



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.

January 12, 2006

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - December 8, 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: Election of Vice Chair and Chair Pro Tem and Continuance of Appointments to Committees for 2006 Elect
Action would: (1) elect a Vice Chair and a Chair Pro Tem for 2006; and (2) continue the current appointment of representatives to the MTS Committees through the end of January 2006 so the Ad Hoc Nominating Committee can make recommendations for committee appointments for the 2006 calendar year.



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 Local 465

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS

6. MTS: FY 06/07 Take One Printing - Contract Amendment with AAA Printing Approve
Action would authorize the CEO to exercise the second of two option years with AAA Printing to print Take One notices.
7. MTS: FY 06/07 Daily Dated Universal Transfer Slips - Contract Amendment with The Ticket Factory Approve
Action would authorize the CEO to exercise a third option year with The Ticket Factory to print Daily Dated Universal Transfer Slips and deliver them to MTS operators.
8. SDTI: Light Rail Vehicle Pantograph Carbon Procurement - Contract Award Approve
Action would authorize the President-General Manager to execute a Standard Procurement Agreement with Schunk Graphite Technology, Inc. to supply light rail vehicle (LRV) pantograph carbons for a five-year period pending approval of a waiver from Buy America requirements by the Federal Transit Administration (FTA).

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

30. MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project Receive
Action would receive an update from General Counsel regarding the status of the Grossmont Trolley Station Joint Development Project.

- | | | |
|-----|--|-----------------|
| 31. | <u>MTS: Proposed Modifications of MTS Board Policy No. 22 for Appointment of Committee Members and Executive Committee Composition</u>
Action would: (1) approve the proposed modifications to MTS Board Policy No. 22 to modify the composition of the Executive Committee and create a clearly defined Committee member appointment process; (2) have the East County member cities (El Cajon, La Mesa, Lemon Grove, Poway, and Santee) caucus and select their rotation schedule to be memorialized in Policy No. 22; (3) have the South Bay member cities (Chula Vista, Coronado, Imperial Beach, and National City) caucus and select their rotation schedule to be memorialized in Policy No. 22; (4) create an Ad Hoc Nominating Committee comprised of Toni Atkins, Thomas Clabby, Bob Emery, Harry Mathis, Jerry Rindone, and Ron Roberts; and (5) direct the Ad Hoc Nominating Committee to convene the week of January 15, 2006, review the list of MTS Committees and appointments to non-MTS Committees, and forward a list of proposed appointments to the Board for approval at the January 26, 2006, meeting. | Approve |
| 32. | <u>MTS: Comprehensive Operational Analysis - Status of Public Outreach and Service Development Plan</u>
Action would receive information on the status of the public outreach effort and refinement of the Service Development Plan. | Possible Action |
| 33. | <u>MTS: Status of the San Diego Association of Governments' Showcase Project</u>
Action would receive an information on the San Diego Association of Governments' (SANDAG's) Showcase Project and provide direction to staff. | Possible Action |
| 34. | <u>MTS Finance Workshop</u> | |
| | a. <u>MTS: Operations Budget Status Report for November 2005</u>
Action would receive the MTS Operations Budget Status Report for November fiscal year 2005. | Possible Action |
| | b. <u>MTS: Combined FY 2007 Finance Workshop</u>
Action would receive the combined MTS FY 05 year-end initial projections and time line of budgetary process (subject to change by the Budget Development Committee). | Possible Action |

REPORT ITEMS

No Report Items.

- | | | |
|-----|---|-----------------|
| 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>
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| 64. | <u>Next Meeting Date:</u> January 26, 2006 | |
| 65. | <u>Adjournment</u> | |

AGENDAS EC 1-5-06 BD 1-12-06



Metropolitan Transit System

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

01-06-06 11:54 RCVD

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| 65. | <u>Adjournment</u> | |

AGENDAS EC 1-5-06 BD 1-12-06

Submitted by: _____
Remove On: _____
Return to Submitter: _____ OR (Pick One)
Retain in Posting File: _____

Submitted by: D. Bridge

Remove On: 01-12-06

Return to Submitter: Gail Williams

OR (Pick One)

Retain in Posting File: _____

EXECUTIVE COMMITTEE MEETING FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS),
SAN DIEGO TRANSIT CORPORATION (SDTC),
AND SAN DIEGO TROLLEY, INC. (SDTI)

November 18, 2005

MINUTES

A. ROLL CALL

Vice Chair Rindone called the meeting to order at 9:45 a.m. A roll call sheet listing Executive Committee member attendance is attached.

B. COMMITTEE DISCUSSION ITEMS

1. MTS: Appointment of MTS Chairperson (ADM 110.1, PC 50101)

The Executive Committee was provided with a list of interview questions as well as a document outlining the qualifications, critical organizational issues, responsibilities, average time commitment, and support provided by MTS for the MTS Chairperson position. The Committee discussed minor modifications to the interview questions and decided on a process for asking the interview questions.

Ms. Lynn Schenk joined the meeting, and Vice Chair Rindone explained the interview process to her. In introduction, Ms. Schenk stated that she was a long-time San Diego City resident, born in New York City and lived in Los Angeles. She is an attorney who gets a great deal of satisfaction from doing public service. She served as the California Secretary of Business, Transportation, and Housing under Governor Jerry Brown during the early days of the conception of San Diego Trolley. She also served as Vice Chair of the Port Commission when funding was granted for the Laurel Street overpass for trolley and played a small but important role in funding that project. She was then elected to the U.S. Congress in 1992 and chose to be on the Transportation Subcommittee of the Committee on Energy and Commerce. She added that she has always had an interest in high-speed rail, and is a member of the Los Angeles-San Diego Rail Corridor Agency. She also served as Chief of Staff for Governor Gray Davis, where she stated projects got funded because they came through the Governor's office and through Ms. Schenk as Chief of Staff. She added that she is now in private practice in San Diego.

Ms. Schenk told the Committee that, even though she was initially recommended by the Amalgamated Transit Union and did not initiate interest herself, she is interested in the position and would approach the position with her usual vigor and enthusiasm. She provided the following information to the Committee in response to their questions:

Leadership Style: Supports healthy discussion and debate and, from that, should arrive at a clear and concise path for moving forward. As Chair, she would follow that path. Willing to make decisions, when necessary, and stand up for those

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 01/12/06

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

CLOSED SESSION: 9:23 a.m.

RECONVENE: 9:41 a.m.

RECESS: 10:10 a.m.

RECONVENE: 10:27 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 12:02 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"/>		
EWIN	<input checked="" type="checkbox"/>	(Jantz)	<input type="checkbox"/>		
HANSON-COX	<input checked="" type="checkbox"/>	(Lewis)	<input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	9:16 a.m. during AI 3	11:43 a.m. during AI 33
MATHIS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/>	(Tierney)	<input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/>	(Zarate)	<input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/>	(Davis)	<input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input 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"/>		
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

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

December 8, 2005

Board of Directors Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:06 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Young moved to approve the minutes of the November 10, 2005, Board of Directors meeting. Mr. Emery seconded the motion, and the vote was 13 to 0 in favor.

3. Public Comments

Recognition of Charles Simpson and The Coca-Cola Company. Mr. Jablonski, MTS Chief Executive Officer (CEO), recognized Mr. Charles Simpson and Coca-Cola for participating in a partnership project with MTS, which created and distributed a Rosa Parks DVD to libraries. He also recognized Mr. Simpson and Coca-Cola for the role they play in educating the public about the benefits of public transportation. Chairman Williams presented Mr. Simpson with a plaque and a signed poster commemorating Rosa Parks and the project. Mr. Simpson stated that he was proud to be part of public transportation and efforts to encourage the public to use it.

Chuck Lungerhausen: Mr. Lungerhausen referred to the recent shooting of an individual at the La Mesa Spring Street Station and stated that MTS has the need for a complete video monitoring system and the presence of law enforcement personnel on the system.

Don Stillwell: Mr. Stillwell spoke in favor of making service changes to Route Nos. 13 and 14 as minor service changes, which don't require Board approval, prior to implementation of the COA. He spoke about the dangers of passengers crossing the busy streets around Kaiser Hospital in the dark. He stated that implementation of these service changes would result in the bus stopping in front of the hospital rather than across the street.

Clive Richard: Mr. Richard spoke in favor of MTS's policy allowing minor service changes, defined as less than 15 percent of the total route, without Board approval.

4. MTS: Nomination and Election of the New MTS Chairperson (ADM 110, PC 50101)

Chairman Williams opened this item by stating that he has taken great pleasure from being on the MTS Board, and that the organization has done an excellent job. He added that he is retiring because of a desire to travel. Chairman Williams then reviewed the procedures to be used for the nomination and election of a new MTS Chairperson as follows: (1) Chairman opens the agenda item; (2) Nominating Committee makes its report and makes a motion to nominate its candidate including the date upon which the Chairperson would assume office; (3) Chairman asks if there are any other nominations. Nominations do not require a second; (4) Chairman closes nominations; (5) Chairman invites the candidate(s) to address the Board for three minutes; (6) Chairman asks for any Board discussion; (7) Chairman calls for the vote on each motion. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected. If a candidate is not elected, the Chairman will call for a motion to refer the item back to the Executive Committee; and (8) The election is effective immediately if the candidate is present and does not decline, or if he or she is absent and has consented to the candidacy, it takes effect when he or she is notified of the results of the election. An officer elect takes possession of his or her office immediately unless otherwise specified by the Board. Mr. Williams advised the Board that he was not involved in this process at the Executive Committee level and would be abstaining from voting. It was clarified by General Counsel Lorenzen that ten votes would be needed to elect a new Chairperson. Mr. Monroe and Mr. Rindone both recognized Mr. Williams's efforts on behalf of MTS, expressed a desire to see Mr. Williams vote, but also expressed respect for his decision to abstain. Mr. Rindone stated that Mr. Williams is the last of the original MTS Board members with 29 years of service. The audience applauded Mr. Williams.

Mr. Rindone provided a report from the Executive Committee, which served as the Board's Nominating Committee. He reported the following: Mr. Clabby was nominated by an outside party but declined the nomination. Julianne Nygaard, who submitted a letter of interest, withdrew because of the time commitment. The Executive Committee interviewed Ms. Lynn Schenk and Mr. Harry Mathis for the position. Board members were reminded that they had been provided with minutes outlining the results of those interviews in advance of the meeting. Mr. Rindone reported that Executive Committee members had a difficult time choosing a candidate as both were outstanding but voted three to one to nominate Lynn Schenk. Board members were provided with a list of the interview questions in response to a question from Mr. Ewin about the major criteria used by the Executive Committee in making its decision. Mr. Ewin requested that those minutes detailing the interviews (November 18 and December 1) be incorporated into the minutes of these proceedings as a reference. Mr. Rindone directed the Clerk of the Board to do so.

In response to a question from Mr. Young, Mr. Rindone stated that both candidates felt they would be able to make the necessary time commitment. He added that the Executive Committee felt that the Chairperson's ability to use his or her time effectively was a key criteria. He stated that one of the candidates felt that participating in organized legislative-related activities, such as Transit Lobby Day in Sacramento, may not be as critical as having the right contacts outside of that process. Another measure of effectiveness would be the candidate's success in obtaining funding at the state and federal levels as well as being able to foster the relationship between the San Diego Association of Governments (SANDAG) and MTS. The Board viewed recorded video comments made by Lynn Schenk regarding her background and commitment to public transportation.

Mr. Rindone, as Chairman of the Executive Committee/Nominating Committee, moved to elect Lynn Schenk as Chairperson of the MTS Board of Directors effective January 19, 2006.

Mr. Emery, moved to elect Harry Mathis as Chairperson of the MTS Board of Directors effective January 1, 2006.

Public Comments

Chuck Lungerhausen: Mr. Lungerhausen stated that if Lynn Schenk could not serve in the same manner that Leon Williams did at SANDAG, Harry Mathis may be a better choice for MTS.

Don Stillwell: Mr. Stillwell stated that he has known Mr. Mathis for approximately 16 years, and he is the best person to run MTS. He stated that if MTS is looking for funding, Ms. Schenk should be hired to provide that service.

Clive Richard: Mr. Richard stated that MTS has a fiduciary responsibility to select an effective Chairperson. He stated that while having a good lobbyist is important, it is more important to have someone serve on the SANDAG Transportation Committee.

Steve Alcove, President, Amalgamated Transit Union, Local 1309: Mr. Alcove stated that he submitted Lynn Schenk's nomination and felt that she met the qualifications of the position. He stated that this is about a person who can move the agenda of MTS and has the vision to get the funding MTS needs to move forward. He added that she has a proven record on transportation issues and is the best candidate for the job.

Chairman Williams closed nominations.

Ms. Atkins stated that the Executive Committee faced a very difficult choice between two people with different styles and strengths. She felt that Lynn Schenk could raise MTS to a new level in terms of visibility and her ability to use her network of contacts to advance the cause of MTS. She added that the Board does not need to let this matter become politicized and was disappointed that some outside parties have attempted to do that. She stated that the Board should elect the best person to do the job. She added that Ms. Schenk has indicated that she cannot commit to being at all SANDAG meetings. She added that there was a discussion during Ms. Schenk's interview regarding time commitments versus the quality and effectiveness of the commitment, and the Committee evaluated her on the effectiveness of her commitment. She stated that the Board's Vice Chair should eventually rise to the Chairperson level and can supplement Ms. Schenk's attendance at SANDAG to provide the stability and visibility that MTS needs at that level. She stated that this follows the concept of succession planning as well. Ms. Atkins stated that Ms. Schenk sets out to be successful, and she wants to serve as MTS's Chairperson.

Mr. Emery stated that he was the one no vote at the Executive Committee. He felt that Mr. Mathis would make an exemplary successor to Chairman Williams, and he has the time to devote to the position. He felt MTS should be led by a person who is passionate. He referred to a letter from him that was conveyed to Board members prior to the meeting outlining his reasons for supporting Mr. Mathis. He felt it was absolutely necessary to have the closest relationship with SANDAG and other related agencies. He also stated that Ms. Schenk's inability to attend the SANDAG meetings was a serious drawback to her candidacy.

Mr. Morrison stated that the person in this position needs to be available for more than just Executive Committee and Board meetings. He stated that the relationship issues connected with this position are major in importance, and stated that, for that reason, he had to disagree with the nomination made by the Executive Committee.

Mr. Clabby stated that this matter was discussed at the Lemon Grove City Council meeting the previous evening, and they directed him to vote for Mr. Mathis. He stated that he believes that if you have a quality candidate within your organization, you "promote from within." He stated that Mr. Mathis is a hands-on individual who would have the time to work with SANDAG on resolving funding issues. Mr. Monroe stated that he received many calls regarding this matter including from James Mills. He stated that it would not be good for MTS to involve politics in this matter. He felt that the time commitment the candidates could make was a very important factor in this matter.

In response to a question from Mr. Jones, Ms. Atkins stated that Ms. Schenk has the same contacts at SANDAG as Mr. Mathis. She stated that, in fact, Ms. Scheck hired SANDAG's Executive Director Gary Gallegos at Caltrans. She stated that the Executive Committee gave weight to the argument that the effectiveness of the time commitment is more important than amount of time commitment. She also reiterated that most legislative decisions are made before they get to the legislative body, and that is where Ms. Schenk would focus her efforts. She also reported that Ms. Schenk felt she could be effective at SANDAG without attending every meeting. Mr. Rindone added that she would be able to identify those occasions when it was critical that she be present.

Mr. Jones moved to pursue some type of formal arrangement with Ms. Schenk, if not elected MTS Chairperson, so that MTS could use her to pursue its legislative agenda. Ms. Atkins stated that Ms. Schenk would be willing to do her utmost if called upon to do so for MTS. She didn't feel it was necessary to formalize that relationship. Mr. Jones agreed and withdrew his motion. Mr. Ewin thanked the Executive Committee for its work in interviewing the candidates and conveying the information from those interviews.

Action Taken

The motion to elect Lynn Schenk as MTS Chairperson effective January 19, 2006, failed by a 5-to-8 vote with 1 abstention, with Clabby, Emery, Ewin, Janney, Maienschein, Monroe, Morrison, and Young casting dissenting votes and Chairman Williams abstaining. Atkins, Cox, Lewis, Rindone, and Jones voted in favor.

The motion to elect Harry Mathis as MTS Chairperson effective January 1, 2006, passed by a 13-to-0 vote with one abstention by Chairman Williams.

CONSENT ITEMS *(Taken Out of Order)*

6. MTS: FY 06 Vendomat Tickets – Exercise Final Contract Option (FIN 330.3, PC 40060)

Recommend that the Board of Directors authorize the CEO to exercise the final of four options with Digital Printing Systems, in substantially the same form as in Attachment A of the agenda item, 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.

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

Recommend that the Board of Directors adopt the ordinance entitled "An Ordinance Establishing a MTS Fare-Pricing Schedule" and direct publication of an ordinance summary.

8. MTS: Increased Authorization for Legal Services (LEG 491, PC 50633)

That the Board of Directors authorize the 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 of the agenda item), John Madsen of the law firm Liebman, Quigley, Sheppard & Soulema, APLC (MTS Doc. No. G0721.7-02, Attachment B of the agenda item), and Mark Barber of the law firm Wismar & Barber (MTS Doc. No. G0750.8-02, Attachment C of the agenda item) for legal services, in substantially the same form as in the attachments, and ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).

9. MTS: Anderson and Rancho Industrial Park, a Limited Partnership, Right-of-Entry Permit and Licenses (SDAE 710.1, PC 50771)

Recommend that the Board of Directors 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.

10. SDTI: Right-Of-Way Vegetation Control Services – Contract Amendment and Extension (OPS 970.6)

Recommend that the Board of Directors authorize the President-General Manager of San Diego Trolley, Inc. 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 of the agenda item, 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 of the agenda item, 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.

11. SDTI: LRV Pantograph Parts Procurement – Contract Award (OPS 970.6)

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

12. MTS: Creation of an Ad Hoc Policy Review Committee to Review Board Policy No. 22 (ADM 110, PC 50121)

Recommend that the Board of Directors receive a recommendation from the Executive Committee and create an Ad Hoc Policy Review Committee consisting of Toni Atkins, Tom 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.

Recommended Consent Items

Mr. Ewin asked how a Board member could have input to Item No. 12 prior to its presentation to the Board by the Ad Hoc Policy Review Committee. MTS General Counsel Tiffany Lorenzen responded that she would accept any comments from Board members or comments could be submitted to Mr. Rindone.

Mr. Cox moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, 10, 11, and 12. Mr. Rindone seconded the motion, and the vote was 13 to 0 in favor.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 10:28 a.m.

- a. SDTI: CONFERENCE WITH LABOR NEGOTIATORS California Government Code Section 54957.6. Agency Designated Representative - Jeff Stumbo. Employee Organization – International Brotherhood of Electrical Workers, Local 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 (Case Number Unassigned)

The Board reconvened to Open Session at 11:37 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

On Item 5a, the Board received a report.

On Item 5b, the Board received a report and gave direction to outside counsel.

On Item 5c, the Board received a report and gave direction to outside counsel.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

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

Mr. Jablonski reviewed MTS Capital Needs for FY 2007 to FY 2016. He reported that the Capital Improvement Program (CIP) for FY 06 currently has unfunded projects that total \$51 million. He provided an overview of MTS infrastructure needs and then detailed specific Contract Bus and San Diego Transit capital needs. He also reviewed San Diego Trolley rail operation capital needs and gave five different scenarios for trolley vehicle rehabilitations and/or replacements. He provided estimates of the ten-year funding requirement for each of these scenarios, which ranged from maintaining the status quo for \$125.6 million to achieving system-wide low-floor service for \$535.0 million. He stated that approximately \$275 million in capital funding is projected to be available over this ten-year period. He then briefly reviewed the combined bus and rail needs. He stated that even if his projections are only 75 percent right, MTS will still need \$20 million per year to meet its ten-year capital needs. He stated that he continues to refine and document capital assumptions and will continue to review MTS's ten-year capital needs with the SANDAG. He then reviewed a number of options that could be considered for meeting these needs.

Mr. Rindone stated that this presentation exemplifies MTS's challenge. He stated that MTS must provide the public with a system that maintains the quality and level of service that is already in place. He also pointed out that it was the Board's objective to have low-floor cars available over the entire system, not just on part of the trolley system. Mr. Williams stated the public needs to be made aware of MTS's challenge in this area. Mr. Rindone stated that, along with the Comprehensive Operational Analysis (COA), this is the most important policy decision the Board has to make. He stated that the Board should have an entire meeting on this subject alone.

In response to a question from Mr. Cox regarding funding for operations, Mr. Jablonski reported that MTS came very close to balancing its operating budget this year and is at a relatively stable point at this time. Mr. Monroe stated that he has a personal bias against the term "useful life" and that much of the system's equipment is beyond useful life and is still operating. He also pointed out that San Diego Transit's miles between road calls has actually improved. Mr. Monroe stated that he preferred a term such as projected or scheduled life. He stated that he would be more interested in the point in time when it becomes more cost effective to buy new buses. Mr. Jablonski stated that useful life is a Federal Transit Administration (FTA) term. He also stated that compressed natural gas (CNG) tanks are only certified to 15 years.

Mr. Ewin stated that he would support having a meeting to discuss ten-year capital issues. He also stated that he would like more specific information about the funding that is available through TransNet II and where those funds are going. He stated that there should be a spirit of cooperation between MTS and SANDAG and specific identification of items for which SANDAG should provide funding to MTS. He also stated that the Board should not just be looking at expansion but also at how it can maintain the existing system in good working order. Mr. Emery agreed that the Board should have a meeting that focuses on this matter. He asked that particular attention be paid to identification of funding sources. He suggested dissecting TransNet II to determine what funding is available and where it is being allocated.

Mr. Clabby stated that MTS needs \$3 million a month in additional funding just to maintain its system and this message needs to be publicized.

Public Comment

Chuck Lungerhausen: Mr. Lungerhausen declined to speak.

Action Taken

Mr. Rindone moved to receive this report and direct staff to identify a specific upcoming Board meeting at which the Board's business will focus primarily on the MTS Ten-Year Capital Financial Analysis. Mr. Clabby seconded the motion, and the vote was 14 to 0.

33. SDVTI: Update on Vintage Trolley Project (OPS 970.6, PC 50109)
(Taken Out of Order)

There was no discussion of this item.

Action Taken

Mr. Young moved to (1) receive this report for information; (2) authorize the Chairman and President of SDVTI to purchase one additional vintage PCC car to support future fleet options; 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). Ms. Atkins seconded the motion, and the vote was 14 to 0.

31. MTS: Fiscal Year 2007 Capital Improvement Program (FIN 310.1, PC 50601)

Mr. Larry Marinesi, MTS Budget Manager, reviewed MTS's proposed Capital Improvement Program (CIP) for FY 2007. He reviewed the dollars available through each funding source as well as excess funding transferred from completed projects back into new projects in the CIP. He also reviewed the process that was used to develop the CIP list for FY 2007 and made comments on projects that are currently unfunded under this program. Mr. Marinesi reported on MTS's capital needs for the next five years and compared it to the projected funding for that same period. He reported that MTS has identified \$79.9 million in capital needs for FY 2007 and has only \$29.9 million in funding available.

Mr. Ewin referred to the recent shooting discussed earlier in the meeting and asked that, in light of that incident, a specific request be drafted to request that SANDAG fund at least the surveillance camera aspect of MTS's security needs for safety and health reasons. He stated that this is a unique situation and the Board needs to press forward on this issue. He suggested that SANDAG consider using TransNet II funding for this project.

Mr. Janney stated that he could not support a capital program that included resurfacing of parking lots and other items of a similar nature when bus and rail needs are so critical. He asked if these types of projects could be delayed. Mr. Jablonski stated that MTS cannot wait much longer to do these projects.

Action Taken

Mr. Ewin moved to (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 (shown in Attachment A of the agenda item) 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. Ms. Atkins seconded the motion, and the vote was 10 to 1 in favor, with Mr. Janney casting the dissenting vote.

32. This number was not used.

34. SDTI: Security Patrol Services Contract (OPS 970.6)

Mr. Young asked if there were any changes being made to this contract that would improve the handling of gang intimidation and recent acts of violence. Mr. Peter Tereschuck, SDTI President-General Manager, stated that the effectiveness of this contract does not rely so much on the approach MTS take as it does on working in cooperation with local authorities. He added that SDTI has been adjusting the deployment of security officers in certain locations. He added that trolley officials will continue to work with community leaders in an attempt to come up with an effective approach to these problems. It was pointed out that staying with the same contractor allows MTS to take advantage of the contractor's experience on MTS's system and the relationships that they have built during their efforts on MTS's behalf. Mr. Bill Burke, SDTI Transit Security Administrator, provided an overview of his recent discussions with an organized group of reformed gang members and convicts who are also trying to address security issues on the system and within the community. Mr. Young stated that he appreciated staff's efforts in this regard but stated that he will continue to bring up this matter. Mr. Williams pointed out that acts of violence are committed everywhere every day.

Action Taken

Mr. Young moved to (1) approve staff's selection of Transit Systems Security as the best qualified and responsive contractor; (2) authorize the President-General Manager or his designate 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. Ms. Atkins seconded the motion, and the vote was 11 to 0.

REPORT ITEMS

45. MTS: Comprehensive Operational Analysis (COA) – Public Outreach (OPS 121.10, PC 50451)

This item was deferred.

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

This item was deferred.

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

This item was deferred.

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

There were no Board Member Communications.

63. Additional Public Comments on Items Not on the Agenda

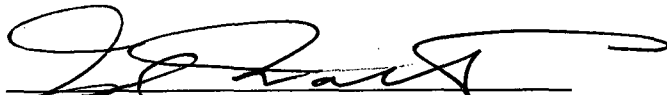
There were no additional public comments.

