheduled at 12:05 a.m. seven days a week (it currently arrives at 11:45 p.m.). Mr. Warner also suggested that Routes 30 and 50 run seven days a week if Route 5 is going to be taken from the University area.

Ms. Atkins moved to approve the Draft Service Development Plan for public review. Mr. Ewin seconded the motion, and the vote was 8-0 in favor (Mr. Maienschein was not present during the vote).

31. MTS: Rural Bus Service Adjustments (CIP 11076)

Brandon Farley gave a presentation regarding rural bus service adjustments. After following the Board's direction to conduct a route-by-route analysis and develop options to adjust rural bus services, staff conducted four community meetings in the rural areas, received feedback (from community meetings, phone calls, e-mails, comment cards, and drivers at a safety meeting), and is returning with a recommendation to adjust rural service and fares and schedule a public hearing on October 13, 2005, on these proposed services and adjustments.

Mr. Farley stated that Options 1 through 3 were discussed during the community meetings. Option 1 was based on productivity. Only Route 894 from Tecate to El Cajon would be retained, and the projected annual savings would be over \$1 million pending negotiations with the contractor who would provide the services. Option 2 is a lifeline policy. Routes 867, 888, and 894 would be retained. Routes 889, 891, and 892 would be discontinued and would save approximately \$635,000 per year. Option 3 is a coverage-based option and would discontinue Route 889 and trim the remaining routes saving approximately \$653,000 annually.

Mr. Farley stated that some rural services are wasteful, costly, and bring down performance statistics. Support for the options depended upon meeting locations and adjustments to the options. He reviewed route-specific feedback (identified on the PowerPoint handout). Mr. Farley reviewed Option 4, which was developed based on the feedback. He stated that this option is preferred as it reflects feedback from the community meetings. Option 4 would have a cost savings of approximately \$1,027,485.

Mr. Ewin asked if the present equipment is ample to assume the volumes anticipated as trips would be compacted. Mr. Farley responded that the current fleet could handle the volume. Routes coming from Borrego Springs are operated with 16-seat vans. If service was reduced

as suggested in Option 4, MTS estimates there would be approximately 11 daily riders. If there were more riders, a coach could be used on that service that could accommodate 28 passengers.

Mr. Farley stated that the method of creating a proposed fare was based on targeting a 15 percent fare box return ratio with anticipated ridership. A \$10 one-way fare is proposed for all routes except Route 894, which would be \$4 due to higher ridership. A two-zone system could be considered where MTS would charge \$10 for longer trips and \$5 for shorter trips. Gas-price comparisons assuming \$3 per gallon at about 20 miles per gallon show that it would cost about \$10 for gas from Borrego Springs to El Cajon. A performance standard of 10 percent fare box recovery within six months for each route is also proposed. Failure to achieve this standard would result in service discontinuation without further consideration by the Board of Directors. Mr. Farley noted that the figures in the Annualized Budget Implications table in the PowerPoint are preliminary and subject to negotiations with the operator.

Mr. Jablonski added that Transportation Development Act (TDA) funds require a 10 percent fare box recovery ratio on these services or we could lose the subsidy. Ms. Atkins stated that if these routes are currently below 6 percent, we are not meeting that requirement. Mr. Jablonski stated that we have folding all of the services into the full service for a full fare box recovery ratio, but there has been more scrutiny in recent years.

Mr. Cheung clarified that the recommendation under Option 4 would be for a two-zone system for fares dependent upon the distance traveled. Mr. Monroe thanked staff for the effort put into this issue.

Ms. Lorenzen clarified that the fares and adjustment of routes would need to be handled at the public hearing. Mr. Jablonski added that today staff is asking for acceptance to send this to the public hearing on October 13.

Leone McDonald – Ms. McDonald lives in Borrego Springs and is 88 years old. She depends upon rural bus service to get to and from Borrego Springs for medical care, pharmaceutical needs, shopping, transportation to the airport or train station, etc. She added that she is a taxpayer and voter. She stated she was very happy with the August 11 meeting in Borrego Springs where four-day service once a day was proposed with an increase in fare. The problem with Saturday operation is the lack of open medical facilities.

Kim McManama – Ms. McManama is from Ranchito and has lived in the North and East Counties for 41 years. She collected over 300 signatures in favor of continuing rural bus service. She stated that this issue is paid for with tax dollars, and MTS has a moral responsibility to provide service to all areas in the county.

Jackie Hine – Ms. Hine is from Borrego Springs and attended the meeting on August 11. She suggested changing the proposed service on Saturday to a weekday instead. Ms. Hines gave suggestions on service enhancements for the four days being proposed. She added that a rate increase is understandable, but a 300 percent increase is not reasonable.

Delores Royer – Ms. Royer lives in Borrego Springs and read an editorial from the Borrego Sun Editorial regarding successful rural bus service operations run by the County of San Diego. Ms. Royer stated that use of free passes should not be used to reduce revenue in order to not meet the 10 percent fare box return. She added that public transportation should not be based on profit—public needs should be the highest priority.

Pat Davis – Mr. Davis is a resident of Borrego Springs. He asked if MTS could help promote ridership in Borrego Springs to increase the amount of passengers. He suggested asking the Chamber of Commerce, Rotary Club, and other civic organizations to periodically interject reasons to take the bus into Ramona or Parkway Plaza. He added that the bus is great transportation.

Jim Hawkins – Mr. Hawkins is a disabled rider and appealed to the Board to help the rural area residents and other riders. He uses the rural bus as he cannot drive. If the proposed plan is enacted, Mr. Hawkins would lose his social contacts and the ability to present charitable contributions in Borrego Springs and Julian. Mr. Hawkins suggested \$10 fares for round-trips, which is an increase from \$6.

Gary Thyberg – Mr. Thyberg has been a rural bus rider for 14 years. Prior to July 2003, the rural bus system was operated by a nonprofit contractor. The rural bus boards were told they were no longer needed by MTS. The system was being operated with full service seven days a week for about \$.5 million. The rural system should have been kept a community-based operation. MTS has spent \$3.2 million in two years—the contracted service could have continued to operate the bus system for six years with that amount of money. He asked why the rural bus boards were told they were not needed. Mr. Thyberg added that the rural bus board's request for a ridership survey was ignored.

Susan Hafner responded that MTS took over rural bus services as part of the County Divestiture Program. There were service changes required as part of the agreement, including additional service in some of the rural areas. As part of that, there were additional regulatory functions put into place about the same time, which were requirements for employee issues, workers' compensation, and safety requirements that were challenging the rural bus boards at the time. The nature of work with additional hours and employees required became a challenge for a group of nonprofit volunteer boards. At that point, MTS worked with the communities to better understand their needs. It was a collaborative decision that the boards would be more of an advisory board than an operational function. A service provider was sought through an RFP process.

Nancy Shiverette – Ms. Shiverette lives in Boulevard. She stated that until 2003, Route 888 was keeping up its fare box ratio of over 10 percent. Six months after that, the routes were lengthened. In May 2004 a bus route was implemented making an 80-mile trip from Campo to Descano to pick up 12 passengers. If the 80-mile trip was discontinued, the 10 percent fare box ratio could be maintained. She added that she was not aware of Option 4 until now.

Peter Warner – Route 867 is run like an express bus rather than as a rural bus and should charge the \$2.50 express fare associated with the bus routes ending in a zero. On Wednesday and Thursday, the rural communities in the northeastern part of the county might get some better use if there was a bus going to the Pechanga Indian Reservation Casino.

Mr. Ewin stated concern that the options provided only look at the \$680,000 and \$1 million savings and nothing in between. Mr. Jablonski responded that a majority of costs (about 50 percent) are tied up in Route 894. Additional vehicles and manpower to provide this service doubles costs. The proposed cost savings on Route 894 are due to the reduced trips (from four trips to three trips).

Mr. Ewin asked if MTS were to charge staff with saving \$800,000 opposed to saving \$1 million, would that address some of the concerns. Ms. Hanson-Cox concurred with Mr. Ewin and said that Borrego Springs is an area that is up and coming; there is a lot of development, and the Board should further review this issue.

Mr. Williams added that the law requires a 10 percent fare box recovery rate. Some of these fare subsidies are in the \$40 to \$60 range per passenger in each direction. It is the Board's responsibility to use the public taxpayers' money wisely.

Mr. Farley reviewed the current subsidy per passenger trip each way: Route 867 is \$27.71; Route 888 is \$34.22; Route 889 is \$63.67; Route 891 is \$43.00; Route 892 is \$50.05; and Route 894 is \$10.18.

Mr. Jablonski clarified that the proposed days of service were matched based on community input. Mr. Farley added that MTS is flexible in regard to altering the days of rural bus service based on community input but suggested staying away from Sundays (there were no requests for Sunday service). Mr. Cheung stated that the most requests were for Fridays and Saturdays.

Mr. Rindone moved to: (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. Mr. Ewin seconded the motion, and the vote was 8-0 in favor.

32. MTS: Freeway Transit Lane Demonstration Project (CIP 11481)

Dave Schumacher of the San Diego Association of Governments (SANDAG) gave a PowerPoint presentation on the Freeway Transit Lane Demonstration Project. The project would convert freeway shoulder lanes into transit lanes to give buses low-speed bypass of the congestion on the freeways. The California Department Transportation (Caltrans) and the Highway Patrol have worked collaboratively with SANDAG and have agreed to a one-year demonstration program hopefully beginning in October or November.

Mr. Schumacher stated that the program would be piloted along State Route 52 and Interstate 805 between Kearny Mesa and University Town Center. MTS currently operates express Route 960 between these two points. SANDAG is pursuing an implementation program, funding a driver-training program, and conducting an extensive marketing campaign. The goal is a successful demonstration program so this concept could be applied to other corridors.

Mr. Rindone moved to receive the report on the Freeway Transit Lane Demonstration Project. The motion was seconded, and the vote was 8-0 in favor.

33. MTS: Appointment of New Board Chairperson (ADM 110)

Mr. Jablonski stated that Chairman Williams will be retiring from the Board of Directors. There is no process set forth in the bylaws or any legislation for electing a new Chairperson. Mr. Rindone added that Mr. Williams is the last original member of the Board, and his participation

has greatly added to the success and operation of this establishment. He wished Mr. Williams well and said that Mr. Williams would not be replaced—he would have a successor.

Mr. Rindone stated that he is not currently able to apply for the Chairperson position due to his current work obligations, but that he may be interested in the future if the position becomes available. He would like to continue in his position as Vice Chair and offered to assist in the process to elect a Chairperson. The Executive Committee directed Mr. Jablonski to begin a process to notify all former members of MTS and institute an application process. The Executive Committee is proposing to create a list of applicants for referral to the Board of Directors for consideration. Mr. Williams would like to retire in November, but he is willing to continue in his position until January, which would be the official end of his term. The term is four years and commences in January 2006.

Mr. Jablonski added that at the Board's request, a letter could be drafted describing the type of individual that the Board is seeking for the Chairperson position and the requirements of the job. The letter could be sent to a wide network of people, including legislators, to ask for referrals or to pass them onto other interested applicants. Mr. Rindone recommended that the Executive Committee be given a 45-day time line for the process.

Mr. Monroe asked if a decision was made by the Executive Committee not to have a Board member as Chairperson. Mr. Rindone clarified that current Board members are eligible to be considered for the position. Mr. Mathis stated his interest in the Chairperson position.

Mr. Monroe moved to have the Executive Committee create a nominating procedure and return to the next Board meeting with a recommendation. The motion was seconded, and the vote was 8-0 in favor.

Margo Tanguay – Ms. Tanguay has been around the City Council and Board of Supervisors since college. During the 1970s, Mr. Williams was a leader during the problems with the taxicab industry. She is impressed by Mr. Williams' commitment to provide the best public transportation and thanked him for his service.

REPORT ITEMS

45. SDTI: Centralized Train Control Status Review (OPS 970.2)

Mr. Rindone moved to defer this item to the October 13, 2005, Board meeting. Ms. Rose seconded the motion, and the vote was 8-0 in favor.

46. MTS: July Monthly Performance Indicators (OPS 920.1, 960.5, 970.5)

Mr. Rindone moved to defer this item to the October 13, 2005, Board meeting. Ms. Rose seconded the motion, and the vote was 8-0 in favor.

47. SDTI: Semiannual MTS Security Report (January through June 2005) (OPS 970.11)

Mr. Rindone moved to defer this item to the October 13, 2005, Board meeting. Ms. Rose seconded the motion, and the vote was 8-0 in favor.

48. MTS: Preliminary Operations Budget Status Report for Fiscal Year 2005 (FIN 310)

Tom Lynch gave a PowerPoint presentation of the FY 05 preliminary financial results. The final results will be presented upon completion of the FY 05 audit. Mr. Lynch reviewed the variance summary, budget closure recap, and budget closure Options 1-3 (staff recommends Option 3).

Mr. Ewin commented that the audit will reveal the status. In his opinion, Option 3 provides the flexibility for addressing the closure in addition to moving into the next year and concurs with staff's recommendation; Mr. Williams, Mr. Clabby, and Mr. Rindone agreed. Mr. Young stated that he is not sure if he agrees with staff's recommendation.

Mr. Monroe asked about the 93.9 percent in the pension fund ratio as opposed to 100 percent, even though we were looking for 85 percent. Cliff Telfer responded that the goal is not to be 94 percent funded; our goal is to eventually be 100 percent funded. Setting aside the funds in internal reserves gives flexibility to either put the funds into the pension plan or pay off the bonds when they are due. Once the funds are in the plan, we lose that discretion.

No action was taken due to the lack of a quorum.

49. MTS: Operations Budget Status Report for July 2006

Mr. Rindone moved to defer this item to the October 13, 2005, Board meeting. Ms. Rose seconded the motion, and the vote was 8-0 in favor.

60. Chairman's Report

There was no Chairman's Report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's Report.

62. Board Member Communications

There were no Board member communications.

63. Additional Public Comments on Items Not on the Agenda

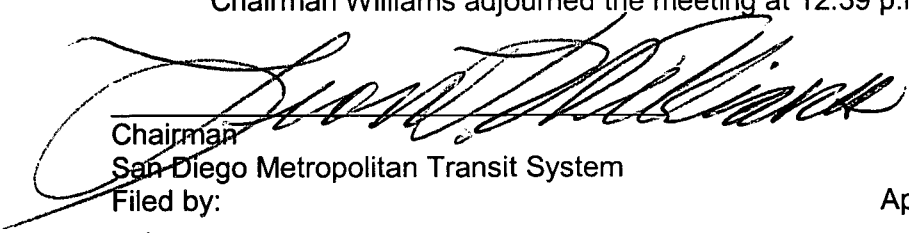
There were no additional public comments.

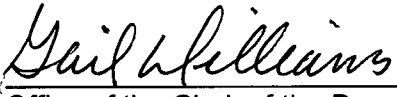
64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, October 13, 2005, at 9:00 a.m. in the same location.

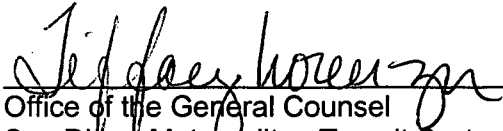
65. Adjournment

Chairman Williams adjourned the meeting at 12:39 p.m.


Chairman
San Diego Metropolitan Transit System
Filed by:


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

Approved as to form:


Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

JGarde/GWilliams/MINUTES - Board 09-22-05

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
CORRECTED ROLL CALL**

MEETING OF (DATE): September 22, 2005

CALL TO ORDER (TIME): 9:08 a.m.

RECESS: ----

RECONVENE: ---

CLOSED SESSION: 9:36 a.m.

RECONVENE: 10:44 a.m.

ORDINANCES ADOPTED: ----

ADJOURN: 12:39 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		11:50
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input type="checkbox"/> (Cafagna) <input type="checkbox"/>		<input checked="" type="checkbox"/>
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
KALTENBORN	<input type="checkbox"/> (N/A) <input type="checkbox"/>		<input checked="" type="checkbox"/>
LEWIS, Mark	<input type="checkbox"/> (Hanson-Cox) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:30	12:01
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		12:20
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>	9:11	
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	9:36	
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Tiffany Worezn

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

PC

ORDER REQUEST RECEIVED

1

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

@ 8:55

1. INSTRUCTIONS

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

Date 10-13-2005
 Name (PLEASE PRINT) DON STILLWELL
 Address 6308 RANCHO MESA RD #173
SAN DIEGO, CA 92108
 Telephone (619) 282-7760
 Organization Represented (if any) NONE

Subject of your remarks: PUBLIC BUS PRIORITIES

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.****

Metropolitan Transit System
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101-7490

Members of the Board

PUBLIC BUS PRIORITIES

The TOP PRIORITY for public bus transportation should be HOSPITAL BUS STOPS, seven days a week.

Passenger SAFETY is best served when NO STREETS HAVE TO BE CROSSED and where the surface is BOTH SMOOTH AND FLAT to the hospital entrance.

Communities that contain hospitals need bus service to those hospitals from EVERY direction.

When many elderly live in a community near a hospital, many without cars, some using wheelchairs, walkers, and canes, and some legally blind, PUBLIC TRANSPORTATION HAS A DUTY to provide the elderly with a means of getting to the BUS STOPS at the hospital as well as guaranteeing timely connections to connecting bus routes.

With many elderly and disabled living in apartment complexes on Rancho Mission Road in San Diego, as well as at the NAZARETH House, and others living on ZION Avenue and in ALLIED GARDENS, the bus serving this area should be routed to the BUS STOPS at the closest hospital to this area. The closest hospital is the KAISER HOSPITAL, at the corner of ZION AVENUE and CRAWFORD STREET, with established BUS STOPS on each of these streets.

It is IMPERATIVE that the ONLY BUS serving Rancho Mission Road be IMMEDIATELY routed to the KAISER HOSPITAL BUS STOPS, to also include the BUS STOP at the VONS shopping center and at the SAME FREQUENCY as the connecting bus at those stops. By scheduling this bus to arrive 5 minutes BEFORE the connecting bus, passengers could safely transfer to the connecting bus or SAFELY proceed to the hospital without crossing streets.

What happens when a bus passenger sees his destination in sight and suddenly the bus makes a sharp right turn away from his destination? He or she pulls the stop cord to get off the bus. In the case of the FASHION VALLEY bus serving the area described, the rider is let out at the next stop and must cross 3 busy streets to get back to the point where the bus turned away from the riders' destination. In this situation, the SAFETY of the rider has not been served. When 90 year old ladies, and 85 year old men, plus riders with canes, and riders with walkers, find themselves in this situation, it is very dangerous, and it MUST NOT be allowed to continue.

Enclosed are signatures of people who want the FASHION VALLEY bus service to this area to be routed to the BUS STOPS at Kaiser Hospital. THE SAFETY OF RIDERS SHOULD TAKE PRIORITY.

A handwritten signature in cursive script, appearing to read "Don Stillwell".

Don Stillwell

6308 Rancho Mission Road, #173

San Diego, CA 92108

(619) 282-7760



#3
Stilwell

p. o. box 600425
san diego, ca 92160-0425

October 12, 2005

Mr. Leon Williams, Chair
Metropolitan Transit System Board of Directors
1255 Imperial Ave, Suite 1000
San Diego, CA 92101

RE: Bus Routes 13 & 14

Dear Chairman Williams:

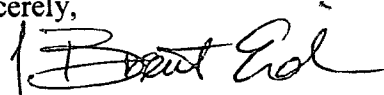
The Allied Gardens Community Council (AGCC) Board of Directors, which also represents Grantville, has recently been made aware of a bus route change in response to the opening of the Grantville Trolley Station. Unfortunately this change appears to have created a dangerous situation for a number of regular riders.

As you may know, the MTS website indicates that riders seeking to visit Kaiser Hospital on Zion Avenue should take either the 13 Bus, which includes a stop on Zion Avenue in front of the hospital, or the 14 Bus, which does not visit the stop directly in front of the hospital, as it had in the past, but rather stops a considerable distance away on the west side of Mission Gorge Road if traveling eastbound from Fashion Valley. By eliminating the stop in front of the hospital for route 14, a very difficult situation has been created for the passengers, usually elderly and/or physically challenged. These passengers are now required to walk across Mission Gorge Road, a very heavily congested road, and continue walking for ¼ mile to the hospital through a busy grocery store parking lot.

On behalf of the AGCC, I write to ask for your support in requiring MTS staff reconfigure Route 14 to include a stop directly in front of Kaiser Hospital for those riders in need of hospital visitation. Our Board understands the complexities involved in creating these routes and timetables, but believe this change is important enough to warrant the extra effort.

Thank you for your consideration of this request and our members look forward to your favorable reply.

Sincerely,


J. Brent Eidson
President

Metropolitan Transit System
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101-7490

Members of the Board

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Don Stillwell

6308 Rancho Mission Road, #173
San Diego, CA 92108
(619) 282-7760

Metropolitan Transit System
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101-7490

Dear Sir:

The undersigned request that the #14 bus from FASHION VALLEY be routed to the KAISER HOSPITAL bus stops (both ZION AVENUE and CRAWFORD STREET) at the same frequency as the #13 bus using the same stops, to arrive approximately FIVE minutes BEFORE the #13 buses. The #14 bus must also stop at the #13 bus stop in front of VONS shopping center.

	NAME	ADDRESS
Print	JOSE VERDUGO	825 MERLIN DR
Sign	<i>Jose Verdugo</i>	
Print	DENISE VERDUGO	825 MERLIN DR
Sign	<i>Denise Verdugo</i>	
Print	FERNANDO VALDEZ	3727 CLINTON ST
Sign	<i>Fernando Valdez</i>	
Print	MARIA G. VALDEZ	3727 CLINTON ST
Sign	<i>Maria G. Valdez</i>	
Print	Denisse Machado	1890 Doran Street
Sign	<i>Denisse L. Machado</i>	
Print	Ma. Leticia Machado	1890 DORAN STREET.
Sign	<i>Ma. Leticia</i>	
Print	Helenes Duarte de Lopez	1890 DORAN STREET
Sign	<i>Helenes de Lopez</i>	
Print	Angelita M Lopez	1409 Grayson Turney
Sign	<i>Angelita M Lopez</i>	
Print	Maria C Sanchez	
Sign	<i>Maria C Sanchez</i>	
Print	Wendy P. Antier	9852 Bon View El Cajon Ca
Sign	<i>Wendy P. Antier</i>	321 I.B.
Sign	<i>Wendy P. Antier</i>	

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NAME

ADDRESS

Print DON STILLWELL 6308 RANCHO MESA RD #173, S.D. 92108

Sign Don Stillwell

Print NORBERT NORMAN

Sign Harbert Norman 1993 OAK CREEK RD EL CAJON, CA 92021

Print ALAN C THOMAS 1163 LA TORTUGA DR, VISTA CA 92081

Sign Alan C Thomas

Print RAINER A. GOERRES 4457 MT. HENRY AVE S.D.C 92117

Sign RAG

Print Lrene Leon 128 E 18th ST National City CA 91951

Sign Lrene Leon

Print Ruben Acuna 15737 Lassen St North Hill CA 91343

Sign Ruben Acuna

Print ELENE HILL 13300 LOS COCHES RD. E #55

Sign Elene Hill

Print Hannelore Myers 30275 Areniv Way Menifee CA 92584

Sign Hannelore Myers

Print MYRA J. SMITH 4167 Camino to David S.D. 92122

Sign Myra J Smith

Print Brenda Scott 524 So. Granados Ave Solana Beach 92075

Sign Brenda Scott

Metropolitan Transit System
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101-7490

Dear Sir:

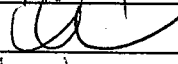
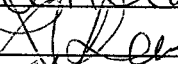

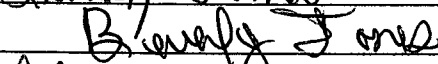
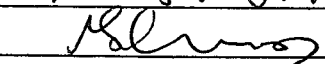
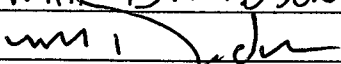

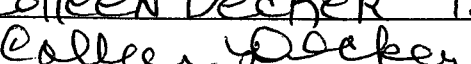
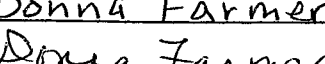
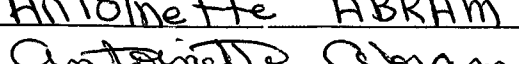
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NAME	ADDRESS
Print JUDY PANNELL	PO Box 900111 SD Ca 92190
Sign <i>Judy Pannell</i>	
Print Chrystaline Harden	11335 Silver Oak Ln. SD CA 92131
Sign <i>Chrystall</i>	
Print Wickey Godoy	14465 RANCH TRAIL DR., EL CAJON, Ca 92021
Sign <i>Wickey Godoy</i>	
Print Sherry Haurigan	8329 Remson Dr. Santee, CA 92071
Sign <i>Sherry Haurigan</i>	
Print Brian FASIC	3089C Clement Dr #365 San Diego, CA 92117
Sign <i>Brian Fasic</i>	
Print Roxanne Taylor	7426 Bonet Way SD, CA 92122
Sign <i>Roxanne Taylor</i>	
Print Stacie Owen	8723 Big Rock Rd Santee, CA 92071
Sign <i>Stacie Owen</i>	
Print Monique Corriño	4122 39th St. WD. CA 92105
Sign <i>Monique Corriño</i>	
Print SUSAN ROGERS	10944 BAROQUE LANE SD CA 92124
Sign <i>Susan M Rogers</i>	
Print CINDY OSBORN	833 COLDSTREAM, EL CAJON 92020
Sign <i>Cindy Osborn</i>	

Metropolitan Transit System
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101-7490

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	NAME	ADDRESS
Print	Holly Boyle	6304 Rancho Mission Rd 92108
Sign		
Print	Leticia Romo	3408 Brandguene St 92117
Sign		
Print	HAROLD BROWN	648 15TH ST S.D. CA. 92101
Sign		
Print	Beverly Jones	4445 Marcellana Dr. 23 S.D. CA 92115
Sign		
Print	MAX SCHWABER	5583 CANDLERIDGE DR L.J. CA 92037
Sign		
Print	MAT DAVIDSON	3030 SUNCREST DR. #120 SD, CA 92116
Sign		
Print	Beth Davidson	3030 Suncrest Dr. #120, SD CA 92116
Sign		
Print	Colleen Decker	1227 BOSTONIA ST. E.C. 92021
Sign		
Print	Donna Farmer	5440 Baltimore Dr. #165 La Mesa 91942
Sign		
Print	Antoinette ABRAM	
Sign		1363 Buckwheat Trail, Campo, CA

Metropolitan Transit System
1255 Imperial Avenue
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San Diego, CA 92101-7490

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NAME	ADDRESS
Print Adriana Beltran	1447 1/2 Kornblum Ave
Sign <i>Adriana Beltran</i>	Hawthorne CA 90250
Print Agueda Beltran	658 Second Ave
Sign <i>Agueda Beltran</i>	Chula Vista CA 91910
Print ALBERTO VILLARIN	4629 NORTH AVE. S.D. 92116
Sign <i>Alberto Villarain</i>	
Print Vicki Smith	215 65 th S.D. CA. 92114
Sign <i>Vicki Smith</i>	
Print Robert Martin	1352 Vista Way
Sign	" "
Print Carole Hutchins	5958 Madra Ave San Diego 92120
Sign <i>Carole Hutchins</i>	
Print Robert C. Hutchins	5958 Madra Ave. San Diego 92120
Sign <i>Robert C. Hutchins</i>	
Print MICHAEL KAUNTZ	13894 Amber Sky SANDIEGO 92124
Sign <i>Michael Kauntz</i>	
Print ALFRED NESVOLD	5700 Baltimore Dr. #43 La Mesa CA 91942
Sign <i>Alfred Nesvold</i>	
Print EVELINDE G. KAUNTZ	13894 Amber Sky Ln. San Diego CA 92129
Sign <i>Evelinde G. Kauntz</i>	

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San Diego, CA 92101-7490

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NAME	ADDRESS
Print <u>PAUL R BOTTOMS</u>	<u>12970 Hwy 8 Sp 99 El Cajon 92021</u>
Sign <u>Paul R Bottoms</u>	
Print <u>Wanda Wilson</u>	<u>12970 Hwy 8 Sp 99 El Cajon 92021</u>
Sign <u>Wanda Wilson</u>	
Print <u>Catherine Hockmuth</u>	<u>1886 Fargo Lane, Chula Vista CA 91913</u>
Sign <u>Catherine Hockmuth</u>	
Print <u>Maria DO</u>	<u>6161 El Cajon Blvd #198. SD CA 92115</u>
Sign <u>Maria DO</u>	
Print <u>Susan Michel</u>	<u>4695 Louisiana St #17 SD</u>
Sign <u>Susan Michel</u>	
Print <u>AMADO M. ENGELISTA JR</u>	<u>7566 Tupelo Cove. San Diego, CA.</u>
Sign <u>Amado M. Engelista Jr.</u>	
Print <u>ABBA J. MORGENTHAU</u>	<u>RPh. 853 Aspen Glen Rd Cu CA 91914</u>
Sign <u>ABBA J. MORGENTHAU</u>	
Print <u>Panit Pollavith</u>	<u>RPh. 4355 W. Point Loma Blvd. San Diego, CA 92107</u>
Sign <u>Panit Pollavith</u>	
Print <u>Melanie Sutherland</u>	<u>11410 Spitfire Rd San Diego, CA 92126</u>
Sign <u>Melanie Sutherland</u>	
Print <u>MARY TOLSON</u>	<u>1761 N. MOLLISON AVE EL CAJON 92021</u>
Sign <u>Mary Tolson</u>	

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1255 Imperial Avenue
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San Diego, CA 92101-7490

