



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

Agenda

****SPECIAL JOINT MEETING****
of the
Board of Directors for
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

February 23, 2006

▶▶▶ 8:00 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.

FINANCE WORKSHOP - 8:00 A.M.

ACTION RECOMMENDED

1. Roll Call

2. a. Finance Workshop: MTS - FY 2006 Midyear Adjustment and
FY 2007 Budget Development

Approve

Action would: (1) approve the combined MTS FY 2006 midyear adjustment (Resolution No. 06-2); and (2) receive the FY 2007 Preliminary Revenue (nonoperating and operating) and FY 2007 Preliminary Assumptions Reports.



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.

BOARD MEETING - 9:00 A.M.

3. a. Roll Call
- b. Approval of Minutes - February 9, 2006 Approve
- c. 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. Bus Driver Award
5. Closed Session Items Possible Action
- a. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8
Property: Right-of-Way Adjacent to Grossmont Center Station Parking Lot at the Intersection of Grossmont Center Drive and Fletcher Parkway
Agency Negotiators: R. Martin Bohl, Paul Jablonski, and Tiffany Lorenzen
Negotiating Parties: Fairfield Residential, LLC, and City of La Mesa
Under Negotiation: Instructions to Negotiators will include Price and Terms of Payment

Oral Report of Final Actions Taken in Closed Session

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

- * 6. MTS: Budget Transfers, Construction Management Contract Amendment, and Contract Change Order for Mission Valley East Approve
Action would approve budget transfers, construction management contract amendments, and a contract change order for the Mission Valley East Light Rail Transit Project.
- * 7. MTS: Creative Development and Image Advertising Services Approve
Action would: (1) authorize the CEO to execute Option One of two 1-year extensions to Doc. No. G0919.0-04 with Wash Creative, Inc. for continuation of creative development and image advertising services; and (2) ratify the action taken by the previous General Manager in executing the base contract.
- * 8. MTS: Proposed Amendments to Board Policy No. 41: MTS Signature Authority Approve
Action would approve the proposed revisions to Board Policy No. 41.

- | | | |
|-------|--|---------|
| * 9. | <u>MTS: Accessible Services Advisory Committee (ASAC) Minutes Distribution</u> Action would receive a copy of the Accessible Services Advisory Committee (ASAC) meeting minutes as an update regarding accessible service concerns and trends. | Receive |
| * 10. | <u>MTS: Liability Insurance Renewal</u> Action would authorize the CEO to renew liability insurance effective March 1, 2006, through March 1, 2007. | Approve |
| * 11. | <u>SDTI: Light Rail Vehicle Window Film Installation and Maintenance - Contract Award</u> Action would authorize the President-General Manager to execute a Standard Services Agreement with Energy Control Center of San Diego to: (1) supply and install light rail vehicle (LRV) window film on U2 and SD100 vehicles; and (2) exercise an option for a one-year maintenance agreement to replace graffitied window films on the LRV fleet on as-needed basis. | |

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

- | | | |
|-----|--|-----------------|
| 30. | <u>MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project</u> Action would receive an update from General Counsel regarding the status of the Grossmont Trolley Station Joint Development Project. | Possible Action |
| 31. | <u>MTS: Americans with Disabilities Act (ADA) Paratransit Vehicle Contract Award</u> Action would authorize the CEO to approve and execute an agreement for the provision of up to 70 vehicles utilizing the public agency/state contract with Creative Bus Sales for use on the ADA Complementary Paratransit Service. | Approve |

REPORT ITEMS

- | | | |
|-----|--|---------|
| 45. | <u>MTS: 2005 Year-End Security Report</u> Action would receive this report for information. | Receive |
|-----|--|---------|

- | | | |
|-----|---|-----------------|
| 46. | <u>MTS: Operators Budget Status Report for December 2005</u> Action would receive the Operations Budget Status Report for December 2005. | Receive |
| 47. | <u>MTS: December Monthly Performance Indicators</u> Action would receive this report for information. | Receive |
| 60. | <u>Chairman's Report</u> | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u> | Information |
| 62. | <u>Board Member Communications</u> | |
| 63. | <u>Additional Public Comments Not on the Agenda</u> If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | Possible Action |
| 64. | <u>Next Meeting Date:</u> March 9, 2006 | |
| 65. | <u>Adjournment</u> | |



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

Agenda

02-17-06 15:31 RCVD

****SPECIAL JOINT MEETING****
of the
Board of Directors for
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

February 23, 2006

▶▶ 8:00 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.

FINANCE WORKSHOP - 8:00 A.M.

ACTION RECOMMENDED

1. Roll Call

2. a. Finance Workshop: MTS - FY 2006 Midyear Adjustment and
FY 2007 Budget Development

Approve

Action would: (1) approve the combined MTS FY 2006 midyear adjustment (Resolution No. 06-2); and (2) receive the FY 2007 Preliminary Revenue (nonoperating and operating) and FY 2007 Preliminary Assumptions Reports.



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.

BOARD MEETING - 9:00 A.M.

3. a. Roll Call
- b. Approval of Minutes - February 9, 2006 Approve
- c. 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. Bus Driver Award
5. Closed Session Items Possible Action
 - a. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8
 Property: Right-of-Way Adjacent to Grossmont Center Station Parking Lot at the Intersection of Grossmont Center Drive and Fletcher Parkway
 Agency Negotiators: R. Martin Bohl, Paul Jablonski, and Tiffany Lorenzen
 Negotiating Parties: Fairfield Residential, LLC, and City of La Mesa
 Under Negotiation: Instructions to Negotiators will include Price and Terms of Payment

Oral Report of Final Actions Taken in Closed Session

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

- * 6. MTS: Budget Transfers, Construction Management Contract Amendment, and Contract Change Order for Mission Valley East Approve
 Action would approve budget transfers, construction management contract amendments, and a contract change order for the Mission Valley East Light Rail Transit Project.
- * 7. MTS: Creative Development and Image Advertising Services Approve
 Action would: (1) authorize the CEO to execute Option One of two 1-year extensions to Doc. No. G0919.0-04 with Wash Creative, Inc. for continuation of creative development and image advertising services; and (2) ratify the action taken by the previous General Manager in executing the base contract.
- * 8. MTS: Proposed Amendments to Board Policy No. 41: MTS Signature Authority Approve
 Action would approve the proposed revisions to Board Policy No. 41.

- | | | |
|-------|--|---------|
| * 9. | <u>MTS: Accessible Services Advisory Committee (ASAC) Minutes Distribution</u> Action would receive a copy of the Accessible Services Advisory Committee (ASAC) meeting minutes as an update regarding accessible service concerns and trends. | Receive |
| * 10. | <u>MTS: Liability Insurance Renewal</u> Action would authorize the CEO to renew liability insurance effective March 1, 2006, through March 1, 2007. | Approve |
| * 11. | <u>SDTI: Light Rail Vehicle Window Film Installation and Maintenance - Contract Award</u> Action would authorize the President-General Manager to execute a Standard Services Agreement with Energy Control Center of San Diego to: (1) supply and install light rail vehicle (LRV) window film on U2 and SD100 vehicles; and (2) exercise an option for a one-year maintenance agreement to replace graffitied window films on the LRV fleet on as-need basis. | |

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

- | | | |
|-----|--|-----------------|
| 30. | <u>MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project</u> Action would receive an update from General Counsel regarding the status of the Grossmont Trolley Station Joint Development Project. | Possible Action |
| 31. | <u>MTS: Americans with Disabilities Act (ADA) Paratransit Vehicle Contract Award</u> Action would authorize the CEO to approve and execute an agreement for the provision of up to 70 vehicles utilizing the public agency/state contract with Creative Bus Sales for use on the ADA Complementary Paratransit Service. | Approve |

REPORT ITEMS

- | | | |
|-----|--|---------|
| 45. | <u>MTS: 2005 Year-End Security Report</u> Action would receive this report for information. | Receive |
|-----|--|---------|

- | | | |
|-----|---|-----------------|
| 46. | <u>MTS: Operators Budget Status Report for December 2005</u> Action would receive the Operations Budget Status Report for December 2005. | Receive |
| 47. | <u>MTS: December Monthly Performance Indicators</u> Action would receive this report for information. | Receive |
| 60. | <u>Chairman's Report</u> | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u> | Information |
| 62. | <u>Board Member Communications</u> | |
| 63. | <u>Additional Public Comments Not on the Agenda</u> If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | Possible Action |
| 64. | <u>Next Meeting Date:</u> March 9, 2006 | |
| 65. | <u>Adjournment</u> | |

| |
|--------------------|
| Submitted by _____ |
| Reviewed by _____ |
| Reviewed by _____ |
| Reviewed by _____ |
| Reviewed by _____ |

METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 2/23/06

CALL TO ORDER (TIME): 8:13 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 8:55 a.m.

| BOARD MEMBER | (Alternate) | PRESENT (TIME ARRIVED) | ABSENT (TIME LEFT) |
|--------------|--|---------------------------|-------------------------------------|
| ATKINS | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | 8:39 a.m. during AI 2a | |
| 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"/> | | |
| FAULCONER | <input type="checkbox"/> (Vacant) <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| HANSON-COX | <input type="checkbox"/> (Lewis) <input checked="" type="checkbox"/> | | |
| MAIENSCHIN | <input type="checkbox"/> (Vacant) <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| MATHIS | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | 8:30 a.m. during 2.a | |
| MCLEAN | <input checked="" type="checkbox"/> (Janney) <input type="checkbox"/> <input type="checkbox"/> (Rose) | | |
| MONROE | <input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/> | | |
| RINDONE | <input checked="" type="checkbox"/> (Davis) <input type="checkbox"/> | | |
| ROBERTS | <input type="checkbox"/> (Cox) <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| RYAN | <input type="checkbox"/> (B Jones) <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| YOUNG | <input type="checkbox"/> (Vacant) <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| ZARATE | <input checked="" type="checkbox"/> (Parra) <input type="checkbox"/> | | |

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Jeffrey

NOT TURNED IN TO ACCOUNTING FOR THE PAYMENT OF FEES. ONLY THE ROLL CALL FOR THE FULL BOARD MEETING ON THIS DATE WAS TURNED IN FOR PAYMENT OF FEES.

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 2/23/06

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:35 a.m.

RECONVENE: 10:14 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:18 a.m.

| BOARD MEMBER | (Alternate) | PRESENT (TIME ARRIVED) | ABSENT (TIME LEFT) |
|--------------|--|---------------------------|-------------------------------------|
| ATKINS | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | | |
| CLABBY | <input checked="" type="checkbox"/> (Selby) <input type="checkbox"/> | | |
| EMERY | <input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/> | | |
| EWIN | <input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/> | | |
| FAULCONER | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | | 10:49 a.m. during AI 45 |
| HANSON-COX | <input type="checkbox"/> (Lewis) <input checked="" type="checkbox"/> | | |
| MAIENSCHIEIN | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | 9:15 a.m. during AI 4 | |
| MATHIS | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | | |
| MCLEAN | <input checked="" type="checkbox"/> (Janney) <input type="checkbox"/> (Rose) <input type="checkbox"/> | | |
| MONROE | <input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/> | | |
| RINDONE | <input checked="" type="checkbox"/> (Davis) <input type="checkbox"/> | | |
| ROBERTS | <input type="checkbox"/> (Cox) <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| RYAN | <input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/> | 9:12 a.m. during AI 4 | |
| YOUNG | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | | 10:55 a.m. during AI 47 |
| ZARATE | <input checked="" type="checkbox"/> (Parra) <input type="checkbox"/> | | |

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jeffrey Housh

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

February 9, 2006

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

MINUTES

1. Roll Call

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

2. Approval of Minutes

Mr. Mathis welcomed Ms. Rosalie Zarate, who is replacing Mr. Ron Morrison as the primary representative for National City on the MTS Board. It was reported that Frank Parra will serve as alternate to Ms. Zarate.

Mr. Emery moved to approve the minutes of the January 26, 2006, Board of Directors meeting. Mr. Young seconded the motion, and the vote was 9 to 0 in favor, with Ms. Zarate abstaining.

3. Public Comments

Peter Warner: Mr. Warner stated that he had provided the Board's Chair and Vice Chair with copies of the new Metrolink mini timetables. He also stated that the layover when transferring between the Coaster and the Metrolink is too long, and schedules need to be adjusted to address that problem.

Don Stillwell: Mr. Stillwell objected to having the transfer point for Route Nos. 13 and 14 at Kaiser Hospital bus stops rather than at the Grantville Trolley Station. He stated that this action will create 136 miles of unnecessary travel time and will cost the company in excess of \$250,000 per year.

Susan Christie: Ms. Christie objected to changes being recommended for Route No. 965 and, in particular, the portion west of I-805. She stated that she has talked to 80 people who need to use that service and many are not within one-half mile of other bus service. She also stated that McKinley Elementary School supports having this service run by their school. She asked the Board to keep all options open. She stated that the community wants to work on this issue in a problem-saving way.

Maria Soto: Ms. Soto stated that McKinley Elementary School teachers, students, and employees request that the Route 965 continue to serve the school.

Chairman Mathis advised speakers that comments regarding route changes should be reserved for the public hearing.

4. Information Regarding the Coca-Cola Scholarship Awards

Mr. Rob Schupp, Director of Marketing and Communications, advised the Board that MTS has launched the fourth year of the Coca-Cola Scholarship Program. He described the purpose and nature of the program and introduced Mr. Jim Esterbrook, County Office of Education, a partner in the program. Mr. Esterbrook thanked MTS and Coca-Cola for making these scholarships possible. He expressed support for having the students write essays articulating the benefits of public transportation. He advised the Board that the San Diego Padres are now partners in this program, and the laptops will be awarded in a ceremony at Petco Park. Mr. Esterbrook confirmed for Mr. Ewin that Grossmont Union High School students are eligible to participate in this program.

31. MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project
(LEG 460, PC 50787)
(Taken Out of Order)

Ms. Lorenzen provided the Board with an update on the status of the Grossmont Trolley Station Joint Development Project. She reported that the Disposition and Development Agreement (DDA) should be finalized by the end of today, and that, out of 48 issues in the ground lease, all but eight have been resolved. She reviewed these eight issues. She anticipated that the ground lease would be finalized late this week or early next week. Ms. Lorenzen advised Board members that a Draft Project Checklist was attached to the agenda item. She stated that this checklist is being presented in draft form because the developer has not seen it yet. She stated that this checklist will be updated and attached to future agenda items on this project. She then introduced Mr. Jerry Brand, Fairfield Residential LLC. He agreed with Ms. Lorenzen's remarks and thanked everyone for their contributions to the progress of this project.

In response to a question from Mr. Ewin, Mr. Brand stated that construction should start in April, and Ms. Lorenzen stated that off-site utility work will begin in March. Mr. Ewin requested that staff send updates to the Board as steps are finalized rather than waiting for the next Board meeting to provide an update. Mr. Paul Jablonski, MTS Chief Executive Officer (CEO), thanked Fairfield for being a great partner. He stated that this is a complex project, and Fairfield continually "stepped to the plate" to make things happen. Mr. Brand added that he has enjoyed getting to know members of the MTS and SANDAG Boards of Directors.

Action Taken

No action was taken.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:25 a.m.

- a. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS - Pursuant to California Government Code Section 54956.8
PROPERTY – 2015 Hancock Street, San Diego, CA
AGENCY NEGOTIATORS: Tiffany Lorenzen, General Counsel;
Tim Allison, MTS Manager of Real Estate Assets
NEGOTIATING PARTIES – Constellation Property Group, LP
UNDER NEGOTIATION – Price and Terms of Payment
- b. MTS: PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Chief Executive Officer)
California Government Code Section 54957

The Board reconvened to Open Session at 10:15 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

On Item 5a, the Board voted to authorize the CEO to execute a revised easement with Constellation Property Group. City of San Diego representatives were not present for this item.

On Item 5b, the Board approved a salary increase of \$20,000 and a bonus in the amount of \$10,000.

CONSENT ITEMS

6. MTS: CNG Fueling Station Purchase Agreement (CIP 10490)

Recommend that the Board of Directors approve the purchase of the MTS Imperial Avenue Division Compressed Natural Gas fueling station from San Diego Gas & Electric in the amount of \$376,701.

7. MTS: Transportation Development Act (TDA) Claim Amendment (FIN 340, PC 20201)

Recommend that the Board of Directors adopt Resolution No. 06-1 (Attachment A of the agenda item) approving the revised FY 2006 TDA Article 4.0 claims.

Recommended Consent Items

Mr. Emery moved to approve Consent Agenda Item Nos. 6 and 7. Mr. Ewin seconded the motion, and the vote was 12 to 0 in favor.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Comprehensive Operational Analysis (COA): Service Development Plan
(SRTP 805, PC 20290)

Mr. Conan Cheung, Director of Planning and Performance Monitoring, provided the Board with an overview of the COA Service Development Plan. He reviewed the purposes of the study, the regional service concept, and service options. He then provided examples of the planning analysis that was conducted for each route as well as the benefits of the recommended changes for the examples reviewed. Mr. Cheung reviewed the changes from the original plan that were made based on input from the community. He reported that the changes reinstate some of the areas originally recommended for elimination because of low demand or because the service was duplicative and that the changes will be reevaluated in six months. He added that, because of these changes, proposed 15-minute frequencies on some urban-area routes had to be changed back to 30-minute frequencies. Mr. Cheung reviewed the proposed deleted segments and provided an explanation of certain productivity indicators. Mr. Cheung reviewed the expected ridership impact of the COA and stated that a conservative estimate of 25 percent was used to calculate ridership increases that are projected to result from improved frequencies.

Mr. Cheung reported that the annual subsidy savings is estimated to be \$5 million. In response to a question from Mr. Ewin, Mr. Jablonski stated that MTS receives 5307 federal formula funds of approximately \$22 million to \$23 million that can only be used for capital items and for the maintenance of items procured with federal dollars. He stated that MTS started using 5307 funds for permitted maintenance activities in 2001 and, by 2004, was using 60 percent of these funds for that purpose. He stated that MTS's goal is to reduce the use of these funds for maintenance in order to increase the amount available for capital projects.

Mr. Cheung advised the Board that a public hearing is planned for Thursday, March 2, 2006, at 6:00 p.m. in Golden Hall, and on Thursday, March 9, 2006, at 9:00 a.m. in Golden Hall.

Mr. Mathis advised the Board that both hearings will be noticed as Board meetings, but there will no decisions made until the March 9, 2006, public hearing.

In response to a question from Ms. Zarate, Mr. Jablonski explained, once the service plan is adopted, then MTS will begin to work on a plan for implementing the service. He stated that the resulting plan will address budget issues, and information will be provided to contract operators at that time. He stated that staff is currently developing the FY 2007 budget on a status quo basis.

Public Comment

Donna Erickson: Ms. Erickson objected to the route changes being proposed for Route Nos. 25 and 44 through Linda Vista. She distributed written comments regarding the changes. She stated that over 701 riders, businesses and their customers, and residents of Linda Vista signed a petition objecting to the changes. She stated that this petition will be presented to the Board during the upcoming public hearing.

Peter Warner: Mr. Warner objected to changes being recommended for Route Nos. 20 and 5.

Don Stillwell: Mr. Stillwell stated that 75 percent of the riders on Route No. 14 need service between 8:00 a.m. and 2:00 p.m., and that, outside of those hours, the buses operate empty. He also pointed out that some riders on Route No. 14 want to go to North Park. He added that 15-minute frequency is not needed on Route 13, and that route would provide better service if it terminated at the Grantville Trolley Station. He stated that the recommended service for Route No. 13 would cause additional congestion on Mission Gorge Road.

Clive Richard: Mr. Richard requested that staff not make changes to Route No. 14 that would extend its run time. He also stated that now would be a good time for Caltrans to build a median suitable for light-rail transit along El Cajon Boulevard and University going over I-15. Mr. Richard also stated that he felt staff's estimate for ridership increases as a result of improved frequencies was too conservative. He added that he would like to see the money saved through operational efficiencies used to restore deleted routes.

Don Giaquinto, On Behalf of Councilmember Jim Madaffer: Mr. Giaquinto objected to the changes being recommended for Route Nos. 13 and 14. He expressed concern that Route No. 14 is not scheduled to stop at the Grantville Trolley Station and objected to making Kaiser Hospital the transfer point between Route Nos. 13 and 14. He requested that MTS provide a response to Mr. Stillwell and to all members of the City Council regarding MTS calculations for the cost per year of their plan versus what Mr. Stillwell suggests. He also suggested that an MTS staff member ride these routes with Mr. Stillwell. He also stated that he did not think that MTS had made a formal presentation to the Navajo Community Planning Group. He also requested that MTS respond to Mr. Stillwell, all members of the City Council, and the over 400 people who signed a petition in favor of Mr. Stillwell's proposed changes as quickly as possible.

Jay Powell: Ms. Atkins reported that Mr. Powell was no longer present and stated that his written comments had been placed on the table at each Board member's place prior to the start of the meeting. His comments related to the Mid City I-15 Bus Rapid Transit System.

