



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

## Agenda

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

December 8, 2005

9:00 a.m.

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

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### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - November 10, 2005 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.
4. MTS: Nomination and Election of the New MTS Chairperson Possible Action  
Action would receive a recommendation from the Executive Committee for the nomination of the MTS Chairperson and elect a new Chairperson.



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

5. Closed Session Items

Possible Action

- a. SDTI: CONFERENCE WITH LABOR NEGOTIATORS  
California Government Code Section 54957.6  
Agency Designated Representative - Jeff Stumbo  
Employee Organization - International Brotherhood of  
Electrical Workers 465
- b. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING  
LITIGATION California Government Code Section 54956.9(a):  
MTDB vs. Johnson (Sid's Auto Body), Case No. GIC 765960-01
- c. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING  
LITIGATION California Government Code Section 54956.9(a):  
Balfour Beatty/Ortiz v. MTS (Claim No. Unassigned)

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS

- 6. MTS: FY 06 Vendomat Tickets - Exercise Final Contract Option  
Action would authorize the CEO to exercise the final of four contract  
options with Digital Printing Systems to produce and deliver a total of  
7.3 million vendomat tickets. Approve
- 7. MTS: An Ordinance Amending Ordinance No. 4, An Ordinance  
Establishing a Metropolitan Transit System Fare-Pricing Schedule  
Action would adopt the attached ordinance entitled "An Ordinance  
Establishing a Metropolitan Transit System Fare-Pricing Schedule" and  
direct publication of an ordinance summary. Approve
- 8. MTS: Increased Authorization for Legal Services  
Action would authorize the CEO to enter into contract amendments with  
Roger Bingham of the law firm Butz Dunn DeSantis Bingham, APC;  
John Madsen of the law firm Liebman, Quigley, Sheppard & Souleman,  
APLC; and Mark Barber of the law firm Wismar & Barber for legal services  
and ratify prior amendments entered into under the CEO's and/or previous  
General Manager's authority(ies). Approve
- 9. MTS: Anderson and Rancho Industrial Park, a Limited Partnership,  
Right-of-Entry Permit and Licenses  
Action would authorize the CEO to execute an agreement and entitlement  
documents with Walter H. Anderson and Jessie L. Bernloehr-Anderson,  
trustees, and Rancho Industrial Park, a limited partnership, owners of  
Assessor Parcel Nos. 482-320-08 and 482-320-10, respectively, to cover  
proposed encroachments onto property owned by MTS and San Diego  
and Arizona Eastern Railway Company (SD&AE). Approve

- |     |   |         |
|-----|---|---------|
| 10. | <u>SDTI: Right-of-Way Vegetation Control Services - Contract Amendment and Extension</u><br>Action would authorize the President-General Manager to: (1) approve contract Amendment No. 3 (SDTI Doc. No. C.O. 008.3-04) with Allied Weed Control to add 16 additional acres of chemical application on the Mission Valley East track right-of-way; and (2) approve contract Amendment No. 4 (SDTI Doc. No. C.O.008.4-04) with Allied Weed Control to exercise a contract option to extend the right-of-way vegetation control services contract, including Amendment No. 3 (above), for one additional year.  | Approve |
| 11. | <u>SDTI: LRV Pantograph Parts Procurement - Contract Award</u><br>Action would authorize the President-General Manager to execute a Standard Procurement Agreement with Schunk Graphite Technologies to supply light rail vehicle pantographs and pantograph parts.   | Approve |
| 12. | <u>MTS: Creation of an Ad Hoc Policy Review Committee to Review Board Policy No. 22</u><br>Action would receive a recommendation from the Executive Committee and create an Ad Hoc Policy Review Committee consisting of Toni Atkins, Thomas Clabby, Bob Emery, Jerry Rindone, and Ron Roberts to review and revise MTS Board Policy No. 22 to allow for a clearly defined Chairperson appointment process, Committee member appointment process, and Executive Committee composition and rotation schedule. The Ad Hoc Policy Review Committee would meet in December and report to the Executive Committee on January 5, 2006. Proposed revisions would then be presented to the Board on January 12, 2006. | Approve |

#### NOTICED PUBLIC HEARINGS

25.     None.

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

#### DISCUSSION ITEMS

- |     |  |                 |
|-----|--|-----------------|
| 30. | <u>MTS: Ten-Year Capital Financial Analysis</u><br>Action would receive this report and give direction to staff regarding additional information required, format for presentation, and discuss the next steps for achieving sufficient capital funding. | Possible Action |
|-----|--|-----------------|

31. MTS: Fiscal Year 2007 Capital Improvement Program Approve  
Action would: (1) approve the fiscal year 2007 Capital Improvement Program (CIP) with the estimated federal funding levels. As the federal appropriation figures are obtained and/or other project funding sources become available, allow the CEO to identify and adjust projects for the adjusted funding levels; (2) recommend that the SANDAG Board of Directors approve the submittal of federal Sections 5307 and 5309 applications for the MTS fiscal year 2007 CIP after the federal appropriations are finalized; (3) recommend that the SANDAG Board of Directors approve the transfer of funds from the indicated projects to the fiscal year 2007 CIP; and (4) recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2007 CIP recommendations.
32. Number not used
33. SDVTI: Update on Vintage Trolley Project Approve  
Action would: (1) receive a report for information; (2) authorize the Chairman and President of San Diego Vintage Trolley Inc. (SDVTI) to purchase one additional vintage PCC car to support future fleet operations; and (3) authorize staff to procure additional parts and/or initiate other actions necessary for the purchase and restoration of the PCC cars to further the Vintage Trolley operating concept utilizing SDVTI-collected funds only (non-MTS).
34. SDTI: Security Patrol Services Contract Approve  
Action would: (1) approve staff's selection of Transit Systems Security as the best qualified and responsive contractor; (2) authorize the President-General Manager or his designee to negotiate an agreement with Transit Systems Security at an amount not to exceed the budgeted level. If negotiations are not successful with Transit Systems Security, direct the President-General Manager to conduct negotiations with the second-best proposer until a successful agreement is reached; (3) authorize the President-General Manager to execute an agreement upon conclusion of successful negotiations; and (4) authorize an additional one-month extension of the current contract with Heritage Security through January 31, 2006, in order to complete negotiations.



## REPORT ITEMS

- |     |   |                 |
|-----|---|-----------------|
| 45. | <u>MTS: Comprehensive Operational Analysis - Public Outreach</u><br>Action would receive information on the public outreach effort for Phase 2 of the Comprehensive Operational Analysis (COA).   | Receive         |
| 46. | <u>MTS: Operators Budget Status Report for October 2005</u><br>Action would receive this report for information.  | Receive         |
| 47. | <u>MTS: October Monthly Performance Indicators</u><br>Action would receive this report for information.   | Receive         |
| 60. | <u>Chairman's Report</u>  | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u>   | Information     |
| 62. | <u>Board Member Communications</u>  |                 |
| 63. | <u>Additional Public Comments Not on the Agenda</u><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | Possible Action |
| 64. | <u>Next Meeting Date:</u> January 12, 2006  |                 |
| 65. | <u>Adjournment</u>  |                 |

Agendas EC 12-1-05 BD 12-8-05



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12-05-05 11:28 RCVD

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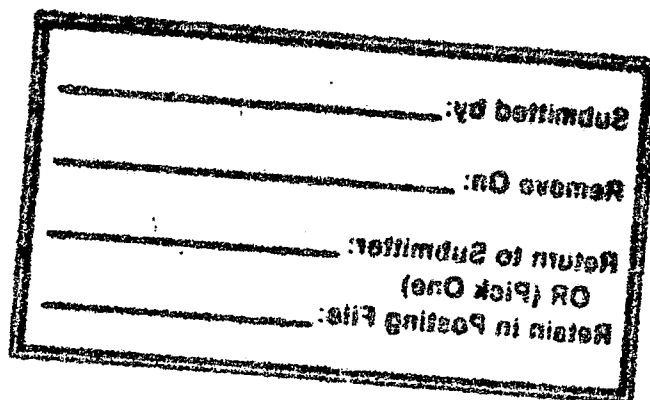
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Agendas EC 12-1-05 BD 12-8-05



METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 12/8/05

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

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

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

CLOSED SESSION: 10:28 a.m.

RECONVENE: 11:37 a.m.

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

ADJOURN: 12:23 p.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"/>		12:07 p.m. during AI 31
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:24 a.m. during AI 4	12:07 p.m. during AI 31
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"/>		12:07 p.m. during AI 31
ROBERTS	<input type="checkbox"/> (Cox) <input checked="" type="checkbox"/>		
ROSE	<input type="checkbox"/> (Janney) <input checked="" type="checkbox"/> (McLean) <input 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"/>		
	<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*  
*Tyler Wenzel*

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

November 10, 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 9:06 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the October 27, 2005, Board of Directors meeting. Mr. Rindone seconded the motion, and the vote was 9 to 0 in favor.

3. Public Comments

*Shahin Enayati:* Mr. Enayati presented materials to the Board about EnviroBinz recycling containers, which they suggested be placed at MTS bus stops and trolley stations. Mr. Lewis requested that staff report back to the Board about such a program.

*Don Stillwell:* Mr. Stillwell thanked MTS's planners for making changes to Route No. 13. He requested that additional modifications be made. He also spoke in support of the changes being considered under the Comprehensive Operational Analysis (COA) for Route Nos. 13 and 14.

CONSENT ITEMS *(Taken Out of Order)*

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

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

7. MTS: An Ordinance Amending Ordinance No. 4, an Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule (ADM 110.3, PC 50451)

Recommend that the Board of Directors (1) read the title of Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule; (2) waive further readings of



the ordinance; (3) introduce the ordinance for further consideration at the next Board meeting; and (4) direct publication of an ordinance summary.

8. MTS: Mission Valley East Light Rail Transit Project – General construction Consultant Contract Amendments (CIP 10426.7)

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

9. MTS: Appointment of New Board Chairperson (ADM 110, PC 50101)

Recommend that the Board of Directors receive an update on the status of the nominations for Chairperson of the MTS Board of Directors.

Recommended Consent Items

MTS General Counsel Tiffany Lorenzen read the title of Ordinance No. 4, which was being recommended for amendment under Agenda Item No. 7.

Mr. Clabby moved to approve Consent Agenda Item Nos. 6, 7, 8, and 9. Ms. Atkins seconded the motion, and the vote was 11 to 0 in favor.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:15 a.m.

- a. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to Government Code Section 54956.9(a) Save Our Heritage Organisation (SOHO) v. City of San Diego, Et Al. Superior Court Case No. GIC 834743.
- b. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8. Property: Grossmont Center Station Parking Lot. Assessor Parcel Nos.: 490-22-39, 490-200-40, and 490-270-23. Agency Negotiators: Tim Allison, Paul Jablonski, Sharon Cooney, and Tiffany Lorenzen. Negotiating Parties: Fairfield Residential, LLC, and City of La Mesa. Under Negotiation: Instructions to Negotiators will include Price and Terms of Payment.

The Board reconvened to Open Session at 10:09 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 outside counsel. Representatives from the City of San Diego were not present for this item.

On Item 5b, the Board received a report and gave direction to agency negotiators. The representative from the City of La Mesa was not present for this item.

#### NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

#### DISCUSSION ITEMS

30. SDTC: Retirement Plans Actuarial Valuation as of January 1, 2005 (OPS 960.5, PC 50601)

Mr. Cliff Telfer, MTS Interim Chief Financial Officer, reported that EFI Actuaries prepared the actual valuation and introduced Mr. Bob McCrory to review the results. Mr. McCrory reviewed the history of the Plan's costs from 1994 to 2005 pointing out that costs peaked in 2003 as a result of benefit improvements and poor market returns and decreased in 2004 and 2005 as a result of investment gains, the smoothing of assets, and the issuance of Pension Obligation Bonds (POBs). He reviewed current costs including reasons for the decrease in costs from \$7,135,333 on January 1, 2004 (19.691 percent of payroll) to \$ 3,873,406 (11.112 percent of payroll) on January 1, 2005. He stated that cost changes were primarily affected by demographics, benefit changes, and investment returns. Mr. Telfer reported that POB payments are projected to be \$4.9 million and are not included in the aforementioned cost.

Mr. McCrory also briefly reviewed projected future costs if the return on the market return on Plan assets is eight percent, the current actuarial assumption, and if market return is seven percent. He reported that future costs are likely to increase to over 14 percent of pay, partly because SDTC is hiring older employees and there is less time to fund pensions for these employees. Mr. McCrory stated that realizing a seven rather than eight percent return on investment can cause an increase in costs of 50 percent.

Mr. Roberts requested that future valuations and reports factor in and provide cost information on POB payments and asked staff for an estimate. Mr. Telfer indicated that he would provide that information during the discussion of Agenda Item 45 because he did not have information at hand. Mr. Ewin requested that both dollar and percent of payroll figures be provided. The Board briefly discussed the importance of understanding the variability of Plan costs so these costs could be appropriately addressed within the budget. Mr. Ewin stated that the expenditures are fairly fixed – that how those expenditures are funded is the variable element. He suggested that the Board develop strategies for dealing with long-term issues.

Mr. Roberts agreed that smoothing strategies should be explored and added that consideration should also be given to establishing reserves to cover spikes in cost. He added that the reserves don't necessarily have to be within the Plan. Mr. Jablonski stated that there are a couple of ways that funds may become available for reserves, and that the Board would then need to decide to either use those funds to establish a reserve account or pay down POB debt.

In response to a question from Mr. Monroe, Mr. McCrory stated that employees make no contributions to this Plan. Mr. Monroe stated that many companies are changing their benefit plans in order to maintain viable businesses. He asked if, in the future, MTS is going to consider if this is the type of plan it wants to have. Mr. McCrory stated that defined-benefit plans are the most cost efficient type of retirement plan.

In response to another question from Mr. Monroe, Mr. McCrory stated that an eight percent interest rate assumption is lower than most investment managers are forecasting. Mr. Rindone stated that he was alarmed at the substantial cost increase that can result from varying levels of interest return. He requested that the Chairman look into having more frequent updates on this matter, possibly at a subcommittee or Executive Committee level. He requested that a recommendation be made to the Board on how best to monitor this matter.

In response to a question from Mr. Monroe, Mr. Telfer reported that the SDTC plan is funded at almost the same level as CalPers for MTS and SDTI employees. He advised the Board that benefits are costly. In response to a question from Mr. Clabby, Mr. Telfer stated that it is very hard to forecast employee retirements. The Board briefly discussed why costs are higher when older persons are hired. Mr. Telfer explained that, even though someone hired at age 39 will receive a lower benefit at retirement than someone hired at age 32, there is less time to fund that benefit, which results in a higher cost to the Plan. He added that this higher cost exceeds the lower benefit paid to the older employee. Mr. Jones requested that staff provide a memo to Board members showing why this is true. In response to a question from Mr. Ewin, Mr. McCrory stated that SDTC's current policy is to amortize over a 30-year period with level payments.

Mr. Cafagna stated that SDTC's Plan is lower at 2 percent at 50 than plans of other public agencies, which provide 2.7 percent to 3 percent at age 50. He stated that MTS would be doing well to maintain this plan at this level for the next 50 years. He added that there will be pressure on the Board to improve this plan to more closely match other agencies and this needs to be discussed, specifically how improved benefits would affect MTS's budget.

#### Action Taken

Mr. Cafagna moved to receive a report on the retirement plan's actuarial valuation as of January 1, 2005, and adopt the pension contribution rate of 11.112 percent for the SDTC pension plans in FY 2006. Mr. Clabby seconded the motion, and the vote was 12 to 1 with Mr. Maienschein casting the dissenting vote.

#### 31. MTS: East Village Budget Transfers (CIP 10494)

Mr. Jim Linthicum, SANDAG Director of Transit Engineering and Construction, introduced this item and advised the Board that they have been working closely with the Centre City Development Corporation to develop East Village rail and make improvements mostly along Park Boulevard. He reported that five projects were identified, two of which have been completed. He added that, due to high construction costs, only two of the remaining three projects can be funded (rail and urban improvements from G Street to Broadway and reconstruction of rail through the Smart Corner development). He added that the Orange to Blue Line Connection Project is being deferred. He introduced Mr. Eric Adams, SANDAG Engineer, who provided Board members with an overview of the recommended East Village budget transfers and work completed along Park Avenue to date.

In response to a question from Mr. Lewis, Mr. Adams reported that any work to move telephone poles underground would be completed by San Diego Gas & Electric.

#### Action Taken

Mr. Ewin moved to (1) execute Amendment No. 1 to the East Village Transit Improvements Memorandum of Understanding (MOU) between MTS and the Centre City Development

Corporation (CCDC), in substantially the form as shown on Attachment A of the agenda item, pending approval of the CCDC and the Redevelopment Agency Boards. This amendment would increase the CCDC funding for East Village transit and urban improvements up to an amount not to exceed \$2,000,000; and (2) transfer the remaining balances in the MTS projects, City College Station Realignment (CIP 10494) and 12th Avenue Corridor Improvements (CIP 11046) and the additional \$2 million from the East Village MOU amendment into the San Diego Association of Governments (SANDAG) East Village CIP Project 10492, as shown on Attachment B of the agenda item. This action funds the construction of rail and urban improvements for G Street to C Street on Park Boulevard, urban improvements on C Street between Park and 11th Avenue, and rail construction through the Smart Corner development, as shown in Attachment B of the agenda item. Mr. Roberts seconded the motion, and the vote was 11 to 0 in favor.

32. MTS: Ten-Year Capital Financial Analysis (FIN 310.1, PC 50902)

This item was deferred.

REPORT ITEMS

48. SDTI: Centralized Train Control Status Review (OPS 970.2, CIP 11425)  
*(Taken Out of Order)*

Mr. Peter Tereschuck, President-General Manager of SDTI, introduced this item and reported that the implementation of this Centralized Train Control (CTC) project has both security and service quality implications. He introduced Bart Blakesley, Macro Corporation, to provide the Board with an overview of this project. Mr. Blakesley explained the purpose of a CTC and displayed a system overview diagram. He reviewed the parameters of the Minimum Operating Segment (MOS) and showed its relativity to the Green and Orange Lines. He reviewed the features provided by Centralized Train Control and the features provided by the remote control of traction power. Mr. Blakesley then reviewed the integration of fire/life safety into the CTC and how the system interfaces to provide passenger information at stations and to other regional traveler information systems. He then reviewed the schedule for implementation, which would start in the third quarter of 2007 and be completed in FY 2008. Mr. Rindone stressed the importance of modernizing and improving the operation and safety of the system with projects such as this one.

In response to a question from Mr. Lewis, Mr. Tereschuck reported that all necessary personnel are already in place. In response to a question from Ms. Zarate, Mr. Tereschuck explained that the system will not be able to detect if a person is on the track although it will be able to detect other types of obstructions, particularly metal objects. Mr. Tereschuck reported that the trains will still be manually controlled by the train operator, not by central control.

In response to another question from Mr. Lewis, Mr. Tereschuck reported that the cost of the entire project will be approximately \$8 million over the two- to three-year period. Mr. Jablonski stated that, while this is a great project that is long overdue, he anticipated the cost may be closer to \$10 million, which would be 40 percent of MTS's entire capital program. He stated that MTS will soon reach the point where it will have to choose between doing this project or buying buses and repairing infrastructure.

Action Taken

Ms. Atkins moved to receive this report for information. Mr. Cafagna seconded the motion, and the vote was 12 to 0.

45. SDTC: Pension Investment Performance for Third Quarter 2005 (FIN 310.1, PC 50601)

Mr. Bruno Grimaldi, R. V. Kuhns & Associates, Inc., provided a review of SDTC pension plan performance through the third quarter 2005. He reported that, since inception and the inception of the pension obligation bonds (POBs), the pension plan has outperformed the assumed rate of return. He reported that for the last year, the plan returned 13.07 percent compared to the policy index of 11.72 percent. He reported that the plan has ten different investment managers and is well diversified.

Mr. Grimaldi stated that two managers have been on "watch status" – Kayne Anderson SMid Cap Value and Nicholas Applegate International Growth. He reported that he holds monthly conference calls to monitor the performance of each these funds. He added that Nicholas Applegate has significantly improved its performance since they were placed on watch status, and he will be recommending they be removed from watch status. He reported that Kayne Anderson has not shown improvement and will be dropped if they show no improvement in the next three to four months. In response to a question from Mr. Roberts, Mr. Grimaldi provided specific information on the performance of these two managers.

In response to Mr. Roberts' question during Agenda Item 30, Mr. Telfer reported that POB payments represent 15 percent of payroll over and above the 11.112 percent current cost as of January 1, 2005.

In response to a question from Mr. Jones, Mr. Telfer stated that the pension plan is a Taft Hartley Trust, and, therefore, the Board of Trustees consists of three representatives from SDTC management and three representatives from each of its two labor unions.

Action Taken

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

46. MTS: Operations Budget Status Report for September 2005 (FIN 310.1, PC 50601)

Mr. Larry Marinesi, MTS Budget Manager, reviewed financial results for FY 2006 through September 2005. He reviewed net operating subsidy variance, combined transit operators actual to amended budget, and reviewed elements of the subsidy variance. He reported that combined energy expenses exceeded budget by \$675,000. He also reported that SDTI security exceeded budget by \$204,000 due to increased security levels after the London bombings in July. He also reviewed the impact of energy costs on operations. He stated that, while diesel prices have decreased, CNG is expected to increase in the coming winter months.

The Board briefly discussed the possibility of having monthly financial reports on the Consent Agenda and a quarterly verbal report. Mr. Rindone stated that SB 1703 turned the MTS Board into an operating board and, as such, it should have monthly reports.

Mr. Roberts stated that he thought that MTS's farebox recovery rate was higher than indicated in the financial report. Mr. Rindone pointed out that as MTS expands its system, debt is expanded as well. Mr. Jablonski reported that farebox recovery for SDTI is over 50 percent while farebox recovery for SDTC is in the lower 30s range.

Action Taken

Mr. Cafagna moved to receive the MTS Operations Budget Status Report for September fiscal year 2006. Mr. Ewin seconded the motion, and the vote was 10 to 0.

47. MTS: August and September Monthly Performance Indicators  
(OPS 920.1, 960.5, 970.5, PC 50451)

There was no presentation on this item.

Action Taken

Ms. Zarate moved to receive this report for information. Mr. Cafagna seconded the motion, and the vote was 9 to 0.

60. Chairman's Report

There was no Chairman's Report.

61. Chief Executive Officer's Report

There was no CEO's Report.

62. Board Member Communications

*Interviews of Chairman Position Candidates:* Mr. Rindone reported that Ms. Lynn Schenk will be interviewed on November 18, and Ms. Julianne Nygaard and Mr. Harry Mathis will be interviewed as part of the Executive Committee meeting on December 1, 2005. He added that this item will be taken to the full Board after the interviews. Mr. Ewin stated that he appreciated the work of the Executive Committee and presented ten suggested interview questions. Mr. Rindone welcomed these questions and stated that other Board members' suggestions would also be welcomed.

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, December 8, 2005, at 9:00 a.m. in the same location.

65. Adjournment

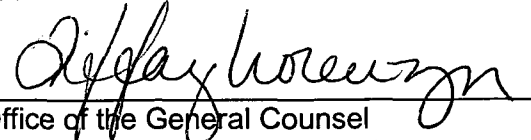
Chairman Williams adjourned the meeting at 12:07 a.m.

  
Chairman  
San Diego Metropolitan Transit System  
Filed by:

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

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

Approved as to form:

  
Office of the General Counsel  
San Diego Metropolitan Transit System

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 11/10/05

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

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

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

CLOSED SESSION: 9:15 a.m.

RECONVENE: 10:09 a.m.

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

ADJOURN: 12:07 p.m.

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

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Gail Williams*  
*Duffy Wenzel*



## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

1

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

8:41

## 1. INSTRUCTIONS

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Date DEC 8, 2005Name (PLEASE PRINT) CHARLES LUNGER HAUSENAddress 5308 MONROE AVE #124Telephone 619-546-5610Organization Represented (if any) SELFSubject of your remarks: SECURITY CAMERAS (SUPPORT)

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT



OPPOSITION



## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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

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

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**1.  
Dec. 08, 2005  
MTS mtg.  
AGENDA ITEM #3 ( Public Comment)**

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

**This past week a young person was shot at the La Mesa Spring Street Orange line trolley station and eventually died of his injuries. There was same day media coverage of this event that focused on the need for security cameras at this station and all the other stations on the Trolley system. And it was pointed out by a Trolley spokesman that cameras are being installed at three stations in Chula Vista because that city had supplied funds for the installation of them, thus implying that other cities could have cameras at their stations if they supplied funds for them.**

**Appears to me that we are on a path similar to our friends in Los Angeles having the need of a complete video monitoring location plus the presence of law enforcement personnel on the system. However the taxpayers here have not provided a one percent sales for transit without a time limit as was set forth in Los Angeles back in the 1980's or thereabouts.**

**Thank you for listening and the opportunity to speak.**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3  
P.E.

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\*\***

@ 8:43

1. INSTRUCTIONS

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Date 12-8-2005

Name (PLEASE PRINT) DON STILLWELL

Address 6302 RANCHO MEADOW RD #173

SAN DIEGO, CA 92108

Telephone (619) 282-7760

Organization Represented (if any) NONE

Subject of your remarks: BUS SAFETY AND CONNECTIONS

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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3. DISCUSSION OF AGENDA ITEMS

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## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

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\*\***

@ 9:00

## 1. INSTRUCTIONS

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Date 2005-12-08Name (PLEASE PRINT) Clive RichardAddress 5153 La Donna St  
San DiegoTelephone 619.582.4036

Organization Represented (if any) \_\_\_\_\_

Subject of your remarks: Changes in routing of service

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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## 3. DISCUSSION OF AGENDA ITEMS

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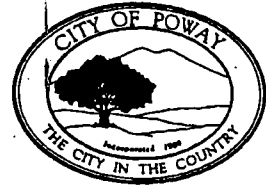
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# CITY OF POWAY

MICKEY CAFAGNA, Mayor  
BOB EMERY, Deputy Mayor  
MERRILEE BOYACK, Councilmember  
DON HIGGINSON, Councilmember  
BETTY REXFORD, Councilmember



December 5, 2005

MTS Board of Directors  
1255 Imperial Avenue  
San Diego, CA 92101

## Board Members:

On December 1, 2005, the MTS Board of Directors received a memo from Paul Jablonski reporting that the Executive Committee had voted 3 to 1 to nominate Ms. Lynn Schenk to be the next Board Chair. The Executive Committee meeting was an open session, so all deliberations and actions are open for discussion. Inasmuch as I cast the dissenting vote, I feel the Board deserves an explanation for my actions.

As you are aware, the Executive Committee interviewed two prospective candidates for the position of chair, Ms. Schenk and former Board member and SDTC chair Harry Mathis. A third candidate, Julie Nygaard of Carlsbad, had withdrawn her name. Ms. Schenk's name had been submitted by ATU Local #1309 and Mr. Mathis had submitted his own application. Both interviews were thorough, and both candidates were knowledgeable and highly qualified. However, I chose to vote for Harry Mathis for the reasons outlined below.

I have approached many of you over the past few months to discuss a smooth transition for the chairmanship once Leon Williams announced his intention to retire. In those conversations, I raised the possibility of nominating Harry Mathis because of his unique qualifications. He spent several years as chair of San Diego Trolley, two years as an ex-officio member of the MTS Board, and is a former member of the San Diego City Council. Mr. Mathis is also keenly aware of the intricacies of our restructured relationship with SANDAG following the passage of SB 1703.

During the interviews with Schenk and Mathis and the subsequent deliberations, it was agreed by all that the relationship between MTS and SANDAG was of paramount importance. Quite frankly, since SB 1703, "our bread is buttered" at SANDAG and we need to be represented in that forum to the fullest extent. This is where one major difference between the two candidates became apparent: by her own admission, Ms. Schenk stated that she does not have the time to make Friday SANDAG or Transportation Committee meetings. She also stated that she could not match the time that Leon Williams had devoted to the position. Harry Mathis, on the other hand, pledged to attend all necessary meetings and even proposed ways to expand the dialogue and

City Hall Located at 13325 Civic Center Drive  
Mailing Address: P.O. Box 789, Poway, California 92074-0789 • (858) 668-4400



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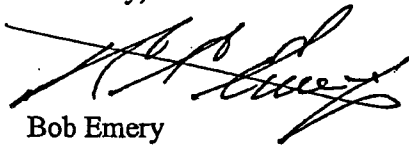
and communications between the two agencies. Mathis is retired and has the time to devote to this very important position.

My second, and perhaps greatest concern, is the apparent "politicization" of the chairmanship and the Board as a whole! All Board members and especially the Chair, should not be seen as "someone's candidate" or representative. We all serve as non-partisan members of our local councils and The Metropolitan Transit System must be above partisanship at all times.

I will close by requesting that you seriously consider your vote for chair on December 8! I believe Harry Mathis fits the position to a "T" and can best represent transit at all levels of government and is the most familiar with our local situation. In short, Harry can hit the ground running and provide for a seamless transition of the chairmanship.

If you have any questions regarding this matter, please call me at (858) 748-3968, or (858) 344-1929.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Bob Emery', written over a horizontal line.

Bob Emery  
MTS Board of Directors

# Chairperson Interviews

## MTS Executive Committee Meeting

Interview Questions	Responses	Comments
<p>1. As Chairperson, you will provide leadership to the Board of Directors.</p> <ul style="list-style-type: none"> <li>• How would you characterize your own leadership style?</li> <li>• Please describe the leadership positions that you have held.</li> </ul>		
<p>2. MTS provides service to several cities, and its Board of Directors is composed of representatives from each of the member cities. As Chair, you will help balance these diverse interests.</p> <ul style="list-style-type: none"> <li>• Please discuss an example of when you have successfully mediated a conflict between several competing interests.</li> </ul>		
<p>3. As Chair, you will work closely with MTS operational staff.</p> <ul style="list-style-type: none"> <li>• What do you believe should be the relationship between the Chair and the operational staff at MTS?</li> <li>• How would you handle a situation in which the staff comes into conflict with a Board member?</li> </ul>		
<p>4. Please comment on the statement, "Public transportation is only for those who do not have any other choice."</p>		

# Chairperson Interviews

## MTS Executive Committee Meeting

Interview Questions	Responses	Comments
<p>5. What do you believe are MTS' greatest challenges? How would you help to overcome them?</p>		
<p>6. Could you comment on how your own style, experiences and skills will make you an effective advocate for transit and MTS? What experience have you had advocating at the local, state and federal levels?</p>		
<p>7. How might you as Chair improve the overall public perception of public transportation?</p>		
<p>8. MTS' relationship with SANDAG was transformed by Steve Peace's 2002 legislation, which consolidated transportation planning and programming under SANDAG.</p> <ul style="list-style-type: none"> <li>• What experiences and skills will make you an effective advocate for MTS at SANDAG?</li> <li>• Would you recommend consolidating MTS and NCTD under one organization? Please explain.</li> </ul>		



## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

4

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\*\***

8:42

## 1. INSTRUCTIONS

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Date DEC 8 2005Name (PLEASE PRINT) CHARLES LUNGERHAUSENAddress 5308 MONROE AVE #124Telephone 619-546-5610Organization Represented (if any) -----Subject of your remarks: NOMINATION AND ELECTION OF THE NEW  
MTS CHAIR PERSON. (SUPPORT)

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT



OPPOSITION



## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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**1.**

**Dec. 08, 2005**

**MTS mtg.**

**AGENDA ITEM #4 ( Election of new MTS Chairperson)**

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

**Support the election of the Honorable former Congresswoman  
Lynn Schenk as the retiring Leon Williams' replacement because of  
her experience in Congress and at the state level in Sacramento**

**But am concerned that she function with the SANDAG board in the  
same capacity as Chair Leon Williams because SANDAG is now handling  
any future needs of public transportation in the county of San Diego  
and has control of the purse strings. If this is not possible then  
perhaps Harry Mathais maybe the better choice for Leon's  
replacement.**

**Thank you for listening and the opportunity to speak.**

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

4

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\*\***

@ 8:43

## 1. INSTRUCTIONS

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Date 12-8-2005  
Name (PLEASE PRINT) DON STILLWELL  
Address 6308 RANCHARMSN RD #173  
SAN DIEGO, CA 92108  
Telephone (619) 282-7760  
Organization Represented (if any) NONE

Subject of your remarks: HARRY MATTHEIS FOR CHAIRMAN

Agenda Item Number on which you request to speak 4

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.