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NAME	ADDRESS
Print Theresa A. Lattman	6303 50 th St. San Diego, CA
Sign <i>Theresa A. Lattman</i>	
Print Betty Torre	7124 Keighley St San Diego, CA
Sign <i>Betty Torre</i>	
Print Edith C. DABBS	4577 - Delbarton St. S.D. 92120
Sign <i>Edith C. Dabbs</i>	
Print Bill Brenza	6886 51 st SD 92120
Sign <i>Bill Brenza</i>	
Print Brent Eldson	5601 Laramie Way SD 92120
Sign <i>Brent Eldson</i>	
Print Pat Brennan	5556 BARCLAY AVE SD 92120
Sign <i>Pat Brennan</i>	
Print Sharon Dilloway	6612 Seaman St. SD 92120
Sign <i>Sharon Dilloway</i>	
Print MARIO DISCUA	3353 Baja DR 92115
Sign <i>MARIO DISCUA</i>	
Print Peyton Martin	4550 Vandever Ave 92120
Sign <i>Peyton Martin</i>	
Print ANTHONY Hernandez	555 Blackshaw Ln. San Ysidro
Sign <i>Anthony Hernandez</i>	

Metropolitan Transit System
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101-7490

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NAME	ADDRESS
Print <u>Darlene Sorenson</u>	<u>7830 Mission Montana Place</u>
Sign <u>Darlene Sorenson</u>	
Print <u>CHARLES G. SACHSE</u>	<u>5050 WARING RD. SANDIEGO, CAL 92170</u>
Sign <u>Charles G. Sachse</u>	
Print <u>ANNE F. LEE</u>	<u>6846 Millbrook ST San Diego, CA 92120</u>
Sign <u>A. F. Lee</u>	
Print <u>Alan R Hunter</u>	<u>5125 Fontaine St Sd Ca. 92120</u>
Sign <u>ALAN R HUNTER</u>	
Print <u>REV. G. CLENAGHAN</u>	<u>Nazareth House</u>
Sign <u>G. Clenaghan</u>	
Print <u>Nancy F Bethowski</u>	
Sign <u>Nancy F BETHOWSKI</u>	<u>7727 Tommy Dr</u>
Print <u>PAT FLICK</u>	<u>2370 Cardinal Dr #9 SD 92123</u>
Sign <u>Pat Flick</u>	
Print <u>CONNIE ROBERTSON</u>	<u>6275 RANCHO MISSION 92108</u>
Sign <u>C. Robertson</u>	
Print <u>JOSEPH GIBBS</u>	
Sign <u>John Gibbs</u>	<u>6295 101 RANCHO MISSION RD</u>
Print <u>MIKE KIM</u>	<u>6275, Rancho Mission Rd #309</u>
Sign <u>Mike Kim</u>	

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NAME	ADDRESS
Print <u>Barbara Nunez</u>	<u>NOZARITH HOUSE</u>
Sign <u>Barbara Nunez</u>	<u>Nazareth House</u>
Print <u>Irene E Pacheco</u>	<u>Nazareth House</u>
Sign <u>Irene E Pacheco</u>	
Print <u>Alexis Hill</u>	<u>Nazareth House</u>
Sign <u>Alexis Hill</u>	<u>Nazareth House</u>
Print <u>Faye San Juan</u>	<u>Nazareth</u>
Sign <u>Faye San Juan</u>	<u>Nazareth</u>
Print <u>Larisa Shukirova</u>	<u>Nazareth H</u>
Sign <u>Larisa Shukirova</u>	<u>Nazareth H</u>
Print <u>Sedma Banjic</u>	<u>Nazareth House</u>
Sign <u>Sedma Banjic</u>	
Print <u>JUAN Lopez</u>	<u>Nazareth House</u>
Sign <u>JUAN Lopez</u>	
Print <u>Nijaz Mehic</u>	<u>Nazareth House</u>
Sign <u>Nijaz Mehic</u>	
Print <u>Dorothy I Dean</u>	<u>13555 Aldrin Ave Poway 92064</u>
Sign <u>Dorothy I Dean</u>	
Print <u>SHELLEY DUNN</u>	<u>740 ANCHOR WAY; CARLSBAD, CA 92009</u>
Sign <u>Shelley Dunn</u>	

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NAME	ADDRESS
Print ASHLEY JENKINS Apt # 277	
Sign <i>Ashley Jenkins</i>	6308 RANCHO MISSION RD.
Print LAWRENCE STOFFE	6310 RANCHO MISSION RD.
Sign <i>Lawrence Stoffe</i>	
Print ADRIAN LOPEZ	6308 Rancho Mission Rd #367
Sign <i>Adrian Lopez</i>	
Print Simone C. Watson	6310 Rancho Mission Rd #159
Sign <i>Simone Watson</i>	
Print <i>Lynnda Smith</i>	
Sign <i>Lynnda Smith</i>	
Print Alisa Haruthai	6310 Rancho Mission Rd. #137
Sign <i>Alisa Haruthai</i>	
Print Natalie Wisecarver	6306 Rancho Mission Rd #268
Sign <i>Natalie Wisecarver</i>	
Print Hillary Lathaye	11605 PEPPER DR
Sign <i>Hillary Lathaye</i>	
Print Lynna Vouthen	4332 Carlton Oaks DR #22
Sign <i>Lynna Vouthen</i>	
Print ELWOOD DEAN	13555 ALDRIN AVE. POWAY 92064
Sign <i>Elwood Dean</i>	

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NAME	ADDRESS
Print Mary Davis	4630 Zion Ave. San Diego CA
Sign Mary Davis	
Print Tasha Jackson	4575 Chinook Pl. SD. CA.
Sign Tasha (Hawkins) Jackson	
Print Ina Marie Bogia	4620 Zion
Sign Ina Marie Bogia	
Print Liana Wick	8686 - Troy
Sign Liana Wick	
Print Olivia Milne	4620 Zion ave Apt F15, D C A W.C.
Sign Olivia milne	4620 Zion ave apt F1 8, D
Print Rick Milne	4620 ZION AVE F1
Sign Rick milne	
Print Barbara Jenkins	380 Soroto Dr
Sign Barbara Jenkins	
Print Kathy Myers	9635 Beresue Ave, #41, SD, CA 92125
Sign Kathy Myers	
Print Don Mac Isaac	6643 MISSION RD. # A121
Sign Don Mac Isaac	
Print Linda Ealy	0308 RANCHO MISSION RD #367 - SD
Sign Linda Ealy	

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NAME	ADDRESS
Print <u>Harold R. LAWRENCE</u>	<u>6295 Rancho Mission Rd</u>
Sign <u>Harold Lawrence</u>	
Print <u>Richard M. Allerton Jr.</u>	<u>6306 Rancho Mission Rd, SD, 92108</u>
Sign <u>Richard M. Allerton Jr.</u>	
Print <u>JSHLEE BRUTEMAN</u>	<u>6393 Rancho Mission Rd #1 SD 92109</u>
Sign <u>JSHLEE</u>	
Print <u>Samantha Rufing</u>	<u>6304 Rancho mission Rd # 144 92108</u>
Sign <u>S. Rufing</u>	
Print <u>Samantha Banner</u>	<u>" "</u>
Sign <u>Samantha Banner</u>	
Print <u>Crystal Fenton</u>	<u>6304 Rancho Mission Rd #144 SD 92108</u>
Sign <u>Crystal Fenton</u>	
Print <u>Jon McGRATH</u>	<u>6306 Rancho mission rd Apt 288</u>
Sign <u>Jon McGRATH</u>	<u>6306 Rancho Mission Rd #386</u>
Print <u>SHAWN MERRITT</u>	<u>6306 Rancho mission Rd #386</u>
Sign <u>Shawn Merritt</u>	
Print <u>Shelley Jackson</u>	<u>6355 Rancho Mission Rd #216</u>
Sign <u>Shelley Jackson</u>	
Print <u>Jane Millard</u>	<u>6295 Rancho Mission Rd #105</u>
Sign <u>Jane Millard</u>	

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NAME	ADDRESS
Print EDWARD DULIBA	6310 RANCHO MISSION RD, APT. 353
Sign Edward Duliba	SAN DIEGO, CA 92108
Print Daniela Mossa-Zahab	
Sign Daniela Mossa-Zahab	6312 Rancho Mission Rd, CA 92108
Print WADE MILLER	6310 RANCHO MISSION Rd S.D. CA 92108
Sign Wade Miller	
Print Travis Gibson	6308 Rancho Mission Rd. #291
Sign Travis Gibson	
Print Brandy Dargyle	6304 Rancho Mission Rd #254
Sign Brandy Dargyle	SAN DIEGO CA 92108
Print Jennie Miller	"Sene"
Sign Jennie Miller	
Print Lizabeth A. Pena	6308 Rancho Mission Rd. 183
Sign Lizabeth A. Pena	
Print Alfredo Rodriguez	
Sign Alfredo Rodriguez	6308 Rancho Mission Rd. 183
Print Shan Franklin	6295 Rancho Mission
Sign Shan Franklin	
Print Michelle Pineda	6295 Rancho Mission
Sign Michelle Pineda	

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NAME	ADDRESS
Print Katherine Dimitri	4135 Illinois St. #8 San Diego, CA 92108
Sign Katherine Dimitri	
Print Nickie Davies	1047 San Diego St., San Diego, CA 92109
Sign Nickie Davies	
Print ARTHUR L. MELOCHE - NAZARETH HOUSE	
Sign A L Meloché	
Print Anne M. Odeh	NAZARETH HOUSE
Sign ANNE M. Odeh	
Print KATHRYN H. RYAN	Nazareth House
Sign Kathryn H. Ryan	
Print PATRICIA McCURDY	Nazareth House
Sign Patricia McCurdy	
Print Agnes Serrano	Nazareth House
Sign Agnes Serrano	
Print ABIEB, BERTIE.	Nazareth House.
Sign Bertie	Nazareth House.
Print PORTENCIA INFANTAS	NAZARETH HOUSE
Sign Remzita Hudic	==
Print Yehozel Zewale	NAZARETH HOUSE.
Sign Yehozel Zewale	

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NAME	ADDRESS
Print JEANETTE M. HEADRICK	6893 GLENROY ST
Sign Jeanette M. Headrick	6893 Glenroy St
Print Cynthia Martin	5452 Forbes Ave
Sign Cynthia Martin	San Diego, Ca. 92120
Print Mary C. Tessaro	6714 Winona Ave. San Diego, CA 92120-1125
Sign Mary C. Tessaro	
Print John G. Peterson	5439 Brunswick Ave. San Diego, 92120
Sign John G. Peterson	
Print SHERRY L KELLY	6432 ESTRELLA Ave San Diego 92120
Sign Sherry L Kelly	
Print Loraine Odierno	
Sign Loraine Odierno	4951 Alfred Ct San Diego CA 92120
Print Terry-Jo Platt	6575 Oakridge Rd 92120
Sign Terry-Jo Platt	
Print EDITH ODIERNO	4951 Alfred Ct 92120
Sign Edith Odierno	
Print Marilyn REED	6266 Seaman St, 92120
Sign Marilyn Reed	
Print JESSE R. JACKSON	6567 BURGUNDY S
Sign Jesse R Jackson	

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NAME	ADDRESS
Print JEAN KELLEY	6804 MISSION GORGE RD 92120
Sign JEAN KELLEY	6804
Print THOMAS CASSELY JR	6333 RANCHO MESA RD 92108
Sign Thomas Cassely Jr.	
Print David Galleagos	6310 Rancho Mission Rd. #337
Sign David Galleagos	
Print Rose Diniakos	6310 Rancho Mission Rd #139
Sign Rose Diniakos	
Print MARVIN NEU	6312 RANCHO MISSION RD 127
Sign Marvin Neu	
Print Dan Rizzo II	6304 RANCHO MISSION RD #392
Sign Dan Rizzo II	
Print Francesca Davis	10308 Rancho Mission Rd #283
Sign Francesca Davis	
Print Adam D'Amico	6310 Rancho Mission Rd.
Sign Adam D'Amico	
Print JOSHUA PACKTON	6310 Rancho Miss. Rd.
Sign Joshua Packton	
Print Elizabeth Stillwell	6308 Rancho Mission Rd #173
Sign Elizabeth Stillwell	

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NAME	ADDRESS
Print <u>Ernie Taylor</u>	<u>5989 Rancho Mesa Rd 92108</u>
Sign <u>Ernie Taylor</u>	
Print <u>Theodore Durler</u>	<u>6566 Burgundy St.</u>
Sign <u>Theodore Durler</u>	
Print <u>Carol J Durler</u>	<u>6566 Burgundy St 92120</u>
Sign <u>Carol J Durler</u>	
Print <u>Lynda Sanchez</u>	<u>6310 Rancho Mission #159 92108</u>
Sign <u>Lynda Sanchez</u>	
Print <u>Shannon Barry</u>	<u>6304 Rancho Mission Rd. #140, 92108</u>
Sign <u>Shannon Barry</u>	
Print <u>MARINA CHAVEZ</u>	<u>6308 RANCHO MISSION RD #277, 92108.</u>
Sign <u>M. Chavez</u>	
Print <u>Salina Ronderos</u>	<u>6310 Rancho Mission Rd #255 SD 92108</u>
Sign <u>Salina Ronderos</u>	
Print <u>Diana Martinez</u>	<u>6310 Rancho Mission Rd #165 SD 92108</u>
Sign <u>Diana Martinez</u>	
Print <u>Jennifer Bink</u>	<u>6310 Rancho Mission Rd #139 92108</u>
Sign <u>Jennifer Bink</u>	
Print <u>GARY STANTZELL</u>	<u>6310 RANCHO MISSION RD #149</u>
Sign <u>GARY STANTZELL</u>	

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NAME

ADDRESS

Print	GEORGE R Barney	10250 CAMINO 1115 RD #6
Sign	George R. Barney	
Print	Asadollah Mohaddes	Mohammed
Sign		6310 RANCHO MESA RD 92108 #247
Print	T. Pantoello	Mag. House S. Diego 92108
Sign	T. Pantoello	
Print	John Martinez	2511 McBurnie PH
Sign	John Martinez	SD CA 92123
Print	Dawn Fajerin	9050 Fajera Ranch Rd
Sign	Dawn Fajerin	
Print	Leticia Paez	10728 San Diego Mission Rd.
Sign	Leticia Paez	
Print	Elizabeth O. Rodriguez	
Sign	Elizabeth O. Rodriguez	6333 Rancho Mission Rd. 92108
Print	Ellen O'Dwyer	Rancho Mission Rd. San Diego.
PRINT Sign	ELLEN O'DWYER	RANCHO MISSION ROAD, SAN DIEGO 92108
Print	MARGARET SPENCE	
Sign	Margaret Spence	Margaret's House Rancho Mission Rd. S.D.
Print	Lois Clausen	
Sign	Lois Clausen	Margaret's House Rancho Mission Rd. S.D.

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NAME	ADDRESS
Print <u>Damian Gayer</u>	<u>6275 Rancho Mission Rd #308 SD, CA 92108</u>
Sign <u>[Signature]</u>	
Print <u>Nancy Stue</u>	<u>12840 Mapleview #102 Lakeside 9208</u>
Sign <u>Nancy Stone</u>	
Print <u>BRIAN WILLIAMS</u>	<u>6310 RANCHO MISSION RD #151 SD CA 92108</u>
Sign <u>[Signature]</u>	
Print <u>Thomas J Sobotka</u>	<u>6312 Rancho Mission 2257 SD</u>
Sign <u>[Signature]</u>	
Print <u>Giguan: Midrieli</u>	<u>6312 Rancho Mission Rd #173 SD. 92108</u>
Sign <u>[Signature]</u>	
Print <u>NOELANI KATE</u>	
Sign <u>[Signature]</u>	<u>6295 RANCHO MISSION RD</u>
Print <u>AMBER POLK</u>	
Sign <u>Amber Polk</u>	<u>SD. CA 92108 #</u>
Print <u>April Smith</u>	<u>6275 Rancho Mission Rd #111</u>
Sign <u>[Signature]</u>	<u>San Diego, CA 92108</u>
Print <u>Emily Weissbach</u>	<u>6310 Rancho Mission Rd #151</u>
Sign <u>Emily Weissbach</u>	<u>San Diego CA 92108.</u>
Print <u>Nadia Enrile</u>	<u>6310 Rancho Mission Rd. #261</u>
Sign <u>[Signature]</u>	<u>San Diego, CA 92108</u>

Dear Sir:

The #14 bus should return to Mission Gorge Road via Crawford Street and Rainier Avenue.

I would also like to see the #14 bus returned to a 30 minute schedule as was available prior to July 10, 2005.

NAME	ADDRESS	PHONE
DOROTHY S. RAGAN	6333 Rancho Mission Rd	9281-1059
Dorothy Corral	4590 Glen Ave Apt 9.5.	619-269-0785
Bernadette Songco	4580 ZION AVE, S.D., CA. 92120 (WORK)	619 283-9515
Charmaine Campbell	6361 Rancho Mission Rd S.D.	92108
Helge Sanchez	245 BALLANTYNE ST EL CAJON CALIF	92020

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Dear Sir:

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NAME

ADDRESS

Print Charles Henry Sturtevant

Sign C.H. Sturtevant Nazareth House

Print Marcella Slaughter

Sign Marcella Slaughter

Print

Sign Marguerite Clakis

Print Marguerite Clakis

Sign Ann L Kelley

Print Ann L Kelley

Sign E. A. Pistacchio

Print E. A. Pistacchio

Sign Elizabeth Frederickson

Print Elizabeth Frederickson

Sign Imelda Pulkrabek

Print Patricia A. Haug

Sign Patricia A. Haug

Print Emma Gossett

Sign Emma Gossett

Print

Sign

[illegible]



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

Agenda

Item No. 6

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

FIN 340.3 (PC 20201)

October 13, 2005

Subject:

MTS: TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT

RECOMMENDATION:

That the MTS Board of Directors adopt Resolution No. 05-14 (Attachment A) amending the FY 2003 Transportation Development Act (TDA) Article 4.0 Claim No. 253 for the City of El Cajon.

Budget Impact

The TDA claim amendment would result in the receipt of \$116,250 in TDA Article 4.0 funds for the City of El Cajon for bus stop improvements and other operating expenses to repair and replace existing facilities.

DISCUSSION:

Senate Bill 521 (effective January 2003) consolidated all transit funding in the MTS service area. As a result, MTS submits one TDA claim on behalf of all operators in its service area. An 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 El Cajon has requested \$116,250 from its unallocated TDA reserve for bus stop improvements and other operating expenses to repair and replace existing facilities.




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

The City of El Cajon seeks to:

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

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



Paul C. Jablonski
Chief Executive Officer

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

JGarde
OCT13-05.6.TDA-ELCAJON.LMARINESI
9/27/05

Attachments: A. Resolution No. 05-14
B. Letter from the City of El Cajon

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-14

Resolution Amending Fiscal Year 2003 Transportation Development Act

WHEREAS, effective August 10, 2000, 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 TDA funds 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 2003 TDA claim, including unallocated balances of TDA funds and all capital reserves on behalf of area operators and jurisdictions; and

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

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

WHEREAS, 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 El Cajon has requested to use \$116,250 for the completion of bus stop improvements and other operating expenses to repair and replace existing facilities from its unallocated reserves; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted, pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR); NOW, THEREFORE, BE IT RESOLVED, that the MTS Board of Directors does hereby approve an amendment revising the Claim No. 253 by allocating \$116,250 from the City of El Cajon's unallocated TDA capital funds for said transit improvements.

PASSED AND ADOPTED by the Board of Directors this ____ day of October 2005, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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
RES-05-14.ELCAJONTDA.LMARINESI
9/26/05

**CITY OF EL CAJON****PUBLIC WORKS DEPARTMENT**

July 22, 2005

Mr. David Chapin, Finance Manager
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Mr. Chapin:

The following information is submitted for review in consideration of the City of El Cajon utilizing a portion of our transit fund reserves in the amount of \$116,250 for the following:

Description	Budget Estimate
Bus Stop Improvements	\$70,000
Other Operating Expenses to Repair & Replace Existing Facilities	\$46,250

Attached is the budget document approved by the El Cajon City Council on June 28, 2005. The total Transit budget is \$238,963 of which we have already received \$90,883 on July 20, 2005 for costs associated with personnel and the bus stop maintenance contract. The additional request is necessary to continue support of the transit operations in the City of El Cajon in cooperation with Metropolitan Transit System.

Should you require any additional information as you prepare the agenda report for the board's approval, please contact me directly at (619) 441-5591.

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

Sincerely,

A handwritten signature in dark ink, appearing to read "Jeff Swiney", is written over a horizontal line.

Jeff Swiney
Senior Management Analyst

JS:civ

Attachments: Transit Budget for FY 2005 – 2006

CITY OF EL CAJON

2005 - 2006 ANNUAL BUDGET

ACTIVITY: TRANSIT			ACTIVITY NO: 213000		
EXPENDITURE SUMMARY	2002-2003 ACTUAL	2003-2004 ACTUAL	2004-2005 AMENDED BUDGET	2004-2005 EST. ACTUAL	2005-2006 PROPOSED
SALARIES & BENEFITS		51,860	63,472	62,107	104,584
MAT'L, SVC & SUPPLIES		43,405	106,104	75,639	64,379
CAPITAL OUTLAY	12,106	68,602			
OTHER FINANCING USES	90,883		90,000	90,000	70,000
TOTAL	102,989	163,507	259,576	227,746	238,963

DESCRIPTION

To provide direction and support for the Transit operations in the City of El Cajon in cooperation with Metropolitan Transit System (MTS).

F.Y. 2004-2005 HIGHLIGHTS

Awarded contract for the installation of bus shelters at various locations as prioritized by the Commission on Disabilities and Area Agency on Aging.

Assisted the Commission on Disabilities with identifying additional locations for bus shelters based on ridership and other criteria, as noted in the City wide Transit study completed last year

Replaced older, heavy, concrete trash receptacles with lightweight, aesthetically pleasing receptacles.

Installed additional benches and trash receptacles at various locations.

Administered the contract with St. Madeleine Sophie's for the maintenance of bus shelters and bus stops.

Attended monthly Transit Services and Facilities Advisory Committee (TSFAC) meetings at MTDB.

GOALS

Award contract for the installation of bus shelters at eight additional locations as prioritized by the Commission on Disabilities.

Obtain professional services contract to provide technical study of bus stop locations necessary to develop a comprehensive plan to increase ridership and provide for additional improvements.

Continue bus stop improvements by replacing and or installing bus benches and trash receptacles as needed.

Evaluate ridership data and review routes bus routes to assist MTS with evaluating transit priorities for the citizens of El Cajon.

FINANCIAL COMMENTS

Revenue received from MTS during FY 04/05 was \$259,576. This was for staff costs and overhead of \$63,472 and \$26,220 for bus stop maintenance expenses.

We anticipate receiving the same amount as last year in addition to requesting approximately \$117,133 from our unallocated reserve maintained by the County of San Diego on behalf of MTS. This will be used to fund "other projects" and to develop a comprehensive plan to increase ridership and provide for additional improvements. Other costs include replacement of benches, trash receptacles and related operating expenses.

All Transit expenditures are eligible for reimbursement with TDA funds.

Other Projects:

Bus Stop Improvements – \$70,000

DETAIL OF PERSONNEL SERVICES

JOB CLASSIFICATION	2002-2003 ACTUAL	2003-2004 ACTUAL	2004-2005 APPROVED	2005-2006 REQUESTED
Redevelopment Manager		0.10	0.10	0.00
Traffic Engineer		0.05	0.05	0.10
Associate Engineer		0.05	0.05	0.05
Technical Eng. Supervisor		0.00	0.00	0.05
Sr. Engineering Technician		0.00	0.00	0.10
Engineering Technician		0.05	0.05	0.20
Sr. Management Analyst		0.05	0.05	0.05
Management Analyst		0.00	0.00	0.15
Administrative Secretary		0.05	0.05	0.05
P.W. Supervisor		0.05	0.05	0.05
P.W. Crew Leader		0.10	0.10	0.10
P.W. Equipment Operator		0.10	0.10	0.10
P.W. Maint. Worker II / Trainee		0.05	0.05	0.10
TOTAL	0.00	0.65	0.65	1.10

Department: PUBLIC WORKS

Division: TRANSIT

Division #: 213000

ACCOUNT NUMBER	JUSTIFICATION FOR SUPPLIES AND SERVICES BRIEF STATEMENTS & ESTIMATED AMOUNTS USED IN CALCULATING TOTALS FOR EACH LINE ITEM (FY05/06)	SUB TOTALS	ACCOUNT TOTAL
8160	OPERATING SUPPLIES (no change)		18,425
	Bus benches – new locations and replacement (20 @ \$500)	10,000	
	Trash Receptacles – new locations and replacement (20 @ \$375)	7,500	
	Trash Can Liners, installation hardware and other miscellaneous operating supplies	925	
8335	ENGINEERING SERVICES (decrease of \$40,000)		0
8510	OVERHEAD REIMBURSEMENT (increase \$2,275)		11,454
8576	REPAIR AND MAINTENANCE (increase \$6,000 – due to additional bus shelters to be installed)		34,500
	Bus stop Maintenance Contract with St. Madeleine Sophie's Center		
	TOTAL SERVICES AND SUPPLIES (decrease \$31,725)		64,379

CAPITAL IMPROVEMENT PROJECT FISCAL YEAR 2005-2006

ACTIVITY NO: 213000 PROJECT NO: PW (NEW)	ACTIVITY: TRANSIT
Description: Bus Stop Improvements	
Justification: The City of El Cajon provides an extensive network of public transportation to the community via buses. Currently only a few of the bus stops within the City provide shelter. Last fiscal year 8 more locations were added and this project proposes to provide improvements to various bus stops throughout the City.	
Scheduling: FY 2005 / 2006	
Relationship to General and Community Plans: Project does not impact the General Plan. However, this project is consistent with overall community plans by improving facilities available to the public for the use of public transit.	
Operating Budget Impact: Any additional maintenance costs will be paid for with Transportation Development Act funds (TDA).	
Planning, Survey, Design:	
Land Acquisition:	
Construction (9060):	70,000
Equipment:	
Professional Services:	
Inspection:	
Other:	
PROJECT COST:	70,000
Source(s) of Funds:	
TDA - (Fund 213)	70,000
FUNDING TOTAL:	70,000



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619/231-1466
FAX 619/234-3407

Agenda

Item No. 7

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

CIP 10940

October 13, 2005

Subject:

MTS: REGIONAL TRANSIT MANAGEMENT SYSTEM – CONTRACT AMENDMENT

RECOMMENDATION:

That the Board of Directors

1. receive a report on the status of the Regional Transit Management System (RTMS) Project and identify the basis of staff's change order recommendations;
2. ratify Amendment No. 1 to MTS Doc. No. G0867.0-03 (Attachment A) to the Motorola contract as executed by the Chief Executive Officer (CEO) for an amount not to exceed \$10,336;
3. authorize the CEO to execute Amendment No. 2 to the Motorola contract MTS Doc. No. G0867.0-03 (Attachment B) for change orders, in an amount not to exceed \$678,384, with an MTS cost of \$540,483 and North County Transit District (NCTD) cost of \$137,901;
4. authorize the CEO to execute Amendment No. 1 to MTS Doc. No. G0868.0-03 (Attachment C), Fund Transfer Agreement with NCTD, for change orders in the amount of \$137,901 for a total adjusted amount not to exceed \$7,398,631 (Attachment D); and
5. authorize a contract contingency in the amount of \$100,000 and authorize the CEO to execute future contract amendments to not exceed that amount.

Budget Impact

The cost of Amendment No. 1 is solely an MTS cost and was funded through Capital Improvement Project (CIP) 10819 - Interim Trolley Control Center.



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

MTS's share of the cost of \$540,483 for Amendment No. 2 would be funded from the RTMS Project (CIP 10940), \$290,483; Mission Valley East Project (CIP 10426), \$150,000; and Interim Trolley Control Center Project (CIP 10819), \$100,000.

NCTD's share of the cost of \$137,901 for Amendment No. 2 to the Motorola contract would be governed by the approved Funds Transfer Agreement.

The project contingency amount of \$100,000 would be funded through the RTMS Project (CIP 10940).

DISCUSSION:

Background Information

The RTMS is an expandable multioperator transit management system that will deploy wireless voice and data communications; global positioning system (GPS)-based automatic vehicle location (AVL) functions; and computer-aided dispatch (CAD) for system performance monitoring and incident reporting. Additional system functionality includes performance and security monitoring (route and schedule adherence); security and vehicle alerts; customer information (message boards); automatic transfer requests; automatic passenger counting; and integration with other information technology systems (ITS), scheduling, maintenance, fare collection, and regional ITS.

On January 10, 2002, the MTS Board authorized staff to procure an RTMS, in partnership with North County Transit District (NCTD), using a competitive negotiated procurement process. In June 2003, a contract was awarded to Motorola Corporation. The original contract value was \$19,176,856; MTS's share of the cost was \$11,916,126, and NCTD's share of the cost was \$7,260,730.

As of September 27, 2005, the project is concluding minifleet/field performance testing. NCTD buses have been fully installed with cutover to the RTMS planned for late October. San Diego Transit Corporation (SDTC) will begin vehicle installations and cutover upon successful completion of the minifleet test. Staff expects the SDTC cutover to be completed by late November with the 30-day system availability period beginning subsequently. Successful completion of the availability milestone would result in system acceptance and initiate the one-year warranty period and project closeout.

Amendment No. 1

On April 13, 2005, the CEO, executed a contract amendment with Motorola Corporation for an amount not to exceed \$10,336. This amendment was necessary to facilitate the relocation of radio site equipment for San Diego Trolley, Inc. (SDTI) to provide adequate radio coverage for Mission Valley East operations.