Sharlene Ornelus: Ms. Ornelus requested that information regarding the COA be provided in alternate formats for riders with sight limitations. She also requested that meetings be held in places familiar to these same individuals. She spoke in favor of a one-cent sales tax for San Diego. She stated that there may not be enough time set aside for the March 9 public hearing if regular Board business is also conducted on that day.

Mr. Roberts stated that it is unlikely San Diego will ever have a one-cent sales tax devoted to public transportation. He complimented staff on the excellent report. Per Mr. Roberts' request, Mr. Cheung reviewed the changes being proposed for Route 25. Mr. Cheung also explained how staff projects ridership losses as a result of the deletion of a route segment. In response to a comment by Ms. Atkins regarding community-based services, Mr. Cheung reported that it will take a lot of time working with the communities in which these services operate to tailor service to their needs. Ms. Atkins reported that she will have to leave the March 2 public hearing early for another meeting but will return to the hearing after that meeting is over. Ms. Atkins suggested that MTS provide special service to transport sight-impaired individuals to the public hearing. Ms. Claire Spielberg, MTS Chief Operating Officer – Bus, offered to provide that service.

It was agreed that public comments during the public hearings would be grouped by routes and that the subject route(s) would be displayed during the comments. Mr. Emery requested that

productivity information be provided for each route as well, and stated that he would like to see this information on the DART services especially. Mr. Jablonski suggested that information be presented by geographic area, which would take into consideration the multiple routes and various links that occur in that manner. Mr. Rindone suggested that an additional public hearing be held in the east county portion of San Diego in order to be sensitive to the community. He stated that this hearing should not conflict with city council meetings. Mr. Mathis suggested that Board members be polled to determine the best date for the third hearing.

Action Taken

Mr. Rindone moved to (1) submit the proposed Service Development Plan for public hearing; (2) approve the recommended public hearing schedule, and (3) hold a third public hearing between the March 2 and March 9, 2006 public hearings. Mr. Ewin seconded the motion, and the vote was 12 to 0 in favor.

32. MTS: Prohibition on Smoking at Transit Stations and Bus Stops (ADM 110.3, PC 50102)

Ms. Lorenzen reviewed her report on potential options for implementing a prohibition on smoking at transit stations and bus stops. She reviewed pertinent references within the California Health and Safety Code, local smoking codes, and some pertinent case law. She also reported that the Los Angeles Metropolitan Transit Authority and Bay Area Rapid Transit prohibit smoking inside their stations, most of which are located underground. She stated that, in summary, there do not appear to be any existing ordinances with respect to banning smoking in unenclosed transportation facilities or stops and asked the Board to provide staff with direction on how to proceed with a potential smoking ban, if any.

Mr. Roberts stated that smoking is a personal choice and reported that recent studies, which he has seen as a result of his role on the Air Pollution Control District (APCD) and the California Air Resources Board (CARB), provide compelling evidence on the negative health impacts of second-hand smoke. He pointed out that about 4,000 people per year in California will die from the impact of second-hand smoke. He stated that he made a motion at the last CARB meeting to classify second-hand smoke, or Environment Tobacco Smoke (ETS), as a toxic contaminant. He stated that this action opens the door to additional regulations of ETS. He added that any time the public is placed in an environment where they have to stand or sit in close proximity to smokers, there is an obligation to eliminate that situation. He felt that this should be extended to include unenclosed areas. Staff pointed out that the cost estimate of \$29,150.00 for no-smoking signage covers only trolley stops – not bus stops, of which there are over 7,000. Mr. Roberts stated that the County of San Diego would provide some financial assistance for the required signage. Mr. Emery stated that it will be important to make sure that the prohibition against smoking is enforced and expressed his full support for a smoking ban. He cited health as well as trash issues. He thanked General Counsel for doing the research on this matter. Ms. Hanson-Cox agreed with Mr. Roberts comments and related a personal experience with the results of second-hand smoke. Ms. Zarate also expressed her support.

Public Comments

Clive Richard: Mr. Richard felt that the public is being overregulated and strongly opposed this action.

Francis Mortyn: Mr. Mortyn relayed his experiences of having to move four or five times to get away from second-hand smoke while waiting for public transportation. He also objected to the litter that is generated by smokers. He felt the default status of stops should be clean and safe. He felt that smoking is not a right, but a personal habit, and the public should not be forced to bear the unpleasant effects of personal habits.

Debra Kelly, American Lung Association: Ms. Kelly applauded Mr. Roberts leadership and commitment to a no-smoking ordinance. She offered the technical assistance as well as financial support of the American Lung Association.

Molly Bowman, Co-Chair of the Cigarette Litter Task Force: Ms. Bowman stated that 31,200 fires and 830 deaths per year are caused by smoking. She stated the cigarette butts travel through storm drains to the beach where they take 15 years to degrade. She added that Palo Alto, San Mateo, and Berkeley all have no-smoking zones at their transit stops.

Carolyn Smith, Tobacco Free Mid-City Project: Ms. Smith stated that 20 percent of mid-city youths have asthma and use the bus to get to school. She expressed support of no-smoking zones.

Sharlene Ornelus: Ms. Ornelus expressed support of a no-smoking action. She agreed that people should have a right to choose, and she chooses not to breathe second-hand smoke. She stated that riders with physical impairments may have problems moving away from smokers. She added that her daughter had an asthma attack as a result of second-hand smoke.

Terri Pinnell, American Lung Association and American Cancer Society: Ms. Pinnell expressed her support of a no-smoking action and stated that she has had to move many times to get away from second-hand smoke.

Chairman Mathis, Ms. Atkins, and Mr. Rindone all expressed support for a no-smoking action.

Action Taken

Mr. Roberts moved to receive a report on potential options for prohibiting smoking at transit stations and bus stops and directed the General Counsel to draft an ordinance prohibiting smoking in any transit station or bus stop, whether enclosed or not. Mr. Rindone seconded the motion, and the vote was 9 to 0 in favor.

REPORT ITEMS

60. Chairman's Report

There was no Chairman's Report.

61. Chief Executive Officer's Report

Mr. Jablonski reported that he had attended the APTA CEO's Conference in Long Beach, the SANDAG Board Retreat in Borrego Springs, and participated in a legislative advocacy trip to Washington, D.C. with SANDAG and North County Transit. He stated that 150 to 200 CEO's

attended the APTA CEO's Conference and discussed many topics, including the creation of a national task force to make plans for dealing with catastrophes such as Hurricane Katrina. He stated that he is a member of both the Rail and the Bus/Paratransit CEO's Roundtable. He stated that he gave briefings during the conference on MTS's Mission Valley East project and its partnership with Coca-Cola. He also reported that transit infrastructure received very high ratings in the polling process that was conducted at the SANDAG Board Retreat to establish funding priorities for the region's infrastructure needs. He reported that during the legislative advocacy trip, staff met with the Office of Domestic Preparedness (Department of Homeland Security,) and a representative from Representative Lungren's office to discuss the region's ranking and how this might affect transit security funding. He added that staff also met with Federal Transit Administration (FTA) administrators to learn more about new funding opportunities and other issues.

62. Board Member Communications

Budget Development Committee: Mr. Rindone invited Board members to attend the Budget Development Committee meeting, which is being held on Wednesday, February 15, 2006, at 1:00 p.m.

63. Additional Public Comments on Items Not on the Agenda

Clive Richard: Mr. Richard stated that everyone should attend the SANDAG Policy Meeting to deliver the message that MTS needs funding to rehabilitate and replace vehicles.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, February 23, 2006, at 8:00 a.m. in the same location.

Chairman Mathis reminded Board members that the February 23 Board meeting will be starting at 8:00 a.m. with a Finance Workshop.

65. Adjournment

Chairman Mathis adjourned the meeting at 12:15 p.m.

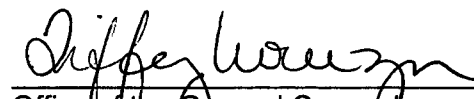


Chairperson
San Diego Metropolitan Transit System
Filed by:



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

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 2/9/06

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:25 a.m.

RECONVENE: 10:15 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 12:15 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"/> | | 12:14 p.m. during AI 63 |
| EWIN | <input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/> | | 11:46 a.m. during AI 32 |
| HANSON-COX | <input checked="" type="checkbox"/> (Lewis) <input type="checkbox"/> | | |
| MAIENSCHIN | <input type="checkbox"/> (Vacant) <input type="checkbox"/> | | <input checked="" type="checkbox"/> |
| MATHIS | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | | |
| MCLEAN | <input checked="" type="checkbox"/> (Janney) <input type="checkbox"/> (Rose) <input type="checkbox"/> | | |
| MONROE | <input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/> | | 12:00 noon during AI 32 |
| RINDONE | <input checked="" type="checkbox"/> (Davis) <input type="checkbox"/> | 9:18 a.m. during AI 4 | 12:00 noon during AI 32 |
| ROBERTS | <input checked="" type="checkbox"/> (Cox) <input type="checkbox"/> | 9:45 a.m. during AI 5 | 12:14 p.m. during AI 63 |
| RYAN | <input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/> | 9:25 a.m. after AI 4 | |
| YOUNG | <input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/> | | 10:15 a.m. during AI 5 |
| ZARATE | <input checked="" type="checkbox"/> (Parra) <input type="checkbox"/> | | |

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail.Williams/Roll Call Sheets

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

1

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

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 2-24-06

Name (PLEASE PRINT) Donna J. Erickson

Address 1814 Coolidge St
San Diego CA 92111

Telephone 858-277-2169

Organization Represented (if any) none

Subject of your remarks: Route 25

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.****

A PETITION TO

The Metropolitan Transit System

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

+ Don't mess with a good route (#25). CH

+ THE ROUTE 25 SAVED MY LIFE. I got in the back on a deck and used the 25 to get to work in the valley. RM

+ Stumbles are not worth a damn. HG

+ Keep this route [25] in Linda Vista. We need it and so does my brother and our friend. MW and KR

+ You messed up the 27. Leave the 25 as is. Linda from downtown to Linda Vista. RM

+ Need more service. DR

+ I need the bus [25] to go to school. MT/SS

+ I need it [25] to go to the doctor and I can't walk to [o] far. ML

+ Don't stop the bus route [25], it's our lifeline. RK

+ Need it [25] to get to work. JC and EC

+ Need [25] for traveling, no car. Thank you. FS

+ Without this bus [#25], I couldn't get to my very necessary appointments. AR

+ [from a New Yorker] The transportation system out here already stinks. You need to beef up your bus availability. DD

+ This is wrong! [by passing by] JT

+ This route [25] has no duplication. People who can't need it. MKR

+ Basically regarding #25 changes. DH

*The Heart Of The Matter
Additional Comments*

for the
MTS Board Directors
Chairman Harry Mathias

Ericksen

Effective June, 2006

THE ROUTE 25 BUS WILL NO LONGER SERVE LINDA VISTA

No More Bus Service By The Library Or Post Office
No More Bus Service On Ulric, Comstock, Or Osler
No More Direct Connection To Fashion Valley

Sharp Hospital
THIS IS FOR REAL!

The Metropolitan Transit System
has proposed by-passing Linda Vista
in favor of the 163 Freeway to Genesee.

IF THIS IS OUTRAGEOUS AND UNACCEPTABLE TO YOU,
THEN YOU MUST ACT NOW!

The Deadline For Citizen Input Is November 25th.

+ Please sign the petition;
have your family, friends, and fellow bus riders sign it too.
Then mail it to

CONAN CHEUNG, MTS PLANNING DIRECTOR
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

+You can contact him with questions and comments at
[619] 515-0933

or

conan.cheung@sdmts.com

YOUR INPUT IS VITAL!

LET US KEEP ROUTE 25 SERVING
LINDA VISTA

more details
6PM meeting on November 28th at Linda Vista Library

A PETITION TO

The Metropolitan Transit System

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME Gabriele SMALL
Address 2005 Burton St # 6
Comments Do not deprive Linda Vista residents of public transportation.

NAME Thao Vo
Address 2335 Comstock St.
Comments Linda Vista residents and students use the public Transportation to go to work and school.

NAME
Address
Comments

NAME Lowell Waxman
Address 2160 Ulric St
Comments Branch Manager of Library - 25 stops in front of Linda Vista Library.

NAME Tony Ly
Address 2750 Ulric St
Comments LV 92111

NAME Jamie Pearce
Address 2252 Leon Ave San Diego
Comments many use this route

NAME Perla J. Hoffman
Address 7514 Brynwood Way
Comments we need route 25 to continue serving LV.

NAME Chou Tony
Address 2160 Ulric St
Comments S.D. CA 92111

NAME Eric Chamberlin
Address 3033 Dale St
Comments SD CA 92111

NAME Daniel Clay
Address 6982 Sun St
Comments



A PETITION TO

The Metropolitan Transit System

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME
Address
Comments

Tori Wilson
6461 Comstock St
SD

NAME
Address
Comments

Jill Nunn
6219 Cedar Anderson

NAME *Rosalina Chavez*
Address 6534 Tait St
Comments I need it.

NAME *Yadira Bello*
Address 2090 ULRIC
Comments I need it.

NAME *ROBERT M'KINNON*
Address 2511 NYE ST
Comments YES

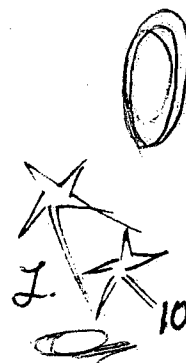
NAME *Luchie Richardson*
Address 7511 Raden Ave
Comments ~~NO~~ YES

NAME *MARTHA R. BUTRON*
Address 6075 LINDA VISTA RD #9
Comments SD. A 92111

NAME *Margaret Totum*
Address 2750 Wheatstone St. Sp. 211
Comments Our family uses this bus all the time. It would be a hardship without it.

NAME *JEFF LEFF*
Address 3510 FRONT ST. - SD 92103
Comments

NAME *BRIGGS PACHO*
Address 2236 DUNLOP, SD, CA 92111
Comments



A PETITION TO

The Metropolitan Transit System

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME Franklin Aytes

Address 2040 Ulric St. Apt. 11

Comments The route 25 is my way to school and I need my education.

NAME

Address Shelly Smith

Comments Many people like myself depend on the 25 bus to get from point A to B.

NAME

Address

Comments

NAME Devan D. Baez

Address 6742 Waterman St S.D. 92111

Comments We need it please. For practical reasons. Thank you

NAME

Address Valerie Sanfilippo 3246 Ashford 92111

Comments Linda Vista are the people who use 25 & need it. Don't bypass us.

NAME

Address Susan Dean 1321 FL. Stockton Dr.

Comments San Diego, CA 92103

NAME Sonja Griesel

Address 2125 Westinghouse St.

Comments SD, CA 92111

Keep it here please - its a central location to grocery store, bank & library

NAME MacFarlands

Address 10553 Camino 92126

Comments make the system work better, don't take it away

NAME

Address Joan Shelansky 1626 Regulus St

Comments Please leave the bus service as is. Thanks you

NAME Megan O'Brien

Address 1934 Westinghouse St.

Comments

A PETITION TO
The Metropolitan Transit System

★

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable. ★

NAME *Marguise Pacheco*
Address *Dunlop Street CA SD 92111*
Comments

NAME *W. J. BOUCHARD*
Address *1522 ALABAMA PL.*
Comments

NAME *Manuel Ibanez*
Address *2050 ULRIC ST #32 San Diego CA 92111*
Comments *They should take out the bus service in the wealthiest neighborhood where everyone drives a car.*

NAME *THAM-LE*
Address *WESTINGHOUSE # ST 2114 San Diego CA - 92111*
Comments

NAME *HUT HUYNH*
Address *7156 HYATT ST. SAN DIEGO CA. 92111*
Comments

NAME *Gustavo Pena Jr*
Address *7023 Eastman Street*
Comments *It's a shame to even consider removing the routes.*

NAME *Juan Jimenez*
Address *7040 Eastman St.*
Comments

NAME *HOANG-VAN-NGUYEN*
Address *2132 SHOREVIEW CHULA-VISTA 91913*
Comments

NAME *Shirley Cox*
Address *6246 Camenito Del Oeste*
Comments *SD 92111*

NAME *Ken Kien*
Address *2104 B Crandall DR.*
Comments *SD. CA 92111*



A PETITION TO

The Metropolitan Transit System



We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.



NAME Margaret Simon
Address 2338 Ulric St
Comments Do not stop it

NAME Dong Chi Truong
Address 6668 Kelly St - 92111
Comments

NAME TU - UYEN
Address 2138 CRANDALL RD - 92111
Comments

NAME Carol Rothoff
Address 5085 Arroyo CT S.D. 92117
Comments need the bus!!

NAME Brian Hertel
Address 1982 Dana St 92111
Comments we need this route

NAME Frank W. Anker
Address 1551 Regulus St, SD 92111
Comments We need more, not less

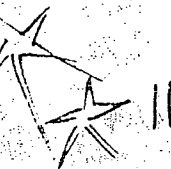
NAME Bay Johnson
Address 6015-105th St 92111
Comments

NAME Alicia Tran
Address 2750 Wheatstone St #13 SD 92111
Comments

NAME Khung Nguyen
Address 2126 Crandall Drive
Comments

NAME [Signature]
Address 208 Crandall Dr.
Comments SD 92111

Quintin Franco
22581 Ulric St #5
San Diego CA 92111



A PETITION TO

The Metropolitan Transit System

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME : Barbara Locke

Address

Comments: This route is essential for a lot of Linda Vista residents without cars, like myself...

NAME

Address

Comments

NAME Billie Astor

Address 7277 Belden St apt 42 SD 92111

Comments So many people depend on the bus

NAME

Address

Comments

JAMES YAAKOV I AVLS

2128 CRANDALL DR. SD 92111

THIS BUS ROUTE VERY IMPORTANT. MANY PEOPLE IN L.V. DO NOT OWN CARS.

NAME

Address

Comments

Mary Eidelman 2162 Hurston #C

disabled and needs service to get to DR's appt!

(also commented about 15 min they on 44 was not empty)

NAME

Address

Comments

Liz Bulky for Dan
7084 Camino Padree

NAME

Address

Comments

Johnesk Thomas

6775 Glidden St Hill SD 92111

This is wrong!

NAME

Address

Comments

Nyree van Maarseveen

1235 River Glen Row #80

San Diego 92111

NAME

Address

Comments

NAME

Address

Comments

D. Rapaport

6992 Howe Ct

Need more bus service at lower cost
promotes of scalp spread
cost around

A PETITION TO

The Metropolitan Transit System

7

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME
Address
Comments

D. Rapaport
6992 Howe Ct

Need more service
I paid \$5.00 around the
community of Scalp

NAME
Address
Comments

NAME
Address
Comments

Thi Tang
2138-C Garston St. SD CA 92111
Accessable to the community

NAME
Address
Comments

DAVID FRANKLIN
6820 Camino Redondo SD CA 92111
Be practical.

NAME
Address
Comments

J Butler (hard to read - written in marker)
6647 Kelly St

NAME
Address
Comments

This is not convenient for those of us
without a vehicle. I'd like to keep
the area as it is. I don't want to see
the freeway.

NAME
Address
Comments

Mai Tran
2155 Westinghouse St.
San Diego, CA 92111

NAME
Address
Comments

Delaney DeArce
6640 Linda Vista Rd CA San Diego 92111
The transportation system out here already
stinks. I'm from N.Y. and you guys already lack in convenience
as far as transpo is concerned. You need to
step up your accessibility.

NAME
Address
Comments

Jack Love
1703 Drescher St San Diego CA 92111
This route through here takes a lot of
people to work and a lot of kids to school. How
will all these people get where they need to be if

7

A PETITION TO

The Metropolitan Transit System

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME Alicia T. GORDON
Address 6557 KELLY ST
Comments

NAME RENNALD D. SMALL
Address 2005 BURTON ST
Comments WE NEED THE BUS!!!

NAME Roberta Smith
Address 1358 CRAIGMONT ST.
Comments

NAME GERALD BARRETT
Address 2075 VIA LAS CUMBRES #61
Comments

NAME THE NEED IS FROM A BUS FROM
Address FASHION VALLEY TO LINDA VISTA
Comments

NAME Pick Frantz
Address 7049 PARK MESA WAY
Comments

NAME Diane Alston
Address SBSD UNIVERSITY AVE #1
Comments Bus is needed - even if more citizens who do

NAME JEFFREY BRUCE
Address 7414 MESA COLLEGE DR #33
Comments 92111

NAME This route needs to be continued
Address because there is
Comments service. If it were discontinued, people would not be able to

NAME do jury service. People without
Address licences or cars.
Comments

A Petition To
THE METROPOLITAN TRANSIT SYSTEM/BOARD

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

• NAME BEVERLY HAMEL
Address 3838 CHEROKEE AVE #7 SDC 492104
Comments TAKING THE 44 TO PICK UP THE 904
WILL GET ME HOME CLOSER TO 745-8PM

• NAME A.K. Ralph
Address 1430 North Rim Ct SDC 92111
Comments TAKING 44 TO 904 UNACCEPTABLE. esp in winter

NAME This route has no duplication.
Address people without cars would not
Comments be able to do j-rty service.