4

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\*\***

Q 8:54

## 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 2005-12-08Name (PLEASE PRINT) Olive RichardAddress 5153 La Dorna ST  
San DiegoTelephone 619.582.4032

Organization Represented (if any) \_\_\_\_\_

Subject of your remarks: \_\_\_\_\_

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT



OPPOSITION



## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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

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

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

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

4

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\*\***

@ 9:00

## 1. INSTRUCTIONS

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Date 12-8-05Name (PLEASE PRINT) STEVE ALCOVEAddress 10393 SAN DIEGO MISSION RD SUITE 205  
SAN DIEGOTelephone 619-265-1309Organization Represented (if any) ATU LOCAL 1309Subject of your remarks: ELECTION OF CHAIRPERSON

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT



OPPOSITION



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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 330.3 (PC 40060)

December 8, 2005

Subject:

MTS: FY 06 VENDOMAT TICKETS - EXERCISE FINAL CONTRACT OPTION

### RECOMMENDATION:

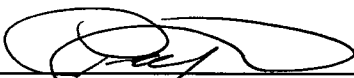
That the Board of Directors authorize the Chief Executive Officer (CEO) to exercise the final of four options with Digital Printing Systems, in substantially the same form as attached (Attachment A), to produce and deliver a total of 7.3 million vendomat tickets, for a total cost not to exceed \$58,200.99 (including tax and shipping), based on a \$2.01 unit price per 1,000 for rolled stock, \$4.34 unit price per 1,000 for thermal stock FF, and \$11.76 unit price per 1,000 for Cubic rolled thermal stock.

#### Budget Impact

The total cost of \$58,200.99 would be charged to the FY 06 Fare Media budget line item.

### DISCUSSION:

As part of its area-wide coordination responsibilities, SANDAG procures the annual supply of fare media for the region, including monthly passes, universal transfer slips, and vendomat tickets. In FY 01, MTS conducted a competitive procurement process that resulted in a contract with Digital Printing Systems for vendomat tickets. The contract contains four renewal options. This action would exercise the final option. Order quantities are based on actual FY 05 use and anticipated FY 06 sales.

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

Key Staff Contact: Theresa George, 619.699.1933, [tge@sandag.org](mailto:tge@sandag.org)

DEC8-05.6.VENDOMATTICKETS.TGEORGE

Attachment: A. Contract Amendment



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.

**DRAFT**

December 8, 2005

MTS Doc. No. T0392.4-01  
FIN 330.3 (PC 40060)

Mr. David Snowden  
Digital Printing Systems  
777 North Georgia Avenue  
Azusa, CA 91702

Dear Mr. Snowden:

Subject: AMENDMENT NO. 4 TO MTS DOC. NO. T0392.0-01, FY 06 VENDOMAT TICKETS

This letter serves as Amendment No. 4 to the original contract (MTS Doc. No. T0392.0-01) for professional services, as further described below. This amendment exercises the final of four option years.

#### SCOPE OF WORK

Produce and deliver 2 million thermal printed fanfolded tickets, 1.8 million printed rolled-paper tickets, and 3.5 million Cubic thermal rolled tickets. The vendomat tickets shall be produced in accordance with the attached Special Provisions.

#### SCHEDULE

The vendomat tickets shall be delivered in accordance with the attached Special Provisions no later than Friday, January 6, 2006.

#### PAYMENT

All conditions of the original contract remain in full force and effect. The total cost of this amendment will be \$58,200.99 (including all applicable sales tax and freight). This brings the total contract amount to \$163,208.81.

If the terms of this agreement are acceptable, please sign below and return the copy marked "original" to Traci Berthold, Contracts Specialist at MTS. The remaining copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
David Snowden  
Digital Printing Systems

DEC8-05.6.VENDOMATTICKETS.TGEORGE

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

Attachment: Special Provisions

**A-1**

## VENDOMAT SINGLE-RIDE TICKETS

## SECTION 1. QUALIFICATIONS AND REQUIREMENTS

Contractor shall submit a copy of its "Printer's Errors and Omissions" (E&O) certificate of insurance with a minimum of \$1,000,000 coverage and an A.M. Best Rating of A-VI.

A print broker will have to submit a copy of its "Professional Liability" (Errors and Omissions) certificate of insurance with a minimum coverage of \$1,000,000 and an A.M. Best Rating of A-VI.

Contractor or print broker shall provide additional property coverage if it is awarded the contract as the lowest, responsible bidder. At that time, Contractor shall submit a certificate of insurance with the following terms:

Additional Coverages Required (as indicated)

G. Property Coverage. At all times during this contract, Contractor agrees to maintain property insurance on an "all-risk" basis covering the passes or tickets while at any location, including transport between locations, until such time the passes or tickets are delivered and accepted by MTS. The property insurance shall also provide coverage for the Contractor's extra expense exposure for costs that would be required if loss occurred to the passes or tickets and a second printing would be required on a rush basis. Such insurance shall include an insurer's waiver of subrogation in favor of MTS. Contractor agrees to release and hold harmless these entities for any loss or damage to the passes or tickets. This also includes print brokers.

Minimum Policy Limits Required for Property Coverage

X G. \$250,000

## SECTION 2. WORK TO BE DONE

Prepare and deliver a total of 7.3 million vendor ticket forms as follows.

- A. Fanfold Thermal Printed. Two million, (2,000,000) fanfolded tickets in stacks of 16,016 with tickets perforated every 11 tickets (348 millimeters), printed on both sides. The stack should be packed two to a box (63 boxes total).
- B. Rolls Printed. One million eight hundred thousand, (1,800,000) rolled tickets, 3-inch roll core, printed on both sides. Each roll should contain 8,000 tickets. Each roll's diameter should measure approximately 9.75 inches. The rolls should be packed five to a box (45 boxes total).
- C. Rolls Blank. None ordered (0) four 1/8-inch width rolls of unprinted ticket forms. Each should contain 8,000 tickets. Each roll's diameter should measure approximately 9.75 inches. The rolls should be packed five rolls to a box (0 boxes total).



- D. Rolled Thermal Printed. Three million five hundred thousand tickets (3,500,000), 2,000 tickets per roll. Each ticket prints with two colors on the front and two colors on the back. Tickets manufactured according to Cubic specification 4100-67001.

### SECTION 3. PERFORMANCE OF WORK

Contractor shall commence work upon receiving written notice that the contract has been awarded. Within one week, samples of items to be printed (color key, blueline, **and must send samples of each stack of fanfolded, and samples of both types rolled tickets, to see if they will work properly in the machines**) shall be supplied to MTS for approval. MTS will respond within three working days. Work shall be completed no later than January 6, 2006. Contractor shall pay to MTS the sum of \$300 per day for each and every calendar day's delay after January 6, 2006, until the work is accepted.

### SECTION 4. CALENDAR OF EVENTS

Upon completion of preparation, allow three working days for MTS's approval of color key and blueline.

January 6, 2005: Contractor delivers completed job and materials as described in Section 5

An itemized bill, signed by Contractor, shall be submitted upon completion of the work. Payment will be made within 30 days of each submittal.

### SECTION 5. MATERIALS

Materials to be supplied shall be in accordance with the following categories:

- A. Preprinted thermal vendomat ticket forms in fanfold.
- B. Preprinted vendomat ticket forms in rolls.
- C. Unprinted vendomat ticket forms in rolls.
- D. Preprinted thermal vendomat ticket forms in rolls.

The finished product shall be legible and readily usable by trolley patrons. Inks used shall be of sufficient indelibility for uses intended, without loss.

### SECTION 6. QUALITY OF WORK

There will be three ticket types. Proper size, stock, registration, and color consistency/matching is mandatory. For A, *Thermal Tickets*, material should be 7.4-mil thermal paper stock. For B and C, ticket materials should be 99# white tab stock (.007 caliper or equivalent). For B, C, and D holes must be clean and completely punched out. For D rolled thermal tickets, these tickets must meet Cubic specification 4100-67001. For all four, ticket-splicing pieces shall be capable of splicing the ends of the tickets. Cuts must be clean, precise, free of chad, and perfectly square to avoid fare machine difficulties.

A. Thermal Fanfolded Printed

SIZE: 76.2 millimeters (or 3 inches) in width with a tolerance of +0.0 millimeter and – 0.3 millimeters. Individual fanfolded tickets are 3 inches in width by 1.25 inches in height.

PRINT: Front prints with bleeds very light color PMS 290. Color will be specified when contract awarded. Bleeds on width. See sample. Backer prints in solid PMS 300 Blue, no bleeds. The fanfolded stack should contain 16,016 tickets, with 11 tickets per fold.

FINISH: FANFOLDS. Distance between fanfold perforations shall be 348 millimeters (or 13.72 inches, with a tolerance of +0.0m. There are 11 tickets per fold. Fanfolded stack should contain 5,000 tickets. Two stacks to a box (195 boxes total).

B. Rolls Printed

SIZE: 76.2 millimeters (or 3 inches) in width with a tolerance of +0.0 millimeters and -0.3 millimeters.

PRINT: Front prints with bleeds very light color PMS 290. Color will be specified when contract awarded. Bleeds on width. See sample. Backer prints in Blue, no bleeds.

FINISH: Distance between indicator holes for cutter 30.48 millimeters with a tolerance of  $\pm 0.3$  millimeters. Indicator hole dimensions shall be 2 millimeters in width and 6 millimeters in length.

FINISH: ROLLS. Each roll contains 8,000 tickets. Each roll's diameter measures approximately 9.75 inches. The rolls should be packed five per box (106 boxes total).

C. Rolls Blank

SIZE: 76.2 millimeter (or 3 inches) in width with a tolerance of +0.0 millimeters and – 0.3 millimeters. The roll should contain 8,000 tickets. The size of the rolls core should have an inside diameter of 3 inches.

PRINT: Blank.

FINISH: ROLLS. Each roll contains 8,000 tickets. Each roll's diameter measures approximately 9.75 inches. The rolls should be packed five per box (6 boxes total)

MTS will supply the camera-ready art.

D. Thermal Rolled Printed – see Cubic specification 4100-67001.

## SECTION 7. DELIVERY

By January 6, 2006, Contractor shall deliver the completed job to:

San Diego Trolley, Inc.  
Attention: Scott Donnell or Rod Abengoza  
Maintenance-of-Way Building  
1341 Commercial Street  
San Diego, CA 92113

and shall deliver original art and samples to:

Metropolitan Transit System  
Attention: Lisa Peters  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490

No later than December 22, 2005, Contractor shall notify MTS of the time of day that the work will be delivered to San Diego Trolley, Inc.

At the appointed time, Contractor and a representative of MTS shall count or measure the materials supplied.

The contract item prices paid shall include full compensation for furnishing all labor, tools, equipment, and materials for doing all of the work involved herein specified.

An itemized bill, signed by Contractor, shall be submitted upon completion of the work. Payment will be made within 30 days of such submittal.

## SECTION 8. OPTIONS

MTS shall have zero (0) options left to purchase additional vendomat.

## SECTION 9. PROTESTS

### Protest Prior to Bid Due Date

Following the formal request for bids (RFB), a protest may be filed with MTS. Protests must be in writing and received by MTS not less than five full working days before the bid due date. MTS will notify all proposers that a protest has been filed, and the due date will be postponed until the protest has been reviewed and acted upon by MTS.

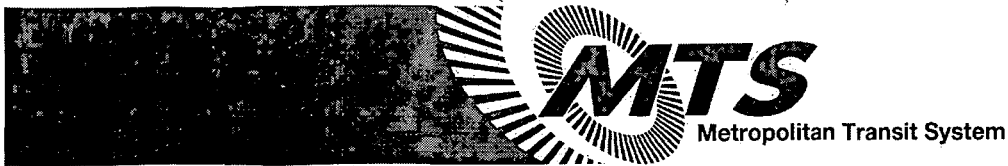
### Protest Received After Bid Due Date

MTS will evaluate all bids and determine the winning proposer. A Notice of Intent to Award will be mailed to all proposers. Any protest to the intent to award must be in writing and received by MTS within five full working days from the postmark of the Notice of Intent to Award.

## SECTION 10. MTS POLICIES AND PROCEDURES NO. 7 – PROCUREMENT OF SUPPLIES, EQUIPMENT, AND MATERIALS

Section 7.3 of Policy No. 7 states that the Chief Executive Officer authority to commit MTS funds is strictly limited to \$100,000 per year for firms located in San Diego County, and \$25,000 per year for firms located outside of San Diego County. Any amount expended by the firm above these amounts, prior to receiving MTS Board approval, will not be reimbursed under any circumstances.

DEC8-05.6.VENDOMATTICKETS.TGEORGE



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

## Agenda

Item No. 7

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

ADM 110.3 (PC 50451)

December 8, 2005

Subject:

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

### RECOMMENDATION:

That the MTS Board of Directors adopt the attached ordinance entitled "An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule" and direct publication of an ordinance summary.

#### Budget Impact

None.

### DISCUSSION:

At its October 13, 2005, meeting, the Board of Directors approved fare adjustments to rural services and directed staff to modify MTS Ordinance No. 4 concerning the fare-pricing schedule. Modifying the ordinance includes scheduling a required public reading of changes at two noticed meetings of the Board of Directors. This item is being placed before the Board for its second reading; the first reading was on November 10, 2005. The revision of Ordinance No. 4 is provided in Attachment A. The Board also directed staff to modify Ordinance No. 4 contingent upon the San Diego Association of Governments' (SANDAG's) approval of MTS's recommended changes to rural fares. The SANDAG Transportation Committee approved the fare adjustments at its October 21, 2005, meeting.

  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Brandon Farley, 619.595.4920, [Brandon.Farley@sdmts.com](mailto:Brandon.Farley@sdmts.com)

Attachment: A. Proposed Amended Codified Ordinance No. 4



SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD ~~SYSTEM~~

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

An Ordinance Establishing a Metropolitan Transit System  
Fare--Pricing Schedule

Section 4.1: Findings

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

Section 4.2: Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Zone One1 - Central San Diego
- Zone Two2 - Mid-County: Poway, Rancho Bernardo, Rancho Peñasquitos, Carmel Mountain Ranch, and Sabre Springs
- Zone Three3 - East County: La Mesa, El Cajon, Santee, Lakeside, Lemon Grove, Spring Valley, and parts of Alpine
- Zone Four4 - South Bay: Chula Vista, Coronado, National City, Imperial Beach, Palm City, Nestor, Otay Mesa, and San Ysidro

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

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

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

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

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

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



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

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

**Section 4.3: --Regional Fare--Pricing Schedule**

**Section 4.3.1--Regional Passes and Tickets**

**Section 4.3.1a--Adult Monthly Passes**

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

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

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

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

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

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

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

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

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

**Section 4.3.1c Youth Monthly Passes**

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

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

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

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

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

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

#### Section 4.3.1e Group Advance Pass Sales

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

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

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

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

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

#### Section 4.3.1f Classroom Day Tripper

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

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

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

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

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

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

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

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

#### Section 4.3.1-j Northbound Trolley Ticket

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

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

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

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

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

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

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

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

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

#### Section 4.3.2 Regional Transfer Charges and Policies

##### Section 4.3.2a Transfer Upgrades

Passengers with a valid transfer slip (as defined in Section 4.3.2b) from San Diego Trolley, San Diego Transit, Chula Vista Transit, National City Transit, MTDBMTS Contract Services, or NCTD may transfer to a bus or trolley of equal or lower cash fare value free of charge. Passengers with a valid transfer slip from any of the services listed in this Section must pay the difference between the lower and higher cash fare when transferring to a bus or trolley with a higher cash fare value. Transfer upgrades range from \$0.25 to ~~\$3.50~~ \$0.00. There shall be no transfer upgrade charges for senior/disabled passengers except when using a transfer slip to board a DART service, or an ADA Complementary paratransit service, or Rural Service, in which case when an upgrade is required.

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

##### Section 4.3.2b Transfer Time

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

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

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

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

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

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

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

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

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

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

#### Section 4.3.3 Regional Monthly Pass Upgrades

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

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

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

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

#### Section 4.3.4 Regional Children Fares

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

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

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

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

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

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

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

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

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

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

A round-trip ticket shall entitle the person to whom the ticket is issued: 2 one round-trip, which may be used at any time throughout the operating day. A round-trip ticket shall be accepted on the bus as payment for fare up to the value of the ticket for up to two hours from time of purchase. The passenger shall be allowed to keep the round-trip ticket for use on another bus transfer.

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

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

### Section 4.4.3 Tokens

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

**(Section 4.4 amended 4/10/0312/8/05)**

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

#### Section 4.5.1 Cash Fares

##### Section 4.5.1a Local Services

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

##### Section 4.5.1b Urban Services

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

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

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

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

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

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

#### Section 4.5.2 Special Fares

##### Section 4.5.2a Tokens

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

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

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

**(Section 4.5 amended 4/10/0312/8/05)**



## Section 4.6: MTDBMTS Contract Services

### Section 4.6.1 Cash Fares

#### Section 4.6.1a Local Services

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

#### Section 4.6.1b Urban Services

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

#### Section 4.6.1c Express Services

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

#### Section 4.6.1d Premium Express Services

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

#### Section 4.6.1e Commuter Express Services

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

#### Section 4.6.1f Senior/Disabled Cash Fares

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

### Section 4.6.2 Shuttle Fares

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

### Section 4.6.3 Tokens

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

### Section 4.6.4 Stadium/Ballpark Bus Fares

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

#### Section 4.6.5 Demand-Responsive Cash Fares

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

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

MTS DART (Scripps Ranch, Rancho Bernardo) Regular/Adult	\$3.00
MTS DART – Senior/Disabled	\$1.50
East County Dial-a-Ride Regular/Adult	\$2.25
East County Dial-a-Ride Senior/Disabled	\$1.00
Routes 961-964 (to & <u>and</u> from bus stop) Regular/Adult	\$1.75
Routes 961-964 (to & <u>and</u> from bus stop) Senior/Disabled	\$1.00
Routes 961-964 ( <u>w</u> with/ route deviation) Regular/Adult	\$2.25
Routes 961-964 ( <u>w</u> with route deviation) Senior/Disabled	\$1.50
Routes 851, 853, 874 (no transfer) Regular/Adult	\$1.00
Routes 851, 853, 874 (no transfer) Senior/Disabled	\$1.00
Routes 851, 853, 874 (with transfer) Regular/Adult	\$1.75
Routes 851, 853, 874 (with transfer) Senior Disabled	\$1.00
All other prepaid fare media upgrade	\$0.50

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

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

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

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

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

#### Section 4.7: County Transit System

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

Section 4.7: Chula Vista Transit

Section 4.7.1 Cash Fares

Section 4.7.1a Local Services

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

Section 4.7.1b Urban Services

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

Section 4.7.1c Express Services

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

Section 4.7.1d Premium Express Services

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

Section 4.7.2 Senior/Disabled Cash Fares

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

Section 4.7.3 Shuttle Cash Fares

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

***(Section 4.78 amended/renumbered 4/10/03 12/8/05)***

Section 4.8: National City Transit

Section 4.8.1 Cash Fares

Section 4.8.1a Local Services

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

Section 4.8.2 Senior/Disabled Cash Fares

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

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

#### Section 4.9: Rural Service

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

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

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

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

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

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

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

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

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

##### Section 4.9.5 Other Fare Media:

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

***(Section 4.9 ~~renumbered~~ amended and added 4/10/03 12/8/05)***

Section 4.910. Special Fares

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

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

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

Section 4.4011.1 Cash Fares

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

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

Section 4.4412: Public Notice

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

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

Section 4.123: Effective Date Of Ordinance

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

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

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

Amended: 12/8/05

Amended: 1/15/04

Amended: 11/13/03

Amended: 05/22/03

Amended: 04/10/03

Amended: 10/17/02

Amended: 06/14/01

Amended: 05/10/01

Amended: 08/10/00

Amended: 07/13/00

Amended: 05/13/99

Amended: 02/26/98

Repealed & Readopted: 7/17/97

(operative - 11/23/97)

Amended: 04/28/94

Amended: 01/13/94

Amended: 07/08/93

Amended: 02/11/93

Repealed & Readopted: 05/28/92

Amended: 01/09/92

Repealed & Readopted: 03/14/91

Amended: 09/27/90

Amended: 05/10/90

Repealed & Readopted: 02/23/89

Amended: 11/10/88

Repealed & Readopted: 02/25/88

Amended: 12/10/87

Amended: 10/09/86

Amended: 04/24/86

Amended: 03/01/86

Repealed & Readopted: 12/05/85

Amended: 07/11/85

Amended: 05/23/85

Amended: 10/04/84

Amended: 07/19/84

Repealed & Readopted: 02/27/84

Amended: 07/25/83

Amended: 07/11/83

Repealed & Readopted: 05/24/82

Amended: 10/05/81

Amended: 07/08/81

Amended: 06/30/81

Adopted: 06/08/81



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

## Agenda

Item No. 8

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

LEG 491 (PC 50633)

December 8, 2005

Subject:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into contract amendments with Roger Bingham of the law firm Butz Dunn DeSantis Bingham, APC (MTS Doc. No. G0723.14-02, Attachment A), John Madsen of the law firm Liebman, Quigley, Sheppard & Soulema, APLC (MTS Doc. No. G0721.7-02, Attachment B), and Mark Barber of the law firm Wismar & Barber (MTS Doc. No. G0750.8-02, Attachment C) for legal services, in substantially the same form as attached, and ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).

### Budget Impact

Unknown at this time. Not to exceed \$65,000 for Roger Bingham, \$25,000 for John Madsen, and not to exceed \$35,000 for Mark Barber.

### DISCUSSION:

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



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.

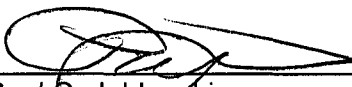
Pursuant to Board Policy No. 13 (Procurement of Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000. Some attorneys have multiple cases that are or have proceeded to trial, and the total cost of their legal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

Roger Bingham is currently under contract with the agencies for \$1,045,000. Mr. Bingham has successfully defended SDTI, MTS, and SDTC in a number of cases. Invoices for current services recently received exceed current contract authority due to trial costs.

John Madsen is currently under contract with the agencies for \$250,000. Mr. Madsen has successfully defended SDTC in a number of liability cases. Anticipated future invoices are projected to reach contract maximum within the third or fourth quarter of fiscal year 2006. Staff therefore requests additional authority of \$25,000 for a total authorization of \$275,000.

Mark Barber is currently under contract for \$265,000. Mr. Barber has a large quantity of SDTC workers' compensation cases that are currently in process and moving toward resolution. Invoices for current services recently received exceed current contract authority due to some back billings.

The CEO has approved prior amendments for these three contracts at the \$100,000 authority level. Board ratification of the prior contracts/amendments is also requested.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: James Dow, 619.557.4562, [jim.dow@sdmts.com](mailto:jim.dow@sdmts.com)

WCassi/JGarde  
DEC8-05.8.LEGALSERV.JDOW  
11/2/05

Attachments: A. MTS Doc. No. G0723.14-02  
B. MTS Doc. No. G0721.7-02  
C. MTS Doc. No. G0750.8-02

## DRAFT

December 8, 2005

MTS Doc. No. G0723.14-02  
LEG 491 (PC 50633)

Mr. Roger Bingham  
Butz Dunn DeSantis Bingham, APC  
101 West Broadway, Suite 1700  
San Diego, CA 92101-8289

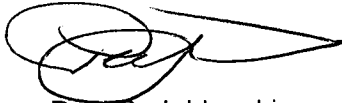
Dear Mr. Bingham:

Subject: AMENDMENT NO. 14 TO MTS DOC. NO. G0723.0-02: LEGAL SERVICES – GENERAL  
LIABILITY

This letter will serve as Amendment No. 14 to MTS Doc. No. G0723.0-02. This contract amendment authorizes additional costs not to exceed \$65,000 for professional services. The total value of this contract, including this amendment, is \$1,110,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,



Paul C. Jablonski  
Chief Executive Officer

WCassi  
DEC8-05.8.AttA.LEGALSVCS.JDOW

Accepted:

\_\_\_\_\_  
Roger Bingham  
Butz Dunn DeSantis Bingham, APC

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





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

Att. B, AI 8, 12/8/05, LEG 491

DRAFT

December 8, 2005

MTS Doc. No. G0721.7-02  
LEG 491 (PC 50633)

Mr. John Madsen  
Liebman, Quigley, Sheppard & Soulema, APLC  
110 West C Street, Suite 1000  
San Diego, CA 92101-3947

Dear Mr. Madsen:

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. G0721.0-02: LEGAL SERVICES – GENERAL  
LIABILITY

This letter will serve as Amendment No. 7 to MTS Doc. No. G0721.0-02. This contract amendment authorizes additional costs not to exceed \$25,000 for professional services. The total value of this contract, including this amendment, is \$275,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

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

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
John Madsen  
Liebman, Quigley, Sheppard & Soulema, APLC

WCassi  
CL-G0721.7-02.MADSEN.JDOW.doc

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

B-1

## DRAFT

December 8, 2005

MTS Doc. No. G0750.8-02  
LEG 491 (PC 50633)

Mr. Mark Barber  
Wismar & Barber  
2727 Camino Del Rio South, Suite 220  
San Diego, CA 92108-3740


Dear Mr. Barber:

Subject: AMENDMENT NO. 8 TO MTS DOCUMENT NO. G0750.0-02: WORKERS'  
COMPENSATION - LEGAL SERVICES

This letter will serve as Amendment No. 8 to MTS Document No. G0750.0-02. This contract amendment authorizes additional costs not to exceed \$35,000 for the above-referenced legal services. The total value of this contract, including this amendment, is \$300,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,



Paul C. Jablonski  
Chief Executive Officer

WCassi  
DEC8-05.8.AttC.LEGALSVCS.JDOW

Accepted:

\_\_\_\_\_  
Mark Barber  
Wismar & Barber

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.

SDAE 710.1 (PC 50771)

December 8, 2005

### Subject:

MTS: ANDERSON AND RANCHO INDUSTRIAL PARK, A LIMITED PARTNERSHIP,  
RIGHT-OF-ENTRY PERMIT AND LICENSES

### RECOMMENDATION:

Action would authorize the Chief Executive Officer (CEO) to execute an agreement and entitlement documents with Walter H. Anderson and Jessie L. Bernloehr-Anderson, trustees, and Rancho Industrial Park, a limited partnership, owners of Assessor Parcel Nos. 482-320-08 and 482-320-10, respectively, to cover proposed encroachments onto property owned by MTS and San Diego and Arizona Eastern (SD&AE) Railway Company.

#### Budget Impact

Staff costs would be funded from SD&AE reserves.

#### SD&AE Railway Company Board of Directors Recommendation

At its meeting on November 1, 2005, the SD&AE Railway Company Board of Directors approved forwarding this item to the MTS Board.

### DISCUSSION:

Walter H. Anderson and Jessie L. Bernloehr-Anderson, trustees, and Rancho Industrial Park, a limited partnership (Owners) own two properties contiguous to the MTS and SD&AE right-of-way south of Vernon Way and east of the railroad right-of-way in the City of El Cajon. Mr. Anderson inquired about constructing a concrete curb, asphalt berm, and chain-link fencing within the right-of-way to eliminate the problem of ballast material being moved by vehicles driving between the buildings and the right-of-way. Staff visited the site with Pete Jespersen of the San Diego and Imperial Valley (SD&IV)



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.

Railroad and discovered that there is no fence or barrier along the right-of-way to avoid vehicles from damaging the ballast. Staff also discovered that MTS and SD&AE do not have an easement to cross the Owners' property to access the switch located in the vicinity of the requested license and right-of-entry permit.

The right-of-entry permit would allow MTS and SD&AE access to their switch across the Owners' property. The licenses and right-of-entry permit would allow the Owners to construct the concrete curb, asphalt berm, and chain-link fence on right-of-way at the sole expense of the Owners.



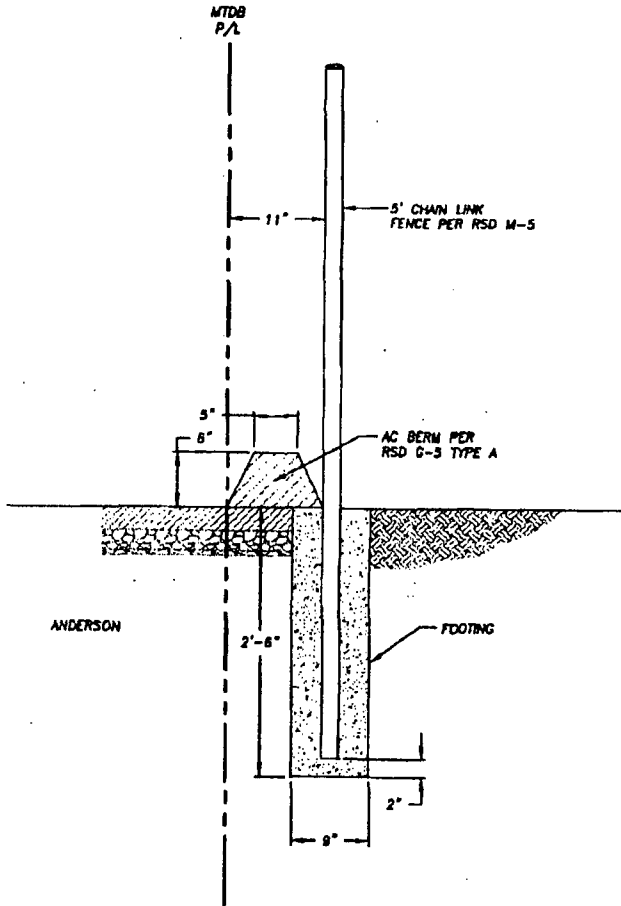
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tim Allison, 619.557.4566, [tim.allison@sdmts.com](mailto:tim.allison@sdmts.com)

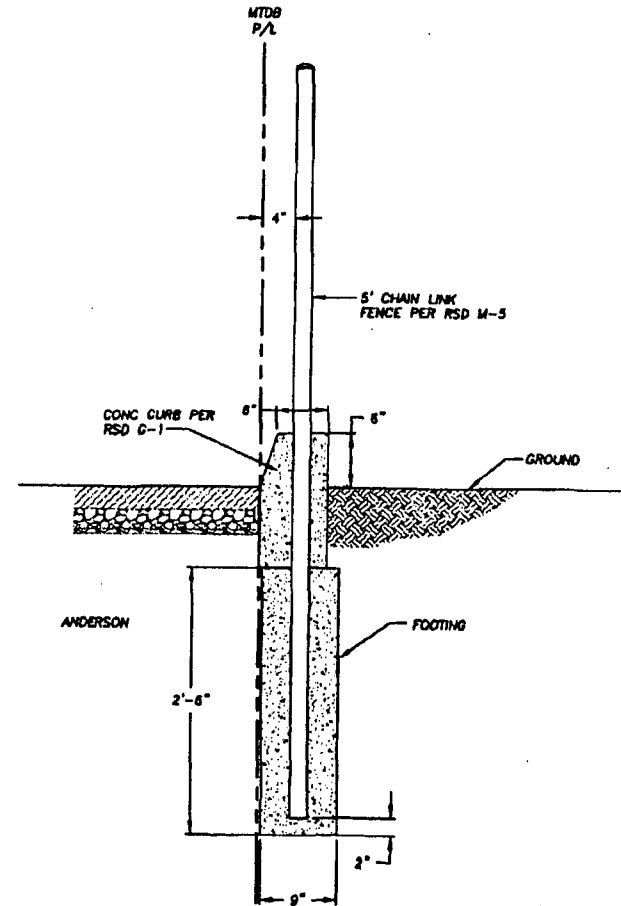
JGarde/  
DEC8-05.9.ROEWALTERANDERSON.TALLISON

Attachments: A. Exhibit "A" to License  
B. Exhibit "B" to License  
C. Right of Entry Permit for MTS and SD&AE access

EXHIBIT A

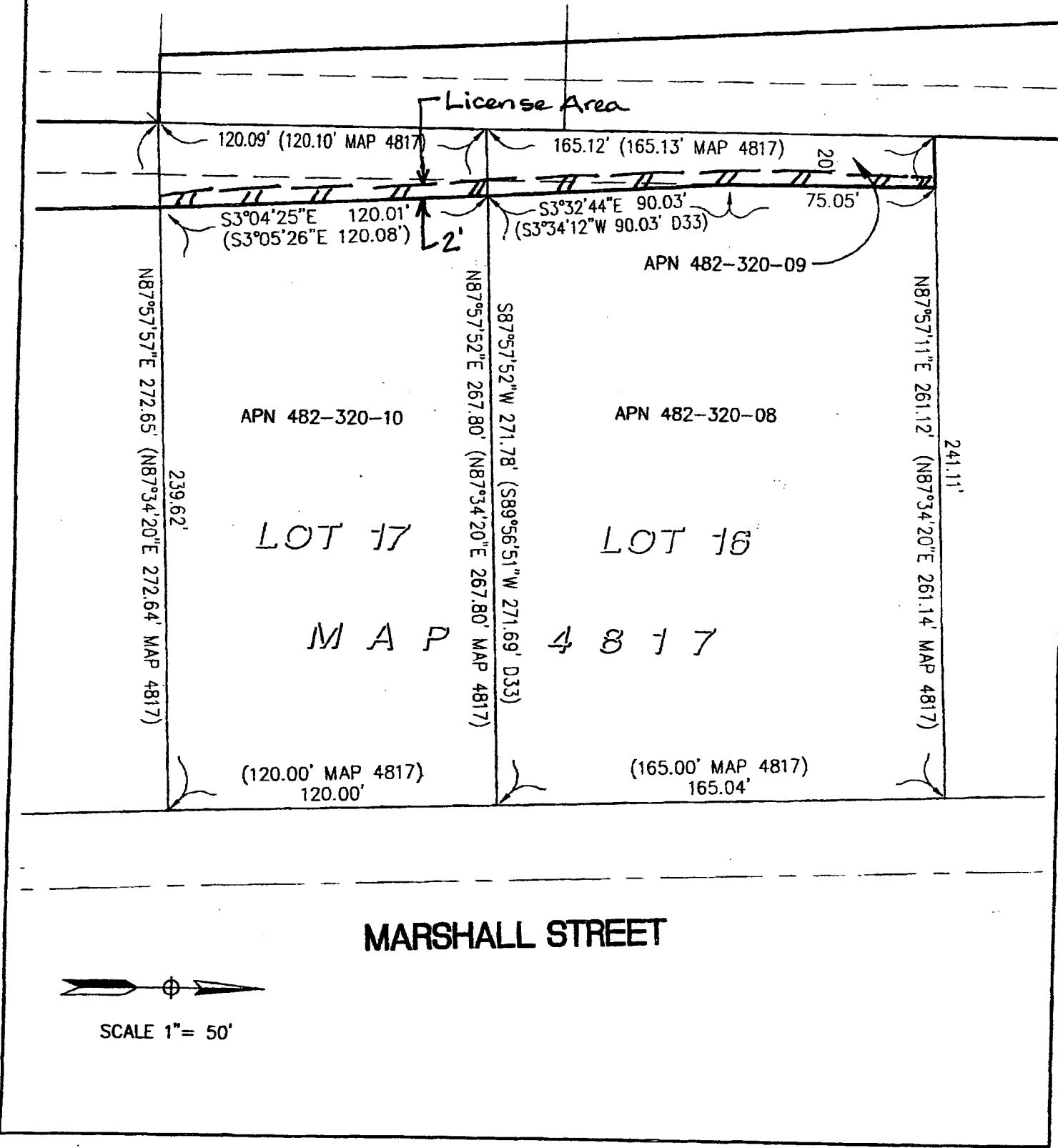


AC BERM DETAIL



CONCRETE CURB DETAIL

EXHIBIT B



**METROPOLITAN TRANSIT DEVELOPMENT BOARD  
AND SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY**

**RIGHT OF ENTRY PERMIT  
(APN 482-320-08)**

Permission is hereby granted by Walter Anderson (check correct vesting) or its/their designee (hereinafter called "Permitter"), to the San Diego Metropolitan Transit Development Board (MTDB), a California Public Agency operating the Metropolitan Transit System (MTS), and/or the San Diego and Arizona Eastern Railway Company, Inc. (SD&AE) (Permittee) to enter upon the Permitter's property (as shown on the map attached hereto and made a part thereof) for the purpose(s) of accessing the switch located on Permittee's property.