Amendment No. 2

Staff's recommendation to authorize an amendment to the above-referenced contract is the result of the project change orders referenced in the attached spreadsheet (RTMS Amendment No. 2 Change Order Listing—Attachment C). These change orders have been evaluated by our consultant and determined to be fair and reasonable. The

agencies recommend acceptance of these contract changes to facilitate implementation and better meet current and future project and system needs.

These contract changes include several items ranging from \$2,000 to \$435,000. Those items in excess of \$100,000 are briefly explained below.

- The American with Disabilities Act (ADA) audio/visual announcements requirement was removed from the contract and developed as a separate, no-cost project with Transit Television Network, Inc. This change resulted in a contract credit of \$654,923.
- During the design review process, the Alternative Design Approach was presented by Motorola as an alternate solution to the contract requirement for complete separation of agency data. The revised solution provided for the sharing of regional resources while preserving the ability of the agencies to operate independently. This change resulted in a contract credit of \$225,000.
- During the final site inspection for the equipment deployment at Cowles Mountain, several issues were identified that required a significant upgrade to the electrical wiring and transformers to rectify these issues and provide necessary power to the site. Staff is in discussions with both the City of San Diego and the County Sheriff's Department to share the cost of this effort and/or offset lease payments. The cost of this additional effort is \$290,651.
- While in final lease negotiations with the City of San Diego, its staff informed us that the current radio tower had exceeded its weight capacity and useful life and would not allow us to install our new antennas. The City of San Diego is requiring construction of a new tower prior to the installation of our new equipment. Staff is in negotiations with the City of San Diego to share the cost of the new tower and/or offset lease payments. The cost of this additional effort is \$325,044.
- During operational review for Mission Valley East extension and occupation of the new SDTI Operations Control Center, the need to upgrade core components of the trolley radio system was identified. Parts of the current system are badly in need of replacement, and other elements are needed to support expanded operations and to facilitate the move to the new control system without significant operational impact. As the equipment needed was identical to that being deployed by SDTC, staff worked with the vendor, Motorola Corporation, to provide the necessary equipment and services. The \$435,085 cost of this work is being funded through a combination of funding from the Mission Valley East, Operations Control Center, and RTMS projects.
- As part of the communications system design, MTS partnered with the County Sheriff's Department to utilize its microwave system for backhaul communications to the nine RTMS radio sites. To facilitate this connectivity to the Sheriff's Department system, additional channel-bank equipment was needed. The \$139,429 cost of this additional equipment is being shared equally by MTS and NCTD.

The adjusted amount of the contract is \$19,865,576 with a MTS cost share of \$12,466,945 and an NCTD cost share of \$7,398,631.

Fund Transfer Agreement


As part of the original contract award, MTS and NCTD executed a Funds Transfer Agreement (MTS Doc. No. G0868.1-03) (Attachment D), which provided for the MTS contract execution and NCTD cost sharing. As some of the above-referenced change orders affect NCTD's cost share, an amendment to this agreement in the amount of \$137,901 is needed.

Contract Contingency

Staff is recommending that the Board establish a contingency fund of \$100,000 and authorize the CEO to execute contract amendments up to this amount. This contingency would facilitate timely authorization of work items if necessary to complete the project.

Conclusion

Staff recommends the Board receive this report and approve the amendments and contingency items as noted.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Samuel Johnson, 619.699.6958, sjo@sandag.org

JGarde/OCT13-05.7.RTMS.SJOHNSON

Attachments: A. Motorola Amendment (MTS Doc. No. G0867.1-03)
B. Motorola Amendment (MTS Doc. No. G0867.2-03)
C. RTMS Amendment No. 2 Change Order Listing
D. Fund Transfer Agreement (MTS Doc No. G0868.1-03)



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ORIGINAL

April 13, 2005

MTS Doc. No. G0867.1-03
CIP 10940

Mr. Scott H. Dodge
Motorola, Inc.
6450 Sequence Drive
San Diego, CA 92121

Dear Mr. Dodge:

SUBJECT: AMENDMENT NO. 1, MTDB DOC. NO. G0867.0-03: REGIONAL TRANSIT
MANAGEMENT SYSTEM

This letter will serve as Amendment No. 1 to the above-referenced document and in response to Motorola, Inc.'s (Motorola's) proposal dated April 7, 2005.

SCOPE OF SERVICES

The Metropolitan Transit System (MTS) is requesting additional work from Motorola to reconfigure the San Diego Trolley, Inc. (SDTI), radio system, as outlined in the attached proposal. In general, Motorola will relocate SDTI's existing Channel 3 stand-by transmitter from the Catalina Standpipe repeater site on Point Loma to the Price-Trancone Facility at Mount Solidad to facilitate the operation of the Mission Valley East line extension.

SCHEDULE

All work shall be completed by June 15, 2005.

PAYMENT

The total cost of this amendment shall not to exceed \$10,336.00 without prior written approval from MTS. All other terms and conditions of the contract remain unchanged.

If you have any questions, please contact Karen Mueller by phone at 619-699-6923 or via e-mail at kmu@sandag.org.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Agreed:

Scott H. Dodge
Motorola, Inc.

Date: 9/28/05

LTorio/CL-G086-3-AD1-MOTOROLA.JDREIS

Attachment: Motorola Proposal of 4/7/05

cc: James Dreisbach-Towle; Karen Mueller – San Diego Association of Governments (SANDAG)

REVIEWED AND APPROVED AS TO FORM

5/11/05

SCOTT DODGE DATE

MOTOROLA

CONTRACTS AND COMPLIANCE DEPT.

Metropolitan Transit System (MTS) is a member of the Metropolitan Transit Development Board (MTDB), a California public agency, and is a member of the San Diego Association of Governments (SANDAG). MTS is the transit administrator for eight cities. MTS is owner of the San Diego Trolley, Inc. (SDTI), a California public agency, and is a member of the San Diego Association of Governments (SANDAG). MTS member agencies include: City of Escondido, City of Fontana, City of Hemet, City of Imperial Beach, City of La Mesa, City of San Diego, City of San Marcos, City of San Ramon, and the County of San Diego.

April 7, 2005

Trolley Center - MSR2000 Relocation Quotation

Pricing Summary

(A)	HARDWARE TOTAL PRICE	<u>\$4,089</u>
(B)	SOFTWARE TOTAL PRICE	<u>\$0</u>
(C)	IMPLEMENTATION SERVICES	<u>\$5,830</u>
(D)	SPARE PARTS AND TEST EQUIPMENT	<u>N/A</u>
(E)	TRAINING	<u>N/A</u>
(F)	FREIGHT AND INSURANCE	<u>\$100</u>
	SUBTOTAL	\$10,019
(G)	Tax	<u>\$317</u>
	TOTAL	\$10,336

Quotation Valid for 30 Days

Purpose:

Motorola shall be required to relocate the San Diego Trolley Channel 3 Stand-by transmitter from the facility at the Catalina Standpipe on Pt Loma to the Price Trancone facility at Mount San Miguel. Motorola shall provide all labor, material, coordination and supervision to relocate the MSR2000 transmitter currently functioning as the standby channel 3 Transmitter, as detailed below.

Motorola shall assign a Project manager to coordinate and oversee the operation.

Motorola shall coordinate all operations with the designated San Diego Trolley Project Manager.

San Diego Trolley Management shall secure authorization from the site owner to add equipment and antenna on tower.

San Diego Trolley shall order and coordinate delivery of the required phone circuits.

Motorola shall perform a site visit to both the existing and proposed site and determine the work flow to achieve the required goal.

Motorola will coordinate with the selected carrier the install at the new location of voice and control lines (one scheduled visit).

Motorola shall prepare the new site by installing where possible new antenna, antenna line and surge suppression prior to decommissioning the Pt Loma equipments.

Motorola shall decommission/remove the Channel 3 Standby MSR 2000 transmitter from the rack it shares with the primary Channel 3 Transmitter.

The transmit combiner shared by the two transmitters shall remain in place and Motorola shall terminate open ports.

Motorola shall remove/un-mount the bandpass cavity dedicated to the standby MSR2000.

Motorola shall use due diligence and transport all removed equipment to the new site at Mount San Miguel.

Motorola shall install in an existing 19" EIA rack the MSR2000 at the Mount San Miguel site.

Motorola shall mount the bandpass cavity to open wall space using standard mounting methods.

Motorola shall procure and install a triple isolation circulator in the rack space provided.

Motorola shall procure and install a PolyPhaser type antenna line surge suppressor at the entry port.

Motorola shall fabricate and install jumpers as required to connect the MSR2000, circulator, surge suppressor and antenna.

Motorola shall install using standard mounts the designated Yagi antenna at the prescribed location on the tower.

Motorola shall install and connect antennal line ground kits on the tower and building entry.

Motorola shall connect newly installed equipment to the existing facility ground system.

Motorola shall connect the MSR2000 to the provided A.C. Power source by use of a standard power cord.

Motorola will connect landline voice and control lines to a demarc within 20' of the MSR2000.

Motorola shall verify the cold installation of the install.

Motorola will coordinate with the San Diego Trolley personnel the start up and placing in operation of the MSR2000.

This quote specifically excludes A.C. or D.C. electrical wiring expansion of the facility, troubleshooting to bring the equipment to operation status. It is assumed that new location has existing rack space, cable tray, normal cable entry and overall antenna run is less than 150 feet in length and electrical within reach of standard power cable. Equipment will be grounded to existing facility ground system if present.

Table 1-1
Trolley Center - MSR2000 Relocation Quotation

Pricing Detail

		<u>Qty:</u>	<u>Unit</u>	<u>Subtotal</u>
(A)	<u>HARDWARE TOTAL PRICE</u>			\$4,089
1	Yagi Antenna, Antenna Line, Antenna line Connectors, Polyphaser, Circulator and miscellaneous installation hardware.	Lot	\$3,465	<u>\$3,465</u>
2	VHF Bandpass cavity with mounting hardware	1	\$624	<u>\$624</u>
		<u>Qty:</u>		
(B)	<u>SOFTWARE TOTAL PRICE</u>			<u>\$0</u>
1				<u>N/A</u>
		<u>Qty:</u>		
(C)	<u>IMPLEMENTATION SERVICES</u>			<u>\$5,830</u>
1	Installation Labor - Remove and transport MSR2000 from Pt. Loma to San Miguel, Installation of MSR200, antenna and line at San Miguel, and connection to customer provided phone line.	1	\$3,370	<u>\$3,370</u>
2	Program Management & Administration Services	Lot	\$2,460	<u>\$2,460</u>
		<u>Qty:</u>		
(D)	<u>SPARE PARTS AND TEST EQUIPMENT</u>			<u>N/A</u>
1				<u>N/A</u>
		<u>Qty:</u>		
(E)	<u>TRAINING</u>			<u>N/A</u>
1				<u>N/A</u>
(F)	<u>FREIGHT AND INSURANCE</u>			<u>\$100</u>



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Att. B, AI 7, 10/13/05, CIP 10940

October 13, 2005

MTS Doc. No. G0867.2-03
CIP 10940

DRAFT

Mr. Scott H. Dodge
Motorola, Inc.
6450 Sequence Drive
San Diego, CA 92121

Dear Mr. Dodge:

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G0867.0-03 - REGIONAL TRANSIT
MANAGEMENT SYSTEM

This letter will serve as Amendment No. 2 to the above-referenced contract and in response to the Motorola transmittals listed below. These change orders have been evaluated by our consultant and have been determined to be fair and reasonable. The agencies are accepting these contract changes to facilitate implementation and better meet current and future project and system needs.

MOTOROLA TRANSMITTAL	CHANGE ORDER DESCRIPTION	AMOUNT
N/A	AVA Requirement Removal	(654,923)
G0867 MOT MTDB-0024	Alternative Design Approach	(225,000)
G0867 MOT MTDB-0056	RCS Microwave/Channel Bank Upgrade	139,429
G0867 MOT MTDB-0060	Back-up Control Station	12,229
G0867 MOT MTDB-0072	GPS Trigger - AFC Interface	55,946
G0867 MOT MTDB-0073	Additional Coverage Maps	22,143
G0867 MOT MTDB-0098	IAD - Additional Watson Console	17,504
G0867 MOT MTDB-0099	Mills Bldg. - Microwave Installation	14,040
G0867 MOT MTDB-0117	Pt. Loma to Mills Bldg M/W Upgrade	24,275
G0867 MOT MTDB-0135	Pt. Loma - Tower Construction	325,044
G0867 MOT MTDB-0142	Palomar - Quantar Credit	(12,739)
G0867 MOT MTDB-0158	Cowles - Electrical Design Services	11,857
G0867 MOT MTDB-0162	Common Channel Antennas	35,381
G0867 MOT MTDB-0166a	Fiber Mux - Connect to Fiber Network	32,864
G0867 MOT MTDB-0171	NCTD - Additional 6 Bus Installations	63,384
G0867 MOT MTDB-0176	San Miguel - RCS Connection	8,323
G0867 MOT MTDB-0179	San Miguel - Receive Antenna Mounts	2,361
G0867 MOT MTDB-0180	Cowles - Electrical Redesign Services	4,286
G0867 MOT MTDB-0181	Site Installations - Additional Work	7,643
G0867 MOT MTDB-0191	NCTD - Additional materials for new buses	10,179
G0867 MOT MTDB-0198	SDTC - 2005 NF Odometer connection	13,422
G0867 MOT MTDB-0200	Cowles - Electrical Upgrade	290,651
G0867 MOT MTDB-0201a	Cowles - Additional Implementation Services	45,000
G0867 MOT MTDB-0202	SDTI - Radio Upgrade	435,085
Change Order Total		\$678,384



Mr. Scott H. Dodge
October 13, 2005
Page 2

PAYMENT

The total cost of this amendment shall not exceed \$678,384. The total adjusted cost of the contract shall not exceed \$19,865,576 without prior written approval from MTS.

The following table lists contract actions to date.

<u>ACTION</u>	<u>TOTAL</u>
Initial Contract	\$19,176,856
Amendment No. 1	10,336
<u>Amendment No. 2</u>	<u>678,384</u>
Amended Contract Total	\$19,865,576

In conjunction with this amendment and as stated in Motorola transmittal G0867_MOT_MTDB-0158a, Motorola waives any delay claims made prior to this amendment.

SCOPE OF SERVICES

The change orders listed above shall be delivered in accordance with the corresponding transmittal, system design and operational requirements as noted in approved project documents and during discussions.

All other terms and conditions of the contract remain unchanged. If you agree with the above, please sign below and return the document marked "original" to Traci Bergthold, Contracts Specialist, at MTS. The other copy is for your records. If you have any questions, please contact Karen Mueller at 619.699.6923 or via e-mail at kmu@sandag.org.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Scott H. Dodge
Motorola, Inc.

OCT13-05.7.ATTB.G0867.2-03.SJOHNSON

Date: _____

cc: Scott Clayton, Motorola

Transmittal #	Change Order	Amount	Funding Split			
			MTS		NCTD	
N/A	AVA Requirement Removal	(654,923)	100%	(654,923)	0%	0
G0867_MOT_MTDB-0024	Alternative Design Approach	(225,000)	62%	(139,811)	38%	(85,189)
G0867_MOT_MTDB-0202	SDTI - Radio Upgrade	435,085	100%	435,085	0%	0
G0867_MOT_MTDB-0135	Pt Loma - Tower Construction	325,044	100%	325,044	0%	0
G0867_MOT_MTDB-0200	Cowles Mtn - Electrical Upgrade	290,651	100%	290,651	0%	0
G0867_MOT_MTDB-0056	RCS Microwave/Channel Bank Upgrade	139,429	50%	69,715	50%	69,715
G0867_MOT_MTDB-0201a	Cowles Mtn - Additional Services	45,000	100%	45,000	0%	0
G0867_MOT_MTDB-0072	GPS Trigger - AFC Interface	55,946	62%	34,764	38%	21,182
G0867_MOT_MTDB-0166a	Fiber Mux - Connect to Caltrans Fiber Network	32,864		25,133		7,731
G0867_MOT_MTDB-0117	Pt Loma to Mills Bldg M/W Upgrade	24,275	100%	24,275	0%	0
G0867_MOT_MTDB-0098	IAD - Add'l Watson Console	17,504	100%	17,504	0%	0
G0867_MOT_MTDB-0099	Mills Bldg - Microwave Installation	14,040	100%	14,040	0%	0
G0867_MOT_MTDB-0198	SDTC - Odometer cable connection for new buses	13,422	100%	13,422	0%	0
G0867_MOT_MTDB-0158	Cowles Mtn - Electrical Design Services	11,857	100%	11,857	0%	0
G0867_MOT_MTDB-0176	San Miguel - RCS Connection	8,323	100%	8,323	0%	0
G0867_MOT_MTDB-0181	Site Installations - Additional Work	7,643	100%	7,643	0%	0
G0867_MOT_MTDB-0060	Back-up Control Station	12,229	50%	6,115	50%	6,115
G0867_MOT_MTDB-0180	Cowles Mtn - Electrical Redesign Services	4,286	100%	4,286	0%	0
G0867_MOT_MTDB-0179	San Miguel - Receive Antenna Mounts	2,361	100%	2,361	0%	0
G0867_MOT_MTDB-0142	Palomar Mtn - Quantar Credit	(12,739)	0%	0	100%	(12,739)
G0867_MOT_MTDB-0171	NCTD - Additional 6 Bus Installations	63,384	0%	0	100%	63,384
G0867_MOT_MTDB-0162	Common Channel Antennas	35,381	0%	0	100%	35,381
G0867_MOT_MTDB-0073	Additional Coverage Maps	22,143	0%	0	100%	22,143
G0867_MOT_MTDB-0191	NCTD - Add'l materials for new buses	10,179	0%	0	100%	10,179
Change Order Total - Amendment 2		678,384		540,483		137,901
Original Contract		19,176,856		11,916,126		7,260,730
Amendment 1		10,336		10,336		0
Adjusted Contract Amount		\$ 19,865,576		\$ 12,466,945		\$ 7,398,631

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

Att. D, AI 7, 10/13/05, CIP 10940

DRAFT

October 13, 2005

MTS Doc. No. G0868.1-03
CIP 10940

Ms. Karen King
Executive Director
North County Transit District
810 Mission Avenue
Oceanside, CA 92054

Dear Ms. King:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G0868.0-03 - FUND TRANSFER AGREEMENT

MTS and the North County Transit District (NCTD) hereby agree to amend the Fund Transfer Agreement for Regional Transit Management System (MTS Doc. No. G0868.0-03) per the following:

• Add:

8. *NCTD agrees to reimburse MTS an amount not to exceed \$137,901 for costs pertaining to additional services and/or deliverables provided by Motorola Corporation under Amendment No. 2 (MTS Doc. No. G0867.2-03).*

Detail

On behalf of NCTD, MTS executed an amendment to the Motorola Corporation contract (MTS Doc. No. G0867.2-03) for deployment of the Regional Transit Management System. The amendment includes services and/or equipment for both NCTD and MTDB, as noted in the attached amendment letter to Motorola. Listed below is an abbreviated table identifying those specific elements and costs pertaining to NCTD.

Change Order	
Alternative Design Approach	(85,189.37)
Palomar Mountain - Quantar Credit	(12,739.00)
Back-up Control Station	6,114.50
Fiber Mux - Connect to Caltrans Fiber Network	7,730.65
Additional materials for new NCTD buses	10,179.00
GPS Trigger - AFC Interface	21,182.24
Additional Coverage Maps	22,143.00
Common Channel Antennas	35,381.00
Additional 6 NCTD Bus Installations	63,384.00
RCS Microwave/Channel Bank Upgrade	69,714.50
Change Order Total	\$137,901
Original Contract	\$7,260,730
Adjusted Contract Amount	\$7,398,631



D-1

Ms. Karen King
October 13, 2005
Page 2

The total increase of the Motorola amendment is \$678,384 with NCTD's cost totaling \$137,901 and MTDB's cost totaling \$540,483.

The amendment of these items brings NCTD's total obligation under the Funds Transfer Agreement to \$7,398,631. All other conditions remain unchanged and in effect. If you agree with the above, please sign below and return the document marked "original" to Traci Bergthold, Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Karen King
Executive Director

OCT13-05.7.ATTC.G0868.1-03.SJOHNSON

Date: _____



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

Agenda

Item No. 8

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

OPS 920.5 (PC 50751)

October 13, 2005

Subject:

MTS: TRANSIT CENTER MAINTENANCE CONTRACT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute contract Amendment No. 5 to MTS Doc. No. B0299.0-02 (Attachment A) for a one-year option term with Calderon Building Maintenance, Inc. for transit center steam-cleaning services.

Budget Impact

The FY 06 budget impact is \$135,000 (budgeted in the Transit Center Maintenance line item). The FY 07 budget impact is \$45,000 (budgeted in the FY 07 Transit Center Maintenance line item).

DISCUSSION:

In 1997 MTS initiated power steam-cleaning services at various transit centers where oil and debris collects in the bus bays. The service schedule is determined by the size of the center and the condition of the bus bay. The bays are cleaned either semiannually, quarterly, bimonthly, monthly, twice per month, or four times per month.

The contractor steam cleans and power washes bus bays and selected passenger platform areas at various transit center locations.



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.

On September 13, 2001, the Board of Directors approved a transit center maintenance contract with Calderon Building Maintenance, Inc. for one year, with four 1-year options. Amendment No. 4 exercised the third 1-year option and added San Ysidro Intermodal Transportation Center to the cleaning list. Amendment No. 5 will include three of the four new Mission Valley East trolley stations in the scope of work (Grantville Trolley Station, SDSU Transit Center, and 70th Street Station) and make adjustments to the periodicity of cleaning at four transit centers.

The company has performed its contract obligations very well. Therefore, we recommend approval of the last option year.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Daniel McCaslin, 619.595.7035, Daniel.mccaslin@sdmts.com

DSundh/JGarde
OCT13-05.8.TRANSITCTRMINT.DMCCASLIN

Attachments: A. MTS Doc. No. B0299.5-02
B. Scope of Work

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

Att. A, AI 8, 10/13/05, OPS 920.5

October 13, 2005

MTS Doc. No. B0299.5-02
OPS 920.5 (PC 50751)

DRAFT

Mr. Andy J. Calderon
Vice President
Calderon Building Maintenance, Inc.
3822 Sherman Street
San Diego, CA 92110

Dear Mr. Calderon:

Subject: AMENDMENT NO. 5 TO MTS DOCUMENT NO. B0299.0-02; TRANSIT CENTER
MAINTENANCE AGREEMENT

This letter shall serve as Amendment No. 5 to our original agreement MTS Document No. B0299.0-02.

TERM

The term of this amendment shall be October 1, 2005, through September 30, 2006.

SCOPE OF WORK

- Page 12 – Section 2.2: Locations and Applicable Cleaning Frequency

Replace paragraphs A and B effective October 1, 2005, with the following:

A. Bus Parking Area

➤ Semiannually

1. Lemon Grove/Lemon Grove Depot bus bay areas – see attached.

➤ Quarterly

2. National City/8th Street Station bus bay areas – see attached.
3. National City/24th Street Station bus bay areas – see attached.
4. San Diego/47th Street Station bus bay areas – see attached.
5. Lemon Grove/Massachusetts Avenue Station bus bay areas – see attached.



6. La Mesa/Spring Street Station bus bay areas – see attached.
 7. San Diego/College Grove Center – see attached.
 8. Chula Vista/Palomar Street Transit Center bus bay areas – see attached.
 9. San Diego/70th Street Station bus bay areas – see attached.
 10. San Diego/Grantville Station bus bay areas – see attached.
- Bimonthly
11. San Diego (Nestor)/Palm Avenue bus bay areas – see attached.
 12. Santee/Santee Town Center Station bus bay areas – see attached.
 13. San Diego/SDSU Transit Center bus bay areas – see attached.
- Monthly
14. Chula Vista/Bayfront/E Street Station bus bay areas – see attached.
 15. Chula Vista/H Street Station bus bay areas – see attached.
 16. El Cajon/El Cajon Transit Center bus bay areas – see attached.
 17. San Diego/12th and Imperial Transfer Station – see attached.
 18. San Diego/Kearny Mesa Transit Center bus bay areas – see attached.
- Twice Monthly
19. Fashion Valley Transit Center bus bay areas (plus platforms) – see attached.
 20. Old Town Transit Center bus bay areas (plus platforms) – see attached.
 21. Iris Avenue Station bus bay areas (plus platforms) – see attached.
 22. Euclid Avenue Station bus bay areas (plus platforms) – see attached.
- Four Times Monthly
23. San Ysidro/Tijuana Transit Center (plus platforms) – see attached.

B. Passenger Platform Area

➤ Twice Monthly

1. Fashion Valley Transit Center – see attached.
2. Old Town Transit Center – see attached.
3. Iris Avenue Station – see attached.
4. Euclid Avenue Station – see attached.

➤ Four Times Monthly

5. San Ysidro/Tijuana Transit Center – see attached.

• Page 15 – Section 2.7: Payment

Amendment No. 5 payments shall not exceed \$180,000.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Andy J. Calderon
Calderon Building Maintenance, Inc.

OCT13-05.8.ATTA.B0299.5-02.DMCCASLIN

Date: _____

Attachment: Scope of Work

Scope of Work - Transit Center Maintenance

October 1, 2005 - September 30, 2006

<u>Location/Activity</u>	<u>Unit Cost/Per Cleaning</u>	<u>Freq./Year</u>	<u>Annual</u>
1. Lemon Grove/Lemon Grove Depot T/C a. Bus Pad Steam Cleaning	\$165.00	X 2 =	\$330.00
2. National City/8th Street Transit Center a. Bus Pad Steam Cleaning	\$165.00	X 4 =	\$660.00
3. National City/24th Street Transit Center a. Bus Pad Steam Cleaning	\$281.00	X 4 =	\$1,124.00
4. San Diego/47th Street Transit Center a. Bus Pad Steam Cleaning	\$165.00	X 4 =	\$660.00
5. Lemon Grove/Massachusetts Avenue T/C a. Bus Pad Steam Cleaning	\$165.00	X 4 =	\$660.00
6. La Mesa/Spring Street Transit Center a. Bus Pad Steam Cleaning	\$165.00	X 4 =	\$660.00
7. San Diego/College Grove Center T/C a. Bus Pad Steam Cleaning	\$165.00	X 4 =	\$660.00
8. Chula Vista/Palomar Street Transit Center a. Bus Pad Steam Cleaning	\$562.00	X 4 =	\$2,248.00
9. San Diego/70th Street Transit Center a. Bus Pad Steam Cleaning	\$450.00	X 4 =	\$1,800.00
10. San Diego/Grantville Transit Center a. Bus Pad Steam Cleaning	\$450.00	X 4 =	\$1,800.00
11. San Diego (Nestor)/Palm Avenue Transit Center a. Bus Pad Steam Cleaning	\$165.00	X 6 =	\$990.00
12. Santee/Santee Town Center a. Bus Pad Steam Cleaning	\$422.00	X 6 =	\$2,532.00
13. San Diego/SDSU Transit Center a. Bus Pad Steam Cleaning	\$600.00	X 6 =	\$3,600.00
14. Chula Vista/E Street Transit Center a. Bus Pad Steam Cleaning	\$422.00	X 12 =	\$5,064.00
15. Chula Vista/H Street Transit Center a. Bus Pad Steam Cleaning	\$557.00	X 12 =	\$6,684.00
16. El Cajon/El Cajon Transit Center a. Bus Pad Steam Cleaning	\$703.00	X 12 =	\$8,436.00

17.	San Diego/12th and Imperial Transit Center				
	a. Bus Pad Steam Cleaning	<u>\$422.00</u>	X 12 =	<u>\$5,064.00</u>	
18.	San Diego/Kearny Mesa Transit Center				
	a. Bus Pad Steam Cleaning	<u>\$422.00</u>	X 12 =	<u>\$5,064.00</u>	
19.	Fashion Valley Transit Center				
	a. Bus Pad Steam Cleaning	<u>\$557.00</u>	X 24 =	<u>\$13,368.00</u>	
	b. Passenger Platform Steam Cleaning	<u>\$422.00</u>	X 24 =	<u>\$10,128.00</u>	
20.	Old Town Transit Center				
	a. Bus Pad Steam Cleaning	<u>\$557.00</u>	X 24 =	<u>\$13,368.00</u>	
	b. Passenger Platform Steam Cleaning	<u>\$492.00</u>	X 24 =	<u>\$11,808.00</u>	
21.	Iris Avenue Transit Center				
	a. Bus Pad Steam Cleaning	<u>\$281.00</u>	X 24 =	<u>\$6,744.00</u>	
	b. Passenger Platform Steam Cleaning	<u>\$211.00</u>	X 24 =	<u>\$5,064.00</u>	
22.	Euclid Avenue Transit Center				
	a. Bus Pad Steam Cleaning	<u>\$487.00</u>	X 24 =	<u>\$11,688.00</u>	
	b. Passenger Platform Steam Cleaning	<u>\$422.00</u>	X 24 =	<u>\$10,128.00</u>	
23.	San Ysidro Transit Center				
	a. Bus Pad Steam Cleaning	<u>\$603.00</u>	X 48 =	<u>\$28,944.00</u>	
	b. Passenger Platform Steam Cleaning	<u>\$402.00</u>	X 48 =	<u>\$19,296.00</u>	

TOTAL COST PROPOSAL= **\$178,572.00**

Additional Service-Fashion Valley TC	<u>\$83.00</u>	/hour	<u>\$1,428.00</u>
<i>(per hour-beyond routine services)</i>			
<i>(Estimated for additional emergency work.)</i>			

Grand Total **\$180,000.00**

*MTS will reimburse for cost incurred for special equipment.

NAME OF COMPANY

SIGNATURE

DATE



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

Agenda

Item No. 9

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

OPS 960 (PC 50553)

October 13, 2005

Subject:

SDTC: CUSTOMER INFORMATION PROJECT

RECOMMENDATION:

That the Board of Directors receive this item for information.