NAME Linda Vista has no representation
Address on the city council.
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

A PETITION TO

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.



NAME ERICKSON, CHRISTOPHER
Address 6941 MOUSE CT, SAN DIEGO, CA 92111
Comments A SHUTTLE BUS IS UNACCEPTABLE! Don't mess with a good route.

NAME ERICKSON, DIANA
Address 6941 MOUSE CT, SAN DIEGO, CA 92111
Comments

NAME KANE, JUDITH
Address 1868 E WESTINGHOUSE - SAN DIEGO 92111
Comments

NAME ROBERT ALLEN WILSON
Address 6942 MOUSE CT SAN DIEGO 92111
Comments ~~not a~~ Most of the TRACIC (Life)

NAME WALKER, JIM
Address 1000 COMSTOCK MARKET
Comments

NAME MIKE SMITH
Address
Comments

NAME JAMES A. JOHNSON
Address 1800 N. 10th St
Comments Shuttle are not with a bus! route to public transportation should be changed by all

NAME JUDY ROLOMAN
Address
Comments
1001 Cecily St
SD CA 92111

NAME MARCUS A WILSON
Address 1929 WINTERVIEW ST
Comments Keep the route through Linda Vista

NAME KRISTA REED
Address 7957 LIND VISTA RD
Comments Keep This Route
(1990s gold jubilee of transit)

NAME BEN DE PRIEST
Address BRANDON WILSON
Comments Keep the Route



A PETITION TO
The Metropolitan Transit System



We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.



NAME Bennie M. Ontiveros
Address 6421 Quillian St. P.O. Box 71453
Comments (he said he rides #25 3 X's a day)

NAME IVAN SEARCY
Address 2086 VIA LAS CUMBRES #7
Comments SD CA 92111

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments



A PETITION TO

The Metropolitan Transit System



We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.



NAME *NYLIE AFUYOG*
Address *1833 COLIDGE STREET, SAN DIEGO, CA 92111*
Comments

NAME *Carroll Kaufman*
Address *1834 COLIDGE ST S.D. CA 92111-7845*
Comments *Utilize the Busses in Linda Vista Residential District Districts not 163*

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments



A Petition To
THE METROPOLITAN TRANSIT SYSTEM/BOARD

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME Richard J. W. Torze
Address YOU MESSED UP THE 27, LEAVE THE 25 AS IS.
Comments I RIDE FROM DOWNTOWN TO LINDA VISTA.

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

from an extended family of past and present
L.V. residents and bus riders 14

A PETITION TO MTS

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME Stella O. Boykin
Address 1802 Coolidge St. San Diego, Co. 92111
Comments

NAME Delwin Boykin San Diego, CA 92111
Address 1802 Coolidge St.
Comments

NAME DENISE ALBRITTON
Address 1918 MISSION VISTA DR. SD CA 92120
Comments

NAME MICHAEL ALBRITTON
Address 1918 MISSION VISTA DR. SD, CA 92120
Comments

NAME YOLANDA BROCK
Address 1918 MISSION VISTA DR SD CA 92120
Comments

NAME Rose Boykin
Address 1895 Coolidge St San Diego CA 92111
Comments

NAME Tracy Simms
Address 1895 Coolidge St San Diego CA, 92111
Comments

NAME PAUL BOYKIN
Address 1895 COOLIDGE ST SAN DIEGO CA, 92111
Comments

NAME Prentice Boykin,
Address 1893 / 95 Coolidge St. San Diego, CA. 92111
Comments

A PETITION TO

The Metropolitan Transit System

15

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME Joyce Davenport #4
Address 3965 Hogan Ave.

Comments I need this because I work in Linda Vista and it will be wrong if they take it away so I need this to because ride the bus too

NAME John Davenport #4
Address 3965 Hogan Ave.

Comments Please don't take any route away because is the bus line every day and if you take it away I can't get to work and school

NAME Daniel Roberts
Address 3965 Hogan Ave. #4

Comments I need this bus route because I go back to school so we need to have this please don't take it away it my way too

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

NAME
Address
Comments

3 3

A PETITION TO

The Metropolitan Transit System
From Concerned Residents And Friends of Linda Vista
As Well As Transit Passengers
We want Route 25 to continue serving the Linda Vista
community. The proposed by-pass of bus-stops on Ulric,
Comstock, and Osler is totally unacceptable.

NAME *Alleen Espino*
Address *1946 Coolidge St*
Comments *Need to have bus service to Linda Vista. No more bus service to Linda Vista. No more bus service to Linda Vista.*

NAME *Maria Cordero*
Address *2481 Ulric St*
Comments *Need for Doctor's Appointments*

NAME *Josefina Mendoza*
Address *2335 Langmuir St*
Comments

NAME *Angela Rizzo*
Address *2676 West Canyon Ave*
Comments *Without this bus I couldn't get to my very necessary appointments.*

NAME *Jeff Castillo*
Address *2170 Garston St*
Comments *Need it for work and Dr. Appointments*

NAME *Elizabeth Castillo*
Address *2170 Garston St*
Comments *We need it to be able to get to work*

NAME *Francisco Sharp*
Address *2158 Garston St*
Comments *Need for traveling No car.*

NAME *Maria T. Linares*
Address *1938 Westinghouse St*
Comments *I need to go to the doctor and I can't walk to the bus stop.*

NAME *Rodolfo Cordero*
Address
Comments

NAME *Guillermo Vazquez*
Address
Comments



A PETITION TO

The Metropolitan Transit System

From Concerned Residents & Friends of Linda Vista,
and Transit Passengers

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME Claudia Camacho

Address 911 Ewood St. SD 92114

Comments We need the route.

NAME John A. Socorro B1415

Address 3320 Apache Ave. SD. 92117

Comments We need the route.

NAME Beatriz Martinez

Address 4524 1/2 Clairemont dr.

Comments We need the route.

NAME

Address

Comments

Ivonne Carlineda

6706 Gordon St

San Diego Ca

NAME

Address

Comments

Ramon Lopez 92111

2650 Ulric St.

San Diego, CA 92111

NAME

Address

Comments

Rigoberto Glez

2640 Ulric St

San Diego Cal 92111

NAME

Address

Comments

Ana Diaz

6536 Tait St.

San Diego CA 92111

NAME

Address

Comments

Victor Lopez Martinez

6536 Tait St

San Diego CA 92111

NAME

Address

Comments

Jose Valic

2715 Ulric

NAME Nancy Noriega

Address 6379 Caminito Luisita

Comments SD CA 92111

A PETITION TO

18

The Metropolitan Transit System
From Concerned Residents, Friends of Linda Vista
and Transit Passengers

We want Route 25 to continue serving the Linda Vista
community. The proposed by-pass of bus-stops on Ulric,
Comstock, and Osler is totally unacceptable.

NAME Ingrid Sandoval

Address 2269 Ulric St

Comments No more bus service by the proposed by-pass of bus-stops on Ulric, Comstock, or Osler.

NAME Dolores Murillo

Address 2481 Ulric St Apt 115

Comments

NAME Richard Kirby

Address 1429 Coolidge St

Comments Don't stop the bus route its

NAME

Address

Comments

NAME MARIA ROSA

Address 7108 74th St San Diego CA

Comments

NAME Karen Callow

Address 4541 Florida Street #217 San Diego CA 92116

Comments PEOPLE IN THIS COMMUNITY NEED THIS BUS LINE

NAME Rosalba Martinez

Address 6913 74th St Apt 4

Comments Que no quiten el bus por favor

NAME Maria Tavera

Address 2020 Coolidge St. San Diego, CA 92111

Comments I need the bus to go to school!

NAME Sandra

Address 7002 Linda Vista Rd. Apt 1

Comments I need the bus to go to school!

NAME Edwin Maldonado

Address 6122 Comstock St

Comments

9
A

A PETITION TO

The Metropolitan Transit System
 From Concerned Residents, Bus Riders, And Friends
 of the Linda Vista Community

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

NAME Patricia Aguilar
 Address 4532-Clermont Mesa
 Comments NOSOTROS SIEMPRE USAMOS LA RUTA 25

NAME FRANCISCO CEBALLOS
 Address 4532 CLAREMONT MESA BLVD
 Comments PARA MI ES MUY UTIL ESE RUTA

NAME JESUS MARIA SANDOVAL
 Address 4612 San Diego
 Comments CLERMONT MESA BOULEVARD

NAME PEDIMOS QUE NO NOS QUITEN LA
 Address RUTA 25
 Comments

NAME Gloria Lopez
 Address 4176 Amoroso St
 Comments PEDIMOS Y QUEREMOS QUE NO NOS QUITEN LA RUTA

NAME Azucena del Pozo
 Address 3135 Western House Rd. #1600 S.D. CA 92111
 Comments I want Route 25 to continue serving the Linda Vista Community

NAME Maria Andrade
 Address 2605 Ulric Street
 Comments

NAME Rafael Bell
 Address 6671 Kell 72 St
 Comments

NAME Luisa Lopez
 Address 4766 Limerick Ave San Diego Ca 92117
 Comments

NAME Maria Lopez
 Address 5355 Clermont Mesa Blvd. 92117
 Comments

A PETITION TO

The Metropolitan Transit System

From Concerned Residents ~~And Friends of Linda Vista~~
~~As well as Bus Riders~~

We want Route 25 to continue serving the Linda Vista community. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable.

WILL NO LONGER SERVE LINDA VISTA

NAME Petra B. Lieu

Address 2366 W. Jewett St.

Comments: No more bus service by the way of the Linda Vista Community Center. No more bus service on Ulric. The proposed by-pass of bus-stops on Ulric, Comstock, and Osler is totally unacceptable. No more direct connection to the Linda Vista Community Center.

NAME Pohu Lieu

Address 2366 W. Jewett St.

Comments: This is for the Linda Vista Community Center.

NAME Mary Ann Lieu

Address 2366 W. Jewett St.

Comments: The Metropolitan Transit System has proposed by-passing Linda Vista in favor of the 163 Freeway.

NAME BEATRIZ VEROIN

Address 2552 UCRIC ST. SD CA 92111

Comments: NO ESTOY DE ACUERDO

NAME Leonor Torres Tapia

Address 6620 Kelly St.

Comments: Desacuerdo. Please sign the petition. Have your family, friends, and neighbors sign it. Then mail it to the Linda Vista Community Center.

NAME Margarita Onnelas

Address 6217 N. EL MANO ST

Comments: S.D. CA 92111

NAME Gloria Venger

Address 1429 Coolidge St

Comments: S.D. CA 92111

NAME Guadalupe Magana

Address 7108 TAIT ST. S. D. CA 92111

Comments:

NAME Anita Flores

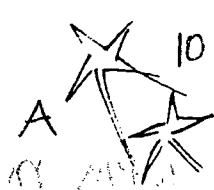
Address 6976 1/2 A Fulton St.

Comments:

NAME Nidia Solis

Address 6716 Tait St. #11

Comments:



8.42

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3C

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****

Did not speak

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 February 23
Name (PLEASE PRINT) Virginia Conway
Address 1455 2nd Ave #140
San Diego 92101
Telephone _____
Organization Represented (if any) _____

Subject of your remarks: AUS # 11

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

8:43

P.C.

3.

ORDER REQUEST RECEIVED

3

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

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 FEBRUARY 23, 2006Name (PLEASE PRINT) JOHN STILLWELLAddress 6308 RANCHO MESA RD #123SAN DIEGO, CA 92108Telephone (619) 282-7760Organization Represented (if any) NONESubject of your remarks: TROLLEY STATIONS

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.****

February 23, 2006

My subject is Trolley Stations.

Fashion Valley Trolley users must cross trolley tracks and walk down stairs to get to bus level. For disabled there is one elevator on the north side of the tracks. There are only buses and transit vehicles in the bus loading areas.

San Diego Mission Station users have both stairs and a ramp. Major obstacles for persons with walkers and for manual wheelchair users are crossing traffic lanes, and uphill and downhill ramps that are slightly over the length of a football field.

Grantville Station is actually designed to avoid the obstacles of Mission San Diego. With elevators on each side of the trolley tracks, there is no crossing of tracks and even the most infirm of people can go from the trolley level to the bus level in a couple of minutes. On a smooth, flat platform, the maximum distance to most bus stops is within 100 feet. Safety is provided because there is no vehicle traffic except buses and transit vehicles in the bus loading areas. Any bus coming within one quarter of a mile should be routed to this most user-friendly of all the stations, Grantville.

Can use of trolley stations be increased? The answer is yes. Having talked to hundreds of users during the last nearly nine months, after all I collected and turned in more than 400 signatures, I find one major problem, connections due to poor timing of bus departures.

Trolleys are on fixed schedules and do an excellent job of staying on time the majority of the time. A person does not plan on using a trolley station when they learn that buses are leaving as the trolley approaches. A 30 minute delay is not acceptable.

At Mission San Diego, every other bus left 4 minutes before the trolley arrived for 8 years. The response to complaints, was to take the trolley scheduled that makes a better connection.

At Grantville, one bus leaves as the trolley approaches and has for 8 months. The response to complaints, believe it or not, was to take the trolley to SDSU and take the bus from there.

Another response about timing has been, the buses will be leaving every 15 minutes so there will never be more than a 15 minute wait. Unfortunately, 15 minute waits can add up, especially if the 15 minute bus arrives at a connecting point with a bus on a 30 minute schedule that has just left and immediately becomes a 45 minute delay.

Perhaps you can review the bus timing for these stations between Mission Valley and Grantville and compare it with the trolley timing which is available for every station on the route and arrive at a schedule that will have the buses leaving after users have had time to get to the buses.

I would like to report that the special needs people in the area are nearly all using the trolleys now. The reason they don't come to the Grantville Station from Mission Valley is because the bus leaves before they can get down the elevator from the trolley level to the bus level and they cannot be late for the 2 p.m. departure of their buses for home.

Please add Grantville Station to the proposed bus route serving the Mission Valley to SDSU route which includes the bus stops at Kaiser Hospital and please correct the departure times at the station. If you do, I guarantee the number of people using Grantville will significantly increase.

Thank you and God bless you.

Don Stillwell

6308 Rancho Mission Road #173

San Diego, CA 92108

(619) 282-7760

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

8:44

3

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****

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 Feb. 23, 2006
 Name (PLEASE PRINT) Chuck Lungenhausen
 Address 5308 Monroe Ave. #124
San Diego, CA, 92115
 Telephone (619) 546-5610
 Organization Represented (if any) _____

Subject of your remarks: Low Floor style buses.

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

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

1.
Feb. 23, 2006
MTSB mtg.
AGENDA ITEM #3 (Public Comment)

**Good morning Chair Mathis, Board members, Staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. #124 which is in the SDSU neighborhood of San Diego. 92115
Phone 619-546-5610**

Everytime I have trouble with a lift malfunction on a bus I can hardly wait until they will be replaced with the low floor style buses. The most recent problem occurred last Tuesday Feb. 21 and low and behold it was fitting that CEO Paul Jablonski and Conan Cheung were on this particular Route 955 bus that I was trying to board to get to an exercise class at SDSU. I did board this bus, but the lift would not stow properly, so everyone else on the bus took the next bus and I was left on the bus until the lift was able to be stowed some minutes later. Later that same day around 3 o'clock on the same 955 route bus number 2020 's lift was inoperable according to the driver at the SDSU transit center stop so I had to wait for the next bus as it started to sprinkle rain, oh well it was one of those days.

Assume you two gentlemen were persuing something in connection with the COA. Certainly hope the COA does help draw more people to use our public transportation system and not chase existing riders away which is always a risk when any kind of change is involved.

When I first started to use the system because my ability to drive safely was going away back in 93, it was a major change, but I survived and have learned how to use the system. And now I don't have to find a place to park my car or concern myself with the other expenses related to an automobile.

Now before I go please help me again with your sponsorship donations for the MS Walk. Your checks should be made out to National MS Society and any cash donations should be accompanied with a card or piece of paper with your address for a thank you.

Thank you for listening and the opportunity to speak.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

5

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

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 2-23-06
 Name (PLEASE PRINT) NANCY S. WARNEK
 Address 10692 PASSERINE Way
SAN Diego, CA
 Telephone (858) 587-8815
 Organization Represented (if any) _____

Subject of your remarks: Transportation for a mental
retarded daughter

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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

Agenda

Item No. 2a

MTS OPERATORS FINANCE WORKSHOP

FIN 310.1 (PC 50601)

February 23, 2006

Subject:

MTS: FY 2006 MIDYEAR ADJUSTMENT AND FY 2007 BUDGET DEVELOPMENT

RECOMMENDATION:

That the Board of Directors:

1. approve the combined MTS FY 2006 midyear adjustment (Resolution No. 06-2, Attachment A); and
2. receive the FY 2007 Preliminary Revenue (nonoperating and operating) and FY 2007 Preliminary Assumptions Reports (Attachments B–F).

Budget Impact

None at this time.

DISCUSSION:

COMBINED MTS FY 2006 MID-YEAR ADJUSTMENT

As a recap of the current financial position for MTS, staff reviewed the last two years of historical budgetary information. The 2005 fiscal year operating budget was funded utilizing \$15 million of nonrecurring revenues. Included within this \$15 million figure was \$8.2 million for contingency reserve usage.

Moving into the 2006 fiscal year, MTS had a major budgetary challenge of utilizing only recurring revenues for budget balancing. MTS came very close to the goal of funding operations with recurring revenues. The operating budget had been balanced without



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.

utilizing any contingency reserves. Nonrecurring revenues for the fiscal year totaled \$7.1 million. The biggest cause of the nonrecurring revenue usage is federally funded Congestion Mitigation and Air Quality (CMAQ) funds directly attributable to the opening of Mission Valley East in July 2005. CMAQ funding is available for a three-year period for operating purposes when a new operating segment becomes available.

Despite the original balanced budget, MTS has faced a major budgetary obstacle over the fiscal year. Energy prices have soared during the current fiscal year. The Budget Development Committee last year increased the budgeted energy rates to \$1.06 per therm for compressed natural gas (CNG) and \$1.80 per gallon for diesel. Through December 2005, the actual energy rates have averaged \$1.35 per therm for CNG and \$2.31 per gallon for diesel. This is presenting an approximate \$3.6 million fiscal year impact on the original budget.

Despite this significant unfavorable impact on the budget, staff has trimmed budget across the board. Through this very difficult exercise of expense cutting, all divisions and departments contributed, and there are no additional reserves needed to balance the budget at midyear.

Operating revenues resulted in a \$343,000 positive midyear adjustment primarily due to strong performance within bus operations offset by rail operations.

Subsidy revenues increased by \$308,000 primarily due to a change in the Transportation Development Act (TDA) calculation as agreed upon by the San Diego Association of Governments (SANDAG) and MTS.

Personnel-related expenses resulted in a \$1,226,000 favorable midyear adjustment primarily due to significant workers' compensation-related savings within bus operations and favorable variances in labor expenses within rail operations partially offset by operator overtime and health and welfare-related costs within bus operations.

Total outside services produced a favorable midyear adjustment of \$1,257,000. This positive result is due to several factors. Lower-than-anticipated purchased transportation costs, including the savings as a result of reduced rural service, bus operations repair and maintenance expenses, and the deferring of some engine and transmission rebuilds within bus operations all contributed to this significant favorable adjustment.

A favorable midyear adjustment of \$353,000 for materials and supplies expenses was contributed by rail operations.

As stated previously, energy-related costs provided an unfavorable midyear adjustment of \$3,635,000 primarily due to higher actual energy rates than anticipated. We have amended our budgeted rates for fiscal year 2006 to \$1.40 per therm for CNG and \$2.28 per gallon for diesel. Again MTS's original budgeted rates were at \$1.06 per therm for CNG and \$1.80 per gallon for diesel. For reference, bus operations currently operate approximately 80 percent of its miles on CNG buses.

General and administrative costs, risk management-related expenses, and vehicle/facility leases are resulting in a positive midyear adjustment of \$148,000, primarily due to lower-than-anticipated costs within these areas. The above-mentioned adjustments result in no additional need for funding sources to balance the budget.

- Attachment A-2 provides the total combined MTS consolidated midyear budget adjustments.
- Attachment A-3 includes the total combined administrative proposed adjustments.
- Attachment A-4 provides the total combined other activities proposed adjustments.
- Attachment A-5 supplies the combined operating budget adjustments.
- Attachments A-6 through A-13 provide supporting operating adjustments for each individual operator.
- Attachments A-14 through A-15 supply the nonoperating funding sources by activity and type.

FY 2007 PRELIMINARY REVENUE

Attachments B through F provide a preliminary look at our projected fiscal year 2007 revenue.

FY 2007 Preliminary Nonoperating Revenues

As indicated within Attachment C, recurring revenues are projected to rise to \$12,400,000 or 10.1 percent. This assumes the maximum available use of all federal monies for preventative maintenance (operations) rather than capital purchases as has been done in prior years. These funds are then not available for capital needs.