This permission is granted with the understanding that the Permittee agrees to release Permitter from any liability arising out of Permittee's operations under this agreement. Furthermore, Permittee agrees to assume responsibility for any damages caused by reason of Permittee's operations under this agreement and will, at Permitter's option, either repair or pay for such damage.

Prior to beginning work, Permittee shall have provided the Permitter with satisfactory certification of insurance, naming Permitter as additional insured:

Permittee shall at all times, defend, indemnify, and save harmless Permitter against, and pay in full, all loss, damage, or expense, including attorney's fees, that Permitter may sustain, incur, or become liable for, resulting in any manner from the construction, maintenance, use, state of repair, or presence of Permittee's facilities and all necessary and proper fixtures and equipment for use in connection therewith, including any such loss, damage, or expense arising out of (a) loss of or damage to property and (b) injury to or death of persons, excepting any loss, damage, or expense and claims for loss, damage, or expense resulting from the sole negligence or willful act of the Permitter, its contractors, officers, agents, or employees.

**SAN DIEGO METROPOLITAN TRANSIT  
DEVELOPMENT BOARD**

**PERMITTER**

Paul C. Jablonski  
Chief Executive Officer

Signature

Date:

Date:

**SAN DIEGO AND ARIZONA EASTERN  
RAILWAY COMPANY**

Name and Address:

Board Member/Alternate

Date:

Phone:

Attachment(s): Map(s)  
cc: Russ Desai, SDTI; Pete Jespersen, SD&IV



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

## Agenda

Item No. 10

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

OPS 970.6

December 8, 2005

Subject:

SDTI: RIGHT-OF-WAY VEGETATION CONTROL SERVICES – CONTRACT  
AMENDMENT AND EXTENSION

### RECOMMENDATION:

That the Board of Directors authorize the President-General Manager of San Diego Trolley, Inc. (SDTI) to:

1. approve contract Amendment No. 3 (SDTI Doc. No. C.O. 008.3-04), in substantially the same form as shown in Attachment A, with Allied Weed Control to add 16 acres of chemical application on the Mission Valley East track right-of-way in an amount not to exceed \$2,216.49; and
2. approve contract Amendment No. 4 (SDTI Doc. No. C.O. 008.4-04) in substantially the same form as shown in Attachment B, with Allied Weed Control to exercise a contract option to extend the right-of-way vegetation control services contract, including Amendment No. 3 above, and add an additional cost of \$4,712.00 for a new chemical, for one additional year, for a total cost not to exceed \$35,009.40.

### Budget Impact

1. A total of \$2,216.49 for Amendment No. 3 would be encumbered to the SDTI FY 06 operating budget Vegetation Control line item.



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.



2. A total of \$35,009.40 for Amendment No. 4 would be encumbered equally to the SDTI FY 06 and FY 07 operating budget Vegetation Control line items.

#### DISCUSSION:

On January 25, 2004, SDTI awarded a service contract to Allied Weed Control for vegetation control of SDTI track and substation right-of-way. The work scope included proper application of chemicals using appropriate equipment on 140 acres of track and other right-of-way and follow-up application. Subsequently, 34 acres were added by Amendment No. 1 for a total coverage of 174 acres. With the opening of Mission Valley East segment this summer, 16 additional acres are needed for this contract for a total of 190 acres of system-wide vegetation control. The unit cost for additional acreage will remain same as the original contract unit price.

The original contract was for a 1-year duration with an option for three 1-year extensions. The first one-year extension was exercised in December 2004 and expires in January 2006. SDTI staff is very satisfied with the performance and responsiveness of this contractor and would like to extend the contract with Allied Weed Control for one more year. Allied Weed Control agreed to keep the same unit prices for the new extension year as in the original contract year (January 2004); however, Allied Weed Control recommends that one new chemical be added to the spray application because some types of vegetation are becoming resistant to the old chemicals, and the new chemical would add to the effectiveness of the spraying application. The cost of this additional chemical would add \$4,712.00 to the contract cost. Staff believes this is fair and reasonable and recommends approval of the second-year extension of this contract that includes additional coverage for Mission Valley East (Attachment A) and the addition of one new chemical to the previously approved list.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595.4908, [Rdesai@sdti.sdmts.com](mailto:Rdesai@sdti.sdmts.com)

DEC8-05.10.ALLIEDWEEDCONTROL.RDESAI

Attachments: A. SDTI Doc. No. C.O. 008.3-04  
B. SDTI Doc. No. C.O. 008.4-04  
C. Cost Proposal

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

# DRAFT

Att. A, AI 10, 12/8/05, OPS 970.6

December 8, 2005

SDTI Doc. No. C.O. 008.3-04  
OPS 970.6

Mr. Carl Ahrendes  
Allied Weed Control  
Post Office Box 127  
Clovis, CA 93613-0127

Dear Mr. Ahrendes:

Subject: AMENDMENT NO. 3 TO SDTI DOC. NO. C.O. 008.0-04; SDTI RIGHT-OF-WAY  
VEGETATION CONTROL SERVICES.

This letter will serve as Amendment No. 3 to SDTI Doc. No. C.A. 008.0-04 for the above-mentioned project, as further described below.

## SCOPE OF SERVICES

The original contract dated January 26, 2004, called for supplying vegetation control services for 140 acres of track right-of-way. Amendment No. 1 added 34 acres for a total of 174 acres of SDTI track right-of-way. This amendment adds 16 acres on Mission Valley East for total system chemical application of 190 acres.

## PAYMENT

The cost of 16 additional acres of chemical application for this amendment shall not exceed \$2,216.49. The total contract value, including this amendment, shall not exceed \$30,297.40.

All other conditions of the original contract shall remain unchanged. If you agree with the above, please sign in the space provided below and return the document marked "Original" to Russ Desai at SDTI. The other copy is for your records.

Sincerely,

Agreed:

Peter D. Tereschuck  
President-General Manager

\_\_\_\_\_  
Carl Ahrendes  
Owner

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

DEC8-05.10.ATTA.ALLIEDWEED.RDESAI

A-1



# San Diego Trolley, Inc.

An Operator in the Metropolitan Transit System



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

DRAFT

Att. B, AI 10, 12/8/05, OPS 970.6

December 8, 2005

SDTI Doc. No. C.O. 008.4-04  
OPS 970.6

Mr. Carl Ahrendes  
Allied Weed Control  
Post Office Box 127  
Clovis, CA 93613-0127

Dear Mr. Ahrendes:

Subject: AMENDMENT NO. 4 TO SDTI DOC. NO. C.O. 008.0-04; SDTI RIGHT-OF-WAY  
VEGETATION CONTROL SERVICES.

This letter will serve as Amendment No. 4 to SDTI Doc. No. C.A. 008.0-04 for the above-mentioned project as further described below.

## SCOPE OF SERVICES

The original contract dated January 26, 2004, was for a one-year duration with an option for three single-year extensions. Amendment No. 2 extended the contract for one year up to January 25, 2006. This amendment exercises an option for second of three single-year extensions. The scope of work for this extension period shall include the scope in the original contract, Amendment No. 1, and Amendment No. 3.

## SCHEDULE

This amendment will renew the contract from January 26, 2006, to January 25, 2007.

## PAYMENT

The cost of the new chemical added to this extension period shall not exceed \$4,712.00. The total contract value including all amendments for this is extension period shall not exceed \$35,009.40

All other conditions of the original contract shall remain unchanged. If you agree with the above, please sign in the space provided below and return the document marked "Original" to Russ Desai at SDTI. The other copy is for your records.

Sincerely,

Agreed:

Peter D. Tereschuck  
President-General Manager, SDTI

\_\_\_\_\_  
Carl Ahrendes  
Owner, Allied Weed Control

DEC8-05.10.ATTB.ALLIEDWEED.RDESAI

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

B-1



P.O. Box 127

Clovis, California 93613

Telephone: (559) 294-1122

Fax: (559) 264-4066

**Allied Weed Control**  
 AGRICULTURAL PEST CONTROL OPERATOR #32295  
 AGRICULTURAL PEST CONTROL ADVISOR #3241

Date: November 15, 2005

**PROPOSAL/CONTRACT**

Account:	San Diego Trolley, Inc.	Location:	San Diego
Contact:	Fred Byle, Superintendent Wayside Maint.		
Address:	1255 Imperial Ave. Suite 900 San Diego, CA 92101-7492	Phone:	(619) 595-4949 Ext. Other:
		Fax:	(619) 238-1575

**DEFINITIONS OF CONTROL****YEAR ROUND CONTROL:**

99% control of annual weeds and suppression of perennial weed populations. This program includes a residual application and additional contact and/or systemic application as needed.

**RESIDUAL APPLICATION:**

Pre-emergent or soil active chemicals are applied in various methods before or after the first recorded rainfall depending on soil type. Applications need rain or water physically added to activate pre-emergent chemical. On annual weeds expect 95% or better control and on perennial weeds a reduction of established stands.

**CONTACT AND /OR SYSTEMIC CONTROL:**

One or more applications of a contact or systemic herbicide for control of annual weeds before the plant fibers harden. Multiple applications are necessary because no pre-emergent herbicide was added to prevent continual seed germination. On perennials, systemic's are designed to eradicate total populations over a period of a few years only when residuals are included. Temporary control is achieved with contact/systemic's and 100% control is not guaranteed.

**SUB-ASPHALT APPLICATION:**

Designed to control annual and perennial weeds up to one year.

**CONDITIONS:**

When residuals or pre-emergent chemicals are used to control weeds, their persistence in the soil can last for more than one year. If the land use changes to growing desirable plants during the contract year or afterwards, Allied Weed Control is not liable for phytotoxic damage to desirable plants or crops.

**GUIDELINES**

**ACRES** approx 190 ( includes Green Line) **MAP ENCLOSED:** on file

**DETAILS:** To continue vegetation control contract for one year extension for option year 2006. Due to Round-up resistance on Mare's tail and Fleabane, our chemical program will have to be altered to achieve desired results. The price of \$159.46 per acre will remain the same except for additional chemical expenses for Transline, Edict, and Vanquish for Round-up resistance management. Total increase chemical costs is estimated and not to exceed \$4,712.00. We are increasing load carrying capacity to 2000 gallons on our hy-rail equipped spray-rig.

**TOTAL QUOTATIONS**

Year Round Control.....	\$30,297.40
Additional Chemicals.....	\$ 4,712.00
Contact/Systemic Control.....	
Total Increase.....	\$35,009.40

**TERMS:** 55% during 1<sup>st</sup> Qtr due to residuals & 15% due 2<sup>nd</sup> Qtr, 15% due 3<sup>rd</sup> Qtr. and 15% due 4<sup>th</sup> Qtr. due to resistance management.

**CONTROL DURATION:** From January 1, 2006 to December 31, 2008.

A Certificate of Insurance is available upon request. This proposal is valid only for 30 days following the date written.

\_\_\_\_\_  
 Carl Ahrendes

\_\_\_\_\_  
 Allied Weed Control

The above proposal is accepted and one signed copy is returned.

Purchase Order No.

Customer

Date



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

## Agenda

Item No. 11

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

OPS 970.6

December 8, 2005

Subject:

SDTI: LRV PANTOGRAPH PARTS PROCUREMENT - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the President-General Manager to execute a Standard Procurement Agreement (Attachment A) with Schunk Graphite Technologies, Inc., for light rail vehicle (LRV) pantographs and pantograph parts, for total cost not to exceed \$48,994.36, including California sales tax.

Budget Impact

The \$48,994.36 for pantographs and parts will come from LRV Maintenance-Materials and Supplies line item of FY 06 operating budget.

DISCUSSION:

A pantograph is an assembly on an LRV that directs the power from the overhead catenary wire to the traction motors onboard the vehicle. In addition to normal wear and tear, this assembly occasionally gets damaged due to defects in the catenary system or catenary wire-pantograph carbon interface problems. SDTI carries spare assembly and components to respond to such incidents. Our inventory of these parts is running low and needs to be replenished. SDTI solicited bids and received three responses (Attachment C) to procure three complete pantograph assemblies for U2 and SD 100 vehicles and other components). Schunk Graphite Technologies, Inc. submitted the lowest bid.

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595.4908, [rdesai@sdti.sdmmts.com](mailto:rdesai@sdti.sdmmts.com)

DEC8-05.11.LRVPANTOGRAPH.RDESAI

Attachments: A. Standard Procurement Agreement  
B. Bid Summary



# San Diego Trolley, Inc.

An Operator in the Metropolitan Transit System



# DRAFT

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

## STANDARD PROCUREMENT AGREEMENT

C.O.059.0-06  
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2005, in the State of California by and between San Diego Trolley, Inc. (SDTI), and the following contractor, hereinafter referred to as "Contractor":

Name: Schunk Graphite Technologies, Inc. Address: W146 N9300 Held Drive  
Form of Business: Corporation Menomonee Falls, WI 53051-1643  
(Corporation, partnership, sole proprietor, etc.) Telephone: (800)941-0434  
Authorized person to sign contracts: Brian Wagner Vice President-Sales and Marketing  
Name Title

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

Furnish three U2 and three SD 100 LRV pantographs, six hand-crank, and six housing assemblies in accordance with price quote No. 04-GB4-561 and the Federal Requirements.

Total cost of this procurement including California sales tax shall not exceed \$48,994.36.

SAN DIEGO TROLLEY INC.		CONTRACTOR AUTHORIZATION
By: _____ President-General Manager		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$48,994.36	352 54510	06

By: \_\_\_\_\_  
Chief Financial Officer

Date

SA-PROCUREMENT (Rev 3-05)

11/23/05

(Continued on \_\_\_ sheets, each bearing contract number)

DEC8-05.11.ATTA.LRV/PANTOGRAPH.RDESAI



BID SUMMARY

LRV PANTOGRAPHS AND PARTS PROCUREMENT

San Diego Trolley, Inc. (SDTI)

<u>Vendor Name</u>	<u>Bid Unit Price</u>
Dahl-Beck Electric 2775 Goodrick Avenue, Richmond, CA. 94801-1109	\$54,437.82.00
Schunk Graphite Technologies, Inc. W146 N9300 Held Drive, Menomonee Falls, WI 53051-1643	\$48,994.36**
Multi Source 2Secatoag Avenue, Port Washington, NY 11050-4280	\$51,933.67

\*\* Responsive low bid

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Russ Desai  
Project Manager



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

## Agenda

Item No. 12

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

ADM 110 (PC 50121)

December 8, 2005

### Subject:

MTS: CREATION OF AN AD HOC POLICY REVIEW COMMITTEE TO REVIEW  
BOARD POLICY NO. 22

### RECOMMENDATION:

That the Board receive a recommendation from the Executive Committee and create an Ad Hoc Policy Review Committee consisting of Toni Atkins, Thomas Clabby, Bob Emery, Jerry Rindone, and Ron Roberts to review and revise MTS Board Policy No. 22 to allow for a clearly defined Chairperson appointment process, Committee member appointment process, and Executive Committee composition and rotation schedule. The Ad Hoc Policy Review Committee would meet in December and report to the Executive Committee on January 5, 2006. Proposed revisions would then be presented to the Board on January 12, 2006.

### Budget Impact

None.

### Executive Committee Recommendation

At its meeting on December 1, 2005, the Executive Committee recommended forwarding this item to the Board for approval.



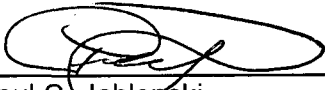
Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

The California Public Utilities Code requires the Board to adopt a policy or procedure that governs how the Board conducts meetings and committees and how members are appointed to committees. MTS Policy No. 22, entitled "Rules of Procedure for the Metropolitan Transit Development Board," sets forth the rules of procedure for the Board, including membership, meeting schedules, ordinances, public comment, and the scope and purpose of the Executive Committee. Policy No. 22 was enacted in 1984 and has been periodically modified since its inception; however, there has never been a clearly defined process for the election or nomination of the chairperson or committee members. There is also no clearly defined procedure for the rotation of members on or off of the Executive Committee. In light of the current nomination process, the Executive Committee is recommending that the Board create an Ad Hoc Policy Review Committee to review Policy No. 22 and provide direction to the Executive Committee and the Board on possible changes to create a clearly defined nomination and election procedure for the position of Chairperson, committee member appointments, and the composition and rotation schedule for the Executive Committee.

A copy of the current Policy No. 22 is attached to this item (Attachment A).



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, [Tiffany.Lorenzen@sdmts.com](mailto:Tiffany.Lorenzen@sdmts.com)

JGarde  
DEC8-05.12.POLICY22.TLOREN

Attachments: A. Board Policy No. 22

## Policies and Procedures

No. 22

Subject:

Board Approval: 2/26/04

### RULES OF PROCEDURE FOR THE METROPOLITAN TRANSIT DEVELOPMENT BOARD

#### PURPOSE:

To define and clarify Board Rules of Procedure and incorporate them in Board Policy.





#### BACKGROUND:

In 1977, the Board adopted Rules of Procedure by resolution and from time to time amendments have been adopted. The Rules shall be contained in Board Policy for ease of reference and periodic updating.

#### 22.1 Membership and Organization

- 22.1.1 Membership in this Board shall be as provided in Division 11, Chapter 1, Section 120050.2 of the California Public Utilities Code.
- 22.1.2a This Board shall exercise all powers authorized by the laws of the State of California.
- 22.1.2b Only the duly selected official representative, or in his absence his duly selected alternate, shall be entitled to represent a member agency in the deliberations of the Board.
- 22.1.2c Names of the official representatives and alternates shall be communicated in writing to the Board by each participating member agency and shall thereafter be annually communicated or reaffirmed prior to the February meeting of the Board and at such other times as changes in representation are made by member agencies.
- 22.1.3 The Board shall have the authority to appoint committees or subcommittees and may provide for the appointment of alternates to these committees or subcommittees.
- 22.1.3a Standing committees shall be appointed by the Board as may be required to carry out general and continuing functions and shall be abolished only upon specific action by the Board.

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

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration  
Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at [sdcommute.com](http://sdcommute.com)

- 22.1.3b Ad hoc specialized subcommittees may be appointed by the Board as the need arises to accomplish specific tasks. Upon completion of its assignment, each ad hoc subcommittee shall disband.
- 22.1.3c Board members serving on such subcommittees shall be compensated as provided by Board ordinance. The Chief Executive Officer is authorized to enter into agreements to compensate individuals who were Board members at the time of their appointments to such subcommittees and who continue to serve on such subcommittees after their terms of office as Board members, subject to the same limitations as exist for compensation of Board members, and subject to replacement by the Board.
- 22.2 Meetings
- 22.2.1 The Board at its first meeting, and thereafter annually at the first meeting in January, shall elect a vice-chairman who shall preside in the absence of the chairman. In the event of the absence or inability to act by the chairman and vice-chairman, the members present, by an order entered in the minutes, shall select one of their members to act as chairman pro tem, who, while so acting, shall have all of the authority of the chairman.
- 22.2.2a On or before the first regular meeting of the Board in December of each year, the Board shall adopt a schedule of its meetings by date, time and location for the coming year. The Board shall conduct at least one regular meeting in each of the subsequent twelve months. The schedule of the meetings shall be published in the local newspaper of general circulation prior to the next regular meeting.
- 22.2.2b The Board may, when necessary, change the time and place of regular meetings. The Board action shall set forth the circumstances necessitating such change. Notice of such change shall be published once in a local newspaper of general circulation at least 24 hours prior to the first meeting being held pursuant to such change.
- 22.2.2c The Clerk of the Board shall forward written notice of the annual schedule of regular meetings and any changes thereto stating the dates, times and locations to each member's agency and to the respective members and alternates of the Board and the standing committees not less than seven days prior to the first regular meeting so scheduled. The Clerk shall post a copy of such notice if such has been previously requested in writing.

22.2.2d Special meetings may be called and noticed under the provisions of the Ralph M. Brown Act as applicable, and specifically, Section 54956 of the California Government Code. The call and notice shall be posted in an area accessible to the public at least 24 hours prior to the meeting.

Special meetings normally shall be called by a majority of the Board or Executive Committee only upon a finding that extraordinary circumstances require Board action prior to the next scheduled Board meeting, such as to discuss a work stoppage or significant litigation, or that a special meeting is necessary to hold a workshop, a joint meeting with another agency, or for other special purposes at a future date beyond the next Board meeting. The Chair may call such meetings only when such extraordinary circumstances arise after the last Board or Executive Committee meeting and Board action is required prior to the next regularly scheduled Board meeting.

22.2.2e A majority of the members of the Board shall constitute a quorum for the transaction of business, and all official acts of the Board shall require the affirmative vote of a majority of the members of the Board.

22.2.3 Parliamentary procedure at all meetings shall be governed by Robert's Rules of Order Newly Revised except as otherwise modified herein.

22.2.4a The Clerk of the Board shall, prior to each regular meeting, forward to each member's agency and to the respective members and alternates of the Board and standing committees, a copy of the agenda in accordance with the schedule adopted by the Board. The agendas shall also be mailed to each person or entity previously requesting such in writing. The Clerk shall post the agenda in an area accessible to the public at least 72 hours before the meeting. Agenda materials shall be available as public record in accordance with the Ralph M. Brown Act and, specifically, Section 54957.5 of the California Government Code.

22.2.4b The Board may take action on items of business not appearing on the posted agenda under any of the following conditions:

1. Upon determination by a majority vote of the Board that an emergency situation exists. For purposes of this section, "emergency situation" means any of the following:
  - (a) Work stoppage or other activity which severely impairs public health, safety, or both, as determined by a majority of the members of the Board.

- (b) Crippling disaster which severely impairs public health, safety, or both as determined by a majority of the members of the Board.

- 2. Upon a determination by a two-thirds vote of the Board, or, if less than two-thirds of the members are present, a unanimous vote of those members present, that the need to take action arose subsequent to the agenda being posted as specified in Section 22.22.2.4a.
- 3. The item was posted pursuant to Section 22.22.2.4a for a prior meeting of the Board occurring not more than five calendar days prior to the date action is taken on the item, and at the prior meeting the item was continued to the meeting at which action is being taken.

22.2.4c Requests for Board action may be initiated by any member of the Board or any staff officer pursuant to the notice requirements of these Rules of Procedure.

22.2.4d Communication requests may be initiated by an individual and submitted to the Clerk by letter or on forms provided by the Clerk and must state the subject matter and the action which the writer wishes the Board to take. The Clerk shall review all communication requests so received and shall list them on the Board's docket under those items which the Clerk deems to be proper areas of discussion or action by the Board. When a Communications item is listed on the docket, it is not debatable and must be referred to an appropriate committee, other public agency or to the staff to prepare a report or filed.

22.2.5 Any permanent rule of the Board as set forth herein and unless otherwise established by law may be suspended temporarily by a two-thirds vote of the members present.

### 22.3 Amendments

22.3.1 The Board shall be responsible for making all amendments to these rules.

22.3.1a Proposed amendments may be originated by the Board or any member of such, or by the Chief Executive Officer.

22.3.1b Each proposed amendment shall be considered by the Board and a copy thereof forwarded by the Clerk of the Board to the official representative of each member agency, his alternate, and the agency itself, at least five days prior to the meeting at which such proposed amendment will be voted upon.

## 22.4 Ordinances

- 22.4.1 Every ordinance shall be signed by the Chairman of the Board and attested by the Clerk of the Board.
- 22.4.2 On the passage of all ordinances the votes of the several members of the Board shall be entered on the minutes.
- 22.4.3 Ordinances shall not be passed within five days of their introduction, nor at other than a regular meeting or at an adjourned regular meeting. However, an urgency ordinance may be passed immediately upon introduction and either at a regular or special meeting. Except when, after reading the title, further reading is waived by regular motion adopted by unanimous vote of the Board members present, all ordinances shall be read in full either at the time of introduction or passage. When ordinances, other than urgency ordinances, are altered after introduction, they shall be passed only at a regular or at an adjourned regular meeting held at least five days after alteration. Corrections of typographical or clerical errors are not alterations within the meaning of this section.
- 22.4.4a The Clerk of the Board shall cause a proposed ordinance or proposed amendment to an ordinance, and any ordinance adopted by the Board, to be published at least once, in a newspaper of general circulation published and circulated in the Board's area of jurisdiction.
- 22.4.4b The publication of an ordinance, as required by subdivision, may be satisfied by either of the following actions:
6. The Board may publish a summary of a proposed ordinance or proposed amendment to an ordinance. The summary shall be prepared by the Clerk of the Board and General Counsel. The summary shall be published and a certified copy of the full text of the proposed ordinance or proposed amendment shall be posted in the office of the Clerk of the Board at least five (5) days prior to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within 15 days after adoption of the ordinance or amendment, the Board shall publish a summary of the ordinance or amendment with the names of those Board members voting for and against the ordinance or amendment and the Clerk of the Board shall post in the office of the clerk a certified copy of the full text of the adopted ordinance or amendment along with the names of those Board members voting for and against the ordinance or amendment.

2. If the person designated by the Board determines that it is not feasible to prepare a fair and adequate summary of the proposed ordinance or amendment, and if the Board so orders, a display advertisement of at least one-quarter of a page in a newspaper of general circulation in the Board's area of jurisdiction shall be published at least five (5) days prior to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within 15 days after adoption of the ordinance or amendment, a display advertisement of at least one-quarter of a page shall be published. The advertisement shall indicate the general nature of, and provide information regarding, the adopted ordinance or amendment including information sufficient to enable the public to obtain copy of the complete text of the ordinance or amendment, and the name of those Board members voting for and against the ordinance amendment.

22.4.5 Ordinances shall take effect thirty days after their final passage. An ordinance takes effect immediately, if it is an ordinance for the immediate preservation of the public peace, health or safety, containing a declaration of the facts constituting the urgency, and is passed by a four-fifths vote of the Board.

## 22.5 Public Comment

22.5.1 At a Public Hearing of the Board, persons wishing to provide comment and testimony shall be permitted to address the Board after submitting a written request to speak to the Clerk, identifying the person and the subject agenda item. The Chairman may limit the time for each presentation and may permit additional time to speakers representing a group of individuals or organizations to avoid duplicative testimony. Ordinarily, each speaker will be allowed no more than three minutes.

22.5.2 Persons wishing to comment on agenda items other than a public hearing must submit a written request to speak in advance to the Clerk, identifying the person and the subject agenda item. Comments must be limited to issues relevant to the particular agenda item. The Chairman may limit the time for each presentation and may permit additional time to speakers representing a group of individuals or organizations to avoid duplicative testimony. Ordinarily, each speaker will be allowed no more than three minutes.

22.5.3 Public comment on matters not on the agenda will be permitted on items of interest to the public that are within the subject matter jurisdiction of the Board. Persons wishing to comment must submit a written request in advance to the Clerk identifying the person and subject matter. The Chairman may limit the time for each speaker. Ordinarily, each speaker will be allowed no more than three minutes.

## 22.6 Executive Committee

22.6.1 The Executive Committee of the Board shall consist of the Chairman, a member from the County of San Diego, a member from the City of San Diego, a member from the City of Chula Vista, National City, Coronado or Imperial Beach, and a member from the City of Lemon Grove, La Mesa, El Cajon, Poway or Santee. The members from the County of San Diego, the City of San Diego, the South Bay and the Eastern cities, one of which shall be the Vice-Chairman of the Board, shall each be appointed by the MTD Board of Directors for a term of two years with terms of the members from South Bay and from East County to be staggered.

The MTD Board of Directors shall also appoint an alternate member of the Executive Committee for each of the members of the Executive Committee from among the remaining Board members. Second alternates shall be appointed to represent the South Bay cities and the East county cities. The alternate for the County member of the Executive Committee shall be the County's alternate member of the Board.

Alternates shall be appointed for a term of two years or such lesser term as necessary to coincide with the term of the member for whom the alternate is appointed.

The prior Chairs of San Diego Transit Corporation and San Diego Trolley, Inc., shall each serve as an ex officio director on the Executive Committee.

The ex officio member may participate in deliberations, but shall not be entitled to vote or hold an office other than ex officio member. The ex officio member shall not be counted for the purpose of providing a quorum for any meeting. MTDB shall compensate such ex officio members in the same manner as regular Executive Committee members.

22.6.2 The primary purposes of the Executive Committee shall be to review and recommend consent items for the agenda of the next MTD Board of Directors meeting; establish the order of items; add or delete items as appropriate; and provide input and direction on emerging policies, plans and issues in advance, for Board consideration.

22.6.3 Three members shall constitute a quorum and three affirmative votes shall be required to approve any item. In the absence of a quorum, the Chairman may review and recommend consent items for the agenda and establish the order of items and add or delete items.



- 22.6.4 The Executive Committee shall adopt operating procedures as are necessary for the conduct of its business.