64. Next Meeting Date

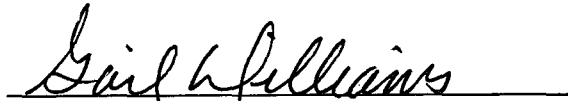
The next regularly scheduled Board meeting is Thursday, January 12, 2006, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Williams adjourned the meeting at 12:23 p.m.

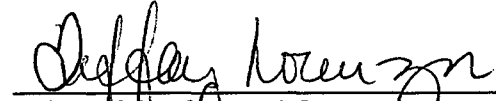


Chairperson
San Diego Metropolitan Transit System
Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet
B. Minutes – Executive Committee – 11-18-05
C. Minutes – Executive Committee – 12-01-05

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

EXECUTIVE COMMITTEE MEETING FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS),
SAN DIEGO TRANSIT CORPORATION (SDTC),
AND SAN DIEGO TROLLEY, INC. (SDTI)

December 1, 2005

MINUTES

A. ROLL CALL

Vice Chair Rindone called the meeting to order at 8:50 a.m. A roll call sheet listing Executive Committee member attendance is attached.

B. APPROVAL OF MINUTES

Mr. Emery moved approval of the minutes of the November 3, 2005, Executive Committee meeting and the November 18, 2005, Special Executive Committee Meeting. Ms. Atkins seconded the motion, and the vote was 4 to 0 in favor.

G. PUBLIC COMMENTS (*Taken Out of Order*)

Don Stillwell: Mr. Stillwell requested that changes currently being considered for Route Nos. 13 and 14 as part of the Comprehensive Operational Analysis (COA) be implemented immediately. He stated that these changes are important for passenger safety reasons and could be handled as minor service adjustments, which don't require Board approval. Vice Chair Rindone stated that staff would continue to look at these types of issues as part of the COA process.

C. COMMITTEE DISCUSSION ITEMS

1. MTS: Nomination of Chairperson of the Board of Directors (ADM 110, PC 50101)

MTS Chief Executive Officer (CEO) Paul Jablonski called attention to the packet of materials consisting of Ms. Julianne Nygaard's letter withdrawing her candidacy for the Chair position, as well as a letter from Mr. Harry Mathis expressing his interest and some endorsement letters for Mr. Mathis. The Committee briefly discussed the process to be used for the interview with Mr. Mathis.

Mr. Mathis joined the meeting, and Vice Chair Rindone explained the interview process to him. Mr. Mathis made an opening statement saying that he felt that the next four years were going to be extremely critical years and stated that he was well aware of the challenges facing MTS. He stated that he has the commitment, knowledge, and experience to lead MTS through these challenges and a clarity about what MTS needs to do. He also talked about his passion for public transportation. He stated that he was uniquely qualified to provide the leadership MTS needs. Mr. Mathis provided the following information to Committee members in response to their questions.

Leadership Style: Supports collegiality. Supports building relationships working toward a common goal and working behind the scenes. Does not seek credit or publicity. Is a problem solver. Cited his leadership roles in the U.S. Navy, in a management position with a major utility company, as a partner at a public affairs firm, and as a deputy mayor.

Balancing of Diverse Interests: Feels that there is no substitute for personal contact based on friendship and relationships. Would work together to establish relationships based on mutual respect.

Relationships with Staff Members: Feels that MTS is fortunate to have the professional staff it does. Feels that MTS should develop talent at the lower levels, and he would work closely with top management while being visible to the rank and file. Is a hands-on person. Would work primarily with the CEO, and through him, with the heads of San Diego Transit and San Diego Trolley. Feels he has a lot to bring to the table in terms of his management experience.

Varying Perceptions Between the Board and Staff Over Specific Issues: Feels that the Chair is ultimately responsible for resolving these issues. Chair should take an active role to ensure that these types of conflicts are resolved in a timely manner and are effectively controlled. Feels the Chair would be an arbiter in such a situation.

Public Transportation for People at all Economic Levels: Feels that public transportation is an absolute necessity for a certain segment of the population. Stated that the system also carries a high percentage of choice riders, and the challenge is to increase the number of choice riders that use transit. Feels that this could be accomplished by looking at MTS's relationship with its patrons, which could use improvement. Feels that MTS needs to listen and create a more hospitable atmosphere at Board meetings. Provided the following suggestions: Reduce the distance between the Chair and public speakers, have a larger seating area for the public, and replace the current alarm system with a light to indicate the end of a speaker's time along with adequate warning that their three minutes is about to conclude. Feels that the Chair should do more to put the public at ease. Feels that MTS should provide a personal touch that will get the community to embrace MTS as part of the community.

Time Commitment: Is able to make the necessary time commitment. Is able to devote whatever time is necessary to ensure that SANDAG understands MTS's issues and needs and to ensure that they are being effectively addressed. May at times delegate to another Board member some portion of MTS representation at SANDAG.

MTS's Greatest Challenge: Feels that the system needs to be more flexible in facilitating connections for passengers. Feels that MTS's greatest challenge is the need for a short-range tactical approach to funding and a strategy for identifying long-term sources of revenue that will give MTS more security. Feels that fares are not a viable option in terms of diminishing returns. Is worried that MTS will price itself out of business. Would take a very active role in dealing with these issues.

Greatest Accomplishment: Cited his role in directing the source of the investigation and in the resolution of security issues at San Diego Transit. Played a significant role in getting the funding for the Mission Valley East (MVE) Light Rail Transit (LRT) extension. Played a role in upgrading the appearance of trolley cars and in ensuring adequate funding to cover that upgrade. Influenced the decision to pursue a Central Train Control center. Would like to expand to include communication between bus and trolley operators.

Public Perception of Transit: Would try to provide the public, through the COA, with trips that take a minimum amount of time with a minimum amount of time waiting for a bus to arrive. Would involve the public in discussions regarding service changes. Would try to find a way to get input from the silent majority. Suggested forming an advisory committee comprised of a cross section of people with ties in their respective communities. In order to take advantage of employee knowledge and experience, would recommend the development of an employee suggestion program with a monetary reward for suggestions that provide a financial benefit to MTS.

Working with SANDAG to More Effectively Advocate for MTS: Feels that the greatest opportunity to develop influence at SANDAG is through the Transportation Committee. Feels that the CEO should work side-by-side with the Chair to facilitate an effective relationship with the Transportation Committee. Suggested establishing a regular meeting between the Executive Director of SANDAG, the CEO of MTS, and the Chairs of the MTS Board and SANDAG Transportation Committee. Has a good working relationship with Executive Director of SANDAG. Would use networking, diplomacy and aggressive involvement to educate SANDAG on the importance of a strong public transportation system.

Consolidation with North County Transit District: Would discuss this matter with the CEO to get his opinion on the viability of this concept. Doesn't feel the region could continue without a completely integrated system, which may lead to the establishment of one single agency. Feels that there is an opportunity to get increased ridership by serving the geographic area that is currently being overlooked at the north end of MTS's service area and the south end of North County Transit's service area. Feels that MTS and North County Transit could coordinate more effectively.

Public Meetings Related to the COA: Would make every effort to attend these meetings.

Advocating for Transit: Would involve other Board members in lobbying for public transportation. Would work closely with Blank Rome, the new joint lobbying firm, to develop a very well organized and very specific strategy.

Mr. Mathis summarized by saying that his decision to seek the Chair position was not a sudden one. Has a long history with the Board because he really wanted to be involved in and has a passion for public transportation. Feels he could be an

effective leader and is motivated to do so. Feels the Board needs someone who is aggressive, motivated, and knowledgeable. Mr. Mathis left the meeting.

Mr. Emery stated that Ms. Lynn Schenk is eminently qualified with a wide range of experience and strong connections at the local, state, and federal levels. He supported Mr. Mathis because he sought the position, while Ms. Schenk was nominated by someone else, and because of Mr. Mathis's willingness to devote the necessary time to cultivating MTS's relationship with SANDAG. He also spoke in favor of Mr. Mathis's suggestion that the heads of MTS and SANDAG along with their respective Chairs meet on a regular basis. He hoped that would expand to include North County Transit.

Ms. Atkins stated that both candidates are very strong with different skills sets. She felt that Mr. Mathis has the passion and is very focused, knowledgeable, and interested. She stated that he is a hands-on person that she respects immensely. She felt that Ms. Schenk has a broader vision. She felt that Ms. Schenk would work more as a policy person who would focus on the broader level of where the MTS Board wants to go. She felt that Ms. Schenk would provide greater opportunity for change and a broadening perspective. Ms. Atkins stated that having Ms. Schenk as Chair and Mr. Jablonski as CEO may provide MTS with a better range. She also stated that the effectiveness of a person's commitment is more important than the person's ability to make the time commitment. She felt that Ms. Schenk would complement Mr. Jablonski and be a better choice in terms of the issues currently facing MTS.

Mr. Roberts stated that both candidates are extremely strong. He added that Mr. Mathis knows the issues and has the time while Ms. Schenk is more insightful of the mechanisms at the state and federal level. He stated that MTS's overriding concern is funding, which is a major consideration. He also felt that how an organization spends money and economizes is also a major consideration. He gave Ms. Schenk higher marks on getting funding and Mr. Mathis higher marks in how to spend and economize.

Mr. Rindone agreed with Ms. Atkins and Mr. Roberts stating that each brings a different skill set to the table. He stated that he could be persuaded for either candidate but would base his decision on what the Board is looking for. He asked the Committee if they wanted to present both candidates to the Board.

In response to an invitation from Ms. Atkins to comment, Mr. Jablonski stated that he would like to use the Board to help MTS influence the outside elements that are so critical to MTS's fate. He stated that staff needs assistance in influencing funding decisions made by SANDAG and in advocating for transit. He felt advocating for transit at a policy level is critical. He felt that the Chair's primary responsibility and focus should be in influencing and getting results for MTS at all levels.

Ms. Atkins felt that Ms. Schenk may not attend every meeting but would be more effective at advocating for transit. She stated that Ms. Schenk would understand her responsibility, is driven, and strives for success. She felt Ms. Schenk would try

to find funding resources at SANDAG and at state and federal levels. Mr. Roberts added that another key is how to get elected officials involved at the state and federal level.

Mr. Emery expressed concern that by electing Ms. Schenk, the Board may politicize MTS. He pointed out that local politics are nonpartisan and, therefore, the MTS Board has not had to deal with political party issues. Mr. Jablonski stated that MTS does have a large Board that is very diverse. He added that there needs to be an internal focus and a nonparochial look to the agency.

Mr. Emery moved to recommend Mr. Mathis for the Chair position. His motion died for lack of a second.

The Committee briefly discussed presenting both names to the Board or delaying a decision on this matter. Ms. Atkins stated that the Executive Committee has been tasked with this matter, that all of them have been called upon to make difficult decisions in the past, and that the Board could always overturn the Executive Committee's recommendation. She suggested proceeding with a decision and recommendation for the December 8, 2005, Board meeting.

Action Taken

Ms. Atkins moved to recommend Ms. Lynn Schenk for appointment to the Chair position being vacated by Mr. Leon Williams. Mr. Roberts seconded the motion, and the vote was 3 to 1 in favor with Mr. Emery casting the dissenting vote.

Mr. Rindone suggested that Ms. Schenk be present at the December 8 Board meeting.

The Executive Committee took at recess at 10:30 a.m. so the CEO could inform both Chair candidates of the outcome of this item. The meeting reconvened at 10:50 a.m.

3. MTS: Fiscal Year 2006 Capital Improvement Program (FIN 310.1, PC 50601)
(Taken Out of Order)

Mr. Larry Marinesi, MTS Budget Manager, reviewed MTS's proposed Capital Improvement Program (CIP) for FY 2007. He reviewed the dollars available through each funding source as well as excess funding transferred from completed projects back into new projects in the CIP. He also reviewed the process that was used to develop the CIP list for FY 2007 and made comments on projects that are currently unfunded under this program. Mr. Roberts suggested that staff revise a line on the FY 07 Unfunded Projects slide to reflect that the "one bus procurement" was for 27 buses. Mr. Marinesi reported on MTS's capital needs for the next five years and compared it to the projected funding for that same period. He reported that MTS has identified \$79.9 million in capital needs for FY 2007 and has only \$29.9 million in funding available.

Mr. Jablonski pointed out that additional State Transit Assistance (STA) and Bus Rapid Transit (BRT) funding as well as SANDAG's funding of the bond payments

on the fare collection system are one-time opportunities that will be not available next year. He also stated that a substantial portion of the available funding has been allocated toward the maintenance of trolley infrastructure and the purchase of paratransit vehicles and pointed out that other funds have been earmarked for particular projects. He added that MTS need to be aggressive in identifying other funding opportunities in order to meet its projected capital needs. He added that the COA will trim some costs, but MTS will need to be more aggressive at the federal level in seeking funds for specific projects.

Mr. Rindone stated that the COA will help MTS to right-size the system and therefore maintain its viability. He stated that Board members will have to be cognizant of how COA changes will affect MTS's financial position and ability to fund projects identified in the CIP. He stated that this is essential is MTS is to continue to provide any service at all and stated that Board members may have to support unpopular service changes to that end.

The Committee briefly discussed the purchase of buses and funding that would be available for that purpose. Mr. Roberts suggested that Air Pollution Control District (APCD) funding be used for the purchase of new buses. Ms. Claire Spielberg, MTS Chief Operating Officer – Bus, reported that San Diego Transit no longer qualifies for APCD funding because all of its buses now meet air pollution standards. Mr. Jablonski stated that he would confirm that that APCD funding could not be used. Mr. Jablonski pointed out that \$14 million to \$15 million a year would be needed to replace buses when they should be replaced on top of \$15 million per year to rehabilitate trolley vehicles. He stated that this would take all of MTS's funding allocation. He added that there is \$20 million still available through TransNet, and MTS should lobby for \$5 million to \$7 million of that for the next seven to eight years. Mr. Jablonski stated, in response to a question from Mr. Roberts, that MTS can find 20 percent matching funds for bus purchases.

Mr. Jablonski stated that staff's recommendation this year asks the Board to authorize the CEO to adjust projects within the CIP as federal appropriation figures are obtained and/or other funding sources become available. Mr. Rindone supported that recommendation. He stated that staff could come back and confirm with the Board.

Action Taken

Mr. Emery moved to forward a recommendation to the Board of Directors to: (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 (shown in Attachment A of the agenda item) 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. Ms. Atkins seconded the motion, and the vote was 4 to 0 in favor.

2. MTS: Proposed Modifications of MTS Board Policy No 22 for Appointment of Committee Members and Chairperson (ADM 110, PC 50101)

The Executive Committee discussed deferring this agenda item. Ms. Tiffany Lorenzen, MTS General Counsel, pointed out that MTS's enabling legislation requires that the Board elect its Chair and Vice Chair in January of each year. She stated that the Committee could ask the Board to authorize the formation of an Ad Hoc Policy Review Committee to review Board Policy No. 22 or current appointments could continue until the Executive Committee reviews and makes recommendations for revising this policy.

Action Taken

Mr. Rindone moved to recommend that the Board authorize the creation of an Ad Hoc Policy Review Committee consisting of Toni Atkins, Tom Clabby, Bob Emery, Jerry Rindone, and Ron Roberts to review and make recommendations for revisions to 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 be presented to the Board on January 12, 2006. Mr. Emery seconded the motion, and the vote was 4 to 0 in favor.

D. REVIEW OF DRAFT DECEMBER 8, 2005 BOARD AGENDA

Recommended Consent Items

6. MTS: FY 06 Vendomat Tickets – Exercise Final Contract Option (FIN 330.3, PC 40060)

Recommend that the Board of Directors authorize the CEO to exercise the final of four options with Digital Printing Systems, in substantially the same form as shown in Attachment A of the agenda item, 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.

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 adopt the ordinance as attached to the agenda item entitled "An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule" and direct publication of an ordinance summary.

8. MTS: Increased Authorization for Legal Services (LEG 491, PC 50633)

Recommend that the Board of Directors authorize the 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 of the agenda item), John Madsen of the law firm Liebman, Quigley, Sheppard & Soulema, APLC (MTS Doc. No. G0721.7-02, Attachment B of the agenda item), and Mark Barber of the law firm Wismar & Barber (MTS Doc. No. G0750.8-02, Attachment C of the agenda item) for legal services, in substantially the same form as attached to the agenda item, and ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).

9. MTS: Anderson and Rancho Industrial Park, a Limited Partnership, Right-of-Entry Permit and Licenses (SDAE 710.1, PC 50771)

Recommend that the Board of Directors 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 (SD&AE) Railway Company.

10. SDTI: Right-Of-Way Vegetation Control Services – Contract Amendment and Extension (OPS 970.6)

Recommend that the Board of Directors authorize the President-General Manager of 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.

11. SDTI: LRV Pantograph Parts Procurement – Contract Award (OPS 970.6)

Recommend that the Board of Directors authorize the President-General Manager to execute a Standard Procurement Agreement (Attachment A of the agenda item) with Schunk Graphite Technologies, Inc. for LRV pantographs and pantograph parts, for a total cost not to exceed \$38,994.36, including California sales tax.

Recommended Consent Items

There was no discussion of Recommended Consent Items.

Recommended Board Discussion Items

There was no discussion of Recommended Board Discussion Items.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

Mr. Jablonski reported that the agenda for the next Transportation Committee meeting, which will be held on Friday, December 9, 2005, has not yet been received. He stated that any issues of concern will be discussed at the December 8, 2005, Board meeting.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

Letter to Planning Commission: Ms. Atkins requested that a line be removed from a recent letter sent to the Planning Commission regarding the Stella Project.

Vacancy on Board of Directors: Vice Chair Rindone requested that Ms. Atkins ask Mayor Sanders to fill the vacancy created by Michael Zucchet's departure from the MTS Board as soon as possible.

Chair Candidates: Mr. Jablonski reported that he had informed both Chair candidates of the outcome of the Executive Committee's discussion regarding the appointment of a new Chair. He added that Ms. Schenk cannot attend the December 8, 2005, Board meeting due to a prior commitment.

H. NEXT MEETING DATE:

The next meeting is scheduled for Thursday, January 5, 2006, in the Executive Conference Room.

I. ADJOURNMENT

Vice Chair Rindone adjourned the meeting at 11:38 a.m.

Chairman

Attachment: A. Roll Call Sheet
gailwilliams/minutes

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

#3

PC

ORDER REQUEST RECEIVED

1

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

@ 8:46

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 1-12-2006Name (PLEASE PRINT) Don StillwellAddress 6308 Rancho Mesa Rd #173SAN DIEGO, CA 92108Telephone (619) 282-7760

Organization Represented (if any) _____

Subject of your remarks: IMPROVING BUS 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

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.****

Ladies and Gentlemen:

Do you have any idea how much difference 3 minutes could make?

As currently scheduled, the #14 bus departs Fashion Valley at exactly the same time the Green Line trolley departs Old Town for Fashion Valley. This guarantees NO connections for riders from the trolley to the #14 bus anywhere on its route. In addition, the departure schedule severely limits any connections from other bus routes at Fashion Valley.

Here's where 3 minutes could make NO CONNECTIONS into PRACTICALLY PERFECT CONNECTIONS by DELAYING the #14 bus departure from FASHION VALLEY by 3 minutes. Miraculously, NOW riders from any other bus route at Fashion Valley can get to the #14 bus.

Next, schedule 11 minutes for the #14 bus from Fashion Valley to Rio Vista trolley stop and make the Rio Vista bus stop a designated time point. Reason, this 11 minutes is equal to the 11 minutes the Green Line trolley takes to travel from Old Town to Rio Vista and the 3 minute bus delay at Fashion Valley will now provide 3 minutes to get between the trolley stop and the bus stop at Rio Vista. We have now gone from NO CONNECTION to a practically PERFECT CONNECTION about midway on the route and this connection is the shortest distance on the route from the trolley to the bus, in addition to being on the level.

Finally, add the two bus stops in the loop around Kaiser Hospital to the #14 route, on the eastbound trip only, at Zion Avenue and Crawford Street and make Crawford a designated time point stop. This will allow timely connections to the #13 bus serving Allied Gardens and beyond, and eliminate the current dangerous crossing of Mission Gorge Road at Rainier Avenue to get to Kaiser Hospital.


The current lack of connections meets the requirements of MTDB Policies and Procedures document paragraph 42.4a under poor transfer connections that can be handled by minor operational adjustments, and are NOT subject to MTD Board approval.

After the past 6 months of NO CONNECTIONS, can the Allied Gardens-Grantville Community be allowed better connections for the next 6 months until the COA is completed?

Mr. President, is it within your power to authorize these changes to correct these basically non-existent connections that do NOT require MTD Board approval? If not, do you know who can authorize them?

Thank you for your time and attention.

Public Comment to MTD Board on January 12, 2006.


Don STILLWELL
(619) 282-7760



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

Agenda

Item No. 4

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

LEG 410 (PC 50101)

January 12, 2006

Subject:

MTS: ELECTION OF VICE CHAIR AND CHAIR PRO TEM AND CONTINUANCE OF
APPOINTMENTS TO COMMITTEES FOR 2006

RECOMMENDATION:

That the Board of Directors:

1. elect a Vice Chair and a Chair Pro Tem for 2006; and
2. continue the current appointment of representatives to the MTS Committees as listed on the attached table (Attachment A) through the end of January 2006 so the Ad Hoc Nominating Committee can make recommendations for committee appointments for the 2006 calendar year.

Budget Impact

None.

DISCUSSION:

Public Utilities Code, Section 120100, requires the Board of Directors, annually at its first meeting in January, to elect a Vice Chair who shall preside in the absence of the Chair. Policies and Procedures No. 22, "Rules of Procedure," also provides for the election of a Chair Pro Tem to serve in the absence of the Chair and Vice Chair. Currently, Jerry Rindone serves as Vice Chair, and Bob Emery serves as Chair Pro Tem.



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

The Vice Chairman and Chair Pro Tem nomination and election procedures pursuant to Robert's Rules of Order are as follows:

1. The Chairman of the Board opens the agenda item.
2. The Chairman requests nominations from the floor. Nominations do not require a second.
3. The Chairman closes the nominations.
4. The Chairman invites the candidate(s) to address the Board for 3 minutes.
5. The Chairman asks for any Board discussion.
6. The Chairman calls for the vote on each motion for each candidate.
7. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.

In addition, each year the Board makes appointments to the various committees, including the Executive Committee, the Chair of the Budget Committee, the Joint Committee on Regional Transit (JCRT), the State Route 67/125 Policy Advisory Committee of the San Diego Association of Governments (SANDAG), the Taxicab Committee, the High-Speed Rail Task Force of SANDAG, the Los Angeles-San Diego Rail Corridor Agency (LOSSAN), the Accessible Services Advisory Committee (ASAC), and the SANDAG Transportation Committee. Attached is a table of those committees listing the appointment for 2005.

The Ad Hoc Policy Review Committee is proposing committee appointment procedures in Agenda Item No. 30. The Ad Hoc Policy Review Committee is recommending the Board adopt the amendments to MTS Board Policy No. 22 and create an Ad Hoc Nominating Committee. The Ad Hoc Nominating Committee would convene the week of January 15, 2006, to review the list of MTS Committees and outside committees and would then forward a recommendation to the Board for appointments to each of those committees at the January 26, 2006, Board meeting. The Ad Hoc Policy Review Committee therefore recommends the Board continue the current committee appointments through the end of January.

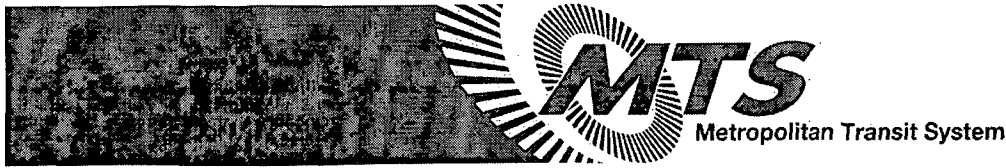


Paul C. Jablonski
Chief Executive Officer

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

/JAN12-06.4.ELECTIONS&COMMITTEEAPPT.TLOREN

Attachment: A. Table of MTS Committees for 2005 **(Board Only)**



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.

SRTP 830.4 (PC 50451)

January 12, 2006

Subject:

MTS: FY 06/07 TAKE ONE PRINTING – CONTRACT AMENDMENT WITH
AAA PRINTING

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to exercise the second of two option years with AAA Printing to print Take One notices at a cost not to exceed \$43,048 (including tax and delivery), in substantially the same form as attached (Attachment A). This cost represents a 3.3% increase over the previous year as allowed by the current contract.

Budget Impact

The cost of this amendment shall be \$43,048. The cost of these Take One notices shall be paid for through the FY 06 and FY 07 Service Change Implementation and Planning (20287 and 50451, respectively).

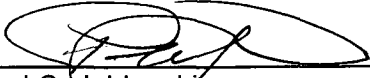
DISCUSSION:

MTS maintains a contract for the printing of Take One notices that are placed onboard buses and trolleys. The Take Ones announce upcoming service changes, holiday service schedules, special events, and other matters of importance to passengers. This contract was put out for competitive bid four years ago, and a five-year contract (three base years and two one-year options) was awarded to AAA Printing. During the past four years, AAA Printing has consistently delivered an excellent product. The first of the two option years expires on January 14, 2006, and staff recommends the award of the final option year to AAA Printing. The contract allows for a price increase for each of the option years up to the increase in the local Consumer Price Index (3.3% in the previous



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.