Budget Impact

None at this time.

DISCUSSION:

MTS, the San Diego Association of Governments (SANDAG), North County Transit District (NCTD), and the Transit Television Network (TTN) are demonstrating, at no cost to the region, the TTN customer information and entertainment tool, Transit TV. The Transit TV system comprised of onboard monitors and speakers will be installed and operated on selected MTS buses and trolleys along with selected NCTD Breeze buses. TTN currently operates this system at several transit properties across the nation (Orlando, Milwaukee, Chicago, Atlanta, and Los Angeles). During the demonstration period, we will determine the effectiveness of Transit TV in San Diego County. If it proves effective, as it has elsewhere, Transit TV will be implemented system wide throughout the MTS and NCTD region at no cost.

The system will provide riders with automated (audio and visual) stop announcements (meeting Americans with Disabilities Act [ADA] requirements), rider-alert information, and multimedia programming (current news headlines, weather, sports, games, stock



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quotes, and other items of information or entertainment). Forty minutes of each hour will be dedicated to the provision of general information and entertainment; 2 minutes (more when necessary) will be dedicated to specific transit-related information or marketing items; and up to 18 minutes will be dedicated to local or national advertising.

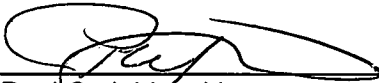
Two to four video monitors will be placed on each vehicle (depending on vehicle size) allowing visibility throughout the vehicle of stop information along with text and video. In addition to the video monitors, speakers will be installed in each vehicle to voice the audible stop announcements and other information (matching what appears on the video monitor). Speakers will be installed on the exterior of the vehicles to announce the route number and destination of the vehicle to customers waiting at the curb or station (which will be especially helpful to persons with vision impairments).

During the demonstration period, four MTS buses will have the Transit TV system installed and will operate on Routes 5, 7, and 30 providing wide geographic coverage of the system and offering a representative sampling of the riders and communities served by MTS. Four light rail vehicles operating on San Diego Trolley, Inc. (SDTI) Blue, Green, and Orange Lines will have the system installed. Three NCTD Breeze buses will have the system installed and will operate on Routes 101, 302, and 303.

At the end of the demonstration period, both riders and employees will be surveyed for their comments on the applicability of the Transit TV system. Survey monitors will ride each vehicle and provide interested customers with an opportunity to give their perspective on the Transit TV experience. This information will be evaluated to determine the suitability of expanding TTN throughout MTS.

TTN is demonstrating this system at no cost to the region. It anticipates that revenues derived from advertising will pay for the cost of the equipment, installation, and maintenance. Transit will benefit from partnering with TTN in this program through the provision of ADA stop announcement and other transit-specific and marketing information. As the system matures and advertising revenues increase, MTS will receive a percentage of the advertising revenue providing an additional source of income to the region.

A live demonstration of the system onboard a bus and trolley will be provided after the Board meeting.



Paul C. Jablonski
Chief Executive Officer

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

JGarde/

OCT13-05.9.CUSTOMERINFOPROJ.MLOWTHIAN



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 492 (PC 50101)

October 13, 2005

Subject:

MTS: AUDIT REPORT – SAN DIEGO TROLLEY, INC. REVENUE

RECOMMENDATION:

That the Board of Directors receive the internal audit report on the San Diego Trolley, Inc. (SDTI) revenue process (Attachment A).

Budget Impact

None.

DISCUSSION:

The MTS Internal Auditor recently performed a review of the SDTI revenue collection process. The objective of the audit was to review the overall adequacy of the process and to follow up on recommendations made in a 2003 audit. As a result of the review, several recommendations were offered to improve controls. Management has accepted these recommendations, and action is underway for implementation.

Paul G. Jablonski
Chief Executive Officer

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

OCT13.05.10.SDTIREVAUDITRPT.MABBEY

Attachment: A. Audit Report **(Board Only)**



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



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Agenda

Item No. 11

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

LEG 492 (PC 50121)

October 13, 2005

Subject:

MTS: AUDIT REPORT – THE TRANSIT STORE

RECOMMENDATION:


That the Board of Directors receive the internal audit report on The Transit Store
(Attachment A).

Budget Impact

None.

DISCUSSION:

The MTS Internal Auditor recently performed an audit of internal controls at
The Transit Store. The objective of the audit was to review the overall adequacy of
these controls and to follow up on recommendations made in the previous internal audit.
As a result of the review, several recommendations were offered to improved controls.
Management has accepted these recommendations, and action is underway for
implementation.


Paul C. Jablonski
Chief Executive Officer

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

OCT13-05.11.AUDITTRANSITSTORE.MABBEY

Attachment: A. Audit Report **(Board Only)**



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



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619.231.1466 FAX 619.234.3407

Agenda

Item No. 12

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

OPS 970.6,
CIP 11165

October 13, 2005

Subject:

MTS: LRV BODY AND PAINT REHABILITATION SERVICES AGREEMENT - WORK
ORDERS

RECOMMENDATION:

That the Board of Directors:

1. accept the assignment of the LRV Body and Paint Rehabilitation Services Agreement from the San Diego Association of Governments (SANDAG); and
2. authorize the Chief Executive Officer (CEO) to issue Work Order Nos. 06-01 and 06-02 to Carlos Guzman, Inc. for body and paint rehabilitation services on nine U2 LRVs and extraordinary bodywork services on LRVs, on an as-needed basis, for total cost not to exceed \$346,500 and \$140,000, respectively.

Budget Impact

The total cost of both work orders (\$486,500) would come from FY 06 Capital Project LRV Body and Paint Rehabilitation Services (WBS #11165-0800).

DISCUSSION:

In July 2004 SANDAG awarded the LRV Body and Paint Rehabilitation Services Agreement (#5000259) to Carlos Guzman, Inc. The total agreement was not to exceed \$4,000,000 for a three-year base period and two one-year options. The intent of the project was to issue individual work orders for a specific amount each year based on



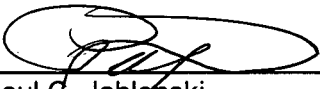
Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

available capital funding with the total cost not to exceed \$4,000,000. In the first year of the agreement, 18 LRVs were painted under three separate work orders.

In FY 06, two new work orders are needed to continue the process. Since capital funding for FY 06 will be transferred to MTS from SANDAG, the agreement is being assigned to MTS so we can proceed with new work orders.

Two work orders are proposed for approval from the FY 06 approved capital funds. One is for painting and bodywork on nine additional LRVs to continue the ongoing process. The second work order is for extraordinary bodywork.

Many of the old U2 LRVs have extensive body corrosion requiring much more body panel replacement work. In addition, many of the rusted areas were hidden by existing paint during the bid inspection and, as a result, the bid price did not reflect the cost for those areas, resulting in extra work and additional costs. These costs will be determined by inspecting each LRV after existing paint is removed and metal body is exposed. In the past, LRVs with less body damage were completed first in order to expedite the painting process. The remaining cars were expected to cost more in extraordinary bodywork. Based on past experience, we estimate that \$140,000 would cover the additional cost of paint and rehabilitation services for eight to ten LRVs.



Paul C. Jablonski
Chief Executive Officer

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

JGarde/OCT13-05.12.LRVREHAB.RDESAI

Attachments: A. Work Order No. 06-01
B. Work Order No. 06-02
C. Reassignment Agreement



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

DRAFT

Att. A, AI 12, 10/13/05, CIP 11165

October 13, 2005

MTS Doc. No. L0744.0-06
Work Order No. 06-01
CIP 11165

Mr. Carlos Guzman
President
Carlos Guzman, Inc.
1619 East Creston Street
Signal Hill, CA 90755

Dear Mr. Guzman:

Subject: MTS DOC. NO. L0744.0-06, WORK ORDER NO. 06-01, LRV BODY AND PAINT
REHABILITATION SERVICES AGREEMENT

This letter will serve as our agreement for services to be provided under the LRV Paint and Body
Rehabilitation Services Agreement as further described below.

SCOPE OF SERVICES

Provide LRV paint and bodywork services on up to nine Siemens U2 LRVs in accordance with the terms
and conditions of the LRV Body and Paint Rehabilitation Services Agreement.

SCHEDULE

The Technical Specifications (Part I, Item 1-3) provision for completion time for each LRV shall apply.
All work under this work order shall be completed by October 30, 2006.

PAYMENT

Payment of \$38,500, including all labor, materials, and taxes, shall be made upon completion and
acceptance of each Siemens U2 LRV by SDTI. The total cost for all nine U2 LRVs under this work
order shall not exceed \$346,500.

All other terms and conditions of the original LRV Body and Paint Rehabilitation Services Agreement
shall apply. If you agree with the above, please sign below and return the document marked "Original"
to Russ Desai at San Diego Trolley. The second copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Carlos Guzman
President

Date: _____

JGarde
OCT13-05.12.AttA&B.WO06-01.RDESAI





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

Att. B, AI 12, 10/13/05, CIP 11165

October 13, 2005

DRAFT

MTS Doc. No. L0744.0-06
Work Order No. 06-02
CIP 11165

Mr. Carlos Guzman
President
Carlos Guzman, Inc.
1619 East Creston Street
Signal Hill, CA 90755

Dear Mr. Guzman:

Subject: MTS DOC NO. L0744.0-06, WORK ORDER NO. 06-02, LRV EXTRAORDINARY BODY
REPAIR SERVICES

This letter will serve as our agreement for services to be provided under the LRV Body and Paint
Rehabilitation Services Agreement as further described below.

SCOPE OF SERVICES

Provide extraordinary body repair services on LRVs not included in other work orders. The contractor
shall submit the extent of such work together with a cost estimate and additional time needed for each
LRV to the SDTI Project Manager for approval.

SCHEDULE

The contractor shall propose and submit the additional time required for such work to the SDTI Project
Manager for approval. Once approved, this extra time will be added to the original time allowed for
regular work under the other work order.

PAYMENT

The contractor shall be paid an amount preapproved by the SDTI Project Manager for each LRV upon
completion of work. The total cost for all LRVs needing such extra body repair work under this work
order shall not exceed \$140,000.

All other terms and conditions of the original LRV Paint and Body Rehabilitation Services Agreement
shall apply. If you agree with the above, please sign below and return the document marked "Original"
to Russ Desai at San Diego Trolley. The second copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Carlos Guzman
President

JGarde
OCT13-05.12.AttA&B.WO06-01.RDESAI

Date: _____



DRAFT

Project Number: 11042-0800

Contract Number: 5000259

MTS DOC. NO.: L0744.0-06

**Assignment of Contract For
San Diego Association of Government's
Light Rail Vehicle (LRV) Paint and Bodywork Services
(Carlos Guzman, Inc.)**

THIS ASSIGNMENT AND ASSUMPTION OF CONTRACT FOR LRV PAINT AND BODYWORK SERVICES, herein after "Assignment," is made and entered into on this 1st day of September 2005, between the San Diego Association of Governments (SANDAG), a public agency (hereinafter "Assignor"), the Metropolitan Transit System (MTS), a transit development board (hereinafter "Assignee"), and Carlos Guzman, Inc. (Contractor).

WHEREAS, Assignor entered into an LRV Paint and Bodywork Services Contract with Contractor on August 12, 2004, for Contract Number 5000259; and

WHEREAS, Assignor and Assignee have agreed to Addendum Number Three to the Master Memorandum of Understanding between SANDAG and the Metropolitan Transit Development Board (now known as MTS) and the Addendum defines Assignee as a subrecipient of Federal Transit Administration (FTA) funds consistent with the requirements of the FTA Master Agreement; and

WHEREAS the Addendum calls for Assignor and Assignee to identify projects within the Capital Improvement Program (CIP) that should be designated as preventative maintenance or operations-related projects and assigned to MTS and the LRV Paint and Bodywork Services have been identified as such a project;

NOW THEREFORE, the parties agree as follows.

1. FOR VALUABLE CONSIDERATION, Assignor hereby assigns, transfers, and sets over unto Assignee all of Assignor's right, title, and interest in the LRV Paint and Bodywork Services, Contract Number 5000259, a copy of which is incorporated herein by reference.
2. FOR VALUABLE CONSIDERATION, Assignee hereby: (i) accepts the assignment of Assignor's interest in the LRV Paint and Bodywork Services Contract; (ii) assumes all of Assignor's obligations under the Contract arising from and after September 1, 2005; and (iii) agrees to fully and faithfully perform each and every term and condition of Assignor under the LRV Paint and Bodywork Services Contract, arising from and after September 1, 2005.
3. Assignor makes no warranty, representation, guarantee, covenant, or averment of any nature whatsoever concerning Contract Number 5000259 being assigned to Assignee.
4. Notwithstanding the foregoing, neither party shall be deemed by virtue of this Assignment to have waived any rights that it may have against the other party at law or in equity for liabilities arising under Contract Number 5000259.

5. Should any suit be commenced to enforce, protect, or establish any right or remedy of any of the terms and conditions of this Assignment, the prevailing party shall be entitled to have and recover from the losing party reasonable attorney fees and costs of suit.
6. Beginning with Task Order Four (4) all Task Orders issued after the effective date of this Agreement shall be made by Assignee to Contractor.

THE EFFECTIVE DATE OF THIS AGREEMENT IS on or after September 1, 2005.

IN WITNESS WHEREOF, Assignor, Assignee, and Contractor have caused this Agreement to be executed and delivered as of the date first set forth above.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

By: _____
Gary L. Gallegos, Executive Director

Approved as to form:

By: _____
Office of General Counsel

METROPOLITAN TRANSIT SYSTEM

By: _____
Paul Jablonski, General Manager

Approved as to form:

By: _____
Office of General Counsel

Contractor hereby consents to the assignment of this contract from SANDAG to MTS. Consent granted on this 7 of September 2005.

Carlos Guzman, Inc.

By: CARLOS GUZMAN, CEO _____
Print Name/Title and Sign



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

Agenda

Item No. 13

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

FIN 340.3 (PC 20201)

October 13, 2005

Subject:

MTS: TRANSPORTATION DEVELOPMENT ACT FUND REAPPROPRIATION

RECOMMENDATION:

That the MTS Board of Directors adopt Resolution No. 05-15 (Attachment A) to reappropriate the Transportation Development Act (TDA) Article 4.0 Capital Reserves for the City of Poway.

Budget Impact

The City of Poway reappropriation of TDA Article 4.0 Capital Reserves would result in \$53,560.49 from capital improvement project (CIP) 1246; \$95,552.87 from CIP 1283; \$13,800 from the Undesignated Fund Balance to transfer to a new bus shelter construction project; and appropriation of \$606,565.13 from CIP 1283 to a new bus shelter maintenance project.

DISCUSSION:

The TDA program is the primary funding source for transit operations and is used to help fund capital projects. TDA funds are derived from a quarter percent of the local sales tax in San Diego County. Prior to FY 2002, the City of Poway received its own allocation of TDA funds that historically have been used to construct new shelters or provide for other bus stop amenities, such as benches and schedule tubes.

During FY 2002, a unified single claim for TDA funds was developed. The City of Poway has been utilizing TDA funds to construct new shelters such as the Blue Sky bus shelter, the skateboard park bus turnout and shelter, the City of Poway office building bus shelter, and the bus shelter at Library Plaza shopping center. It is requested that the



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.

current TDA Capital Reserves balance of \$806,565.13 be reappropriated to not only fund construction but also long-term support for these capital facilities.

Two fixed transit routes operate within the City of Poway. Routes 844 and 845 provide transit service in opposite directions on a large loop that services major areas including Poway Road, Midland Road, Community Road, Twin Peaks, Espola Road, and Pomerado Road. Route 830 is a reverse-commute route that operates in the business park. Route 830 provides express bus service from downtown San Diego to Poway via Mid-City. All three of these routes have bus stops and bus shelters that are in need of routine cleaning and maintenance.

Over the years, the bus routes in Poway have evolved. The routes have a combination of bus stops that range from: a simple bus stop pole, a pole and a bench, a pole, bench and trash can, or a bus shelter with a pole, bench, and trash can. To the City of Poway's staff's knowledge, routine inspection and maintenance of bus stops by a contractor has never occurred. Graffiti, litter, and repairs have been noted by staff. In fact, two bus shelters have been removed due to structural deficiencies. As the bus benches and bus shelters age, it is becoming more important to consider the long-term appearance and maintenance of the infrastructure. After approval by the Poway City Council and contingent upon approval from MTS and the San Diego Association of Governments (SANDAG) Boards to reauthorize the use of the City of Poway's TDA funds to also include long-term maintenance, the City of Poway would issue a request for proposals to solicit bids from maintenance contractors to perform routine cleaning and inspection of bus stops.

The current TDA funds in the amount of \$806,565.13 were previously authorized by SANDAG and allocated into three SANDAG projects:

1. Bus Stop Turnouts/Improvements – Current balance of \$90,647.13 less an encumbrance of \$37,086.64 for new trash cans and design work for a new bus shelter standard.
2. Poway Road Bus Shelter Project - Current balance of \$702,118.
3. The City Office Building Bus Shelter Project - Current balance of \$13,800.

City of Poway staff has recommended and the Poway City Council has approved that the funds be reappropriated into two new projects:

1. A Bus Shelter Maintenance account in the amount of \$606,565.13.
2. A Bus Shelter Construction account with the remaining \$200,000.

At this time, City of Poway staff has identified four bus shelters requiring construction at the following locations:

1. The transfer point at the corner of Poway and Pomerado Roads (13015 Pomerado Road – near the Chevron gas station).
2. Rebuild the bus shelter at Poway Plaza (13301 Poway Road – the former location of the Department of Motor Vehicles offices).

3. A new shelter in Old Poway (14154 Midland Road – in front of the train barn).
4. A new shelter in Old Poway (14119 Midland Road – in front of the future art center).

Additional shelters are not anticipated at this time. MTS staff has reviewed the request and determined that the reappropriation and the locations for bus shelters are appropriate.



Paul C. Jablonski
Chief Executive Officer

JGarde
OCT13-05.13.TDAPOWAY.LMARINESI

Key Staff Contact: Tom Lynch, 619-557-4538, Tom.Lynch@sdmts.com

Attachment: A. Resolution No. 05-15

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-15

Resolution to Reappropriate Transportation Development Act Capital Reserves

WHEREAS, the City of Poway has requested to reappropriate \$53,560.49 from capital improvement project (CIP) 1246; \$95,552.87 from CIP 1283; \$13,800 from the Undesignated Fund Balance to transfer to a new bus shelter construction project; and appropriation of \$606,565.13 from CIP 1283 to a new bus shelter maintenance project; and

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

WHEREAS, MTS and the San Diego Association of Governments (SANDAG) Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted, pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR); NOW, THEREFORE, BE IT RESOLVED, that the MTS Board of Directors does hereby approve an amendment reappropriating \$53,560.49 from CIP 1246; \$95,552.87 from CIP 1283; \$13,800 from the Undesignated Fund Balance to transfer to a new bus shelter construction project; and appropriation of \$606,565.13 from CIP 1283 to a new bus shelter maintenance project.

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

AYES:

NAYS:

ABSENT:

ABSTAINING:

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

RES-05-15.TDAPOWAY.LMARINESI



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

Agenda

Item No. 14

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

CIP 10992

October 13, 2005

Subject:

MTS: TOSHIBA PHONE SYSTEM LEASE AGREEMENT

RECOMMENDATION:

That the Board of Directors ratify a lease agreement (Attachment A) between MTS and Toshiba America Information Systems, Incorporated for replacing and consolidating the phone systems at San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and MTS.

Budget Impact

None.

DISCUSSION:

Staff has evaluated several telecommunication options for consolidating the agencies' Legacy phone system, and Toshiba America Information Systems, Inc. was selected to provide telephone system equipment for MTS based on a 60-month equipment lease program. The equipment lease agreement with Toshiba would replace the current phone systems at MTS, SDTI, and SDTC. The telephone equipment would also help reduce the monthly costs (Attachment B) associated with the number of phone lines required by the agencies and allow the phone equipment to be connected to the MTS fiber-optic network. Currently 60 percent of the agencies are connected using SBC Centrex voice and phone services, and the monthly phone charges for this service averages \$11,000.



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

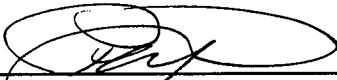
Staff has determined that switching from Centrex-enhanced phone services to a traditional leased-line service would result in lower phone costs of \$3,400 per month or a savings of \$7,600 per month compared to SBC Centrex-provided services.

On September 28, 2005, the MTS phone system crashed and an emergency procurement was necessary to repair and replace the old system. Rather than make another temporary fix, the CEO executed an equipment lease agreement with Toshiba, which will apply the monthly phone cost savings toward the purchase of the phone equipment in the amount of \$6,400 per month.

Since staff was preparing to go the Board for approval on this lease and emergency procurement was necessary to fix the phones, a decision was made to enter into the lease agreement on an emergency basis. Staff is therefore asking the Board to ratify the execution of the lease agreement by the CEO.

The lease period is 60 months and includes a \$1.00 buyout option at the end of the lease agreement. The overall cost of the 60-month lease including interest is \$346,000 and includes phone equipment, installation, and configuration services. MTS will save approximately \$107,000 over the term of the lease from reduced monthly phone charges.

Toshiba also packaged the lease agreement with a 7-year warranty that covers all of the installed equipment and includes an additional 4-year warranty on all software upgrades. This is a cost savings of \$50,000 in additional warranty and support options for the term of the lease. Staff justified a cost savings with no impacts to current and future operating budgets and has budgeted the lease costs to be charged to the FY 06 expense allocation to telephone expenses.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Daniel Bossert, 619.557.4525, daniel.bossert@sdmts.com

OCT13-05.14.TOSHIBA.DBOSSERT

Attachments: A. Draft Lease Agreement
B. Cost-Savings Analysis



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

DRAFT

Toshiba America Information Systems, Inc.
201 West Big Beaver Road
Suite 1400
Troy, Michigan 48084

Gentlemen:

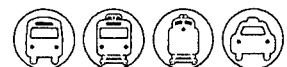
This confirms and affirms that the Equipment described in Equipment Schedule 001 to the Master Equipment Lease-Purchase Agreement dated _____, _____, and related documents, (the "Lease") is essential to the function of the undersigned or to the service we provide to our citizens.

Further, we have an immediate need for, and expect to make immediate use of, substantially all such Equipment which is not temporary or expected to diminish in the foreseeable future. Such Equipment will be used by us only for the purpose of performing one or more of our governmental or proprietary functions consistent with the permissible scope of our authority. Specifically, such Equipment was selected by us to be used as follows:

The estimated useful life of such Equipment based upon the manufacturers representations and our projected need is _____. Our source of funds for payment of the rents due under the Lease for the current fiscal year is _____. We expect and anticipate adequate funds to be available for all future rent payments due under the Lease subsequent to the current fiscal year for the following reasons:

Very truly yours,

By: _____



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

DRAFT

Toshiba America Information Systems, Inc.
201 West Big Beaver Road
Suite 1400
Troy, Michigan 48084

Gentlemen:

Please be advised that in accordance with Section 13 of the Master Equipment Lease-Purchase Agreement dated _____, _____ (the "Lease") by and between Toshiba America Information Systems, Inc. ("Lessor") and (lessee)("Lessee"), we have instructed our insurance agent identified below

Contact Name: _____

Phone Number: _____

Policy Number: _____

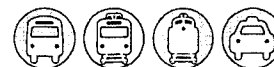
Expiration Date: _____

to issue:

- a. All-Risk Physical Damage Insurance on the leased equipment evidenced by an ACORD Form 27 and Long Form Loss Payable Clause, naming Toshiba America Information Systems, Inc. and/or its assigns as Loss Payee.
- b. Public Liability Insurance evidenced by a Certificate of Insurance naming Lessor or its assigns as Additional Insured.

Very truly yours,

By: _____



DRAFT

OPINION OF COUNSEL

This must be placed on your attorney's letterhead

Date: _____

With respect to Lease Schedule No. 001 to that certain Master Lease Purchase Agreement No 4373758 dated _____, 20__ by and between Toshiba America Information Systems, Inc. ("Lessor") and (lessee), collectively as the "Lease", I am of the opinion that: (i) Lessee is a State or fully constituted subdivision or agency of the State in which it is located; (ii) Lessee is duly organized and existing under the Constitution and laws of the State in which it is located; (iii) Lessee is authorized to enter into and carry out its obligations under the Lease and any other documents required to be delivered in connection therewith; (iv) the Lease has been duly authorized, executed and delivered by Lessee in accordance with the applicable laws, rules, ordinances and regulations; (v) Lessee has complied with all applicable law governing open meetings and public bidding required in connection with the Lease and the acquisition of the Equipment; (vi) the Lease is genuine, valid and enforceable in accordance with its terms; (vii) the person (s) signing the Lease has (have) the authority to do so and acted within the full authorization of Lessee's governing body; and (viii) Lessee has sufficient monies available to make all payments required to be paid under the Lease during the current fiscal year and such monies have been properly budgeted and appropriated for this purpose in accordance with State law.

Attorney for Lessee

MTS Recurring SBC Monthly CENTREX and LINE Service Charge By Agency
Average Monthly Cost by Agency

Agency	Type Service M	QTY	Account #	New Charges
SDTI	Building Wiring Service	119	\$95.50 C60-450-6804-555	
	Centrex	558	\$889.93	
	Centrex/Business Access Line	71	\$3,506.40	
	Voice Mail	67	\$442.50	
	Fax	6	\$99.00	
	Monthly Equipment Maintenan	1	\$270.00	
	Other		\$442.20	
	Total		\$5,745.53	\$57.81
MTS-MultiModal	Centrex	233	\$246.40	
	Centrex Trunking		\$168.30	
	Centrex Voice Mail		\$388.50	
	Centrex Call Forwarding		\$29.95	
	Service Mileage Chargres		\$78.72	
	Total		\$911.87	\$57.81
MTS-Corporate	200 Station DID Numbers		\$204.22	
	DS1 Port FAX		\$279.00 065-161-6197	
	Monthly Equipment Maintenance		\$270.00	
	Total		\$753.22	\$1,755.97
SDTC	PBX Charges + 2 Way trunk		\$212.52	
	Hunting PBX Charge IAD		\$176.00 619-238-0100-060	
	Transit Infomation IAD		\$1,214.00 619-233-3004-122	
	Fax -IAD		\$333.62	
	Dispatch Line IAD		\$21.91 619-238-0881-064	
			\$20.94 619-238-1074	
	E- Pass Line		\$38.94 619-238-2707	
	Direct Connect Line		\$40.78 619-239-1264-575	
	Unknown		\$14.54 619-239-3777-564	
	Unknown		\$43.92 619-239-6041-346	
	Fax		\$53.10 619-696-5241-520	
	Fax		\$14.54 619-696-5292-258	
	Buisness Access Line KMD		\$35.40 858-541-7097-056	
	Subscriber T1 KMD		\$264.50 337-257-1142-778	
	_ADN Line KMD		\$187.67 338-267-2587-400	
	Subscriber T1 KMD		\$274.23 338-381-2531-804	
	Service Maintenance Per Incident*		\$250.00 Average 1 call per month	
	*No Maintenance Warranty in Place			
	Total		\$3,196.61	\$492.47

MTS Recurring SBC Monthly CENTREX and LINE Service Charge By Agency Average Monthly Cost by Agency

SBC		Telepacific	
Total Monthly Recurring Fees	\$10,607.23	Total Monthly Recurring F	\$2,364.06
Utilitization Fees for Zone Calling	\$890.00	Utilitization Fees for Zone	\$890.00
Zone 1 calls @ .01		Zone 1 calls @ .01	
# of Minutes	89000	# of Minutes	89,000
Zone 2 & 3 @.04	\$289.00	Zone 2 & 3 @.027	\$166.18
# of Minutes	7225	# of Minutes	7,255
Total All Fees *	\$11,786.23	Total All Fees *	\$3,420.24
*Usage and Recuuring		*Usage and Recuuring	
Projected Costs Savings	\$8,366.00		
Projected Equipment Lease	\$6,401.00		
Residual Cost Savings	\$1,965.00		
Lease Savings for 60 Months	\$117,899.94		



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

Agenda

Item No. 25

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

OPS 980 (PC 50451)

October 13, 2005

Subject:

MTS: PUBLIC HEARING - RURAL BUS SERVICE ADJUSTMENTS

RECOMMENDATION:

That the Board of Directors:

1. conduct a public hearing on service and fare changes for rural bus service;
2. approve service adjustments identified in Option 4 for implementation;
3. approve a performance standard requiring each rural route to achieve a 10 percent fare box requirement within six months from implementation of these service adjustments in order to be retained;
4. recommend to the San Diego Association of Governments (SANDAG) that it approve the adjustment to the rural fare structure; and
5. direct staff to modify MTS Ordinance No. 4 concerning the fare-pricing schedule, (contingent upon SANDAG approving MTS's recommended change to rural fares), including the scheduling of a required public reading of changes at two noticed meetings of the Board of Directors.

Budget Impact

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



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

DISCUSSION:

At its September 22, 2005, meeting, the Board of Directors approved the staff-recommended Option 4 as the preferred service adjustment option to present at public hearing. Option 4 was developed after considering feedback received at four community meetings located in rural areas, e-mails, phone calls, comment cards, operator discussions, and 317 rider surveys.

The Board of Directors also approved a preferred model for adjusting fares and a 10 percent fare box recovery ratio as a minimum performance standard to be achieved within six after service and fare changes in order to be retained.

Each proposed action is discussed below.

Option 4

Option 4 represents rural bus service adjustments that were developed in response to feedback received via community meetings, comment cards, e-mails, phone calls, and a rider survey. 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 two best 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 annualized basis. This estimate assumes a change in fare revenue and yet-to-be-conducted negotiations with the contractor to provide service.