The increase is due to two main aspects. The first is a general rise in sales tax proceeds. This has fueled the increase in TransNet, TDA, and State Transit Assistance (STA) funds. We also have included the entire STA availability in the attachment. Last fiscal year, after the fiscal year 2006 operating budget was adopted, an additional \$3.0 million was received and used to help fund the fiscal year 2007 capital program. At this point in the budget process, we have assumed that all STA funds will be utilized for operating purposes.

Additional nonrecurring revenues are projected at \$9,205,000. The available balance of \$4,414,000 in fiscal year 2006 was utilized as follows: \$2,372,000 of the total nonrecurring bus rapid transit (BRT) funds was used to balance the operating budget, and \$2,042,000 of the total was incorporated within the fiscal year 2007 capital program. The current available balance in TransNet funds originally programmed for the BRT Project is \$4,480,000. Total federal funds available for operating costs on Mission Valley East are currently estimated at \$4,725,000. As a reminder, CMAQ funds are available for the first three years of the Mission Valley East initial operations. As we move through the budget cycle, we will be able to analyze and more accurately project the CMAQ funding levels for this segment's operations.

FY 2007 Preliminary Operating Revenue

See Attachment D for detailed operating revenue projections by operator for fiscal year 2007. The fiscal year projections are based upon the February 2006 service changes but do not reflect Phase II Comprehensive Operational Analysis (COA) impacts.


Combined passenger revenues are projected to increase \$217,000, or 0.3 percent, compared to fiscal year 2006 projections. Internal bus operations are projected to contribute \$452,000; rail operations are projected to produce \$101,000 less, and all other operators are projected to contribute \$134,000 less than fiscal year 2006 projections.

FY 2007 PRELIMINARY ASSUMPTIONS/STATISTICS

See Attachment F for detailed fiscal year 2007 preliminary statistics, including passenger levels, revenue miles, total miles, revenue hours, total hours, and average fare. Please note that there are no fare increases scheduled for the 2007 fiscal year.

In terms of energy rates, MTS is preliminarily projecting CNG and diesel rates of \$1.35 per therm and \$2.25 per gallon, respectively. This again is a preliminary projection and will continue to be monitored and analyzed as we continue through the budgetary process.

MTS's position regarding budget compilation includes a "bottoms-up" approach to create a projection. Given that information, the general inflationary assumption for MTS as a whole for fiscal year 2007 is 2.5 to 3.0 percent.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Larry Marinesi, 619.557.4542, larry.marinesi@sdmts.com

FEB23-06.2a.FINANCEWKSP.FY06MIDYEAR.LMARINESI

- Attachments:
- A. Resolution No. 06-2
 - B. Operating Budget Revenue Summary FY 07
 - C. Operating Budget Revenue Summary FY 07
 - D. Operating Budget Operating Revenue FY 07
 - E. Operating Budget Subsidy Revenue FY 07
 - F. Operating Budget Operating Statistics FY 07

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 06-2

Resolution Approving Amendments to FY 2006 Budget

WHEREAS, the MTS Board of Directors adopted Resolution No. 05-4 on June 9, 2005, approving the FY 2006 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, Chula Vista Transit, National City Transit, and Coronado Ferry; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors approves changes to the FY 2006 Operating Budget, per the attached proposed budget amendments.

PASSED AND ADOPTED, by the MTS Board of Directors this _____ day of February 2006, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

FEB23-06.2a.FW.RESNO06-2.LMARINESI

Attachments: FY 2006 Budget Amendments

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS CONSOLIDATED
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|-------------------------------------|----------------|--------------------------------------|--------------------|---|
| REVENUE: | | | | |
| Passenger Fares | 70,582,446 | 30,795,318 | 70,540,754 | (41,692) |
| Advertising | 700,000 | 374,194 | 900,000 | 200,000 |
| Contracted Service Revenue | 25,000 | 1,427 | 25,000 | - |
| Other | 2,043,910 | 1,267,936 | 2,228,910 | 185,000 |
| Total Operating Revenue | 73,351,356 | 32,438,875 | 73,694,664 | 343,308 |
| Subsidy Revenue | 151,039,667 | 63,303,000 | 151,350,819 | 311,152 |
| Reserve Revenue | 167,342 | - | 164,529 | (2,813) |
| Other Income | - | 4,292,428 | - | - |
| Total Combined Revenue | 224,558,366 | 100,034,303 | 225,210,013 | 651,647 |
| EXPENSES: | | | | |
| <u>Personnel</u> | 91,828,189 | 39,184,730 | 90,602,425 | 1,225,764 |
| <u>Outside Services:</u> | | | | |
| Security | 5,130,392 | 2,562,535 | 5,072,892 | 57,500 |
| Repair/Maintenance Services | 3,586,791 | 1,666,512 | 3,889,101 | (302,310) |
| Engines and Transmissions | 999,683 | 281,174 | 952,683 | 47,000 |
| Other Outside Services | 6,574,681 | 2,232,682 | 5,789,971 | 784,710 |
| Purchased Transportation | 49,975,012 | 20,598,266 | 49,291,035 | 683,977 |
| Total Outside Services: | 66,266,559 | 27,341,169 | 64,995,682 | 1,270,877 |
| <u>Materials & Supplies:</u> | | | | |
| Lubricants | 366,038 | 141,055 | 336,038 | 30,000 |
| Tires | 780,305 | 296,121 | 732,504 | 47,801 |
| Other Materials & Supplies | 7,087,747 | 2,927,196 | 6,797,750 | 289,997 |
| Total Maint. Parts & Supplies: | 8,234,090 | 3,364,372 | 7,866,292 | 367,798 |
| <u>Energy:</u> | | | | |
| Fuel | 5,922,613 | 3,001,968 | 6,916,881 | (994,267) |
| CNG | 7,850,957 | 4,102,679 | 10,443,846 | (2,592,889) |
| Traction Power | 6,634,604 | 2,810,207 | 6,634,604 | - |
| Utilities | 2,640,482 | 1,312,261 | 2,684,897 | (44,415) |
| Total Energy: | 23,048,656 | 11,227,115 | 26,680,227 | (3,631,571) |
| <u>Risk Management</u> | 5,764,513 | 2,153,621 | 5,707,174 | 57,339 |
| <u>General & Administrative</u> | 1,356,440 | 437,291 | 1,388,795 | (32,355) |
| <u>Debt Service</u> | 27,740,071 | 10,739,067 | 27,740,071 | - |
| <u>Vehicle/Facility Leases</u> | 319,848 | 46,629 | 229,348 | 90,500 |
| TOTAL OPERATING EXPENSES | 224,558,366 | 94,493,994 | 225,210,013 | (651,647) |
| Overhead Allocation | (0) | - | 0 | (0) |
| Total Revenues Less Total Expenses | 0 | 5,540,310 | (0) | (0) |
| Net Operating Subsidy | (151,207,009) | (62,055,118) | (151,515,349) | (308,340) |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED ADMINISTRATION
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|--|----------------|--------------------------------------|--------------------|---|
| REVENUE: | | | | |
| Passenger Fares | - | - | - | - |
| Advertising | - | - | - | - |
| Contracted Service Revenue | - | - | - | - |
| Other | 865,110 | 639,410 | 930,110 | 65,000 |
| Total Operating Revenue | 865,110 | 639,410 | 930,110 | 65,000 |
| Subsidy Revenue | 5,368,000 | 2,606,800 | 5,949,667 | 581,667 |
| Reserve Revenue | - | - | - | - |
| Other Income | - | - | - | - |
| Total Combined Revenue | 6,233,110 | 3,246,210 | 6,879,777 | 646,667 |
| EXPENSES: | | | | |
| <u>Personnel</u> | 8,172,959 | 3,024,874 | 8,017,373 | 155,586 |
| <u>Outside Services:</u> | | | | |
| Security | 10,140 | 132 | 8,140 | 2,000 |
| Repair/Maintenance Services | 69,900 | 9,694 | 81,900 | (12,000) |
| Engines and Transmissions | - | 43 | - | - |
| Other Outside Services | 3,048,723 | 1,122,687 | 3,208,185 | (159,462) |
| Purchased Transportation | - | - | - | - |
| Total Outside Services: | 3,128,763 | 1,132,556 | 3,298,225 | (169,462) |
| <u>Materials & Supplies:</u> | | | | |
| Lubricants | - | - | - | - |
| Tires | - | - | - | - |
| Other Materials & Supplies | 46,500 | 8,934 | 43,500 | 3,000 |
| Total Maint. Parts & Supplies: | 46,500 | 8,934 | 43,500 | 3,000 |
| <u>Energy:</u> | | | | |
| Fuel | 980 | 1,146 | 980 | - |
| CNG | - | - | - | - |
| Traction Power | - | - | - | - |
| Utilities | 152,144 | 66,081 | 171,244 | (19,100) |
| Total Energy: | 153,124 | 67,227 | 172,224 | (19,100) |
| <u>Risk Management</u> | 729,739 | 199,735 | 729,739 | - |
| <u>General & Administrative</u> | 1,515,058 | 1,072,740 | 1,564,058 | (49,000) |
| <u>Debt Service</u> | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | 830 | - | 830 | - |
| TOTAL OPERATING EXPENSES | 13,746,973 | 5,506,066 | 13,825,949 | (78,976) |
| Overhead Allocation | (7,513,863) | - | (6,946,172) | (567,691) |
| Total Revenues Less Total Expenses | - | (2,259,855) | - | (0) |
| Net Operating Subsidy | (5,368,000) | (4,866,655) | (5,949,667) | (581,667) |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED - OTHER ACTIVITIES
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|---|----------------|-------------------------------|--------------------|---|
| REVENUE: | | (a) | | |
| Passenger Fares | - | - | - | - |
| Advertising | - | - | - | - |
| Contracted Service Revenue | - | - | - | - |
| Other | 759,200 | 309,183 | 759,200 | - |
| Total Operating Revenue | 759,200 | 309,183 | 759,200 | - |
| Subsidy Revenue | 21,940,637 | 3,436,762 | 21,940,637 | - |
| Reserve Revenue | 167,342 | - | 164,529 | (2,813) |
| Other Income | - | 4,292,428 | - | - |
| Total Combined Revenue | 22,867,179 | 8,038,373 | 22,864,366 | (2,813) |
| EXPENSES: | | | | |
| <u>Personnel</u> | (4,350,673) | (576,577) | (4,350,673) | - |
| <u>Outside Services:</u> | | | | |
| Security | - | - | - | - |
| Repair/Maintenance Services | 27,665 | 7,029 | 27,665 | - |
| Engines and Transmissions | - | - | - | - |
| Other Outside Services | 109,052 | 26,775 | 109,052 | - |
| Purchased Transportation | - | - | - | - |
| Total Outside Services: | 136,717 | 33,804 | 136,717 | - |
| <u>Materials & Supplies:</u> | | | | |
| Lubricants | - | 68 | - | - |
| Tires | - | - | - | - |
| Other Materials & Supplies | - | 1,954 | - | - |
| Total Maint. Parts & Supplies: | - | 2,022 | - | - |
| <u>Energy:</u> | | | | |
| Fuel | 5,867 | 395 | 5,867 | - |
| CNG | - | - | - | - |
| Traction Power | - | - | - | - |
| Utilities | 9,064 | 4,292 | 9,064 | - |
| Total Energy: | 14,931 | 4,687 | 14,931 | - |
| <u>Risk Management</u> | 88,523 | 37,275 | 88,523 | - |
| <u>General & Administrative</u> | (787,899) | (840,926) | (787,899) | - |
| <u>Debt Service</u> | 27,740,071 | 10,739,067 | 27,740,071 | - |
| <u>Vehicle/Facility Leases</u> | - | - | - | - |
| TOTAL OPERATING EXPENSES | 22,841,670 | 9,399,352 | 22,841,670 | - |
| Overhead Allocation | 25,509 | - | 22,696 | 2,813 |
| Total Revenues Less Total Expenses | 0 | (1,360,978) | 0 | 0 |
| Net Operating Subsidy | (22,107,979) | (9,090,168) | (22,105,166) | 2,813 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OPERATIONS
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|---|----------------------|----------------------|--------------------------------------|----------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | 67,280,400 | 70,582,446 | 30,795,318 | 70,540,754 | (41,692) |
| Advertising | 739,826 | 700,000 | 374,194 | 900,000 | 200,000 |
| Contracted Service Revenue | - | 25,000 | 1,427 | 25,000 | - |
| Other | 487,412 | 419,600 | 319,343 | 539,600 | 120,000 |
| Total Operating Revenue | 68,507,638 | 71,727,046 | 31,490,282 | 72,005,354 | 278,308 |
| Subsidy Revenue | 114,294,709 | 123,731,030 | 57,259,438 | 123,460,515 | (270,515) |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | 182,802,347 | 195,458,077 | 88,749,720 | 195,465,870 | 7,793 |
| EXPENSES: | | | | | |
| <u>Personnel</u> | 85,733,036 | 88,005,903 | 36,736,433 | 86,935,724 | 1,070,178 |
| <u>Outside Services:</u> | | | | | |
| Security | 5,418,146 | 5,120,252 | 2,562,403 | 5,064,752 | 55,500 |
| Repair/Maintenance Services | 3,571,885 | 3,489,226 | 1,649,790 | 3,779,536 | (290,310) |
| Engines and Transmissions | 1,049,792 | 999,683 | 281,131 | 952,683 | 47,000 |
| Other Outside Services | 3,589,069 | 3,416,906 | 1,083,220 | 2,472,734 | 944,172 |
| Purchased Transportation | 48,860,262 | 49,975,012 | 20,598,266 | 49,291,035 | 683,977 |
| Total Outside Services: | 62,489,154 | 63,001,078 | 26,174,809 | 61,560,739 | 1,440,339 |
| <u>Materials & Supplies:</u> | | | | | |
| Lubricants | 200,807 | 366,038 | 140,987 | 336,038 | 30,000 |
| Tires | 602,557 | 780,305 | 296,121 | 732,504 | 47,801 |
| Other Materials & Supplies | 8,545,775 | 7,041,247 | 2,916,308 | 6,754,250 | 286,997 |
| Total Maint. Parts & Supplies: | 9,349,140 | 8,187,590 | 3,353,416 | 7,822,792 | 364,798 |
| <u>Energy:</u> | | | | | |
| Fuel | 6,582,417 | 5,915,767 | 3,000,427 | 6,910,034 | (994,267) |
| CNG | 7,322,484 | 7,850,957 | 4,102,679 | 10,443,846 | (2,592,889) |
| Traction Power | 4,998,151 | 6,634,604 | 2,810,207 | 6,634,604 | - |
| Utilities | 1,968,317 | 2,479,274 | 1,241,888 | 2,504,589 | (25,315) |
| Total Energy: | 20,871,369 | 22,880,601 | 11,155,202 | 26,493,072 | (3,612,471) |
| <u>Risk Management</u> | 5,561,842 | 4,946,251 | 1,916,611 | 4,888,912 | 57,339 |
| <u>General & Administrative</u> | 717,680 | 629,281 | 205,477 | 612,636 | 16,645 |
| <u>Debt Service</u> | - | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | 56,242 | 319,018 | 46,629 | 228,518 | 90,500 |
| TOTAL OPERATING EXPENSES | 184,778,462 | 187,969,722 | 79,588,576 | 188,542,394 | (572,671) |
| Overhead Allocation | - | 7,488,354 | - | 6,923,476 | 564,878 |
| Total Revenues Less Total Expenses | (1,976,115) | 0 | 9,161,143 | (0) | (0) |
| Net Operating Subsidy | (116,270,824) | (123,731,030) | (48,098,295) | (123,460,516) | 270,515 |
| Revenue Miles | 31,713,889 | 33,618,335 | 13,585,463 | 32,138,164 | (1,480,171) |
| Total Miles | 35,779,965 | 38,098,998 | 15,354,198 | 36,371,719 | (1,727,279) |
| Revenue Hours | 2,337,818 | 2,433,994 | 1,005,511 | 2,400,160 | (33,834) |
| Passengers (Boardings) | 76,986,746 | 79,946,050 | 35,929,131 | 85,007,763 | 5,061,713 |
| Farebox Recovery Ratio | 36.4% | 37.5% | 38.7% | 37.4% | -0.1% |
| Average Fare | 0.874 | 0.883 | 0.857 | 0.830 | (0.053) |
| Cost per Revenue Mile | 5.83 | 5.59 | 5.86 | 5.87 | 0.28 |
| Cost per Revenue Hour | 79.04 | 77.23 | 79.15 | 78.55 | 1.33 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TRANSIT CORP
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|---|---------------------|---------------------|--------------------------------------|---------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | 21,401,339 | 19,912,789 | 9,129,953 | 21,622,855 | 1,710,066 |
| Advertising | 739,826 | 700,000 | 374,194 | 900,000 | 200,000 |
| Contracted Service Revenue | - | 25,000 | 827 | 25,000 | - |
| Other | 164,692 | 122,000 | 100,240 | 192,000 | 70,000 |
| Total Operating Revenue | 22,305,857 | 20,759,789 | 9,605,214 | 22,739,855 | 1,980,066 |
| Subsidy Revenue | 53,430,977 | 55,781,455 | 25,155,040 | 54,097,901 | (1,683,553) |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | 75,736,834 | 76,541,244 | 34,760,254 | 76,837,756 | 296,513 |
| EXPENSES: | | | | | |
| <u>Personnel</u> | 56,918,052 | 56,295,187 | 23,997,438 | 56,240,911 | 54,276 |
| <u>Outside Services:</u> | | | | | |
| Security | 614,958 | 364,081 | 47,511 | 188,581 | 175,500 |
| Repair/Maintenance Services | 601,131 | 651,088 | 238,388 | 793,011 | (141,923) |
| Engines and Transmissions | 490,740 | 532,683 | 117,758 | 332,683 | 200,000 |
| Other Outside Services | 1,193,650 | 1,088,008 | 212,901 | 428,701 | 659,308 |
| Purchased Transportation | - | - | - | - | - |
| Total Outside Services: | 2,900,478 | 2,635,860 | 616,558 | 1,742,976 | 892,884 |
| <u>Materials & Supplies:</u> | | | | | |
| Lubricants | 126,725 | 162,088 | 57,515 | 162,088 | - |
| Tires | 578,262 | 746,305 | 286,136 | 694,504 | 51,801 |
| Other Materials & Supplies | 3,933,233 | 3,517,343 | 1,425,737 | 3,683,771 | (166,428) |
| Total Maint. Parts & Supplies: | 4,638,220 | 4,425,735 | 1,769,388 | 4,540,363 | (114,627) |
| <u>Energy:</u> | | | | | |
| Fuel | 3,008,796 | 2,158,241 | 1,057,477 | 2,399,888 | (241,647) |
| CNG | 3,693,009 | 3,940,482 | 2,286,393 | 5,661,645 | (1,721,163) |
| Traction Power | - | - | - | - | - |
| Utilities | 494,279 | 728,362 | 237,175 | 670,362 | 58,001 |
| Total Energy: | 7,196,084 | 6,827,085 | 3,581,045 | 8,731,895 | (1,904,810) |
| <u>Risk Management</u> | 2,934,115 | 2,314,858 | 728,955 | 2,114,858 | 200,000 |
| <u>General & Administrative</u> | 406,003 | 177,384 | 98,335 | 193,453 | (16,069) |
| <u>Debt Service</u> | - | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | - | 90,000 | 14,103 | 91,200 | (1,200) |
| TOTAL OPERATING EXPENSES | 74,992,953 | 72,766,110 | 30,805,823 | 73,655,656 | (889,546) |
| Overhead Allocation | - | 3,775,134 | - | 3,182,101 | 593,033 |
| Total Revenues Less Total Expenses | 743,881 | 0 | 3,954,431 | 0 | (0) |
| Net Operating Subsidy | (52,687,096) | (55,781,454) | (21,200,609) | (54,097,901) | 1,683,553 |