12 months). AAA Printing has agreed to the second option year, and a draft copy of the contract amendment is attached.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Denis Desmond, 619.515.0929, denis.desmond@sdmts.com

JAN12-06.6.AAAPRINTING.DDESMOND

Attachment: A. AAA Printing – Draft Contract Amendment No. T0425.3-02

DRAFT

January 12, 2006

MTS Doc. No. T0425.3-02
SRTP 830.4 (PC 50451)

Mr. David Bueltel
AAA Printing Company
1315 Broadway
El Cajon, CA 92021

Dear Mr. Bueltel:

Subject: AMENDMENT NO. 3 TO MTS DOC. NO. T0425.0-02 (TAKE ONE PRINTING CONTRACT)

This letter serves as Amendment No. 3 to the original contract (MTS Doc. No. T0425.0-02) for standard services. Please amend the contract as described below.

STANDARD SERVICES AGREEMENT COVER PAGE

Replace the last two sentences in the text block with: "The total value of the contract shall not exceed \$164,910 and shall terminate on January 14, 2007." Change the total amount on this page accordingly.

SCOPE OF WORK SECTION 5 – BEGINNING OF WORK AND DURATION OF THE CONTRACT

Replace the first three sentences of the first paragraph with the following: "The period and duration of this contract shall be from January 14, 2002, through January 14, 2007, including three base years and two option years."

All conditions of the original contract remain in full force and effect. The total cost of this amendment will be \$43,048 (including all applicable sales tax and delivery). This brings the total contract to an amount not to exceed \$164,910.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

David Bueltel
AAA Printing Co.

JAN12-06.10.AttA.AAAPRINTING.DDESMOND

Date: _____

Attachment: FY 06/FY 07 Production and Pricing Detail Sheet

A-1

TAKE ONE PRINTING CONTRACT - AAA PRINTING: PRODUCTION/PRICING DETAIL SHEET

FY06-FY07

ORIGINAL CONTRACT/OPTION YEAR 1 COSTS:		35,000	Each Add. 1,000	75,000	Each Add. 1,000	110,000	Each Add. 1,000	150,000	Each Add. 1,000
5.5 x 8.5		\$592.00	\$15.00	\$985.00	\$12.57	\$1,320.00	\$11.80	\$1,738.00	\$11.00
8.5 x 11		\$1,124.00	\$29.94	\$2,079.00	\$27.12	\$2,917.00	\$26.13	\$3,861.00	\$25.00
11 x 17		\$1,791.00	\$48.32	\$3,410.00	\$44.85	\$4,865.00	\$43.70	\$6,477.00	\$42.90

OPTION YEAR 2 (2006/2007) COSTS:		35,000	Each Add. 1,000	75,000	Each Add. 1,000	110,000	Each Add. 1,000	150,000	Each Add. 1,000
5.5 x 8.5		\$611.54	\$15.50	\$1,017.51	\$12.98	\$1,363.56	\$12.19	\$1,795.35	\$11.36
8.5 x 11		\$1,161.09	\$30.93	\$2,147.61	\$28.01	\$3,013.26	\$26.99	\$3,988.41	\$25.83
11 x 17		\$1,850.10	\$49.91	\$3,522.53	\$46.33	\$5,025.55	\$45.14	\$6,690.74	\$44.32

(Original + 3.3%)

T0425.3-02

TERM: January 15, 2006 - June 30, 2006

	QTY.	SIZE	PC	BASE	TAX	FY06	FY07
COA TAKE ONE 1	115,000	11 x 17	50451	\$5,251.26	\$406.97	\$5,658	
ROCK/ROLL MARATHON	75,000	8.5 x 11	20287	\$2,147.61	\$166.44	\$2,314	
JUNE 2006 SERVICE CHANGES	115,000	11 x 17	20287	\$5,251.26	\$406.97	\$5,658	
COA TAKE ONE 2	115,000	11 x 17	50451	\$5,251.26	\$406.97	\$5,658	
	420,000					\$19,289	

TERM: July 1, 2006 - January 14, 2007

SEPTEMBER 2006 SERVICE CHANGES	115,000	11 x 17	20287	\$5,251.26	\$406.97		\$5,658
MISCELLANEOUS TAKE ONE	115,000	8.5 x 11	50451	\$3,148.22	\$243.99		\$3,392
COA TAKE ONE 3	115,000	11 x 17	50541	\$5,251.26	\$406.97		\$5,658
HOLIDAY SERVICE 2006 TAKE ONES	115,000	8.5 x 11	20287	\$3,148.22	\$243.99		\$3,392
JANUARY 2007 SERVICE CHANGES	115,000	11 x 17	20287	\$5,251.26	\$406.97		\$5,658
	575,000						\$23,759

TOTAL: 995,000

UNIT COST: \$0.04326

TOTAL: \$43,048

ENCUMBRANCES:

FY06	
20287	\$7,972
50541	\$11,316
TOTAL	\$19,289

FY07	
20287	\$14,709
50451	\$9,050
TOTAL	\$23,759

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

Agenda

Item No. 7

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

FIN 330.3 (PC 50451)

January 12, 2006

Subject:

MTS: FY 06/07 DAILY-DATED UNIVERSAL TRANSFER SLIPS - CONTRACT
AMENDMENT WITH THE TICKET FACTORY

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to exercise a third option year with The Ticket Factory for printing of 12,953,600 Universal Daily-Dated Transfer Slips at a cost not to exceed \$63,084.03 (including tax and delivery), in substantially the same form as Attachment A. This price represents a cost of \$4.87 per 1,000 slips, a 2% increase per unit over the previous year as determined by the current contract.

Budget Impact

The cost of this amendment shall be \$63,084.03. The cost of these transfer slips shall be paid for through the FY 06 San Diego Association of Governments (SANDAG) Fare Media Budget line item (11-100-6085-0000).

DISCUSSION:

In FY 03 MTS conducted a competitive procurement process that resulted in a contract with The Ticket Factory for Daily-Dated Universal Transfer Slips. The contract contains four one-year renewal options. This action would exercise the third option. San Diego Transit Corporation (SDTC) has now installed new fareboxes with electronically issued transfers. The detailed shipping sheet (Attachment A-2) reflects changes made to quantities ordered for SDTC to account for only emergency transfer requirements in case of a malfunctioning farebox.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Devin Braun, 619.595.4916, devin.braun@sdmts.com

JAN12-06.7.TICKETFACTORY.DBRAUN

Attachment: A. Contract Amendment w/ Attached Year 4 Production and Shipping Details



January 12, 2006

DRAFT

MTDB Doc. No. T0449.4-03
FIN 330.3 (PC 40060)

Ms. Barbara Lee
The Ticket Factory
310 Easy Street, B
Simi Valley, CA 93065

Dear Ms. Lee:

Subject: AMENDMENT NO. 4 TO MTS DOC. NO. T0449.0-03; FY 06/07 DAILY-DATED
UNIVERSAL TRANSFER SLIPS

This letter serves as Amendment No. 4 to the original contract (MTS Doc. No. T0449.0-03) for professional services as further described below. This amendment exercises the third of four option years.

SCOPE OF WORK

Produce and deliver 12,953,600 Daily-Dated Universal Transfer Slips. The Daily-Dated Universal Transfer Slips shall be produced in accordance with the Special Provisions of the original contract.

SCHEDULE

The Daily-Dated Universal Transfer Slips shall be delivered in accordance with the attached "Year 4 Production and Shipping Details."

PAYMENT

All conditions of the original contract remain in full force and effect. The rate per 1,000 transfers has been increased by 2.0% to \$4.87. The total cost of this amendment will be \$63,084.03 (including all applicable sales tax and freight). This brings the total contract amount to \$456,248.88.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Barbara Lee
The Ticket Factory

JAN12-06.7.AttA-1.DBRAUN

Date: _____

Attachment: Year 4 Production and Shipping Details

A-1

MTS DAILY-DATED TRANSFER CONTRACT : YEAR 4 PRODUCTION AND SHIPPING DETAILS

Transfer Dates		Days	Receipt Deadline*	Colors**	San Diego Transit IAD	National City Transit	Chula Vista Transit	Laidlaw East Co. Sub.	Laidlaw Paratransit	Coach USA MTS Express	Laidlaw Poway	ATC Vancom South Bay	Southland Transit	Total Daily	Days	Total Order	\$/1000	Total Cost (incl. tax, S/H)	
3/1/2006	5/5/2006	48	2/15/06	Weekday	Br, Bl, O	1,750	2,250	5,250	5,275	750	750	375	22,000	1,000	39,400	48	1,891,200	\$ 4.87	\$9,210.14
3/4/2006	4/23/2006	16	2/15/06	Weekend	Bl, Br	1,750	2,000	2,750	3,125	500	0	250	15,000	300	25,675	16	410,800	\$ 4.87	\$2,000.60
4/29/2006	6/18/2006	16	4/19/06	Weekend	O, G	1,750	2,000	2,750	3,125	500	0	250	15,000	300	25,675	16	410,800	\$ 4.87	\$2,000.60
5/8/2006	7/12/2006	48	4/26/06	Weekday	G, O, P	1,750	2,250	5,250	5,275	750	750	375	22,000	1,000	39,400	48	1,891,200	\$ 4.87	\$9,210.14
6/24/2006	8/13/2006	16	6/14/06	Weekend	G, P	1,750	2,000	2,750	3,125	500	0	250	15,000	300	25,675	16	410,800	\$ 4.87	\$2,000.60
7/13/2006	9/18/2006	48	6/28/06	Weekday	Bl, P, G	1,750	2,250	5,250	5,275	750	750	375	22,000	1,000	39,400	48	1,891,200	\$ 4.87	\$9,210.14
8/19/2006	10/8/2006	16	8/9/06	Weekend	P, Bl	1,750	2,000	2,750	3,125	500	0	250	15,000	300	25,675	16	410,800	\$ 4.87	\$2,000.60
9/19/2006	11/23/2006	48	9/6/06	Weekday	Br, P, O	1,750	2,250	5,250	5,275	750	750	375	22,000	1,000	39,400	48	1,891,200	\$ 4.87	\$9,210.14
10/14/2006	12/3/2006	16	10/4/06	Weekend	Bl, G	1,750	2,000	2,750	3,125	500	0	250	15,000	300	25,675	16	410,800	\$ 4.87	\$2,000.60
11/24/2006	1/30/2007	48	11/8/06	Weekday	G, Bl, Br	1,750	2,250	5,250	5,275	750	750	375	22,000	1,000	39,400	48	1,891,200	\$ 4.87	\$9,210.14
12/9/2006	2/25/2007	24	11/29/06	Weekend	O, Br	1,750	2,000	2,750	3,125	500	0	250	15,000	300	25,675	24	616,200	\$ 4.87	\$3,000.89
1/31/2007	2/28/2007	21	1/17/07	Weekday	O, G, P	1,750	2,250	5,250	5,275	750	750	375	22,000	1,000	39,400	21	827,400	\$ 4.87	\$4,029.44

*Shipments must be **received** by all recipients, as shown below, no later than the deadline listed. Late shipments subject to penalties as shown in Note 3.

**Colors may change during year.

COLORS**	P=Pantone Rhodamine Red U
	G=Pantone 382 U 2X
	O=Pantone Orange 021 U
	Bl=Pantone 293 U
	Br=Pantone 138U

TOTAL YEAR 4 CONTRACT:	12,953,600	\$63,084.03
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Recipient:		San Diego Transit - Imperial Ave. Division	National City Transit	Chula Vista Transit	Laidlaw East Co. Sub.	Laidlaw Paratransit	Coach USA MTS Express	Laidlaw Poway	ATC Vancom South Bay	Southland Transit
Transfer Serial #s:	Wkdy Start	1 40001	6 0001	7 0001	8 00001	8 20001	8 30001	8 40001	9 00001	9 30001
	Wkdy End	1 41750	6 2250	7 5250	8 05275	8 20750	8 30750	8 40375	9 22000	9 31000
	Wknd Start	1 40001	6 0001	7 0001	8 00001	8 20001	N/A	8 40001	9 00001	9 30001
	Wknd End	1 41750	6 2000	7 2750	8 03125	8 20500	N/A	8 40250	9 15000	9 30300
Transfers Stapled per Book:		50	50	50	25	25	25	25	50	25
Weekday Books per Day:		35	45	105	211	30	30	15	440	40
Weekend Books per Day:		35	40	55	125	20	0	10	300	12
Days Allowed per Box:		1 Week	1 Day	1 Day	1 Day	1 Day	2 Weeks	2 Weeks	1 Day	1 Week
Delivery Address:	Division	IAD			ECBMF				SBMF	
	Number	100	522	1800	1213	800	3888	12343	3650A	8480
	Street	16th Street	W. 8th St.	Maxwell Rd.	N. Johnson St.	Fesler St.	Beech St.	Oak Knoll Rd.	Main St.	Miralani Dr.
	City	San Diego	National City	Chula Vista	El Cajon	El Cajon	San Diego	Poway	Chula Vista	San Diego
	Zip	92101	91950	91911	92020	92020	92105	92064	91911	92126
Contact:	First Name	Mike	Marva	Jeff	Bill	Mary	Mark	Lisa	Andy	Jesse
	Last Name	Fitzgerald	Williams	Codling	Murtha	Kalvin	Wasdahl	Prince	Mikkelsen	Givens
	Phone	619.238.0100	619.474.7505	619.397.6059	619.726.5837	619.401.1215	619.266.7365	858.748.8164	619.427.5660	619.582.4168
	Ext.	x 498				x 205			x 12	
Fax		619.232.8351	619.474.2058	619.397.6259	619.442.8416	619.588.9709			619.427.6437	

- NOTES: 1) Shipments must be **received** by all recipients no later than the deadline listed.
2) All information on this sheet is subject to change between each shipment.
3) Contractor shall pay to MTS the sum of \$300 per day for each and every calendar day's delay in delivering the printed daily-dated universal transfer slips, and \$300 an occurrence for mispacked transfer slips per day.



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

Agenda

Item No. 8

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

OPS 970.6

January 12, 2006

Subject:

SDTI: LIGHT RAIL VEHICLE PANTOGRAPH CARBON 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 Technology, Inc. to supply light rail vehicle (LRV) pantograph carbons for a five-year period contingent upon approval of a waiver from Buy America requirements from the Federal Transit Administration (FTA). The total cost, including California sales tax and freight for a five-year period, shall not exceed \$622,250.00.

Budget Impact

The total cost of \$622,250.00 for the pantograph carbons would come from the FY 05 - FY 11 SDTI operating budget LRV Maintenance Spare Parts line item.

DISCUSSION:

Two carbon strips on top of each pantograph arm stay in contact with overhead catenary wires and collect and direct current to traction motors for movement of the LRV. These pantograph carbons are normal wear items similar to wheels and are replaced on a routine basis.



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.

On November 14, 2005, SDTI advertised a bid solicitation for an LRV pantograph carbon supplier for a period of five years. Three responses were received on December 5, 2005 (Attachment B). Schunk Graphite Technology, Inc. submitted the lowest responsive and responsible bid.

All three respondents signed a noncompliance with Buy America requirements form included in the specifications (as products are manufactured in Europe). We have applied for a waiver from the Buy America requirement for this procurement from the FTA and expect to receive it in the next few weeks. We will not issue the contract until the waiver letter from the FTA is received.



Paul C. Jablonski
Chief Executive Officer

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

JAN12-06.8.LRVPANTOGRAPH.RDESAI

Attachments: A. Standard Procurement Agreement
B. Bid Summary

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

STANDARD PROCUREMENT AGREEMENT

Att. A, AI 8, 1/12/06, OPS 970.6

C.O. 062.0-06

CONTRACT NUMBER

FILE NUMBER (S)

DRAFT

THIS AGREEMENT is entered into this ____ day of _____ 2006, in the State of California by and between San Diego Trolley, Inc. (SDTI), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Schunk Graphite Technology, Inc.

Address: W146 N9300 Held Drive

Form of Business: LLC
(Corporation, partnership, sole proprietor, etc.)

Menomonee Falls, WI 53051-1643

Telephone: (262) 250-4805

Authorized person to sign contracts: Mr. Brian Wagner Vice President, Sales/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 pantograph carbons for Siemens LRVs in accordance with bid specifications dated November 14, 2005, and the cost proposal.

The total cost of this procurement over a five-year period shall not exceed \$622,250.00, including California sales tax and freight.

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
\$622,250.00	LRV Maintenance Spare Parts	FY 06 – FY 11

By: _____ Chief Financial Officer Date _____

JAN12-06.8.AttA.LRVPANTOGRAGREEMT.RDESAI

(Continued on ____ sheets, each bearing contract number)

A-1



BID SUMMARY

PANTOGRAPH CARBON SUPPLIER SELECTION PROJECT

Bids due to SDTI: December 5, 2005 @ 2:00 p.m.

	<u>Company Name</u>	<u>Total</u>
1.	Schunk Graphite Technology, Inc. W146 N9300 Held Drive Menomonee Falls, Wisconsin 53051-1643	\$124.45*
2.	National Electric Carbon Products, Inc. 251 Forrester Drive Greenville, South Carolina 29607	\$128.55
3.	Hi-Tec Enterprises 1542 La Coronilla Drive Santa Barbara, California 93109	\$213.61

*Responsive low bid

Russ Desai
Project Engineer

JAN12-06.8.AttB.LRVPANTOGRBIDSUMM.RDESAI



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.

LEG 460 (PC 50787)

January 12, 2006

Subject:

MTS: UPDATE ON THE STATUS OF THE GROSSMONT TROLLEY STATION JOINT
DEVELOPMENT PROJECT

RECOMMENDATION:

That the Board of Directors receive an update from General Counsel regarding the
status of the Grossmont Trolley Station Joint Development Project.

Budget Impact

Revenue generation estimated at \$381,285 beginning in year 1 of the Ground Lease,
with total revenue projection over the 99-year lease term at \$635,278,000.

Capital Project Funds. Capital project funds in the amount of \$4.7 million are allocated
for related station improvements, including \$2 million in San Diego Association of
Governments (SANDAG) for Smart Growth grant funds awarded to the City of La Mesa
and MTS, and \$540,000 in local Transportation Development Act (TDA) funds
contributed by the City of La Mesa.

DISCUSSION:

From early conceptual development of the trolley system through La Mesa, the
Grossmont Center Station has been identified as the major transit station in La Mesa.
The location next to the shopping facilities and medical facilities makes it an important



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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.

destination point in the trolley system as well the bus transit system. Pedestrian enhancements that link the lower elevation of the station to the higher elevation of the shopping center and the professional/medical office uses has been an objective of MTS and the City of La Mesa for some time.

In July 2004, the MTS Board authorized MTS to enter into an Exclusive Negotiating Agreement (ENA) with the City of La Mesa and Fairfield Residential, LLC (Fairfield) to create a mixed-use, transit-oriented development project over the existing trolley station parking lot. This development project addresses many of the issues that are in the forefront of planning today. Both the City of La Mesa and MTS would benefit from this infill development. The new mixed-use development would complement the high-intensity, employment-based commercial uses of the surrounding area and should result in more ridership for the trolley.

Fairfield is a strong development firm that specializes in building high-end apartment homes. It has built apartment projects in 13 states and over 19 properties within San Diego County. Fairfield is proposing to develop approximately 527 apartments over the existing parking lot at the Grossmont Transit Center Station. Eighty of these units would be made affordable to low- and moderate-income families. The proposed affordable-housing component would assist the City of La Mesa in meeting the affordable-housing requirement of the Fletcher Parkway Project area.

The project would also provide 2,800 square feet of ground-floor commercial space. The bus stop and trolley station would be retained on site along with planned pedestrian enhancements. The apartments would be built over two levels of structured parking. Six hundred exclusive parking spaces would be provided at ground level of the parking structure oriented to the existing trolley station to replace the existing 600 surface parking spaces.

After several months of negotiations, MTS and Fairfield reached an agreement regarding the financial terms and conditions for the development of the Grossmont Transit Center Station and a long-term lease of the land thereafter. Those terms and conditions are memorialized into two documents—a Disposition and Development Agreement (DDA) and a Ground Lease. The DDA governs how the project will be designed and constructed, and the Ground Lease gives Fairfield a long-term lease for the development after construction is completed.

Negotiations are underway to finalize the terms and conditions of the DDA and Ground Lease between MTS and Fairfield. The DDA must be finalized and executed in order for the City of La Mesa to complete the parcel map and other related building permits and documents. The Ground Lease must be finalized and executed in order for Fairfield to begin construction of the project. Both documents must be approved by the Board prior to the CEO executing them and authorizing work to begin. Under these agreements, MTS retains ownership of the land, and Fairfield is required to make long-term lease payments.

The economic terms of the DDA included:

- Term of Ground Lease: 55-year lease term with two options to renew for 15 years and a third option to renew for 14 years. Total term of 99 years.

- Base Rent: \$85,333 years 0-2 or until 1/3 of the units are completed; \$170,667 years 2-4 or until 2/3 of the units are completed; \$256,000 per year thereafter until year 30.
- Base Rent Commencement Date: Upon close of escrow.
- Base Rent Escalation: CPI adjustment every 5 years, limited to 15 percent commencing in year 31.
- Appraisal Adjustment of Base Rent: Base rent is adjusted to 8% of the fair market value of the land based upon "mark-to-market" appraisal at years 31, 56, and 80, but in no case greater than 6.5%, 8.0%, and 10% of gross collections based upon appraisal at years 31, 56, and 81.
- Overage Rent: 1.25 percent of gross income commencing year 1 and completing in year 30.

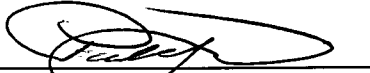
MTS has been negotiating the other legal terms and conditions of the DDA and Ground Lease with Fairfield since mid-October. As of the drafting of this agenda item, the DDA was in close to final form, while the Ground Lease still had several major issues to be resolved between MTS and Fairfield; i.e., indemnity, maintenance of the parking garage, maintenance of Bus Court, etc. MTS believes it can reach an agreement with Fairfield on the majority of the outstanding issues by mid-January. Once the DDA and Ground Lease are in final form, they will be forwarded to Fairfield's lender for review and comment. It is common for lenders to make changes to the terms and conditions of these documents, and MTS anticipates that the negotiations with the lender will take an additional two to three weeks. Once an agreement has been reached with the lender, staff will bring the final versions of the documents back to the Board for approval. We estimate that Board approval will occur in February, and escrow will close sometime in March with Fairfield starting construction thereafter.

There are several outstanding issues that will also need to be resolved prior to the close of escrow. Staff is currently working on the following:

- A revised draft of the Purchase and Sale Agreement for the City of La Mesa excess right-of-way has been forwarded to the City of La Mesa's outside counsel for review and comment;
- SANDAG is currently working with Fairfield to finalize the development plans for the capital improvements that will be constructed concurrently with Fairfield's development;
- Staff is working with various state and federal agencies to obtain necessary land approvals prior to acquiring property necessary to provide the footprint for the pedestrian bridge;
- Private entities who currently have agreements with MTS to allow their customers to park in the existing MTS parking lot (this generates revenue for MTS) have been notified of the project, and staff is working to revise those parking licenses;

- An agreement still needs to be finalized between MTS and the City of La Mesa regarding long-term maintenance of offsite drainage improvements to prevent flooding of the trolley platform and station area; and
- An easement with the Automobile Club of Southern California needs to be revised to accommodate the new development.

General Counsel will provide an oral update on the progress of these items during the Board meeting.



Paul S. Jablonski
Chief Executive Officer

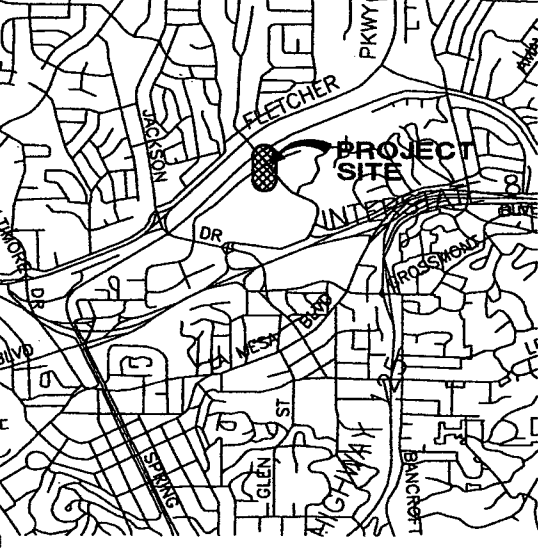
Key Staff Contact: Tiffany Lorenzen, 619.557.4512, Tiffany.Lorenzen@sdmts.com

JAN12-06.32.GROSSMONT.TLOREN

Attachment: A Capital Project Budget Summary

MAJOR RAIL AND BUS CAPITAL IMPROVEMENT PROJECT

Project Number:	1049700
Project Name:	Grossmont Station Pedestrian Enhancements (La Mesa DAR)

PROJECT DESCRIPTION	SITE LOCATION	PROJECT JUSTIFICATION
This project will provide for the enhancement of the Grossmont Trolley Station and integrate access to the station with the proposed TOD on the site and with the adjacent medical and retail activity node. FY 06 activities will include final design and start construction.		Current access from the trolley station to high activity centers is by way of a steep wooden staircase, which can be dangerous and is a barrier for disabled passengers

EXPENDITURE PLAN (\$000)

TASK	THRU FY 05	FY 06	FY 07	TOTAL
Administration	\$13	\$73	\$60	\$146
Engineering & Design	0	40	30	70
Construction Management	0	20	20	40
Construction	0	1,409	810	2,219
Professional Services	0	15	10	25
Contingency	0	100	100	200
TOTAL	\$13	\$1,657	\$1,030	\$2,700

FUNDING PLAN (\$000)

FUNDING SOURCE	THRU FY 05	FY 06	FY 07	TOTAL
FEDERAL:				
FTA Section 5307	\$0	\$1,216	\$824	\$2,040
FTA Section 5309	10	110	0	120
LOCAL:				
TDA	3	331	206	540
TOTAL	\$13	\$1,657	\$1,030	\$2,700



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Agenda

Item No. 31

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

ADM 110 (PC 50101)

January 12, 2006

Subject:

MTS: PROPOSED MODIFICATIONS OF MTS BOARD POLICY NO. 22 FOR
APPOINTMENT OF COMMITTEE MEMBERS AND EXECUTIVE COMMITTEE
COMPOSITION

RECOMMENDATION:

That the Board of Directors:

1. approve the proposed modifications to MTS Board Policy No. 22 (Attachment A) to modify the composition of the Executive Committee and create a clearly defined Committee member appointment process;
2. have the East County member cities (El Cajon, La Mesa, Lemon Grove, Poway, and Santee) caucus and select their rotation schedule to be memorialized in Policy No. 22;
3. have the South Bay member cities (Chula Vista, Coronado, Imperial Beach, and National City) caucus and select their rotation schedule to be memorialized in Policy No. 22;
4. create an Ad Hoc Nominating Committee comprised of Toni Atkins, Thomas Clabby, Bob Emery, Harry Mathis, Jerry Rindone, and Ron Roberts; and
5. direct the Ad Hoc Nominating Committee to convene the week of January 15, 2006, review the list of MTS Committees and appointments to non-MTS Committees, and forward a list of proposed appointments to the Board for approval at the January 26, 2006, meeting.