Fare Adjustments

The Board approved a 2-zone based fare structure as the preferred model to present at public hearing. The 2-zone based fare would be \$10 while the 1-zone base fare would be \$5. Zone boundaries would run north to south and would include Ramona (Ramona Station), Alpine (Tavern Road and Alpine Boulevard), and the Tecate border crossing (Tecate Road and Thingy Road). Per federal requirements, the Senior/Disabled fare would be 50 percent of the regular fare. Those showing a monthly pass or transfer would be granted a \$1 per-zone discount off of the regular cash fare.

The table provided below exhibits the cash fare for one-way trips within 1 and 2 zones and various discounts depending on passenger classification or showing a monthly pass. Tokens, valued at \$2.25, would be accepted at same face value.

Regular Passenger Fare	Within 1 Zone Total Fare	Within 2 Zones Total Fare
Cash Fare Only	\$5	\$10
Any Other MTS Prepaid Pass	\$4	\$8
Any Valid MTS Transfer	\$4	\$8
Age 5 years and under	Free	Free

Senior/Disabled Fare	Within 1 Zone Total Fare	Within 2 Zones Total Fare
Cash Fare Only	\$2.50	\$5
MTS Senior/Disabled Pass	\$2.00	\$4
Any Valid MTS Transfer	\$2.00	\$4
Age 5 years and under	Free	Free

Performance Standard

Proposed is a performance standard whereas each route must achieve a 10 percent fare box return ratio within six months after implementation of service and fare changes. Failing to achieve this standard would result in the respective route being discontinued without further consideration by the Board of Directors.

The MTS bus average fare box ratio is approximately 36 percent. The proposed rural fare box standard of 10 percent is less than one-third of the system performance. Setting the performance standard at 10 percent recognizes that rural areas should not be expected to perform at the same levels as services provided in the urban and suburban areas of the service area. Additionally, this standard is consistent with a minimum fare box requirement identified in the State of California Transportation Development Act (TDA).

Notice of Public Hearing

The public hearing for these service and fare adjustments was noticed per a required legal publication of the notice (Attachment A) and *Take Ones* posted on rural buses and other key locations (Attachment B). Attachment C presents the comments received to date. An updated list of comments will be presented at the Board meeting on October 13, 2005.

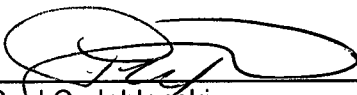
SANDAG Responsibility and Recommendation

As a result of California Senate Bill 1706, SANDAG is responsible for approving transit fare adjustments in the San Diego region. SANDAG has scheduled a public hearing on the matter of fares at its Transportation Committee meeting on Friday, October 21, 2005. MTS staff recommends that the Board of Directors recommend to SANDAG to approve the proposed adjustment to the rural fare structure.

Next Steps

If approved, staff will:

- initiate the process to modify MTS Ordinance No. 4 concerning the fare pricing schedule, including the scheduling of a required public reading of changes at two noticed meetings of the Board of Directors;
- initiate negotiations with the service provider to reduce the operating costs, including the fixed costs associated with the current contract; and
- implement service and fare adjustments effective January 2006.



Paul C. Jablonski
Chief Executive Officer

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

OCT13-05.25.RURALBUS.BFARLEY

Attachments: A. Certificate of Publication - Notice of Public Hearing
B. Take One - Notice of Public Hearing
C. Summary of Public Comments (Through 10/3/05)

CERTIFICATE OF PUBLICATION

Gail Williams
San Diego Metropolitan Transit
1225 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

IN THE MATTER OF

NO.

Proposed Rural Bus Service

I, Eboni N. Hines, am a citizen of the United States and a resident resident of the county aforesaid; I am over the age of eighteen years, and not party to or interested in the above entitled matter. I am the principal clerk of the Daily Transcript, a newspaper of general circulation, printed and published daily, except Saturdays and Sundays, in the City of San Diego, County of San Diego and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, under the date of January 23, 1909, Decree No. 14894; and the

NOTICE OF PUBLIC HEARING

is a true and correct copy of which the annexed is a printed copy and was published in said newspaper on the following date(s), to wit:

SEPTEMBER 26

I certify under penalty of perjury that the foregoing is true and correct.

Dated at San Diego, California this 26 day of

September, 2005

Eboni N. Hines
(Signature)

CERTIFICATE OF PUBLICATION

Gail Williams
San Diego Metropolitan Transit
1225 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

IN THE MATTER OF

NO.

Proposed Rural Bus Service

Metropolitan Transit System
Notice of Public Hearing

PROPOSED RURAL BUS SERVICE CHANGES AND FARE ADJUSTMENTS

Notice is hereby given that on Thursday, October 13, 2005, the Metropolitan Transit System (MTS) Board of Directors will hold a Public Hearing. This date is a regularly scheduled MTS Board of Directors meeting and will be held at 9:00 a.m. in the Board Meeting Room (10th Floor), 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490. The purpose of the public hearing is to consider and approve proposed MTS rural bus service changes and fare adjustments.

If approved, the proposals would be implemented as early as January 1, 2006, and would result in substantial changes to Route Nos. 867, 888, 889, 891, 892 and 894. Days of service, number of daily trips, and discontinuance of service are being considered among all these routes. In addition, consideration will be given to establishing a performance standard requiring each route to achieve a 10 percent farebox return ratio in order to be retained after six months of service. Proposed fare adjustments would increase fares to between \$4 and \$10. Proposed changes for the Public Hearing are listed at www.sdcommute.com and on Take Ones onboard affected rural routes. A Take One can also be obtained via mail by calling 619-231-1466.

Those who wish to submit their comments on the proposed rural service bus route and fare structure changes but cannot attend the Public Hearing may submit their comments by calling the MTS Hotline at (619) 595-3711 or by writing to MTS at the above address. Pub. Sept 26-k115003

I, Eboni N. Hines, am a citizen of the United States and a resident resident of the county aforesaid; I am over the age of eighteen years, and not party to or interested in the above entitled matter. I am the principal clerk of the Daily Transcript, a newspaper of general circulation, printed and published daily, except Saturdays and Sundays, in the City of San Diego, County of San Diego and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, under the date of January 23, 1909, Decree No. 14894; and the

NOTICE OF PUBLIC HEARING

is a true and correct copy of which the annexed is a printed copy and was published in said newspaper on the following date(s), to wit:

SEPTEMBER 26

I certify under penalty of perjury that the foregoing is true and correct.

Dated at San Diego, California this 26 day of

September, 2005

Eboni N. Hines
(Signature)



TAKE ONE

Notice of Public Hearing on MTS Rural Transit Service and Fare Adjustments

This information will be made available in alternative formats upon request. To request this notice in an alternative format, please call (619) 231-1466. The Metropolitan Transit System operators adhere to a non-discrimination policy with regard to both services and facilities.

MTS Rural Transit Service and Fare Adjustments Notice of Public Hearing

On Thursday, October 13, 2005, the Metropolitan Transit System (MTS) Board of Directors will hold a public hearing to consider proposed MTS rural bus service and fare adjustments. The public hearing will be held at 9:00 a.m. in the Board Meeting Room (10th Floor); 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101. More specific information on these proposals are discussed below.

Proposed Rural Bus Service Adjustments

Route 867, 891 & 892: These routes would be combined and operate one (1) round-trip, two (2) days per week between Borrego Springs and El Cajon. Service would operate on Friday and Saturday. Julian and Shelter Valley would be served on Friday. Ranchita and Lake Henshaw would be served on Saturday. A local service on Earlham Street would be discontinued.

Route 888: Route would operate one (1) round-trip on Monday and Friday only. No service provided mid-week, or on Saturday.

Route 889: Route would be discontinued.

Route 894: Route would operate three (3) round-trips Monday through Friday and would be discontinued on Saturday and Sunday. Route would only serve El Cajon Transit Center and Westfield Parkway Plaza and would be discontinued to Grossmont Center and Hospital. Service to Morena Village would be reduced to one (1) round trip per day.

Proposed Rural Bus Fare Adjustments

Proposed is a zone based fare structure. Zone boundary would run north-south and would have boundaries at Ramona (Ramona Station), Alpine (Tavern Rd and Alpine Blvd.), and Tecate border crossing (Tecate Rd and Thing Rd). Tecate to El Cajon is 1 zone. The table provided below exhibits the cash fare for travel within 1 and 2 zones. Tokens accepted at same face value.

Regular Passenger Fare			Senior/Disabled Fare	
	Within 1 Zone	Within 2 Zones	Within 1 Zone	Within 2 Zones
	Total Fare	Total Fare	Total Fare	Total Fare
Cash Fare Only	\$5	\$10	\$2.50	\$5
Senior / Disabled Pass	-	-	\$2.00	\$4
Any Other Pre-Paid Pass	\$4	\$8	-	-
Any Valid Transfer	\$4	\$8	\$2.00	\$4
Age 5 years and under	Free	Free	Free	Free

If approved, MTS would modify Ordinance 4 concerning system fare pricing schedule. The tentative schedule for amending Ordinance 4 is first reading on November 10, 2005, second reading on December 8, 2005, and the effective date would be 30 days thereafter. Proposed Ordinance 4 amendment dates are subject to change and will be separately noticed.

Proposed Performance Standard

Each rural route must achieve a 10.0 percent fare box return ratio within six months from implementation of service and fare adjustments. Fare box return ratio is the proportion of cost to provide service that is covered by fare revenue. Not achieving performance standard results in service being discontinued without further consideration by the MTS Board of Directors.

If approved, the proposal would be implemented in January, 2006. Proposed changes included in the Public Hearing are listed at www.sdcommute.com. Those who wish to submit their comments on these proposed changes but cannot attend Public Hearing may submit their comments by calling the MTS Hotline at (619) 95-3711 or by writing to MTS at the above address.



Tome uno

Aviso de audiencia pública sobre el servicio de tránsito rural y los ajustes de tarifas del Metropolitan Transit System (MTS)

Prevía solicitud, esta información se proporcionará en diferentes formatos. Para obtener este aviso en un formato alternativo, por favor llame al (619) 231-1466. Los operadores del Metropolitan Transit System se adhieren a una política no discriminatoria con respecto a los servicios e instalaciones.

Aviso de audiencia pública sobre el servicio de tránsito rural y los ajustes de tarifas del MTS

El jueves 13 de octubre de 2005, la junta directiva del Metropolitan Transit System (MTS) realizará una audiencia pública para analizar el servicio de autobús rural y los ajustes de tarifas del MTS propuestos. La audiencia pública se realizará a las 9:00 a.m. en la sala de reuniones de la junta directiva (10º piso), 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101. A continuación, encontrará información más específica sobre dichas propuestas.

Ajustes propuestos al servicio de autobús rural

Rutas 867, 891 y 892: Estas rutas se combinarían y realizarían un (1) viaje de ida y vuelta, dos (2) días por semana entre Borrego Springs y El Cajon. El servicio funcionaría los días viernes y sábados. El servicio a Julian y Shelter Valley se prestaría los días viernes. El servicio a Ranchita y Lake Henshaw se prestaría los días sábados. Se suspendería el servicio local Ramona en la calle Earlham.

Ruta 888: Esta ruta realizaría un (1) viaje de ida y vuelta los días lunes y viernes solamente. No se presta los martes a los jueves ni los días sábados.

Ruta 889: Se suspendería la ruta.

Ruta 894: Esta ruta realizaría tres (3) viajes de ida y vuelta de lunes a viernes y se suspendería los días sábados y domingos. Prestaría servicio solamente a El Cajon Transit Center y Westfield Parkway Plaza y se suspendería hasta Grossmont Center y Hospital. Se reduciría el servicio a Morena Village a un (1) viaje de ida y vuelta por día.

Ajustes propuestos a la tarifa de autobús rural

La propuesta consiste en una estructura de tarifas basada en zonas. Los límites entre zonas correrían de norte a sur y estarían ubicados en Ramona (Ramona Station), Alpine (Tavern Rd. y Alpine Blvd.) y en el cruce de frontera de Tecate (Tecate Rd. y Thing Rd.). Un viaje entre Tecate y El Cajon es una zona. La tabla que aparece a continuación indica la tarifa en efectivo para viajar dentro de las zonas 1 y 2. Se aceptan fichas al mismo valor nominal.

Tarifa regular de pasajero

	Dentro de una zona	Dentro de dos zonas
	Tarifa total	Tarifa total
Tarifa en efectivo solamente	\$5	\$10
Pase para personas mayores o incapacitadas	-	-
Cualquier otro pase prepago	\$4	\$8
Cualquier trasbordo válido	\$4	\$8
Niños de 5 o menos años de edad	Gratis	Gratis

Tarifa para personas mayores o incapacitadas

Dentro de una zona	Dentro de dos zonas
Tarifa total	Tarifa total
\$2.50	\$5
\$2.00	\$4
-	-
\$2.00	\$4
Gratis	Gratis

Si se aprueba, el MTS modificaría la Ordenanza 4 referida al programa de precios de tarifas del sistema. El programa tentativo para enmendar la Ordenanza 4 tendrá una primera lectura el 10 de noviembre de 2005, la segunda el 8 de diciembre de 2005 y entraría en vigencia 30 días después. Las fechas propuestas para la enmienda de la Ordenanza 4 están sujetas a cambio y se avisarán por separado.

Estándar de rendimiento propuesto

Cada ruta rural debe alcanzar un porcentaje de rendimiento de la caja de cobro del 10.0 por ciento dentro de los seis meses a partir de la implementación de los ajustes en el servicio y las tarifas. El porcentaje de rendimiento de la caja de cobro es la proporción del costo de proveer el servicio que es cubierta por los ingresos del cobro de tarifas. En caso de no alcanzar el estándar de rendimiento, el resultado será la suspensión inmediata del servicio por parte de la Junta directiva del MTS.

Si se aprueba, la propuesta se implementaría en enero de 2006. Los cambios propuestos incluidos en la audiencia pública están detallados en www.sdcommute.com. Aquellos que deseen remitir sus comentarios sobre los cambios propuestos en el servicio, pero no puedan acudir a la Audiencia Pública, pueden enviarlos llamando al servicio telefónico MTS Hotline al (619) 595-3711 o escribiendo al MTS a la dirección indicada anteriormente.



TAKE ONE

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If approved, the proposal would be implemented in January, 2006. Proposed changes included in the Public Hearing are listed at www.sdcommute.com. Those who wish to submit their comments on these proposed changes but cannot attend Public Hearing may submit their comments by calling the MTS Hotline at (619) 595-3711 or by writing to MTS at the above address.

SUMMARY OF PUBLIC COMMENTS

(Through October 3, 2005)

NAME & RESIDENCE	RECEIVED VIA	COMMENTS
Jackie Hine, Borrego Springs	Phone Call	<ol style="list-style-type: none"> 1. System was set up to fail and get rid of service; 2. 330% increase in fare is too much--should be less and increase incremental amounts over time; 3. Number of trips, less than 2 days per week, is too few; and 4. Opposed to action whereas service can be discontinued if performance standard is not achieved.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

1

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

@ 8:26

1. INSTRUCTIONS

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

Date 10/13/05Name (PLEASE PRINT) JACQUELINE HINEAddress P.O. Box 60 BORRERO Springs CA 92006Telephone 760 221-4371 760 767-3435

Organization Represented (if any) _____

Subject of your remarks: BACK COUNTRY RURAL BUS SERVICEAgenda Item Number on which you request to speak 25

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.

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

2

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

Q 8:27

1. INSTRUCTIONS

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Date 10-13-05Name (PLEASE PRINT) DELORIS ROYERAddress 3212 DOUBLE D RD, BORREBO SPRINGS, CA.Telephone 760-767-3745

Organization Represented (if any) _____

Subject of your remarks: rural bus service to back countryAgenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

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6 oherry

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

3

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

@ 8:37

1. INSTRUCTIONS

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Date 10/13/05
Name (PLEASE PRINT) CRANE JOHNSON
Address 1211 RAILROAD AVE
TACUMBA, CA. 91934
Telephone _____
Organization Represented (if any) Self
Subject of your remarks: Rural Bus

Agenda Item Number on which you request to speak 25
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.

25

ORDER REQUEST RECEIVED

4

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

@ 8:43

1. INSTRUCTIONS

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Date 10-13-05
Name (PLEASE PRINT) KATHERINE M. VIENNA
Address 29514 MANZATA DR.
MARINA LAKE CAMPO, CA. 90
Telephone 0
Organization Represented (if any) Self
Subject of your remarks: RUAAL BUS

Agenda Item Number on which you request to speak 25

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.

25

ORDER REQUEST RECEIVED

5

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

@ 8:47

1. INSTRUCTIONS

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Date 10/13/05
Name (PLEASE PRINT) GARY THYBERG
Address P.O. 313040 GUNATAY CA 91931

Telephone _____

Organization Represented (if any) SelfSubject of your remarks: RURAL BUS SERVICE ADJUSTMENTSAgenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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ITEM 25

DATE: 10-6-05

TO: MTS Rural Transit Service and Fare Adjustments and
Planners of Rural Bus Changes or Termination

FROM: Rural Bus Passenger: Linda Braginton, 619-766-9167

SUBJECT: MTS Rural Transit Service and Fare Adjustments, (Specifically
Route 888), and Public Hearings

During September passengers were asked to fill out a survey as to their preferences for Rural Bus Route 888 schedules and fares. Every passenger I have communicated with chose the schedule for one bus leaving early in the morning and returning late afternoon Monday through Friday, and of course the fare of \$3.00 one way.

Since the survey, MTS has come up with a plan absolutely not in accordance with passenger preferences or needs: one round trip bus only on Monday and Friday. Did you somehow twist "Monday through Friday" to mean "Monday and Friday"? This is absurd! Many of the rural passengers need service daily at least through the weekdays to attend work or school. Seniors need service for medical as some doctors take Monday or Friday off to allow a three-day weekend.

Also the fare of \$10.00 one way is out of sight for most people who have to resort to rural bus travel. In some cases if one were to ride the rural bus the two times a week every month the fee would be \$180. Those who are on limited income paying for minimum necessities and rural bus fares could not survive.

The history and the many efforts made to begin the rural bus and continue to progress is well noted. I would think MTS as an accomplished transit service and having taken over rural bus routes, with some small effort could come up with ingenuity, efficiency, and funds to help the rural community continue with bus service. One round trip bus early in the morning and late afternoon return Monday through Friday with perhaps a \$5.00 fare is a reasonable change to make. A \$3.00 fee would be better.

Your proposal of one bus on Monday and Friday with a \$10.00 one-way fare is unconscionable. It would not allow the Rural 888 bus to function profitably. Recently passenger activity has increased and would continue with a 5 day a week schedule. Why not make your service an upgrade instead of going backwards?

Enclosed: Previous correspondence regarding this subject for your perusal

DATE: 8-4-05

TO: Planners of Rural Bus Changes or Termination

FROM: Rural Bus Passenger: Linda Braginton, 619-766-9167

SUBJECT: MTS Rural Transit Service Adjustments Community Meetings,
Specifically Route 888

I am a female senior, 70 years of age, who relies on the rural bus service for any trips to El Cajon. The weekly trips are for necessary supplies:

- Groceries
- Household supplies
(Back-country prices are a drain to senior budgets.)
- Hardware items
(A hardware business no longer exists in Boulevard.)
- Dental and Doctor services

The notice of the meetings regarding bus route termination was duly posted. It is ironic the meetings were scheduled at a time when there was no transportation available for those who are most concerned, the bus passengers, to attend meetings and express their needs.

Therefore I submit this letter for your attention. I dearly hope it will impress on the planners the serious need for 888 Rural Bus Service, perhaps other areas as well.

I started riding the 888 Rural Bus years ago when there was one early morning bus taking us all the way to El Cajon and returning again to the rural back-country in the afternoon. It was necessary to make reservations to assure an available seat because of a full bus. This seemed to work very well. The larger buses were used which made it much easier for people like me to load heavy shopping carts and allowed a place to secure it without obstructing the center isles.

Please continue at least one 888 large bus to El Cajon Transit Center and Parkway Shopping Mall from the Jacumba area with return.

By all means refine the route. As a resident in Live Oak Springs, I would be glad for one bus stop out on Highway 80 where the school bus picks up children. There is plenty of room for a stop, easy access, etc. It makes sense to eliminate all the side trips such as turning into Live Oak Springs or even the Golden Acorn Casino without a reservation. It seems a waste of time and fuel

when the bus makes those daily runs such as into Lake Marina where passengers are rarely picked up or dropped off. Why not give that service with reservations only?

Another factor is to continue the Route 888 all the way to El Cajon. When they made changes to drop us off in Alpine to pick up another bus to continue the route, it took more time from shopping and business matters to wait for buses. It is hard pressed to get all the necessary things done before the return bus. Plus it meant loading and unloading and loading the heavy carts on return trips, especially difficult on the small buses.

I repeat, please continue at least one Route 888 to and from Jacumba. It is a service for which I have been very thankful. Without it, people like myself would be relegated to times of old when here 50 to 60 miles away in the Back Country there was no transportation at all without a horse.

And, a horse I don't have . . .

FY 2005 Projected Average Passenger Boardings by Day and Trip

Route 867

Trip	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/Block	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
1o	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
2o	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

Trip	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

Route 892 - Thurs. Only

Block No	Total PAX
1	11.1
2	8.7
Total	19.8

Route 891A - Tuesday Only

Block	Total PAX
1	7.8
2	6.0
Total	13.8

Route 892A - Wed. Only

Block No	Total PAX
1	8.0
2	5.1
Total	13.2

Route 893 - Friday Only

Block No	Total PAX
1	7.8
2	5.9
Total	13.7

Route 894

Trip/Block	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
1o	8.8	7.1	7.3	6.2	9.0	12.6	8.0	7.7
2i	22.4	16.8	16.9	16.7	17.9	9.9	15.1	18.1
2o	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
3o	19.9	19.1	18.3	19.0	28.8			21.0
4i	7.1	7.3	6.3	5.8	9.5			7.2
4o	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

Shaded areas depict services that have recently been discontinued, or will be discontinued in Summer 2005.

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 their June 23, 2005 meeting. Additional information indicating average daily boardings is provided.

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

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

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

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 that are transit dependant.

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

Proposed changes for 894 route

Inbound - AM

Ourbound - PM

894	Depart	894	Depart
Morena Village	7:50	Grossmont T/C	2:52
Cameron Corners	8:05	Grossmont Cen	2:55
Campo	8:08	El Cajon Transit	3:10
Potrero	8:25	Parkway	3:20
Picnic Lake	8:30	Rancho S, D	3:35
Tecate	8:45	Jamul	3:47
Barrett Junction	8:54	Dulzura	4:02
Dulzura	9:07	Barrett Junction	4:15
Jamul	9:18	Tecate	4:30
Rancho S. D.	9:30	Picnic Lake	4:42
El Cajon Transit	9:42	Potrero	4:47
Parkway	10:02	Campo	5:00
Grossmont Center	10:13	Cameron Corners	5:05
Grossmont T/C	10:16		

Travel Time - 2 hr. 26 min,

Travel Time - 2 hr. 13 min.

For the weekend schedule, use this schedule for one of the 894 routes and for the 888 route use the 7:20 AM - Jacumba departure and 3:10 PM - ECT departure. These two schedules mesh well with each other and does away with the 2 hour waiting period for people wanting to go from Tecate to points east.

These are proposed schedules that give us flexibility and passenger friendly service. They provide a reasonable travel time and enough in-town time to accomplish things such as doctor appointments, shopping, court appointments, etc. These would do well as an interim schedule until a thorough and comprehensive study is done on the rural routes. There must be a passenger count for each stop done for at least a month to help determine where the passenger load is concentrated. Then there should be input from not only M.T.S. but the bus board, passengers and drivers. This should be a group effort to make transportation in the back country passenger friendly - and fiscally sound.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

6

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

1. INSTRUCTIONS

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

Date 10 Oct. 05Name (PLEASE PRINT) REECE, Evelyn R.Address 44664 Brawley St. P.O. Box 446
Tacuma, CA 91934Telephone 619-766-4515Organization Represented (if any) none

Subject of your remarks: _____

Agenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

7

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM**** @ 8:49

1. INSTRUCTIONS

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

Date OCT 13, 2005
Name (PLEASE PRINT) Nancy SHIVERETTE
Address 40123 RIBBONWOOD RD.
BOULVARD, CA 91905
Telephone 619-447-1324
Organization Represented (if any) _____

Subject of your remarks: Rural Bus

Agenda Item Number on which you request to speak 25

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.****

Metropolitan Transit System Rural Bus Rider Survey

The Metropolitan Transit System (MTS) wants input from its rural bus riders regarding possible service and fare adjustments. To learn more about this please contact Brandon Farley at (619) 595-4920.

Please help MTS understand our riders and how they use the services better: Please circle the best answer related to each question and return to the person administering the survey, or to the bus driver.

How often do you use the rural routes?

4+ times
per week

1-3 times
per week

1-3 times
per month

Less than
once per month

For what purpose do you most use these routes?

Work

Shopping

Medical

Other

How much of a fare are you willing to pay to use service?

\$3

\$4

\$5

More

Which routes do you use?

867

888

889

891

892

894

(For each circled route, please respond to corresponding questions below)

Do you transfer to another service?

Bus

Trolley

None

867: Do you use to go to Grossmont Center?

Yes

No

If yes, how often?

4+ times
per week

1-3 times
per week

1-3 times
per month

Less than
once per month

889: If you regularly use 889, is there a different route you can use?

If yes, which one? _____

888: If Route 888 operated one round trip per day, what time should it depart Jacumba?

6:30-7:30AM

7:30-8:30AM

8:30-9:30AM

Other: _____

What time should it depart the El Cajon Transit Center to return to Jacumba?

1-2PM

2-3PM

3-4PM

Other: _____

In which areas do you most get on or off of Route 888? Circle all that apply.

Alpine

Boulevard

Buckmann Springs Road

Campo/Cameron

Descanso

El Cajon TC

Morena Village

Jacumba

El Cajon

Parkway Plaza

Viejas Reservation

891 & 892: Which option do you prefer regarding the Borrego Spring to/from Ramona bus service?

Circle One



1 round trip
4 days per week

2 round trips
2 days per week

4 round trips
1 day per week

If Julian were served 2 days per week,
which 2 days should those be?

Monday

Tuesday

Friday

Saturday

If Ranchita were served 2 days per week,
which 2 days should those be?

Monday

Tuesday

Friday

Saturday

894: In which areas do you most get on or off of Route 894? Circle all that apply.

Buckmann Spring Road

Campo/Cameron

El Cajon TC / Trolley

Grossmont Area

Jamul

Morena Village

Parkway Plaza

Petrero

Tecate/Border

If you use to go to Grossmont area, how often?

4+ times
per week

1-3 times
per week

1-3 times
per month

Less than
once per month

Summer 2005 Rural Services Adjustment Options

	Route 867	Route 888	Route 889	Route 891	Route 892	Route 894
Route Description	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.	Service links Jacumba, Campo, Lake Morena, and El Cajon. Service provided Monday through Friday with three (2) trips in each direction and one (1) truncated trip in each direction between. Two trips in each direction are operated on Saturdays.	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.	Service links Borrego Springs to Ramona via Scissor Crossings, Shelter Valley, Julian, and Santa Ysabel one day per week; Saturdays only.	Service links Borrego Springs to Ramona via Lake Henshaw and Santa Ysabel one day per week; Thursdays only.	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.
Option 1 (Productivity Based)	<i>Discontinued</i>	<i>Discontinued</i>	<i>Discontinued</i>	<i>Discontinued</i>	<i>Discontinued</i>	No Change
Option 1A (MTS Board request)	<i>Discontinued</i>	<i>Discontinued</i>	<i>Discontinued</i>	<i>Discontinued</i>	<i>Discontinued</i>	Cut half of service.
Option 2 (* Lifeline Based)	No Change	No Change	<i>Discontinued</i>	<i>Discontinued</i>	<i>Discontinued</i>	No Change
Option 3 (Coverage Based)	Cut half of service.	No Change	<i>Discontinued</i>	Cut half of service	Cut half of service	Cut half of weekday service

* Lifeline based option determined using MTS Policy #42 addressing new and existing service evaluations.

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.

DRAFT

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. Stillwell 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

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.

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Route Description and Level of Service

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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.

ITEM 25

FY 2005 Projected Average Passenger Boardings by Day and Trip

Route 867

Trip	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/Block	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
1o	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
2o	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

Trip	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

Route 892 - Thurs. Only

Block No	Total PAX
1	11.1
2	8.7
Total	19.8

Route 891A - Tuesday Only

Block	Total PAX
1	7.8
2	6.0
Total	13.8

Route 892A - Wed. Only

Block No	Total PAX
1	8.0
2	5.1
Total	13.2

Route 893 - Friday Only

Block No	Total PAX
1	7.8
2	5.9
Total	13.7

Route 894

Trip/Block	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
1o	8.8	7.1	7.3	6.2	9.0	12.6	8.0	7.7
2i	22.4	16.8	16.9	16.7	17.9	9.9	15.1	18.1
2o	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
3o	19.9	19.1	18.3	19.0	28.8			21.0
4i	7.1	7.3	6.3	5.8	9.5			7.2
4o	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

Shaded areas depict services that have recently been discontinued, or will be discontinued in Summer 2005.

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 their June 23, 2005 meeting. Additional information indicating average daily boardings is provided.

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

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

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

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 that are transit dependant.