22.7 Board Member Standards of Conduct

- 22.7.1 The purpose of this policy is to emphasize that each Board member occupies a position of public trust that demands the highest moral and ethical standard of conduct.
- 22.7.2 This policy shall be supplemental and in addition to the Conflict of Interest Code of the Board and is not intended to supersede such Code or any provisions thereof.
- 22.7.3 Board members shall not engage in any business or transaction or have a financial or other personal interest, actual, potential, or apparent, which is incompatible with the proper discharge of his or her official duties or would tend to impair his or her independence of judgment or action in the performance of such duties. Such business, transaction, or interest shall constitute a conflict of interest.
- 22.7.4 No Board member shall engage in any enterprise or activity that shall result in any of the following:
- a. Using the prestige or influence of the Board office for private gain or advantage of the member or another person.
  - b. Using time, facilities, equipment, or supplies of the Board for the private gain or advantage of the member or another person.
  - c. Using official information not available to the general public for private gain or advantage of the member or another person.
  - d. Receiving or accepting money or other consideration from anyone other than the Board for the performance of acts done in the regular course of duty.
  - e. Receiving or accepting, directly or indirectly, any gift or favor from any one doing business with the Board under circumstances from which it could reasonably be inferred that such was intended to influence such person in such person's duties or as a reward for official action.
  - f. Soliciting any gift or favor in such person's official capacity, either directly or indirectly, when such solicitation might

reasonably be inferred as to have a potential effect on such person's duties or decision, or when the individual's position as a Board member would in any way influence the decision of the person being solicited.

- g. Engaging in or accepting private employment or rendering services for private interest, direct or indirect, which may conflict with such person's responsibility or duty, or which, because of that person's position, may influence a decision to the benefit of the organization in which such person has an interest.

22.7.5 If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item, and the Board will make a decision regarding this agenda item during an open session meeting, the Board member must recuse himself or herself or, in the case of uncertainty, request a binding determination from the Board's counsel. If the Board member has a conflict, he or she may observe, but not participate, in the decision-making process.

22.7.6 If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item to be discussed during a closed session meeting, the Board member shall be disqualified and not present during such discussion so as not to make, participate in making, or in any way attempt to use his or her official position to influence the discussion or decision. In such case, the Board member must recuse himself or herself or, in the case of uncertainty, request a binding determination from the Board's counsel. In accordance with the Brown Act, the Board member would be entitled to any information that is publicly reported. The Board member would not, however, be privy to any confidential or privileged information or communications pertaining to the closed session agenda item.

22.7.7 No Board member shall disclose to any person, other than members of the Board and other Board staff designated to handle such confidential matters, the content or substance of any information presented or discussed during a closed session meeting unless the Board authorizes such disclosure by the affirmative vote by a majority of the Board.

22.7.8 No Board member may disclose confidential or privileged information or communications to any person other than a Board member, counsel to the Board, or other Board staff designated to handle such matters, unless disclosure is mandated by law or the Board authorizes such disclosure by the affirmative vote of a majority of the Board.

22.7.9 A Board member shall not be privy to confidential or privileged information or communications concerning threatened,

anticipated, or actual litigation affecting the Board where the Board member has an actual, potential, or apparent conflict of interest. In the case of uncertainty as to whether a conflict of interest exists, the Board's counsel shall issue a binding determination.

- 22.7.10 No Board member shall represent a position on an issue to be the Board's unless the Board has formally adopted such position at a public meeting.
- 22.7.11 Any violation of this policy shall constitute official misconduct if determined by an affirmative vote of the majority of the Board in an open and public meeting. The Board may elect to censure the Board member and the violation may be subject to criminal and/or civil penalties as provided for by applicable law.

SGreen/SChamp  
Policy.22  
2/26/04

Original Policy approved on 4/5/84.  
Policy revised on 1/12/84.  
Policy revised on 7/11/85.  
Policy revised on 1/8/87.  
Policy revised on 1/11/90.  
Policy revised on 8/23/90.  
Policy revised on 1/10/91.  
Policy revised on 3/24/94.  
Policy revised on 1/14/99.  
Policy revised on 6/14/01.  
Policy revised on 1/10/02.  
Policy revised on 1/24/02.  
Policy revised on 5/8/03.  
Policy revised 2/26/04.

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

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\*\***

8:43

## 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 DEC 8, 2005Name (PLEASE PRINT) CHARLES LUNGERHAUSENAddress 5308 MONROE AVE #124Telephone 619-546-5610Organization Represented (if any) SELFSubject of your remarks: MTS: TEN YEAR CAPITAL FINANCIAL ANALYSIS (SUPPORT)

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT



OPPOSITION



## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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

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

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

**1.**

**Dec. 08, 2005**

**MTS mtg.**

**AGENDA ITEM #30 (Ten-Year Capital Financial Analysis)**

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

**Like the scenarios put forward in this item but feel they would get more  
state and federal support with more local sales tax support as is done in  
competing cities like Denver, Seattle and Minneapolis. So wake up San  
Diego people to the competition for dollars in the country.**

**Thank you for listening and the opportunity to speak.**



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

## Agenda

Item No. 30

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

FIN 310.1 (PC 50902)

December 8, 2005

Subject:

MTS: TEN-YEAR CAPITAL FINANCIAL ANALYSIS

### RECOMMENDATION:

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

#### Budget Impact

None.

#### Executive Committee Recommendation

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

### DISCUSSION:

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

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



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

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

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

## FINANCIAL PLANNING PROCESS

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

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

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

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

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

#### Scenario 1 – Status Quo

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

#### Scenario 2 – Expanded Green Line

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

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

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

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

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



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

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

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

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

Minimum Cost Per Year: \$61.5 million

### REVENUE

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

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

### SHORTFALLS

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

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

### POTENTIAL FUNDING SOLUTIONS

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

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

#### CONCLUSION

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



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Paul C. Jablonski  
Chief Executive Officer

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

GWill/JGarde  
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Attachment: A. Capital Financial Analysis

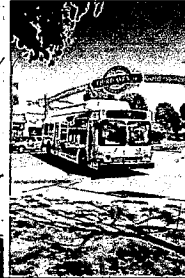
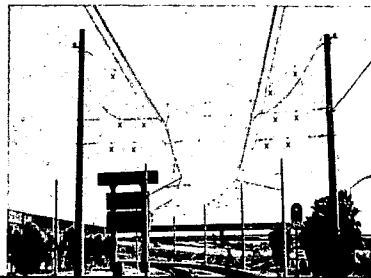
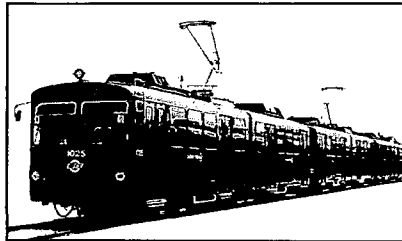
### Capital Funding Projections

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

### Capital Needs Projections

CATEGORY	TOTAL FY07 - FY16	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16
<b>San Diego Trolley, Inc.</b>											
Light Rail Vehicle Equipment	\$ 20,339,927	\$ 3,359,976	\$ 2,759,976	\$ 2,759,976	\$ 2,759,976	\$ 2,540,008	\$ 2,540,008	\$ 2,540,008	\$ 360,000	\$ 360,000	\$ 360,000
Non-Revenue Vehicles	2,910,000	280,000	330,000	280,000	330,000	280,000	330,000	280,000	330,000	280,000	190,000
Non-Revenue Equipment	23,466,000	30,000	508,000	7,916,500	1,561,500	4,311,500	287,000	218,500	672,000	251,000	7,710,000
Wayside Signal Equipment	7,046,920	216,000	722,240	849,240	849,240	849,240	849,240	849,240	831,240	818,740	312,500
Overhead Catenary System	19,980,000	2,060,000	3,405,000	4,055,000	4,055,000	3,905,000	500,000	500,000	500,000	500,000	500,000
Traction Power Substations	10,694,500	731,500	1,390,000	2,871,000	1,586,000	1,586,000	636,000	636,000	786,000	236,000	236,000
Rail and Trackway Improvements	34,238,600	-	1,616,200	6,807,600	5,966,400	5,966,400	3,531,400	3,081,400	2,756,400	2,506,400	2,006,400
Track Drainage	2,000,000	-	-	-	250,000	-	1,500,000	-	-	250,000	-
Facilities and Buildings	2,160,000	650,000	220,000	500,000	150,000	225,000	-	190,000	-	150,000	75,000
Communications Equipment	5,905,976	949,992	560,000	564,000	555,000	560,000	974,992	555,000	555,000	575,000	56,992
Stations (Shelters and Structures)	10,150,000	300,000	2,600,000	2,150,000	1,850,000	1,850,000	750,000	200,000	450,000	-	-
Signal / Track Enhancements	14,000,000	10,000,000	4,000,000	-	-	-	-	-	-	-	-
Bus Shelters	3,120,000	405,000	405,000	395,000	395,000	395,000	375,000	375,000	375,000	-	-
Asphalt and Concrete Repairs	1,500,000	187,500	187,500	187,500	187,500	187,500	187,500	187,500	187,500	-	-
<b>Total San Diego Trolley, Inc.</b>	<b>\$ 157,511,923</b>	<b>\$ 19,169,968</b>	<b>\$ 18,703,916</b>	<b>\$ 29,235,816</b>	<b>\$ 20,495,616</b>	<b>\$ 22,655,648</b>	<b>\$ 12,461,140</b>	<b>\$ 9,612,648</b>	<b>\$ 7,803,140</b>	<b>\$ 5,927,140</b>	<b>\$ 11,446,892</b>
<b>San Diego Transit Corporation</b>											
Heavy-Duty Mid-Size Buses	\$ 114,988,000	\$ 100,000	\$ 11,435,000	\$ 11,376,000	\$ 9,400,000	\$ 9,780,000	\$ 10,180,000	\$ 10,580,000	\$ 11,300,000	\$ 16,557,000	\$ 24,280,000
Security	2,254,500	2,051,000	58,500	145,000	-	-	-	-	-	-	-
Facility Expansion and Remodeling	6,100,800	3,656,300	483,000	335,000	1,086,500	540,000	-	-	-	-	-
Non-Revenue Vehicles	250,000	122,000	-	62,000	-	-	-	66,000	-	-	-
Non-Revenue Equipment	116,400	43,200	49,100	6,500	17,600	-	-	-	-	-	-
IT Equipment	290,900	151,800	32,300	33,800	35,600	37,400	-	-	-	-	-
Miscellaneous Capital	3,142,000	250,000	262,000	275,000	289,000	304,000	319,000	335,000	352,000	369,000	387,000
<b>Total San Diego Transit Corporation</b>	<b>\$ 127,142,600</b>	<b>\$ 6,374,300</b>	<b>\$ 12,319,900</b>	<b>\$ 12,233,300</b>	<b>\$ 10,828,700</b>	<b>\$ 10,661,400</b>	<b>\$ 10,499,000</b>	<b>\$ 10,981,000</b>	<b>\$ 11,652,000</b>	<b>\$ 16,926,000</b>	<b>\$ 24,667,000</b>
<b>MTS Contracted Bus Operations</b>											
Heavy Duty Buses	\$ 77,786,500	\$ 50,000	\$ 40,857,500	\$ -	\$ -	\$ -	\$ 12,216,000	\$ 24,863,000	\$ -	\$ -	\$ -
Mid-Size Buses	11,140,000	2,400,000	3,140,000	-	5,600,000	-	-	-	-	-	-
Small Buses (Minibus/Paratransit)	28,005,000	4,200,000	2,800,000	685,000	2,420,000	500,000	500,000	7,100,000	7,000,000	2,800,000	-
Chula Vista Transit Heavy Duty Buses	14,625,000	-	1,700,000	-	-	-	7,635,000	5,290,000	-	-	-
National City Transit Heavy Duty Buses	8,464,000	-	-	-	-	-	-	8,464,000	-	-	-
Non-Revenue Vehicles	1,227,998	276,333	111,333	36,333	226,333	-	-	157,500	193,833	226,333	-
Non-Revenue Equipment	8,116,000	1,350,000	2,345,000	655,000	525,000	485,000	485,000	506,000	627,000	568,000	590,000
Revenue Equipment	9,150,000	1,150,000	-	-	-	8,000,000	-	-	-	-	-
Security	4,185,000	4,185,000	-	-	-	-	-	-	-	-	-
South Bay Maintenance Facility	14,980,000	4,340,000	4,175,000	3,080,000	2,025,000	380,000	25,000	130,000	325,000	175,000	325,000
East County Bus Maintenance Facility	13,280,000	4,000,000	4,000,000	3,000,000	2,000,000	-	230,000	-	-	-	50,000
Multimodal Building 3	217,000	81,000	18,000	120,000	-	-	-	-	-	-	-
Communications Equipment	1,445,000	-	150,000	460,000	-	-	-	685,000	150,000	-	-
Regional Transit Centers & System Improvements	6,800,000	515,000	580,000	665,000	675,000	710,000	715,000	720,000	735,000	740,000	745,000
Bus Transit Centers Development	5,500,000	100,000	2,100,000	1,800,000	1,500,000	-	-	-	-	-	-
<b>Total MTS Contracted Bus Operations</b>	<b>\$ 204,921,498</b>	<b>\$ 22,647,333</b>	<b>\$ 81,774,833</b>	<b>\$ 10,501,333</b>	<b>\$ 14,971,333</b>	<b>\$ 10,055,000</b>	<b>\$ 21,806,000</b>	<b>\$ 47,915,500</b>	<b>\$ 9,030,833</b>	<b>\$ 4,509,333</b>	<b>\$ 1,710,000</b>
<b>Subtotal System Needs</b>	<b>\$ 489,576,021</b>	<b>\$ 48,191,801</b>	<b>\$ 92,798,649</b>	<b>\$ 51,970,449</b>	<b>\$ 46,295,649</b>	<b>\$ 43,372,048</b>	<b>\$ 44,766,140</b>	<b>\$ 68,509,148</b>	<b>\$ 28,485,973</b>	<b>\$ 27,362,473</b>	<b>\$ 37,823,892</b>
<b>Funding Deficit</b>	<b>\$ (214,155,774)</b>	<b>\$ (20,839,827)</b>	<b>\$ (76,066,592)</b>	<b>\$ (25,491,569)</b>	<b>\$ (19,699,164)</b>	<b>\$ (15,347,212)</b>	<b>\$ (16,802,057)</b>	<b>\$ (38,894,767)</b>	<b>\$ 1,289,909</b>	<b>\$ 3,886,271</b>	<b>\$ (6,390,766)</b>
<b>SDTI Rehabilitation / Purchase Options</b>											
Scenario 1 - Status Quo	125,600,000	16,400,000	33,600,000	33,600,000	14,400,000	14,400,000	13,200,000	-	-	-	-
<b>Funding Deficit Including Scenario 1</b>	<b>\$ (339,755,774)</b>	<b>\$ (37,239,827)</b>	<b>\$ (109,666,592)</b>	<b>\$ (59,091,569)</b>	<b>\$ (34,099,164)</b>	<b>\$ (29,747,212)</b>	<b>\$ (29,802,057)</b>	<b>\$ (38,894,767)</b>	<b>\$ 1,289,909</b>	<b>\$ 3,886,271</b>	<b>\$ (6,390,766)</b>
Scenario 2 - Expanded Green Line	170,000,000	22,400,000	40,000,000	40,000,000	40,000,000	14,400,000	13,200,000	-	-	-	-
<b>Funding Deficit Including Scenario 2</b>	<b>\$ (384,155,774)</b>	<b>\$ (43,239,827)</b>	<b>\$ (116,066,592)</b>	<b>\$ (65,491,569)</b>	<b>\$ (59,699,164)</b>	<b>\$ (29,747,212)</b>	<b>\$ (29,802,057)</b>	<b>\$ (38,894,767)</b>	<b>\$ 1,289,909</b>	<b>\$ 3,886,271</b>	<b>\$ (6,390,766)</b>
Scenario 3 - Low Floor Capacity System Wide	261,000,000	49,300,000	74,900,000	42,400,000	42,400,000	42,400,000	9,600,000	-	-	-	-
<b>Funding Deficit Including Scenario 3</b>	<b>\$ (475,155,774)</b>	<b>\$ (70,139,827)</b>	<b>\$ (150,966,592)</b>	<b>\$ (67,891,569)</b>	<b>\$ (62,099,164)</b>	<b>\$ (57,747,212)</b>	<b>\$ (26,202,057)</b>	<b>\$ (38,894,767)</b>	<b>\$ 1,289,909</b>	<b>\$ 3,886,271</b>	<b>\$ (6,390,766)</b>
Scenario 4 - Green and Orange Line 100% Low Floor	266,000,000	31,200,000	61,600,000	45,200,000	32,000,000	32,000,000	32,000,000	32,000,000	-	-	-
<b>Funding Deficit Including Scenario 4</b>	<b>\$ (480,155,774)</b>	<b>\$ (52,039,827)</b>	<b>\$ (137,666,592)</b>	<b>\$ (70,691,569)</b>	<b>\$ (51,699,164)</b>	<b>\$ (47,347,212)</b>	<b>\$ (48,602,057)</b>	<b>\$ (70,894,767)</b>	<b>\$ 1,289,909</b>	<b>\$ 3,886,271</b>	<b>\$ (6,390,766)</b>
Scenario 5 - Low Floor 100% System Wide	535,400,000	32,500,000	86,900,000	54,400,000	54,400,000	54,400,000	54,400,000	54,400,000	54,400,000	54,400,000	35,200,000
<b>Funding Deficit Including Scenario 5</b>	<b>\$ (749,555,774)</b>	<b>\$ (53,339,827)</b>	<b>\$ (162,966,592)</b>	<b>\$ (79,891,569)</b>	<b>\$ (74,099,164)</b>	<b>\$ (69,747,212)</b>	<b>\$ (71,002,057)</b>	<b>\$ (93,294,767)</b>	<b>\$ (53,110,091)</b>	<b>\$ (50,513,729)</b>	<b>\$ (41,590,766)</b>

## MTS Capital Needs FY 2007 – FY 2016



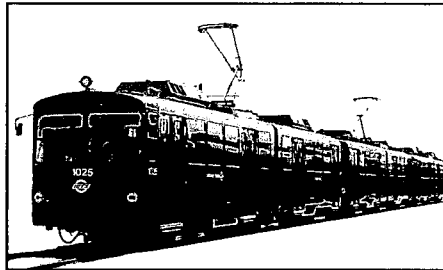
## Capital Improvement Program FY06/FY07

(in million \$)

	FY 2006	FY 2007
Total Available Funding	\$ 22	\$ 30
Total Needs	73	80
Total Unfunded Needs	\$ (51)	\$ (50)

## Infrastructure

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

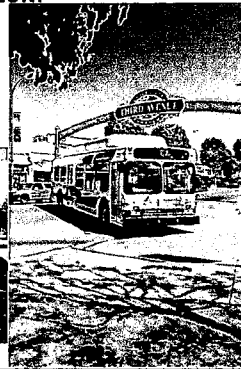
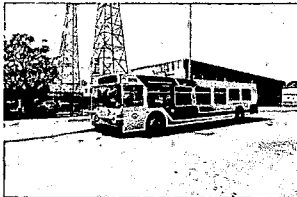


## Additional Funding Needs

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

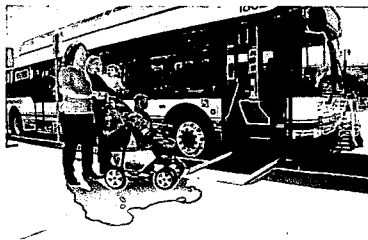
## MTS Contracted Bus Operations, Chula Vista Transit, National City Transit Capital Needs

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



## SDTC Bus Operations Capital Needs

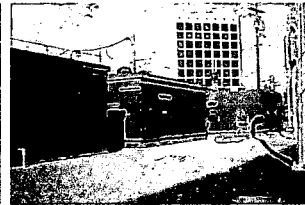
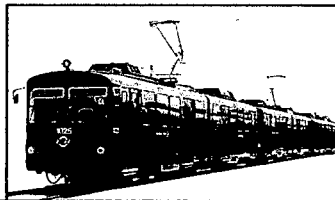
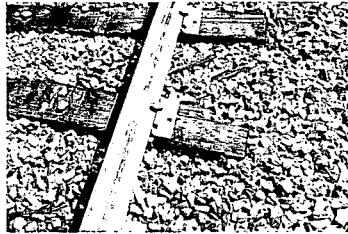
- Total SDTC Bus Operations Capital Needs - \$127M
- Heavy Duty Mid-Size Vehicles - \$115M
- Facility Rehabilitation - \$6M
- Shop Equipment - \$3M
- Security - \$2M
- Other - \$1M



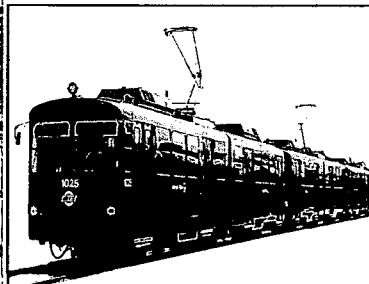
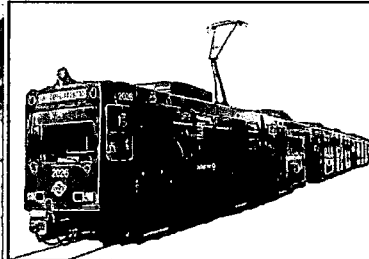
## SDTI Rail Operations Capital Needs

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

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

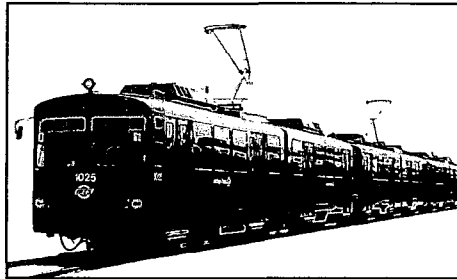


## Light Rail Vehicles - Scenarios



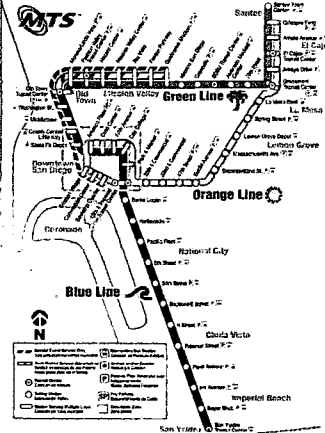
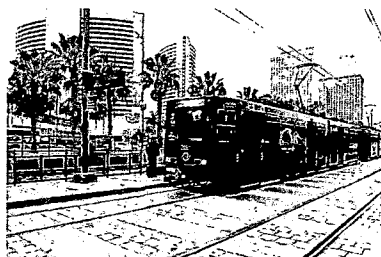
## LRV Scenario 1 – Status Quo

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



## LRV Scenario 2 – Expanded Green Line

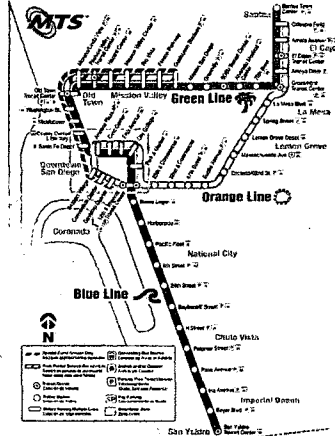
- 10 Year Funding Requirements - \$170.0M
- 71 U-2 Vehicles Rehabilitated - \$85.2M
- 24 New S70 Vehicles - \$76.8M
- Modify Stations South of Old Town - \$6.0M
- 10 Leased Vehicles - \$2.0M
- 158 Vehicles Total





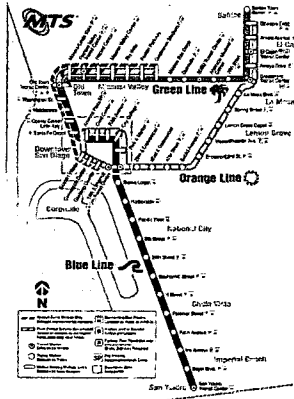
## LRV Scenario 3 – Low Floor Capacity System Wide

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



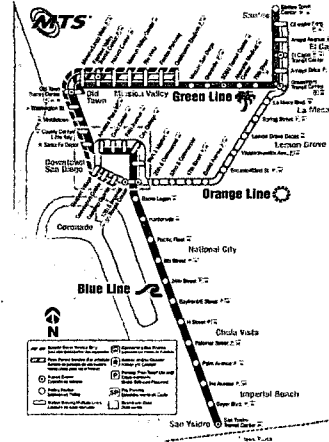
## LRV Scenario 4 – Green / Orange Line 100% Low Floor

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



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

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



## Capital Funding Available

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

## Capital Needs Summary

(in million \$)

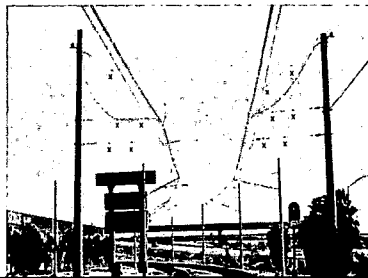
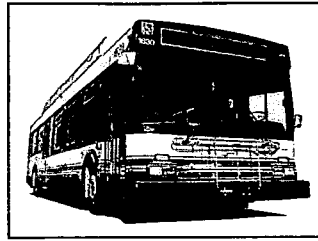
	Scenarios				
	1	2	3	4	5
MTS Contracted Bus Ops	204.9	204.9	204.9	204.9	204.9
SDTC Bus Operations	127.1	127.1	127.1	127.1	127.1
SDTI Infrastructure	157.5	157.5	157.5	157.5	157.5
Total Unfunded Needs	489.6	489.6	489.6	489.6	489.6
Light Rail Vehicles	125.6	170.0	261.0	266.0	535.4
Total Capital Needs	615.2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

## How MTS Bridges The Gap...

(in million \$)

	Highly	
	Low	Optimistic
Service Efficiencies through COA	2.0	8.0
CMAQ/STP TransNet Allocations	0.0	7.0
Continued Aggressive Pursuit of Earmarks	2.0	5.0
State Bond Initiative	0.0	5.0
Increases in Operating Funding > 3.5%	0.0	5.0
Pass Price Increases	0.0	4.0
Increases in Federal 5307/5309 Funding	0.0	2.0
Aggressive Land Leases Revenue Generation	1.0	2.0
Aggressive New Advertising Revenue Generation	1.0	1.0
Total Additional Capital Funding	6.0	39.0

# MTS Capital Needs FY 2007 – FY 2016





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

## Agenda

Item No. 31

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

FIN 310.1 (PC 50601)

December 8, 2005

### Subject:

MTS: FISCAL YEAR 2007 CAPITAL IMPROVEMENT PROGRAM

### RECOMMENDATION:

That the Board of Directors:

1. approve the fiscal year 2007 Capital Improvement Program (CIP) with the estimated federal funding levels. As the federal appropriation figures are obtained and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of federal Sections 5307 and 5309 applications for the MTS fiscal year 2007 CIP (shown in Attachment A) after the federal appropriations are finalized;
3. recommend that the SANDAG Board of Directors approve the transfer of \$2,452,150 from the indicated projects to the fiscal year 2007 CIP; and
4. recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2007 CIP recommendations.

### Budget Impact

Pending final approval by the SANDAG Board of Directors, the fiscal year 2007 MTS CIP would be included in the regional 5307 Urbanized Area Formula and Section 5309 grant applications (total federal formula program estimated at \$51 million). MTS



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.

aggressively pursued earmarks, and the fiscal year 2007 CIP was adjusted by \$2.3 million in recently received 5309 bus/bus-related facility earmarks and their respective local matching funds. In addition, \$2 million in nonrecurring bus rapid transit funding, \$3 million in additional State Transit Assistance funding, and \$1.9 million in Transportation Security Administration funding would be utilized as well as \$2.5 million to be transferred from current projects to the MTS fiscal year 2007 CIP. This total estimated funding of \$62.8 million would result in the utilization of \$29 million in preventive maintenance (fiscal year 2006 operating), \$3.8 million in debt service, and \$29.9 million in capital funds.

#### Executive Committee Recommendation

At its meeting on December 1, 2005, the Executive Committee recommended forwarding this item to the Board for approval.

#### DISCUSSION:

The fiscal year 2007 recommended MTS CIP (Attachment A) would serve as the basis for the federal formula grant applications. The Federal Transit Administration (FTA) requires submission of grant applications to obligate annual appropriations under Section 5309 (Rail Modernization and Fixed-Guideway New Starts) and Section 5307 (Urbanized Area Formula Assistance).

#### Availability of Section 5307 and Section 5309 Funds

The Section 5307 and Section 5309 funding levels (as indicated within Attachment A) are estimates. SANDAG staff has provided information that Congress has not finalized a budget, and we may not get any federal appropriations in the near term. We have currently estimated the federal funding levels to be the same as in fiscal year 2006.

Traditionally, SANDAG has apportioned the formula funds between MTS and the North County Transit District (NCTD) based on population, with MTS receiving approximately 70 percent and NCTD receiving approximately 30 percent of the Section 5307 funds after the off-the-top funds are programmed for the regional vanpool program. Section 5307 and Section 5309 funds can generally be used to provide 80 percent of the cost of capital projects and the cost of preventive maintenance activities (which is an operating cost). The ratio increases to 83 percent for the "clean-fuel" buses and vehicles meeting Americans with Disabilities Act (ADA) requirements. Our estimated allocation for the MTS Section 5307 program is \$33.1 million. This would be matched with local funds of \$8.3 million, which means that this program would provide an estimated \$41.3 million to fund fiscal year 2007 capital projects.

The Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing

fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs. For urbanized areas over 200,000 in population, such as San Diego County, Section 5307 Formula funds may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventive maintenance, thereby, in affect, mitigating the lack of operating assistance. The Fixed-Guideway Modernization (also known as Rail Mod) Program is one of three categories of funding under the Section 5309 Capital Investment Program, which also includes the Bus Capital and Fixed-Guideway New Starts Programs. Unlike the Section 5309 Bus Capital and Fixed-Guideway New Starts Programs, which are designed to assist in meeting extraordinary capital needs and are awarded generally at the discretion of Congress, Section 5309 Rail Mod funds are allocated on a formula basis to rail systems that have been in operation for at least seven years. Eligible projects include the modernization of existing fixed-guideway systems, including rolling stock. For fiscal year 2007, the Section 5309 funds estimated allocation to MTS is \$7.8 million and would be matched with local funds of \$1.9 million. The program would provide an estimated \$9.7 million to fund fiscal year 2007 capital projects.

#### Local Match

The local match for these projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be Transportation Development Act funds, final decisions on the matching source would be made during the fiscal year 2007 development process.

#### Development of the MTS Fiscal Year 2007 CIP

The CIP process began in July 2005 with the call for projects. Four meetings of the Capital Projects Review Committee (CPRC) were held to review the project list and to develop a CIP recommendation for fiscal year 2007. In accordance with the Capital Projects Selection Process, the CPRC is comprised of members representing each of the MTS operators: Chula Vista Transit (CVT), MTS, National City Transit (NCT), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI). Each CPRC member was responsible for submitting the capital requests for their agency and the cities it serves. The CPRC reviewed and approved, by consensus, the prioritization of those capital requests. Attachment A provides the recommended fiscal year 2007 CIP.

The recommended CIP assumes \$29 million for preventive maintenance and \$3.8 million for debt service related to the Regional Transit Management System (10940). The remaining projects all compete for the balance of available funding after the preventive maintenance and debt service have been taken into consideration.

The capital project list in Attachment A represents the five-year, unconstrained need for the MTS operators. Each MTS agency submitted its capital project requests in priority order. The lists were consolidated for review by the CPRC to ensure that operationally critical projects were funded. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The

remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

The fiscal year 2007 funding levels represent 37.5% of the total project needs after funding preventive maintenance and debt service. Prior to finalizing the recommendation, all previously budgeted capital projects were reviewed to identify certain projects that may have been delayed or completed under budget to be sure that deserving new projects do not go unfunded while prior-year capital programming remained tied up and unused. As a result of this review, we identified and transferred \$2 million to the fiscal year 2007 CIP. Attachment B lists the individual projects and the amounts to be transferred from each.

#### Five-Year Capital Program Projections

Attachment C summarizes a high-level look at the five-year capital program. The federal 5307 and 5309 funding levels are projected to increase by 3% for fiscal years 2008 through 2011. As the Board directed, we capped the preventative maintenance usage at \$29 million in our future projections. The debt service for both the Radio Transit Management System and the Automated Fare Technology is completed in fiscal year 2008. With the above assumptions, the total available funding levels range from \$29.9 million in fiscal year 2007, dipping to \$15.9 million in fiscal year 2008, and trending back to \$28.4 million in fiscal year 2011.