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.

Budget Impact

None.

Past Action

The Ad Hoc Policy Review Committee and the Executive Committee recommended forwarding this item to the Board for approval.

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 and conduct, 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 committee members. In addition, questions have been raised about the rotation schedule for the East County and South Bay representatives. On December 8, 2005, the Board created the Ad Hoc Policy Review Committee to review and revise Policy No. 22.

On December 16, 2005, the Ad Hoc Policy Review Committee met and reviewed Policy No. 22. Attached to this agenda item are the proposed modifications to Policy No. 22 with respect to the composition and rotation of the Executive Committee and the appointment of Board members to committees. The Ad Hoc Policy Review Committee will discuss the nomination procedures for the position of Chairperson at a meeting in February.

The Ad Hoc Policy Review Committee recommends the Board approve the proposed modifications to Policy No. 22 summarized as follows:

- The Executive Committee will be comprised of the Chairman, the County of San Diego member, a member from the City of San Diego, an East County representative, and a South County representative.
- The Vice Chairman will serve as the alternate to the Chairman and the second alternate at large for the Executive Committee.
- The Executive Committee will select the San Diego Association of Governments (SANDAG) Transportation Committee representative from amongst its membership, but has the discretion to select the representative from the Board at large.
- The East County and South Bay representatives will rotate amongst the cities they represent.

- An Ad Hoc Nominating Committee will convene each November to make recommendations to the Board regarding committee appointments for the first Board meeting in January.

Ad Hoc Policy Review Committee also recommends the Board appoint an Ad Hoc Nominating Committee to convene the week of January 15, 2006, and review the list of MTS Committees and appointments to non-MTS Committees. The Ad Hoc Nominating Committee would then forward a list of proposed appointments to the Board for approval at the January 26, 2006, meeting. In future years, the Ad Hoc Nominating Committee will convene in November of each year to provide recommended appointments for approval at the first Board meeting in January.

The Ad Hoc Policy Review Committee recommends the Ad Hoc Nominating Committee be comprised of Toni Atkins, Thomas Clabby, Bob Emery, Harry Mathis, Jerry Rindone, and Ron Roberts.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
JAN12-06.31.POLICY22.TLOREN

Attachment: A. Board Policy No. 22

Policies and Procedures

No. 22

Subject:

Board Approval: 2/26/04 1/12/06

RULES OF PROCEDURE FOR THE METROPOLITAN TRANSIT DEVELOPMENT BOARD SYSTEM (MTS)

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~~ is established by Division 11, Chapter 1, Section 120050.2 through 120051.6 of the California Public Utilities Code.





22.1.2 The Board consists of 15 members selected as follows:

- a. One member of the County of San Diego Board of Supervisors, appointed by the Board of Supervisors.
- b. Four members of the City Council of the City of San Diego, one of whom may be the mayor, appointed by the City Council.
- c. One member of each city council appointed individually by the City Councils of the Cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.
- d. One person, a resident of San Diego County, elected by a two-thirds vote of the Board, a quorum being present, who shall serve as chairperson of the Board.

22.1.3 Any person who is a member of the Board may be appointed by his or her appointing authority to continue to serve as a member of the Board after the termination of his or her term of office for a period not to exceed four years after the date of termination of his or her term of elected office.

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

22.1.4 Alterternate members of the Board shall be appointed as follows:

- a. The County of San Diego Board of Supervisors shall appoint any other county supervisor who qualifies for appointment to serve as an alternate member.
- b. The City Council of the City of San Diego shall appoint a member of the City Council not already appointed to serve as an alternate member.
- c. The City Councils of the Cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee shall each individually appoint a member of their respective city councils not already appointed to serve as an alternate member.

22.1.2a3 This Board shall exercise all powers authorized by the laws of the State of California.

22.1.2b4 Only the duly selected official representative, or in his or her absence his or her duly selected alternate, shall be entitled to represent a member agency in the deliberations of the Board.

22.1.2e5 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.

22.1.36 The Board shall have the authority to appoint committees or subcommittees and may provide for the appointment of alternates to these committees or subcommittees.

22.1.3a7 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.

22.1.3b8 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.

22.1.3e9 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.~~

22.2.12a 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.

22.2.2b2 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.~~ Notice of such change shall be posted pursuant to the Ralph M. Brown Act.

22.2.2e3 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.~~

22.2.2d4

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 or Executive Committee meeting.

22.2.2e5

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.

22.2.36

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

22.2.4a7

The Clerk of the Board shall, prior to each regular meeting, forward to each ~~member~~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 in accordance with the Ralph M. Brown Act. 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.

22.2.4b8

The Board may take action on items of business not appearing on the posted agenda in accordance with the Ralph M. Brown Act.
~~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.~~

22.2.4e9 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.

22.2.4d10 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 response.

22.2.511 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.

22.3.4a2 Proposed amendments may be originated by the Board or any member of such, or by the Chief Executive Officer.

22.3.4b3 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.

22.4.4b5 The publication of an ordinance, as required by subdivision, may be satisfied by either of the following actions:

6-a. 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.

- 2b. 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.

22.4.56

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 Chairman

22.76 Election of Board Officers and Appointments to Committees

- 22.7.1 On or before the Board's first meeting in November, the Board shall appoint less than a quorum of members to an Ad Hoc Nominating Committee. The Ad Hoc Nominating Committee shall review the list of MTS committees and make recommendations to the Board with respect to the appointment of members of the Board to serve on each committee.
- 22.7.2 The Ad Hoc Nominating Committee shall also review the list of outside boards and/or committees and make recommendations to the Board with respect to the appointment of members of the Board to represent MTS on each outside board or committee, except for the Board representative appointed to the San Diego Association of Governments (SANDAG) Transportation Committee, which shall be appointed by the Executive Committee.
- 22.7.3 The Ad Hoc Nominating Committee shall also make a recommendation to the Board with respect to the appointment of the Vice Chairman and the Chair Pro Tem and any other board officers.
- 22.7.4 The Ad Hoc Nominating Committee shall forward its recommendations for appointments of officers and committee members on or before the first Board meeting in January.
- 22.7.5 At its first meeting in January, the Board shall elect a ~~Vice~~ Vice Chairman ~~-Chairman-~~ and a Chair Pro Tem from amongst its members. The Vice Chairman shall preside in the absence of the Chairman. In the event of the absence or inability to act by the Chairman and Vice Chairman ~~Vice-Chairman~~, the Chair Pro Tem shall preside.
- 22.7.6 The Board shall then vote on the recommendations made by the Ad Hoc Nominating Committee with respect to all other committee appointments.

22.8 Executive Committee

- 22.86.1 ———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 one member who represents the cities of from the City of Chula Vista, National City, Coronado or and Imperial Beach (the "South Bay representative"), and a one member who represents the cities of from the City of Lemon Grove, La Mesa, El Cajon, Poway, or and Santee (the "East County representative").~~ 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. Executive Committee members shall serve for a term of two years each. The "South Bay representative" and the "East County representative" shall serve as members of the Executive Committee for a term of two years each. The terms of these two members shall be staggered so as to avoid replacement of both members at the same time.

22.8.23 The East County and South Bay representatives shall serve in the following order:

 (insert order after January Board meeting)

 After each member has served as either the East County or South Bay representative, the rotation schedule shall repeat.

22.8.23 The alternates to the Executive Committee members shall be the alternate appointed by the particular city or agency to serve as the alternate for the Board. The second alternate at large shall be the Vice Chairman. 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.

22.8.4 The Vice Chairman shall attend each Executive Committee meeting as a non-voting member. The Vice Chairman shall serve as the alternate to the Chairman and as a second alternate at large for any of the Executive Committee representatives and shall be a voting member when serving in this capacity. The Vice Chairman shall be entitled to compensation for attendance at all Executive Committee meetings whether serving as a voting or non-voting member.

22.8.5 On or before its first meeting in January the Executive Committee shall appoint one of its members to serve as the representative to the SANDAG Transportation Committee to serve for a term of one year. In the event that the Executive Committee feels a member of the Board who does not serve on the Executive Committee is their preferred representative for the SANDAG Transportation Committee, the Executive Committee shall have the ability to

select the representative from the full Board. In that instance, the SANDAG Transportation Committee representative shall attend the Executive Committee meetings as a non-voting member. The SANDAG Transportation Committee representative shall be entitled to compensation for attendance at all Executive Committee meetings.

~~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.~~

22.86.62

_____The primary purposes of the Executive Committee shall be to review and recommend consent items for the agenda of the next MTSD 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.~~ The Executive Committee shall have the authority to create ad hoc subcommittees for purposes of carrying out their duties and responsibilities.

22.86.73

_____Three members shall constitute a quorum of the Executive Committee 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.

22.86.84

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

22.97 Board Member Standards of Conduct

22.97.1 ———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.

22.97.2 ———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.

22.97.3 ———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.

22.97.4 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.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.gf. 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-hg.~~ 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.

22.97.5 ———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 General eCounsel. If the Board member has a conflict, he or she may observe, but not participate, in the decision-making process.

22.97.6 ———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 General eCounsel. 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.

22.79.7 ———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.

22.79.8 ———No Board member may disclose confidential or privileged information or communications to any person other than a Board member, General eCounsel 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.

22.7.922.9.9 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 General Ceounsel shall issue a binding determination.

22.79.10 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.

22.79.11 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/SChampJGardetto
Policy.22
2/26/041/5/05

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.
Policy revised 12/8/051/12/06.



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Agenda

Item No. 32

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

S RTP 800 (PC 20290)

January 12, 2006

Subject:

MTS: COMPREHENSIVE OPERATIONAL ANALYSIS - STATUS OF PUBLIC
OUTREACH AND SERVICE DEVELOPMENT PLAN

RECOMMENDATION:

That the Board of Directors receive information on the status of the public
outreach effort and refinement of the Service Development Plan.

Budget Impact

None.

DISCUSSION:

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

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
comments received via phone, fax, e-mail, and mail. The Draft Plan is based on



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

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-minute 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 Committee (BRC) included MTS and the 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 Committees (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 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 Plan. These sessions educate bus and trolley operators on the 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 (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 and e-mails, as well as 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.

Refinement to the Draft Plan

Based on the comments received, the Draft Plan has been revised as follows:

Fixed-Route Services. Several fixed-route service proposals have been refined based on public comment. Attachment A provides a summary of the major concerns received for each service area and highlights those that have been accommodated in the Service Development Plan. Below lists the four most controversial issues that have been resolved.

1. Providing service directly to Kaiser Hospital on Zion Road via both Routes 14 and 13.
2. Providing service on Division Street between Highland and Ava Streets in National City due to significant community concerns.
3. Extending Routes 604 and 605 along D Avenue in National City to continue service to a senior residential tower and youth center based on National City Transit's recommendations.
4. Maintaining service on Comstock and Osler Streets in Linda Vista due to significant community concerns.


Community-Based Services. The fixed-route network will continue to be refined as additional comments are received. In addition we have engaged in collaborative planning sessions with communities to develop "community-based services" in some areas where fixed-route services are proposed to be discontinued. Not all areas losing service are proposed to be backfilled with these services. Only areas where an efficient and effective alternative can be developed will be considered for 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.

ADA Paratransit Service. Changes in the fixed-route network will impact the geographic coverage of Americans with Disabilities Act (ADA) paratransit services. While some areas will see a slight increase in ADA coverage, several areas will no longer be eligible for ADA service. An analysis is currently being conducted to identify the number of existing riders that will be negatively impacted by this change.

To provide a smoother transition for those impacted, we propose that the existing geographic coverage of ADA service be retained for a period of six months after fixed-route service changes are implemented. While this proposal exceeds the requirements for ADA service and will result in additional operating costs during the six-month period, it will provide existing riders with additional time to find alternative transportation options or make lifestyle changes accordingly. This proposal will be reviewed with the ASAC for refinement prior to public hearing of the Service Development Plan. A comprehensive outreach and education plan will also be reviewed with ASAC.

Next Steps

We anticipate finalizing the Service Development Plan in the next week based on input from the public and further analysis. This plan is expected to be presented to the MTS Board late January or early February 2006 for approval to conduct a public hearing on the matter in late February or early March. If approved, implementation of the service changes is scheduled to begin in June 2006.



Paul C. Jablonski
Chief Executive Officer

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

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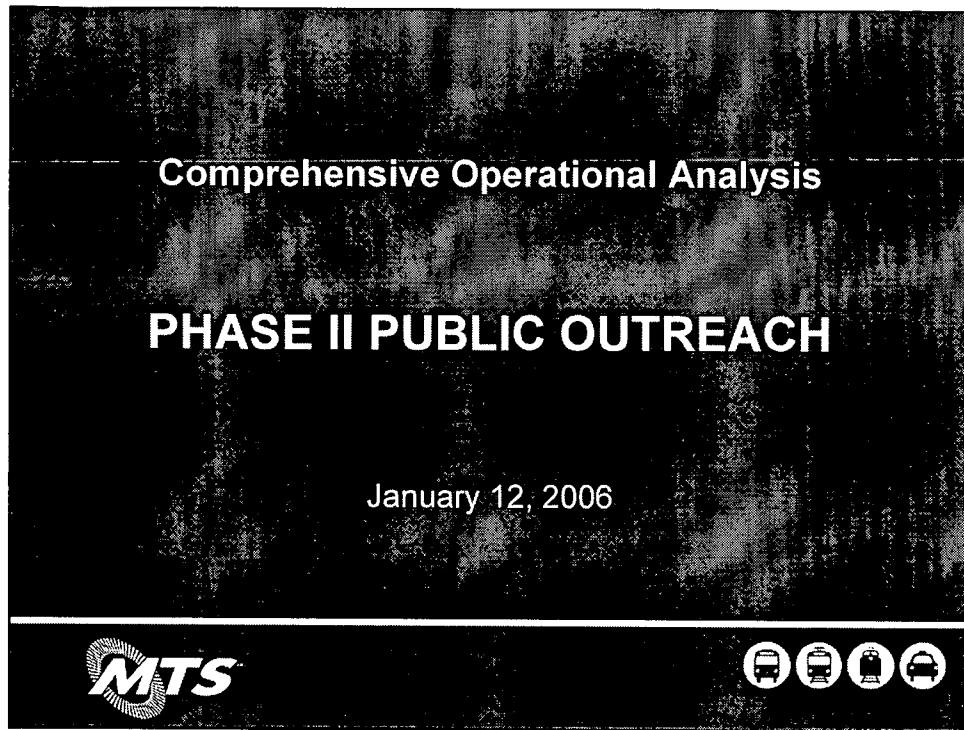
Attachment: A. Summary of Significant Concerns

SUMMARY OF SIGNIFICANT CONCERNS

Service Area	Concerns
Central Mesa <i>(Clairemont, Tierrasanta, Linda Vista, Mission Valley)</i>	<ul style="list-style-type: none"> • Want more service through Mission Valley • Keep Routes 25 and 44 through Linda Vista • Maintain service on Comstock and Osler Streets • Direct service to Zion Hospital on Routes 13 and 14
South Bay <i>(National City, Chula Vista, Otay Mesa, San Ysidro)</i>	<ul style="list-style-type: none"> • Need weekend, earlier, and later service on Route 905 • Increase frequencies and more span of service • Maintain service to Deep Dell, Division, Potomac, Saipan, Morgan Towers • Enhance service from trolley to Southwestern College • Maintain minimum service in Eastern Chula Vista • Maintain Route 706A (Chula Vista circulator) • Retain Route 932 service from 8th Street Station to Downtown • Maintain service on Paseo Ladera
Mid-City <i>(Hillcrest, Mission Hills, Balboa Park, North Park, Golden Hill)</i>	<ul style="list-style-type: none"> • Overcrowding and forced transfers on 4th/5th Avenues due to truncation of Route 1 in Hillcrest (Increase frequencies on 4th/5th Avenues) • Maintain service to Mission Hills
East County <i>(El Cajon, La Mesa, Santee, Lakeside)</i>	<ul style="list-style-type: none"> • Route 871 on Avocado instead of Magnolia • Keep Route 858 between El Cajon and Cuyamaca College • Keep Route 876 or develop community-based service for seniors in La Mesa • Maintain Route 855 service from Spring Street Station to Grossmont Transit Center • Maintain some service in Santee and Lakeside • Do not change Route 874
Centre City	<ul style="list-style-type: none"> • Request for downtown circulator • Maintain Route 992 service to Cortez Hill
I-15 Corridor <i>(Mira Mesa, Scripps Ranch, Carmel Ranch, Rancho Bernardo)</i>	<ul style="list-style-type: none"> • Want all-day and weekend service on Route 921 • Retain Rancho Bernardo and Scripps Ranch DARTS
Central Coastal <i>(Pacific Beach, La Jolla, Mission Beach)</i>	<ul style="list-style-type: none"> • Improve connections • Restore weekend service to Thornton Hospital • Restore service from Pacific Beach to Fashion Valley via Friars Road • Want direct service from La Jolla to Downtown • Maintain service to Scripps Institute of Oceanography

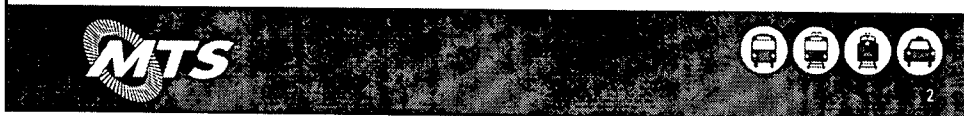
Service Area	Concerns
North Bay <i>(Point Loma, Ocean Beach, Airport, Midway, Old Town)</i>	<ul style="list-style-type: none"> • Revise Route 923 routing to Downtown San Diego • Maintain minimum service to Cabrillo and Sub Base
Southeast San Diego <i>(Encanto, Paradise Hills, Lemon Grove, Spring Valley)</i>	<ul style="list-style-type: none"> • Increase frequency on Route 13 • Maintain Route 960 from Euclid Avenue Station to Kearny Mesa and University City • Want Spring Valley circulator
Golden Triangle <i>(University City, Sorrento Valley, Carmel Valley, Sorrento Hills)</i>	<ul style="list-style-type: none"> • More service to Sorrento Valley • Request for Carmel Valley service for seniors, schools, and connections to Coaster
Coronado and Imperial Beach	<ul style="list-style-type: none"> • Continue to serve Sharp Hospital and City Hall

Bold – Accommodated in plan



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)
- Hotline & Email



3

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



4

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



5

Community Meetings

Provide Information and Solicit Input from Stakeholder Groups

- **Over 40 Community Meetings to Date**
 - **Audiences** – Chambers, Community Groups, BIDs, HHS, Accessibility groups, Academia, City Council, others
- **Collaborative Planning Sessions**
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Provide Information and Solicit Input from Bus and Trolley Operators

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Website, Hotline, Email

Provide Information and Solicit Input from Public

- Website (www.sdcommute.com)
 - Information on project, analysis, route proposals
 - Will be converted to accessible format
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Summary of Comments

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 - Like frequent network of services, express routes, and community specific services
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Summary of Concerns

Service Area	Concerns
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Mid-City (<i>Hillcrest, Mission Hills, Balboa Park, North Park, Golden Hill</i>)	<ul style="list-style-type: none"> • Overcrowding and forced transfers on 4th/5th Ave due to truncation of Route 1 in Hillcrest (Increase frequencies on 4th/5th Ave) • Maintain service to Mission Hills • Maintain North Park segment of Route 965
East County (<i>El Cajon, La Mesa, Santee, Lakeside</i>)	<ul style="list-style-type: none"> • Route 871 on Avocado instead of Magnolia • Keep Route 858 between El Cajon and Cuyamaca College • Keep Route 876 or develop community based service for seniors in La Mesa • Maintain Route 855 service from Spring Street Trolley to Grossmont Center • Maintain some service in Santee and Lakeside • Do not change Route 874

Bold – Accommodated in plan



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Central Coastal (<i>Pacific Beach, La Jolla, Mission Beach</i>)	<ul style="list-style-type: none"> Improve connections Restore weekend service to Thornton Hospital Maintain service to La Jolla Shores and Scripps Institute Restore service from Pacific Beach to Fashion Valley via Friars Road Want direct service from La Jolla to Downtown Maintain Route 9 service on Faruel and Turquoise
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- Continue outreach and finalize service plan
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- March 9 – Public Hearing on final service plan



12

Comprehensive Operational Analysis

PHASE II PUBLIC OUTREACH

January 12, 2006



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.

SRTP 805 (PC 20286)

January 12, 2006

Subject:

MTS: STATUS OF THE SAN DIEGO ASSOCIATION OF GOVERNMENTS'
SHOWCASE PROJECT

RECOMMENDATION:

That the Board of Directors receive information on the San Diego Association of Governments' (SANDAG's) Showcase Project and provide direction to staff.

Budget Impact

None.

DISCUSSION:

Introduction

In October 2000, the Metropolitan Transit Development Board (MTDB) adopted the Transit First strategy on the role of transit over the next 20 years and directed staff to identify a Showcase Project with the intention of developing a project to showcase all of the key features of Red Car service (moderate levels of speed, level-floor vehicles, Smart Card technology, passenger amenities on the vehicles and at the stations, and enhanced travel speed). The Showcase Project was to be developed within three to five years.

In December 2001, MTDB directed staff to evaluate five candidate showcase projects for further analysis, including:

1. University of California, San Diego (UCSD) – University Towne Center (UTC) – Sorrento Mesa.



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

2. Old Town – Mission Beach – Pacific Beach.
3. Fashion Valley – Downtown – Balboa Park.
4. San Diego State University (SDSU) – Mid-City – Balboa Park – Downtown.
5. Chula Vista – Southwestern College – Otay Ranch.

Selection of these five projects was based on the following criteria:

- Ridership Potential. The project corridor's ability to support either an all-day or a commuter-only service.
- Capital and Operating Cost Issues. Capital improvements could be implemented in the short term. Minimize operational costs with opportunities to restructure existing services.
- Transit Land-Use Integration. Strong transit-supportive land uses already present in the corridor, including service to a number of regional activity centers that would also provide for high project visibility.
- Transit-Priority Measures. Strong candidate for testing a wide variety of transit priority measures; e.g., signal priority, queue jumpers, transit-only lanes.
- Connections with Red and Blue Car Services. Opportunities to integrate with the current transit system to maximize potential ridership.
- Community Issues. With the goal of having the Showcase Project in operation within the three- to four-year time frame, the project must not have major community issues that could present obstacles to its implementation.
- Solving an Existing Problem. Desirably the location of the Showcase Project would create an opportunity to address an existing transportation problem.

In July 2002, MTDB designated the El Cajon Boulevard (SDSU to Downtown) corridor as the Transit First Showcase Project based on further analysis of the five candidate projects, including:

- developing "sketch drawings" that outline the location, type, and feasibility of transit-priority measures proposed;
- identifying station locations and how they would be integrated into the surrounding community;
- estimating capital cost needs for vehicles, stations, and transit-priority measures, including opportunities for tapping nontransit funding sources;

- estimating operating costs, including how existing services could be restructured to minimize the amount of additional funding that would be needed;
- using SANDAG's transportation model to compare the ridership potential between the candidate projects; and
- holding meetings with community and business leaders to identify issue areas that could affect a project time table for implementation.

Staff was directed to proceed on the remaining four corridor projects as "Transit First Early Action" projects.

By December 2002, a contract was awarded to Kimley-Horn and Associates to conduct a traffic study and prepare a signal priority plan, a pedestrian access plan, and 30 percent design drawings for all stations and priority treatments along El Cajon Boulevard from Park Boulevard to 43rd Street, including transit lanes. The work underway was described as preparing design drawings for those portions of the Showcase Project that would likely be implemented in an initial phase.

In April 2004, a status report was presented to the SANDAG Transportation Committee on design issues, traffic, signal priority, and cost estimates. It was also reported that the proposed dedicated transit lane on portions of El Cajon Boulevard was controversial in the community, while other elements of the project (including signal priority treatments and station upgrades) were received positively. The Mid-City community expressed concern over possible impacts to businesses along El Cajon Boulevard from converting a general-purpose travel lane to a transit lane. As a result, the community requested that SANDAG prepare a long-range comprehensive transit plan to address transit needs in Mid-City. The Transportation Committee agreed and postponed further design work on the Showcase Project pending the completion of a Mid-City Transit Network Plan.