| | | | | | |
|------------------------|------------|------------|------------|------------|-----------|
| Revenue Miles | 10,086,163 | 9,440,154 | 4,039,902 | 9,637,675 | 197,521 |
| Total Miles | 11,531,443 | 10,918,436 | 4,702,831 | 11,219,172 | 300,736 |
| Revenue Hours | 875,533 | 839,337 | 352,853 | 841,773 | 2,436 |
| Total Hours | | 1,113,723 | 384,904 | 918,235 | (195,488) |
| Passengers (Boardings) | 24,413,239 | 22,403,330 | 10,528,447 | 25,116,883 | 2,713,553 |
| Farebox Recovery Ratio | 28.5% | 27.4% | 29.6% | 29.4% | 2.0% |
| Average Fare | 0.877 | 0.889 | 0.867 | 0.861 | (0.028) |
| Cost per Revenue Mile | 7.44 | 7.71 | 7.63 | 7.64 | (0.07) |
| Cost per Revenue Hour | 85.65 | 86.69 | 87.30 | 87.50 | 0.81 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TROLLEY INC.
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|---|---------------------|---------------------|--------------------------------------|---------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | 25,855,242 | 30,185,273 | 12,301,729 | 28,678,140 | (1,507,133) |
| Advertising | - | - | - | - | - |
| Contracted Service Revenue | - | - | 600 | - | - |
| Other | 282,409 | 297,600 | 219,103 | 347,600 | 50,000 |
| Total Operating Revenue | 26,137,651 | 30,482,873 | 12,521,432 | 29,025,740 | (1,457,133) |
| Subsidy Revenue | 18,701,323 | 23,310,580 | 10,020,130 | 23,801,852 | 491,272 |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | 44,838,974 | 53,793,453 | 22,541,562 | 52,827,593 | (965,861) |
| EXPENSES: | | | | | |
| <u>Personnel</u> | 26,233,056 | 28,718,250 | 11,576,735 | 27,779,950 | 938,300 |
| <u>Outside Services:</u> | | | | | |
| Security | 4,752,750 | 4,706,171 | 2,490,136 | 4,821,171 | (115,000) |
| Repair/Maintenance Services | 2,830,243 | 2,671,406 | 1,323,751 | 2,823,681 | (152,275) |
| Engines and Transmissions | - | - | - | - | - |
| Other Outside Services | 779,555 | 495,192 | 185,157 | 377,080 | 118,112 |
| Purchased Transportation | - | - | - | - | - |
| Total Outside Services: | 8,362,548 | 7,872,769 | 3,999,044 | 8,021,932 | (149,163) |
| <u>Materials & Supplies:</u> | | | | | |
| Lubricants | 67,353 | 195,950 | 81,096 | 165,950 | 30,000 |
| Tires | - | 4,000 | 1,553 | 3,000 | 1,000 |
| Other Materials & Supplies | 4,466,624 | 3,390,904 | 1,455,842 | 2,957,479 | 433,425 |
| Total Maint. Parts & Supplies: | 4,533,977 | 3,590,854 | 1,538,492 | 3,126,429 | 464,425 |
| <u>Energy:</u> | | | | | |
| Fuel | 307,250 | 331,550 | 174,770 | 338,350 | (6,800) |
| CNG | - | - | - | - | - |
| Traction Power | 4,998,151 | 6,634,604 | 2,810,207 | 6,634,604 | - |
| Utilities | 1,338,218 | 1,561,050 | 936,972 | 1,645,050 | (84,000) |
| Total Energy: | 6,643,618 | 8,527,204 | 3,921,949 | 8,618,004 | (90,800) |
| <u>Risk Management</u> | 2,169,838 | 2,091,333 | 1,001,325 | 2,281,694 | (190,361) |
| <u>General & Administrative</u> | 247,236 | 220,906 | 84,662 | 211,906 | 9,000 |
| <u>Debt Service</u> | - | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | - | 82,818 | 32,527 | 82,818 | - |
| TOTAL OPERATING EXPENSES | 48,190,274 | 51,104,134 | 22,154,734 | 50,122,733 | 981,401 |
| Overhead Allocation | - | 2,689,319 | - | 2,704,860 | (15,541) |
| Total Revenues Less Total Expenses | (3,351,300) | 0 | 386,829 | 0 | (0) |
| Net Operating Subsidy | (22,052,623) | (23,310,580) | (9,633,301) | (23,801,852) | (491,272) |
| Revenue Miles | 7,052,778 | 9,781,874 | 3,490,363 | 8,326,683 | (1,455,191) |
| Total Miles | 7,180,352 | 10,021,340 | 3,550,518 | 8,470,190 | (1,551,150) |
| Revenue Hours | 364,864 | 513,743 | 193,185 | 460,867 | (52,876) |
| Total Hours | | 529,061 | 198,427 | 473,371 | (55,690) |
| Passengers (Boardings) | 29,334,361 | 33,981,500 | 15,131,977 | 36,099,161 | 2,117,661 |
| Farebox Recovery Ratio | 53.7% | 59.1% | 55.5% | 57.2% | -1.9% |
| Average Fare | 0.881 | 0.888 | 0.813 | 0.794 | (0.094) |
| Cost per Revenue Mile | 6.83 | 5.22 | 6.35 | 6.02 | 0.80 |
| Cost per Revenue Hour | 132.08 | 99.47 | 114.68 | 108.76 | 9.28 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACT SERVICES - FIXED ROUTE
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|---|---------------------|---------------------|--------------------------------------|---------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | 14,991,784 | 15,295,539 | 6,948,906 | 15,065,540 | (229,999) |
| Advertising | - | - | - | - | - |
| Contracted Service Revenue | - | - | - | - | - |
| Other | - | - | - | - | - |
| Total Operating Revenue | 14,991,784 | 15,295,539 | 6,948,906 | 15,065,540 | (229,999) |
| Subsidy Revenue | 26,341,900 | 27,458,324 | 13,557,548 | 28,740,893 | 1,282,568 |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | 41,333,684 | 42,753,863 | 20,506,454 | 43,806,433 | 1,052,569 |
| EXPENSES: | | | | | |
| <u>Personnel</u> | 311,009 | 394,950 | 127,553 | 375,948 | 19,002 |
| <u>Outside Services:</u> | | | | | |
| Security | 39,776 | 40,000 | 20,038 | 47,000 | (7,000) |
| Repair/ Maintenance Services | - | - | - | - | - |
| Engines and Transmissions | 489,372 | 417,000 | 158,366 | 570,000 | (153,000) |
| Other Outside Services | 524,532 | 554,290 | 197,207 | 539,290 | 15,000 |
| Purchased Transportation | 35,005,342 | 35,370,536 | 14,656,572 | 35,092,814 | 277,722 |
| Total Outside Services: | 36,059,022 | 36,381,826 | 15,032,183 | 36,249,104 | 132,722 |
| <u>Materials & Supplies:</u> | | | | | |
| Lubricants | - | - | - | - | - |
| Tires | - | - | - | - | - |
| Other Materials & Supplies | - | - | - | - | - |
| Total Maint. Parts & Supplies: | - | - | - | - | - |
| <u>Energy:</u> | | | | | |
| Fuel | 1,842,638 | 1,996,301 | 1,004,432 | 2,385,445 | (389,144) |
| CNG | 3,117,830 | 3,165,875 | 1,556,203 | 3,981,962 | (816,087) |
| Traction Power | - | - | - | - | - |
| Utilities | - | - | - | - | - |
| Total Energy: | 4,960,468 | 5,162,176 | 2,560,635 | 6,367,407 | (1,205,231) |
| <u>Risk Management</u> | - | - | - | - | - |
| <u>General & Administrative</u> | 7,926 | 14,300 | 2,086 | 9,300 | 5,000 |
| <u>Debt Service</u> | - | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | - | 40,500 | - | 36,500 | 4,000 |
| TOTAL OPERATING EXPENSES | 41,338,425 | 41,993,752 | 17,722,457 | 43,038,259 | (1,044,507) |
| Overhead Allocation | - | 760,112 | | 768,174 | (8,062) |
| Total Revenues Less Total Expenses | (4,741) | 0 | 2,783,997 | 0 | 0 |
| Net Operating Subsidy | (26,346,641) | (27,458,324) | (10,773,551) | (28,740,892) | (1,282,568) |
| Revenue Miles | 9,077,377 | 8,648,797 | 3,693,436 | 8,758,882 | 110,085 |
| Total Miles | 10,518,757 | 10,032,604 | 4,290,185 | 10,177,834 | 145,230 |
| Revenue Hours | 747,003 | 717,371 | 308,539 | 746,508 | 29,137 |
| Total Hours | 858,520 | 819,327 | | 842,816 | 23,489 |
| Passengers (Boardings) | 17,824,056 | 18,120,000 | 7,712,123 | 18,100,000 | (20,000) |
| Farebox Recovery Ratio | 36.3% | 36.4% | 39.2% | 35.0% | -1.4% |
| Average Fare | 0.841 | 0.844 | 0.901 | 0.832 | (0.012) |
| Cost per Revenue Mile | 4.55 | 4.86 | 4.80 | 4.91 | 0.06 |
| Cost per Revenue Hour | 55.34 | 58.54 | 57.44 | 57.65 | (0.89) |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACT SERVICES - PARA TRANSIT
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|-------------------------------------|-------------------|-------------------|--------------------------------------|--------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | 1,459,433 | 1,465,000 | 685,805 | 1,494,874 | 29,874 |
| Advertising | - | - | - | - | - |
| Contracted Service Revenue | - | - | - | - | - |
| Other | - | - | - | - | - |
| Total Operating Revenue | 1,459,433 | 1,465,000 | 685,805 | 1,494,874 | 29,874 |
| Subsidy Revenue | 9,791,429 | 10,057,435 | 4,792,540 | 9,498,702 | (558,733) |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | 11,250,862 | 11,522,435 | 5,478,345 | 10,993,576 | (528,859) |
| EXPENSES: | | | | | |
| <u>Personnel</u> | 199,812 | 277,710 | 68,099 | 219,110 | 58,600 |
| <u>Outside Services:</u> | | | | | |
| Security | - | - | - | - | - |
| Repair/Maintenance Services | - | - | - | - | - |
| Engines and Transmissions | 11,683 | - | - | - | - |
| Other Outside Services | 474,681 | 512,170 | 185,368 | 377,282 | 134,888 |
| Purchased Transportation | 8,914,218 | 9,425,383 | 3,845,868 | 9,039,278 | 386,105 |
| Total Outside Services: | 9,400,582 | 9,937,553 | 4,031,236 | 9,416,560 | 520,993 |
| <u>Materials & Supplies:</u> | | | | | |
| Lubricants | - | - | - | - | - |
| Tires | - | - | - | - | - |
| Other Materials & Supplies | - | - | - | - | - |
| Total Maint. Parts & Supplies: | - | - | - | - | - |
| <u>Energy:</u> | | | | | |
| Fuel | 987,362 | 1,061,116 | 563,115 | 1,300,411 | (239,295) |
| CNG | - | - | - | - | - |
| Traction Power | - | - | - | - | - |
| Utilities | - | - | - | - | - |
| Total Energy: | 987,362 | 1,061,116 | 563,115 | 1,300,411 | (239,295) |
| <u>Risk Management</u> | 106,933 | 97,200 | - | - | 97,200 |
| <u>General & Administrative</u> | 3,530 | 6,205 | 854 | 4,205 | 2,000 |
| <u>Debt Service</u> | - | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | 56,242 | 105,700 | - | 18,000 | 87,700 |
| TOTAL OPERATING EXPENSES | 10,754,461 | 11,485,484 | 4,663,304 | 10,958,286 | 527,198 |
| Overhead Allocation | - | 36,951 | - | 35,290 | 1,660 |
| Total Revenues Less Total Expenses | 496,401 | 0 | 815,041 | (0) | (0) |
| Net Operating Subsidy | (9,295,028) | (10,057,435) | (3,977,499) | (9,498,703) | 558,732 |
| Revenue Miles | 3,623,984 | 3,860,000 | 1,537,994 | 3,536,628 | (323,372) |
| Total Miles | 4,544,057 | 5,107,000 | 1,927,792 | 4,493,097 | (613,903) |
| Revenue Hours | 199,311 | 213,000 | 84,071 | 198,527 | (14,473) |
| Total Hours | 260,567 | 269,446 | - | 260,813 | (8,633) |
| Passengers (Boardings) | 624,688 | 615,000 | 269,912 | 614,000 | (1,000) |
| Farebox Recovery Ratio | 13.6% | 12.8% | 14.7% | 13.6% | 0.9% |
| Average Fare | 2.336 | 2.382 | 2.541 | 2.435 | 0.053 |
| Cost per Revenue Mile | 2.97 | 2.98 | 3.03 | 3.10 | 0.12 |
| Cost per Revenue Hour | 53.96 | 53.92 | 55.47 | 55.20 | 1.28 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|---|--------------------|--------------------|--------------------------------------|--------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | 2,358,845 | 2,423,344 | 1,137,535 | 2,423,344 | - |
| Advertising | - | - | - | - | - |
| Contracted Service Revenue | - | - | - | - | - |
| Other | 40,311 | - | - | - | - |
| Total Operating Revenue | 2,399,156 | 2,423,344 | 1,137,535 | 2,423,344 | - |
| Subsidy Revenue | 4,377,218 | 4,848,904 | 2,424,000 | 4,920,387 | 71,483 |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | 6,776,374 | 7,272,248 | 3,561,535 | 7,343,731 | 71,483 |
| EXPENSES: | | | | | |
| <u>Personnel</u> | 639,027 | 668,911 | 232,763 | 668,911 | - |
| <u>Outside Services:</u> | | | | | |
| Security | - | - | - | - | - |
| Repair/Maintenance Services | 92,483 | 94,632 | 47,363 | 96,744 | (2,112) |
| Engines and Transmissions | 57,997 | 50,000 | 5,007 | 50,000 | - |
| Other Outside Services | 180,188 | 196,012 | 19,045 | 185,147 | 10,865 |
| Purchased Transportation | 4,809,578 | 5,044,032 | 2,039,551 | 5,023,882 | 20,150 |
| Total Outside Services: | 5,140,246 | 5,384,676 | 2,110,966 | 5,355,773 | 28,903 |
| <u>Materials & Supplies:</u> | | | | | |
| Lubricants | - | - | - | - | - |
| Tires | - | - | - | - | - |
| Other Materials & Supplies | - | - | - | - | - |
| Total Maint. Parts & Supplies: | - | - | - | - | - |
| <u>Energy:</u> | | | | | |
| Fuel | 163,695 | 83,559 | 46,115 | 120,940 | (37,381) |
| CNG | 511,645 | 744,600 | 260,083 | 800,239 | (55,639) |
| Traction Power | - | - | - | - | - |
| Utilities | 112,307 | 136,300 | 51,572 | 138,615 | (2,315) |
| Total Energy: | 787,647 | 964,459 | 357,770 | 1,059,794 | (95,335) |
| <u>Risk Management</u> | 41,178 | 62,700 | - | 62,700 | - |
| <u>General & Administrative</u> | 34,160 | 39,375 | 7,347 | 40,161 | (786) |
| <u>Debt Service</u> | - | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 6,642,258 | 7,120,121 | 2,708,846 | 7,187,339 | (67,218) |
| Overhead Allocation | - | 152,127 | | 156,392 | (4,265) |
| Total Revenues Less Total Expenses | 134,116 | 0 | 852,690 | (0) | (0) |
| Net Operating Subsidy | (4,243,102) | (4,848,904) | (1,571,310) | (4,920,387) | (71,483) |
| Revenue Miles | 1,397,818 | 1,407,510 | 584,576 | 1,402,297 | (5,214) |
| Total Miles | 1,511,059 | 1,527,618 | 633,278 | 1,514,426 | (13,192) |
| Revenue Hours | 109,326 | 108,543 | 46,183 | 110,485 | 1,942 |
| Total Hours | | 120,985 | | 117,790 | (3,195) |
| Passengers (Boardings) | 3,068,539 | 3,118,000 | 1,394,929 | 3,287,832 | 169,832 |
| Farebox Recovery Ratio | 35.5% | 34.0% | 42.0% | 33.7% | -0.3% |
| Average Fare | 0.769 | 0.777 | 0.815 | 0.737 | (0.040) |
| Cost per Revenue Mile | 4.75 | 5.06 | 4.63 | 5.13 | 0.07 |
| Cost per Revenue Hour | 60.76 | 65.60 | 58.65 | 65.05 | (0.54) |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NATIONAL CITY TRANSIT
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|---|--------------------|--------------------|--------------------------------------|--------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | 1,213,757 | 1,300,500 | 591,389 | 1,256,000 | (44,500) |
| Advertising | - | - | - | - | - |
| Contracted Service Revenue | - | - | - | - | - |
| Other | - | - | - | - | - |
| Total Operating Revenue | 1,213,757 | 1,300,500 | 591,389 | 1,256,000 | (44,500) |
| Subsidy Revenue | 1,520,738 | 1,795,093 | 899,000 | 1,921,541 | 126,448 |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | 2,734,495 | 3,095,593 | 1,490,389 | 3,177,541 | 81,948 |
| EXPENSES: | | | | | |
| <u>Personnel</u> | 1,432,080 | 1,462,214 | 545,166 | 1,462,214 | - |
| <u>Outside Services:</u> | | | | | |
| Security | 10,662 | 10,000 | 4,718 | 8,000 | 2,000 |
| Repair/Maintenance Services | 48,029 | 72,100 | 40,288 | 66,100 | 6,000 |
| Engines and Transmissions | - | - | - | - | - |
| Other Outside Services | 436,463 | 415,734 | 128,041 | 409,734 | 6,000 |
| Purchased Transportation | - | - | - | - | - |
| Total Outside Services: | 495,154 | 497,834 | 173,046 | 483,834 | 14,000 |
| <u>Materials & Supplies:</u> | | | | | |
| Lubricants | 6,729 | 8,000 | 2,375 | 8,000 | - |
| Tires | 24,296 | 30,000 | 8,432 | 35,000 | (5,000) |
| Other Materials & Supplies | 145,918 | 133,000 | 34,729 | 113,000 | 20,000 |
| Total Maint. Parts & Supplies: | 176,942 | 171,000 | 45,536 | 156,000 | 15,000 |
| <u>Energy:</u> | | | | | |
| Fuel | 272,676 | 285,000 | 154,518 | 365,000 | (80,000) |
| CNG | - | - | - | - | - |
| Traction Power | - | - | - | - | - |
| Utilities | 23,513 | 53,562 | 16,169 | 50,562 | 3,000 |
| Total Energy: | 296,190 | 338,562 | 170,687 | 415,562 | (77,000) |
| <u>Risk Management</u> | 309,777 | 380,160 | 186,331 | 429,660 | (49,500) |
| <u>General & Administrative</u> | 18,825 | 171,111 | 12,192 | 153,611 | 17,500 |
| <u>Debt Service</u> | - | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 2,728,967 | 3,020,881 | 1,132,958 | 3,100,881 | (80,000) |
| Overhead Allocation | - | 74,712 | - | 76,660 | (1,948) |
| Total Revenues Less Total Expenses | 5,529 | (0) | 357,431 | 0 | 0 |
| Net Operating Subsidy | (1,515,210) | (1,795,093) | (541,569) | (1,921,541) | (126,448) |
| Revenue Miles | 475,769 | 480,000 | 239,192 | 476,000 | (4,000) |
| Total Miles | 494,297 | 492,000 | 249,594 | 497,000 | 5,000 |
| Revenue Hours | 41,781 | 42,000 | 20,680 | 42,000 | - |
| Total Hours | | | | 45,000 | 45,000 |
| Passengers (Boardings) | 1,633,113 | 1,632,000 | 859,933 | 1,714,000 | 82,000 |
| Farebox Recovery Ratio | 44.5% | 43.1% | 52.2% | 40.5% | -2.5% |
| Average Fare | 0.743 | 0.797 | 0.688 | 0.733 | (0.064) |
| Cost per Revenue Mile | 5.74 | 6.29 | 4.74 | 6.51 | 0.22 |
| Cost per Revenue Hour | 65.32 | 71.93 | 54.78 | 73.83 | 1.90 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|-------------------------------------|----------------|----------------|--------------------------------------|--------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | - | - | - | - | - |
| Advertising | - | - | - | - | - |
| Contracted Service Revenue | - | - | - | - | - |
| Other | - | - | - | - | - |
| Total Operating Revenue | - | - | - | - | - |
| Subsidy Revenue | 131,124 | 135,060 | 67,000 | 135,060 | - |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | 131,124 | 135,060 | 67,000 | 135,060 | - |
| EXPENSES: | | | | | |
| Personnel | | - | - | - | - |
| Outside Services: | | | | | |
| Security | - | - | - | - | - |
| Repair/Maintenance Services | - | - | - | - | - |
| Engines and Transmissions | - | - | - | - | - |
| Other Outside Services | - | - | - | - | - |
| Purchased Transportation | 131,124 | 135,060 | 56,275 | 135,060 | - |
| Total Outside Services: | 131,124 | 135,060 | 56,275 | 135,060 | - |
| Materials & Supplies: | | | | | |
| Lubricants | - | - | - | - | - |
| Tires | - | - | - | - | - |
| Other Materials & Supplies | - | - | - | - | - |
| Total Maint. Parts & Supplies: | - | - | - | - | - |
| Energy: | | | | | |
| Fuel | - | - | - | - | - |
| CNG | - | - | - | - | - |
| Traction Power | - | - | - | - | - |
| Utilities | - | - | - | - | - |
| Total Energy: | - | - | - | - | - |
| Risk Management | - | - | - | - | - |
| General & Administrative | - | - | - | - | - |
| Debt Service | - | - | - | - | - |
| Vehicle/Facility Leases | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 131,124 | 135,060 | 56,275 | 135,060 | - |
| Overhead Allocation | - | - | - | - | - |
| Total Revenues Less Total Expenses | - | - | 10,725 | - | - |
| Net Operating Subsidy | (131,124) | (135,060) | (56,275) | (135,060) | - |