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

Proposed changes for 894 route

Inbound - AM

Ourbound - PM

894	Depart	894	Depart
Morena Village	7:50	Grossmont T/C	2:52
Cameron Corners	8:05	Grossmont Cen	2:55
Campo	8:08	El Cajon Transit	3:10
Potrero	8:25	Parkway	3:20
Picnic Lake	8:30	Rancho S, D	3:35
Tecate	8:45	Jamul	3:47
Barrett Junction	8:54	Dulzura	4:02
Dulzura	9:07	Barrett Junction	4:15
Jamul	9:18	Tecate	4:30
Rancho S. D.	9:30	Picnic Lake	4:42
El Cajon Transit	9:42	Potrero	4:47
Parkway	10:02	Campo	5:00
Grossmont Center	10:13	Cameron Corners	5:05
Grossmont T/C	10:16		

Travel Time - 2 hr. 26 min,

Travel Time - 2 hr. 13 min.

For the weekend schedule, use this schedule for one of the 894 routes and for the 888 route use the 7:20 AM - Jacumba departure and 3:10 PM - ECT departure. These two schedules mesh well with each other and does away with the 2 hour waiting period for people wanting to go from Tecate to points east.

These are proposed schedules that give us flexibility and passenger friendly service. They provide a reasonable travel time and enough in-town time to accomplish things such as doctor appointments, shopping, court appointments, etc. These would do well as an interim schedule until a thorough and comprehensive study is done on the rural routes. There must be a passenger count for each stop done for at least a month to help determine where the passenger load is concentrated. Then there should be input from not only M.T.S. but the bus board, passengers and drivers. This should be a group effort to make transportation in the back country passenger friendly - and fiscally sound.



Rural Bus Service Adjustments

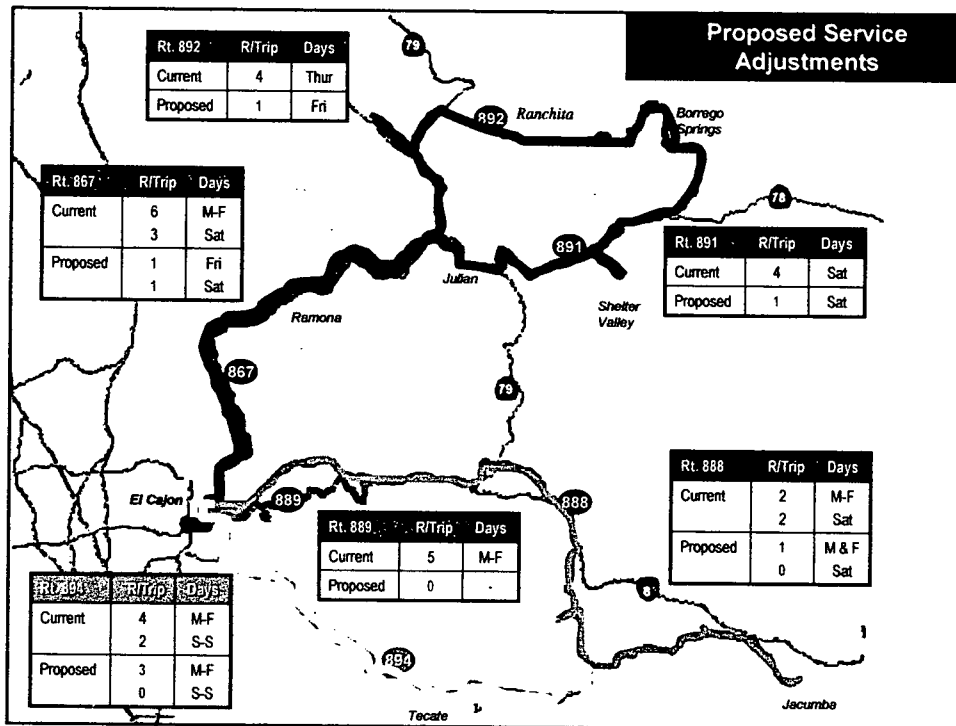
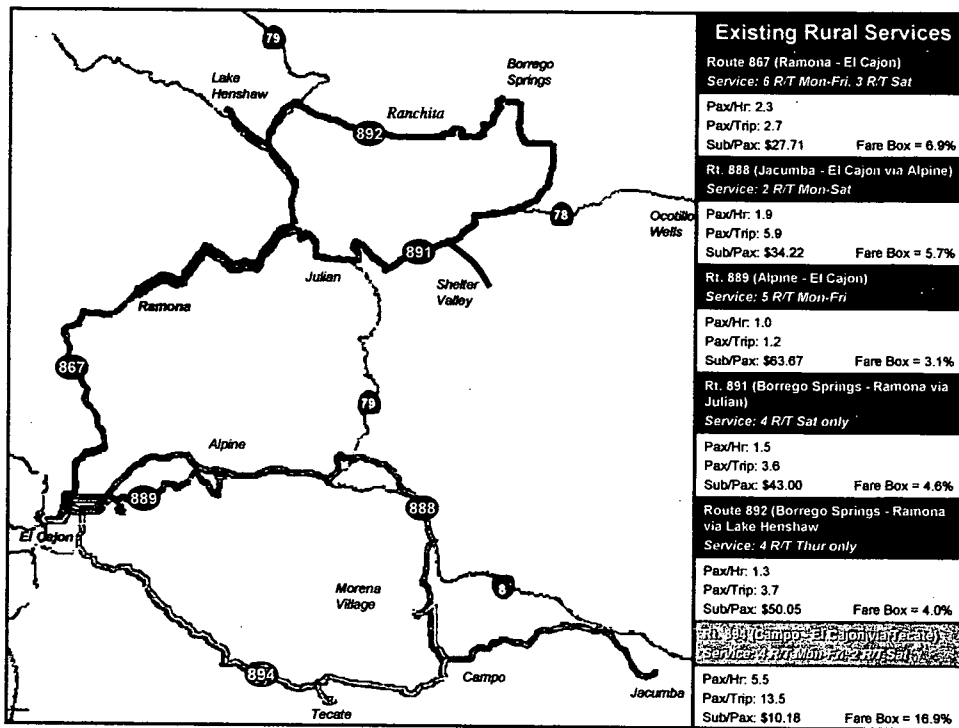
Background:

- On June 23, 2005, MTS staff was directed to conduct a route-by-route 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
- On September 22, 2005, MTS staff was directed to schedule public hearing for October 13, 2005 on proposed service and fare adjustments, and proposal to discontinue service if recommended performance standard is not achieved within 6 months

Today's Task:

- Conduct Public Hearing
- Take action on staff recommendation





Service Adjustments Consistent with Feedback

- Significantly reduces high subsidy and low productivity service levels while maintaining lifeline connections
- No significant loss in geographic coverage
- Assures clean connectivity between Borrego Springs to El Cajon by providing one-seat trip
- Improves connectivity between Routes 888 and 894 at Cameron Corners by improving the timed transfer



4

Proposed Fare Adjustments:

Zone-based fare structure; 2 zones

- \$5 cash fare for trips within 1 zone, \$10 within 2 zones
- Seniors/Disabled 50% the regular fare
- \$1 discount per zone provided to passengers showing valid monthly or day pass, or bus/trolley transfer slip; S/D paid cash equivalent would be ½ adult fare
- Tokens accepted at face value (\$2.25)



5

Annualized Budget Implications

	Existing	Proposed Service Adjustments
Estimated Cost	\$1,621,833	\$ 557,348
Estimated Revenue	122,000	85,000
Estimated Net Subsidy	(1,499,833)	(472,348)
Cost Savings		1,027,485

Figures are preliminary and subject to negotiations with the contractor. Proposed service adjustments assume fares are also adjusted.



8

Staff Recommendation:

Approve staff recommended Option 4 service adjustments

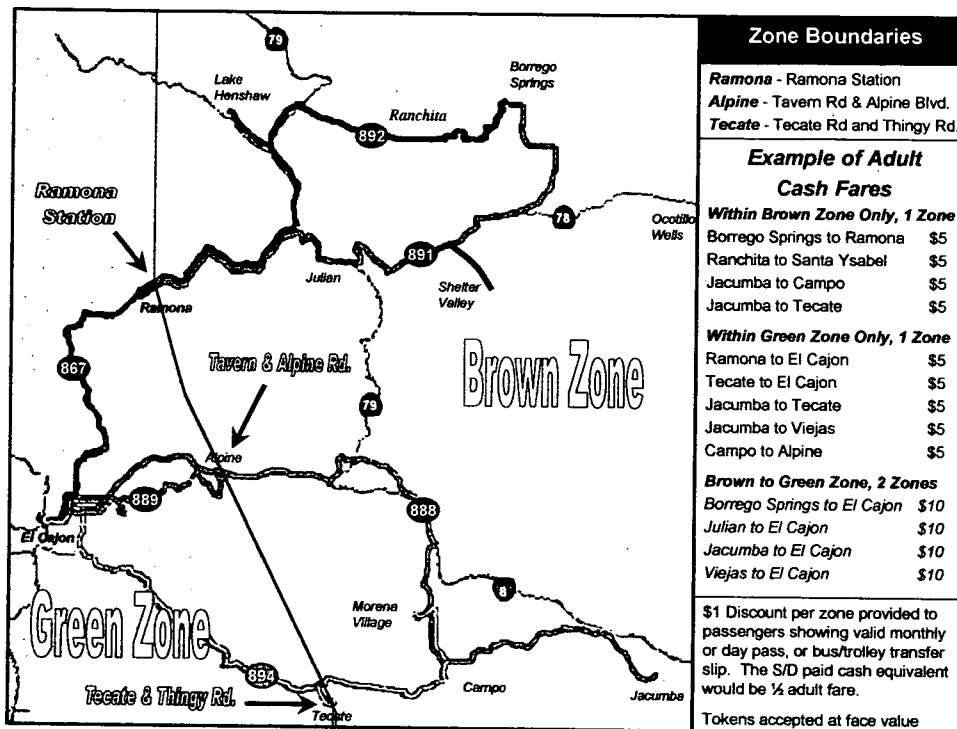
Approve performance standard requiring each rural route to achieve a 10.0 percent fare box requirement within six (6) months from implementation of adjustments in order to be retained

Recommend to the San Diego Association of Governments (SANDAG) that it to approve the adjustment to the rural fare structure; and

Direct staff to modify MTS Ordinance No. 4 concerning the fare-pricing schedule



9



Proposed Performance Standard:

Each route is to 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



Metropolitan Transit System

AI No. 25 - 10/13/05

Public Comments (received Sept. 22nd through Oct. 10, 2005)

Name & Residence	Received via	Comments
Jackie Hine Borrego Springs	Phone Call	<ol style="list-style-type: none"> 1. Original system was set up to fail; 2. 330% increase in fare is too much - should be less and incrementally applied over time; 3. Number of trips from Borrego is too few; and 4. Opposed to action whereas service can be discontinued if performance standard is not achieved.
Marina Griffin Ramona	Phone Call	<ol style="list-style-type: none"> 1. Wants additional weekday of service, 1 day is not enough, prefers Mondays; and 2. Not opposed to fare increase.
Barbara Bernard Ramona	Phone Call	<ol style="list-style-type: none"> 1. Cut mid-day service on Route 867 instead; 2. Older and cannot drive, will be stranded; and 3. Opposed to increase in fares.
Evelyn Dewry Ramona	E-Mail	<ol style="list-style-type: none"> 1. Understands Route 867 is unproductive; weekday mi-day service not efficient, weekend service not necessary, overall route takes too long because of service in Lakeside; 2. Opposes cutting service altogether; and 3. Supports reducing Ramona to El Cajon service down to 1 or 2 trips each weekday.
Rich Morgan	Phone Call	<ol style="list-style-type: none"> 1. Retain Route 889.
Leona McDonald Borrego Springs	Phone Call	<ol style="list-style-type: none"> 1. Requests 4 days of service each week to ensure ability to make medical appointments, prefers Monday, Tuesday, Friday & Saturday.

PUBLIC HEARING
Rural Bus Service Adjustments
October 13, 2005



Rural Bus Service Adjustments

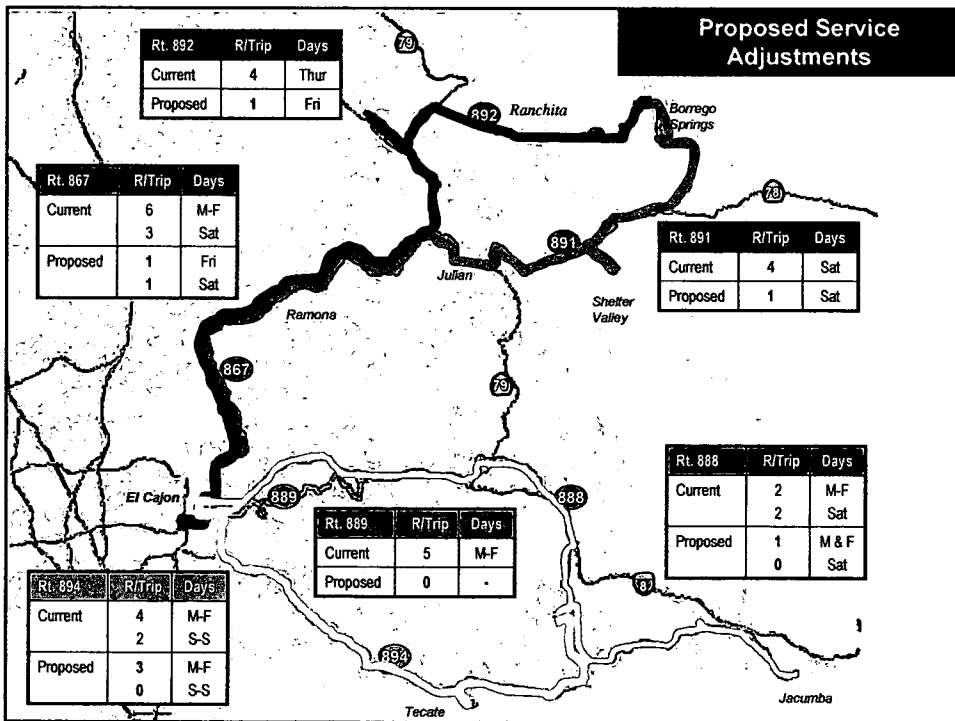
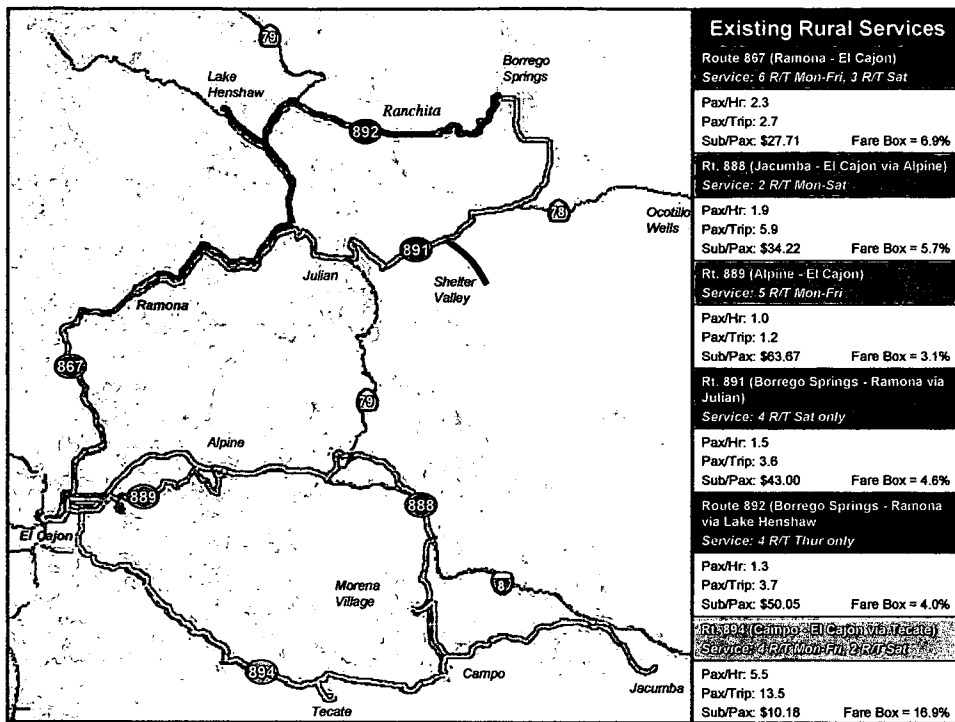
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Recommend to the San Diego Association of Governments (SANDAG) that it to approve the adjustment to the rural fare structure; and

Direct staff to modify MTS Ordinance No. 4 concerning the fare-pricing schedule



9



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Agenda

Item No. 30

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

PC 30118 (CIP 10465)

October 13, 2005

Subject:

MTS: SORRENTO VALLEY COASTER CONNECTION FUNDING UPDATE

RECOMMENDATION:

That the Board of Directors:

1. direct staff to request that the Sorrento Valley Coaster Connection (SVCC) funding status item be placed on the October 21, 2005, San Diego Association of Governments (SANDAG) Transportation Committee agenda;
2. concur with the opinion of the Executive Committee that funding issues related to this service need to be resolved by SANDAG and the Air Pollution Control District (APCD); and
3. concur with the opinion of the Executive Committee that MTS does not have the resources to fund this service and if no funding is identified, there will be a decrease in service levels and/or the implementation of a fare for this service.

Budget Impact

Future potential deficit of \$547,000 for FY 06.

Executive Committee Recommendation

At its meeting on October 5, 2005, the Executive Committee recommended forwarding this item to the Board of Directors for approval.



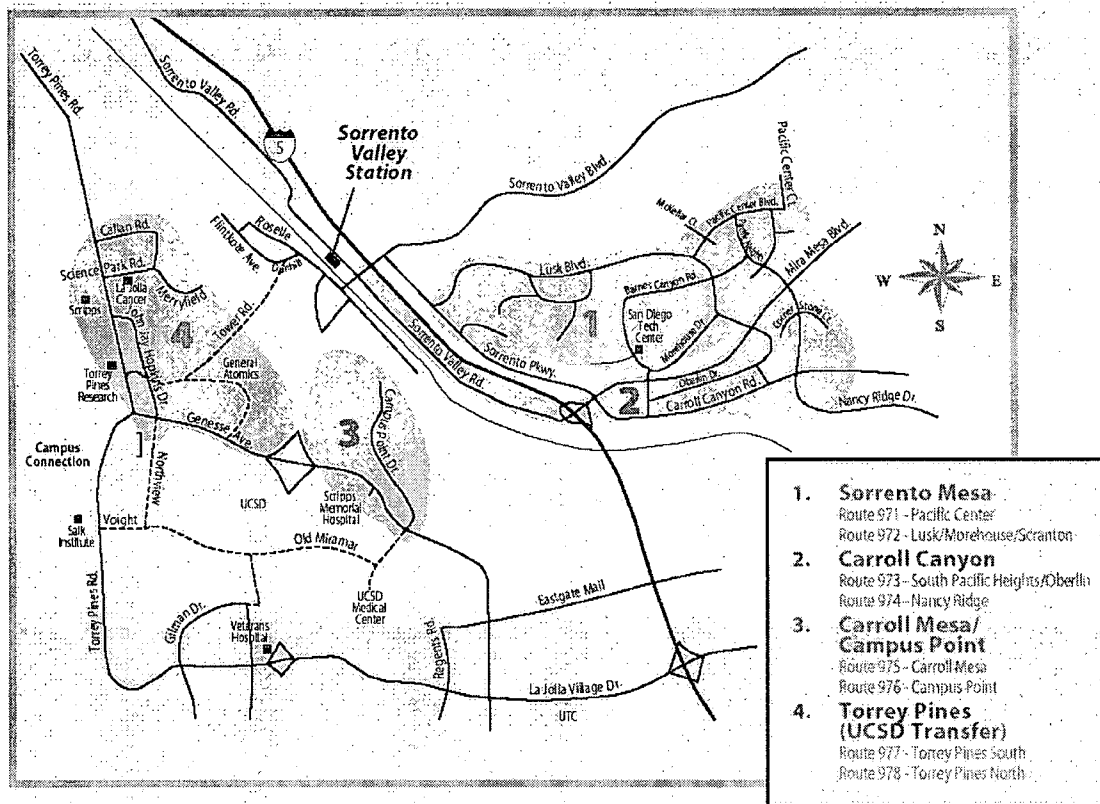
Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

DISCUSSION:

Since 1997, the Air Pollution Control District (APCD) and MTS have provided bus services to Sorrento Valley Coaster commuters. Subsequently, the two entities have partnered through four funding cycles to support the service. The service has been a great success in improving air quality by reduction of single-occupant vehicle trips, as well as providing the lifeblood of passengers to the Sorrento Valley Coaster Station. Currently, over 800 daily passengers utilize this service.

On April 25, 2001, APCD approved a letter that required bus service to operate with particulate traps as a contingency for receipt of funding. At the time, no such trap was available for the vehicles being operated. Additionally, the service contract that was in force at the time included contractor-owned vehicles. The service contract was later transferred to the existing provider under an emergency action due to contractor forfeiture. Since then, a dispute arose on whether or not vehicles were required to be operated with particulate traps in order to be eligible for APCD funding at the time of contract issuance.

Although there has been an ongoing dispute over APCD funding contract for prior-year services, MTS continued to operate this service in good faith. The amount that has not been paid by APCD is estimated to be between \$670,000 and \$800,000.



Service Details

The SVCC operates 11 minibuses in the Sorrento Valley area. Ten minibuses are assigned to routes with an extra vehicle known as the "sweeper bus" to board and alight extra passengers if demand is heavy during the day or if another bus breaks

down. Routes operate during peak commuter times and serve various areas in the Sorrento Valley Business Park with stops at predetermined locations.

The SVCC service has been very successful. The service has been responsible for a significant reduction in vehicle miles traveled by single-occupant vehicles for the five-year period of this contract. It has made the Sorrento Valley Coaster Station the second busiest on the system. The service avoids the air quality and traffic congestion that would result in putting these automobiles back on the road.

As an example, for fiscal year 2004, the total passengers carried on SVCC minibuses was 218,152. Even if two of these passengers were to carpool together, there would still be 109,076 vehicles on the road annually with added pollution and traffic congestion. The total miles operated by the SVCC minibuses are 181,292.

Employment centers in the service area include the Sorrento Valley Science Park, Scripps Pacific Sorrento Technology Park, Sorrento View Business Park, Research Park, Carroll Park, and the El Camino Business Park. Employers served by the service include Qualcomm, Dataworks, Hughes Network Systems, Gamma-Metrics, Sun Microsystems, California Instruments, Ligand Pharmaceuticals, General Atomics, Burnham Institute, Stratagene, Scripps Clinic, HNC Software, Salk Institute, Thornton Hospital, Scripps La Jolla Hospital, Shiley Eye Center, and the Design Center among many more.

Funding

Currently, the SVCC bus service contract is in the process of being rebid. The APCD's recommended clean-fuel requirement is included as a vehicle requirement, and all eligible bidders have complied with the requirement. The MTS Board will be asked to consider contract award and funding options for this service in mid-October. Although staff has requested APCD funding support, no commitment from the Agency has been received. It currently appears that there is a \$547,000 shortfall in anticipated revenues for operation.

The FY 06 plan for service operation:

MTS	\$208,000
APCD	\$547,000
Coaster contribution	<u>\$ 88,000</u>
Total	\$843,000

Without the APCD's assistance, the project will have a \$547,000 deficit. Therefore, staff is currently seeking other funding sources in order to defray the costs. As the Coaster transfer contribution and the MTS funding no longer covers the program costs, the potential to charge fares to passengers for the service is currently being considered. Based upon today's ridership, a fare of approximately \$2.60 per trip would be necessary to make up the funding deficit. The possibility of seeking private-sector funding for the program is also being explored.

The biggest impediment to keeping the service in place is the lack of funding. During the period covered by the APCD grant, transit agencies in general, and MTS specifically, have suffered significant downturns in their funding. At the same time, fuel, other energy, workers' compensation, and operating costs have risen disproportionately.

Without receipt of future discretionary funding, such as the APCD funding, MTS's ability to continue the operation of the SVCC is in jeopardy.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

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

DSundh/JGarde/OCT13-05.30.SVCC.SHAFNER



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Agenda

Item No. 31

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

OPS 960

October 13, 2005

Subject:

SDTC: DISPOSAL OF BUSES

RECOMMENDATION:

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

1. sell four retired 1991 Gillig 1200 Series diesel buses to Accessible San Diego to transport seniors, people with disabilities, and special-needs travelers for its Accessible Border Program;
2. donate two retired 1991 Gillig 1200 Series diesel buses to the San Diego Police Department (SDPD) to replace the two 1975 GMC buses that it is currently using;
3. donate one retired 1991 Gillig 1200 Series diesel bus to the National City Fire Department to be used as a mobile command center vehicle;
4. donate one retired 1991 Gillig 1200 Series diesel bus to San Diego Trolley, Inc. (SDTI) to be used as a security command center vehicle; and
5. auction 1993 MAN 1100 Series articulated diesel buses once they reach the end of their useful life (beginning October 2005).

Budget Impact

Item No. 1 would be provided to Accessible San Diego at the prevailing market rate as determined by the average selling price of comparable buses sold via the County Public auction. Item Nos. 2, 3, and 4 would be provided gratis. Item No. 5 buses would be sold



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

via the County Public auction and would generate revenue towards the capital depreciation reserve account as determined by the market at the time of sale.

DISCUSSION:

MTS recently received 41 new compressed natural gas- (CNG)-powered, low-floor buses allowing for the retirement of older diesel-powered buses that have reached the end of their useful lives. The 1991 1200 Series Gillig buses are the oldest that qualify for retirement due to age, high mileage, maintenance costs, and decreasing efficiency. The entire fleet of 80 1200 Series buses was previously authorized by the Board for disposal via the County Public Auction at its meeting on April 24, 2003.

Because the 1200 Series buses have been well maintained, several organizations have inquired about obtaining some of them to enhance their operations.

Accessible San Diego is a nonprofit organization that serves veterans, seniors, and travelers with disabilities. In 2002 MTS and Accessible San Diego started a joint pilot program to realize the San Diego/Tijuana border as accessible for visitors with disabilities. Operated by Mexicocoach, a border transportation company and a business partner of Accessible San Diego, the program began serving the public with two lift-equipped buses retired by MTS. Since then, these two buses have been providing wheelchair-lift transportation to seniors, people with disabilities, and special-needs travelers. This has resulted in reduced border crossing time, reduced traffic, and improved air quality because each bus replaces approximately 20 to 34 vehicles at the border.

The San Diego Police Department (SDPD) currently has two 1975 GMC buses (that were retired by San Diego Transit Corporation during 1995) for transporting SWAT teams and other individuals to community service and special events. The SDPD is requesting two of the 1991 Gillig buses as replacements.

The National City Fire Department has requested one bus to be used as a mobile command center vehicle. The National City Fire Department currently does not have a vehicle due to limited funding and would like to purchase one for a nominal cost, outfit it with communications and other electronic equipment, and use it as an on-site command center. National City Transit would store and maintain the vehicle for the National City Fire Department.

SDTI is requesting one bus to use as a mobile command center for the Security Department. It would be used during special events and when situations warranted.

The 1993 MAN articulated buses become eligible for retirement in October 2005. Staff is requesting authorization to dispose of them via the most efficient method when removed from service due to Comprehensive Operational Analysis (COA) recommendations and other operational efficiency reasons.

MTS Policy No. 33 governs the disposal of assets. Section 33.3 (c), states:

- (c) *In the case of used buses, the Board shall give specific direction on the method of disposal to be followed on a case-by-case basis considering potential financial return and available alternatives, including the sale for scrap or other nonoperating purposes to avoid use of the vehicles and resultant air pollution in California and the San Diego region. A method of disposal may be approved even though the financial benefit may be less than other methods of disposal.*

In light of Policy No. 33, Section 33.3 (c) above, staff requests that the Board accept the recommendations for disposal numbers 1 through 5 as stated above.



Paul C. Jablonski
Chief Executive Officer

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

OCT13-05.31.BUSDISPOSAL.KTSUBAKIHARA



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Agenda

Item No. 32

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

ADM 110 (PC 50101)

October 13, 2005

Subject:

MTS: APPOINTMENT OF NEW BOARD CHAIRPERSON

RECOMMENDATION:

That the Board of Directors approve the process by which the Executive Committee will recommend to the Board the appointment of a new Chairperson.

Budget Impact

None.

DISCUSSION:

The Executive Committee, at its October 5, 2005, meeting, approved the mailing of a letter (Attachment A) to a number of individuals and organizations soliciting expressions of interest from individuals to assume the position of MTS Board Chairperson. This letter, along with a press release (Attachment B), requests that written expressions of interest be sent to the Chief Executive Officer (CEO) by October 28, 2005.

The Executive Committee will review all potential candidates and formulate a recommendation to the full Board for individual to assume the Board Chairperson position.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Paul Jablonski, 619.557.4583, Paul.Jablonski@sdmts.com

Attachments: A. Letter
B. Press Release





1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407
October 5, 2005

ADM 110 (PC 50101)

Dear Community Leader:

Subject: APPOINTMENT OF NEW CHAIRPERSON FOR THE SAN DIEGO METROPOLITAN
TRANSIT SYSTEM

As you may know, the current Chairman of the San Diego Metropolitan Transit System (MTS) Board of Directors, Leon Williams, has announced his intention to retire from public service. Mr. Williams is an icon in the public transportation community and has served on the MTS Board since its creation on January 1, 1976. In anticipation of his retirement, the MTS Executive Committee has been tasked with creating a list of potential candidates for the position of Chairperson of the MTS Board of Directors. As current Vice Chairman of the Board of Directors and the MTS Executive Committee, I am asking for your help in identifying community leaders with the following qualifications:

- Strong interest in and long-time support of public transportation within the County of San Diego
- Demonstrated leadership skills in diverse political environments
- Ability to build consensus among MTS member agencies
- Well-recognized community leader
- Prior public service at the local, state, or federal level strongly desired
- Experience with lobbying state and federal delegations

Time commitments for this position include attendance at two MTS Board meetings per month, two MTS Executive Committee meetings per month, weekly briefings for the MTS Board and Executive Committee meetings, two San Diego Association of Governments (SANDAG) Board of Directors meeting per month, two SANDAG Transportation Committee meeting per month, quarterly Ad Hoc Transition Committee meetings, and quarterly Joint Committee on Regional Transit meetings.