In October 2005, the Mid-City Transit Network Plan was presented to the Transportation Committee, including the concept of redefining the El Cajon Boulevard project from Bus Rapid Transit (BRT) to "Rapid Bus" as a phase in its implementation. Since BRT services require dedicated transitways to maintain high-speed operations, the Rapid Bus definition matches the level of transit-priority treatment requested by the community. The Rapid Bus service reflects a phased strategy approach to developing higher-speed service along arterial corridors that would initially implement various attributes of BRT (such as signal-priority treatments and upgraded stations) while still pursuing a longer-term strategy of dedicated transit lanes.

While use of dedicated lanes along the Showcase Project corridor could be a future improvement, the Mid-City Transit Network Plan identified other incremental improvements along the corridor that could be implemented to enhance transit service. Redefining the BRT to a Rapid Bus service, while not meeting the BRT threshold of priority treatments, can still achieve some level of speed and reliability improvements through use of other location-specific priority treatments such as signal priority and queue-jumper treatments (which are supported by the Mid-City community). Rapid Bus services could also have

enhanced customer amenities (such as upgraded stations, prepaid fare collection to speed up passenger boarding, and live "next vehicle" information signs). A detailed definition of BRT and Rapid Bus service attributes is being developed as part of SANDAG's Independent Transit Planning Review. The Transportation Committee action was to proceed with the phased approach to implementation on the Showcase Project with the caveat that the phases are designed to eventually result in full implementation.

Next Steps

SANDAG staff, with input from its Independent Transit Planning Review panel and MTS staff, is currently identifying a package of capital improvements, including specific priorities for key locations along the route, shelters, stop location, and passenger amenities for the Showcase Project to ensure that the Rapid Bus concept is fully realized as an initial phase of the Showcase BRT project. This package of improvements is anticipated to be presented to the Transportation Committee in February 2006.



Paul C. Jablonski
Chief Executive Officer

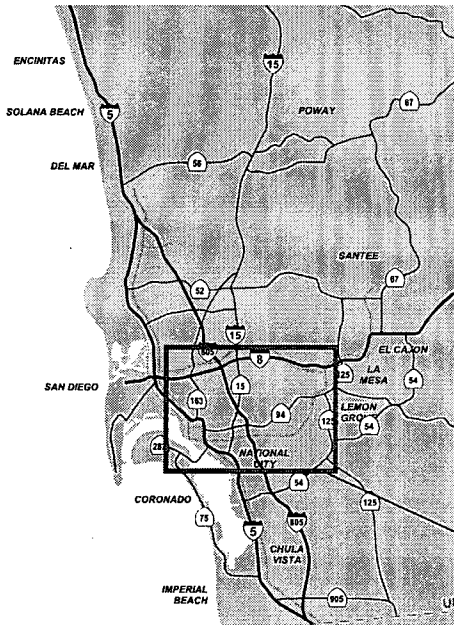
Key Staff Contact: Conan Cheung, 619.515.0933, conan.cheung@sdmts.com

JAN12-06.33.SHOWCASEPROJECT.CCHEUNG

Attachment: A. Showcase Project Map/Fact Sheet

SDSU to Downtown Transit First Showcase Project

More Transit, More Options, Better Traffic Flow



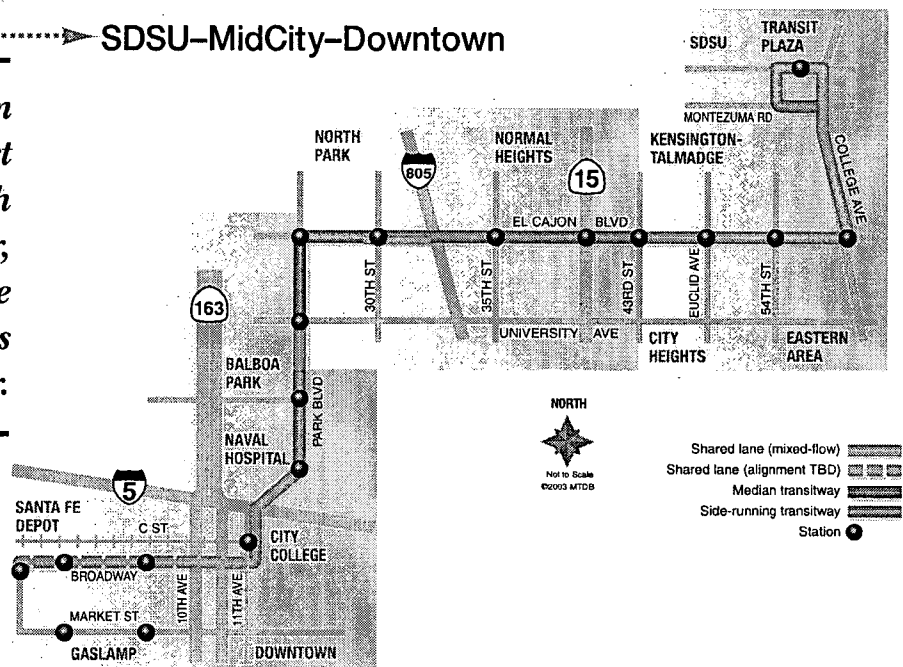
The Project: Design and build a ten-mile bus rapid transit (BRT) line from San Diego State University (SDSU) to Downtown San Diego along El Cajon and Park Boulevards. The line will provide North Park, City Heights, and College area residents, students, and visitors with fast, frequent, high-quality transit along this corridor.

The Solution: The Showcase project aims to achieve faster travel times and better reliability by using "transit priority" lanes, traffic signal improvements, limited station stops, and global positioning systems (GPS) to track each vehicle's location. Station enhancements to provide a pleasant waiting environment include upgraded shelters, "real time" bus arrival information signs, level platforms to ease boarding, landscaping, and enhanced paving treatments.

(over)

SDSU-MidCity-Downtown

The SDSU to Downtown Transit First Showcase Project will offer passengers high quality transit that is faster, more frequent, and more comfortable than current bus services in the corridor.



Project Status: Preliminary engineering work on the central section of the corridor is underway and will soon be complete. Further environmental and design studies will be undertaken over the next several years. Assuming funding availability, the project could begin operations by 2007.

Route: The Showcase Project route is 9.9 miles between downtown San Diego to SDSU via Park Boulevard, El Cajon Boulevard, and College Avenue. Major activity centers that will be served include the downtown offices, shopping, and recreational facilities, Balboa Park, San Diego Zoo, the Mid-City communities, and SDSU. The Showcase project will tie into downtown trolley stations served by the Blue and Orange lines, the Mid-City Transit Plazas, and the new SDSU trolley station now under construction.

**Showcase
Transit First**

Project Features: **Stations:** Sixteen stations will be located at major activity centers and transfer points. Along with upgraded passenger shelters, the stations will be designed with technology enhancements that will provide real-time bus arrival information and ticket vending machines. Landscaping and possible public art components will reflect the surrounding community's character to create a unique architectural design. All stations will be located in the public right-of-way, except for the SDSU station, which will be part of an off-street transit plaza. Stations will be designed to provide safe pedestrian access at intersections. New technology will allow passengers to pre-pay and to use "smart" (debit) cards, thereby streamlining the boarding process.

BRT Vehicles: BRT vehicles will have level boarding (no steps), and new fareboxes will accept "smart" cards to speed passenger boarding. Multiple doors will also streamline the boarding process. Comfortable seating and larger windows will improve the ride quality.

Transit Priority Lanes and Signal Timing: Colored pavement will designate the transitways along portions of Park and El Cajon Boulevards. Traffic signals will be timed to allow BRT vehicles to move more quickly through busy intersections.

ADA: In compliance with the Americans with Disabilities Act, each station will have uniform design features, and each vehicle will be accessible to passengers with disabilities.

The Builder: SANDAG is developing the plans and will provide oversight for the engineering and construction of the Stations and Transit Priority Lanes. This is one of SANDAG's MOBILITY 2030 Regional Transportation Plan (RTP) projects to make public transit a first choice for many trips with a network of fast, flexible, reliable, safe and convenient services connecting neighborhoods to major employment and activity centers.

For more information visit www.sandag.org



El Cajon Boulevard Transit Lane

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

32

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****

@ 8:47

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

11/12/06

Name (PLEASE PRINT)

Susan Christie

Address

3228 33rd St

Telephone

619-283-1515

Organization Represented (if any)

Subject of your remarks:

Bus Service in North Park

Agenda Item Number on which you request to speak

32

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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@9:12

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Date 2006-01-12Name (PLEASE PRINT) Cline RichardAddress 5153 La Dorna St
San Diego, CA 92115-1530Telephone 619.582.4036

Organization Represented (if any) _____

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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



5

Community Meetings

Provide Information and Solicit Input from Stakeholder Groups

- **Over 40 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



6

Public Outreach

- Project Committees
- Community Open Houses
- Community Meetings
- Operator "Drop In" Sessions
- Web site (www.sdcommute.com)
- Hotline & Email



3

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



4

Comprehensive Operational Analysis

PHASE II PUBLIC OUTREACH

January 12, 2006



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

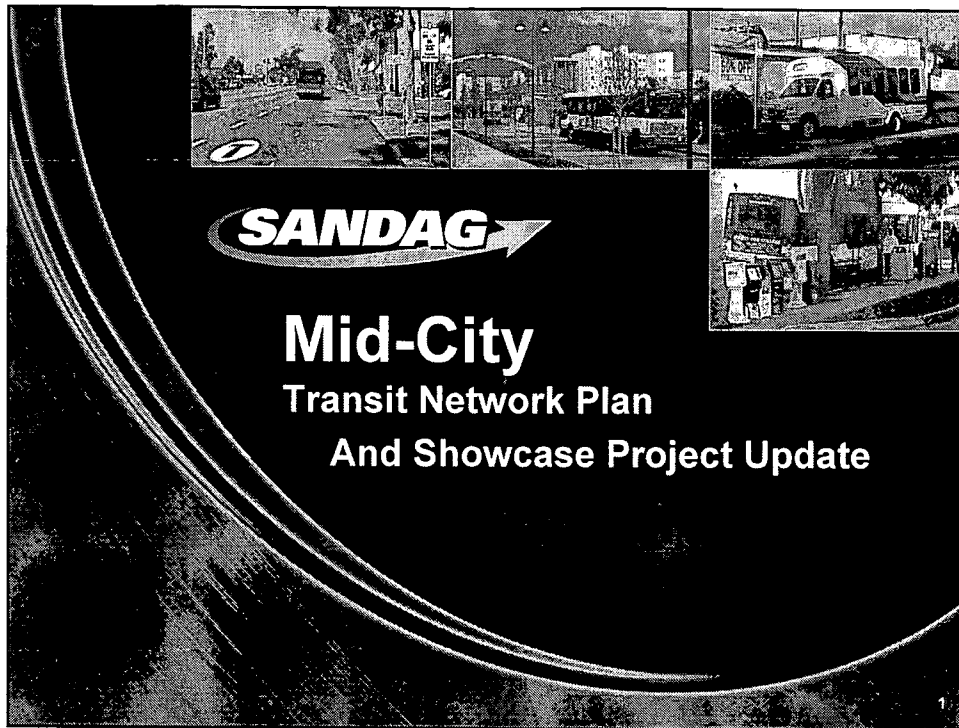


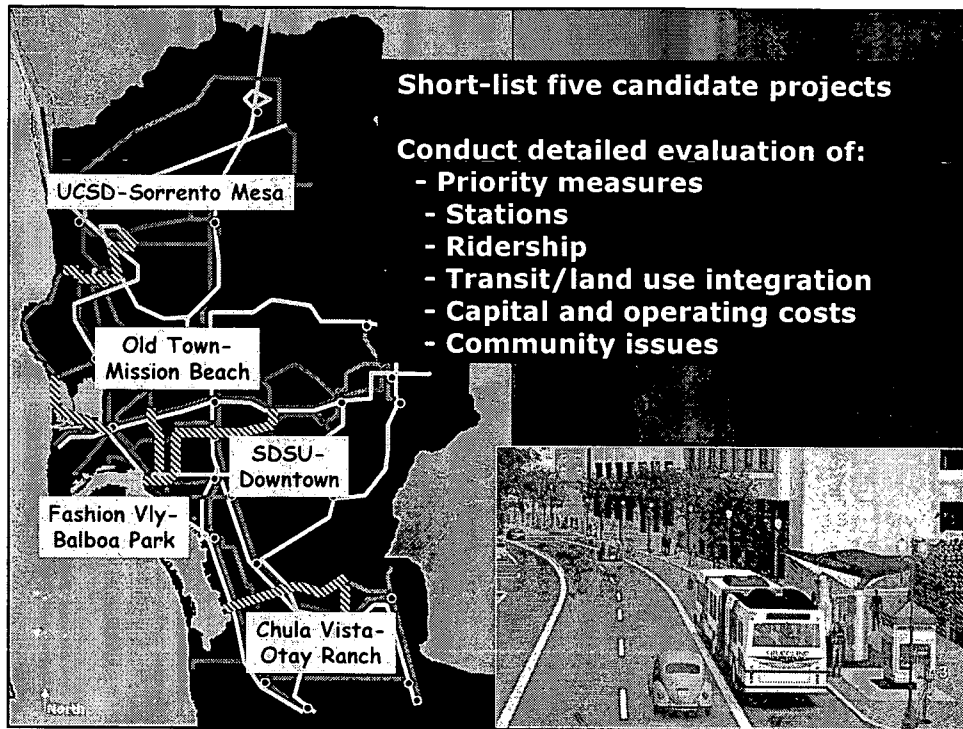
Comprehensive Operational Analysis

PHASE II PUBLIC OUTREACH

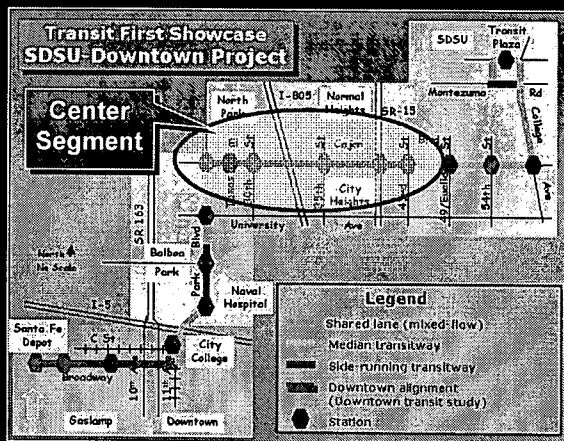
January 12, 2006







Showcase BRT Project Status



- Preliminary Engineering for center segment
- Project included:
 - Enhanced Stations and vehicles
 - Signal Priority
 - Dedicated transit lanes in areas

Community Priorities

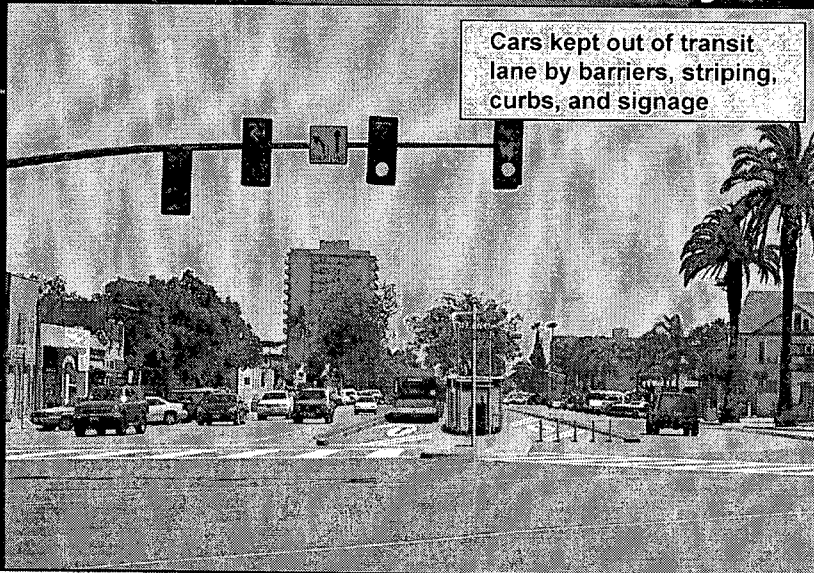
- Reduce Transit Travel Time & Improve Reliability
- Attract New Ridership through Service and Frequency Upgrades
- Enhance Customer Experience

SANDAG

5

Dedicated Transitway

Cars kept out of transit lane by barriers, striping, curbs, and signage

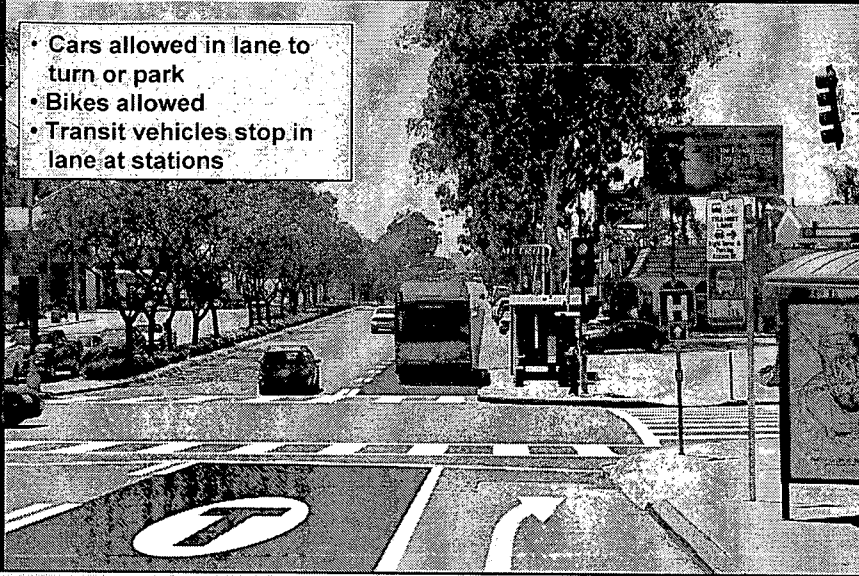


Park Boulevard between University Ave. and El Cajon Blvd.

6

Transit Lane

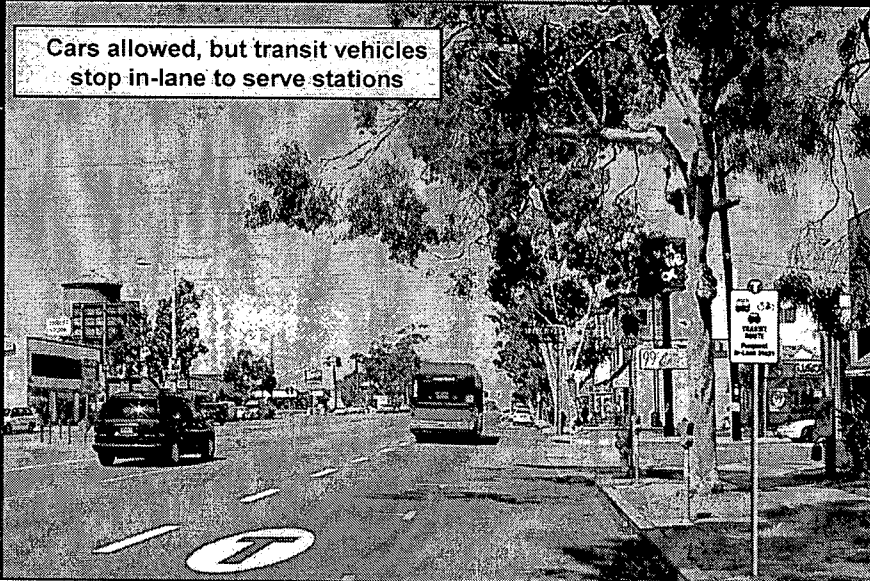
- Cars allowed in lane to turn or park
- Bikes allowed
- Transit vehicles stop in lane at stations



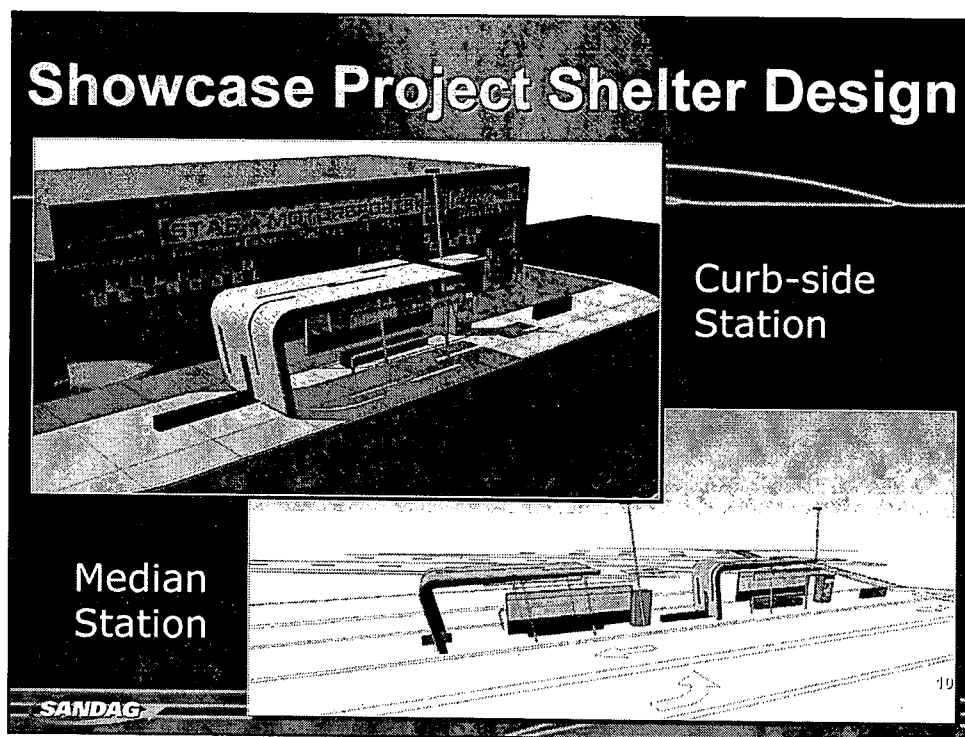
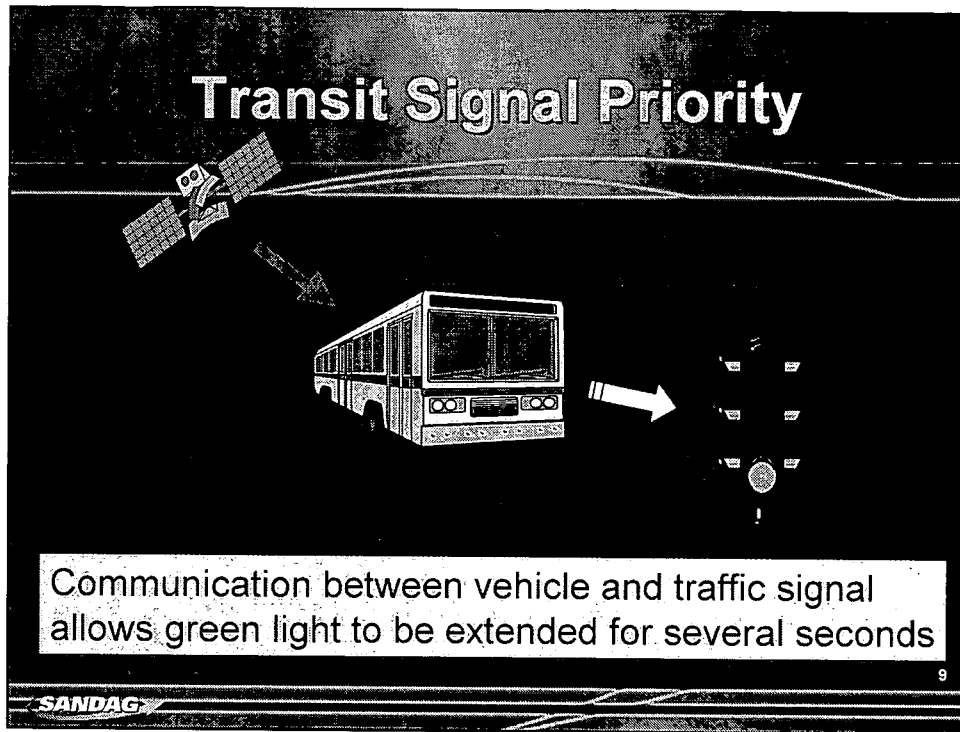
El Cajon Blvd. between Park and 43rd (with exceptions)

Transit Route

Cars allowed, but transit vehicles stop in-lane to serve stations



El Cajon Blvd. east of 43rd and Utah to I-805



Showcase BRT Project Status

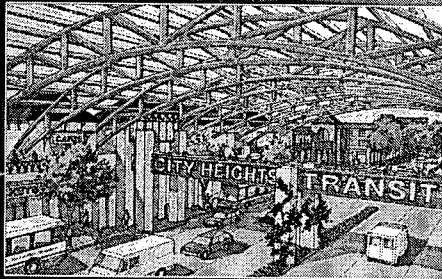
- Community supports improvements except transit lanes
- Request for Mid-City network plan



SANDAG

11

Purpose of the Network Plan



- To develop a long-term transit network plan for the Mid-City communities
- To prioritize transit improvements
- To develop a phasing plan to conform to alternative budget scenarios