Total project needs for fiscal year 2007 and beyond significantly exceeds the available projected funding levels. The fiscal year 2007 total capital needs total \$79.9 million and the available funding for the year is 35.1% of the total project needs. The disparity between funding levels and project needs in fiscal year 2008 is significantly greater. While the total project needs for the fiscal year are \$157.4 million, the projected funding availability after the preventative maintenance and debt service is \$15.9 million or 10.1% of total project needs. The projected funding levels for fiscal years 2009 to 2011 range between \$25.1 million to \$28.4 million while the project needs are projected to range from \$92.6 million to \$107.2 million. The percentage of available funding to project needs for these three years ranges from 23.4% to 30.7%.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Larry Marinesi, 619.557.4542, [larry.marinesi@sdmts.com](mailto:larry.marinesi@sdmts.com)

DEC1-05.C3.FY07CIP.LMARINESI

Attachments: A. Fiscal Year 2007 Detailed CIP  
B. Fiscal Year 2007 CIP – Project Transfers  
C. Fiscal Year 2007 CIP Summary



PROJECT	Grant	FY07	FY08
Federal Formula Program 5307 80% Funding Estimate		33,069.5	34,061.5
TDA Local Match (5307)		8,267.4	8,515.4
5309 Rail Mod 80% Funding Estimate		7,750.4	7,982.9
TDA Local Match (5309)		1,937.6	1,995.7
Non Recurring BRT Funding		2,042.0	
Additional STA Funding (Proposition 42)		3,048.1	
Transportation Security Administration (TSA) Funding - Rail Operations		1,372.1	
Transportation Security Administration (TSA) Funding - Bus Operations		544.5	
5309 Bus/Bus Related Fac Earmark - Paratransit Vehicles		492.5	
TDA Local Match (Earmark)		123.1	
5309 Bus/Bus Related Fac Earmark - Blue Line Station Improvements		344.8	
TDA Local Match (Earmark)		86.2	
5309 Bus/Bus Related Fac Earmark - East County Bus Garage Improvements		985.0	
TDA Local Match (Earmark)		246.3	
Federal Funds Available from COP Payments for Buses		637.8	
Project 10443 - IAD CNG Facility Improvements	Y058/SDTC Cap Repl	14.7	
Project 10452 - Curve Straightening	X793/STATE TCA 11A2	21.8	
Project 10579 - IAD/KMD Clean Up Study	X619/STP	31.8	
Project 10696 - LRT Station Surv. Systems	X734/STP, X793/MTDB	284.4	
Project 10739 - KMD Oil Tank Installation	X793/MTDB CONT RE	54.9	
Project 10834 - Broadway Wye Signal Mods	X971/SHA11A33	11.2	
Project 10842 - Fenton Parkway Station	0590/SDTI Cap Repl	32.2	
Project 10843 - Fenton Parkway Grade Crossing	X971/SHA 11-A-33	31.3	
Project 10862 - Computer Upgrades (Risk)	X925/STP, 0541/SDTC	89.3	
Project 10888 - Grade Crossing Improvements	0590/SDTI Cap Repl	31.6	
Project 10893 - Sweetwater Flats Switch Replacement	0541/SDTI Cap Repl	20.0	
Project 10907 - Bus Surveillance Cameras	X867/MTDB Cont Rese	11.0	
Project 10948 - LRT Station Svc Panel Upgrade	0541/SDTI CAP REPL	6.8	
Project 10951 - Rail Replacement - 12th and Imperial	X971/SHA 11-A-33	9.1	
Project 10974 - Replace Switches - State / Columbia	Y146/SDTI CAP REPL	43.7	
Project 10975 - F Street Diamond Replacement	0541/SDTI CAP REPL	11.0	
Project 10986 - SDTC Engine Retrofits	Y058/SDTC Cap Repl	141.7	
Project 10987 - 50 Rebuild Transmissions	X971/SDTC Cap Repl	27.1	
Project 10993 - IAD Expansion Land Purchase	X971/SDTC Cap Repl	0.4	
Project 11022 - IAD Building Shakeup Room	X971/SDTC Cap Repl	144.6	
Project 11028 - LRV HVAC Modification Phase II	0590/SDTI Cap Repl	112.2	
Project 11087 - SD100 Digital Voice System Replacement	Y176, 0690/TDA	583.5	
Project 11402 - Kearny Mesa Transit Center	Y058/SDTC Cap Repl	100.0	
Preventive Maintenance		(29,000.0)	(29,000.0)
Regional Transit Management System Phase I (Debt Service)		(3,828.0)	(2,042.0)
Automated Fare Technology (Debt Service)		0.0	(5,599.4)
Available Funding for FY 07 Capital Program		29,933.4	15,914.2

Att. A, AI 31, 12/8/05, FIN 310.1

# PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY06	TOTAL BUDGET FY07 - FY11	FY07 Funded Projects	FY07 Unfunded Projects	FY08
1	MCS	MCS ADA Small Vehicles (141)	4,710.0	7,195.6	4,215.6	-	2,200.0
2	SDTI	Catenary Contact Wire	1,310.0	13,620.0	3,630.0	-	3,820.0
3	MCS	MCS Purchase 9 Midsiz CNG Buses (Airport/Coronado)	-	3,040.0	2,400.0	-	640.0
4	SDTI	Rehab Traction motors Phase II	-	6,619.9	1,693.5	-	1,693.5
5	SDTI	Centralized Train Control	2,400.0	9,295.0	1,600.0	-	4,574.0
6	SDTC	Bus Video Cameras	-	1,491.0	1,491.0	-	-
7	SDTC	IAD/KMD Parking Lot Resurfacing Project	271.0	1,479.0	1,479.0	-	-
8	MCS	MCS East County Bus Maint. Facility Expansion	5,838.0	12,981.3	1,231.3	2,750.0	4,000.0
9	SDTI	CCTV Equipment (San Ysidro / Yard Shop Area)	-	2,850.0	750.0	-	525.0
10	MTS	Misc. Capital (All Divisions)	-	3,625.0	725.0	-	725.0
11	SANDAG	SANDAG Planning Studies	-	3,716.4	700.0	-	721.0
12	MCS	MCS Medium/Small Dart Fixed (961-965) Buses (11)	-	1,200.0	600.0	-	600.0
13	SDTI	SDTI Yard Fence and Other Security Measures	-	510.0	510.0	-	-
14	SDTI	LRV Body Rehab	-	2,500.0	500.0	-	500.0
15	SDTC	IAD/KMD Vacuum Replacement	-	497.8	497.8	-	-
16	SDTI	Blue Line Station Improvements	-	430.9	430.9	-	-
17	SDTC	SDTC Gemini Compressor Upgrades	-	425.0	425.0	-	-
18	SDTC	Bus Video Cameras	-	410.5	410.5	-	-
19	SDTC	SDTC Bus Washer Renovation	-	400.0	400.0	-	-
20	MTS	Multimodal Building Seismic Retrofit	20.0	380.0	380.0	-	-
21	SDTI	LRV Tires	-	1,800.0	360.0	-	360.0
22	SDTI	Blue Line Tie Replacement	-	1,400.0	350.0	-	350.0
23	SDTI	Head Spans	-	700.0	350.0	-	350.0
24	MTS	IT Ellipse Financial System	-	350.0	350.0	-	-
25	SDTC	KMD CNG - Emergency Generator	4,200.0	350.0	350.0	-	-
26	SDTI	Rail Profile Grinding	-	325.0	325.0	-	-
27	SDTI	Sub-Station Standardization	-	5,000.0	300.0	-	1,700.0
28	MTS	Organizational Desktops	796.2	900.0	300.0	-	150.0
29	MCS	MCS SBMF Paving	-	600.0	300.0	-	-
30	SDTC	KMD Steam Rack Retrofitting	-	292.5	292.5	-	-
31	MCS	MCS ECBMF Emergency Generator	-	250.0	250.0	-	-
32	SDTI	Crane Truck	-	250.0	250.0	-	-
33	SDTC	KMD Roof and Tile Repair	203.0	200.0	200.0	-	-
34	MCS	MCS Service Trucks - Maintenance - East County	-	165.0	165.0	-	-
35	MCS	MCS SBMF Protable Lift Replacement	-	515.0	135.0	-	90.0
36	MTS	IT Network Storage	100.0	200.0	125.0	-	-
37	MCS	MCS South Bay Main. Facility Air Compressor	-	120.0	120.0	-	-
38	SDTI	Non-Revenue Vehicle-Security	-	517.5	103.5	-	103.5
39	MCS	MCS South Bay Main. Misc. Equipment	-	600.0	100.0	-	110.0
40	SDTC	IAD Main Entrance Security Project	-	80.0	80.0	-	-
41	CVT	CVT Superisior Vans (3)	-	77.0	77.0	-	-

# PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY06	TOTAL BUDGET FY07 - FY11	FY07 Funded Projects	FY07 Unfunded Projects	FY08
42	SDTC	Service Trucks	-	139.0	77.0	-	-
43	SDTC	Hastus ATP Software	-	76.0	76.0	-	-
44	MTS	Network Servers	520.0	375.0	75.0	-	75.0
45	SDTI	NRV - Fare Collection	-	70.6	70.6	-	-
46	SDTC	Transit Store Security Improvements	-	69.5	69.5	-	-
47	SDTI	Radio Receiver Replacement	-	119.6	59.8	-	-
48	SDTC	Office Equipment	-	191.9	52.8	-	32.3
49	MCS	MCS Purchase 40ft CNG Buses (73) South Central	-	28,400.0	50.0	-	28,350.0
50	SDTC	High Capacity Buses Replaces 1100 Buses	-	7,200.0	50.0	-	7,150.0
51	SDTC	40 Foot Bus Replacement	-	4,285.0	50.0	-	4,235.0
52	CVT	CVT Bus Stop Security Improvements	-	250.0	50.0	-	50.0
53	MCS	MCS ADA Paratransit Computer Equipment	-	210.0	50.0	-	20.0
54	SDTC	SDTC Utility Vehicles	-	45.0	45.0	-	-
55	SDTC	SDTC Forklift Replacement	-	43.2	43.2	-	-
56	CVT	CVT ADA Bus Stop Improvemnts	23.0	200.0	40.0	-	40.0
57	MCS	MCS SBMF 3650A Main St. Upgrades	-	40.0	40.0	-	-
58	NCT	GFI-Farebox Software Upgrade	-	34.0	34.0	-	-
59	SDTI	Misc. Security Equipment	-	125.0	25.0	-	25.0
60	SDTC	Shakeup Bid Display Module	-	23.0	23.0	-	-
61	SDTI	Rehabilitation U2 LRVs	-	75,600.0	0.0	15,120.0	15,120.0
62	MCS	MCS South Bay Main. Facility Expansion	7,334.0	13,000.0	0.0	4,000.0	4,000.0
63	MCS	MCS Bus Surveillance Camera System	-	2,835.0	0.0	2,835.0	-
64	SDTI	Chopper Propulsion Modification U2 Phase 1	-	10,152.0	0.0	2,538.0	2,538.0
65	SDTI	San Ysidro Slope Repair	140.0	2,412.5	0.0	2,412.5	-
66	SDTI	Switch Indicator Modifications	70.0	2,160.0	0.0	2,160.0	-
67	MCS	MCS ECBMF/SBMF GFI Farebox Rehab	-	1,150.0	0.0	1,150.0	-
68	SDTI	Station Track-Way Paving (Rehab)	-	3,100.0	0.0	1,000.0	700.0
69	MTS	Configuration Management System	-	1,000.0	0.0	1,000.0	-
70	SDTI	Breakers (78 DC and 26 AC)	-	3,750.0	0.0	865.4	721.2
71	SDTI	Blue Line Station Shelter Rehab	-	7,000.0	0.0	700.0	3,150.0
72	SDTI	Highway/Grade Crossing Street Improvements	-	3,500.0	0.0	700.0	700.0
73	La Mesa	La Mesa Trolley Station Security Cameras	-	600.0	0.0	600.0	-
74	SDTI	Street Running Pavement	-	2,376.0	0.0	594.0	594.0
75	SDTI	Blue Line No. 20 Crossovers	-	1,725.0	0.0	575.0	575.0
76	SDTI	LFLRV Station Modification Project - OT & Bayside	-	6,160.0	0.0	520.0	5,640.0
77	SDTI	Mainline Drainage	-	2,450.0	0.0	490.0	980.0
78	CVT	Security Equipment - Transit Yard	-	346.0	0.0	346.0	-
79	SDTI	Trolley Station Fiber Infrastructure	4,650.0	6,820.0	0.0	330.0	240.0
80	SDTI	Downtown Trolley Signal Optimization	-	2,416.3	0.0	304.8	95.0
81	SDTI	LRT Station Enhancements (East Line)	-	3,500.0	0.0	300.0	3,200.0

# PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY06	TOTAL BUDGET FY07 - FY11	FY07 Funded Projects	FY07 Unfunded Projects	FY08
82	MCS	MCS ECBMF CNG Fuel Station	-	1,800.0	0.0	300.0	1,500.0
83	SDTI	Imperial Transit Center Platform Improvement	-	270.0	0.0	270.0	-
84	SDTI	Event Recorders Phase 1	-	1,060.0	0.0	265.0	265.0
85	CVT	Bus Security Cameras	-	256.0	0.0	256.0	-
86	SDTI	LRV HVAC Retrofit SD100 Replace R22	-	1,014.0	0.0	253.5	253.5
87	SDTI	Rehabilitation Electronic Control Circuit U2	-	1,000.0	0.0	250.0	250.0
88	SDTI	Down Guy Wire Replacement	-	1,000.0	0.0	250.0	250.0
89	SDTI	TWC equipment replacement	-	240.0	0.0	240.0	-
90	SDTI	Railroad Signaling System Upgrade	-	8,340.0	0.0	230.0	495.0
91	SDTI	Signal Equipment/Case Replacment	-	2,806.0	0.0	212.0	792.0
92	SDTC	SDTC Hazardous Materials Storage Site	-	212.0	0.0	212.0	-
93	MTS	Regional Bus Stop Signs and Improvements	-	1,145.0	0.0	205.0	220.0
94	SDTI	Pilot Motor Control Unit Drive	-	200.0	0.0	200.0	-
95	MCS	MCS SBF Security Lighting	-	200.0	0.0	200.0	-
96	MCS	MCS ECBMF Security Lighting	-	200.0	0.0	200.0	-
97	MCS	MCS SBF Security Gates	-	200.0	0.0	200.0	-
98	MCS	MCS ECBMF Security Gates	-	200.0	0.0	200.0	-
99	SDTI	LFV Station Platform Retrofit Feasibility Study	-	200.0	0.0	200.0	-
100	SDTI	Power Switch Mechanisms	-	972.2	0.0	194.4	194.4
101	SDTI	Commercial Street Switch Replacement and Removal	-	1,824.0	0.0	182.4	1,641.6
102	SDTI	Substation Isolation Switches - Phase II	-	2,017.5	0.0	181.5	840.0
103	SDTI	Station Shelter Replacement Project (Civic Center/5th)	-	1,105.0	0.0	180.0	925.0
104	SDTI	Wayside Non-Revenue Vehicles	-	540.0	0.0	180.0	90.0
105	SDTI	Low Voltage Trainline Wiring	-	175.0	0.0	175.0	-
106	SDTI	LRV Coupler/Disconnects Phase III	-	612.0	0.0	153.0	153.0
107	SDTI	Qualcomm Station Elevator	-	1,540.0	0.0	150.0	1,390.0
108	SDTI	Transformers	-	750.0	0.0	150.0	150.0
109	MCS	MCS ECBMF Site Fencing and Walls	-	150.0	0.0	150.0	-
110	MCS	MCS SBF Site Fencing and Walls	-	150.0	0.0	150.0	-
111	SDTI	Catenary Improvement Project - Phase III	-	1,430.0	0.0	140.0	645.0
112	MCS	MCS ECBMF Portable Lift Replacement	-	515.0	0.0	135.0	90.0
113	SDTI	Catenary Inspection/Work Platform Vehicle	-	250.0	0.0	125.0	125.0
114	MCS	MCS ECBMF Surveillance Camera System Upgrade	-	125.0	0.0	125.0	-
115	SDTI	Forklift Replacement	-	125.0	0.0	125.0	-
116	SDTI	Visual Message Signs - Phase II	-	3,433.0	0.0	122.0	419.0
117	SDTI	Blue Line LED Grade Crossing Roudels	-	600.0	0.0	120.0	120.0
118	MCS	MCS ECBMF Steam Rack Replacement	-	120.0	0.0	120.0	-
119	SDTI	LFV Procurement	-	132,210.0	0.0	100.0	27,370.0
120	SDTI	LRT Station Parking Lot Paving Repairs	-	1,000.0	0.0	100.0	900.0
121	MTS	Palm Avenue Station Transit Center	-	1,900.0	0.0	100.0	300.0
122	MTS	Bus Transit Centers Pavement Replacement	-	500.0	0.0	100.0	100.0

# PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY06	TOTAL BUDGET FY07 - FY11	FY07 Funded Projects	FY07 Unfunded Projects	FY08
123	MTS	MVE Grantville and 70th Station Driver Restrooms	-	100.0	0.0	100.0	-
124	SDTI	Track Vegetation Control	-	400.0	0.0	80.0	80.0
125	SDTI	Permanent Ticket Booth at Gaslamp Station	-	76.9	0.0	76.9	-
126	SDTI	Substation Building Structure	-	375.0	0.0	75.0	75.0
127	MCS	MCS SBMF Gas Detection System Replacement	-	75.0	0.0	75.0	-
128	MCS	MCS SBMF Surveillance Camera System Upgrade	-	75.0	0.0	75.0	-
129	SDTI	LRT Shelter Grounding Program	-	700.0	0.0	70.0	630.0
130	MCS	MCS Service Truck - Bus Stop Maintenance	-	135.0	0.0	65.0	70.0
131	SDTI	El Cajon Transit Center Improvements	-	560.0	0.0	60.0	500.0
132	MTS	Transit Center Bench Replacement and Shelter Rehab	-	300.0	0.0	60.0	60.0
133	MTS	Building 3 Paving - MultiModal Operations	-	60.0	0.0	60.0	-
134	MTS	Regional ADA Bus Stop Improvements	-	950.0	0.0	50.0	200.0
135	MCS	MCS East County Bus Maint. Facility Misc. Equip.	-	350.0	0.0	50.0	60.0
136	MTS	IT Network Infrastructure	796.2	250.0	0.0	50.0	50.0
137	SDTI	Platform Scrubbing Equipment and Vacuum Vehicle	-	1,250.0	0.0	50.0	-
138	SDTI	Old Town Depot Upgrades and Repaint	-	50.0	0.0	50.0	-
139	MCS	MCS SBMF Surveillance Camera System Replacement	-	50.0	0.0	50.0	-
140	SDTI	Track Non-Revenue Vehicles	-	580.0	0.0	40.0	-
141	NCT	RCS Automatic Vehicle Locator via GPS system.	-	40.0	0.0	40.0	-
142	MCS	MCS Staff Vehicles - Multimodal Operations	-	138.0	0.0	33.0	35.0
143	SDTI	Transportation Supervisor Vehicle	-	101.2	0.0	25.3	25.3
144	MTS	Building 3 - Multimodal Operations - Copy machines	-	37.0	0.0	21.0	16.0
145	SDTI	Grossmont Ticket Booth	-	19.5	0.0	19.5	-
146	MCS	MCS Bus Stop Maintenance Program Tools/Equip.	-	75.0	0.0	15.0	15.0
147	MCS	MTS Purchase 35-40 ft CNG Buses (16) East County	-	6,300.0	0.0	-	6,300.0
148	MCS	MTS Purchase Mid-Size Buses Poway (7)	-	2,500.0	0.0	-	2,500.0
149	MCS	MCS Purchase 6 Midsize CNG Buses South Central	-	2,115.0	0.0	-	2,115.0
150	MTS	Spring Valley Transit Center	200.0	3,600.0	0.0	-	1,800.0
151	SDTI	Retaining Wall Rehabilitation	-	3,080.0	0.0	-	300.0
152	SDTI	Dynamic Signal Crossing Activation	-	260.0	0.0	-	260.0
153	MCS	MCS SBMF Wash Facilities Replacement	-	250.0	0.0	-	250.0
154	SDTI	Yard switch Electrification, Phase II (10897)	857.5	170.0	0.0	-	170.0
155	MCS	MCS SBMF HVAC Replacement - 3650A Bldg	-	200.0	0.0	-	150.0
156	MCS	MCS SBMF Steam Clean Rack Upgrade	-	110.0	0.0	-	110.0
157	SDTI	32 St and Commercial Enhancements	-	515.0	0.0	-	105.0
158	NCT	Security Camera System - 24th St Trolley/Bus Station	-	100.0	0.0	-	100.0
159	SDTI	ADA Station Improvements	-	100.0	0.0	-	100.0
160	MCS	MCS SBMF Diesel Pump Replacement	-	100.0	0.0	-	100.0
161	MCS	MCS SBMF Dispatch Communications	-	50.0	0.0	-	50.0
162	MCS	MCS ECBMF Dispatch Communications	-	50.0	0.0	-	50.0
163	MCS	MCS ADA Dispatch Communications	-	50.0	0.0	-	50.0

# PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY06	TOTAL BUDGET FY07 - FY11	FY07 Funded Projects	FY07 Unfunded Projects	FY08
164	MCS	MCS SBMF Semi-Permanent Fixture Replacement - 3650A	-	90.0	0.0	-	40.0
165	NCT	NCT Supervisor Replacement Vehicle	-	36.0	0.0	-	36.0
166	SDTC	IAD / KMD Fencing Repairs	-	34.5	0.0	-	34.5
167	SDTC	IAD Card Reader Access Control	-	24.0	0.0	-	24.0
168	SDTI	Signal Plan Update	12.0	12.0	0.0	-	12.0
169	SDTC	High Capacity Buses Replaces 1100 Buses	-	5,949.0	0.0	-	-
170	SDTC	40 Foot Bus Replacement	-	5,425.0	0.0	-	-
171	MCS	MCS SBMF Radios - East County	-	340.0	0.0	-	-
172	SDTC	KMD Interior/Exterior Renovation	-	335.0	0.0	-	-
173	SDTC	IAD/KMD HVAC Overhaul	-	305.0	0.0	-	-
174	MCS	MCS ECBMF Wash Facilities Replacement	-	250.0	0.0	-	-
175	SDTC	KMD & IAD CCTV Installation	-	145.0	0.0	-	-
176	SDTC	IAD/KMD Compressor & Service Equipment Upgrade	-	140.0	0.0	-	-
177	MCS	Building 3 Remodel - Multimodal Operations	-	120.0	0.0	-	-
178	MCS	MCS SBMF Radios - South Central	-	120.0	0.0	-	-
179	NCT	Security Camera System - 8th St Trolley/Bus Station	-	100.0	0.0	-	-
180	MTS	MTS Trolley Station Signs	-	150.0	0.0	-	-
181	SDTC	KMD Electrical Service Upgrade	-	38.0	0.0	-	-
182	MCS	MCS SBMF Roof Replacment	-	60.0	0.0	-	-
183	SDTC	40 Foot Bus Replacement	-	9,780.0	0.0	-	-
184	SDTC	40 Foot Bus Replacement	-	9,404.0	0.0	-	-
185	MCS	MTS Purchase Mid-Size Buses (10) Rural	-	2,900.0	0.0	-	-
186	MCS	MTS Purchase 30-35 ft CNG Buses (7) East County	-	2,700.0	0.0	-	-
187	MCS	MTS Purchase Mid-Size (14) SVCC	-	1,700.0	0.0	-	-
188	SDTC	SDTC Hoist Overhaul	-	1,310.0	0.0	-	-
189	SDTC	IAD Roof System Replacement	-	316.5	0.0	-	-
190	MCS	MCS service Trucks - Maintenance - South Central	-	185.0	0.0	-	-
191	SDTC	40 Foot Bus Replacement	-	10,171.0	0.0	-	-
192	MCS	MCS Fareboxes Replacement	-	8,000.0	0.0	-	-
TOTAL			34,451.0	540,133.4	29,933.4	49,983.3	157,393.8

**San Diego Metropolitan Transit System  
Capital Improvement Program - Project Transfers  
Fiscal Year 2007  
(in 000's)**

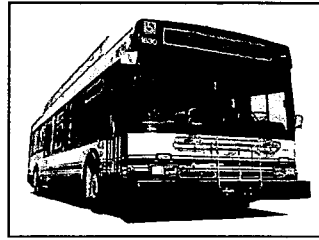
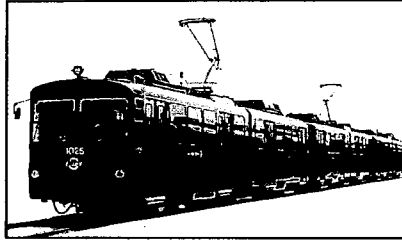
<b>Project Number</b>	<b>Project Name</b>	<b>Transfer Amount</b>
	Federal Funds Available from COP Payments for Buses	637.8
Project 10443	IAD CNG Facility Improvements	14.7
Project 10452	Curve Straightening	21.8
Project 10579	IAD/KMD Clean Up Study	31.8
Project 10696	LRT Station Surv. Systems	284.4
Project 10739	KMD Oil Tank Installation	54.9
Project 10834	Broadway Wye Signal Mods	11.2
Project 10842	Fenton Parkway Station	32.2
Project 10843	Fenton Parkway Grade Crossing	31.3
Project 10862	Computer Upgrades (Risk)	89.3
Project 10888	Grade Crossing Improvements	31.6
Project 10893	Sweetwater Flats Switch Replacement	20.0
Project 10907	Bus Surveillance Cameras	11.0
Project 10948	LRT Station Svc Panel Upgrade	6.8
Project 10951	Rail Replacement - 12th and Imperial	9.1
Project 10974	Replace Switches - State / Columbia	43.7
Project 10975	F Street Diamond Replacement	11.0
Project 10986	SDTC Engine Retrofits	141.7
Project 10987	50 Rebuild Transmissions	27.1
Project 10993	IAD Expansion Land Purchase	0.4
Project 11022	IAD Building Shakeup Room	144.6
Project 11028	LRV HVAC Modification Phase II	112.2
Project 11087	SD100 Digital Voice System Replacement	583.5
Project 11402	Kearny Mesa Transit Center	100.0
		<hr/>
		2,452.2

**San Diego Metropolitan Transit System  
Capital Improvement Program Summary  
Fiscal Year 2007  
(in 000's)**

	<b>Proposed FY07</b>	<b>Projected FY08</b>	<b>Projected FY09</b>	<b>Projected FY10</b>	<b>Projected FY11</b>	<b>Five Year Total</b>
Federal Funding Levels	51,024.8	52,555.5	54,132.2	55,756.2	57,428.8	270,897.5
BRT Funding	2,042.0	-	-	-	-	2,042.0
Additional STA Funding	3,048.1	-	-	-	-	3,048.1
TSA Funding	1,916.6	-	-	-	-	1,916.6
Earmarks	2,277.8	-	-	-	-	2,277.8
Project Transfers	2,452.2	-	-	-	-	2,452.2
Preventative Maintenance	(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	(145,000.0)
Debt Service	(3,828.0)	(7,641.4)	-	-	-	(11,469.4)
<b>Total Funding Availability</b>	<b>29,933.4</b>	<b>15,914.2</b>	<b>25,132.2</b>	<b>26,756.2</b>	<b>28,428.8</b>	<b>126,164.8</b>
<b>Total Project Needs</b>	<b>79,916.7</b>	<b>157,393.8</b>	<b>107,241.3</b>	<b>103,006.4</b>	<b>92,575.2</b>	<b>540,133.4</b>
<b>Total Deficit</b>	<b>(49,983.3)</b>	<b>(141,479.6)</b>	<b>(82,109.1)</b>	<b>(76,250.3)</b>	<b>(64,146.3)</b>	<b>(413,968.6)</b>
<b>% of Funding / Needs</b>	<b>37.5%</b>	<b>10.1%</b>	<b>23.4%</b>	<b>26.0%</b>	<b>30.7%</b>	<b>23.4%</b>



## MTS Capital Improvement Program FY 2007



### San Diego Metropolitan Transit System Capital Funding Levels Fiscal Year 2007 (in 000's)

	<u>Proposed</u>
	<u>FY 2007</u>
Federal Funding Levels	51,024.8
BRT Funding (TransNet)	2,042.0
Additional STA Funding	3,048.1
TSA Funding	1,916.6
Federal 5309 Earmarks	2,277.8
Project Transfers	2,452.2
Preventative Maintenance	(29,000.0)
Debt Service	(3,828.0)
<b>Total Funding Availability</b>	<b><u>29,933.4</u></b>

**San Diego Metropolitan Transit System  
Project Transfers - Fiscal Year 2007  
(in 000's)**

<b>Project Number</b>	<b>Project Name</b>	<b>Transfer Amount</b>
	Availability from COP Payments for Buses	637.8
10443	IAD CNG Facility Improvements	14.7
10452	Curve Straightening	21.8
10579	IAD/KM D Clean Up Study	31.8
10696	LRT Station Surv. Systems	284.4
10739	KM D Oil Tank Installation	54.9
10834	Broadway Wye Signal Mods	11.2
10842	Fenton Parkway Station	32.2
10843	Fenton Parkway Grade Crossing	31.3
10862	Computer Upgrades (Risk)	89.3
10888	Grade Crossing Improvements	31.6
10893	Sweetwater Flats Switch Replacement	20.0
10907	Bus Surveillance Cameras	11.0
10948	LRT Station Svc Panel Upgrade	6.8
10951	Rail Replacement - 12th and Imperial	9.1
10974	Replace Switches - State / Columbia	43.7
10975	F Street Diamond Replacement	11.0
10986	SDTC Engine Retrofits	141.7
10987	50 Rebuild Transmissions	27.1
10993	IAD Expansion Land Purchase	0.4
11022	IAD Building Shakeup Room	144.6
11028	LRV HVAC Modification Phase II	112.2
11087	SD100 Digital Voice System Replacement	583.5
11402	Kearny Mesa Transit Center	100.0
		<u>2,452.2</u>

## Development of the FY07 Capital Project List

- \* Began July 2005 with the call for projects
- \* Four meetings with the Capital Projects Review Committee (CPRC) were held to discuss the project list
- \* CPRC is comprised of
  - Bus Operations
  - Rail Operations
  - Contracted Bus Operations
  - Chula Vista Transit
  - National City Transit
  - Metropolitan Transit Systems - Administration
  - SANDAG Engineering
- \* Each CPRC member was responsible for submitting and discussing their capital requests for the agency and cities it serves.
- \* The CPRC reviewed and approved the prioritization of those capital requests.