If you or your organization knows of a community leader with a passion for public transportation and a strong desire to serve the greater good, please submit a letter of interest to Paul Jablonski, Chief Executive Officer, at the address on the letterhead, who may also be contacted to answer questions or provide additional information at 619.557.4583. Nominations will be taken through October 28, 2005.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jerry Rindone', is written over a printed name and title.

Jerry Rindone
Vice Chairman

Enclosure

JGarde/L-APPOINTCHAIR.TLOREN

List of Potential Individuals and Organizations

MTS Board members, past and present

Mayors from each member city

County Board of Supervisors

North County Transit District

San Diego Association of Governments

Blue Ribbon Committee Members



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

PRESS RELEASE



Date: October 5, 2005

Number: 05-31

Contact: Judy Leitner
619.557.4526
619.454.7255 cell
Judy.Leitner@sdmmts.com

FOR IMMEDIATE RELEASE

MTS CHAIRMAN LEON WILLIAMS TO RETIRE

San Diego, CA – Leon Williams, Chairman of the MTS Board of Directors, announced that he will retire November 10th, after a long and distinguished career as a transportation advocate. Williams, an icon in the public transportation community, served on the MTS Board since its creation on January 1, 1976. Williams served as Chairman for the past 11 years.

In anticipation of Williams' retirement, the MTS Executive Committee has been tasked with creating a list of potential candidates for the position of Chairperson of the MTS Board of Directors. The Committee is seeking a community leader who has a strong interest in and long-time support of public transportation. Shortly, a communication will be sent out to a wide variety of individuals and organizations seeking their assistance in recommending potential candidates. Nominations for the position will be taken through October 28, 2005. William's replacement will be selected by the voting members of the MTS Board, and will serve a four-year term.

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Agenda

Item No. 45

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

OPS 970.11

October 13, 2005

Subject:

MTS: TRANSPORTATION SECURITY ADMINISTRATION BOMB-SNIFFING DOG
PROGRAM

RECOMMENDATION:

That the Board of Directors approve MTS's participation in the National Explosives Detection Canine Team Program (NEDCTP) and authorize the Chief Executive Officer (CEO) to execute a Statement of Joint Objectives (SOJO) (Attachment A) with the Transportation Security Administration (TSA).

Budget Impact

None anticipated based on TSA funding support established at \$40,000 per team (\$120,000 for a three-dog minimum deployment).

DISCUSSION:

The TSA of the U.S. Department of Homeland Security has a program that provides specially trained "bomb-sniffing dogs" for major airports in the United States. This is part of the TSA's NEDCTP. The program has recently been expanded to include a selected group of ten transit agencies in the U.S. that operate joint bus and rail systems. In mid-September, MTS was approached and asked to participate in the specially funded program. The following are the details associated with this program.



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.

Explosive-detection canine teams have been considered a proven and reliable resource to detect explosives of various types and are considered by many experts to be a key component for a balanced countersabotage/terrorist program. The use of highly trained explosive detection canine teams is also a considered a proven deterrent to terrorism directed at transportation systems and provides a timely and mobile response to support facilities, train stations, bus facilities, and all internal/external field locations owned by MTS. This program has been in place since 1972, and it expanded after the terrorist events of September 11, 2001. Participation in this program will place MTS within an elite group of nine other larger transit systems that are part of TSA's first-ever expansion of this program beyond airport applications.

Participation in this program will require that the following be met:

1. A minimum of three dog teams will be deployed at the selected site,
2. \$40,000 per year in funding will be allotted per team (\$120,000 total) to offset the cost associated with the handler, bomb-sniffing dog, and all related expenses, including food, veterinary care, etc. This amount can be used to offset employee expenses.
3. All training will be provided by TSA, at its expense, in Texas. This includes handler-training expenses (housing, travel, etc.) and training/selection of the dogs.
4. Selection of a dog by TSA will involve a gentle breed that typically does not include the type normally associated with K-9 tactical police dogs. TSA focuses on nonattack or sporting dogs, such as Labrador, Golden, and Chesapeake Bay Retrievers.
5. MTS must agree to retain, in a highly secure and controlled site, inert explosive samples that the dogs will need for ongoing training.
6. MTS must select three existing employees who will agree to house the dogs at their residence and provide general care and feeding. An exterior cage will be built to facilitate this arrangement at TSA's expense.

In summary and after making several outside inquiries, staff believes this Bomb-Sniffing Dog Program and the resultant capability will generate a significant benefit to MTS's overall security program and antiterrorist capability.



Paul G. Jablonski
Chief Executive Officer

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

JGarde/OCT13-05.45.BOMBDOGS.BBURKE

Attachment: A. SOJO (**Board Only**)

**Department of Homeland Security
Transportation Security Administration
National Explosives Detection Canine Team Program**



***"Thirty Years of Canine
Excellence"
1972-2002***

**New Participant Program
Cooperative Agreement - Statement of Joint Objective**



National Explosives Detection Canine Team Program



General Provisions

- **TSA Provides**
 - Partial reimbursement for minimum of 3 teams
 - The authorized number of canine teams reimbursed will be determined by the Director, NEDCTP, after consultation with the mass transit system leadership
 - CEO/Director of Mass Transit System
 - Chief of Police
 - **\$40,000 per team (5 Year Cooperative Agreement)**



General Provisions

- **Participant provides TSA- certified teams to respond (24 / 7) - on or off duty basis**
 - Threats
 - Within 45 minutes
 - Provide maximum coverage during peak hours
 - Patrol / train within view of the public
 - Utilized 80% of their duty time in the mass transit environment



TSA Responsibilities

- **Partial reimbursement items**
 - Handler / trainer
 - Salaries - primary compensation / benefits / overtime uniforms / laundering
 - Canine Expenses
 - Food / Veterinarian Care / Medication / Maintenance
 - Kenneling
 - Home and/or mass transit facilities
 - Administrative / support areas
 - Used by TSA handlers / supervisors only



TSA Responsibilities

- **Partial reimbursement (Con't)**
 - Vehicles
 - Vehicle equipment
 - Radios / Mobile Data Terminals
 - Interior Heat Warning Alarm System
 - Lights / cages / signs / sirens / window tinting
 - Care / maintenance
 - Explosive Storage / Transportation
 - Explosive transportation trailers (Submit Description for Approval)
 - Magazine site preparation and installation
 - Additional magazine security (Submit for Approval)



TSA Responsibilities

- **Partial reimbursement (Con't)**
 - Communication media
 - Internet access monthly service charge
 - Computer / printer / related software and maintenance
 - Pagers / cell phone (monthly charges)
 - Procurement of locally trained canine
 - After a successful field certification (Case-by-Case Basis)
 - Canine staff / supervisor travel for training purposes
 - Related to specific explosive canine activities
 - Approved by Director, Canine Program prior to travel
 - Other items may be approved on a case-by-case basis



TSA Responsibilities

- **TSA provided canines**
 - Single purpose - explosive detection
 - Three (3) (minimum amount)
 - Remain property of the TSA
 - Assigned on priority basis determined by TSA
 - On a case-by-case basis, TSA procured canine may be reassigned to meet national needs



TSA Responsibilities

- **Handler training**
 - Trained to established TSA proficiency / certification standard
 - Training expenses covered
 - Per diem
 - Transportation cost to / from training location
- **Equipment / additional training**
 - Leash, choke chain, muzzle, canine reward, grooming brush and shipping crate
 - Onsite 14 day training mission for initial certification



TSA Responsibilities

- **Initial / annual on-site certification**

- After graduation, no training for first 30 days
 - Acclimation of canine to mass transit environment
- Initial Certification
 - 14 Day training mission scheduled 60-90 days after graduation
- Annual Evaluation
 - Failure - Re-evaluation 90-120 days
- Re-evaluation Failure
 - Retraining - onsite 10 day training mission within 90-120 Days
 - Team is decertified until next scheduled evaluation



TSA Responsibilities

- **Explosive training aids**

- Provided on an annual basis
- Monthly hands on inventory and inspections conducted jointly by TSA and Participant
 - Explosive training aids / storage containers
 - Handling / safety procedures
 - Compliance with Standard Operating Practices and Procedures (SOPP)



TSA Responsibilities

- **Explosive storage magazines**
 - Two (2) provided for the exclusive use of TSA explosive proficiency training aids
 - Remain property of the TSA
 - TSA will relocate the magazines if participation in program is terminated
 - Used solely by participant teams while in the program



Participant Responsibilities

- **Maintain sufficient TSA-certified teams IAW Cooperative Agreement**
- **Maintain threat response capability**
 - Team(s) available 24 / 7
 - Respond within 45 minutes to threat location
 - On-off duty status
 - Develop written response plan
 - For mass transit and local mutual aid
 - Mass Transit responsibilities are the priority



Participant Responsibilities

- **Conduct training within view of the public**
 - Public awareness / noticeable deterrent
 - Presence in mass transit areas during peak and off peak hours
- **Teams will be used 80% of their duty time, annually in the mass transit environment**



Participant Responsibilities

- **Handler requirement**
 - Three year commitment to canine program
- **Kennel facilities**
 - Provide safe and sanitary facilities at mass transit location / residence
 - Canine must not be left in makeshift accommodations
 - Kennel plans / designs approved by TSA prior to purchase / construction



Participant Responsibilities

- **Canine vehicles**
 - Safe and secure for both on / off duty
 - Proper temperature controls / padding / screening
- **Proficiency training**
 - Must be documented appropriately / accurately
 - Minimum 4 hours per week / duty cycle
 - Training in all certification areas required
 - Training shall be goal oriented based on teams abilities
 - Training records must be kept for two years



Participant Responsibilities

- **Required training areas**
 - Mass Transit vehicles
 - Subway cars/light rail
 - Buses
 - Luggage
 - Terminal
 - Vehicles
 - Freight / Warehouse



Participant Responsibilities

- **Ensure routine / emergency veterinary care is available**
- **Participate in evaluation and re-evaluation IAW evaluation guidelines**
- **Annual evaluation failure**
 - Written corrective action plan completed by participant within 15 calendar days after the evaluation



Participant Responsibilities

- **Request to terminate participation in the Program**
 - Notify Director, NEDCTP immediately with reason in writing
 - Outstanding issues will be resolved as soon as possible
- **Annual Program Review**
 - Participant must send one representative
 - Attendance funded by HQ TSA



Participant Responsibilities

- **Explosives Training Aids**
 - Must comply with proper storage IAW NEDCTP SOPP and ATF requirements
 - Written Security Procedures
 - Safe keeping and safe transport
 - Attachment nine lists required information for written procedures
 - Plan will be made available to TSA upon request
 - Store only TSA - provided / approved training aids
 - Used by participants only



New Participant Responsibilities

- **Explosive magazine site**
 - Concrete slab 23 X 9
 - Six (6) inches thick
 - Four (4) inches free draining material
 - Refer to Cooperative Agreement for specific requirements and references



Other Provisions

- **Field Certification** (participant acquired canine)
 - Requirements
 - Handler must complete TSA approved handler training course
 - Letter requesting field certification must be received 60 days prior to the start of a participants annual evaluation
 - Proficiency training records for previous six (6) must accompany the request
 - If approved, handler will participate in next annual evaluation



Other Provisions

- **Loss / de-certification of locally procured canine**
 - Canine fails to certify two consecutive annual evaluations
 - No longer eligible for TSA Program
 - Participant has six months from time of 2nd failure to provide another acceptable locally procured canine as a replacement
 - Requirement not met - must accept TSA canine
 - If declines TSA canine
 - Subject to removal under Cooperative Agreement



Other Provisions

- **Support for National - International matters**
 - Director, NEDCTP will coordinate these requests
 - Support determined jointly - TSA / Participant
 - Support must not diminish from mission capability at participants mass transit system
 - Requesting agency responsible for reimbursing participant
- **Explosives training aids - quality control**
 - Designed to prevent cross contamination
 - Participants must adhere to procedures mandated in SOPP



Required Documentation

- **Signed (original) Statement of Joint Objectives**
- **Signed Assistance Award**
- **SF 424 – Application for Federal Assistance**
- **SF 424b - Assurances – Non-Construction Programs**
- **Annual Funding Spending Plan (NEDCTP Provided)**
- **SF 3881 - ACH Vendor/Miscellaneous Payment Enrollment Form**



Summary

Questions





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

Agenda

Item No. 46

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

FIN 310.1 (PC 50601)

October 13, 2005

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR AUGUST 2005

RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operations Budget Status Report for August 2005.

Budget Impact

None at this time.

DISCUSSION:

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

MTS NET OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, August 2005 produced an unfavorable net-operating subsidy of \$205,000 (-1.6%). The MTS operating divisions produced a \$245,000 unfavorable net-operating subsidy variance while the administrative area had a \$40,000 positive net-operating subsidy variance.



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

Year-to-date through August 2005, the MTS net operating subsidy favorable variance totaled \$447,000 (1.8%). Operations produced a \$372,000 favorable variance, and the administrative area contributed a \$75,000 positive variance.

MTS OPERATIONS

Revenues

Fare Revenue – August 2005. Attachment A-2 provides a summary of combined operating results. Combined fare revenue for August 2005 was \$5,866,000 compared to the budget of \$6,040,000, representing a \$174,000 (-2.9%) unfavorable variance. Internal bus operations produced a positive variance of \$18,000 (1.1%). Compared to the budget, rail operations had a \$176,000 (-6.7%) unfavorable variance. All other year-to-date bus-related operations were \$17,000 under budget (-1.0%).

Total passengers for the month ending August 2005 totaled 7,060,208 for all MTS operations compared to the budgeted ridership total of 6,918,206, representing a 142,002 favorable variance in ridership.

Fare Revenue – Year-to-Date August 2005

Combined fare revenue for August 2005 year-to-date was \$12,447,000 compared to the year-to-date budget of \$12,205,000, representing a \$242,000 (2.0%) favorable year-to-date variance. From a year-to-date perspective, internal bus operations produced a positive variance of \$284,000 (8.2%). Compared to the budget, rail operations had a \$71,000 (-1.3%) year-to-date unfavorable variance. All other year-to-date bus-related operations were \$29,000 over budget (0.8%).

Total passengers for the first two months of the 2006 fiscal year totaled 14,108,986 for all MTS operations compared to year-to-date budgeted ridership totaling 13,845,255, representing a 263,731 favorable variance in ridership.

Other Revenue. Other revenues for August 2005 were \$98,000 compared to the budget of \$91,000, representing a \$6,000 (6.6%) favorable variance.

Year-to-date other revenues through August 2005 were \$254,000 compared to the year-to-date budget of \$194,000, representing a \$60,000 (30.9%) favorable variance. This primarily represents higher advertising demand within bus operations.

Expenses

Personnel Costs. Total personnel-related costs for August 2005 were \$7,108,000 compared to the budget of \$7,156,000, resulting in a \$48,000 (0.7%) favorable variance. Year-to-date personnel-related costs totaled \$14,484,000 compared to a year-to-date budgetary figure of \$14,569,000, producing a favorable variance of \$86,000 (0.6%).

Outside Services and Purchased Transportation. Total outside services expenses totaled \$5,467,000 compared to a budgetary figure of \$5,572,000, resulting in a favorable expense variance of \$105,000 (1.9%). Engine/transmission rebuild (\$64,000; 81.1%), other outside services (\$49,000; 18.3%), and purchased transportation (\$82,000; 1.9%) all contributed positive variances, while security (\$2,000; -0.4%) and repair/maintenance services (\$87,000; -29.3%) offset these favorable variances for the month of August 2005. Total outside services for the first two months of the fiscal year totaled \$10,805,000 compared to a budget of \$10,948,000 resulting in a year-to-date positive variance of \$142,000 (1.3%). Total security-related expenses, system wide, were over budget for the year by approximately \$202,000. This is primarily due to an increased level in security services after the London bombings and the Homeland Security level changing from yellow to orange in July 2005.

Materials and Supplies. Total combined materials and supplies costs were \$818,000 for August 2005 compared to the budget of \$671,000, resulting in an unfavorable expense variance of \$147,000 (-21.9%). Year-to-date materials and supplies expenses totaled \$1,367,000 compared to a budgetary figure of \$1,266,000, resulting in an unfavorable expense variance of \$101,000 (-8.0%).

Energy – August 2005. Total August 2005 costs were \$2,175,000 compared to the budget of \$2,007,000 resulting in an unfavorable variance of \$168,000 (-8.4%). This unfavorable variance is the result of higher-than-expected diesel fuel costs of \$66,000 (-12.0%), compressed natural gas (CNG) fuel costs of \$46,000 (-6.7%), and electricity costs primarily within rail operations totaling \$55,000 (-26.6%) over budget. August 2005 diesel prices averaged \$2.197 per gallon compared to the annual budgetary rate of \$1.80 per gallon. July 2005 CNG prices averaged \$1.094 per gallon compared to the annual budgetary rate of \$1.06 per gallon.

Energy – Year-to-Date August 2005. Total year-to-date energy costs were \$4,071,000 compared to the budget of \$3,905,000, resulting in a year-to-date unfavorable variance of \$166,000 (-4.3%). Year-to-date diesel fuel expenses were over budget by \$122,000 (-11.4) and electricity costs primarily within rail operations were over budget by \$76,000 (-15.6%). Year-to-date diesel prices averaged \$2.073 per gallon compared to the annual budgetary rate of \$1.800 per gallon. Year-to-date CNG prices averaged \$1.093 per gallon compared to the annual budgetary rate of \$1.060 per gallon.

Risk Management. Risk management costs were \$330,000 for August 2005 compared to a \$401,000 budgetary figure, resulting in a favorable variance of \$71,000 (17.7%). Year-to-date expenses for risk management were \$81,000 (11.3%) under budget.

General and Administrative. General and administrative costs were \$8,000 (15.6%) under budget totaling \$42,000 for August 2005 compared to a budget of \$50,000. Year-to-date general and administrative costs were \$13,000 (12.9%) under budget totaling \$88,000 through August 2005 compared to a year-to-date budget of \$101,000.

Other Expenditures

Attachments A-11 and A-12 summarize total nonoperating other expenditures. Total August 2005 expenses totaled \$2,737,000 compared to a budget of \$2,777,000, resulting in a positive variance of \$40,000. Total year-to-date expenses totaled \$5,940,000 compared to a year-to-date budget of \$6,015,000 resulting in a positive variance of \$75,000 through August 2005.

MONTH-END SUMMARY

The total unfavorable net operating subsidy variance of \$205,000 for the month of August 2005 was produced by several factors. Total operating fare revenue was \$168,000 under budget primarily within rail operations, and materials and energy expenses were unfavorable by \$147,000 and \$168,000, respectively. These unfavorable variances were partially offset by favorable variances within personnel, outside services, and risk management expenses.

YEAR-TO-DATE SUMMARY

The August 2005 year-to-date net operating subsidy totaled a favorable variance of \$447,000 (1.8%) primarily due to operating revenues higher than projected coupled with lower personnel expenses, other outside services, purchased transportation, and risk management. These favorable variances were offset by higher-than-expected security, energy, and materials costs.



Paul C. Jablonski
Chief Executive Officer

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

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Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED OPERATIONS
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES

COMPARISON TO BUDGET - FY 2005

AUGUST 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	4,190	4,108	(82)	-2.0%
Rail Operations	2,118	1,773	(345)	-19.5%
Contracted Bus Operations - Fixed Route	2,356	2,439	83	3.4%
Contracted Bus Operations - Para Transit	852	873	22	2.5%
Other Operators	471	549	77	14.0%
Total MTS Net Operating Subsidy	9,987	9,742	(245)	-2.5%
Other Expenditures				
MTS Administration	889	924	34	3.7%
Other Activities	1,848	1,853	6	0.3%
Grand Total Expenditures	12,724	12,519	(205)	-1.6%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	7,783	8,033	250	3.1%
Rail Operations	3,652	3,359	(293)	-8.7%
Contracted Bus Operations - Fixed Route	4,557	4,711	154	3.3%
Contracted Bus Operations - Para Transit	1,586	1,664	78	4.7%
Other Operators	1,190	1,373	183	13.3%
Total MTS Net Operating Subsidy	18,768	19,140	372	1.9%
Other Expenditures				
MTS Administration	2,308	2,363	55	2.3%
Other Activities	3,632	3,652	20	0.5%
Grand Total Expenditures	24,708	25,155	447	1.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONSOLIDATED OPERATIONS

COMPARISON TO BUDGET - FISCAL YEAR 2006

AUGUST 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,866	\$ 6,040	\$ (174)	-2.9%
Other Revenue	98	91	6	6.6%
Total Operating Revenue	\$ 5,964	\$ 6,131	\$ (168)	-2.7%
Subsidy	\$ 10,249	\$ 10,249	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 10,249	\$ 10,249	\$ -	0.0%
Total Revenue	\$ 16,213	\$ 16,380	\$ (168)	-1.0%
Personnel	7,108	7,156	48	0.7%
Services	1,143	1,166	23	2.0%
Purchased Transportation	4,324	4,406	82	1.9%
Materials and Supplies	818	671	(147)	-21.9%
Energy	2,175	2,007	(168)	-8.4%
Risk Management	330	401	71	17.7%
General and Administrative	42	50	8	16.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	11	16	4	25.0%
Total Costs	\$ 15,951	\$ 15,873	\$ (78)	-0.5%
Total Revenue Less Total Costs	\$ 262	\$ 507	\$ (245)	-48.3%
Net Operating Subsidy	\$ (9,987)	\$ (9,742)	\$ (245)	-2.5%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 12,447	\$ 12,205	\$ 242	2.0%
Other Revenue	254	194	60	30.9%
Total Operating Revenue	\$ 12,701	\$ 12,399	\$ 302	2.4%
Subsidy	\$ 26,343	\$ 26,343	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 26,343	\$ 26,343	\$ -	0.0%
Total Revenue	\$ 39,044	\$ 38,742	\$ 302	0.8%
Personnel	14,484	14,569	86	0.6%
Services	2,378	2,377	(1)	0.0%
Purchased Transportation	8,428	8,571	143	1.7%
Materials	1,367	1,266	(101)	-8.0%
Energy	4,071	3,905	(166)	-4.3%
Risk Management	637	718	81	11.3%
General and Administrative	88	101	13	12.9%
Debt Service	-	-	-	-
Vehicle/Facility Lease	16	31	15	48.4%
Total Costs	\$ 31,469	\$ 31,539	\$ 70	0.2%
Total Revenue Less Total Costs	\$ 7,576	\$ 7,204	\$ 372	5.2%
Net Operating Subsidy	\$ (18,768)	\$ (19,139)	\$ 372	1.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
INTERNAL BUS OPERATIONS
(SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2006
AUGUST 31, 2005
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,732	\$ 1,714	\$ 18	1.1%
Other Revenue	68	66	2	3.0%
Total Operating Revenue	\$ 1,800	\$ 1,780	\$ 20	1.1%
Subsidy	\$ 4,649	\$ 4,649	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 4,649	\$ 4,649	\$ -	0.0%
Total Revenue	\$ 6,448	\$ 6,429	\$ 20	0.3%
Personnel	4,591	4,495	(94)	-2.1%
Services	103	221	117	52.9%
Purchased Transportation	-	-	-	-
Materials and Supplies	448	363	(86)	-23.7%
Energy	688	601	(87)	-14.5%
Risk Management	147	187	40	21.4%
General and Administrative	11	14	3	21.4%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	8	5	62.5%
Total Costs	\$ 5,990	\$ 5,888	\$ (102)	-1.7%
Total Revenue Less Total Costs	\$ 458	\$ 541	\$ (82)	-15.2%
Net Operating Subsidy	\$ (4,190)	\$ (4,108)	\$ (82)	-2.0%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 3,732	\$ 3,449	\$ 284	8.2%
Other Revenue	209	145	64	44.1%
Total Operating Revenue	\$ 3,941	\$ 3,594	\$ 348	9.7%
Subsidy	\$ 11,140	\$ 11,140	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 11,140	\$ 11,140	\$ -	0.0%
Total Revenue	\$ 15,081	\$ 14,734	\$ 348	2.4%
Personnel	9,212	9,062	(150)	-1.7%
Services	190	351	162	46.2%
Purchased Transportation	-	-	-	-
Materials	752	685	(67)	-9.8%
Energy	1,260	1,161	(98)	-8.4%
Risk Management	284	324	40	12.3%
General and Administrative	21	28	7	25.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	5	15	10	66.7%
Total Costs	\$ 11,725	\$ 11,627	\$ (98)	-0.8%
Total Revenue Less Total Costs	\$ 3,357	\$ 3,107	\$ 250	8.0%
Net Operating Subsidy	\$ (7,783)	\$ (8,033)	\$ 250	3.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RAIL OPERATIONS (SAN DIEGO TROLLEY, INC.)

COMPARISON TO BUDGET - FISCAL YEAR 2006

AUGUST 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,435	\$ 2,611	\$ (176)	-6.7%
Other Revenue	30	25	5	20.0%
Total Operating Revenue	\$ 2,465	\$ 2,636	\$ (171)	-6.5%
Subsidy	\$ 1,942	\$ 1,942	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 1,942	\$ 1,942	\$ -	0.0%
Total Revenue	\$ 4,407	\$ 4,578	\$ (171)	-3.7%
Personnel	2,335	2,439	104	4.3%
Services	906	754	(152)	-20.2%
Purchased Transportation	-	-	-	-
Materials and Supplies	360	292	(68)	-23.3%
Energy	789	724	(66)	-9.1%
Risk Management	158	174	16	9.2%
General and Administrative	26	18	(8)	-44.4%
Debt Service	-	-	-	-
Vehicle/Facility Lease	8	7	(2)	-28.6%
Total Costs	\$ 4,583	\$ 4,408	\$ (174)	-3.9%
Total Revenue Less Total Costs	\$ (176)	\$ 169	\$ (345)	-204.1%
Net Operating Subsidy	\$ (2,118)	\$ (1,773)	\$ (345)	-19.5%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,254	\$ 5,325	\$ (71)	-1.3%
Other Revenue	46	50	(4)	-8.0%
Total Operating Revenue	\$ 5,300	\$ 5,375	\$ (75)	-1.4%
Subsidy	\$ 4,193	\$ 4,193	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 4,193	\$ 4,193	\$ -	0.0%
Total Revenue	\$ 9,493	\$ 9,568	\$ (75)	-0.8%
Personnel	4,731	4,878	147	3.0%
Services	1,755	1,504	(251)	-16.7%
Purchased Transportation	-	-	-	-
Materials	601	549	(52)	-9.5%
Energy	1,491	1,423	(69)	-4.8%
Risk Management	303	319	16	5.0%
General and Administrative	60	47	(13)	-27.7%
Debt Service	-	-	-	-
Vehicle/Facility Lease	10	14	3	21.4%
Total Costs	\$ 8,952	\$ 8,733	\$ (218)	-2.5%
Total Revenue Less Total Costs	\$ 541	\$ 835	\$ (293)	-35.1%
Net Operating Subsidy	\$ (3,652)	\$ (3,359)	\$ (293)	-8.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES

FIXED ROUTE

COMPARISON TO BUDGET - FISCAL YEAR 2006

AUGUST 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,295	\$ 1,289	\$ 7	0.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,295	\$ 1,289	\$ 7	0.5%
Subsidy	\$ 2,289	\$ 2,289	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 2,289	\$ 2,289	\$ -	0.0%
Total Revenue	\$ 3,584	\$ 3,578	\$ 7	0.2%
Personnel	23	33	10	30.3%
Services	44	80	37	46.3%
Purchased Transportation	3,104	3,142	37	1.2%
Materials and Supplies	-	2	2	-
Energy	479	469	(10)	-2.1%
Risk Management	-	-	-	-
General and Administrative	-	1	1	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 3,651	\$ 3,727	\$ 76	2.0%
Total Revenue Less Total Costs	\$ (67)	\$ (150)	\$ 83	-55.3%
Net Operating Subsidy	\$ (2,356)	\$ (2,439)	\$ 83	3.4%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,623	\$ 2,577	\$ 46	1.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 2,623	\$ 2,577	\$ 46	1.8%
Subsidy	\$ 6,690	\$ 6,690	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 6,690	\$ 6,690	\$ -	0.0%
Total Revenue	\$ 9,313	\$ 9,267	\$ 46	0.5%
Personnel	45	65	20	30.8%
Services	118	161	43	26.7%
Purchased Transportation	6,084	6,139	55	0.9%
Materials	-	4	4	-
Energy	932	918	(15)	-1.6%
Risk Management	-	-	-	-
General and Administrative	1	2	1	50.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 7,181	\$ 7,288	\$ 108	1.5%
Total Revenue Less Total Costs	\$ 2,133	\$ 1,979	\$ 154	7.8%
Net Operating Subsidy	\$ (4,557)	\$ (4,711)	\$ 154	3.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES

PARA TRANSIT

COMPARISON TO BUDGET - FISCAL YEAR 2006

AUGUST 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 99	\$ 122	\$ (23)	-18.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 99	\$ 122	\$ (23)	-18.9%
Subsidy	\$ 804	\$ 804	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 804	\$ 804	\$ -	0.0%
Total Revenue	\$ 903	\$ 926	\$ (23)	-2.5%
Personnel	4	23	19	82.6%
Services	44	43	(1)	-2.3%
Purchased Transportation	786	826	40	4.8%
Materials and Supplies	-	-	-	-
Energy	117	94	(23)	-24.5%
Risk Management	-	8	8	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	1	1	-
Total Costs	\$ 951	\$ 996	\$ 45	4.5%
Total Revenue Less Total Costs	\$ (48)	\$ (69)	\$ 22	-31.9%
Net Operating Subsidy	\$ (852)	\$ (873)	\$ 22	2.5%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 227	\$ 244	\$ (17)	-7.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 227	\$ 244	\$ (17)	-7.0%
Subsidy	\$ 2,280	\$ 2,280	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 2,280	\$ 2,280	\$ -	0.0%
Total Revenue	\$ 2,507	\$ 2,524	\$ (17)	-0.7%
Personnel	18	46	28	60.9%
Services	82	84	2	2.4%
Purchased Transportation	1,503	1,579	76	4.8%
Materials	-	-	-	-
Energy	210	180	(30)	-16.7%
Risk Management	-	16	16	-
General and Administrative	-	1	1	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	2	2	-
Total Costs	\$ 1,813	\$ 1,908	\$ 95	5.0%
Total Revenue Less Total Costs	\$ 694	\$ 616	\$ 78	12.7%
Net Operating Subsidy	\$ (1,586)	\$ (1,664)	\$ 78	4.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT - CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2006
AUGUST 31, 2005
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 197	\$ 197	\$ -	0.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 197	\$ 197	\$ -	0.0%
Subsidy	\$ 404	\$ 404	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 404	\$ 404	\$ -	0.0%
Total Revenue	\$ 601	\$ 601	\$ -	0.0%
Personnel	46	59	12	20.3%
Services	11	25	14	56.0%
Purchased Transportation	423	427	4	0.9%
Materials and Supplies	-	-	-	-
Energy	65	83	18	21.7%
Risk Management	-	-	-	-
General and Administrative	2	2	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 547	\$ 595	\$ 48	8.1%
Total Revenue Less Total Costs	\$ 54	\$ 5	\$ 48	960.0%
Net Operating Subsidy	\$ (350)	\$ (399)	\$ 48	12.0%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 391	\$ 393	\$ (2)	-0.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 391	\$ 393	\$ (2)	-0.5%
Subsidy	\$ 1,212	\$ 1,212	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 1,212	\$ 1,212	\$ -	0.0%
Total Revenue	\$ 1,603	\$ 1,605	\$ (2)	-0.1%
Personnel	79	117	38	32.5%
Services	18	43	25	58.1%
Purchased Transportation	818	830	11	1.3%
Materials	-	-	-	-
Energy	124	167	43	25.7%
Risk Management	-	-	-	-
General and Administrative	2	5	2	40.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 1,042	\$ 1,162	\$ 120	10.3%
Total Revenue Less Total Costs	\$ 561	\$ 443	\$ 118	26.6%
Net Operating Subsidy	\$ (651)	\$ (769)	\$ 118	15.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NATIONAL CITY TRANSIT
COMPARISON TO BUDGET - FISCAL YEAR 2006
AUGUST 31, 2005
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 108	\$ 108	\$ -	0.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 108	\$ 108	\$ -	0.0%
Subsidy	\$ 150	\$ 150	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 150	\$ 150	\$ -	0.0%
Total Revenue	\$ 258	\$ 258	\$ -	0.0%
Personnel	109	107	(2)	-1.9%
Services	35	44	9	20.5%
Purchased Transportation	-	-	-	-
Materials and Supplies	10	14	5	35.7%
Energy	37	37	-	0.0%
Risk Management	25	31	6	19.4%
General and Administrative	2	14	12	85.7%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 218	\$ 247	\$ 29	11.7%
Total Revenue Less Total Costs	\$ 40	\$ 11	\$ 29	263.6%
Net Operating Subsidy	\$ (110)	\$ (139)	\$ 29	20.9%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 219	\$ 217	\$ 2	0.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 219	\$ 217	\$ 2	0.9%
Subsidy	\$ 449	\$ 449	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 449	\$ 449	\$ -	0.0%
Total Revenue	\$ 668	\$ 666	\$ 2	0.3%
Personnel	209	212	3	1.4%
Services	58	79	20	25.3%
Purchased Transportation	-	-	-	-
Materials	14	29	14	48.3%
Energy	54	56	3	5.4%
Risk Management	50	59	9	15.3%
General and Administrative	4	19	15	78.9%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 390	\$ 454	\$ 63	13.9%
Total Revenue Less Total Costs	\$ 277	\$ 212	\$ 65	30.7%
Net Operating Subsidy	\$ (172)	\$ (237)	\$ 65	27.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2006

AUGUST 31, 2005

(in \$000's)

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

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	\$ 34	\$ 34	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 34	\$ 34	\$ -	0.0%
Total Revenue	\$ 34	\$ 34	\$ -	0.0%
Personnel	-	-	-	-
Services	-	-	-	-
Purchased Transportation	23	23	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 23	\$ 23	\$ -	0.0%
Total Revenue Less Total Costs	\$ 11	\$ 11	\$ -	0.0%
Net Operating Subsidy	\$ (23)	\$ (23)	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION PASS THRU
COMPARISON TO BUDGET - FISCAL YEAR 2006
AUGUST 31, 2005
(in \$000's)

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2006
AUGUST 31, 2005
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	\$ 414	\$ 414	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 414	\$ 414	\$ -	0.0%
Total Revenue	\$ 414	\$ 414	\$ -	0.0%
Personnel	572	600	30	5.0%
Services	176	182	6	3.3%
Purchased Transportation	-	-	-	-
Materials and Supplies	-	4	4	-
Energy	9	10	-	0.0%
Risk Management	44	50	6	12.0%
General and Administrative	89	77	(12)	-15.6%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 889	\$ 924	\$ 34	3.7%
Total Revenue Less Total Costs	\$ (476)	\$ (510)	\$ 34	6.7%
Net Operating Subsidy	\$ (889)	\$ (924)	\$ 34	3.7%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	24	(24)	-
Total Operating Revenue	\$ -	\$ 24	\$ (24)	-
Subsidy	\$ 1,242	\$ 1,242	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 1,242	\$ 1,242	\$ -	0.0%
Total Revenue	\$ 1,242	\$ 1,266	\$ (24)	-1.9%
Personnel	1,111	1,177	66	5.6%
Services	257	258	1	0.4%
Purchased Transportation	-	-	-	-
Materials	-	8	8	-
Energy	12	15	3	20.0%
Risk Management	82	85	3	3.5%
General and Administrative	846	844	(2)	-0.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 2,308	\$ 2,387	\$ 79	3.3%
Total Revenue Less Total Costs	\$ (1,067)	\$ (1,121)	\$ 55	4.9%
Net Operating Subsidy	\$ (2,308)	\$ (2,363)	\$ 55	2.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**OTHER ACTIVITIES
CONSOLIDATED**

COMPARISON TO BUDGET - FISCAL YEAR 2006

AUGUST 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	63	60	3	5.0%
Total Operating Revenue	\$ 63	\$ 60	\$ 3	5.0%
Subsidy	\$ 193	\$ 193	\$ -	0.0%
Other Non Operating Income	858	858	-	0.0%
Total Non Operating Revenue	\$ 1,051	\$ 1,051	\$ -	0.0%
Total Revenue	\$ 1,114	\$ 1,111	\$ 3	0.3%
Personnel	(90)	(90)	-	0.0%
Services	10	11	2	18.2%
Purchased Transportation	-	-	-	-
Materials and Supplies	-	-	-	-
Energy	1	1	-	0.0%
Risk Management	8	7	-	0.0%
General and Administrative	3	5	2	40.0%
Debt Service	1,979	1,979	-	0.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 1,910	\$ 1,913	\$ 3	0.2%
Total Revenue Less Total Costs	\$ (796)	\$ (802)	\$ 6	0.7%
Net Operating Subsidy	\$ (1,848)	\$ (1,853)	\$ 6	0.3%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	122	115	7	6.1%
Total Operating Revenue	\$ 122	\$ 115	\$ 7	6.1%
Subsidy	\$ 580	\$ 580	\$ -	0.0%
Other Non Operating Income	1,717	1,717	-	0.0%
Total Non Operating Revenue	\$ 2,297	\$ 2,297	\$ -	0.0%
Total Revenue	\$ 2,419	\$ 2,412	\$ 7	0.3%
Personnel	(237)	(240)	(3)	1.3%
Services	16	23	7	30.4%
Purchased Transportation	-	-	-	-
Materials	-	-	-	-
Energy	2	2	1	50.0%
Risk Management	15	15	-	0.0%
General and Administrative	(843)	(836)	7	-0.8%
Debt Service	4,803	4,803	-	0.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 3,754	\$ 3,767	\$ 12	0.3%
Total Revenue Less Total Costs	\$ (1,335)	\$ (1,355)	\$ 20	1.5%
Net Operating Subsidy	\$ (3,632)	\$ (3,652)	\$ 20	0.5%

Metropolitan Transit System FY 2006 - August 2005 Financial Review

MTS Board of Directors Meeting
October 13, 2005



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED OPERATIONS

MONTH TO DATE / YEAR TO DATE HIGHLIGHTS

(in 000's)

	MONTH TO DATE	YEAR TO DATE
COMBINED NET OPERATING SUBSIDY VARIANCE		
Operations	(245)	372
General Fund	40	75
Total Combined Net Operating Subsidy Variance	(205)	447



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

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$12,447	\$12,205	\$242	2.0%
Other Revenue	254	194	60	30.9%
Total Operating Revenue	12,701	12,399	302	2.4%
Wages/Fringes	14,484	14,569	86	0.6%
Purchased Transportation	8,428	8,571	143	1.7%
Energy	4,071	3,905	(166)	-4.3%
Other Expenses	4,486	4,493	7	0.2%
Total Costs	31,469	31,539	70	0.2%
Net Operating Subsidy	(\$18,768)	(\$19,139)	\$372	1.9%



**Net Operating Subsidy Variance Summary
August 2005**

	Year to Date Variance
▣ Combined Fare Revenue	\$ 242
▣ Purchased Transportation	143
▣ Other Outside Services	126
▣ Personnel Expenses	86
▣ SDTI Security	(228)
▣ Combined Energy Expenses	(166)
▣ All Other Net Operations	169
Overall net operating subsidy favorable variance	\$ 372



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Fiscal Year 2006**

Energy Impact on Operations

Average annual cost per \$0.01 increase in price

Diesel	CNG
27,919	66,763

Annual budgetary impact (increased cost) at annual average prices

Diesel		CNG	
Average Annual Price	Annual Budgetary Impact	Average Annual Price	Annual Budgetary Impact
1.800	-	1.060	-
1.950	418,785	1.093	220,318
2.073	762,189	1.100	267,052
2.100	837,570	1.140	534,104
2.250	1,256,355	1.180	801,156
2.400	1,675,140	1.220	1,068,208
2.600	2,233,520	1.260	1,335,260
2.800	2,791,900	1.300	1,602,312

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



Metropolitan Transit System FY 2006 - August 2005 Financial Review

MTS Board of Directors Meeting
October 13, 2005





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

Agenda

Item No. 47

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

OPS 970.11

October 13, 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:

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

Multiagency Emergency Preparedness Drill – San Diego State University. 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.



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

This 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.

C Street Problem-Oriented Policing (POP) Project. 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.

Downtown Partnership. 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.

Chula Vista Police Department. 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.

La Mesa Police Department. 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.

San Diego Police and Probation Departments. 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. Coincidentally, 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.

<u>PART I INCIDENTS</u>	<u>January – June 2004</u>	<u>January – June 2005</u>
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.

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

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

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

	<u>Passengers Carried</u>	<u>Part I Incidents/100,000</u>
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:

	<u>Passengers Carried</u>	<u>Part II Arrests/100,000</u>
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).

<u>INCIDENTS</u>	<u>January – June 2004</u>	<u>January – June 2005</u>
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.

<u>PART II ARRESTS</u>	<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
OCT13-05.47.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)

<input type="checkbox"/> Form not applicable NTD ID <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Form 005 Included		BOARD 405 REPORT		Required from transit agencies serving UZAs of 200,000 or more population.	
				Mode <input type="checkbox"/>	Type of Service <input type="checkbox"/>
Based on the Uniform Crime Reporting Handbook					
Security Items		In Vehicle		In Station	
Location SDTI					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	11	7			
			Patrons	5	7
			Employees	0	0
			Others	0	1
Aggravated assault	7	1			
			Patrons	0	1
			Employees	0	0
			Others	0	7
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	16	1			
			Patrons	3	2
			Employees	0	0
			Others	0	0
Motor vehicle theft	6	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	25	17			
Vandalism	34	19			
Sex offenses	4	2			
Drug abuse violations	125	125			
Driving under the influence	1	1			
Drunkenness	65	65			
Disorderly conduct	346	330			
Trespassing	100	90			
Fare evasion	12,955	12,367			
Curfew & loitering laws	47	46			
Total Transit Property Damage			\$ 1,825.23		
Internal Use Only					
Report Run Date		Report Run Time		Reporting Period	
10/06/2005		07:59:37AM		01/01/2004 To 06/30/2004	

<input type="checkbox"/> Form not applicable NTD ID <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="checkbox"/> Form 005 Included		BOARD 405 REPORT		Required from transit agencies serving UZAs of 200,000 or more population.	
				Mode <input type="text"/>	Type of Service <input type="text"/>
Based on the Uniform Crime Reporting Handbook					
Security Items		In Vehicle	In Station	Other Transit Prop.	
Location SDTI					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0	Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Forcible rape	1	0	Patrons 0	0	1
			Employees 0	0	0
			Others 0	0	0
Robbery	20	8	Patrons 6	18	2
			Employees 0	0	0
			Others 0	0	0
Aggravated assault	7	2	Patrons 3	3	0
			Employees 0	0	0
			Others 2	1	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0		0	0
Larceny/theft	34	5	Patrons 0	1	12
			Employees 0	0	0
			Others 0	11	10
Motor vehicle theft	14	0	Patrons 0	0	13
			Employees 0	0	0
			Others 0	0	1
Arson	1	0		1	0
Part II Offenses (Arrests)					
	Inc Inv	Arrests			
Other assaults	41	31	9	22	0
Vandalism	91	18	4	11	3
Sex offenses	1	1	1	0	0
Drug abuse violations	192	193	20	171	2
Driving under the influence	0	0	0	0	0
Drunkenness	62	61	11	47	3
Disorderly conduct	442	428	96	317	15
Trespassing	126	120	2	5	113
Fare evasion	12,027	11,522	8,373	3,148	1
Curfew & loitering laws	72	70	0	68	2
Total Transit Property Damage					
			\$ 11,063.10		
Internal Use Only					
Report Run Date		Report Run Time		Reporting Period	
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				Mode <input type="text"/>	Type of Service <input type="text"/>
Based on the Uniform Crime Reporting Handbook					
Security Items		In Vehicle		In Station	
Location SDTC					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	3	1			
			Patrons	0	2
			Employees	0	0
			Others	0	1
Aggravated assault	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Motor vehicle theft	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	8	6	2	4	0
Vandalism	49	14	10	4	0
Sex offenses	0	0	0	0	0
Drug abuse violations	32	32	3	25	4
Driving under the influence	0	0	0	0	0
Drunkenness	7	7	1	5	1
Disorderly conduct	24	22	8	14	0
Trespassing	2	2	0	0	2
Fare evasion	3	3	1	2	0
Curfew & loitering laws	29	29	0	28	1
Total Transit Property Damage			\$ 1,218.18		
Internal Use Only					
Report Run Date		Report Run Time		Reporting Period	
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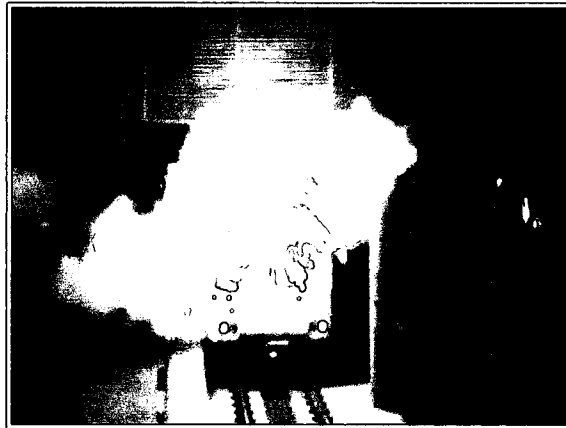
<input type="checkbox"/> Form not applicable NTD ID <input type="checkbox"/> Form 005 Included		<h2 style="margin: 0;">BOARD 405 REPORT</h2> <p style="font-size: small; margin-top: 10px;">Based on the Uniform Crime Reporting Handbook</p>		<div style="border: 1px solid black; padding: 2px; font-size: x-small;"> Required from transit agencies serving UZAs of 200,000 or more population. </div> <div style="margin-top: 10px;"> Mode Type of Service </div>	
Security Items		In Vehicle	In Station	Other Transit Prop.	
Location SDTC					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Aggravated assault	2	3			
			Patrons	1	1
			Employees	0	0
			Others	0	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Motor vehicle theft	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)					
	Inc Inv	Arrests			
Other assaults	5	4	3	1	0
Vandalism	19	4	2	2	0
Sex offenses	0	0	0	0	0
Drug abuse violations	16	18	4	14	0
Driving under the influence	0	0	0	0	0
Drunkenness	1	1	0	0	1
Disorderly conduct	31	19	8	11	0
Trespassing	5	5	0	0	5
Fare evasion	5	1	1	0	0
Curfew & loitering laws	10	10	0	10	0
Total Transit Property Damage			\$ 279.50		
<h1 style="margin: 0;">Internal Use Only</h1>					
Report Run Date		Report Run Time		Reporting Period	
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Semi-Annual Security Report January-June 2005

Presented by William Burke
Director of Transit System Security

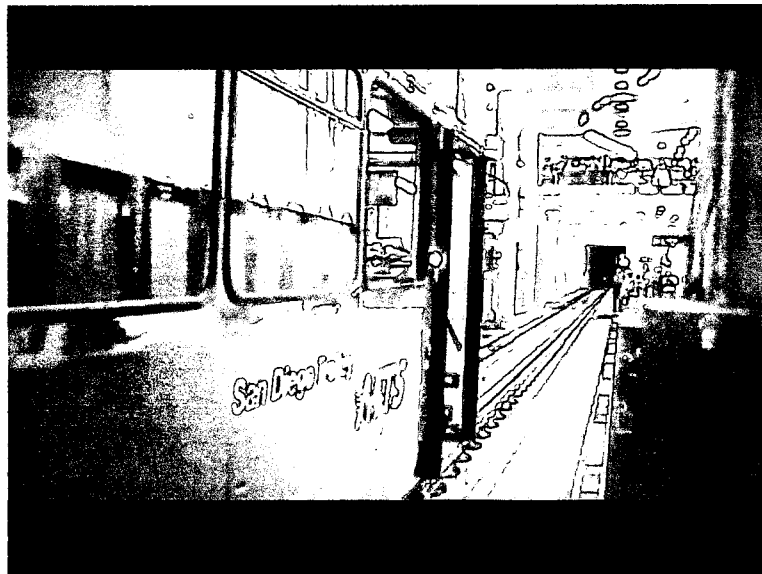


Emergency Preparedness San Diego State - June 2005



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



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



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



Part I Incidents

January – June

	2004	2005
Robbery	11	20
Theft	16	33
Aggravated Assault	07	07
Motor Vehicle Theft	06	14
Burglary	00	01
Forcible Rape	00	01
Arson	00	01



Part II Arrests

January – June 2005

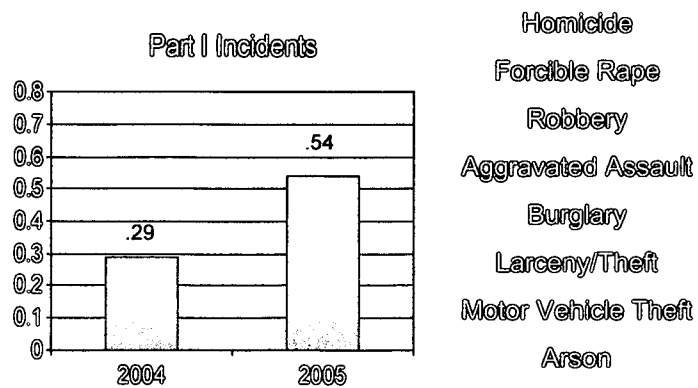
	2004	2005
Other Assaults	17	31
Vandalism	19	18
Sex Offenses	02	01
Drug Abuse Violations	125	193
DUI	01	00
Drunkenness	65	61
Disorderly Conduct	330	428
Trespassing	90	120
Curfew and Loitering	46	70



Part I Incidents

Per 100,000 Passengers

January – June 2005



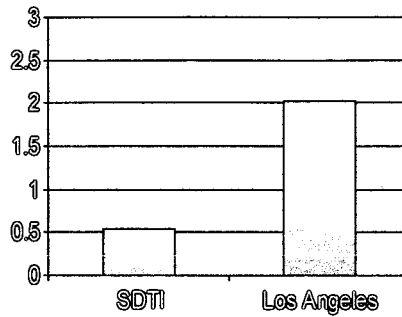
Part I Incidents Per 100,000 Passengers

January – June 2005

SDTI Total Part I Crimes = .54/100,000

Los Angeles Total Part I Crimes = 2.016/100,000

Part I Incidents

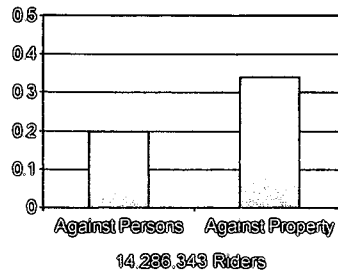


Part I Incidents

Against Persons vs. Property per 100,000 Riders

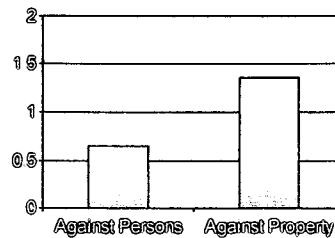
January – June 2005

SDTI
Part I Incidents



14,236,343 Riders

Los Angeles
Part I Incidents



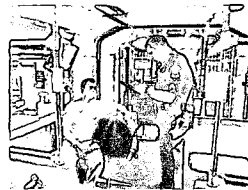
19,294,826 Riders



Passenger Inspections

January – June 2005

14,286,343 Passengers Carried



32% Inspected
Over 98% in compliance

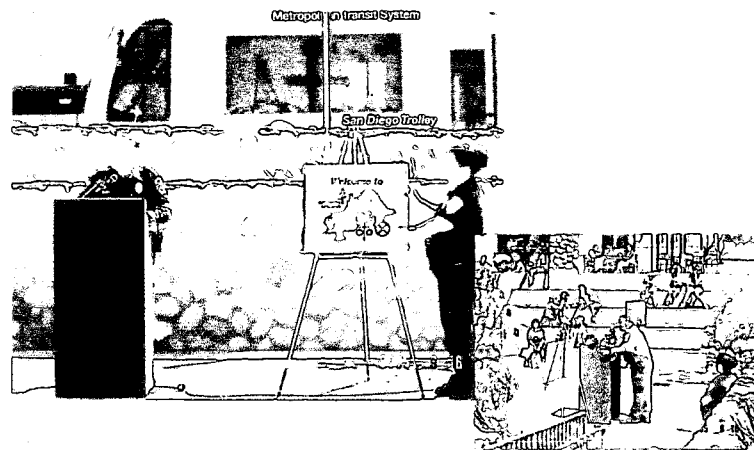


Special Enforcement Unit

- Warnings and Citations
- 95,922 patrons inspected
- 1,718 not in compliance
- 329 allowed to upgrade
- 1.79% fare evasion



Operation Life Saver



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



Community Outreach - Gangs

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



Closed Circuit Television Top Ten Stations - Criteria

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



Chula Vista Transit Center CCTV

- Bayfront/ E Street



SDTI



Chula Vista Transit Center CCTV

- H Street



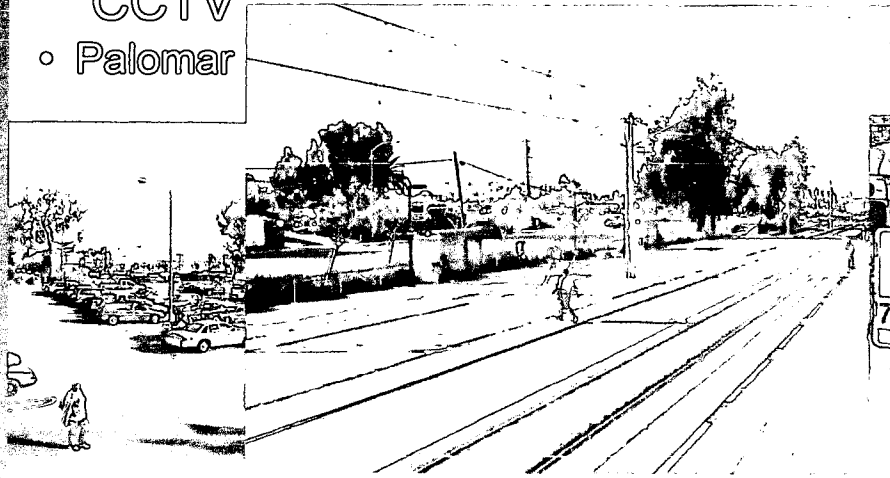
SDTI



Chula Vista Transit Center

CCTV

- Palomar



SDTI



CCTV

- Equip each station with cameras to monitor bus bays, stations / 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

SDTI



San Diego Transit



Part I Incidents (SDTC) January – June

	2004	2005
Robbery	03	00
Theft	00	00
Aggravated Assault	00	02
Motor Vehicle Theft	00	00
Burglary	00	00
Forcible Rape	00	00
Arson	00	00



Part II Arrests (SDTC)

January – June

	2004	2005
Other Assaults	06	04
Vandalism	14	04
Sex Offenses	00	00
Drug Abuse Violations	32	18
DUI	00	00
Drunkenness	07	01
Disorderly Conduct	22	19
Trespassing	02	05
Curfew and Loitering	29	10

SDT1 



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Agenda

Item No. 48

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

MKPC 680 (PC 50551)

October 13, 2005

Subject:

MTS: UPDATE ON TRANSIT PASSES FOR HURRICANE KATRINA VICTIMS

RECOMMENDATION:

That the Board of Directors receive this report for information and provide direction to staff as appropriate.

Budget Impact

None at this time, but expenses may be incurred when formal requests are received from local/county/state relief or support agencies. Actual costs will vary based on the number of transit passes requested (example: 1,000 full-month passes equals \$60,000).

DISCUSSION:

At the September 22, 2005, meeting of the Board of Directors, a discussion ensued related to providing monthly transit passes to evacuees from Hurricane Katrina that were temporarily relocated to San Diego. The Board was advised that according to MTS Policy No. 40, any such arrangements require Executive Committee/Board approval. It was also mentioned that the Executive Committee provided direction to staff during its meeting on September 15, 2005, and supported cooperation in the effort and also to seek reimbursement.

Based on direction from the Board, a status report was requested during the next Board meeting (October 13, 2005).



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

Subsequent to the meeting of September 22, 2005, staff has been in constant contact with representatives from the City of San Diego Office of Homeland Security, San Diego County Office of Emergency Services, and State of California FEMA Region IX representatives. MTS staff has been advised that local social service offices have been providing evacuees with tokens for single trips as deemed necessary. Staff was further advised that the County of San Diego intended to provide transit passes and would directly reimburse MTS for the number requested. Arrangements were made with the San Diego Association of Governments (SANDAG) Pass Sales personnel to cooperate fully and invoice the County of San Diego in accordance with standard protocols for pass sales outlets. To date, no requests for transit passes have been received by either MTS staff or SANDAG.

In following up on this matter, MTS staff has been advised that the formal request may hinge on whether the Presidential Emergency Declaration contains a provision to allow for reimbursement for nonproperty damage or loss as a result of the hurricane. To date, this determination has not been made. However, in discussing the matter with the County Office of Emergency Services, a packet of information was provided to MTS along with a series of special forms that would be required should transit passes be provided and reimbursement sought. MTS staff was advised to submit a "Request for Public Assistance" as an initial step toward reimbursement and this was completed and submitted per their request.

During the most recent inquiry into this matter with the State of California Region IX FEMA office, staff was advised that the issue of reimbursement was still undecided and that our request for clarity was being forwarded to the State's Public Assistance Officer with responsibility for the Emergency Declaration and relocation of evacuees from Hurricane Katrina.

Staff stands ready to assist in any request received and will continue to pursue clarification as to reimbursement through county or state agencies.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Peter Tereschuck, 619.595.4902

OCT13-05.48.HURRICANEKATRINA.PTERESCHUCK



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Memorandum

DATE: October 13, 2005

OPS 960 (PC 50553)

TO: The MTS Board of Directors

FROM: Paul C. Jablonski

SUBJECT: CUSTOMER INFORMATION PROJECT TTN DEMONSTRATION

There is a demonstration today of the Transit Television Network (TTN) system on both bus and trolley. The demonstration is in the front of the building at MTS over by the ATM machine. Feel free to stop by and take a look..

JGarde/
M-TTNDEMOREVISED2.MLOWTHIAN



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Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

October 13, 2005

Minor Contract Actions

- San Diego Trolley, Inc. for security for Contract Fixed-Route Services.
- Laidlaw Transit Services, Inc. for maintenance for Rural Bus Service.
- Executive One Associates for rent for six months for The Transit Store facility.
- Velasco Consulting for a draft transit emergency manual.
- San Diego Magazine for a new Green Line map.
- PCH Wong Engineering, Inc. for general consulting for the Mission Valley East (MVE) Light Rail Transit (LRT) Extension.
- Modern Continental Construction Company for construction services for the MVE LRT extension.
- Aztec Shops, Ltd. for catering services for the MVE LRT extension opening.

Contract Matters

There are no contract matters to report.

[gail.williams/agenda item 61](#)



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