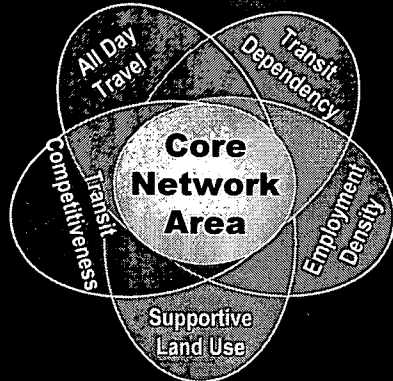
SANDAG

12

Regional Coordination

Comprehensive
Operational Analysis (COA)

Independent Transit
Planning Review (ITPR)



SANDAG

13

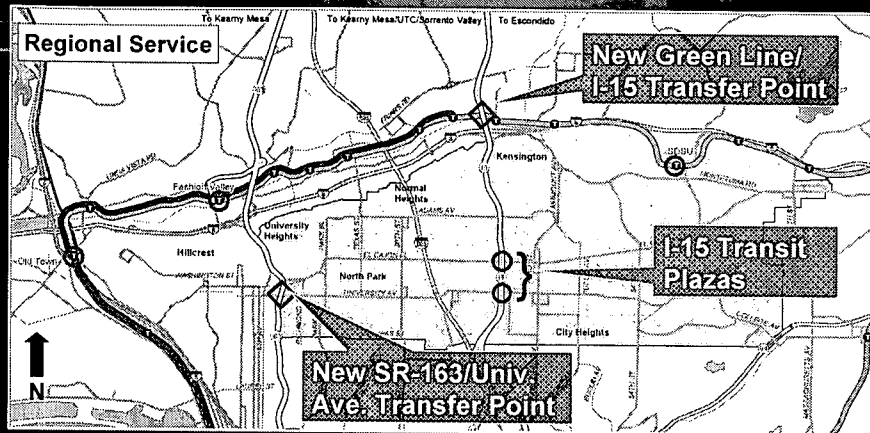
Network Plan Study Area



SANDAG

14

Key Study Results Regional Services

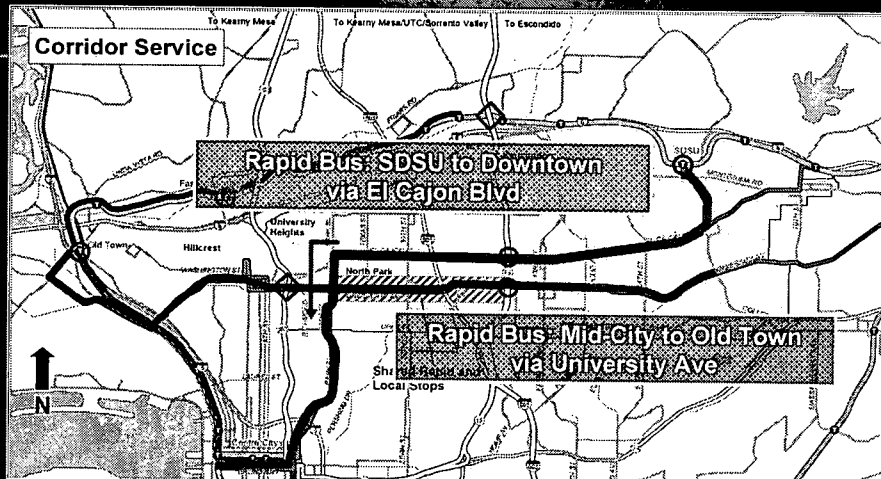


Focus on transfer connections
to trolley and freeway BRT services

15

SANDAG

Key Study Results Corridor Services



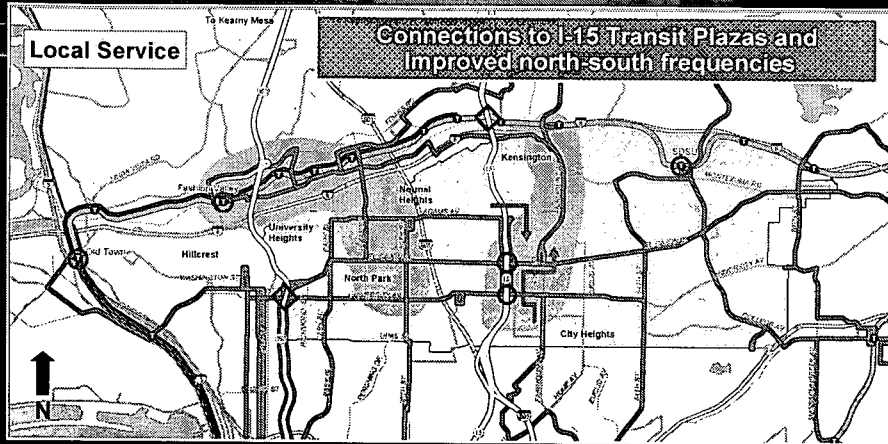
Focus on improved speed and reliability

16

SANDAG

Key Study Results

Local Services



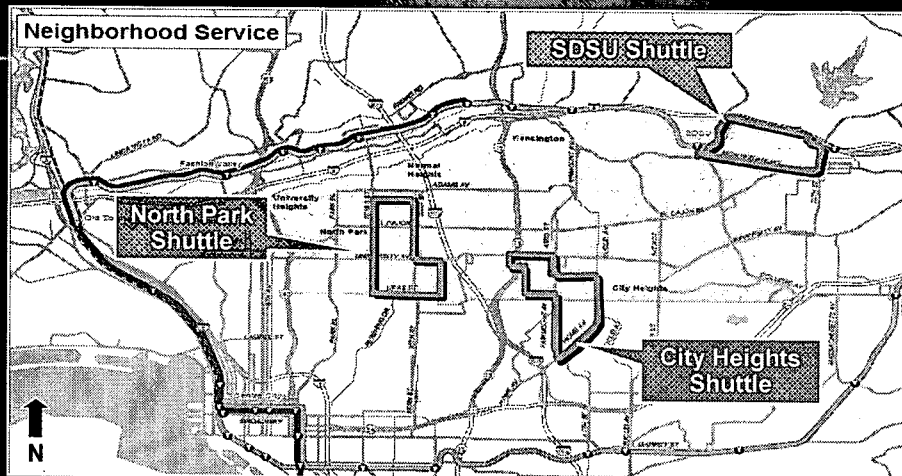
Focus on improved connections
& service frequencies

SANDAG

27

Key Study Results

Neighborhood Services



Fill in service gaps

SANDAG

28

Advisory Committee Priority Rankings

- Rapid bus on El Cajon Blvd.
- Increased frequencies on north-south routes
- City Heights shuttle
- Regional connections
- Dedicated lanes on El Cajon Blvd (last place)

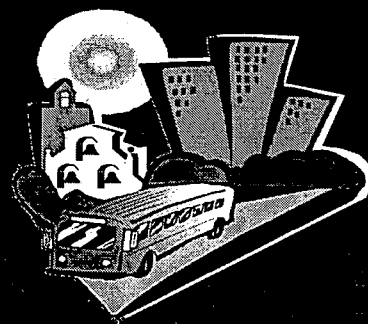
SANDAG

19

El Cajon Blvd BRT

Implement BRT elements in phases
as funding permits

- Signal Priority
- Upgraded stations
- Queue Jumps
- Branded vehicles

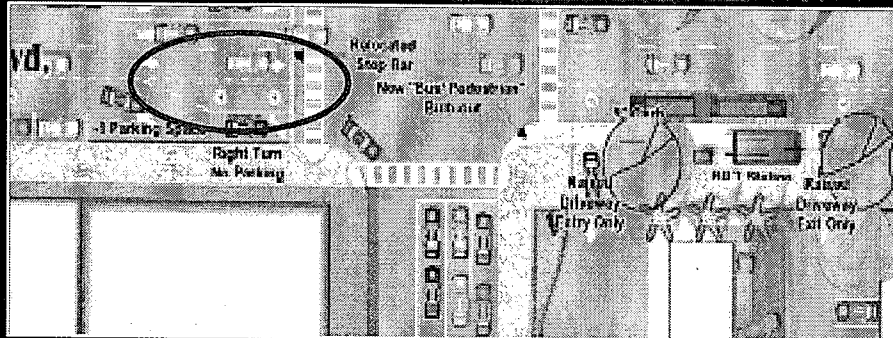


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20

El Cajon Blvd Phase I

- Queue Jumpers



24

Next Steps

- Develop phasing plan
- Implement service improvements with COA (subject to funding limitations)

22

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BRT Phases

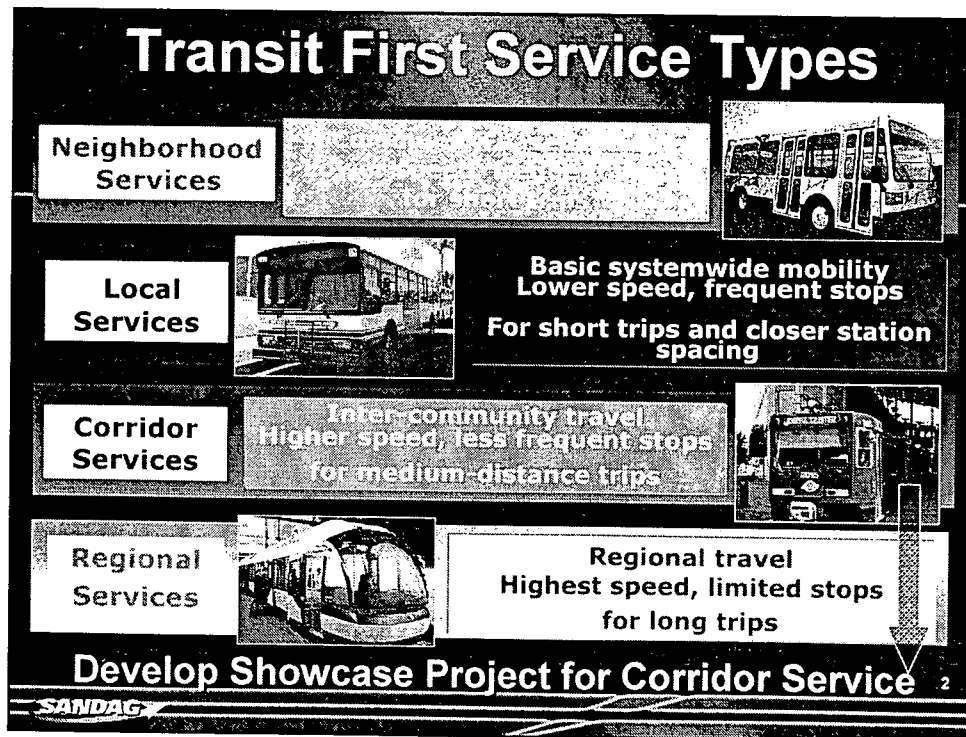
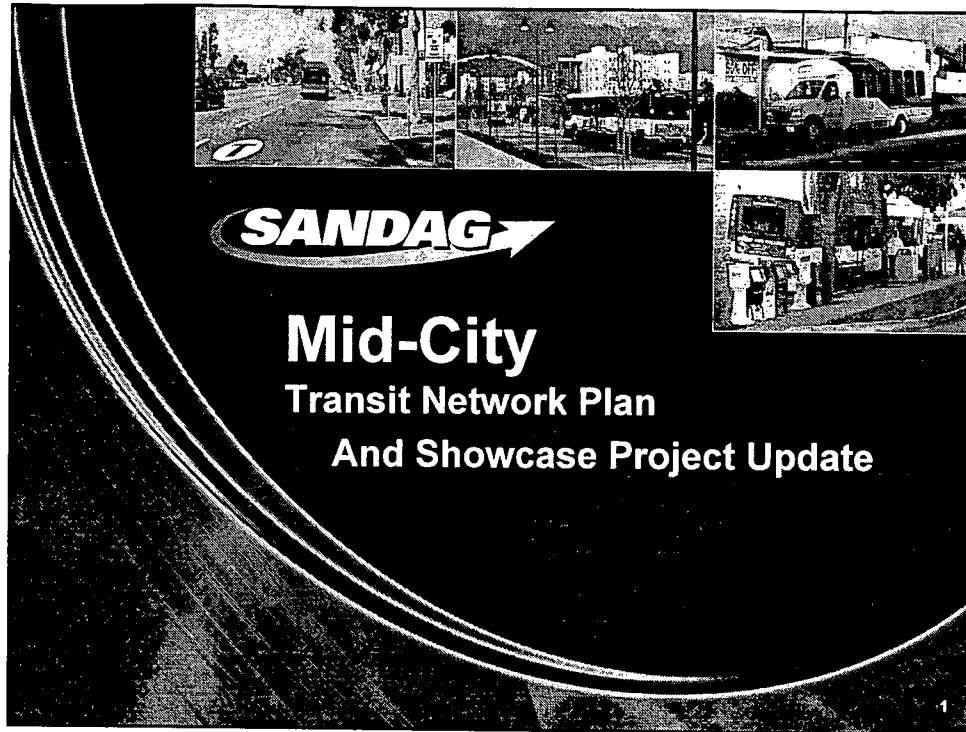
Phase	Features	Capital Cost	Time Savings	Rider-ship
COA	Limited Stops Route Consolidation	0	Increase ↓	Increase ↓
Phase I	Signal Priority (EC Blvd) 5 queue jumps 5 station upgrades	TBD		
Phase II	Add'l queue jumps Park Blvd lanes Park Blvd stations	TBD		
Full BRT	Add'l stations Transit Lanes	TBD		

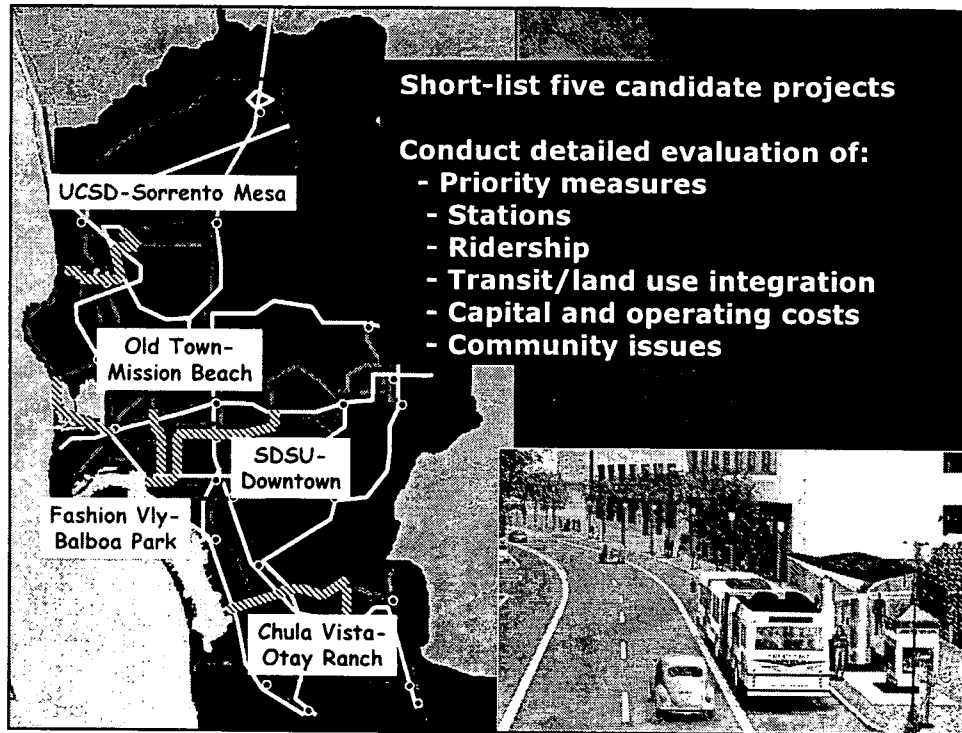


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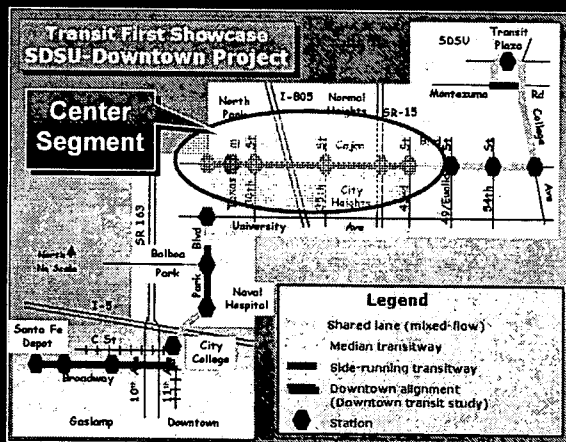
**Mid-City
Transit Network Plan**

And Showcase Project Update





Showcase BRT Project Status



- Preliminary Engineering for center segment
- Project included:
 - Enhanced Stations and vehicles
 - Signal Priority
 - Dedicated transit lanes in areas

Community Priorities

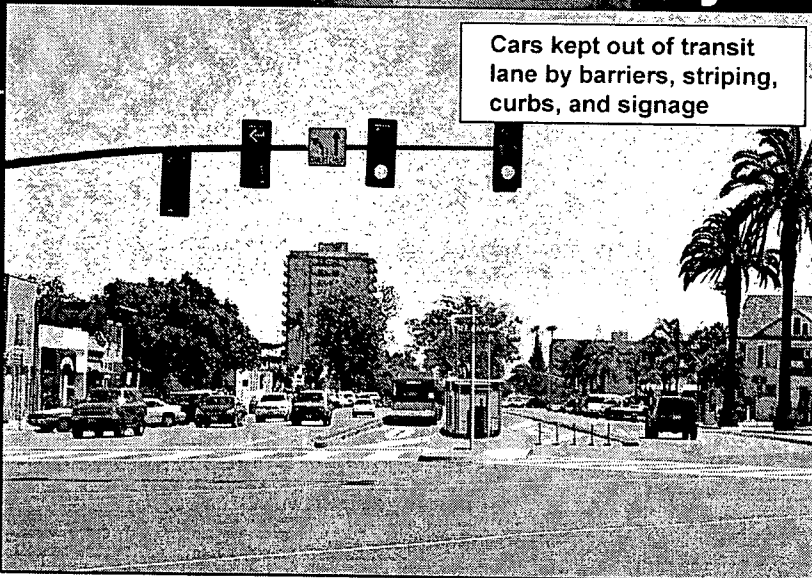
- Reduce Transit Travel Time & Improve Reliability
- Attract New Ridership through Service and Frequency Upgrades
- Enhance Customer Experience

SANDAG

5

Dedicated Transitway

Cars kept out of transit lane by barriers, striping, curbs, and signage

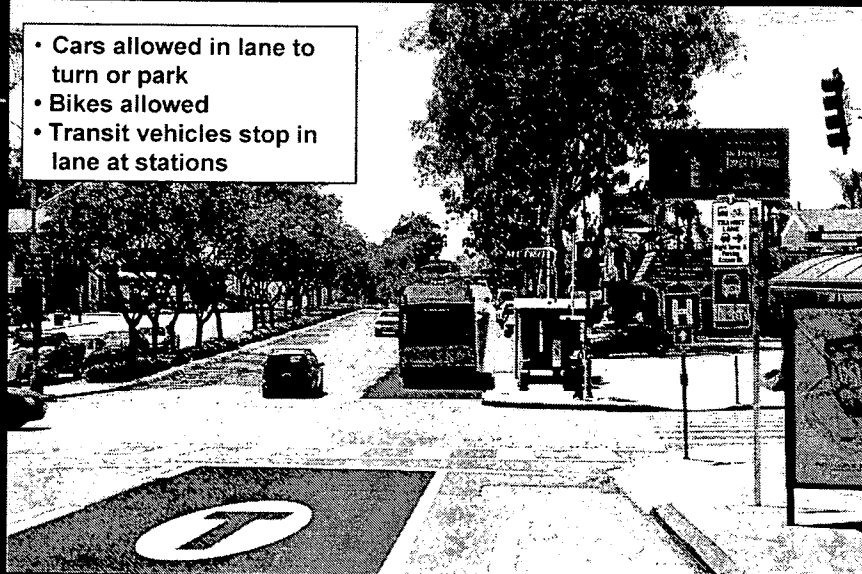


Park Boulevard between University Ave. and El Cajon Blvd.

6

Transit Lane

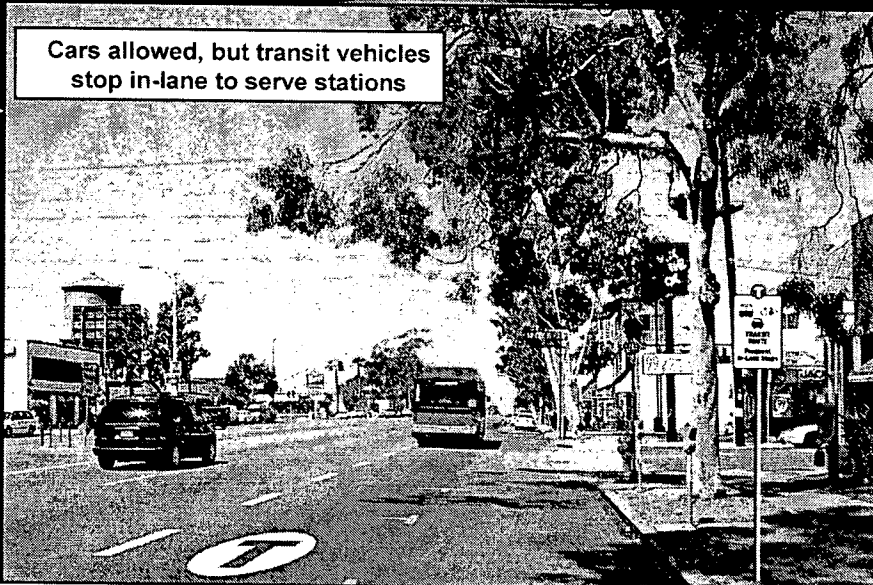
- Cars allowed in lane to turn or park
- Bikes allowed
- Transit vehicles stop in lane at stations



El Cajon Blvd. between Park and 43rd (with exceptions)

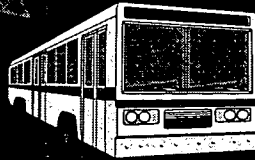
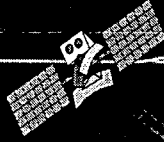
Transit Route

Cars allowed, but transit vehicles stop in-lane to serve stations



El Cajon Blvd. east of 43rd and Utah to I-805

Transit Signal Priority

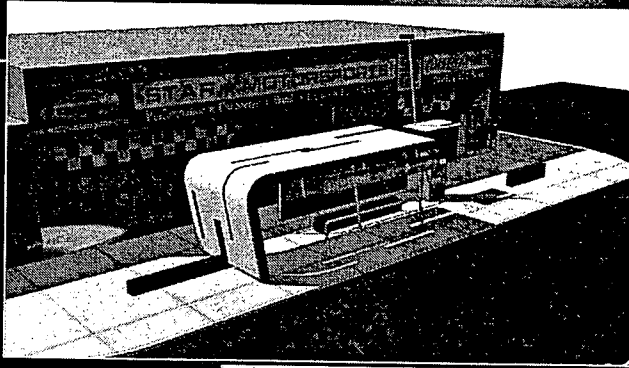


Communication between vehicle and traffic signal allows green light to be extended for several seconds

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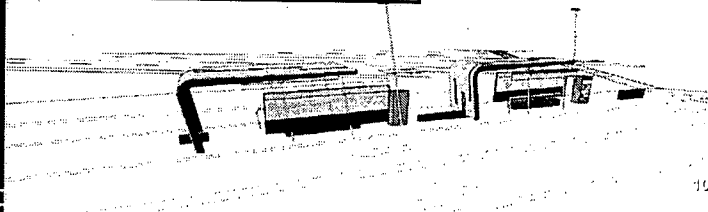
9

Showcase Project Shelter Design



Curb-side
Station

Median
Station



SANDAG

10

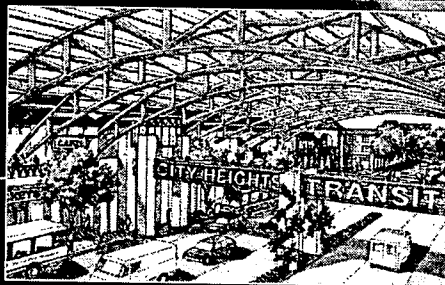
Showcase BRT Project Status

- Community supports improvements except transit lanes
- Request for Mid-City network plan



11

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Purpose of the Network Plan

- To develop a long-term transit network plan for the Mid-City communities
- To prioritize transit improvements
- To develop a phasing plan to conform to alternative budget scenarios

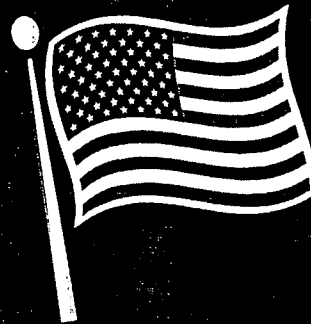
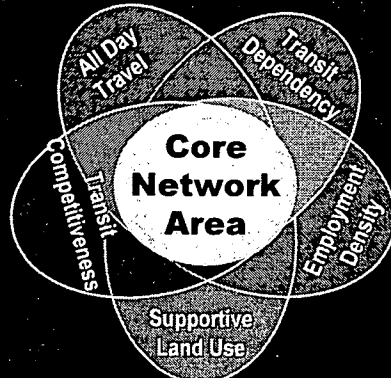
12

SANDAG

Regional Coordination

Comprehensive
Operational Analysis (COA)

Independent Transit
Planning Review (ITPR)