| | | | | | |
|------------------------|--------|--------|--------|--------|-------|
| Passengers (Boardings) | 88,750 | 76,220 | 31,810 | 75,887 | (333) |
| Farebox Recovery Ratio | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION PASS-THRU
FY 06 PROPOSED BUDGET AMENDMENT**

| | FY05 ACTUAL | FY06 BUDGET | FY 06 ACTUAL THROUGH 11/30 (a) | FY 06 PROJECTED | FY 06 BUDGET CHANGE FAVORABLE (UNFAVORABLE) |
|--|----------------|----------------|--------------------------------------|--------------------|---|
| REVENUE: | | | | | |
| Passenger Fares | - | - | - | - | - |
| Advertising | - | - | - | - | - |
| Contracted Service Revenue | - | - | - | - | - |
| Other | - | - | - | - | - |
| Total Operating Revenue | - | - | - | - | - |
| Subsidy Revenue | - | 344,180 | 344,180 | 344,180 | - |
| Reserve Revenue | - | - | - | - | - |
| Other Income | - | - | - | - | - |
| Total Combined Revenue | - | 344,180 | 344,180 | 344,180 | - |
| EXPENSES: | | | | | |
| <u>Personnel</u> | - | 188,680 | 188,680 | 188,680 | - |
| <u>Outside Services:</u> | | | | | |
| Security | - | - | - | - | - |
| Repair/Maintenance Services | - | - | - | - | - |
| Engines and Transmissions | - | - | - | - | - |
| Other Outside Services | - | 155,500 | 155,500 | 155,500 | - |
| Purchased Transportation | - | - | - | - | - |
| Total Outside Services: | - | 155,500 | 155,500 | 155,500 | - |
| <u>Materials & Supplies:</u> | | | | | |
| Lubricants | - | - | - | - | - |
| Tires | - | - | - | - | - |
| Other Materials & Supplies | - | - | - | - | - |
| Total Maint. Parts & Supplies: | - | - | - | - | - |
| <u>Energy:</u> | | | | | |
| Fuel | - | - | - | - | - |
| CNG | - | - | - | - | - |
| Traction Power | - | - | - | - | - |
| Utilities | - | - | - | - | - |
| Total Energy: | - | - | - | - | - |
| <u>Risk Management</u> | - | - | - | - | - |
| <u>General & Administrative</u> | - | - | - | - | - |
| <u>Debt Service</u> | - | - | - | - | - |
| <u>Vehicle/Facility Leases</u> | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | - | 344,180 | 344,180 | 344,180 | - |
| Overhead Allocation | - | - | - | - | - |
| Total Revenues Less Total Expenses | - | - | - | - | - |
| Net Operating Subsidy | - | (344,180) | (344,180) | (344,180) | - |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2006

| | Federal | TDA | STA | State - Other | TransNet | Other Local | Other Non Operating | Reserves/ Carryovers | Total |
|---|------------|------------|-----------|------------------|------------|----------------|------------------------|-------------------------|-------------|
| SDTC | 15,000,000 | 20,431,802 | 5,283,210 | - | 13,104,889 | 278,000 | - | - | 54,097,902 |
| SDTI | 12,787,588 | 4,191,132 | 823,132 | - | 6,000,000 | - | - | - | 23,801,852 |
| MCS 801 - South Central | - | 13,381,313 | 466,644 | - | - | - | - | - | 13,847,957 |
| MCS 802 - JARC Otay | 267,406 | 267,406 | - | - | - | - | - | - | 534,813 |
| MCS 803 - JARC Mid City | 41,594 | 454,161 | - | - | - | - | - | - | 495,755 |
| MCS 804 - Inland Breeze | - | - | - | - | - | 1,037,690 | - | - | 1,037,690 |
| MCS 805 - Airport | - | 922,793 | - | - | - | - | - | - | 922,793 |
| MCS 820 - East County | - | 7,887,844 | - | - | - | - | - | - | 7,887,844 |
| MCS 825 - Poway | - | 688,842 | - | - | - | - | - | - | 688,842 |
| MCS 830 - Commuter Express | - | 1,513,926 | - | - | - | - | - | - | 1,513,926 |
| MCS 831 - Poway Express | - | 157,267 | - | - | - | 17,505 | - | - | 174,772 |
| MCS 835 - Central Routes 961-965 | - | 973,489 | - | - | - | - | - | - | 973,489 |
| MCS 836 - Suburban Routes 851,853,874 | - | 396,986 | - | - | - | - | - | - | 396,986 |
| MCS 840 - Regional Transit Center Maintenance | - | 266,025 | - | - | - | - | - | - | 266,025 |
| MCS 850 - ADA Access | - | 3,736,116 | - | - | 558,963 | 150,918 | - | - | 4,445,997 |
| MCS 855 - ADA Suburban | - | 2,486,831 | - | 400,000 | - | - | - | - | 2,886,831 |
| MCS 856 - ADA Certification | - | 195,628 | - | - | - | - | - | - | 195,628 |
| MCS 870 - DART | - | 177,515 | - | - | - | - | - | - | 177,515 |
| MCS 875 - Coaster Connection | 208,000 | 116,995 | - | - | - | 546,834 | - | - | 871,829 |
| MCS 876 - CalTrans Mitigation | - | 3,863 | - | 144,543 | - | - | - | - | 148,406 |
| MCS 880 - Rural | - | 772,496 | - | - | - | - | - | - | 772,496 |
| Chula Vista Transit | - | 4,920,387 | - | - | - | - | - | - | 4,920,387 |
| National City Transit | - | 1,921,541 | - | - | - | - | - | - | 1,921,541 |
| Coronado Ferry | - | 135,060 | - | - | - | - | - | - | 135,060 |
| Administrative Pass Thru | - | 344,180 | - | - | - | - | - | - | 344,180 |
| Subtotal Operations | 28,304,588 | 66,343,599 | 6,572,986 | 544,543 | 19,663,852 | 2,030,947 | - | - | 123,460,516 |
| Taxicab | - | - | - | - | - | - | - | 84,529 | 84,529 |
| SD&AE | - | - | - | - | - | - | - | 80,000 | 80,000 |
| Susbtotol Other Activities | - | - | - | - | - | - | - | 164,529 | 164,529 |
| Administrative | 417,550 | 5,532,117 | - | - | - | - | - | - | 5,949,667 |
| Debt Service / Lease Leaseback | 9,111,048 | 2,527,762 | - | - | - | - | 10,301,827 | - | 21,940,637 |
| Grand Total | 37,833,186 | 74,403,478 | 6,572,986 | 544,543 | 19,663,852 | 2,030,947 | 10,301,827 | 164,529 | 151,515,349 |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET - FISCAL YEAR 2006
FUNDING SOURCES BY ACTIVITY
MTS CONSOLIDATED

| | FUNDING SOURCE DESCRIPTION | AMOUNT | SUBSIDY SUBTOTALS | INTERNAL MTS CODE |
|---|---|--------------------|----------------------|----------------------|
| <u>MTS Consolidated</u> | | | | |
| <u>Operating Revenue</u> | | | | |
| | Passenger Revenue | 70,540,754 | | 40100-40990 |
| | Other Income | 3,153,910 | | 41010-42990 |
| | Total Operating Revenue | <u>73,694,664</u> | | |
| <u>Non Operating/Subsidy Revenue</u> | | | | |
| Federal | FTA 5307 - Planning | 417,550 | | 45110 |
| | FTA 5307 - Capital | 208,000 | | 45120 |
| | FTA 5307 - Debt Service | 9,111,048 | | 45130 |
| | FTA 5307/5309 - Preventative Maintenance | 23,200,000 | | 45150 |
| | FTA CMAQ | 4,587,588 | | 45160 |
| | FTA - JARC | <u>309,000</u> | | 45170 |
| | | | 37,833,186 | |
| TDA | TDA - Article 4.0 MTS Area | 61,017,333 | | 46110 |
| | TDA - Article 4.0 MTS Area - Debt Service | 2,277,762 | | 46115 |
| | TDA - Match | 100,000 | | 46135 |
| | TDA - Article 4.5 (ADA) | 3,581,000 | | 46120 |
| | TDA - Article 8.0 | 1,672,066 | | 46130 |
| | TDA - 10% and Administration | 5,682,117 | | 46140 |
| | TDA - Unallocated Funds | <u>73,200</u> | | 46150 |
| | | | 74,403,478 | |
| STA | STA - Discretionary | 4,301,498 | | 46210 |
| | STA - Formula | <u>2,271,488</u> | | 46220 |
| | | | 6,572,986 | |
| State - Other | Caltrans | 144,543 | | 46330 |
| | MediCal | <u>400,000</u> | | 46340 |
| | | | 544,543 | |
| TransNet | TransNet - 40% Operating Support | 16,733,212 | | 47110 |
| | TransNet - BRT Capital Funds Shift | 2,371,677 | | 47120 |
| | TransNet - Access ADA | <u>558,963</u> | | 47130 |
| | | | 19,663,852 | |
| Other Local | SANDAG - Inland Breeze | 1,037,690 | | 48110 |
| | City of San Diego | 428,918 | | 48120 |
| | APCD | <u>564,339</u> | | 48130 |
| | | | 2,030,947 | |
| | Total Subsidy Revenue | <u>141,048,993</u> | <u>141,048,993</u> | |
| Other Funds | Lease/Leasback Income | <u>10,301,827</u> | | 49110 |
| Reserves | Contingency Reserves | 0 | | 49510 |
| | Other Reserves | 164,529 | | |
| | Carryovers | 0 | | |
| | Total Reserve/Carryover Revenue | <u>164,529</u> | | |
| | Total Non Operating Revenue | <u>151,515,349</u> | | |
| Total Revenue | | <u>225,210,014</u> | | |
| Total Expenses | | <u>225,210,014</u> | | |
| Net of Revenues over Expense | | <u>(0)</u> | | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET
REVENUE SUMMARY**

| | BUDGET FY06 | PROJECTED FY06 | BUDGET FY07 | DOLLAR CHANGE BUDGET/ PROJECTED | % CHANGE BUDGET/ PROJECTED |
|--------------------------------------|------------------------|---------------------------|------------------------|--|---|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 70,582,446 | 70,540,754 | 70,757,463 | 216,709 | 0.3% |
| ADVERTISING REVENUE | 700,000 | 900,000 | 850,000 | (50,000) | -5.6% |
| CONTRACT SERVICE REVENUE | 25,000 | 25,000 | 25,000 | 0 | - |
| OTHER INCOME | 2,043,910 | 2,228,910 | 2,092,000 | (136,910) | -6.1% |
| Total Operating Revenue | 73,351,356 | 73,694,664 | 73,724,463 | 29,799 | 0.0% |
| SUBSIDY REVENUE | | | | | |
| FEDERAL REVENUE | 38,067,548 | 37,833,186 | 31,005,116 | (6,828,070) | -18.0% |
| TRANSPORTATION DEVELOPMENT ACT (TDA) | 73,839,362 | 74,403,479 | 79,851,561 | 5,448,082 | 7.3% |
| STATE TRANSIT ASSISTANCE (STA) | 6,572,986 | 6,572,986 | 11,026,100 | 4,453,114 | 67.7% |
| STATE REVENUE - OTHER | 544,543 | 544,543 | 400,000 | (144,543) | -26.5% |
| TRANSNET | 19,663,889 | 19,663,852 | 23,875,479 | 4,211,626 | 21.4% |
| OTHER LOCAL SUBSIDIES | 2,049,512 | 2,030,947 | 1,975,918 | (55,029) | -2.7% |
| Total Subsidy Revenue | 140,737,840 | 141,048,993 | 148,134,173 | 7,085,180 | 5.0% |
| OTHER REVENUE | | | | | |
| OTHER FUNDS | 10,301,827 | 10,301,827 | 16,945,908 | 6,644,081 | 64.5% |
| RESERVES REVENUE | 167,342 | 164,529 | 0 | (164,529) | -100.0% |
| Total Other Revenues | 10,469,169 | 10,466,356 | 16,945,908 | 6,479,552 | 61.9% |
| GRAND TOTAL REVENUES | 224,558,365 | 225,210,013 | 238,804,544 | 13,594,531 | 6.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET
REVENUE SUMMARY**

| | BUDGET FY06 | PROJECTED FY06 | BUDGET FY07 | DOLLAR CHANGE BUDGET/ PROJECTED | % CHANGE BUDGET/ PROJECTED |
|---|---------------------------|---------------------------|---------------------------|--|---|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 70,582,446 | 70,540,754 | 70,757,463 | 216,709 | 0.3% |
| ADVERTISING REVENUE | 700,000 | 900,000 | 850,000 | (50,000) | -5.6% |
| CONTRACT SERVICE REVENUE | 25,000 | 25,000 | 25,000 | 0 | - |
| OTHER INCOME | 2,043,910 | 2,228,910 | 2,092,000 | (136,910) | -6.1% |
| Total Operating Revenue | <u>73,351,356</u> | <u>73,694,664</u> | <u>73,724,463</u> | <u>29,799</u> | <u>0.0%</u> |
| SUBSIDY REVENUE | | | | | |
| FEDERAL REVENUE | 24,368,912 | 24,134,550 | 23,217,500 | (917,050) | -3.8% |
| TRANSPORTATION DEVELOPMENT ACT (TDA) | 71,561,600 | 72,125,717 | 79,085,961 | 6,960,244 | 9.7% |
| STATE TRANSIT ASSISTANCE (STA) | 6,572,986 | 6,572,986 | 11,026,100 | 4,453,114 | 67.7% |
| STATE REVENUE - OTHER | 544,543 | 544,543 | 400,000 | (144,543) | -26.5% |
| TRANSNET | 17,292,212 | 17,292,175 | 19,395,768 | 2,103,593 | 12.2% |
| OTHER LOCAL SUBSIDIES | 2,049,512 | 2,030,947 | 1,975,918 | (55,029) | -2.7% |
| Total Subsidy Revenue | <u>122,389,765</u> | <u>122,700,918</u> | <u>135,101,248</u> | <u>12,400,330</u> | <u>10.1%</u> |
| NON RECURRING REVENUES | | | | | |
| USE OF BRT FUNDS | 2,371,677 | 2,371,677 | 4,479,710 | 2,108,033 | 88.9% |
| MISSION VALLEY EAST CAPITAL START UP | | | | 0 | - |
| FEDERAL CMAQ FOR MISSION VALLEY EAST | 4,587,588 | 4,587,588 | 4,725,216 | 137,628 | 3.0% |
| CARRYOVERS | | | | 0 | - |
| OTHER RESERVES (LAND MANAGEMENT/SD&AE) | 167,342 | 164,529 | 0 | (164,529) | -100.0% |
| CONTINGENCY RESERVES | | | | 0 | - |
| Total Non Recurring Revenues | <u>7,126,607</u> | <u>7,123,794</u> | <u>9,204,926</u> | <u>2,081,132</u> | <u>29.2%</u> |
| DEBT SERVICE/LEASE LEASEBACK REVENUE | <u>21,690,637</u> | <u>21,690,637</u> | <u>20,773,908</u> | <u>(916,729)</u> | <u>-4.2%</u> |
| GRAND TOTAL REVENUES | <u><u>224,558,365</u></u> | <u><u>225,210,013</u></u> | <u><u>238,804,544</u></u> | <u><u>13,594,531</u></u> | <u><u>6.0%</u></u> |

Att. C, AI 2a, FINANCE WORKSHOP, 2/23/06, FIN 310.1

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET
OPERATING REVENUE**

| | BUDGET FY06 | PROJECTED FY06 | PROJECTED FY07 | DOLLAR CHANGE BUDGET/ PROJECTED | % CHANGE BUDGET/ PROJECTED |
|--|--------------------------|---------------------------|---------------------------|--|---|
| <u>Passenger Revenue</u> | | | | | |
| Internal Bus Operations | 19,912,789 | 21,622,855 | 22,074,862 | 452,006 | 2.1% |
| Rail Operations - Base | 27,293,950 | 25,786,816 | 25,599,275 | (187,541) | -0.7% |
| Rail Operations - MVE | 2,891,324 | 2,891,324 | 2,978,064 | 86,740 | 3.0% |
| MCS - Fixed route | 15,295,539 | 15,065,540 | 14,939,000 | (126,540) | -0.8% |
| MCS - Paratransit | 1,465,000 | 1,494,874 | 1,468,000 | (26,874) | -1.8% |
| Chula Vista Transit | 2,423,344 | 2,423,344 | 2,437,186 | 13,842 | 0.6% |
| National City Transit | 1,300,500 | 1,256,000 | 1,261,076 | 5,076 | 0.4% |
| Coronado Ferry | - | - | - | 0 | - |
| Total Passenger Revenue | <u>70,582,446</u> | <u>70,540,754</u> | <u>70,757,463</u> | <u>216,709</u> | <u>0.3%</u> |
| <u>Advertising Revenue</u> | | | | | |
| Internal Bus Operations | 700,000 | 900,000 | 850,000 | (50,000) | -5.6% |
| Total Advertising Revenue | <u>700,000</u> | <u>900,000</u> | <u>850,000</u> | <u>(50,000)</u> | <u>-5.6%</u> |
| <u>Contract Service Revenue</u> | | | | | |
| Internal Bus Operations | 25,000 | 25,000 | 25,000 | 0 | - |
| Total Contract Service Revenue | <u>25,000</u> | <u>25,000</u> | <u>25,000</u> | <u>0</u> | <u>-</u> |
| <u>Other Income</u> | | | | | |
| Internal Bus Operations | 122,000 | 192,000 | 160,000 | (32,000) | -16.7% |
| Rail Operations - Base | 297,600 | 347,600 | 282,000 | (65,600) | -18.9% |
| Administrative | 865,110 | 930,110 | 900,000 | (30,110) | -3.2% |
| Taxicab | 659,200 | 659,200 | 650,000 | (9,200) | -1.4% |
| SD&AE | 100,000 | 100,000 | 100,000 | 0 | - |
| Total Other Income | <u>2,043,910</u> | <u>2,228,910</u> | <u>2,092,000</u> | <u>(136,910)</u> | <u>-6.1%</u> |
| TOTAL OPERATING REVENUE | <u><u>73,351,356</u></u> | <u><u>73,694,664</u></u> | <u><u>73,724,463</u></u> | <u><u>29,799</u></u> | <u><u>0.0%</u></u> |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET
SUBSIDY REVENUE

| | BUDGET FY06 | PROJECTION FY06 | BUDGET FY07 | DOLLAR CHANGE BUDGET/ PROJECTED | % CHANGE BUDGET/ PROJECTED |
|--|----------------|--------------------|----------------|--|----------------------------------|
| <u>FEDERAL</u> | | | | | |
| FTA 5307 - Planning | 400,000 | 417,550 | 17,500 | (400,050) | -95.8% |
| FTA 5307 - CMAQ MVE | 4,587,588 | 4,587,588 | 4,725,216 | 137,628 | 3.0% |
| FTA 5307 - Operations (JARC/SVCC, etc.) | 208,000 | 208,000 | 0 | (208,000) | -100.0% |
| FTA 5307/5309 - Preventative Maintenance | 23,200,000 | 23,200,000 | 23,200,000 | 0 | - |
| JARC | 560,912 | 309,000 | 0 | (309,000) | -100.0% |
| FTA 5307 - Debt Service | 9,111,048 | 9,111,048 | 3,062,400 | (6,048,648) | -66.4% |
| | 0 | 0 | 0 | | |
| Total Federal Funds | 38,067,548 | 37,833,186 | 31,005,116 | (6,828,070) | -18.0% |
| <u>TRANSPORTATION DEVELOPMENT ACT (TDA)</u> | | | | | |
| TDA - Article 4.0 MTS Area | 61,017,334 | 61,017,334 | 68,842,731 | 7,825,397 | 12.8% |
| TDA - Article 4.0 MTS Area - Debt Service | 2,277,762 | 2,277,762 | 765,600 | (1,512,162) | -66.4% |
| TDA - Match | 100,000 | 100,000 | 0 | (100,000) | -100.0% |
| TDA - Article 4.5 (ADA) | 3,581,000 | 3,581,000 | 3,959,823 | 378,823 | 10.6% |
| TDA - Article 8.0 | 1,672,066 | 1,672,066 | 0 | (1,672,066) | -100.0% |
| TDA - Unallocated TDA Funds (CVT) | 73,200 | 73,200 | 0 | (73,200) | -100.0% |
| TDA - 10% and Administration | 5,118,000 | 5,682,117 | 6,283,408 | 601,291 | 10.6% |
| | | | | | |
| Total TDA Funds | 73,839,362 | 74,403,479 | 79,851,561 | 5,448,082 | 7.3% |
| <u>STATE TRANSIT ASSISTANCE (STA)</u> | | | | | |
| STA - Discretionary | 4,301,498 | 4,301,498 | 7,315,670 | 3,014,172 | 70.1% |
| STA - Formula | 2,271,488 | 2,271,488 | 3,710,430 | 1,438,942 | 63.3% |
| | | | | | |
| Total State Funds | 6,572,986 | 6,572,986 | 11,026,100 | 4,453,114 | 67.7% |
| <u>STATE REVENUE - OTHER</u> | | | | | |
| Caltrans | 144,543 | 144,543 | 0 | (144,543) | -100.0% |
| MediCal | 400,000 | 400,000 | 400,000 | 0 | - |
| | | | | | |
| Total State Funds | 544,543 | 544,543 | 400,000 | (144,543) | -26.5% |
| <u>TRANSNET</u> | | | | | |
| TransNet - 40% Operating Support | 16,733,212 | 16,733,212 | 18,781,045 | 2,047,833 | 12.2% |
| TransNet - BRT Capital Funds Shift | 2,371,677 | 2,371,677 | 4,479,710 | 2,108,033 | 88.9% |
| TransNet - Access ADA | 559,000 | 558,963 | 614,723 | 55,760 | 10.0% |
| | | | | | |
| Total TransNet Funds | 19,663,889 | 19,663,852 | 23,875,479 | 4,211,626 | 21.4% |
| <u>OTHER LOCAL</u> | | | | | |
| City of San Diego | 428,918 | 428,918 | 428,918 | 0 | - |
| SANDAG - Inland Breeze | 987,843 | 1,037,690 | 1,020,000 | (17,690) | -1.7% |
| APCD | 632,751 | 564,339 | 527,000 | (37,339) | -6.6% |
| Other | | | | 0 | - |
| | | | | | |
| Other Local Funds | 2,049,512 | 2,030,947 | 1,975,918 | (55,029) | -2.7% |
| | | | | | |
| TOTAL SUBSIDY REVENUE | 140,737,840 | 141,048,993 | 148,134,173 | 7,085,180 | 5.0% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET
OPERATING STATISTICS