### FY07 Capital Project List - Highlights

Project	FY07 Funding	% of Total
MCS ADA Small Vehicles	\$ 4,215.6	
Catenary Contact Wire	3,630.0	
MCS Purchase 9 Midsize CNG Buses	2,400.0	
Rehab Traction Motors Phase II	1,693.5	
Centralized Train Control	1,600.0	
Bus Video Cameras	1,491.0	
IAD/KMD Parking Lot Resurfacing Project	1,479.0	
MCS East County Bus Maintenance Facility Proj	1,231.3	
CCTV Equipment (San Ysidro / Yard Shop Area)	750.0	
	18,490.4	61.8%
Other Funded Projects	11,443.0	38.2%
Total Project Funding	\$29,933.4	

### FY07 Unfunded Projects - Notes

\* Rehabilitation of U2 LRVs

\$15.2 million in needs for the current fiscal year

\$75.6 million in needs for the next five fiscal years

\* Bus Purchases:

FY07 CIP includes funding of ADA Small Vehicles (67)  
and MCS Midsize CNG Buses (9)

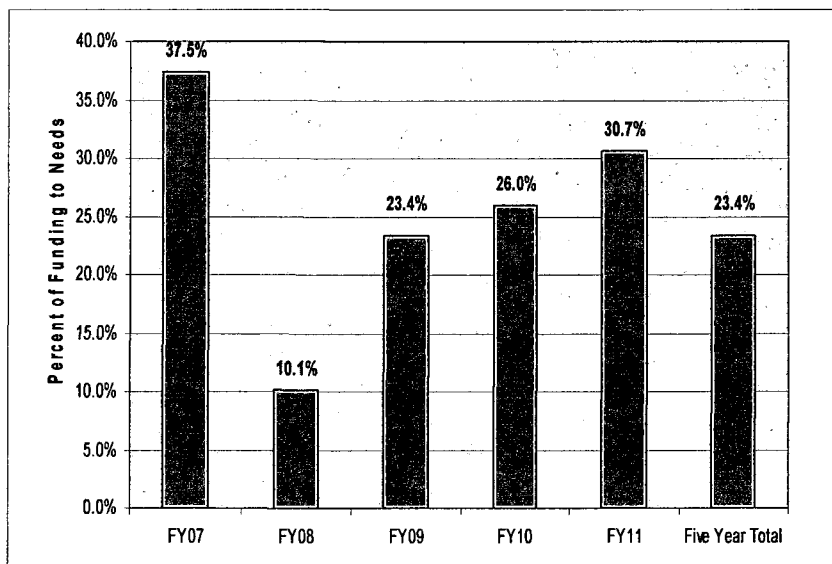
No large Vehicles included in FY07 CIP

- Only one procurement of 47 large buses since 2001
- Estimated needs of approximately 50 buses per year
- To date 29.4% of the fleet have exceeded useful life
- Total cost to replace these buses = \$32.5 million
- Next year 34.8% of the fleet will have exceeded useful life
- Total cost to replace these buses = \$53.6 million

**San Diego Metropolitan Transit System  
Five Year Capital Improvement Program Summary  
(in millions)**

	Proposed FY 07	Projected FY 08	Projected FY 09	Projected FY 10	Projected FY 11	Five Year Total
Federal Funding	51.0	52.6	54.1	55.8	57.4	270.9
BRT Funding	2.0	-	-	-	-	2.0
Addtl STA Funding	3.0	-	-	-	-	3.0
TSA Funding	1.9	-	-	-	-	1.9
Earmarks	2.3	-	-	-	-	2.3
Project Transfers	2.5	-	-	-	-	2.5
Preventative Maint.	(29.0)	(29.0)	(29.0)	(29.0)	(29.0)	(145.0)
Debt Service	(3.8)	(7.6)	-	-	-	(11.5)
<b>Total Funding Avail.</b>	<b>29.9</b>	<b>15.9</b>	<b>25.1</b>	<b>26.8</b>	<b>28.4</b>	<b>126.2</b>
<b>Total Needs</b>	<b>79.9</b>	<b>157.4</b>	<b>107.2</b>	<b>103.0</b>	<b>92.6</b>	<b>540.1</b>
<b>Total Deficit</b>	<b>(50.0)</b>	<b>(141.5)</b>	<b>(82.1)</b>	<b>(76.3)</b>	<b>(64.1)</b>	<b>(414.0)</b>
<b>% of Funding/Needs</b>	<b>37.5%</b>	<b>10.1%</b>	<b>23.4%</b>	<b>26.0%</b>	<b>30.7%</b>	<b>23.4%</b>

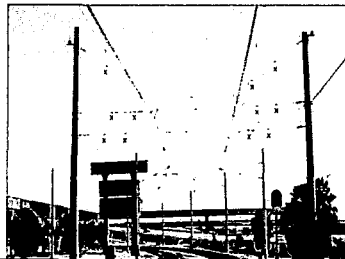
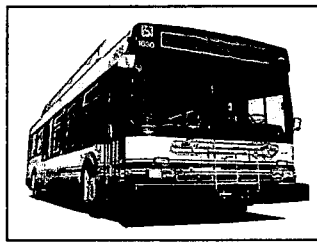
**Five Year Outlook  
Percentage of Funding Compared to Needs**

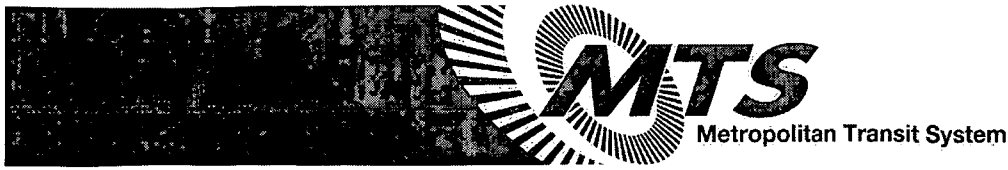


## Fiscal Year 2007 CIP Recommendation

- 1 Approve the fiscal year 2007 Capital Improvement Program (CIP) with the estimated federal funding levels. As the federal appropriation figures are obtained and/or other project funding sources become available, allow the Chief Executive Officer to identify and adjust projects for the adjusted funding levels;
- 2 Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of federal Sections 5307 and 5309 applications for the MTS fiscal year 2007 CIP (shown in Attachment A) after the federal appropriations are finalized;
- 3 Recommend that the SANDAG Board of Directors approve the transfer of \$2,452,150 from the indicated projects to the fiscal year 2007 CIP; and
- 4 Recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2007 CIP recommendations.

## MTS Capital Improvement Program FY 2007





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

## Agenda

Item No. 32

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

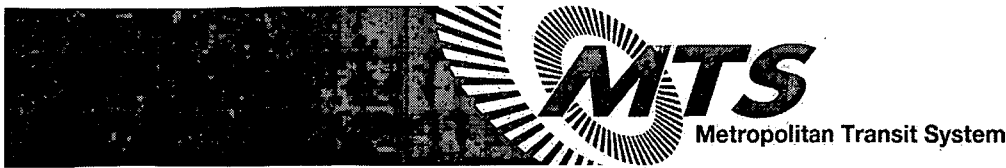
December 8, 2006

# THIS NUMBER NOT USED

DEC8-05.32.NUMBERNOTUSED



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.



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

## Agenda

Item No. 33

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

OPS 970.6 (PC 50109)

December 8, 2005

Subject:

SDVTI: UPDATE ON VINTAGE TROLLEY PROJECT

### RECOMMENDATION:

That the Board of Directors:

1. receive a report for information;
2. authorize the Chairman and President of San Diego Vintage Trolley Inc. (SDVTI) to purchase one additional vintage PCC car to support future fleet operations; and
3. authorize staff to procure additional parts and/or initiate other actions necessary for the purchase and restoration of the PCC cars to further the Vintage Trolley operating concept utilizing SDVTI-collected funds only (non-MTS).

### Budget Impact

No financial impact to MTS as SDVTI funds will be used for project expenditures.

### DISCUSSION:

On July 14, 2005, the MTS Board of Directors approved actions relative to conceptual approval of a vintage trolley operation subject to funding availability. This Board action also approved the purchase of two vintage PCC cars from a private owner in the Lake Tahoe area and storage and restoration of the cars at the MTS light rail maintenance facility.

The final action directed staff to evaluate options for the solicitation of private funds to support the purchase, transport, and restoration of the PCC cars.



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.

Since this time, staff has formed SDVTI, a tax-exempt 501c3 corporation. The Board of Directors includes Harry Mathis (Chairman), Paul C. Jablonski (President), and Peter Tereschuck (Secretary/Treasurer). Initial efforts have been undertaken to solicit funds from various individuals, public and private organizations, and service organizations. To date, SDVTI has collected \$50,000 with the funds being allocated toward the Vintage Trolley Project, and MTS has kept within the not-to-exceed budgetary level of \$10,000 approved by the Board at its July 14, 2005, meeting.

On September 28, 2005, SDVTI transmitted a letter of agreement for the purchase of two PCC cars (Car Nos. 1122 and 1123) from the fleet owned by Gunnar Henrouille of Lake Tahoe. The total purchase price, as agreed upon by both parties, was \$30,000. Staff also made arrangements through a specialized independent trucking company to transport the cars to San Diego in late November or early December.

Staff has been approached by an individual who owns one PCC car located in Perris, California, which was originally operated in Toronto, Canada. While the wheel gauge is wider than the standard 56 ½-inch, nearly all other parts on the car are interchangeable with the two vehicles being purchased from Gunnar Henrouille in Lake Tahoe. The owner has offered to sell the car to SDVTI for the total sum of \$3,200, exclusive of transportation to San Diego. Staff believes that purchasing the third car is a wise choice in order to retain enough parts and supplies of original quality to keep the two cars operational once restoration is complete. It should be noted that payment for this third car would not be from MTS financial resources, but rather funds donated to SDVTI. Should there be any situation that requires expenditure of MTS funds beyond those previously authorized, approval would be sought from the Board of Directors.



Paul C. Jablonski  
Chief Executive Officer

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

DEC8-05.33.SDVTI.PTERESCHUCK





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

## Agenda

Item No. 34

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

OPS 970.6

December 8, 2005

Subject:

SDTI: SECURITY PATROL SERVICES CONTRACT

### RECOMMENDATION:

That the Board of Directors:

1. approve staff's selection of Transit Systems Security as the best qualified and responsive contractor;
2. authorize the President-General Manager or his designee to negotiate an agreement with Transit Systems Security at an amount not to exceed the budgeted level. If negotiations are not successful with Transit Systems Security, direct the President-General Manager to conduct negotiations with the second-best proposer until a successful agreement is reached;
3. authorize the President-General Manager to execute an agreement upon conclusion of successful negotiations; and
4. authorize an additional one-month extension of the current contract with Heritage Security through January 31, 2006, in order to complete negotiations.

### Budget Impact

Base three-year agreement shall not exceed \$15,000,000, and each one-year option shall not exceed \$5,000,000, for a total value of \$25,000,000.



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.

## DISCUSSION:

The contract to provide security patrol services to San Diego Trolley, Inc. (SDTI), San Diego Transit Corporation (SDTC), and Metropolitan Transit System (MTS) expired in June 2005. Since the date of expiration, Transit Systems Security, a division of Heritage Security, has provided security patrol/guard services on a month-to-month basis. The Request for Proposals (RFP) for this service was issued on August 18, 2005, to local and national firms. On September 15, 2005, staff received four proposals in response to the RFP. The firms were:

1. Heritage Security (Transit Systems Security)
2. Securitas Services, Inc. USA
3. Millenia Security Services
4. A-Class Security Services

To assist in the evaluation of this critical function, staff assembled an Evaluation Team comprised of seven members from local police agencies, the City Attorney's Office, and key MTS personnel. The team was charged with evaluating the proposals, determining the degree to which each passed or failed the required criteria, and providing staff with professional judgment as to which firm warranted follow-up interviews. The evaluation team ranked the firms and selected four to advance to the oral interview.

On October 5, 2005, oral interviews were conducted, and the team evaluated and ranked each firm from the highest to the lowest. The Evaluation Team unanimously selected Transit Systems Security as the most responsive and responsible bidder.

A report summarizing the findings and recommendations of the Evaluation Team is included with this agenda item as Attachment A.

Based on the forgoing and with Board concurrence, staff recommends immediately initiating negotiations with Transit Systems Security to provide the designated security patrol services for all MTS operators.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: William Burke, 619.595.4947, [bill.burke@sdmts.com](mailto:bill.burke@sdmts.com)

DEC8-05.34.SECURITYPATROLSVCS.BBURKE

Attachment: A. Evaluation Team Recommendation Report **(Board Only)**

# MTS Security Services

## Contractor Selection Process

Board of Directors Meeting  
December 8, 2005



## Request for Proposals

- Patrol and Security Services for SDTI, SDTC, MTS
- Three year contract
- Optional 2-year renewal



# Request for Proposals

- Request for proposals mailed August 18, 2005
- Four proposals received September 15, 2005
- Panel interviewed four security firms October 5, 2005



# Evaluation Criteria

100 Points

- Proposal Format, Organization and Presentation  
(0-5 points)
- Qualifications and Experience of on-site Operations  
Manager (0-20 points)
- Qualification of the Team based on past experience  
(0-25 points)



## Evaluation Criteria (continued)

100 Points

- Experience in handling special events with attendance of 50,000 (0-15 points)
- Hiring and pre-screening practices (0-15 points)
- Applicant training (0-15 points)
- Value-added attributes (0-5 points)



## Interview / Selection Panel

Seven-member interview panel consisted of representatives from:

- Chula Vista Police Department
- El Cajon Police Department
- Santee Sheriff's Department
- La Mesa Police Department
- San Diego City Attorney's Office
- San Diego Trolley



## Contractor Ranking

- Heritage Security (TSS) – 94.14%
- Securitas Security Services – 81.85%
- Millenia Security Services – 76.14%
- A-Class Security Services – 38.86%



## Recommendation

- Approve selection of Transit System Security as the best qualified contractor
- Authorize the General Manager or designee to negotiate with Transit System Security
- Authorize the General Manager to execute an agreement upon successful negotiations, and
- Authorize a one-month extension, to January 2006, to complete negotiations





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

## Agenda

Item No. 45

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

ADM 121.10 (PC 50451)

December 8, 2005

### Subject:

MTS: COMPREHENSIVE OPERATIONAL ANALYSIS - PUBLIC OUTREACH

### RECOMMENDATION:

That the Board of Directors receive information on the public outreach effort for Phase 2 of the Comprehensive Operational Analysis (COA).

#### Budget Impact

None.

### DISCUSSION:

The goal of the (COA) is to evaluate and restructure MTS's services and operations to more efficiently and effectively serve the region's transit needs and meet regional transportation goals within the constraints of the current financial and operating environment.

At its September 22, 2005, meeting, the MTS Board of Directors approved the Draft Service Development Plan (Draft Plan) for public review. The Draft Plan represents a completely redeveloped system of MTS services based on technical analysis and fieldwork, as well as input from operators, passengers, and the public received through outreach efforts, Stakeholder Planning Sessions with project committee members and other interested stakeholders, and other public



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.

comments received via phone, fax, e-mail, and mail. The Draft Plan is based on the Board-adopted Regional Service Concept, which includes the following three tiers of service:

1. Urban Network - Rich network of services that support spontaneous use for a wide range of travel needs within areas demonstrating sufficient all-day transit demand. Frequent services (15 minutes or better base frequencies) are planned on key corridors within the urban network area.
2. Commuter Services – Commuter services have been established where a “critical mass” of demand exists between key origins and destinations. Four routes have been developed to serve downtown, Kearny Mesa, University City, and Sorrento Valley from South Bay, East County, and the Interstate 15 corridor.
3. Community-Based Services – Community-based services provide basic mobility where and when services can be efficiently tailored to individual community needs. We have been working with local jurisdictions and community representatives to develop community service options for areas where all-day, fixed-route service is not warranted.

#### Outreach Efforts

Due to the magnitude of changes proposed, we continue to conduct an extensive program of public outreach to individuals, communities, local jurisdictions, social services, academic institutions, industry leaders, and other stakeholders. The following is an inventory of our efforts to gain public review and input on proposed route and schedule changes.

- Committee Meetings – Three project committees were established to help guide the development of the COA. The Blue Ribbon (BRC) included MTS and San Diego Association of Governments (SANDAG) Board representation, health and human services, a representative from SANDAG's Subcommittee on Accessible Transportation (SCAT), academic institutions, employment and development industry representation, ATU Local 1309, environmental representation, and other stakeholders. The Citizen Advisory Committee (CAC) included community group members representing various jurisdictions throughout the MTS service area, as well as a representative from the Trolley Access Advisory Committee (TAAC), and the Accessible Services Advisory Committee (ASAC). The Technical Advisory Committee (TAC) included representatives from the cities and the county within the service area, each of the transit operators (including North County Transit District), SANDAG, Air Pollution Control District, and CalTrans. These committees each met four times for four-hour working sessions to provide guidance and input into the planning process and review of work products.
- Community Open Houses – Two series of community open houses were conducted during the planning process. The first series was conducted in the spring of 2005 to introduce the project and receive comments from existing and potential riders on ways to improve the transit system. The



second set of open houses was conducted over the past month to present the Draft Plan and to receive comments and feedback on the proposed service and schedule changes. Open houses were advertised through *Take Ones* onboard all MTS vehicles and a press release that was issued to over 100 news services (print, radio, and TV) and other sources. Overall, 25 open houses were conducted, 13 indoors at community meeting rooms, and 12 at major transfer centers throughout the region.

- Community Meetings – Formal presentations on the Draft Plan have and will continue to be made to communities, local jurisdictions, other agencies, and industry associations. Currently, we have attended over 30 meetings to present the proposed service changes and to receive feedback and suggestions on how to improve the plan. Collaborative planning sessions have also been conducted with community members to develop community-based services where fixed-route services have been removed.
- Operator “Drop In Sessions” – “Drop In” sessions were conducted with operators at most of our operating divisions. As with the community open houses, two series of these sessions were conducted, one prior to the planning effort and one after the development of the Draft Service Development Plan. These sessions educate bus and trolley operators on changes proposed and provided an opportunity for them to comment on the proposals. In addition, Customer Service staff has been briefed on the proposed changes so that they are better positioned to respond to general questions about the COA.
- Hot Line and E-mail – A hot line (619.595.3711) and e-mail address ([coa@sdmts.com](mailto:coa@sdmts.com)) were established for the COA to receive comments on the process and Draft Plan. In addition, comments have been received via fax, letters, and comment cards distributed onboard transit vehicles. Over 800 comments have been received from these sources as well as the community open houses. We respond to all letters, faxes, emails, and phone calls when requested.
- Web Site – A Web site was established for the COA to provide information on the planning process, outreach efforts, technical analysis, and proposed services changes.

#### Feedback from Outreach Efforts

Overall, feedback on the Draft Plan has been positive from the project committees, community open houses, and community meetings. Key concepts from the plan that have been particularly well received include providing more frequent service where people want to go, developing new express services that provide a commute option for many solo drivers, and developing specialized services catered to specific community or area needs.

However, in order to provide higher frequencies in the urban areas and new commuter services connecting suburban residential and employment parks,

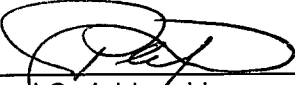
unproductive and duplicative route segments were discontinued or reduced. Despite the low ridership on discontinued route segments, reallocating these resources to more productive use inevitably results in negative impacts to some existing riders.

In addition, due to the complexity of the service changes proposed, there has been some misunderstanding of the proposed changes, particularly in National City, Southeast San Diego, and Linda Vista. As a result, we are making extra efforts to outreach to these communities so that they can better understand the proposed changes prior to providing feedback. For National City, clarifying the proposals with community members alleviated much of the concerns first voiced.

Based on comments received, some of the service proposals in the Draft Plan have been revised, including:

- Providing service directly to Kaiser Hospital on Zion Road via Routes 13 and 14.
- Rerouting Route 871 on Avocado instead of Magnolia in El Cajon due to comments from the City of El Cajon and the El Cajon Community Development Corporation.
- Providing service on Division Street between Highland and Ava Street in National City due to significant community concerns.
- Extending Route 601 along D Avenue in National City to continue service to a senior residential tower and youth center based on National City Transit's recommendations.

The fixed-route network will continue to be refined as additional comments are received. In addition, we are engaged in collaborative planning sessions with communities to restore service in some areas through customized community-based service proposals that are more effective and cost-efficient than existing fixed-route service. Due to limited funding, these community-based services will be evaluated and considered against other agency funding priorities prior to being recommended for implementation.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Conan Cheung, 619.515.0933, [conan.cheung@sdmts.com](mailto:conan.cheung@sdmts.com)

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**COUNCILMEMBER BRIAN MAIENSCHIEIN**

FIFTH DISTRICT  
CITY OF SAN DIEGO

December 5, 2005

Paul Jablonski, CEO  
Metropolitan Transit System Board  
1255 Imperial Avenue  
San Diego, CA 92101

Dear Paul:

As we get underway with Phase II of the Comprehensive Operational Analysis to restructure MTS Bus and Trolley services, I am writing to express my deep concern with the proposed funding cuts for the Rancho Bernardo and Scripps Ranch DART Program.

As you are aware, the communities of Scripps Ranch and Rancho Bernardo contain a large number of elderly residents. It would be extreme and unjust to abandon the program when the residents need them most.


Should the Board of Directors approve the dismantling of the DART program in the two communities, the elimination would be devastating. In areas where we do not have alternative public transportation such as trolleys, residents need to have an alternative mode in addition to buses and MTS ACCESS. Cuts of this magnitude would be catastrophic and we cannot jeopardize our citizens' safety, economic security and quality of life.

I am also requesting that MTS staff evaluate what it would take to provide the DART Program economically and efficiently to those who need it in the San Diego region.

I implore you to fight for our residents who need DART access and guarantee the continued funding for this service in our region.

Thank you for your consideration.

Sincerely,

  
Brian Maienschein  
Councilmember

CC: MTS Board of Directors

BM:kn

## Comprehensive Operational Analysis

# PHASE II PUBLIC OUTREACH

December 8, 2005



## Draft Service Development Plan

- 4 new high frequency commuter express routes
- Significantly expanded 15 minute frequency urban network
- Enhanced regional connections at major transfer hubs including Old Town, I-15 Transit Plazas, Kearny Mesa and UTC
- New circulator routes customized to community needs
- Reduced service coverage outside the urban network area



## Public Outreach

- Project Committees
- Community Open Houses
- Community Meetings
- Operator “Drop In” Sessions
- Web site ([www.sdcommute.com](http://www.sdcommute.com))
- Hotline & Email



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## Project Committees

*Assist in providing technical and policy direction, and review of deliverables*

- **Blue Ribbon Committee**
  - Consist of elected and civic leaders (MTS and SANDAG Board, HHS, SCAT, Academic, Employment, Development, Bus Union, Environmental, others)
- **Citizens Advisory Committee**
  - Consist of transit riders and community groups (Representation from throughout service area, TAAC, ASAC)
- **Technical Advisory Committee**
  - Consist of Cities and the County within the service area, each of the transit operators (including North County Transit District), SANDAG, Air Pollution Control District, and CalTrans



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## Community Open Houses

*Provide Information and Solicit Input from Public*

- **Two Series of Open Houses**
  - **April 2005** - Solicit input from public on how to improve the system
  - **November 2005** – Solicit review and input from public on Draft Service Development Plan
- **25 Open Houses**
  - **12 at Transit Centers** – Best way to reach existing riders
  - **13 at Community Meeting Rooms** – Best way to reach potential riders
- **Public Notice**
  - **Take Ones**
  - **Press Release** – Sent to over 100 news services (print, TV, radio) and other sources



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## Community Meetings

*Provide Information and Solicit Input from Stakeholder Groups*

- **Over 30 Community Meetings to Date**
  - **Audiences** – Chambers, Community Groups, BIDs, HHS, Accessibility groups, Academia, City Council, others
- **Collaborative Planning Sessions**
  - Work with communities to develop "community based" services where all day fixed route is not viable



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## Operator “Drop Ins”

*Provide Information and Solicit Input from Bus and Trolley Operators*

- **Two Series of “Drop In” Sessions**
  - **April 2005** - Solicit input from operators on how to improve the system
  - **November 2005** – Solicit review and input on Draft Service Development Plan
- **12 Sessions Conducted**
  - SDTC, SDTI, MTS Contract Services, CVT



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## Website, Hotline, Email

*Provide Information and Solicit Input from Public*

- **Website ([www.sdcommute.com](http://www.sdcommute.com))**
  - Information on project, analysis, route proposals
  - Will be converted to accessible format
- **Hotline (619-595-3711)**
  - Opportunity to provide comments and to ask for a callback to answer questions
- **Email ([coa@sdcommute.com](mailto:coa@sdcommute.com))**
  - Opportunity to provide comments and to ask for a response to any questions
- **Over 1,000 comments received**



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## Summary of Comments

- In general, positive feedback from project committees, community open houses, and community meetings
  - Like frequent network of services, express routes, and community specific services
- Complexity of changes result in misunderstanding of proposals
- Lost service coverage results in negative impacts to some ridership segments



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## Summary of Concerns

Service Area	Concerns
<b>Central Mesa</b> (Clairemont, Tierrasanta, Linda Vista, Mission Valley)	<ul style="list-style-type: none"> <li>• Want more service through Mission Valley</li> <li>• Keep Route 25 and 44 through Linda Vista</li> </ul>
<b>South Bay</b> (National City, Chula Vista, Otay Mesa, San Ysidro)	<ul style="list-style-type: none"> <li>• Need weekend, earlier, and later service on Route 905</li> <li>• Increase frequencies and more span of service</li> <li>• Maintain service to Deep Dell, Division, Potomac, Saipan, Morgan Towers</li> <li>• Enhance service from trolley to Southwestern College</li> <li>• Maintain minimum service in Eastern Chula Vista</li> <li>• Maintain Route 706A (Chula Vista circulator)</li> <li>• Retain Route 932 service from 8<sup>th</sup> Street Trolley to Downtown</li> <li>• Maintain service on Paseo Ladera</li> </ul>
<b>Mid-City</b> (Hillcrest, Mission Hills, Balboa Park, North Park, Golden Hill)	<ul style="list-style-type: none"> <li>• Maintain service to Mission Hills</li> <li>• Overcrowding and forced transfers on 4<sup>th</sup>/5<sup>th</sup> Ave due to truncation of Route 1 in Hillcrest</li> </ul>
<b>East County</b> (El Cajon, La Mesa, Santee, Lakeside)	<ul style="list-style-type: none"> <li>• Keep Route 876 or develop community based service for seniors in La Mesa</li> <li>• Maintain Route 855 service from Spring Street Trolley to Grossmont Center</li> <li>• Maintain some service in Santee and Lakeside</li> <li>• Do not change Route 874</li> <li>• Keep Route 858 between El Cajon and Cuyamaca College</li> <li>• Route 871 on Avocado instead of Magnolia</li> </ul>

**Bold** – Accommodated in plan



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## Summary of Concerns

Service Area	Concerns
<b>Centre City</b>	<ul style="list-style-type: none"> <li>• <b>Request for downtown circulator</b></li> <li>• Maintain Route 992 service to Cortez Hill</li> </ul>
<b>I-15 Corridor</b> ( <i>Mira Mesa, Scripps Ranch, Carmel Ranch, Rancho Bernardo</i> )	<ul style="list-style-type: none"> <li>• Retain Rancho Bernardo and Scripps Ranch DARTS</li> <li>• <b>Want all day and weekend service on Route 921</b></li> </ul>
<b>Central Coastal</b> ( <i>Pacific Beach, La Jolla, Mission Beach</i> )	<ul style="list-style-type: none"> <li>• <b>Improve connections</b></li> <li>• <b>Restore weekend service to Thornton Hospital</b></li> <li>• Restore service from PB to Fashion Valley via Friars Road</li> <li>• Want direct service from La Jolla to Downtown</li> </ul>
<b>North Bay</b> ( <i>Point Loma, Ocean Beach, Airport, Midway, Old Town</i> )	<ul style="list-style-type: none"> <li>• Maintain minimum service to Cabrillo, SSC, and Sub Base</li> <li>• <b>Revise Route 923 routing to Downtown SD</b></li> </ul>
<b>Southeast San Diego</b> ( <i>Encanto, Paradise Hills, Lemon Grove, Spring Valley</i> )	<ul style="list-style-type: none"> <li>• <b>Increase frequency on Route 13</b></li> <li>• Want Spring Valley circulator</li> <li>• <b>Maintain Route 960 from Euclid Trolley to Kearny Mesa and University City</b></li> </ul>
<b>Golden Triangle</b> ( <i>University City, Sorrento Valley, Carmel Valley, Sorrento Hills</i> )	<ul style="list-style-type: none"> <li>• Request for Carmel Valley service for seniors schools and connections to Coaster</li> <li>• More service to Sorrento Valley</li> </ul>
<b>Coronado &amp; Imperial Beach</b>	<ul style="list-style-type: none"> <li>• <b>Continue to serve Sharp Hospital and City Hall</b></li> </ul>

**Bold** – Accommodated in plan



11

## Comprehensive Operational Analysis

## PHASE II PUBLIC OUTREACH

December 8, 2005



## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

45

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\*\***

29.00

## 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 2005-12-08  
Name (PLEASE PRINT) Clive Richard  
Address 5153 La Donna St  
San Diego  
Telephone 619.582.4036  
Organization Represented (if any) \_\_\_\_\_

Subject of your remarks: \_\_\_\_\_

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT



OPPOSITION

☐

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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

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

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

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

45

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\*\***

09:49

## 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 Mike 12-8-05  
Name (PLEASE PRINT) Mike Crossley  
Address 2635 East 4th St.  
National City,  
Telephone 619-267-5127  
Organization Represented (if any) San Diego Regional Center  
Subject of your remarks: Bus routes

Agenda Item Number on which you request to speak 45  
Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☒

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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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)

December 8, 2005

### Subject:

MTS: OPERATIONS BUDGET STATUS REPORT FOR OCTOBER 2005

### RECOMMENDATION:

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

#### Budget Impact

None at this time.

### DISCUSSION:

This report summarizes MTS's operating results for October 2005. Attachment A-1 summarizes top-level operating expenditures and includes other expenditures compared to budget for October 2005. Attachment A-2 details the October 2005 combined operations results, and Attachments A-3 to A-10 present budget comparisons for each MTS operation. Attachment A-11 details budget comparisons for MTS Administration, and A-12 provides October 2005 results for MTS other activities (Taxicab/San Diego and Arizona Eastern Railway Company/debt service). All results include estimated pass sales for the month as these figures have not been received.

### MTS NET OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, October 2005 produced a favorable net-operating subsidy of \$411,000 (3.7%). The MTS operating divisions produced a \$255,000 positive



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.

net-operating subsidy variance while the administrative area had a \$156,000 positive net-operating subsidy variance.

Year-to-date through October 2005, the MTS net-operating subsidy favorable variance totaled \$564,000 (1.2%). Operations produced a \$253,000 favorable variance, and the administrative area contributed a \$312,000 positive variance.

## MTS OPERATIONS

### Revenues

Fare Revenue – October 2005. Attachment A-2 provides a summary of combined operating results. Combined fare revenue (including estimated pass sales) for October 2005 was \$6,103,000 compared to the budget of \$6,279,000, representing a \$176,000 (-2.8%) unfavorable variance. Internal bus operations produced a positive variance of \$98,000 (5.9%). Compared to the budget, rail operations had a \$221,000 (-8.4%) unfavorable variance. Combined contract services had a \$24,000 (-1.5%) unfavorable variance. All other year-to-date bus-related operations were \$29,000 under budget (-8.6%).

Passengers for the month ending October 2005 totaled 7,621,167 for all MTS operations compared to a budgeted ridership total of 6,888,168, representing a 732,999 (10.6%) favorable variance in ridership. The average fare for the month totaled \$.801 while the budgeted average fare was \$.883.

Fare Revenue – YTD October 2005. Combined fare revenue for October 2005 year-to-date was \$24,784,000 compared to the year-to-date budget of \$24,816,000, representing a \$32,000 (-0.1%) unfavorable year-to-date variance. From a year-to-date perspective, internal bus operations produced a positive variance of \$556,000 (8.2%). Compared to the budget, rail operations and contract services/fixed-route had a year-to-date unfavorable variance of \$485,000 (-4.6%) and \$123,000 (-2.2%), respectively. All other year-to-date bus-related operations were \$19,000 over budget (1.1%).

Passengers for the first four months of the 2005 fiscal year totaled 29,116,240 for all MTS operations compared to year-to-date budgeted ridership totaling 27,631,418, representing a 1,484,822 (5.4%) favorable variance in ridership. The average fare for the year-to-date totaled \$.851 while the budgeted average fare was projected at \$.898.

Other Revenue. Other revenue for October 2005 was \$212,000 compared to the budget of \$104,000, representing a \$108,000 (103.8%) favorable variance.

Year-to-date other revenues through October 2005 were \$590,000 compared to the year-to-date budget of \$389,000, representing a \$201,000 (51.7%) favorable variance. This primarily represents higher-than-expected advertising demand within bus and rail operations.

## Expenses

Personnel Costs. Total personnel-related costs for October 2005 were \$6,155,000 compared to the budget of \$6,990,000, resulting in an \$834,000 (11.9%) favorable variance. Due to a year-to-date over accrual of vacation and sick leave expenses in previous months, there was an adjustment of approximately \$850,000 in the current period to rectify. Year-to-date personnel-related costs totaled \$27,569,000 compared to a year-to-date budgetary figure of \$28,675,000, producing a favorable variance of \$1,106,000 (3.9%).

Outside Services and Purchased Transportation. Outside services expenses totaled \$5,118,000 compared to a budgetary figure of \$5,181,000, resulting in a favorable expense variance of \$64,000 (1.2%). Engine/transmission rebuild (\$28,000; 34.9%), other outside services (\$72,000; 25.9%), and purchased transportation (\$32,000; 0.8%) all contributed positive variances, while security (-\$42,000; -10.7%) and repair/maintenance services (-\$26,000; -8.7%) offset these favorable variances for the month of October 2005.

Outside services for the first four months of the fiscal year totaled \$21,248,000 compared to a budget of \$21,402,000, resulting in a year-to-date positive variance of \$154,000 (0.7%).

Materials and Supplies. Total combined materials and supplies costs were \$590,000 for October 2005 compared to the budget of \$671,000, resulting in a favorable expense variance of \$81,000 (12.1%). Year-to-date materials and supplies expenses totaled \$2,622,000 compared to a budgetary figure of \$2,595,000, resulting in an unfavorable expense variance of \$27,000 (-1.0%).

Energy – October 2005. Total October 2005 costs were \$2,515,000 compared to the budget of \$1,924,000, resulting in an unfavorable variance of \$591,000 (-30.7%). This unfavorable variance of is the result of higher than expected diesel fuel costs of \$634,000 versus a budget of \$489,000 (\$145,000; -29.7%); compressed natural gas (CNG) fuel costs of \$978,000 compared to a budget of \$666,000 (\$312,000; -46.8%); and electricity costs primarily within rail operations totaling \$903,000 versus a budget of \$769,000 (\$134,000; -17.4%). Usage rates are much higher in the Mission Valley East stations than projected (and a conservative estimate was calculated at budget time). October 2005 diesel prices averaged \$2.688 per gallon compared to the annual budgetary rate of \$1.800 per gallon. October 2005 CNG prices averaged \$1.428 per gallon compared to the annual budgetary rate of \$1.060 per gallon.