13

SANDAG

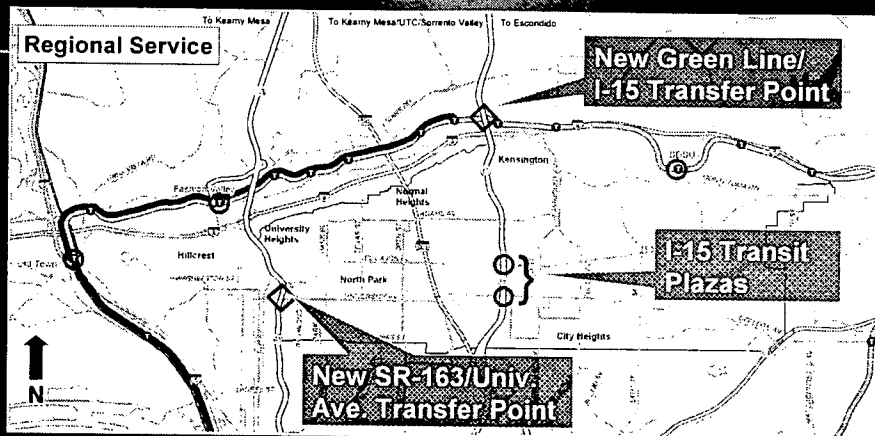
Network Plan Study Area



14

SANDAG

Key Study Results Regional Services

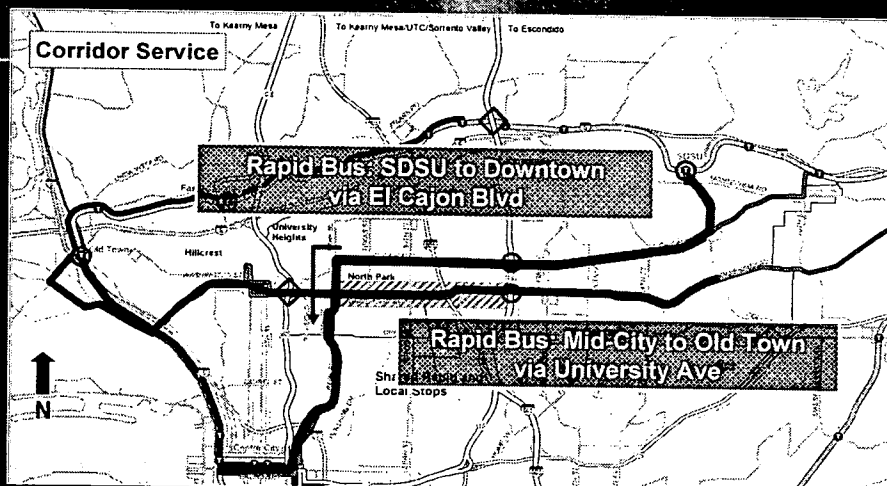


Focus on transfer connections
to trolley and freeway BRT services

16

SANDAG

Key Study Results Corridor Services



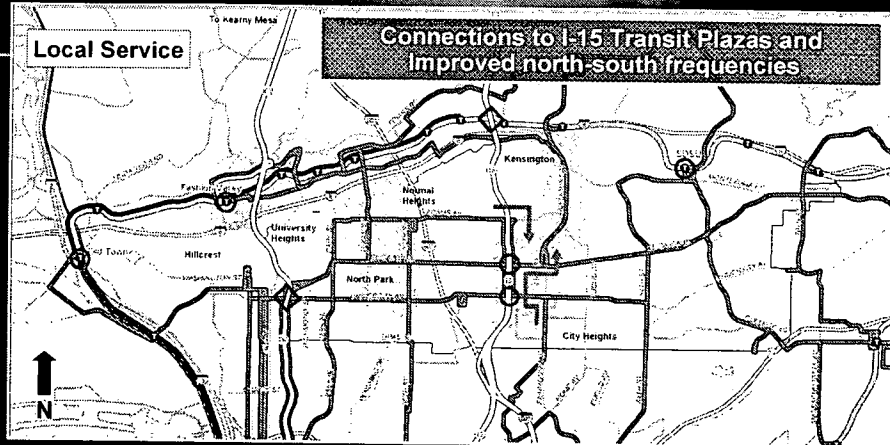
Focus on improved speed and reliability

16

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Key Study Results

Local Services



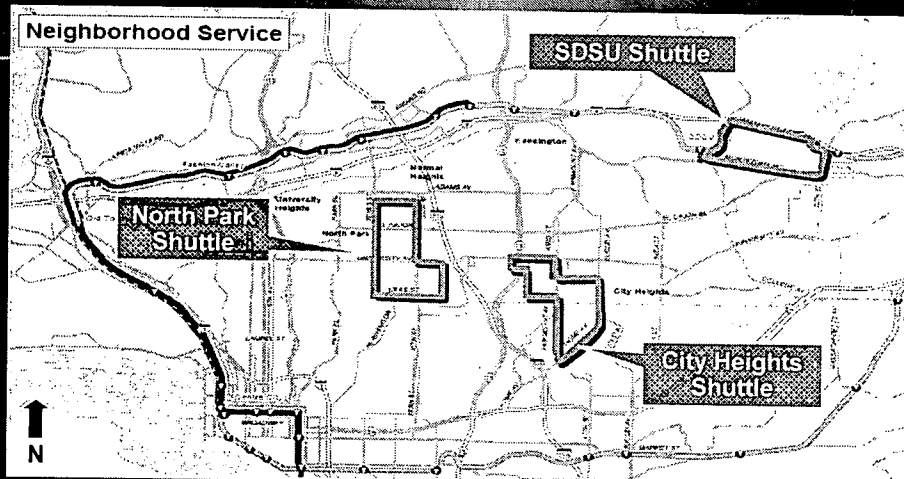
Focus on improved connections
& service frequencies

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27

Key Study Results

Neighborhood Services



Fill in service gaps

SANDAG

28

Advisory Committee Priority Rankings

- **Rapid bus on El Cajon Blvd.**
- **Increased frequencies on north-south routes**
- **City Heights shuttle**
- **Regional connections**
- **Dedicated lanes on El Cajon Blvd (last place)**

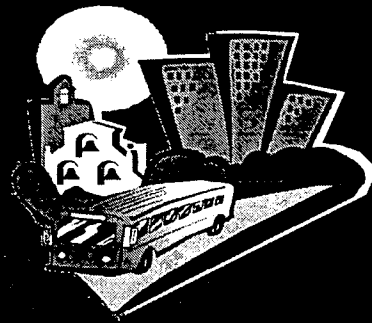
SANDAG

19

El Cajon Blvd BRT

**Implement BRT elements in phases
as funding permits**

- **Signal Priority**
- **Upgraded stations**
- **Queue Jumps**
- **Branded vehicles**

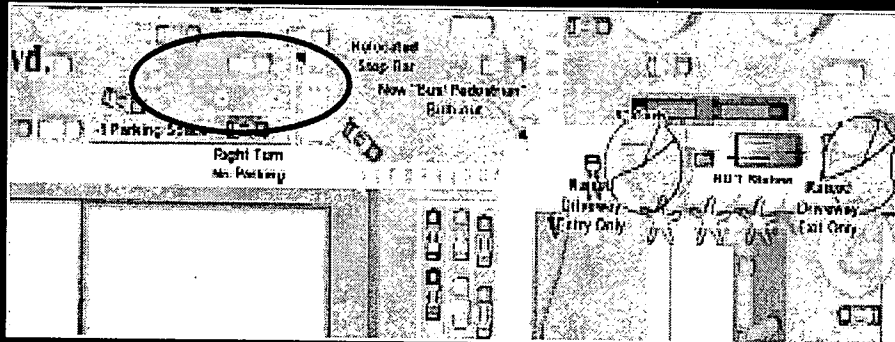


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20

El Cajon Blvd Phase I

- **Queue Jumpers**



2.

SANDAG

Next Steps

- **Develop phasing plan**
- **Implement service improvements with COA (subject to funding limitations)**

25

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BRT Phases

Phase	Features	Capital Cost	Time Savings	Rider-ship
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Full BRT	Add'l stations Transit Lanes	TBD		



SANDAG →

Mid-City Transit Network Plan

And Showcase Project Update

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

33

ORDER REQUEST RECEIVED

1

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

@ 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 1/12/06Name (PLEASE PRINT) WENDY H HOPEAddress 4283 CL CATON BLVDCITY HEIGHTS CATelephone 619-584-1535Organization Represented (if any) CITY HEIGHTS COMMUNITY DEVELOP. CORPSubject of your remarks: SHOWCASE PROJECTAgenda Item Number on which you request to speak # 33

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

DGunn/SStroh / FORMS

REVREQFO.DGUNN — 10/15/03

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

33

ORDER REQUEST RECEIVED

2

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

@ 9:12

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 2006-01-12Name (PLEASE PRINT) Clive RichardAddress 5153 La Dorna St
San Diego, CA 92115-1530Telephone 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

☐

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

33

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****

@ 10:00

1. INSTRUCTIONS

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Date January 12, 2006
Name (PLEASE PRINT) Stephen Russell
Address 3406 Cherokee Ave.
San Diego, CA 92104
Telephone 619.517.2525
Organization Represented (if any) City Heights CDC
Subject of your remarks: Showcase Project

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT



OPPOSITION



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

33

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****

@10:03

1. INSTRUCTIONS

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Date

Jan 12, 06

Name (PLEASE PRINT)

GARY WEBER

Address

5399 Wilshire Dr.

SD 92116

Telephone

619-282-1270

Organization Represented (if any)

El Cajon Boulevard

Business Improvement Association

Subject of your remarks:

Showcase project

Agenda Item Number on which you request to speak

33

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. 34a

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)

January 12, 2006

Subject:

FINANCE WORKSHOP - MTS: OPERATIONS BUDGET STATUS REPORT FOR
NOVEMBER 2005

RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operations
Budget Status Report for November fiscal year 2006.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS operating results for November 2005. Attachment A-1 summarizes top-level operating expenditures and includes other expenditures compared to budget for November 2005. Attachment A-2 details the November 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 November 2005 results for MTS other activities (Taxicab/San Diego and Arizona Eastern Railway Company/debt service).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, November 2005 produced an unfavorable net-operating subsidy of \$564,000 (-4.0%). The MTS operating divisions produced a



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.

\$602,000 unfavorable net-operating subsidy variance while the administrative area had a \$37,000 positive net-operating subsidy variance.

Year-to-date through November 2005, the MTS net-operating subsidy favorable variance totaled \$288,000 (0.5%). Operations produced a \$61,000 unfavorable variance, and the administrative area contributed a \$349,000 positive variance.

MTS OPERATIONS

Revenues

Fare Revenue – November 2005. Attachment A-2 provides a summary of combined operating results. Combined fare revenue for November 2005 was \$6,014,000 compared to the budget of \$5,995,000, representing a \$19,000 (0.3%) favorable variance. Internal bus operations produced a positive variance of \$202,000 (12.5%). Compared to the budget, rail operations had a \$339,000 (-13.6%) unfavorable variance. Combined contract services had a \$105,000 (6.8%) favorable variance. All other year-to-date bus-related operations were \$51,000 over budget (14.7%).

Fare Revenue – Year-To-Date November 2005. Combined fare revenue for November 2005 year-to-date was \$31,008,000 compared to the year-to-date budget of \$30,810,000, representing a \$197,000 (0.6%) favorable year-to-date variance. From a year-to-date perspective, internal bus operations produced a positive variance of \$827,000 (9.8%). Compared to the budget, rail operations and contract services/fixed-route had a year-to-date unfavorable variance of \$698,000 (-5.3%) and \$107,000 (-1.5%), respectively. All other year-to-date bus-related operations were \$175,000 over budget (7.8%).

Other Revenue. Other revenues for November 2005 were \$105,000 compared to the budget of \$91,000, representing a \$14,000 (14.8%) favorable variance.

Year-to-date other revenues through November 2005 were \$695,000 compared to the year-to-date budget of \$481,000, representing a \$214,000 (44.5%) favorable variance. This primarily represents higher-than-expected advertising demand within bus operations and rail operations.

Expenses

Personnel Costs. Total personnel-related costs for November 2005 were \$9,246,000 compared to the budget of \$8,978,000, resulting in a \$268,000 (-3.0%) unfavorable variance. Year-to-date personnel-related costs totaled \$36,736,000 compared to a year-to-date budgetary figure of \$37,654,000, producing a favorable variance of \$917,000 (2.4%).

Outside Services and Purchased Transportation. Total outside services expenses totaled \$4,927,000 compared to a budgetary figure of \$5,017,000, resulting in a favorable expense variance of \$90,000 (1.8%). Engine/transmission rebuild (\$13,000; 16.4%), other outside services (\$91,000; 35.0%), and purchased transportation (\$38,000; 0.9%) were partially offset by repair/maintenance services (-\$40,000; -13.8%) and security (-\$12,000; -3.6%) for the month of November 2005.

Total outside services for the first five months of the fiscal year totaled \$26,175,000 compared to a budget of \$26,419,000, resulting in a year-to-date positive variance of \$244,000 (0.9%).

Materials and Supplies. Total combined materials and supplies costs were \$732,000 for November 2005 compared to the budget of \$658,000, resulting in an unfavorable expense variance of \$74,000 (-11.2%). Year-to-date materials and supplies expenses totaled \$3,353,000 compared to a budgetary figure of \$3,253,000, resulting in an unfavorable expense variance of \$101,000 (-3.1%).

Energy – November 2005. Total November 2005 costs were \$2,263,000 compared to the budget of \$1,871,000, resulting in an unfavorable variance of \$392,000 (-20.9%). This unfavorable variance of is the result of higher-than-expected diesel fuel costs of \$522,000 versus a budget of \$476,000 (-\$46,000; -9.7%) and compressed natural gas (CNG) fuel costs of \$1,089,000 compared to a budget of \$647,000 (-\$441,000; -68.2%). Electricity costs for traction/station power dropped significantly and resulted in a budget savings of \$96,000 or 12.8%. November 2005 diesel prices averaged \$2.289 per gallon compared to the annual budgetary rate of \$1.800 per gallon. November 2005 CNG prices averaged \$1.573 per gallon compared to the annual budgetary rate of \$1.060 per gallon.

Energy – Year-To-Date November 2005. Total year-to-date energy costs were \$11,155,000 compared to the budget of \$9,498,000, resulting in a year-to-date unfavorable variance of \$1,657,000 (-17.4%). Year-to-date diesel fuel expenses were over budget by \$484,000 (-19.2%). CNG fuel costs were over budget by \$903,000 (-28.2%) and electricity costs primarily within rail operations were over budget by \$271,000 (-7.2%). Year-to-date diesel prices averaged \$2.351 per gallon compared to the annual budgetary rate of \$1.800 per gallon. Year-to-date CNG prices averaged \$1.317 per gallon compared to the annual budgetary rate of \$1.060 per gallon.

Risk Management. Risk management costs were \$453,000 compared to a budgetary figure of \$401,000, resulting in an unfavorable variance of \$52,000 (-13.1%) for November 2005. Year-to-date expenses for risk management were \$4,000 (0.2%) under budget.

General and Administrative. General and administrative costs were \$57,000 (107.3%) under budget for November 2005. Year-to-date general and administrative costs were \$56,000 (21.3%) under budget, totaling \$205,000 through November 2005, compared to a year-to-date budget of \$261,000.

Other Expenditures. Attachments A-11 and A-12 summarize total nonoperating other expenditures.

Total November 2005 net-operating subsidy totaled -\$3,177,000 compared to a budget of -\$3,214,000, resulting in a positive variance of \$38,000. Total year-to-date net-operating subsidy totaled -\$13,957,000 compared to a year-to-date budget of -\$14,306,000, resulting in a positive variance of \$349,000 through November 2005.

MONTH-END SUMMARY

The total unfavorable net-operating subsidy variance of \$564,000 for the month of November 2005 was produced by a few main factors. Revenue within rail operations was much lower than anticipated. Total energy costs were \$404,000 over budget for the month of November. 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.

YEAR-TO-DATE SUMMARY

The November 2005 year-to-date net-operating subsidy totaled a favorable variance of \$228,000 (0.5%) primarily due to fare revenue, advertising revenue, positive personnel variances, and purchased transportation. 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

JAN12-06.34a.OPSBUDGETNOV2005.LMARINESI

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**Att. A, AI 34a,
1/12/06, FIN 310.1**

**MTS
CONSOLIDATED**

COMPARISON TO BUDGET - FISCAL YEAR 2006

NOVEMBER 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,014	\$ 5,995	\$ 19	0.3%
Other Revenue	189	177	12	6.8%
Total Operating Revenue	\$ 6,203	\$ 6,172	\$ 31	0.5%
Subsidy	\$ 10,876	\$ 10,855	\$ 21	0.2%
Other Non Operating Income	858	858	-	0.0%
Total Non Operating Revenue	\$ 11,735	\$ 11,714	\$ 21	0.2%
Total Revenue	\$ 17,938	\$ 17,886	\$ 52	0.3%
Personnel	\$ 9,897	\$ 9,657	\$ (240)	-2.5%
Services	1,376	1,395	19	1.4%
Purchased Transportation	4,019	4,057	38	0.9%
Materials and Supplies	737	662	(75)	-11.3%
Energy	2,289	1,885	(404)	-21.5%
Risk Management	501	453	(48)	-10.5%
General and Administrative	80	191	111	58.0%
Debt Service	1,979	1,979	-	0.0%
Vehicle/Facility Lease	12	16	4	24.8%
Total Costs	\$ 20,889	\$ 20,294	\$ (595)	-2.9%
Total Revenue Less Total Costs	\$ (2,951)	\$ (2,408)	\$ 647	-26.9%
Net Operating Subsidy	\$ (14,686)	\$ (14,122)	\$ (564)	-4.0%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 31,008	\$ 30,810	\$ 197	0.6%
Other Revenue	1,644	1,394	249	17.9%
Total Operating Revenue	\$ 32,652	\$ 32,205	\$ 447	1.4%
Subsidy	\$ 63,303	\$ 63,209	\$ 94	0.1%
Other Non Operating Income	4,292	4,292	-	0.0%
Total Non Operating Revenue	\$ 67,595	\$ 67,501	\$ 94	0.1%
Total Revenue	\$ 100,247	\$ 99,706	\$ 541	0.5%
Personnel	\$ 39,185	\$ 40,328	\$ 1,143	2.8%
Services	6,743	6,764	21	0.3%
Purchased Transportation	20,598	20,832	234	1.1%
Materials	3,364	3,272	(92)	-2.8%
Energy	11,227	9,568	(1,659)	-17.3%
Risk Management	2,154	2,168	14	0.7%
General and Administrative	437	554	117	21.1%
Debt Service	10,739	10,739	-	0.0%
Vehicle/Facility Lease	47	111	65	58.1%
Total Costs	\$ 94,494	\$ 94,336	\$ (158)	-0.2%
Total Revenue Less Total Costs	\$ 5,753	\$ 5,370	\$ 699	13.0%
Net Operating Subsidy	\$ (61,842)	\$ (62,131)	\$ 288	0.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**CONSOLIDATED
OPERATIONS**

COMPARISON TO BUDGET - FISCAL YEAR 2006

NOVEMBER 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,014	\$ 5,995	\$ 19	0.3%
Other Revenue	105	91	14	14.8%
Total Operating Revenue	\$ 6,119	\$ 6,086	\$ 33	0.5%
Subsidy	\$ 10,249	\$ 10,249	\$ (0)	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 10,249	\$ 10,249	\$ (0)	0.0%
Total Revenue	\$ 16,367	\$ 16,335	\$ 33	0.2%
Personnel	\$ 9,246	\$ 8,978	\$ (268)	-3.0%
Services	907	960	52	5.5%
Purchased Transportation	4,019	4,057	38	0.9%
Materials and Supplies	732	658	(74)	-11.2%
Energy	2,263	1,871	(392)	-20.9%
Risk Management	453	401	(52)	-13.1%
General and Administrative	(4)	53	57	107.3%
Debt Service	-	-	-	-
Vehicle/Facility Lease	12	16	4	24.5%
Total Costs	\$ 17,628	\$ 16,993	\$ (634)	-3.7%
Total Revenue Less Total Costs	\$ (1,260)	\$ (658)	\$ (602)	91.4%
Net Operating Subsidy	\$ (11,509)	\$ (10,907)	\$ (602)	-5.5%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 31,008	\$ 30,810	\$ 197	0.6%
Other Revenue	695	481	214	44.5%
Total Operating Revenue	\$ 31,703	\$ 31,291	\$ 412	1.3%
Subsidy	\$ 57,259	\$ 57,190	\$ 69	0.1%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 57,259	\$ 57,190	\$ 69	0.1%
Total Revenue	\$ 88,962	\$ 88,481	\$ 481	0.5%
Personnel	\$ 36,736	\$ 37,654	\$ 917	2.4%
Services	5,577	5,587	10	0.2%
Purchased Transportation	20,598	20,832	234	1.1%
Materials	3,353	3,253	(101)	-3.1%
Energy	11,155	9,498	(1,657)	-17.4%
Risk Management	1,917	1,921	4	0.2%
General and Administrative	205	261	56	21.3%
Debt Service	-	-	-	-
Vehicle/Facility Lease	47	111	64	57.9%
Total Costs	\$ 79,589	\$ 79,116	\$ (472)	-0.6%
Total Revenue Less Total Costs	\$ 9,374	\$ 9,365	\$ 9	0.1%
Net Operating Subsidy	\$ (47,886)	\$ (47,825)	\$ (61)	-0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
INTERNAL BUS OPERATIONS
(SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2006
NOVEMBER 30, 2005
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,825	\$ 1,623	\$ 202	12.5%
Other Revenue	81	67	14	21.6%
Total Operating Revenue	\$ 1,906	\$ 1,690	\$ 217	12.8%
Subsidy	\$ 4,649	\$ 4,649	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 4,649	\$ 4,649	\$ -	0.0%
Total Revenue	\$ 6,555	\$ 6,338	\$ 217	3.4%
Personnel	\$ 6,557	\$ 6,410	\$ (147)	-2.3%
Services	106	219	113	51.6%
Purchased Transportation	-	-	-	-
Materials and Supplies	373	359	(14)	-4.0%
Energy	855	552	(303)	-55.0%
Risk Management	153	187	34	18.1%
General and Administrative	7	14	7	49.5%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	8	5	62.4%
Total Costs	\$ 8,054	\$ 7,748	\$ (306)	-4.0%
Total Revenue Less Total Costs	\$ (1,499)	\$ (1,410)	\$ (90)	6.4%
Net Operating Subsidy	\$ (6,148)	\$ (6,058)	\$ (90)	-1.5%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 9,252	\$ 8,425	\$ 827	9.8%
Other Revenue	475	357	118	33.2%
Total Operating Revenue	\$ 9,727	\$ 8,782	\$ 946	10.8%
Subsidy	\$ 25,155	\$ 25,086	\$ 69	0.3%
Other Non Operating Income	-	(0)	-	-
Total Non Operating Revenue	\$ 25,155	\$ 25,086	\$ 69	0.3%
Total Revenue	\$ 34,882	\$ 33,867	\$ 1,015	3.0%
Personnel	\$ 23,997	\$ 24,322	\$ 324	1.3%
Services	617	1,010	393	38.9%
Purchased Transportation	-	-	-	-
Materials	1,769	1,766	(4)	-0.2%
Energy	3,581	2,864	(717)	-25.0%
Risk Management	729	886	157	17.7%
General and Administrative	98	75	(24)	-31.4%
Debt Service	-	-	-	-
Vehicle/Facility Lease	14	38	23	62.4%
Total Costs	\$ 30,806	\$ 30,960	\$ 154	0.5%
Total Revenue Less Total Costs	\$ 4,076	\$ 2,907	\$ 1,169	40.2%
Net Operating Subsidy	\$ (21,079)	\$ (22,178)	\$ 1,100	5.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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