| | BUDGET FY06 | PROJECTED FY06 | PROJECTED FY07 | DOLLAR CHANGE BUDGET/ PROJECTED | % CHANGE BUDGET/ PROJECTED |
|---------------------------------|-------------------|-------------------|-------------------|--|----------------------------------|
| <u>Passenger Levels</u> | | | | | |
| Internal Bus Operations | 22,403,330 | 25,116,884 | 25,373,404 | 256,520 | 1.0% |
| Rail Operations - Including MVE | 33,981,500 | 36,099,160 | 35,064,222 | (1,034,938) | -2.9% |
| MCS - Fixed route | 18,120,000 | 18,100,000 | 18,317,455 | 217,455 | 1.2% |
| MCS - Paratransit | 615,000 | 614,000 | 605,000 | (9,000) | -1.5% |
| Chula Vista Transit | 3,118,000 | 3,287,832 | 3,271,391 | (16,441) | -0.5% |
| National City Transit | 1,632,000 | 1,714,000 | 1,681,434 | (32,566) | -1.9% |
| Coronado Ferry | 76,220 | 75,887 | 76,000 | 113 | 0.1% |
| | <u>79,946,050</u> | <u>85,007,763</u> | <u>84,388,906</u> | <u>(618,857)</u> | <u>-0.7%</u> |
| <u>Average Fare</u> | | | | | |
| Internal Bus Operations | 0.889 | 0.861 | 0.870 | 0.009 | 1.1% |
| Rail Operations - Base | 0.803 | 0.714 | 0.730 | 0.016 | 2.2% |
| MCS - Fixed route | 0.844 | 0.832 | 0.816 | (0.017) | -2.0% |
| MCS - Paratransit | 2.382 | 2.435 | 2.426 | (0.008) | -0.3% |
| Chula Vista Transit | 0.777 | 0.737 | 0.745 | 0.008 | 1.1% |
| National City Transit | 0.797 | 0.733 | 0.750 | 0.017 | 2.3% |
| Coronado Ferry | - | - | - | 0.000 | - |
| | <u>0.883</u> | <u>0.830</u> | <u>0.838</u> | <u>0.009</u> | <u>1.0%</u> |
| <u>Revenue Miles</u> | | | | | |
| Internal Bus Operations | 9,440,154 | 9,637,674 | 9,565,535 | (72,139) | -0.7% |
| Rail Operations - Base | 9,781,874 | 8,326,682 | 8,342,580 | 15,898 | 0.2% |
| MCS - Fixed route | 8,648,797 | 8,758,881 | 8,678,100 | (80,781) | -0.9% |
| MCS - Paratransit | 3,860,000 | 3,536,628 | 3,342,100 | (194,528) | -5.5% |
| Chula Vista Transit | 1,407,510 | 1,402,298 | 1,401,050 | (1,248) | -0.1% |
| National City Transit | 480,000 | 476,000 | 476,000 | 0 | 0.0% |
| Coronado Ferry | - | - | - | 0 | - |
| | <u>33,618,335</u> | <u>32,138,163</u> | <u>31,805,365</u> | <u>(332,798)</u> | <u>-1.0%</u> |
| <u>Total Miles</u> | | | | | |
| Internal Bus Operations | 10,918,436 | 11,219,173 | 11,381,332 | 162,159 | 1.4% |
| Rail Operations - Base | 10,021,340 | 8,470,190 | 8,477,700 | 7,510 | 0.1% |
| MCS - Fixed route | 10,032,604 | 10,177,834 | 10,080,610 | (97,224) | -1.0% |
| MCS - Paratransit | 5,107,000 | 4,493,097 | 4,309,960 | (183,137) | -4.1% |
| Chula Vista Transit | 1,527,618 | 1,514,427 | 1,514,000 | (427) | 0.0% |
| National City Transit | 492,000 | 497,000 | 497,000 | 0 | 0.0% |
| Coronado Ferry | - | - | - | 0 | - |
| | <u>38,098,998</u> | <u>36,371,721</u> | <u>36,260,602</u> | <u>(111,119)</u> | <u>-0.3%</u> |
| <u>Revenue Hours</u> | | | | | |
| Internal Bus Operations | 839,337 | 841,774 | 826,361 | (15,413) | -1.8% |
| Rail Operations - Base | 513,743 | 460,868 | 466,284 | 5,416 | 1.2% |
| MCS - Fixed route | 717,371 | 746,509 | 752,300 | 5,791 | 0.8% |
| MCS - Paratransit | 213,000 | 198,526 | 195,001 | (3,525) | -1.8% |
| Chula Vista Transit | 108,543 | 110,485 | 110,390 | (95) | -0.1% |
| National City Transit | 42,000 | 42,000 | 42,000 | (0) | 0.0% |
| Coronado Ferry | - | - | - | 0 | - |
| | <u>2,433,994</u> | <u>2,400,162</u> | <u>2,392,336</u> | <u>(7,827)</u> | <u>-0.3%</u> |

Metropolitan Transit System FY 2006 Mid Year Adjustment and FY 2007 Budget Development

Finance Workshop
February 23, 2006



Finance Workshop Agenda

- Combined MTS FY 2006 Mid Year Adjustment
- FY 2007 Preliminary Revenue (Non Operating and Operating)
- FY 2007 Preliminary Assumptions



Combined MTS FY2006 Mid Year Adjustement

(\$000'S)

| | Adopted | Proposed | | Variance |
|---------------------|---------|----------|----------|----------|
| | Budget | Midyear | Budget | % |
| | | | Variance | |
| Operating Revenues | 73,351 | 73,694 | 343 | 0.5% |
| Subsidy Revenues | 151,207 | 151,516 | 309 | 0.2% |
| Total Revenues | 224,558 | 225,210 | 652 | 0.3% |
| Total Expenses | 224,558 | 225,210 | 652 | 0.3% |
| Total Revenues less | | | | |
| Total Expenses | 0 | 0 | 0 | - |



Combined MTS FY 2006 Mid-Year Adjustment

Mid-Year Adjustment
in (000's)

| | |
|---------------------------------|------------|
| Internal Bus Operations | \$ (1,683) |
| Rail Operations | 492 |
| Contract Services Fixed Route | 1,283 |
| Contract Services Paratransit | (559) |
| Other Operators | 197 |
| Administrative/Other Activities | 270 |

Overall combined MTS FY06 mid-year adjustment \$ -

Note - Negative number equals favorable variance (less subsidy)

Positive number equals unfavorable variance (more subsidy)



Combined MTS FY 2006 Mid-Year Adjustment Key Points

| | Mid-Year Adjustment in (000's) |
|---|--------------------------------------|
| • CNG | \$ (2,593) |
| • Diesel/ Gas | (995) |
| • Internal Bus Operations Operating Revenue | 1,981 |
| • Rail Operations Operating Revenue | (1,457) |
| • Rail Personnel | 938 |
| • Bus Operations Services | 893 |
| • Rail Material and Supplies | 464 |
| • Combined Contract Services Purchased Trans. | 684 |
| • All Other | 85 |
| Overall combined MTS FY06 mid-year adjustment | \$ - |



Combined MTS FY 2006 Mid Year Adjustment

Review of Energy Costs FY2004 - FY2006

(\$000's)

| | CNG | Diesel | Combined |
|------------------------|--------|--------|----------|
| FY04 Actual | 6,502 | 4,958 | 11,460 |
| FY05 Actual | 7,322 | 6,583 | 13,905 |
| FY06 Original Budget | 7,850 | 5,923 | 13,773 |
| FY06 Proposed Mid Year | 10,444 | 6,917 | 17,361 |
| \$ Change from FY05 | 3,122 | 334 | 3,456 |
| % Change from FY05 | 42.6% | 5.1% | 24.9% |
| \$ Change from FY04 | 3,942 | 1,959 | 5,901 |
| % Change from FY04 | 53.8% | 29.8% | 42.4% |

Note - CNG comprises over 75% of the fuel used in Bus Operations



Combined MTS FY 2006 Mid-Year Adjustment Staff Recommendation

Adopt Resolution 06-2 approving the proposed changes presented to the Board of Directors

Which includes:

Absorbing of the \$3.6 M unfavorable energy variance by approving reductions made in other areas for budget balancing

No changes in service levels other than those previously approved by the Board (i.e. rural service)

Keep the \$5.1M previously allocated to the capital program



Finance Workshop Agenda

- **Combined MTS FY 2006 Mid Year Adjustment**
- **FY 2007 Preliminary Revenue (Non Operating and Operating)**
- **FY 2007 Preliminary Assumptions**



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

| | Proposed FY 07 | Projected FY 08 | Projected FY 09 | Projected FY 10 | Projected FY 11 | Five Year Total |
|-----------------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Federal Funding | 53.1 | 54.7 | 56.3 | 58.0 | 59.7 | 281.8 |
| BRT Funding | 2.0 | - | - | - | - | 2.0 |
| Addtl STA Funding | 3.0 | - | - | - | - | 3.0 |
| TSA Funding | 1.9 | - | - | - | - | 1.9 |
| Earmarks | 2.7 | - | - | - | - | 2.7 |
| Project Transfers | 2.5 | - | - | - | - | 2.5 |
| Preventative Maint. | (29.0) | (29.0) | (29.0) | (29.0) | (29.0) | (145.0) |
| Debt Service | (3.8) | (7.6) | - | - | - | (11.5) |
| Total Funding Avail. | 32.4 | 18.0 | 27.3 | 29.0 | 30.7 | 137.5 |
| Total Needs | 82.4 | 157.4 | 107.2 | 103.0 | 92.6 | 542.6 |
| Total Deficit | (50.0) | (139.4) | (79.9) | (74.0) | (61.8) | (405.1) |
| % of Funding/Needs | 39.4% | 11.5% | 25.5% | 28.2% | 33.2% | 25.3% |



FY 2007 Preliminary Revenue
Non-Operating Revenue (\$000'S)

| | Mid-Year FY 2006 | Budget FY 2007 | Variance | Variance Percentage |
|---|---------------------|-------------------|---------------|------------------------|
| RECURRING REVENUES | | | | |
| FEDERAL REVENUE | 24,135 | 23,217 | (918) | -3.8% |
| TRANSPORTATION DEVELOPMENT ACT | 72,126 | 79,086 | 6,960 | 9.6% |
| STATE TRANSIT ASSISTANCE (STA) | 9,621 | 11,026 | 1,405 | 14.6% |
| STA - Moved to Capital Program | (3,048) | - | 3,048 | -100.0% |
| STATE REVENUE - OTHER | 545 | 400 | (145) | -26.6% |
| TRANSNET | 17,292 | 19,396 | 2,104 | 12.2% |
| OTHER LOCAL SUBSIDIES | 2,030 | 1,976 | (54) | -2.7% |
| TOTAL RECURRING REVENUES | 122,701 | 135,101 | 12,400 | 10.1% |
| NON RECURRING REVENUES | | | | |
| TRANSNET CAPITAL (BRT) | 4,414 | 4,480 | 66 | 1.5% |
| BRT - Moved to Capital Program | (2,042) | - | 2,042 | -100.0% |
| FEDERAL CMAQ FOR MVE | 4,588 | 4,725 | 137 | 3.0% |
| OTHER RESERVES | 164 | - | (164) | -100.0% |
| CONTINGENCY RESERVES | - | - | - | - |
| TOTAL NON RECURRING REVENUES | 7,124 | 9,205 | 2,081 | 29.2% |
| DEBT SERVICE/LEASE LEASEBACK REVENUE | 21,691 | 20,774 | (917) | -4.2% |



FY 2007 Preliminary Revenue
Operating Revenue (\$000'S)

| | Mid-Year FY 2006 | Budget FY 2007 | Variance | Variance Percentage |
|---------------------------------|---------------------|-------------------|-----------|------------------------|
| PASSENGER REVENUE | 70,540 | 70,757 | 217 | 0.3% |
| ADVERTISING REVENUE | 900 | 850 | (50) | -5.6% |
| CONTRACT SERVICE REVENUE | 25 | 25 | - | 0.0% |
| OTHER INCOME | 2,229 | 2,092 | (137) | -6.1% |
| TOTAL OPERATING REVENUES | 73,694 | 73,724 | 30 | 0.0% |



FY 2007 Preliminary Revenue
Operating Revenue by Operator (\$000)

| | Mid-Year FY 2006 | Budget FY 2007 | Variance | Variance Percentage |
|---------------------------------|---------------------|-------------------|------------|------------------------|
| Internal Bus Operations | 21,623 | 22,075 | 452 | 2.1% |
| Rail Operations - Base | 25,787 | 25,599 | (188) | -0.7% |
| Rail Operations - MVE | 2,891 | 2,978 | 87 | - |
| MCS - Fixed Route | 15,065 | 14,939 | (126) | -0.8% |
| MCS - Paratransit | 1,495 | 1,468 | (27) | -1.8% |
| Chula Vista Transit | 2,423 | 2,437 | 14 | 0.6% |
| National City Transit | 1,256 | 1,261 | 5 | 0.4% |
| Coronado Ferry | - | - | - | - |
| TOTAL OPERATING REVENUES | 70,540 | 70,757 | 217 | 0.3% |



Finance Workshop Agenda

- Combined MTS FY 2006 Mid Year Adjustment
- FY 2007 Preliminary Revenue (Non Operating and Operating)
- FY 2007 Preliminary Assumptions



Preliminary Assumptions Energy Projections

| | FY06 Mid-Year | FY07 Budget | Variance | Variance Percentage |
|-------------------------|----------------------|----------------|-----------|------------------------|
| • CNG Price/Therm | 1.400 ⁽¹⁾ | 1.350 | | |
| • Diesel Price/Gallon | 2.280 ⁽¹⁾ | 2.250 | | |
| • Electricity Price/kWh | 0.145 | 0.145 | | |
| CNG Therms | 7,519,326 | 7,895,292 | 375,966 | 5.0% |
| Diesel Gallons | 2,803,744 | 2,663,556 | (140,188) | -5.0% |
| Electricity kWh | 65,454,630 | 64,800,084 | (654,546) | -1.0% |

(1) CNG and Diesel were originally budgeted for FY06 at \$1.06/therm and \$1.80/gallon respectively



Other Preliminary Assumptions

Other Projections (000's)

| | FY06 Mid-Year | FY07 Budget | Variance | Variance Percentage |
|-----------------------|------------------|----------------|----------|------------------------|
| • Revenue Miles | 32,138 | 31,805 | (333) | -1.0% |
| • Revenue Hours | 2,400 | 2,392 | (8) | -0.3% |
| • Passenger Boardings | 85,008 | 84,389 | (619) | -0.7% |



Combined MTS FY2007 Budget Preliminary Revenue Assumptions

Staff Recommendation

Budget Development Committee Provided
Approval of Preliminary Operating Assumptions
for Use in Developing the Operating Budget



Metropolitan Transit System FY 2006 Mid Year Adjustment and FY 2007 Budget Development

Finance Workshop
February 23, 2006



Agenda

Item No. 6

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

CIP 10426.7

February 23, 2006

Subject:

**MTS: BUDGET TRANSFERS, CONSTRUCTION MANAGEMENT CONTRACT
AMENDMENT, AND CONTRACT CHANGE ORDER FOR MISSION VALLEY EAST**

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to:

1. transfer \$300,000 into the Construction Management (CM) line item (WBS #10426-0700) to fund Contract Amendment No. 39 with Washington Group International (WGI) to extend CM services on the Mission Valley East (MVE) Light Rail Transit (LRT) Project, to fund other previously authorized miscellaneous expenses, and to fund additional other future MVE claims support by WGI and our on-call consultant CMs (see Attachment A, Budget Transfer History).
2. transfer \$800,000 into the Professional Service line item (WBS #10426-0800) to fund claims support as approved by the Executive Committee on February 1, 2006 (see Attachment A).
3. execute Contract Amendment No. 39 (MTS Doc. No. L6343.39-01) with WGI in substantially the same form as shown in Attachment B, in an amount not to exceed \$190,965, for CM services on the MVE LRT Project, including extension of the CM services through May 31, 2006.
4. execute Contract Change Order (CCO) No. 90, Supplement 2, with Stacy and Witbeck, Inc. (SWI), in substantially the same format as Attachment C, to complete the fiber-optic cable network between Qualcomm Stadium Station and Grossmont Transit Center Station under Contract LRT-10426.5, Track and Systems, in an amount not to exceed \$160,481.30.



5. transfer \$1,100,000 from the Project Reserve (WBS #10426-3900), as shown in Attachment A, Budget Transfer History, to fund the budget transfers in Recommendations 1 and 2.

Budget Impact

1. The \$190,965 for Contract Amendment No. 39 with WGI would be encumbered from available funds in the CM line item (WBS #10426-0700) after the transfers above, leaving a balance of \$4,372.
2. A total of \$160,481.30 for CCO No. 90, Supplement 2, with SWI would be encumbered from available funds in the Fiber Optic Communications Project (WBS #10498-1000), leaving a balance of \$1,015,250.

DISCUSSION:

BUDGET TRANSFERS

Included in this Board action is an amendment to the CM contract for WGI. In order to fund this action, as well as previously authorized miscellaneous expenses and other future MVE claims support by WGI and our on-call consultant CMs, an additional \$300,000 would need to be added to the CM line item.

The \$1,100,000 for the recommended budget transfer would come from an available balance in the Project Reserve. There would be no change to the total project budget.

Attachment A, Budget Transfer History, shows the most recent budget actions for the MVE LRT Project.

CONTRACT AMENDMENT

WGI Amendment No. 39 would continue CM services with WGI on the MVE Project through May 2006. Amendment No. 37, approved by the Board on September 8, 2005, was based on the assumption that all of the construction would be completed and the contracts would be closed out by the end of December 2005. However, due to the circumstances explained below, project closeout will take to the end of May 2006.

- Inspection services for completion of items of work required by various agencies to comply with the Project Memorandum of Understanding.
- Inspection services of unanticipated work under the Orion Contract.
- Staff and resources, as required, to close out the Trackwork and Systems Contract with SWI (including an agreement as to final quantities, item adjustments, change orders, and verification of as-built drawings).

- Providing as-built drawings in the required formats (raster and vector formats vs. vector only).
- Completion of final project reports.
- Boxing, indexing, and preparation of all project records for archival/storage.

LRT-10426.1 – San Diego State University (SDSU) Tunnel And Underground Station

The LRT-10426.1 contract was accepted on December 7, 2005. There are minor closeout issues that require resolution. Since the contractor's local office closed in August 2005, the contractor's response to the final issues has been prolonged. As a result, CM of this contract was revised in August 2005 from a full-time status to an on-call status to effectively manage project costs. This amendment reflects minor on-call CM costs as may be required from December 2005 through March 2006 when the contract completion is anticipated.

LRT-10426.2 –SDSU Advanced Utilities

Several outstanding follow-up improvements have been deferred, delayed, or added to complete the MVE project. MTS decided to use Orion Construction to complete these items of work. Amendment No. 37 anticipated this added work would be completed by November 2005, but due to delays in receiving materials and some additional work, the following work was not completed until late January:

- The installation of a crash cushion at the 70th Street interchange required by the California Department of Transportation (Caltrans) as part of the State of California's permit.
- Additional landscape and maintenance on the Grantville Segment.
- Verifying existing irrigation systems on the Grantville Segment are operational and functional to the City of San Diego.

Issuance of the Proposed Final Estimate (PFE) and project closeout will be complete by mid-February 2006. The additional CM costs include inspection and contract administration services to cover this additional work.