Energy – Year-to-Date October 2005. Total year-to-date energy costs were \$8,893,000 compared to the budget of \$7,627,000, resulting in a year-to-date unfavorable variance of \$1,266,000 (-16.6%). Year-to-date diesel fuel expenses were over budget by \$438,000 (-21.4%). CNG fuel costs were over budget by \$461,000 (-18.1%), and electricity costs (primarily within rail operations) were over budget by \$367,000 (-12.1%). Year-to-date diesel prices averaged \$2.363 per gallon compared to the annual budgetary rate of \$1.800 per gallon. Year-to-date CNG prices averaged \$1.236 per gallon compared to the annual budgetary rate of \$1.060 per gallon.

Risk Management. Risk management costs were \$427,000 compared to a budgetary figure of \$401,000, resulting in an unfavorable variance of \$26,000 (-6.6%) for October 2005. Year-to-date expenses for risk management were \$57,000 (3.7%) under budget.

General and Administrative. General and administrative costs were \$45,000 (-88.2%) over budget totaling \$96,000 for October 2005 compared to a budget of \$51,000. Year-to-date general and administrative costs were \$1,000 (-0.6%) over budget totaling \$209,000 through October 2005 compared to a year-to-date budget of \$208,000.

#### Other Expenditures

Attachments A-11 and A-12 summarizes total nonoperating other expenditures.


The October 2005 net operating subsidy totaled -\$2,044,000 compared to a budget of -\$2,199,000, resulting in a positive variance of \$156,000. Year-to-date net operating subsidy totaled -\$10,780,000 compared to a year-to-date budget of -\$11,091,000, resulting in a positive variance of \$312,000 through October 2005.

#### MONTH-END SUMMARY

The total favorable net operating subsidy variance of \$411,000 for the month of October 2005 was produced by a couple of main factors. Due to a year-to-date over accrual of vacation and sick leave expenses in previous months, there was an adjustment in the current period to rectify positively impacting expenses by approximately \$850,000. In addition, total energy costs were \$591,000 over budget for the month of October. Diesel and CNG prices continued to rise well above the budgeted amounts of \$1.80 per gallon and \$1.06 per therm during the month. Electricity usage also continues to be higher than we conservatively projected in the Mission Valley East stations. All other variances produced a positive variance of \$152,000.

#### YEAR-TO-DATE SUMMARY

The October 2005 year-to-date net operating subsidy totaled a favorable variance of \$564,000 (1.2%) primarily due to advertising revenue, positive personnel variances, other outside services, purchased transportation, and risk management. These favorable variances were partially offset by energy and materials costs.

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

Key Staff Contact: Tom Lynch, 619.557.4538, [Tom.Lynch@sdmts.com](mailto:Tom.Lynch@sdmts.com)

DEC8-05.46.OPSBUDGETOCT05.LMARINESI

Attachment: A. Budget Comparison

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**MTS  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2006**

**OCTOBER 31, 2005**

**(in \$000's)**

**Att. A, AI 46,  
12/8/05, FIN 310.1**

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,103	\$ 6,279	\$ (176)	-2.8%
Other Revenue	894	737	156	21.2%
<b>Total Operating Revenue</b>	<b>\$ 6,997</b>	<b>\$ 7,016</b>	<b>\$ (20)</b>	<b>-0.3%</b>
Subsidy	\$ 10,929	\$ 10,855	\$ 73	0.7%
Other Non Operating Income	858	858	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 11,787</b>	<b>\$ 11,713</b>	<b>\$ 73</b>	<b>0.6%</b>
<b>Total Revenue</b>	<b>\$ 18,784</b>	<b>\$ 18,730</b>	<b>\$ 54</b>	<b>0.3%</b>
Personnel	6,590	7,510	922	12.3%
Services	1,198	1,266	70	5.5%
Purchased Transportation	4,103	4,136	32	0.8%
Materials and Supplies	594	674	80	11.9%
Energy	2,529	1,938	(591)	-30.5%
Risk Management	474	438	(36)	-8.2%
General and Administrative	161	109	(52)	-47.7%
Debt Service	1,979	1,979	-	0.0%
Vehicle/Facility Lease	10	16	6	37.5%
<b>Total Costs</b>	<b>\$ 17,636</b>	<b>\$ 18,066</b>	<b>\$ 430</b>	<b>2.4%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 1,148</b>	<b>\$ 664</b>	<b>\$ (376)</b>	<b>-56.6%</b>
<b>Net Operating Subsidy</b>	<b>\$ (10,640)</b>	<b>\$ (11,050)</b>	<b>\$ 411</b>	<b>3.7%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 24,784	\$ 24,816	\$ (32)	-0.1%
Other Revenue	1,454	1,217	237	19.5%
<b>Total Operating Revenue</b>	<b>\$ 26,238</b>	<b>\$ 26,033</b>	<b>\$ 205</b>	<b>0.8%</b>
Subsidy	\$ 52,427	\$ 52,353	\$ 73	0.1%
Other Non Operating Income	3,434	3,434	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 55,861</b>	<b>\$ 55,787</b>	<b>\$ 73</b>	<b>0.1%</b>
<b>Total Revenue</b>	<b>\$ 82,099</b>	<b>\$ 81,820</b>	<b>\$ 279</b>	<b>0.3%</b>
Personnel	29,366	30,671	1,305	4.3%
Services	5,367	5,369	2	0.0%
Purchased Transportation	16,579	16,775	196	1.2%
Materials	2,628	2,610	(17)	-0.7%
Energy	8,938	7,683	(1,255)	-16.3%
Risk Management	1,653	1,715	62	3.6%
General and Administrative	357	363	6	1.7%
Debt Service	8,760	8,760	-	0.0%
Vehicle/Facility Lease	35	96	61	63.5%
<b>Total Costs</b>	<b>\$ 73,683</b>	<b>\$ 74,042</b>	<b>\$ 359</b>	<b>0.5%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 8,416</b>	<b>\$ 7,778</b>	<b>\$ (80)</b>	<b>-1.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (47,445)</b>	<b>\$ (48,009)</b>	<b>\$ 564</b>	<b>1.2%</b>



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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,103	\$ 6,279	\$ (176)	-2.8%
Other Revenue	212	104	108	103.8%
<b>Total Operating Revenue</b>	<b>\$ 6,315</b>	<b>\$ 6,383</b>	<b>\$ (68)</b>	<b>-1.1%</b>
Subsidy	\$ 10,318	\$ 10,249	\$ 69	0.7%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 10,318</b>	<b>\$ 10,249</b>	<b>\$ 69</b>	<b>0.7%</b>
<b>Total Revenue</b>	<b>\$ 16,634</b>	<b>\$ 16,632</b>	<b>\$ 2</b>	<b>0.0%</b>
Personnel	6,155	6,990	834	11.9%
Services	1,015	1,046	32	3.1%
Purchased Transportation	4,103	4,136	32	0.8%
Materials and Supplies	590	671	81	12.1%
Energy	2,515	1,924	(591)	-30.7%
Risk Management	427	401	(26)	-6.5%
General and Administrative	96	51	(45)	-88.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	10	16	6	37.5%
<b>Total Costs</b>	<b>\$ 14,911</b>	<b>\$ 15,234</b>	<b>\$ 323</b>	<b>2.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 1,723</b>	<b>\$ 1,398</b>	<b>\$ 325</b>	<b>23.2%</b>
<b>Net Operating Subsidy</b>	<b>\$ (8,596)</b>	<b>\$ (8,851)</b>	<b>\$ 255</b>	<b>2.9%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 24,784	\$ 24,816	\$ (32)	-0.1%
Other Revenue	590	389	201	51.7%
<b>Total Operating Revenue</b>	<b>\$ 25,374</b>	<b>\$ 25,205</b>	<b>\$ 169</b>	<b>0.7%</b>
Subsidy	\$ 47,010	\$ 46,941	\$ 69	0.1%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 47,010</b>	<b>\$ 46,941</b>	<b>\$ 69</b>	<b>0.1%</b>
<b>Total Revenue</b>	<b>\$ 72,384</b>	<b>\$ 72,146</b>	<b>\$ 238</b>	<b>0.3%</b>
Personnel	27,569	28,675	1,106	3.9%
Services	4,669	4,627	(42)	-0.9%
Purchased Transportation	16,579	16,775	196	1.2%
Materials	2,622	2,595	(27)	-1.0%
Energy	8,893	7,627	(1,266)	-16.6%
Risk Management	1,463	1,520	57	3.8%
General and Administrative	209	208	(1)	-0.5%
Debt Service	-	-	-	-
Vehicle/Facility Lease	35	95	60	63.2%
<b>Total Costs</b>	<b>\$ 62,039</b>	<b>\$ 62,123</b>	<b>\$ 84</b>	<b>0.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 10,346</b>	<b>\$ 10,024</b>	<b>\$ 322</b>	<b>3.2%</b>
<b>Net Operating Subsidy</b>	<b>\$ (36,665)</b>	<b>\$ (36,917)</b>	<b>\$ 253</b>	<b>0.7%</b>

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	%
Fare Revenue	\$ 1,753	\$ 1,655	\$ 98	5.9%
Other Revenue	115	79	36	45.6%
<b>Total Operating Revenue</b>	<b>\$ 1,868</b>	<b>\$ 1,734</b>	<b>\$ 134</b>	<b>7.7%</b>
Subsidy	\$ 4,718	\$ 4,649	\$ 70	1.5%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 4,718</b>	<b>\$ 4,649</b>	<b>\$ 70</b>	<b>1.5%</b>
<b>Total Revenue</b>	<b>\$ 6,586</b>	<b>\$ 6,382</b>	<b>\$ 204</b>	<b>3.2%</b>
Personnel	3,693	4,325	631	14.6%
Services	155	221	66	29.9%
Purchased Transportation	-	-	-	-
Materials and Supplies	343	363	20	5.5%
Energy	871	568	(303)	-53.3%
Risk Management	130	187	57	30.5%
General and Administrative	61	14	(47)	-335.7%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	8	4	50.0%
<b>Total Costs</b>	<b>\$ 5,256</b>	<b>\$ 5,685</b>	<b>\$ 429</b>	<b>7.5%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 1,329</b>	<b>\$ 697</b>	<b>\$ 632</b>	<b>90.7%</b>
<b>Net Operating Subsidy</b>	<b>\$ (3,389)</b>	<b>\$ (3,951)</b>	<b>\$ 563</b>	<b>14.2%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	%
Fare Revenue	\$ 7,358	\$ 6,802	\$ 556	8.2%
Other Revenue	394	290	104	35.9%
<b>Total Operating Revenue</b>	<b>\$ 7,752</b>	<b>\$ 7,092</b>	<b>\$ 660</b>	<b>9.3%</b>
Subsidy	\$ 20,507	\$ 20,437	\$ 69	0.3%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 20,507</b>	<b>\$ 20,437</b>	<b>\$ 69</b>	<b>0.3%</b>
<b>Total Revenue</b>	<b>\$ 28,259</b>	<b>\$ 27,529</b>	<b>\$ 730</b>	<b>2.7%</b>
Personnel	17,441	17,912	471	2.6%
Services	511	791	280	35.4%
Purchased Transportation	-	-	-	-
Materials	1,396	1,407	11	0.8%
Energy	2,726	2,313	(413)	-17.9%
Risk Management	576	699	123	17.6%
General and Administrative	91	61	(30)	-49.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	11	30	19	63.3%
<b>Total Costs</b>	<b>\$ 22,752</b>	<b>\$ 23,212</b>	<b>\$ 460</b>	<b>2.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 5,507</b>	<b>\$ 4,317</b>	<b>\$ 1,190</b>	<b>27.6%</b>
<b>Net Operating Subsidy</b>	<b>\$ (14,999)</b>	<b>\$ (16,120)</b>	<b>\$ 1,120</b>	<b>6.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**RAIL OPERATIONS  
(SAN DIEGO TROLLEY, INC.)**

**COMPARISON TO BUDGET - FISCAL YEAR 2006**

**OCTOBER 31, 2005**

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	%
Fare Revenue	\$ 2,422	\$ 2,643	\$ (221)	-8.4%
Other Revenue	98	25	73	292.0%
<b>Total Operating Revenue</b>	<b>\$ 2,520</b>	<b>\$ 2,668</b>	<b>\$ (148)</b>	<b>-5.5%</b>
Subsidy	\$ 1,942	\$ 1,942	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 1,942</b>	<b>\$ 1,942</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 4,462</b>	<b>\$ 4,610</b>	<b>\$ (148)</b>	<b>-3.2%</b>
Personnel	2,278	2,439	161	6.6%
Services	693	625	(67)	-10.7%
Purchased Transportation	-	-	-	-
Materials and Supplies	234	292	58	19.9%
Energy	883	724	(159)	-22.0%
Risk Management	228	174	(53)	-30.5%
General and Administrative	27	18	(9)	-50.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	7	7	-	0.0%
<b>Total Costs</b>	<b>\$ 4,350</b>	<b>\$ 4,280</b>	<b>\$ (69)</b>	<b>-1.6%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 112</b>	<b>\$ 330</b>	<b>\$ (218)</b>	<b>-66.1%</b>
<b>Net Operating Subsidy</b>	<b>\$ (1,830)</b>	<b>\$ (1,612)</b>	<b>\$ (218)</b>	<b>-13.5%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	%
Fare Revenue	\$ 10,121	\$ 10,606	\$ (485)	-4.6%
Other Revenue	196	100	96	96.0%
<b>Total Operating Revenue</b>	<b>\$ 10,317</b>	<b>\$ 10,706</b>	<b>\$ (389)</b>	<b>-3.6%</b>
Subsidy	\$ 8,078	\$ 8,078	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 8,078</b>	<b>\$ 8,078</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 18,395</b>	<b>\$ 18,784</b>	<b>\$ (389)</b>	<b>-2.1%</b>
Personnel	9,179	9,678	499	5.2%
Services	3,380	2,908	(473)	-16.3%
Purchased Transportation	-	-	-	-
Materials	1,194	1,124	(70)	-6.2%
Energy	3,292	2,848	(444)	-15.6%
Risk Management	743	667	(75)	-11.2%
General and Administrative	100	84	(16)	-19.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	24	28	4	14.3%
<b>Total Costs</b>	<b>\$ 17,911</b>	<b>\$ 17,336</b>	<b>\$ (575)</b>	<b>-3.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 484</b>	<b>\$ 1,448</b>	<b>\$ (964)</b>	<b>-66.6%</b>
<b>Net Operating Subsidy</b>	<b>\$ (7,594)</b>	<b>\$ (6,630)</b>	<b>\$ (964)</b>	<b>-14.5%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CONTRACT SERVICES**  
**FIXED ROUTE**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**OCTOBER 31, 2005**  
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,480	\$ 1,520	\$ (40)	-2.6%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 1,480</b>	<b>\$ 1,520</b>	<b>\$ (40)</b>	<b>-2.6%</b>
Subsidy	\$ 2,289	\$ 2,289	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 2,289</b>	<b>\$ 2,289</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 3,769</b>	<b>\$ 3,809</b>	<b>\$ (40)</b>	<b>-1.1%</b>
Personnel	24	33	9	27.3%
Services	75	81	6	7.4%
Purchased Transportation	2,895	2,927	32	1.1%
Materials and Supplies	-	2	2	-
Energy	517	439	(78)	-17.8%
Risk Management	-	-	-	-
General and Administrative	-	1	1	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 3,512</b>	<b>\$ 3,483</b>	<b>\$ (28)</b>	<b>-0.8%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 257</b>	<b>\$ 326</b>	<b>\$ (69)</b>	<b>-21.2%</b>
<b>Net Operating Subsidy</b>	<b>\$ (2,032)</b>	<b>\$ (1,963)</b>	<b>\$ (69)</b>	<b>-3.5%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,513	\$ 5,636	\$ (123)	-2.2%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 5,513</b>	<b>\$ 5,636</b>	<b>\$ (123)</b>	<b>-2.2%</b>
Subsidy	\$ 11,268	\$ 11,268	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 11,268</b>	<b>\$ 11,268</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 16,781</b>	<b>\$ 16,904</b>	<b>\$ (123)</b>	<b>-0.7%</b>
Personnel	92	131	39	29.8%
Services	303	332	28	8.4%
Purchased Transportation	11,814	11,910	97	0.8%
Materials	-	7	7	-
Energy	2,010	1,676	(334)	-19.9%
Risk Management	-	-	-	-
General and Administrative	1	3	2	66.7%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	10	10	-
<b>Total Costs</b>	<b>\$ 14,220</b>	<b>\$ 14,070</b>	<b>\$ (150)</b>	<b>-1.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 2,561</b>	<b>\$ 2,834</b>	<b>\$ (273)</b>	<b>-9.6%</b>
<b>Net Operating Subsidy</b>	<b>\$ (8,708)</b>	<b>\$ (8,434)</b>	<b>\$ (273)</b>	<b>-3.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CONTRACT SERVICES**  
**PARA TRANSIT**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**OCTOBER 31, 2005**  
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 138	\$ 122	\$ 16	13.1%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 138</b>	<b>\$ 122</b>	<b>\$ 16</b>	<b>13.1%</b>
Subsidy	\$ 804	\$ 804	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 804</b>	<b>\$ 804</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 942</b>	<b>\$ 926</b>	<b>\$ 16</b>	<b>1.7%</b>
Personnel	11	23	12	52.2%
Services	34	42	8	19.0%
Purchased Transportation	792	785	(7)	-0.9%
Materials and Supplies	-	-	-	-
Energy	121	89	(32)	-36.0%
Risk Management	-	8	8	-
General and Administrative	1	-	-	100.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	1	1	-
<b>Total Costs</b>	<b>\$ 959</b>	<b>\$ 949</b>	<b>\$ (10)</b>	<b>-1.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (17)</b>	<b>\$ (23)</b>	<b>\$ 6</b>	<b>-26.1%</b>
<b>Net Operating Subsidy</b>	<b>\$ (822)</b>	<b>\$ (827)</b>	<b>\$ 6</b>	<b>0.7%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 512	\$ 488	\$ 24	4.9%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 512</b>	<b>\$ 488</b>	<b>\$ 24</b>	<b>4.9%</b>
Subsidy	\$ 3,988	\$ 3,988	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 3,988</b>	<b>\$ 3,988</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 4,501</b>	<b>\$ 4,477</b>	<b>\$ 24</b>	<b>0.5%</b>
Personnel	51	92	41	44.6%
Services	147	170	23	13.5%
Purchased Transportation	3,076	3,142	66	2.1%
Materials	-	-	-	-
Energy	464	357	(108)	-30.3%
Risk Management	-	32	32	-
General and Administrative	1	2	1	50.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	28	28	-
<b>Total Costs</b>	<b>\$ 3,739</b>	<b>\$ 3,822</b>	<b>\$ 83</b>	<b>2.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 762</b>	<b>\$ 655</b>	<b>\$ 107</b>	<b>16.3%</b>
<b>Net Operating Subsidy</b>	<b>\$ (3,227)</b>	<b>\$ (3,334)</b>	<b>\$ 107</b>	<b>3.2%</b>

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 202	\$ 231	\$ (29)	-12.6%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 202</b>	<b>\$ 231</b>	<b>\$ (29)</b>	<b>-12.6%</b>
Subsidy	\$ 404	\$ 404	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 404</b>	<b>\$ 404</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 606</b>	<b>\$ 635</b>	<b>\$ (29)</b>	<b>-4.6%</b>
Personnel	44	58	14	24.1%
Services	23	27	4	14.8%
Purchased Transportation	405	412	7	1.7%
Materials and Supplies	-	-	-	-
Energy	79	75	(4)	-5.3%
Risk Management	-	-	-	-
General and Administrative	4	4	(1)	-25.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 555</b>	<b>\$ 575</b>	<b>\$ 20</b>	<b>3.5%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 50</b>	<b>\$ 60</b>	<b>\$ (9)</b>	<b>-15.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (354)</b>	<b>\$ (344)</b>	<b>\$ (9)</b>	<b>-2.6%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 837	\$ 851	\$ (14)	-1.6%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 837</b>	<b>\$ 851</b>	<b>\$ (14)</b>	<b>-1.6%</b>
Subsidy	\$ 2,020	\$ 2,020	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 2,020</b>	<b>\$ 2,020</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 2,857</b>	<b>\$ 2,871</b>	<b>\$ (14)</b>	<b>-0.5%</b>
Personnel	193	238	45	18.9%
Services	53	101	49	48.5%
Purchased Transportation	1,644	1,678	33	2.0%
Materials	-	-	-	-
Energy	274	321	47	14.6%
Risk Management	-	-	-	-
General and Administrative	6	11	4	36.4%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 2,171</b>	<b>\$ 2,349</b>	<b>\$ 178</b>	<b>7.6%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 686</b>	<b>\$ 522</b>	<b>\$ 164</b>	<b>31.4%</b>
<b>Net Operating Subsidy</b>	<b>\$ (1,334)</b>	<b>\$ (1,498)</b>	<b>\$ 164</b>	<b>10.9%</b>

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 109	\$ 108	\$ -	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 109</b>	<b>\$ 108</b>	<b>\$ -</b>	<b>0.0%</b>
Subsidy	\$ 150	\$ 150	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 150</b>	<b>\$ 150</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 259</b>	<b>\$ 258</b>	<b>\$ -</b>	<b>0.0%</b>
Personnel	104	112	8	7.1%
Services	35	50	15	30.0%
Purchased Transportation	-	-	-	-
Materials and Supplies	13	14	2	14.3%
Energy	43	28	(15)	-53.6%
Risk Management	70	31	(38)	-122.6%
General and Administrative	3	14	11	78.6%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 268</b>	<b>\$ 250</b>	<b>\$ (18)</b>	<b>-7.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (9)</b>	<b>\$ 8</b>	<b>\$ (17)</b>	<b>-212.5%</b>
<b>Net Operating Subsidy</b>	<b>\$ (159)</b>	<b>\$ (142)</b>	<b>\$ (17)</b>	<b>-12.0%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 443	\$ 434	\$ 10	2.3%
Other Revenue	-	(1)	-	-
<b>Total Operating Revenue</b>	<b>\$ 443</b>	<b>\$ 434</b>	<b>\$ 10</b>	<b>2.3%</b>
Subsidy	\$ 749	\$ 749	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 749</b>	<b>\$ 749</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 1,192</b>	<b>\$ 1,183</b>	<b>\$ 10</b>	<b>0.8%</b>
Personnel	425	436	11	2.5%
Services	120	170	51	30.0%
Purchased Transportation	-	-	-	-
Materials	31	57	26	45.6%
Energy	126	113	(14)	-12.4%
Risk Management	145	122	(23)	-18.9%
General and Administrative	10	47	37	78.7%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 857</b>	<b>\$ 945</b>	<b>\$ 88</b>	<b>9.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 335</b>	<b>\$ 237</b>	<b>\$ 98</b>	<b>41.4%</b>
<b>Net Operating Subsidy</b>	<b>\$ (414)</b>	<b>\$ (512)</b>	<b>\$ 98</b>	<b>19.1%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CORONADO FERRY**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**OCTOBER 31, 2005**  
(in \$000's)

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

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Subsidy	\$ 56	\$ 56	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 56</b>	<b>\$ 56</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 56</b>	<b>\$ 56</b>	<b>\$ -</b>	<b>0.0%</b>
Personnel	-	-	-	-
Services	-	-	-	-
Purchased Transportation	45	45	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 45</b>	<b>\$ 45</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 11</b>	<b>\$ 11</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (45)</b>	<b>\$ (45)</b>	<b>\$ -</b>	<b>0.0%</b>



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

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

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## ADMINISTRATION CONSOLIDATED

### COMPARISON TO BUDGET - FISCAL YEAR 2006

OCTOBER 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	602	558	43	7.7%
<b>Total Operating Revenue</b>	<b>\$ 602</b>	<b>\$ 558</b>	<b>\$ 43</b>	<b>7.7%</b>
Subsidy	\$ 418	\$ 414	\$ 4	1.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 418</b>	<b>\$ 414</b>	<b>\$ 4</b>	<b>1.0%</b>
<b>Total Revenue</b>	<b>\$ 1,019</b>	<b>\$ 972</b>	<b>\$ 47</b>	<b>4.8%</b>
Personnel	550	626	76	12.1%
Services	179	214	35	16.4%
Purchased Transportation	-	-	-	-
Materials and Supplies	3	4	1	25.0%
Energy	13	13	-	0.0%
Risk Management	40	30	(10)	-33.3%
General and Administrative	64	52	(12)	-23.1%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 849</b>	<b>\$ 939</b>	<b>\$ 90</b>	<b>9.6%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 171</b>	<b>\$ 33</b>	<b>\$ 138</b>	<b>-418.2%</b>
<b>Net Operating Subsidy</b>	<b>\$ (247)</b>	<b>\$ (381)</b>	<b>\$ 134</b>	<b>35.2%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	602	583	19	3.3%
<b>Total Operating Revenue</b>	<b>\$ 602</b>	<b>\$ 583</b>	<b>\$ 19</b>	<b>3.3%</b>
Subsidy	\$ 2,173	\$ 2,169	\$ 4	0.2%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 2,173</b>	<b>\$ 2,169</b>	<b>\$ 4</b>	<b>0.2%</b>
<b>Total Revenue</b>	<b>\$ 2,774</b>	<b>\$ 2,751</b>	<b>\$ 23</b>	<b>0.8%</b>
Personnel	2,269	2,447	177	7.2%
Services	673	701	28	4.0%
Purchased Transportation	-	-	-	-
Materials	4	16	12	75.0%
Energy	42	51	9	17.6%
Risk Management	160	165	5	3.0%
General and Administrative	989	984	(5)	-0.5%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 4,137</b>	<b>\$ 4,364</b>	<b>\$ 227</b>	<b>5.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1,363)</b>	<b>\$ (1,613)</b>	<b>\$ 250</b>	<b>15.5%</b>
<b>Net Operating Subsidy</b>	<b>\$ (3,535)</b>	<b>\$ (3,781)</b>	<b>\$ 246</b>	<b>6.5%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OTHER ACTIVITIES**

**CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2006**

**OCTOBER 31, 2005**

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	80	75	5	6.7%
<b>Total Operating Revenue</b>	<b>\$ 80</b>	<b>\$ 75</b>	<b>\$ 5</b>	<b>6.7%</b>
Subsidy	\$ 193	\$ 193	\$ -	0.0%
Other Non Operating Income	858	858	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 1,051</b>	<b>\$ 1,051</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 1,131</b>	<b>\$ 1,126</b>	<b>\$ 5</b>	<b>0.4%</b>
Personnel	(115)	(105)	10	-9.5%
Services	3	6	3	50.0%
Purchased Transportation	-	-	-	-
Materials and Supplies	1	-	(1)	100.0%
Energy	1	1	1	100.0%
Risk Management	7	7	-	0.0%
General and Administrative	1	5	4	80.0%
Debt Service	1,979	1,979	-	0.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 1,877</b>	<b>\$ 1,893</b>	<b>\$ 17</b>	<b>0.9%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (745)</b>	<b>\$ (767)</b>	<b>\$ 22</b>	<b>2.9%</b>
<b>Net Operating Subsidy</b>	<b>\$ (1,797)</b>	<b>\$ (1,818)</b>	<b>\$ 22</b>	<b>1.2%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	262	245	17	6.9%
<b>Total Operating Revenue</b>	<b>\$ 262</b>	<b>\$ 245</b>	<b>\$ 17</b>	<b>6.9%</b>
Subsidy	\$ 3,244	\$ 3,244	\$ -	0.0%
Other Non Operating Income	3,434	3,434	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 6,678</b>	<b>\$ 6,678</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 6,940</b>	<b>\$ 6,923</b>	<b>\$ 17</b>	<b>0.2%</b>
Personnel	(472)	(451)	21	-4.7%
Services	25	41	16	39.0%
Purchased Transportation	-	-	-	-
Materials	2	-	(2)	100.0%
Energy	3	5	2	40.0%
Risk Management	30	30	-	0.0%
General and Administrative	(842)	(830)	12	-1.4%
Debt Service	8,760	8,760	-	0.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 7,507</b>	<b>\$ 7,555</b>	<b>\$ 48</b>	<b>0.6%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (567)</b>	<b>\$ (633)</b>	<b>\$ 66</b>	<b>10.4%</b>
<b>Net Operating Subsidy</b>	<b>\$ (7,245)</b>	<b>\$ (7,310)</b>	<b>\$ 66</b>	<b>0.9%</b>

# Metropolitan Transit System FY 2006 - October 2005 Financial Review

MTS Board of Directors Meeting  
December 8, 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	256	252
General Fund	156	312
Total Combined Net Operating Subsidy Variance	412	564



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

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$24,784	\$24,816	(\$32)	-0.1%
Other Revenue	590	389	201	51.7%
<b>Total Operating Revenue</b>	<b>25,374</b>	<b>25,205</b>	<b>169</b>	<b>0.7%</b>
Wages/Fringes	27,569	28,675	1,106	3.9%
Purchased Transportation	16,579	16,775	196	1.2%
Energy	8,893	7,627	(1,266)	-16.6%
Other Expenses	8,998	9,045	47	0.5%
<b>Total Costs</b>	<b>62,039</b>	<b>62,122</b>	<b>83</b>	<b>0.1%</b>
<b>Net Operating Subsidy</b>	<b>(\$36,665)</b>	<b>(\$36,917)</b>	<b>\$252</b>	<b>0.7%</b>



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

**Energy Impact on Operations**

Average annual cost per \$0.01 increase in price

Diesel	CNG
27,919	66,763

Annual budgetary impact (increased cost) at annual average prices

Diesel		CNG	
Average Annual Price	Annual Budgetary Impact	Average Annual Price	Annual Budgetary Impact
1.800	-	1.060	-
1.950	418,785	1.090	200,289
2.100	837,570	1.120	400,578
2.200	1,116,760	1.200	934,682
2.363	1,571,840	1.236	1,175,029
2.400	1,675,140	1.240	1,201,734
2.550	2,093,925	1.250	1,268,497
2.700	2,512,710	1.280	1,468,786

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



# Metropolitan Transit System FY 2006 - October 2005 Financial Review

MTS Board of Directors Meeting  
December 8, 2005





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

## Agenda

Item No. 47

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

OPS 920.1, 960.5, 970.5  
(PC 50451)

December 8, 2005

Subject:

MTS: OCTOBER MONTHLY PERFORMANCE INDICATORS

### RECOMMENDATION:

That the Board of Directors receive this report for information.

#### Budget Impact

None.

### DISCUSSION:

#### Operating Environment

The following report is a summary of the MTS operational statistics for October 2005, month four of FY 2006. There were 21 operational weekdays and 10 weekend days of service.

#### Service Statistics

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

- Service Effectiveness

- In October, MTS system ridership crossed the 7-million passenger mark; a total of 7,140,893 passengers were carried, with 3,846,424 traveling on MTS bus and 3,294,449 passengers traveling on MTS rail. MTS bus



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carried 25.99 passengers per revenue hour while MTS rail carried 213.74 passengers per revenue hour.

- Service Reliability

- On-time Performance: System wide on-time performance was calculated at 91.5%. MTS bus reported 86.1% of its trips on time, and MTS rail reported 96.9% of its trips on time.
- Mean Distance Between Failures (MDBF): MTS bus was 17,796 miles overall for the month of October. Of note, MTS bus operations surpassed 25,000 miles between failures (27,138 miles). There were no major failures on MTS rail; the MDBF was 707,542 car miles.

- Quality of Service

- MTS bus had 2.61 total collisions per 100,000 miles in the month of October. MTS rail had two collisions at a rate of 0.28 total collisions per 100,000 miles.
- Non-ADA customer complaints reported 9.64 complaints per 100,000 passengers in October. There were 14 ADA complaints, which represented 0.05% of total ADA ridership.