COMPARISON TO BUDGET - FISCAL YEAR 2006

NOVEMBER 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,145	\$ 2,484	\$ (339)	-13.6%
Other Revenue	24	25	(1)	-3.4%
Total Operating Revenue	\$ 2,169	\$ 2,509	\$ (340)	-13.5%
Subsidy	\$ 1,942	\$ 1,942	\$ (0)	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 1,942	\$ 1,942	\$ (0)	0.0%
Total Revenue	\$ 4,112	\$ 4,451	\$ (340)	-7.6%
Personnel	\$ 2,476	\$ 2,360	\$ (116)	-4.9%
Services	619	560	(59)	-10.5%
Purchased Transportation	-	-	-	-
Materials and Supplies	344	283	(61)	-21.7%
Energy	630	701	71	10.1%
Risk Management	259	174	(84)	-48.5%
General and Administrative	(15)	18	33	181.3%
Debt Service	-	-	-	-
Vehicle/Facility Lease	9	7	(2)	-29.1%
Total Costs	\$ 4,322	\$ 4,104	\$ (218)	-5.3%
Total Revenue Less Total Costs	\$ (210)	\$ 347	\$ (558)	-160.5%
Net Operating Subsidy	\$ (2,152)	\$ (1,595)	\$ (558)	-35.0%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 12,392	\$ 13,091	\$ (698)	-5.3%
Other Revenue	220	124	96	77.2%
Total Operating Revenue	\$ 12,612	\$ 13,215	\$ (603)	-4.6%
Subsidy	\$ 10,020	\$ 10,020	\$ (0)	0.0%
Other Non Operating Income	-	(0)	-	-
Total Non Operating Revenue	\$ 10,020	\$ 10,020	\$ (0)	0.0%
Total Revenue	\$ 22,632	\$ 23,235	\$ (603)	-2.6%
Personnel	\$ 11,577	\$ 12,038	\$ 461	3.8%
Services	3,999	3,468	(531)	-15.3%
Purchased Transportation	-	-	-	-
Materials	1,538	1,407	(131)	-9.3%
Energy	3,922	3,549	(373)	-10.5%
Risk Management	1,001	841	(160)	-19.0%
General and Administrative	85	102	17	17.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	33	35	2	5.7%
Total Costs	\$ 22,155	\$ 21,440	\$ (715)	-3.3%
Total Revenue Less Total Costs	\$ 477	\$ 1,795	\$ (1,318)	-73.4%
Net Operating Subsidy	\$ (9,543)	\$ (8,225)	\$ (1,318)	-16.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACT SERVICES
FIXED ROUTE
COMPARISON TO BUDGET - FISCAL YEAR 2006
NOVEMBER 30, 2005
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,514	\$ 1,420	\$ 94	6.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,514	\$ 1,420	\$ 94	6.6%
Subsidy	\$ 2,289	\$ 2,289	\$ -	0.0%
Other Non Operating Income	-	(0)	-	-
Total Non Operating Revenue	\$ 2,289	\$ 2,289	\$ -	0.0%
Total Revenue	\$ 3,803	\$ 3,709	\$ 94	2.5%
Personnel	\$ 35	\$ 33	\$ (2)	-6.8%
Services	72	81	9	10.7%
Purchased Transportation	2,843	2,870	27	1.0%
Materials and Supplies	-	2	2	-
Energy	551	430	(121)	-28.2%
Risk Management	-	-	-	-
General and Administrative	1	1	0	17.6%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 3,502	\$ 3,417	\$ (85)	-2.5%
Total Revenue Less Total Costs	\$ 301	\$ 292	\$ 9	3.0%
Net Operating Subsidy	\$ (1,988)	\$ (1,997)	\$ 9	0.4%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,949	\$ 7,056	\$ (107)	-1.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 6,949	\$ 7,056	\$ (107)	-1.5%
Subsidy	\$ 13,558	\$ 13,558	\$ -	0.0%
Other Non Operating Income	(0)	(0)	-	0.0%
Total Non Operating Revenue	\$ 13,558	\$ 13,558	\$ -	0.0%
Total Revenue	\$ 20,506	\$ 20,613	\$ (107)	-0.5%
Personnel	\$ 128	\$ 164	\$ 37	22.4%
Services	375	412	37	9.0%
Purchased Transportation	14,657	14,781	124	0.8%
Materials	-	9	9	-
Energy	2,561	2,106	(455)	-21.6%
Risk Management	-	-	-	-
General and Administrative	2	4	2	52.7%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	10	10	-
Total Costs	\$ 17,722	\$ 17,487	\$ (236)	-1.3%
Total Revenue Less Total Costs	\$ 2,784	\$ 3,126	\$ (342)	-11.0%
Net Operating Subsidy	\$ (10,774)	\$ (10,431)	\$ (342)	-3.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACT SERVICES
PARA TRANSIT
COMPARISON TO BUDGET - FISCAL YEAR 2006
NOVEMBER 30, 2005
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 133	\$ 122	\$ 11	8.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 133	\$ 122	\$ 11	8.9%
Subsidy	\$ 804	\$ 804	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 804	\$ 804	\$ -	0.0%
Total Revenue	\$ 937	\$ 926	\$ 11	1.2%
Personnel	\$ 17	\$ 23	\$ 6	24.9%
Services	39	43	4	9.2%
Purchased Transportation	770	774	4	0.6%
Materials and Supplies	-	-	-	-
Energy	99	87	(11)	-13.2%
Risk Management	-	8	8	-
General and Administrative	0	0	0	40.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	1	1	-
Total Costs	\$ 924	\$ 936	\$ 12	1.3%
Total Revenue Less Total Costs	\$ 13	\$ (10)	\$ 23	-226.1%
Net Operating Subsidy	\$ (791)	\$ (814)	\$ 23	2.8%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 686	\$ 610	\$ 75	12.4%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 686	\$ 610	\$ 75	12.4%
Subsidy	\$ 4,793	\$ 4,793	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 4,793	\$ 4,793	\$ -	0.0%
Total Revenue	\$ 5,478	\$ 5,403	\$ 75	1.4%
Personnel	\$ 68	\$ 115	\$ 47	40.8%
Services	185	212	27	12.6%
Purchased Transportation	3,846	3,916	70	1.8%
Materials	-	-	-	-
Energy	563	444	(119)	-26.9%
Risk Management	-	41	41	-
General and Administrative	1	2	2	65.5%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	29	29	-
Total Costs	\$ 4,663	\$ 4,758	\$ 95	2.0%
Total Revenue Less Total Costs	\$ 815	\$ 645	\$ 170	26.5%
Net Operating Subsidy	\$ (3,977)	\$ (4,148)	\$ 170	4.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT - CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2006
NOVEMBER 30, 2005
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 263	\$ 237	\$ 26	11.1%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 263	\$ 237	\$ 26	11.1%
Subsidy	\$ 404	\$ 404	\$ -	0.0%
Other Non Operating Income	0	-	-	100.0%
Total Non Operating Revenue	\$ 404	\$ 404	\$ -	0.0%
Total Revenue	\$ 667	\$ 641	\$ 26	4.1%
Personnel	\$ 40	\$ 40	\$ -	0.0%
Services	18	18	(1)	-3.1%
Purchased Transportation	395	402	6	1.6%
Materials and Supplies	-	-	-	-
Energy	84	73	(11)	-14.8%
Risk Management	-	-	-	-
General and Administrative	1	5	4	83.4%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 538	\$ 537	\$ (1)	-0.1%
Total Revenue Less Total Costs	\$ 129	\$ 103	\$ 26	24.7%
Net Operating Subsidy	\$ (275)	\$ (301)	\$ 26	8.5%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,138	\$ 1,087	\$ 50	4.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,138	\$ 1,087	\$ 50	4.6%
Subsidy	\$ 2,424	\$ 2,424	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 2,424	\$ 2,424	\$ -	0.0%
Total Revenue	\$ 3,562	\$ 3,511	\$ 50	1.4%
Personnel	\$ 233	\$ 278	\$ 45	16.2%
Services	2,111	2,198	87	4.0%
Purchased Transportation	-	-	-	-
Materials	-	-	-	-
Energy	358	394	36	9.2%
Risk Management	-	-	-	-
General and Administrative	7	16	8	53.6%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 2,709	\$ 2,886	\$ 177	6.1%
Total Revenue Less Total Costs	\$ 853	\$ 625	\$ 228	36.4%
Net Operating Subsidy	\$ (1,571)	\$ (1,799)	\$ 228	12.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NATIONAL CITY TRANSIT
COMPARISON TO BUDGET - FISCAL YEAR 2006
NOVEMBER 30, 2005
(in \$000's)

	MONTH			%
	ACTUAL	BUDGET	VARIANCE	VARIANCE
Fare Revenue	\$ 133	\$ 108	\$ 25	22.7%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 133	\$ 108	\$ 25	22.7%
Subsidy	\$ 150	\$ 150	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 150	\$ 150	\$ -	0.0%
Total Revenue	\$ 283	\$ 258	\$ 25	9.5%
Personnel	\$ 121	\$ 112	\$ (9)	-7.7%
Services	53	40	(14)	-35.1%
Purchased Transportation	-	-	-	-
Materials and Supplies	14	14	0	1.0%
Energy	44	28	(16)	-56.9%
Risk Management	41	31	(10)	-31.5%
General and Administrative	2	14	12	84.8%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 276	\$ 240	\$ (36)	-15.1%
Total Revenue Less Total Costs	\$ 7	\$ 19	\$ (12)	-62.1%
Net Operating Subsidy	\$ (143)	\$ (131)	\$ (12)	-8.9%

	YEAR TO DATE			%
	ACTUAL	BUDGET	VARIANCE	VARIANCE
Fare Revenue	\$ 591	\$ 542	\$ 50	9.1%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 591	\$ 542	\$ 50	9.1%
Subsidy	\$ 899	\$ 899	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 899	\$ 899	\$ -	0.0%
Total Revenue	\$ 1,490	\$ 1,441	\$ 50	3.4%
Personnel	\$ 545	\$ 548	\$ 3	0.5%
Services	173	210	37	17.5%
Purchased Transportation	-	-	-	-
Materials	46	71	26	36.1%
Energy	171	141	(30)	-21.0%
Risk Management	186	153	(33)	-21.6%
General and Administrative	12	62	49	80.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 1,133	\$ 1,185	\$ 52	4.4%
Total Revenue Less Total Costs	\$ 357	\$ 256	\$ 102	39.7%
Net Operating Subsidy	\$ (542)	\$ (643)	\$ 102	15.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2006

NOVEMBER 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	\$ 11	\$ 11	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 11	\$ 11	\$ -	0.0%
Total Revenue	\$ 11	\$ 11	\$ -	0.0%
Personnel	\$ -	\$ -	\$ -	-
Services	-	-	-	-
Purchased Transportation	11	11	-	0.0%
Materials and Supplies	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 11	\$ 11	\$ -	0.0%
Total Revenue Less Total Costs	\$ (0)	\$ (0)	\$ -	0.0%
Net Operating Subsidy	\$ (11)	\$ (11)	\$ -	0.0%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	\$ 67	\$ 67	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 67	\$ 67	\$ -	0.0%
Total Revenue	\$ 67	\$ 67	\$ -	0.0%
Personnel	\$ -	\$ -	\$ -	-
Services	0	0	-	0.0%
Purchased Transportation	56	56	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 56	\$ 56	\$ -	0.0%
Total Revenue Less Total Costs	\$ 11	\$ 11	\$ -	0.0%
Net Operating Subsidy	\$ (56)	\$ (56)	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION PASS THRU
COMPARISON TO BUDGET - FISCAL YEAR 2006
NOVEMBER 30, 2005
(in \$000's)

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**ADMINISTRATION
CONSOLIDATED**

COMPARISON TO BUDGET - FISCAL YEAR 2006

NOVEMBER 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	38	39	(1)	-2.1%
Total Operating Revenue	\$ 38	\$ 39	\$ (1)	-2.1%
Subsidy	\$ 434	\$ 414	\$ 21	5.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 434	\$ 414	\$ 21	5.0%
Total Revenue	\$ 472	\$ 452	\$ 20	4.4%
Personnel	\$ 756	\$ 784	\$ 28	3.5%
Services	459	426	(34)	-7.9%
Purchased Transportation	-	-	-	-
Materials and Supplies	5	4	(1)	-25.3%
Energy	25	13	(12)	-98.1%
Risk Management	40	45	5	10.7%
General and Administrative	83	133	50	37.5%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	0	0	-
Total Costs	\$ 1,369	\$ 1,404	\$ 35	2.5%
Total Revenue Less Total Costs	\$ (897)	\$ (952)	\$ 55	5.8%
Net Operating Subsidy	\$ (1,331)	\$ (1,366)	\$ 34	2.5%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	639	621	18	3.0%
Total Operating Revenue	\$ 639	\$ 621	\$ 18	3.0%
Subsidy	\$ 2,607	\$ 2,582	\$ 25	1.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 2,607	\$ 2,582	\$ 25	1.0%
Total Revenue	\$ 3,246	\$ 3,203	\$ 43	1.3%
Personnel	\$ 3,025	\$ 3,230	\$ 205	6.3%
Services	1,133	1,127	(6)	-0.5%
Purchased Transportation	-	-	-	-
Materials	9	20	11	54.2%
Energy	67	64	(3)	-5.0%
Risk Management	200	210	10	4.9%
General and Administrative	1,073	1,118	45	4.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	0	0	-
Total Costs	\$ 5,506	\$ 5,768	\$ 262	4.5%
Total Revenue Less Total Costs	\$ (2,260)	\$ (2,565)	\$ 305	11.9%
Net Operating Subsidy	\$ (4,867)	\$ (5,147)	\$ 280	5.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**OTHER ACTIVITIES
CONSOLIDATED**

COMPARISON TO BUDGET - FISCAL YEAR 2006

NOVEMBER 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	47	48	(1)	-1.4%
Total Operating Revenue	\$ 47	\$ 48	\$ (1)	-1.4%
Subsidy	\$ 193	\$ 193	\$ -	0.0%
Other Non Operating Income	858	858	-	0.0%
Total Non Operating Revenue	\$ 1,051	\$ 1,051	\$ -	0.0%
Total Revenue	\$ 1,098	\$ 1,099	\$ (1)	-0.1%
Personnel	\$ (105)	\$ (105)	\$ (0)	0.2%
Services	9	9	0	3.5%
Purchased Transportation	-	-	-	-
Materials and Supplies	-	-	-	-
Energy	1	1	(0)	-13.1%
Risk Management	7	7	0	1.3%
General and Administrative	1	5	4	82.9%
Debt Service	1,979	1,979	-	0.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 1,892	\$ 1,896	\$ 4	0.2%
Total Revenue Less Total Costs	\$ (794)	\$ (797)	\$ 3	0.4%
Net Operating Subsidy	\$ (1,845)	\$ (1,849)	\$ 3	0.2%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	309	293	17	5.7%
Total Operating Revenue	\$ 309	\$ 293	\$ 17	5.7%
Subsidy	\$ 3,437	\$ 3,437	\$ -	0.0%
Other Non Operating Income	4,292	4,292	-	0.0%
Total Non Operating Revenue	\$ 7,729	\$ 7,729	\$ -	0.0%
Total Revenue	\$ 8,038	\$ 8,022	\$ 17	0.2%
Personnel	\$ (577)	\$ (556)	\$ 21	-3.7%
Services	34	50	16	32.6%
Purchased Transportation	-	-	-	-
Materials	2	-	(2)	100.0%
Energy	5	6	2	24.7%
Risk Management	37	37	(0)	-0.7%
General and Administrative	(841)	(825)	16	-1.9%
Debt Service	10,739	10,739	-	0.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 9,399	\$ 9,452	\$ 52	0.6%
Total Revenue Less Total Costs	\$ (1,361)	\$ (1,430)	\$ 69	4.8%
Net Operating Subsidy	\$ (9,090)	\$ (9,159)	\$ 69	0.8%

Metropolitan Transit System FY 2006 - November 2005 Financial Review

MTS Board of Directors Meeting
January 12, 2006



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	(602)	(61)
General Fund	38	349
Total Combined Net Operating Subsidy Variance	(564)	288



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMBINED MTS TRANSIT OPERATORS
COMPARISON TO AMENDED BUDGET - FY 2006
YEAR TO DATE, NOVEMBER 30, 2005
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$31,008	\$30,810	\$197	0.6%
Other Revenue	695	481	214	44.5%
Total Operating Revenue	31,703	31,291	412	1.3%
Wages/Fringes	36,736	37,654	917	2.4%
Purchased Transportation	20,598	20,832	234	1.1%
Energy	11,155	9,498	(1,657)	-17.4%
Other Expenses	11,099	11,132	34	0.3%
Total Costs	79,589	79,116	(472)	-0.6%
Net Operating Subsidy	(\$47,886)	(\$47,825)	(\$61)	-0.1%



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

Energy Impact on Operations

Average annual cost per \$0.01 increase in price

CNG	Diesel
66,763	27,919

Annual budgetary impact (increased cost) at annual average prices

CNG		Diesel	
Average Annual Price	Annual Budgetary Impact	Average Annual Price	Annual Budgetary Impact
1.060	-	1.800	-
1.090	200,289	1.950	418,785
1.120	400,578	2.100	837,570
1.200	934,682	2.200	1,116,760
1.236	1,175,029	2.351	1,538,337
1.240	1,201,734	2.400	1,675,140
1.317	1,715,809	2.550	2,093,925
1.350	1,936,127	2.700	2,512,710

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

** CNG usage represents 80% of San Diego Transit operations



Metropolitan Transit System FY 2006 - November 2005 Financial Review

MTS Board of Directors Meeting
January 12, 2006



Metropolitan Transit System Finance Workshop

MTS Board of Directors Meeting
January 12, 2006



Finance Workshop Agenda

- FY 2006 year end projections
- Staff recommendation of timeline of budgetary process



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Combined Operations

Fiscal Year 2006 Projections

(in 000's)

	FY2006 Adopted Budget	Actual YTD November	Projected Dec - June	Projected FY2006	Budget Var Over/(Under) FY2006
Operating Revenue	72,592	32,342	39,523	71,865	(727)
Subsidy Revenue	128,755	59,522	69,633	129,155	400
Total Revenue	201,347	91,864	109,156	201,020	(327)
Operating Expenses	201,347	84,750	118,610	203,360	2,013
Net Operating Subsidy	(128,755)	(52,408)	(79,087)	(131,495)	(2,740)



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMBINED MTS TRANSIT OPERATORS
FULL YEAR PROJECTION TO BUDGET - FY 2006
(in \$000's)**

	ADOPTED BUDGET	PROJECTION	PROJECTED VARIANCE	% VAR
Fare Revenue	\$70,582	\$69,616	(\$967)	-1.4%
Other Revenue	2,010	2,249	240	10.6%
Total Operating Revenue	72,592	71,865	(727)	-1.0%
Wages/Fringes	95,990	94,061	1,929	2.1%
Outside Services	15,938	16,517	(579)	-3.5%
Purchased Transportation	49,975	49,440	535	1.1%
Energy	23,013	26,749	(3,736)	-14.0%
Other Expenses	16,431	16,593	(161)	-1.0%
Total Costs	201,347	203,360	(2,013)	-1.0%
Net Operating Subsidy	(\$128,755)	(\$131,495)	(\$2,740)	-2.1%



Timeline of Budgetary Process

Date	Description
1/12/2006	First Finance Workshop
2/15/2006 *	Budget Development Committee Meeting - Mid year adjustment, assumptions and revenue review.
2/23/2005	Second Finance Workshop - December MTS results, Mid year approval, assumptions and revenue review with Board.
4/4/2006	Budget Development Committee Meeting - Review revenue, review expenses, policy issues and assumption reviews.
4/13/2006	Third Finance Workshop - Review revenue, review expenses, policy issues and assumption reviews.
4/26/2006	Budget Development Committee Meeting - Review of MTS financial status, review of MTS operational issues, FY07 overview, FY07 revenue, FY07 expenses, five year forecast, budget closure
5/11/2006	Fourth Finance Workshop - Review of MTS financial status, review of MTS operational issues, FY07 overview, FY07 revenue, FY07 expenses, five year forecast, budget closure
6/8/2006	Public Hearing and Board Adoption

*Note date change from 2/14/2006 to 2/15/2006



Metropolitan Transit System Finance Workshop

MTS Board of Directors Meeting
January 12, 2006





1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda

Item No. 34b

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)

January 12, 2006

Subject:

FINANCE WORKSHOP - MTS: COMBINED FY 2007 FINANCE WORKSHOP

RECOMMENDATION:

That the Board of Directors receive the:

- combined MTS FY 2005 year-end initial projections; and
- time line of budgetary process (subject to change by the Budget Development Committee).

Budget Impact

None at this time.

DISCUSSION:

COMBINED MTS FY 2006 YEAR END PROJECTIONS

Attachment A-1 summarizes fiscal year 2006 combined operating projections based upon the first five months of fiscal year 2006 actual results.

Operating Revenues

While early in the fiscal year, we are initially projecting fiscal year 2006 operating revenue at \$71,438,365 compared to the approved budget of \$72,592,156 which would represent a \$1,153,791 (-1.6%) unfavorable variance to the original budget. Bus Operations fare revenue would contribute a positive \$1,652,000 to the total positive variance. Rail Operations is initially projected at a \$2,257,000 unfavorable variance. All



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other operators would contribute a \$549,000 unfavorable variance to fiscal year 2006.

Operating Expenses

Total operating expenses for fiscal year 2005 are initially projected to be \$2,013,053 over budget. The primary component of this preliminary projected negative variance is due to energy costs.

Personnel expenses would contribute a \$1,929,000 favorable budgetary variance primarily due to the continued ramp up in personnel within rail operations and favorable workers' compensation-related savings within internal bus operations.

Total fiscal year compressed natural gas (CNG) and diesel costs are initially projected to be \$2,731,000 and \$718,000 over budget primarily due to actual average rates greater than budgeted rates. Year-to-date CNG prices through November 2005 averaged \$1.317 per therm compared to the annual budgetary rate of \$1.06 per therm. Year-to-date diesel prices through November 2005 averaged \$2.351 per gallon compared to the annual budgetary rate of \$1.80 per gallon. Our assumption on energy prices for the rest of the fiscal year are that CNG prices average \$1.50 per therm and diesel prices average \$2.10 per gallon for the second half of the fiscal year.

All other expenses for fiscal year 2006 are projected to be unfavorable compared to budget by \$206,000.

Net Operating Subsidy

While early in the fiscal year, we are initially projecting total net-operating subsidy to result in a \$3,167,000 unfavorable variance.

Staff is reviewing options to eliminate or reduce this total net-operating subsidy negative variance.

Other Discussion Points

- Time line of Budgetary Process.

Attachment A-2 provides recommended a budgetary process time line.



Paul S. Jablonski
Chief Executive Officer

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

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FINANCEWKPSHOP.LMARINESI

Attachment: A. Projects and Budget Process Time Line

**San Diego Metropolitan Transit System
Combined Operations / Administration
Fiscal Year 2006 Projections**

	ADOPTED BUDGET	YTD ACTUAL	PROJECTED DEC - JUNE	TOTAL FY06 PROJECTION	BUDGET VAR OVER/(UNDER) FY2006
TOTAL OPERATING INCOME	\$ 72,592,156	\$ 31,915,624	\$ 39,522,740	\$ 71,438,365	\$ (1,153,791)
TOTAL SUBSIDY REVENUE	\$ 128,754,851	\$ 59,522,058	\$ 69,632,793	\$ 129,154,851	\$ 400,000
TOTAL COMBINED REVENUE	\$ 201,347,007	\$ 91,437,682	\$ 109,155,534	\$ 200,593,216	\$ (753,791)
OPERATING EXPENSES					
TOTAL PERSONNEL EXPENSES	\$ 95,990,183	\$ 39,572,627	\$ 54,488,866	\$ 94,061,493	\$ 1,928,690
TOTAL OUTSIDE SERVICES	\$ 65,912,741	\$ 27,151,864	\$ 38,805,453	\$ 65,957,317	\$ (44,575)
TOTAL MATERIALS AND SUPPLIES	\$ 8,255,197	\$ 3,362,350	\$ 5,121,920	\$ 8,484,269	\$ (229,072)
TOTAL ENERGY	\$ 23,012,619	\$ 11,222,428	\$ 15,526,305	\$ 26,748,733	\$ (3,736,114)
TOTAL RISK MANAGEMENT	\$ 5,675,990	\$ 2,116,346	\$ 3,559,342	\$ 5,675,689	\$ 301
TOTAL GENERAL AND ADMINISTRATION	\$ 2,205,938	\$ 1,278,217	\$ 860,004	\$ 2,138,221	\$ 67,717
TOTAL VEHICLE / FACILITY LEASE	\$ 319,848	\$ 46,629	\$ 273,219	\$ 319,848	\$ -
TOTAL OPERATING EXPENSES	\$ 201,372,516	\$ 84,750,462	\$ 118,635,107	\$ 203,385,569	\$ (2,013,053)
TOTAL OVERHEAD ALLOCATION	\$ (25,508)	\$ -	\$ (25,508)	\$ (25,508)	\$ -
TOTAL REVENUES LESS TOTAL EXPENSES	\$ (1)	\$ 6,687,220	\$ (9,454,065)	\$ (2,766,845)	\$ (2,766,844)
NET OPERATING SUBSIDY	\$ (128,754,852)	\$ (52,834,838)	\$ (79,086,859)	\$ (131,921,696)	\$ (3,166,844)

Att. A, AI 34b, 1/12/06, FIN 310.1

Timeline of Budgetary Process

Date	Description
1/12/2006	First Finance Workshop
2/14/2006	Budget Development Committee Meeting Establish agenda and review timelines Review mid-year adjustment Review preliminary revenue Review preliminary assumptions
2/23/2006	Second Finance Workshop (8am Meeting) Review mid-year adjustment Review preliminary revenue Review preliminary assumptions
4/4/2006	Budget Development Committee Meeting Review revenue Review expenses Policy Issues Assumption review
4/13/2006	Third Finance Workshop (8am Meeting) Review revenue Review expenses Policy Issues Assumption review
4/26/2006	Budget Development Committee Meeting Review of MTS Financial Status Review of MTS Operational Issues FY07 Overview FY07 Revenue FY07 Expenses Five Year Forecast Budget Closure
5/11/2006	Fourth Finance Workshop (8am Meeting) Review of MTS Financial Status Review of MTS Operational Issues FY07 Overview FY07 Revenue FY07 Expenses Five Year Forecast Budget Closure
6/8/2006	Public Hearing and Board Adoption



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Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

January 5, 2006

Minor Contract Actions

- Pacific Life Holiday Bowl for a full-page ad in their event program.
- Stromberg, Inc. for annual maintenance support for computer equipment.
- The Wiggins Group for right-of-way services for the Echelon Project.
- Motorola Communications, Inc. for the Regional Transit Management System Project.
- Gonzales-White Consulting for Disadvantaged Business Enterprise (DBE) consulting services for the San Ysidro Intermodal Transportation Center Project.
- Bickmore Risk Service for actuarial review reports.
- Thomas J. Saiz, CPA for accounting services.
- West Coast General Corp. for construction services for the 12th & Market Station Reconfiguration Project.
- Orion Construction Corp./Balboa Construction, Inc. for construction services for the Mission Valley East (MVE) Light Rail Transit (LRT) Extension – SDSU Segment Utilities.
- Modern Continental Construction Co. for construction services for the MVE LRT Extension.
- San Diego Union-Tribune for advertising of the MVE LRT Extension opening.
- Foundation Community Services for driver safety training for taxicab administration.

Contract Matters

There were no Contract Matters.

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



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