Paul G. Jablonski  
Chief Executive Officer

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

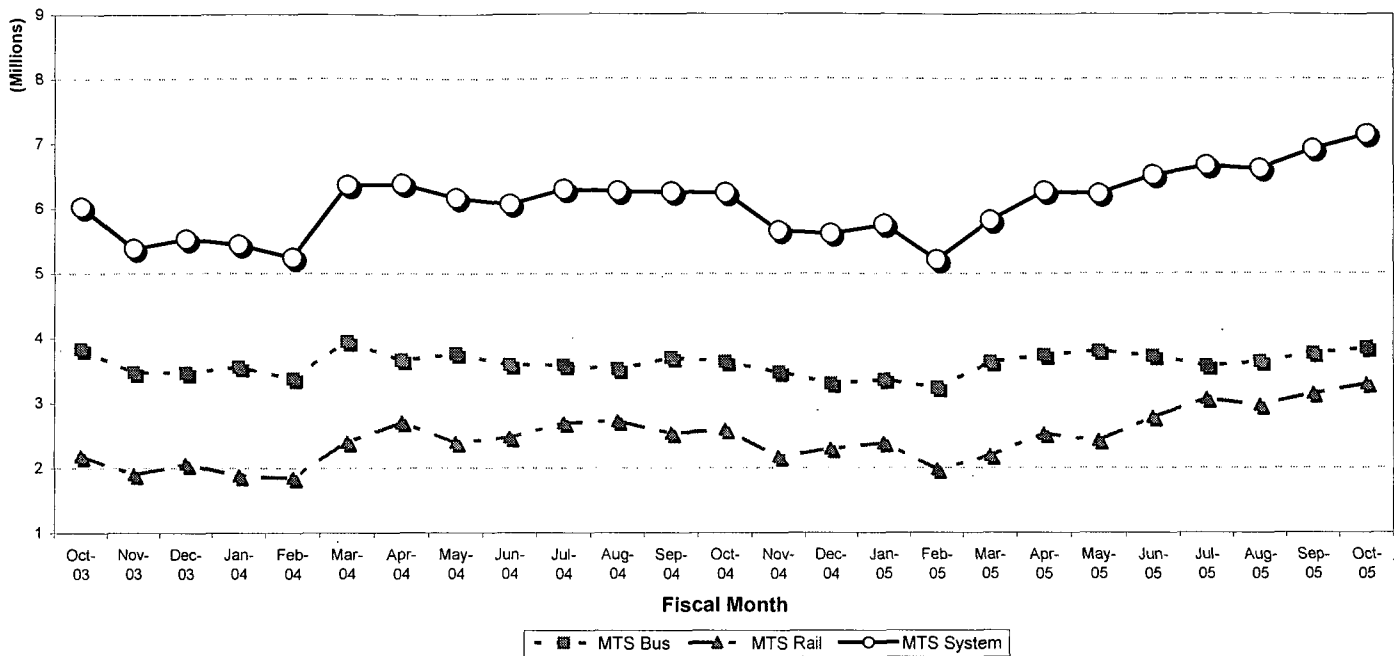
JGarde  
DEC8-05.47.OCTPERFIND.ASMART7/6/05

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



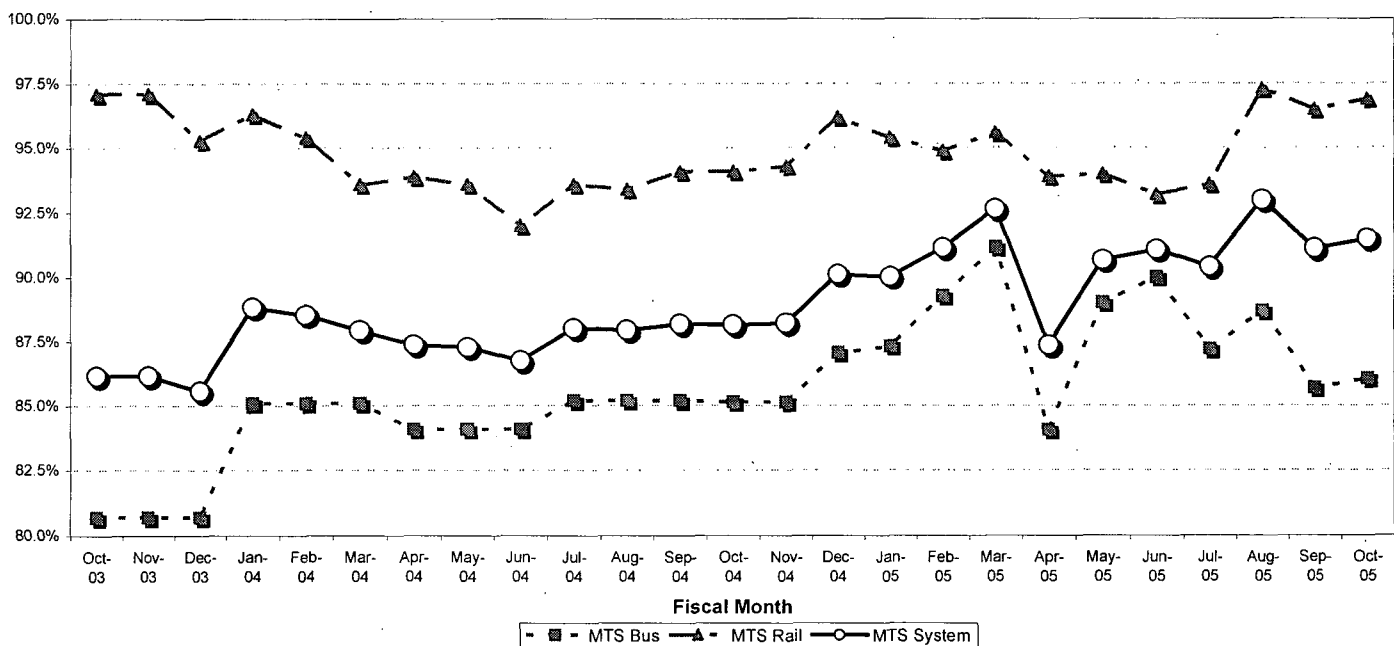
## RIDERSHIP

System Ridership  
FY 2004 to Present



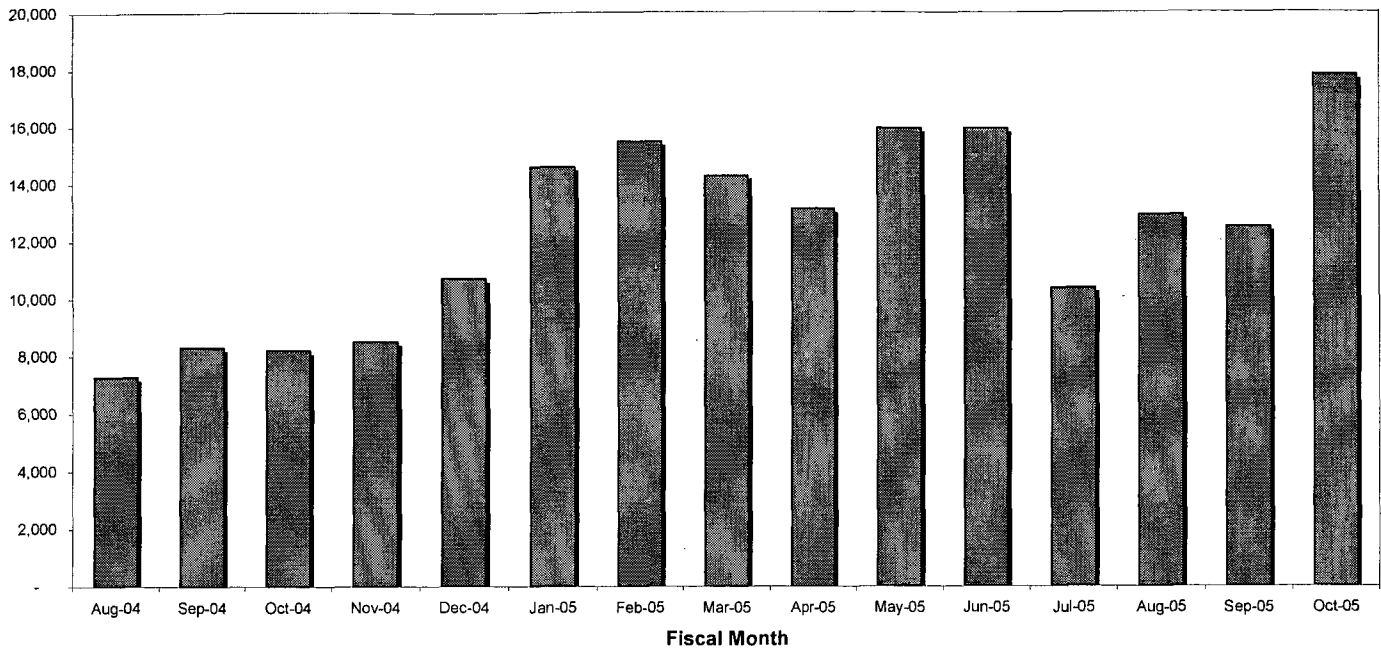
## ON TIME PERFORMANCE

System On Time Performance  
FY 2004 to Present

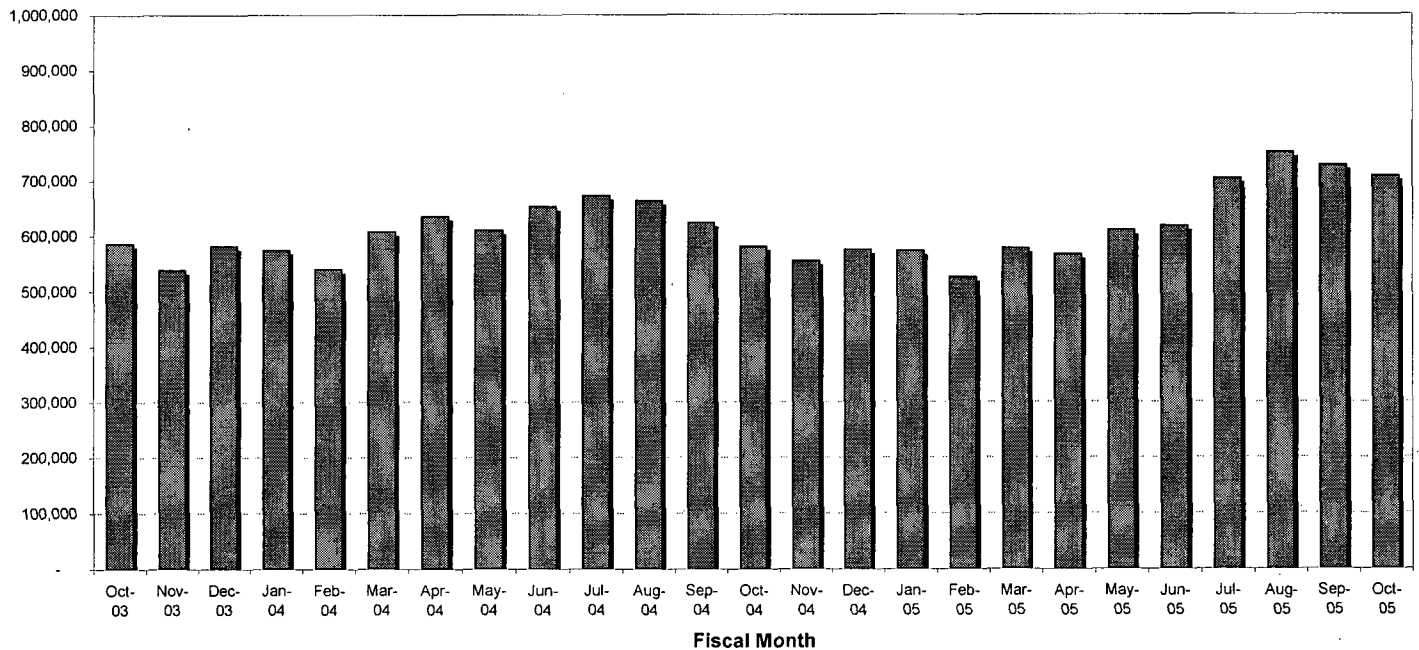


## MEAN DISTANCE BETWEEN MECHANICAL FAILURES

Bus Mean Distance Between Failures  
FY 2004 to Present

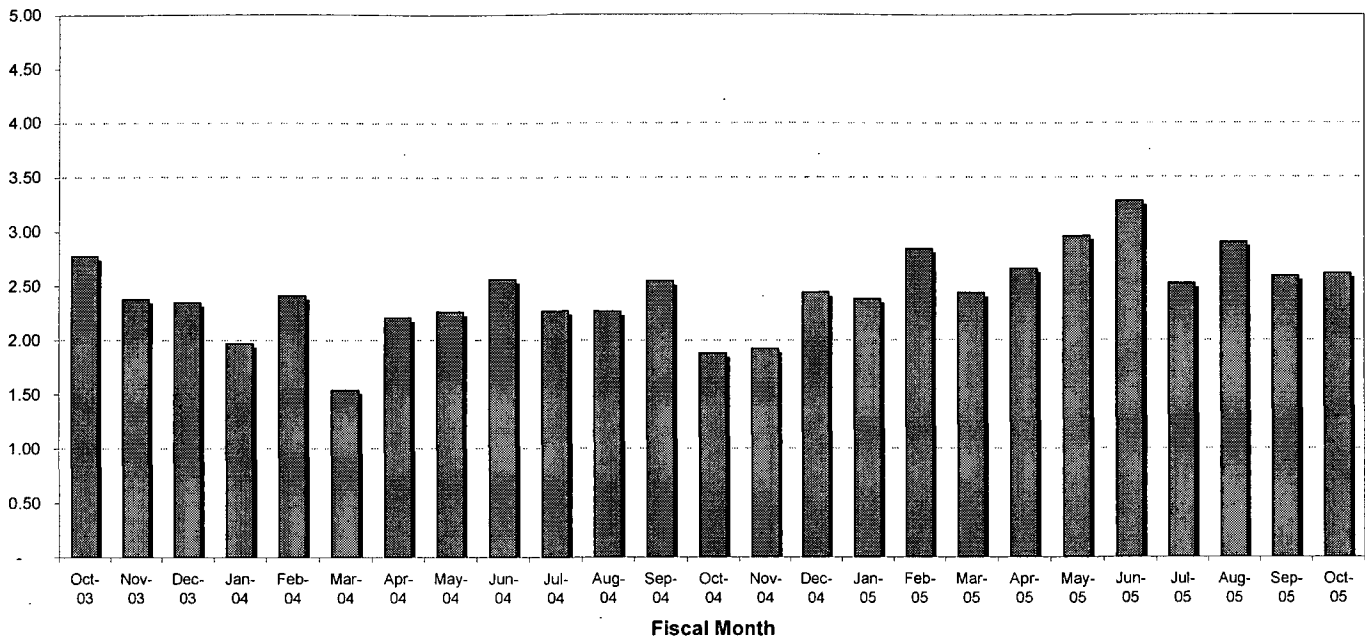


Rail Mean Distance Between Failures  
FY 2004 to Present

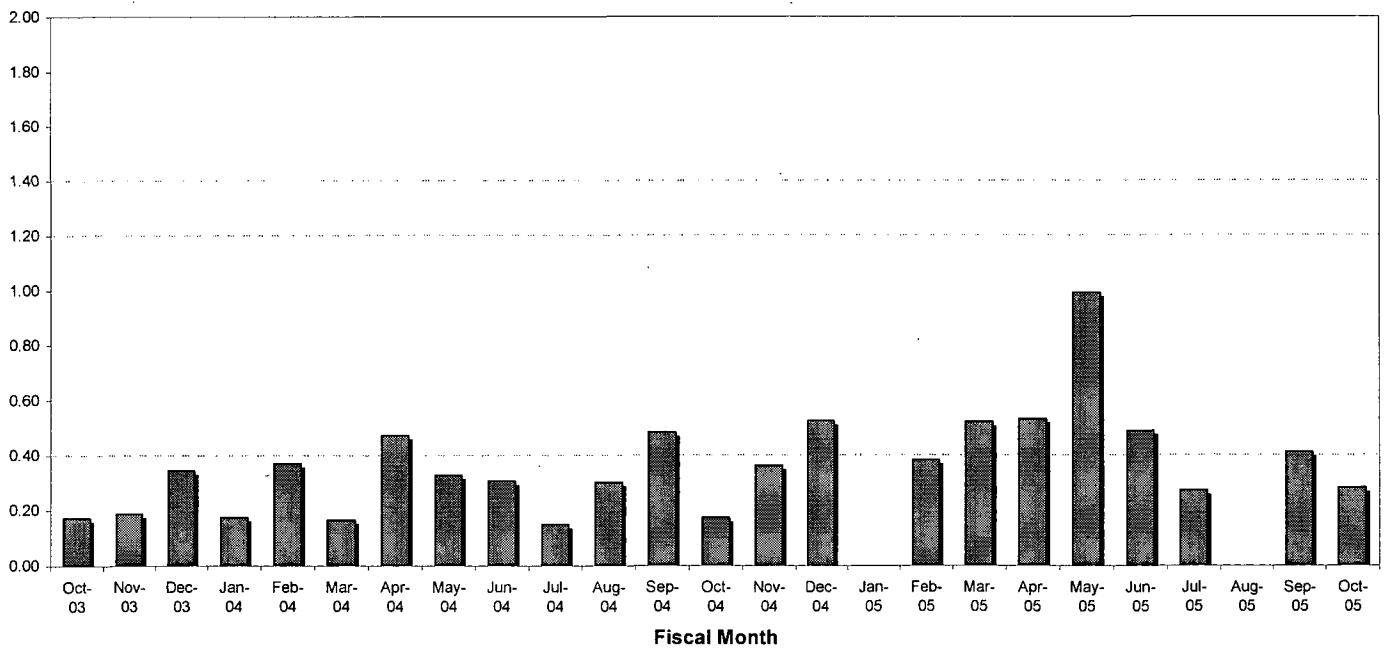


# **TOTAL COLLISION ACCIDENTS (PER 100,000 MILES)**

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



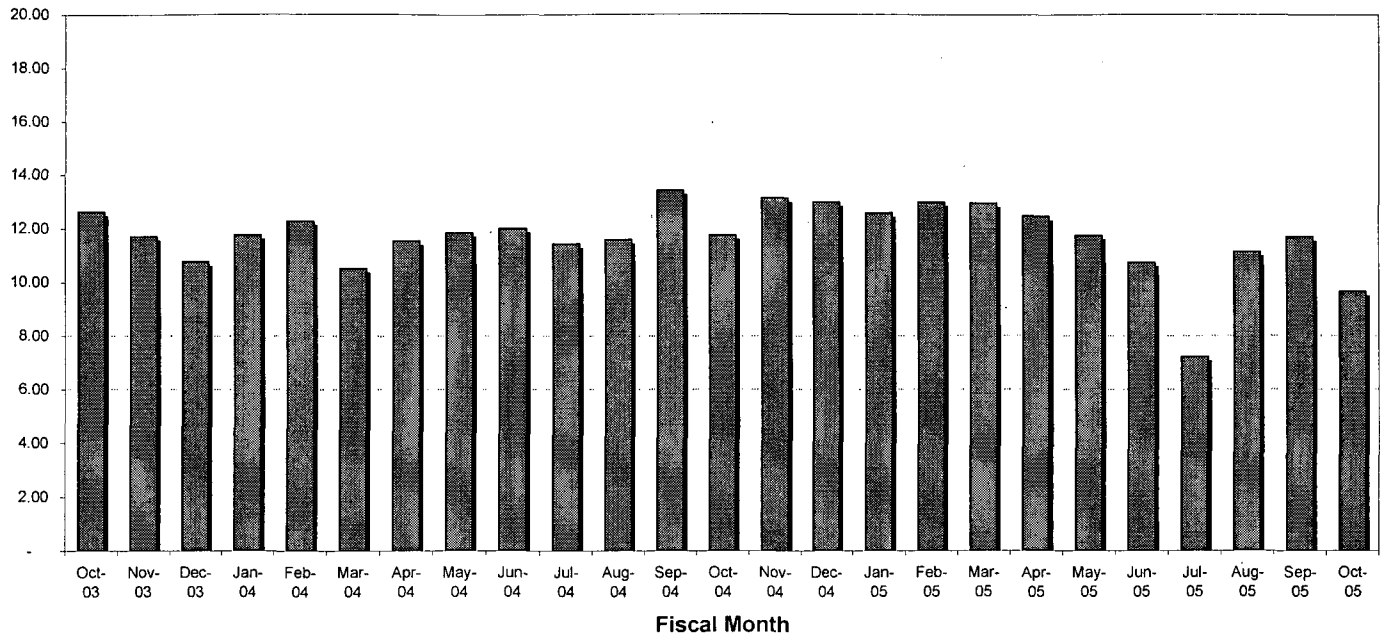
**Rail Total Collision Accidents (per 100,000 Miles)  
FY 2004 to Present**



# CUSTOMER COMPLAINTS

Att. D, AI 47, 12/8/05,  
OPS 920.1, 960.5, 970.5

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



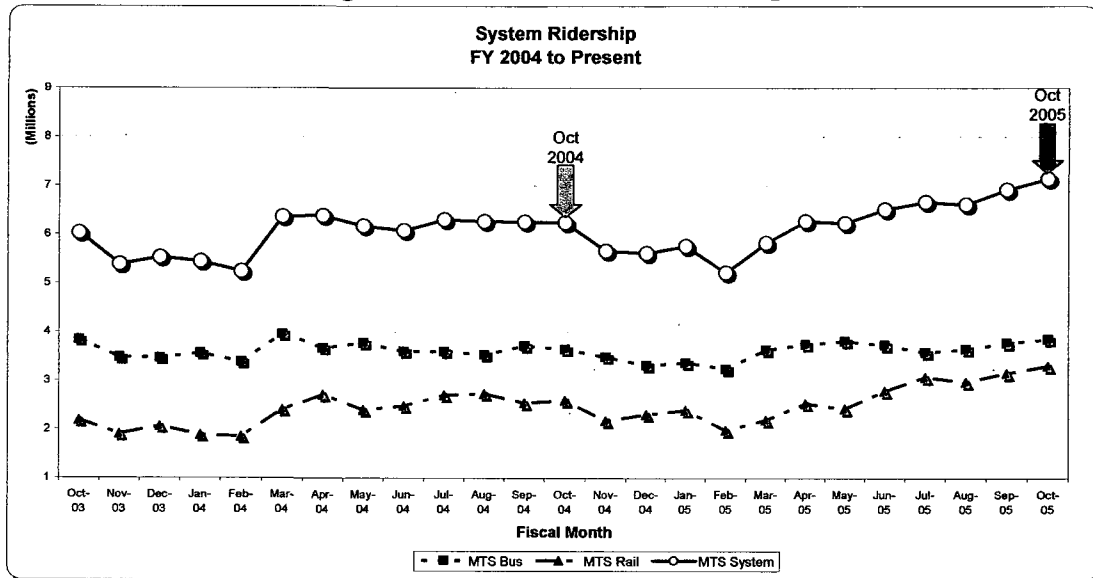
**Metropolitan Transit System**

**October 2005  
Monthly Performance Indicators**

**December 8, 2005**



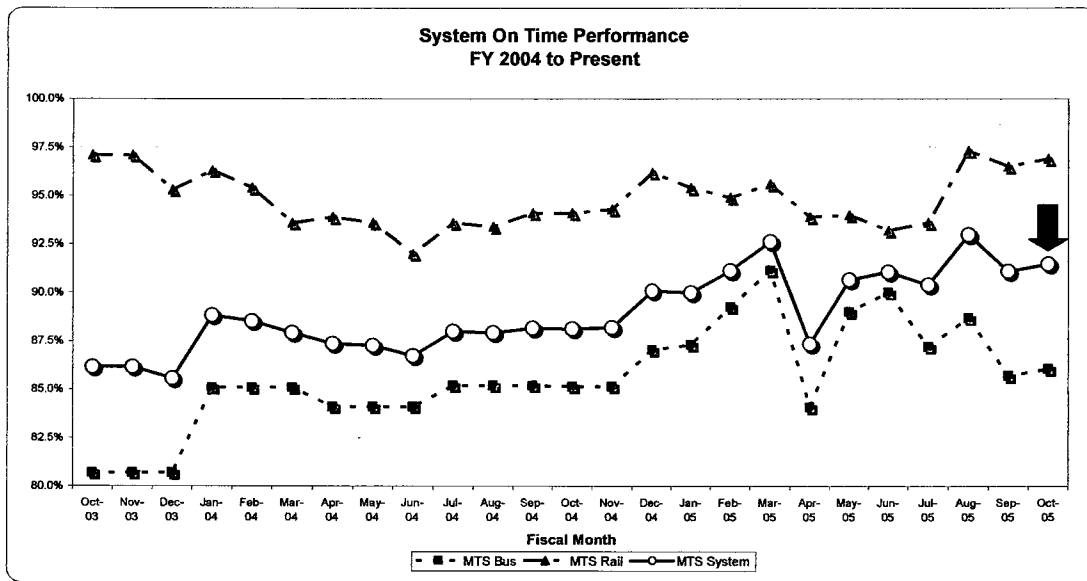
# System Ridership



MTS Bus	MTS Rail	MTS System
3,846,424	3,294,449	7,140,893



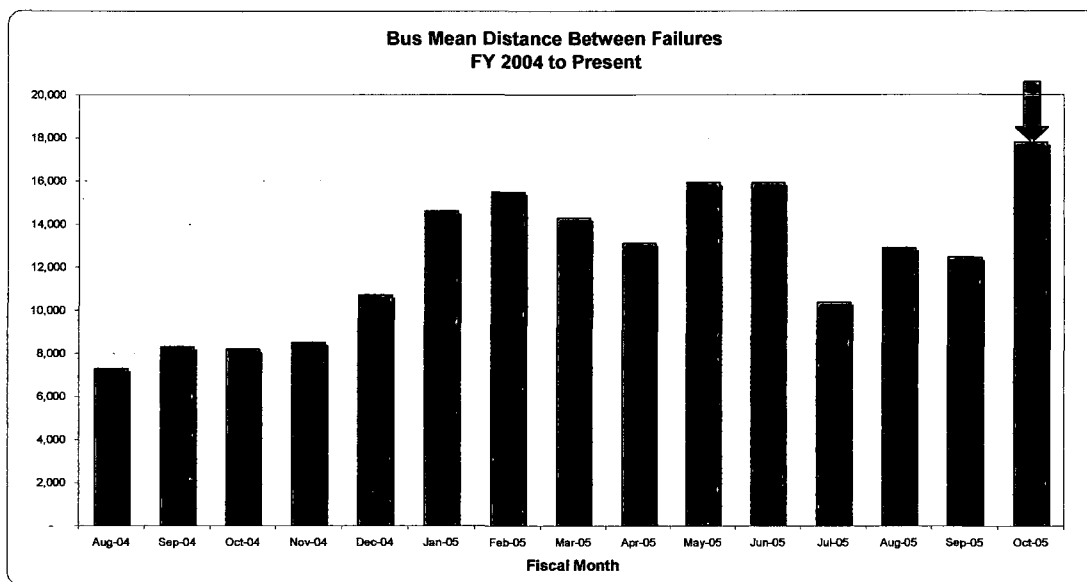
# On Time Performance



MTS Bus	MTS Rail	MTS System
86.1%	96.9%	91.5%



## Mean Distance Between Failures - Bus

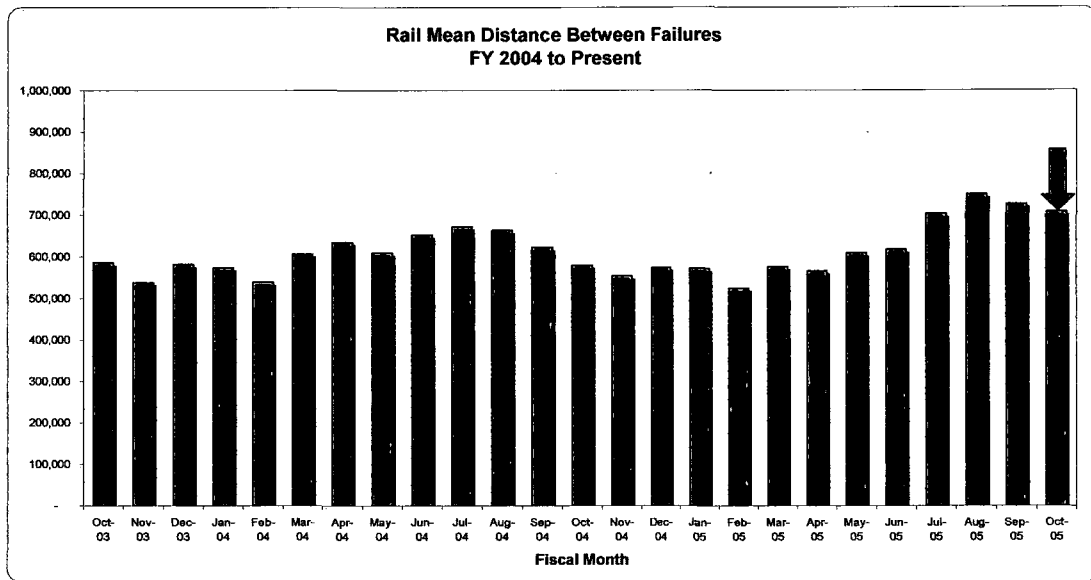


- Mean distance between failures for MTS Bus was 17,796 miles.





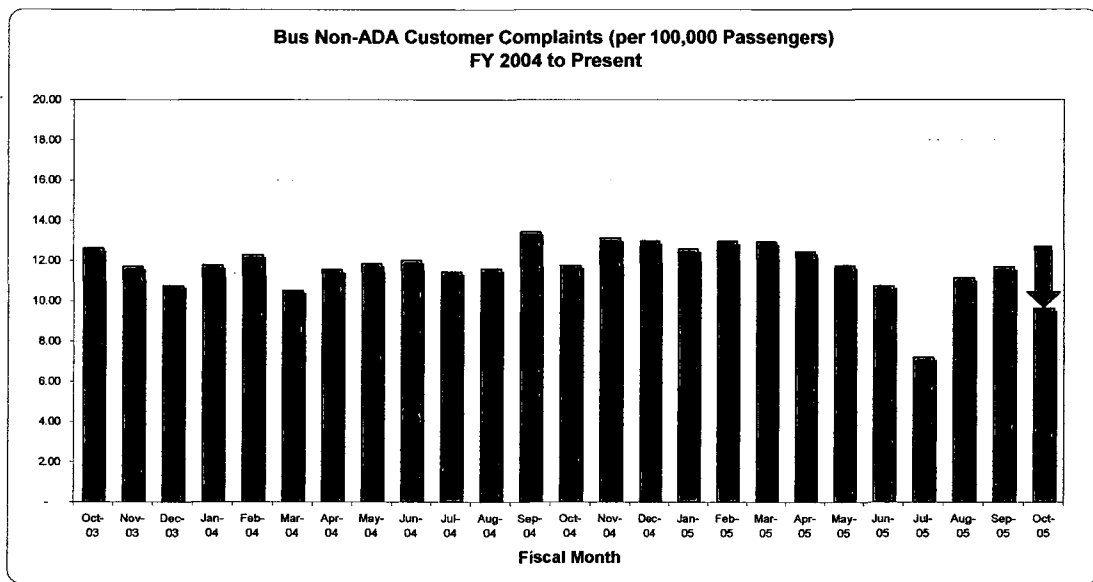
## Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 707,542 car miles.



# Customer Complaints



- Non-ADA complaints were reported at 9.64 complaints per 100,000 passengers.
- ADA services reported 14 complaints, which was 0.07% of ADA ridership.



## Collision Accidents

- MTS Bus collision rate was 2.61 collisions per 100,000 miles
- MTS Rail had two collision accidents in October. The collision rate was 0.28 collisions per 100,000 miles.



# Conclusion of Report





Metropolitan Transit System

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

## Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

December 8, 2005

### Minor Contract Actions

- Pat & Oscars for catering for the Employee Safe Driver/Mission Valley East Volunteer Recognition Event.
- Raphael's Party Rental for the Employee Safe Driver/Mission Valley East Volunteer Recognition Event.
- The Wiggans Group for right-of-way services for the Pacifica Project at Pacific and Ash Street, Prospect Square, and the Sapphire Project at A Street.
- R. Martin Bohl for legal services related to the Linda Vista/Morena and Grossmont Joint Development projects.
- SANDAG Service Bureau for the survey of Green Line trains and SDSU passenger counts.
- Siemens Transportation Systems for an amendment to a warranty claims settlement agreement adding specified parts for U2 light rail vehicles.
- Stacy & Witbeck for construction services for the Mission Valley East (MVE) Light Rail Transit (LRT) Extension and for MVE Trackwork & Systems.
- Berryman and Heniger for engineering services related to the remodeling of MTS offices in the Mills Building.
- Mission Valley Designers for an amendment that extends design services for the MVE LRT project through the completion of the Federal Emergency Management Agency (FEMA) Letter of Map Revision (LOMR) process.
- Orion Construction Corp./Balboa Construction, Inc. for construction services for the MVE LRT – SDSU Segment Utilities.
- Balfour Beatty/Ortiz Enterprises for construction services for the La Mesa segment of the MVE LRT extension.
- Bordeaux Printers, Inc. for Trolley Pocket Guides.



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