LRT-10426.3 – Grantville Segment

The previous Board-approved amendment (Amendment No. 37) anticipated the contract closeout of the Grantville Segment by December 2005. The actual completion of physical work by the contractor was early October 2005, including the six-month plant establishment period.

Amendment No. 39 includes additional budget for contract administration services for the above-noted work.

LRT-10426.4 – La Mesa Line Segment

Amendment No. 37 anticipated the contract closeout of the La Mesa Segment by December 2005. The actual completion of physical work by the contractor was early October 2005, including the six-month plant establishment period.

There were no additional impacts to the CM contract on this segment.

LRT-10426.5 – Track and Systems

Amendment No. 37 anticipated the contract closeout of the Track and Systems by the end of December 2005. Executed change orders to the contract extended the projected completion date to January 31, 2006. The project closeout is anticipated to take until the end of March 2006.

Several factors have delayed the closeout of the project, which include:

- As the last contract on the MVE Project, several change orders added work that was unrelated to the original Trackwork and Systems Contract. The addition of this work delayed the completion of the physical work.
- The contractor closed its local offices and the staff is no longer available to work on a regular basis to provide the necessary documents to close out the project.
- There are approximately 60 outstanding CCOs to finalize; the majority is at force account. The contractor continues to submit the Daily Extra Work Reports (DEWRs) necessary to document and reconcile these CCOs.
- The contractor is required to provide as-built drawings. The initial submittal has been received and is being reviewed.
- There have been many final bid item quantity differences between the contractor and engineer's estimate. Many have been resolved, but several remain to be worked out.
- Several bid items have increase more than 25 percent and require adjustment in compensation. The contractor is putting together the required documentation for a complete review and reconciliation.
- Several labor compliance issues remain to be resolved by the contractor.

Additionally, staff has been looking for and implementing steps to minimize and control cost, including continuing to use San Diego Association of Governments (SANDAG) staff as resident engineers, sharing WGI staff between all the contracts, and using part-time staff as needed.

The Board is requested to approve execution by the Chief Executive Officer of CM Contract Amendment No. 39 for \$190,965 to retain WGI staff on the project until May 31, 2006. Amendment No. 39 will bring the total contract amount to \$45,579,874.

CONTRACT CHANGE ORDER

SWI, under Contract LRT-10426.5, is the contractor for the construction of the Track and Systems portion of the MVE Project. SWI has been on the project since November 2002.

CCO No. 90, Supplement 0, was written so that the contractor could string the fiber-optic cable on the catenary poles at the same time as the signal cable, thereby reducing the installation cost. An agreed-upon price for just stringing the cable along the catenary was negotiated. At the same time, the contractor was provided with a scope of work, plans and specifications for completing the cable installation into the communication rooms, and terminating and testing the fiber, and was asked to estimate the cost. The contractor's estimate came back at \$1,657,408.00, which was significantly over the staff estimate. Since the contractor was not willing to negotiate and time was of the essence, due to the California Public Utilities Commission (CPUC) insistence that the extra cable coiled up on the catenary pole be removed, the contractor was asked to proceed at force account. After reviewing all of the tentative agreements, the final cost was \$160,481.30. CCO 90, Supplement 2, provides for the additional funds to cover the addition work involved with completing the fiber-optic cabling connecting all the stations between Qualcomm Stadium Station and Grossmont Transit Center Station along the Green Line. The Board is requested to approve CCO No. 90, Supplement 2, to pay SWI for making these required revisions.



Paul G. Jablonski
Chief Executive Officer

Key Staff Contact: Chuck Wehsener, 619.699.6938, cwe@sandag.org

FEB23-06.6.MVECCOAMDMT.CWEHSNER

Attachments: A. Budget Transfer History
B. Contract Amendment No. 39
C. CCO No. 90, Supplement 2

MISSION VALLEY EAST BUDGET TRANSFER HISTORY

Budget Transfers

| Board Approval Date> Board Item Number> | | | 35 | 36 | 37 | 38 | 39 | 40 | 42 | Cumulative Changes | Current Approved Budget |
|--|--------------------------|-------------|------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------|-----------------------|-------------------------------|
| | | | 09/23/2004 #7 | 12/08/2004 #8 | 12/08/2004 #37 | 04/28/2005 #31 | 09/08/2005 #12 | 01/28/2006 #6 | 02/23/2006 | | |
| WBS | Capital Line Items | @ FFGA | | | | | | | | | |
| 0100 | Admin | 14,900,000 | | | 2,000,000 | | 500,000 | | | 2,500,000 | 17,400,000 |
| 0599SDSU | SDSU Utility Betterments | | | | | | | | | 1,500,000 | 1,500,000 |
| 0610 | Design Tunnel | 6,800,000 | | | | 40,000 | | | | 8,440,350 | 18,240,350 |
| 0618 | Design Line Segment | 14,500,000 | | | | 210,000 | | | | 13,180,000 | 27,680,000 |
| 0700 | Construction Management | 21,300,000 | 1,800,000 | | | 1,800,000 | 800,000 | | 300,000 | 26,500,000 | 47,880,000 |
| 0800 | Prof. Services | 2,400,000 | | | | | | | 800,000 | 1,800,000 | 4,200,000 |
| 0900 | Right of Way | 31,200,000 | | | | | 250,000 | | | 1,850,000 | 33,150,000 |
| 1010 | SDSU Construction* | 86,500,000 | 1,500,000 | 555,325 | 1,000,000 | | | | | 25,829,200 | 112,429,200 |
| 1099 | SDSU Mitigation | - | (1,000,000) | | | | | | | 12,188,000 | 12,188,000 |
| 1018 | Const. Line Segment | 179,400,000 | | | | | | | | (179,400,000) | - |
| 109918GR | Const. Grantville | | | 405,325 | 1,000,000 | | (400,000) | | | 73,329,200 | 73,329,200 |
| 109918LM | Const. La Mesa | | | (150,000) | | | | | | 63,800,000 | 63,800,000 |
| 109918TR | Const. Track & Sys. | | | | | | 500,000 | | | 47,000,000 | 47,800,000 |
| 109910SR | SDSU Steam Line Repair | | | | | | | | | 1,880,102 | 1,980,102 |
| 1300 | Vehicles | 30,000,000 | | | | | | | | 7,850,000 | 37,850,000 |
| 1400 | Fare Collection | 1,100,000 | (200,000) | | | (100,000) | | (90,000) | | (1,080,000) | 10,000 |
| 1500 | Communications | 1,100,000 | | | | (300,000) | | 80,000 | | (810,000) | 290,000 |
| 1900 | Start up | 2,400,000 | | | | | | | | - | 2,400,000 |
| 3800 | Contingency | 31,400,000 | | (810,850) | | | | | | (29,689,350) | - |
| 4000 | Contaminated soils | 1,000,000 | | | | (250,000) | | | | 50,000 | 1,050,000 |
| Totals** | | 424,000,000 | | | | | | | | 78,768,502 | 499,067,862 |
| | | | | | | | | | | | 495,697,760 |
| | | | | | | | | | | | 3,460,102 |
| | | | | | | | | | | | 3,402,250 |
| | | | | | | | | | | | 6,859,279 |
| | | | | | | | | | | | 505,859,279 |
| 3900 | Project Reserve | 0 | (2,100,000) | | 6,000,000 | (1,400,000) | (1,450,000) | | (1,100,000) | | |
| 20426 | Planning | 6,859,279 | | | | | | | | | |

Approved Capital Budget
MTS Funded Budget
SDSU Betterments &
Insurance Claim
Available Reserves
Total Project Bdg't w
planning & reser w/o SDSU
betterments & steam repair

* - Includes \$4,000,000 in SDSU Utility Relocations
**- excludes 7,000,000 in planning budget

Att. A. AI 6, 2/23/06, CIP 10426.7



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

DRAFT

February 23, 2006

MTS Doc No. L6343.39-01
CIP 10426.12

Mr. Steve Paré
Southern California Area Manager
Washington Group International
17300 Redhill Avenue, Suite 150
Irvine, CA 92614

Dear Mr. Paré:

Subject: AMENDMENT NO. 39 TO MTS DOCUMENT NO. L6343.0-01, CONSTRUCTION
MANAGEMENT SERVICES FOR THE MISSION VALLEY EAST LIGHT RAIL TRANSIT
PROJECT

This letter will serve as Amendment No. 39 to MTS Document No. L6343.0-01 for professional services, as further described below.

SCOPE OF SERVICES

Construction Management (CM) services to extend the services of CM personnel on the Mission Valley East (MVE) Light Rail Transit (LRT) Project through the end of May 2006, because of delays by the MVE contractors in closing out the project. Costs shall not exceed those as shown on the attached cost proposal dated February 7, 2006. All personnel and consultants must adhere to MTS Board Policy No. 44 – Travel Expenses.

SCHEDULE

The services shall be extended through May 31, 2006.

PAYMENT

Payment shall be based on actual costs, including any fees or markups, in accordance with the attached cost proposal dated February 7, 2006. Per diem allowances will not be used. Actual travel costs only will be invoiced. Additional authorization is contingent upon written approval from MTS. The total value of MTS Doc. No. L6343.0-01, including this amendment, is \$45,579,874. All other conditions of the original contract shall remain the same.

B-1

Mr. Steve Paré
February 23, 2006
Page 2

If you agree with the above, please sign in the space provided below and return one document marked "original" to Traci Bergthold, Contract Specialist at MTS. Retain the other copy for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Steve Paré
Washington Group International

FEB23-06.6.MVECCOS.ATTB.CWEHSNER

Date: _____

Attachment: WGI Cost Proposal of 2/7/06

cc: Jim Linthicum, Bill Prey, Dennis Wahl – SANDAG
Dana Van Horn – WIS



Washington Group International

Integrated Engineering, Construction, and Management Solutions

February 7, 2006

Mr. William A. Prey, P.E.,
Construction Engineer
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

**Subject: MTS Mission Valley East LRT Extension
CMC Budget Adjustments for Extended Contract Closeout and
Added Work**

Dear Mr. Prey:

The attached documents provide a detailed narrative and budget breakdown for the added Construction Management Consultant (CMC) effort resulting from extended contract closeout and added work.

WGI respectfully requests a contract amendment be processed in the amount of \$190,965.00 with a contract time extension through May 31, 2006.

Sincerely,

Garry J. Jess
Project Manager
Washington Group International

Amendment 39 – Additional CM Costs due to Extended Contract Closeout and Added Work:

SUMMARY:

Amendment 37, approved by the Board on September 8, 2005, was based on the assumption that all of the construction contracts would be closed out by the end of December 2005. However due to the circumstances explained below, the Construction Management Contract (CMC) is requesting an extension of time and additional budget for the following:

- Inspection services for completion of items of work required by various agencies to comply with the Project Memorandum of Understanding.
- Inspection services of unanticipated work under the Orion Contract.
- Staff and resources, as required, to close out the Trackwork & Systems Contract with Stacy Witbeck, Inc. (including an agreement as to final quantities, item adjustments, change orders and verification of as-built drawings).
- Providing as-built drawings in the required formats (raster and vector formats vs. vector only).
- Completion of final project reports in a revised format
- Boxing, indexing and preparation of all project records for archival/storage.

A time extension is required to extend the contract for a period of one month, thru the end of May 2006. The total budget amount for Amendment 39 is \$190,965.

LRT 426.1 – SDSU TUNNEL AND UNDERGROUND STATION:

The LRT 426.1 contract was accepted on December 7, 2005. There are minor closeout issues that require resolution. Since the Contractor's local office closed in August 2005, the Contractor's response to the final issues has been prolonged. This amendment reflects minor "on call" Construction Management costs as required for the month of January 2006.

LRT 426.2 – SDSU ADVANCED UTILITIES

Due to several outstanding follow-up improvements that have been deferred, delayed or added to complete the MVE project, MTS decided to use Orion Construction to complete these items of work. The added work included the following:

- Punch list work requested by the City of La Mesa as part of the City's permit.
- The installation of a crash cushion at the 70th Street interchange as required by Caltrans as part of the State's permit.
- Removing debris from Sewer System No. 24.
- Connection of the 70th St. Station trench into an existing drainage system.
- Additional signage.
- Additional landscape and maintenance on the Grantville project.
- Verification that existing irrigation systems on the Grantville segment are operational/functional to the City of San Diego's satisfaction.

It is anticipated that all work, issuance of the PFE and project closeout will be complete by in the month of February 2006. This amendment includes additional budget for inspection and contract administration services for the listed out of scope and out of sequence work.

LRT 426.3 – GRANTVILLE SEGMENT:

The previous amendment (Amendment 37) anticipated the contract closeout of the Grantville segment by December 2005. The actual completion of physical work by the contractor was on October 7, 2005 (inclusive of the six-month plant establishment period). Subsequent to the completion of the Work, Orion Construction performed additional work on the irrigation system at the Jacaranda Bowl and Waring Road areas in order to resolve issues with the City of San Diego.

This amendment includes additional budget for inspection and contract administration services for the above noted work.

LRT 426.4 – LA MESA LINE SEGMENT:

Amendment 37 anticipated the contract closeout of the La Mesa segment by December 2005. The actual completion of physical work by the contractor was on October 7, 2005 including the six-month plant establishment period.

There were no additional impacts to the CMC on this segment.

LRT 426.5 – TRACK & SYSTEMS

Amendment 37 anticipated the contract closeout of the Track & Systems by the end of December 2005. Executed change orders to the contract have extended the projected completion date to January 31, 2006. The project closeout is anticipated to take until the end of March 2006.

Several factors have delayed the closeout of the project, which include:

- As the last contract on the MVE project, several change orders added work that was unrelated to the original Trackwork and Systems Contract. The addition of this work delayed the completion of the physical work.
- The Contractor has closed their local offices and their staff is no longer available to work on a regular basis to provide the necessary documents to closeout the project.
- There are approximately 60 outstanding contract change orders to finalize; the majority these change orders are at force account. The Contractor has not been timely in submitting the Daily Extra Work Reports (DEWRs) necessary to document and reconcile these change orders. Even when they have been submitted many of the DEWRs have been incomplete, contained inaccurate labor rates, are missing backup documentation for materials and/or equipment, etc.
- The contractor is required to provide as-built drawings. The initial submittal has been received and is being reviewed.
- There have been many final bid item quantity differences between the Contractor and Engineer's estimate. Many have been resolved, but several remain to be worked out.
- Several bid items have increased more than 25 percent and require adjustment in compensation. The Contractor has not submitted the required documentation for a complete review and reconciliation.
- Several labor compliance issues remain to be resolved by the Contractor.
- Some spare parts are still outstanding from the Contractor.

The additional CMC budget is for additional inspection and contract administration/coordination for the additional work performed by the contractor and the remaining closeout activities. They include:

- Finalize quantities and item adjustments on contract bid items.
- Compile and verify supporting documentation and negotiate contract change orders.
- Review and revise (as requested) contractor supplied as-built drawings.
- Resolve outstanding labor compliance issues.
- Review/reconcile outstanding contractor submittals.

Budget - Amendment No. 39

| | | | | | | | | | | | | | |
|--------------------------|-----------------------------|-------------|----------------|--------|------------------|------------------------------|------------|------------|----------------|----------------|-----------------|-----------------|-----------------|
| BERK, CHRIS P | ARE - LA MESA | 176 | \$46.44 | 2.4057 | \$19,663 | | | 0 | | 0 | 0 | 0 | 0 |
| DILL, STEVEN R | RE - TRACKWORK SYSTEMS | 704 | \$47.53 | 2.4057 | \$80,497 | | | 0 | | 0 | 0 | 0 | 0 |
| JAYNE, DONALD AARON | INSPECTOR-CIVIL-LA MESA | 352 | \$38.58 | 2.4057 | \$32,870 | | | 0 | | 0 | 0 | 0 | 0 |
| JOHNSON, MIKE | SIGNAL INSPECTOR | 40 | \$41.16 | 2.4057 | \$3,961 | | | 0 | 40 | 0 | 0 | 0 | 0 |
| LATIMER, CASSANDRA | OFFICE ASSISTANT | 824 | \$15.00 | 2.4057 | \$29,734 | | | 0 | | 0 | 0 | 120 | 0 |
| JAYNE, ANN | OFFICE ASSISTANT | 352 | \$13.00 | 2.4057 | \$11,008 | | | 0 | | 0 | 0 | 0 | 0 |
| SMITH, LARRY | Asst RE LRT 426.3 & 5 | 608 | \$43.03 | 2.4057 | \$62,939 | | | 0 | | 0 | 40 | 40 | 0 |
| JESS, BUD | PROJECT MANAGER | 512 | \$34.00 | 2.4057 | \$66,513 | | | 0 | 32 | 160 | 160 | 120 | 40 |
| | SUBTOTALS | 3568 | \$35.76 | | \$306,985 | \$0 | \$0 | 0 | | | | | |
| | | | | | | Base Labor | | | | | | | |
| | | | | | | Labor with 2.4057 Multiplier | | | | | | | |
| | | | | | | | | | | | | | 3,384 |
| | | | | | | | | | | | | | 306,985 |
| TROYAN, MISCHA | INSTRUMENT TECH/OFFICE ENCL | 96 | \$35.35 | 2.31 | \$7,839 | | | 24 | 24 | 24 | 24 | 0 | 0 |
| | Unbilled Invoices | | | | \$0 | \$0 | \$0 | | | | | | |
| | SUBTOTALS | 96 | | | \$7,839 | \$0 | \$0 | | | | | | |
| | | | | | | Base Labor | | | | | | | |
| | | | | | | Labor with 2.31 Multiplier | | | | | | | |
| | | | | | | | | | | | | | 3,384 |
| | | | | | | | | | | | | | 7,840 |
| | Unbilled Invoices | | | | \$0 | \$0 | \$0 | | | | | | |
| | Revenue Operations Testing | | | | \$8,984 | \$0 | \$0 | | | | | | |
| | SUBTOTALS | 0 | | | \$8,984 | \$0 | \$0 | | | | | | |
| | | | | | | | | | | | | | 8,984 |
| FIELD OFFICE SPACE | | | | | \$25,030 | | | \$0 | | | | | |
| FIELD OFFICE EQUIPMENT | | | | | \$6,625 | | | \$0 | | | | | |
| FIELD OFFICE SUPPLIES | | | | | \$7,155 | | | \$0 | | | | | |
| FIELD OFFICE PHONES | | | | | \$8,285 | | | \$0 | \$1,857 | \$1,857 | \$1,857 | \$1,857 | \$1,857 |
| TRAVEL - DISTANT | | | | | \$3,500 | | | \$0 | \$300 | \$1,500 | \$1,500 | \$500 | \$500 |
| TRAVEL - LOCAL | | | | | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| VEHICLES | | | | | \$7,800 | | | \$0 | \$1,950 | \$1,950 | \$1,300 | \$1,300 | \$1,300 |
| CONTINGENCY | | | | | \$20,211 | | | \$0 | \$2,500 | \$4,211 | \$4,500 | \$4,500 | \$4,500 |
| FINAL ASBUILTS | | | | | \$28,000 | | | \$0 | \$12,000 | \$12,000 | \$4,000 | \$0 | \$0 |
| FINAL ASBUILTS (Pricing) | | | | | \$6,000 | | | \$0 | \$5,000 | \$1,000 | \$0 | \$0 | \$0 |
| DOCUMENT CONTROL SUPPORT | | | | | \$3,600 | | | \$0 | \$1,200 | \$1,200 | \$800 | \$800 | \$800 |
| | | | | | \$0 | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SUBTOTALS | | | | \$118,206 | | | \$0 | \$6,369 | \$6,280 | \$22,919 | \$17,319 | \$18,319 |
| | | | | | | | | | | | | | 118,206 |
| | | | | | | | | | | | | | 442,018 |

| | | | | | | | | | |
|-------|---|---|-------|---------|---------|--------|--------|--------|---------|
| WGI | - | - | - | 90,353 | 91,280 | 65,480 | 46,205 | 13,667 | 306,985 |
| Subs | - | - | 6,452 | 6,452 | 1,960 | 1,960 | - | - | 16,824 |
| ODCs | - | - | - | 26,369 | 35,280 | 22,919 | 17,319 | 18,319 | 118,206 |
| Total | - | - | 6,452 | 123,174 | 128,520 | 90,369 | 65,524 | 32,995 | 442,018 |

| | |
|--------------------------------|--------------|
| Current Budget | \$44,351,219 |
| MTDB Board Approved Amendments | \$1,037,690 |
| Total Budget | \$45,388,909 |

| | |
|-------------------|------------|
| Previous Billings | 44,350,965 |
| Unpaid amount | 788,994 |
| Total Billed #59 | 45,137,859 |
| ETC | 44,018 |
| | 45,579,874 |
| Appr Contract | 45,388,909 |
| Total EAC | 45,579,874 |
| Balance | (190,965) |
| Appr Contract | 45,388,909 |
| Total Billed | 45,137,859 |
| Balance | 251,050 |

Amount Short

MTDB**CONTRACT CHANGE ORDER (CCO)****Report Date: 01/20/06****Contract No. LRT-428.5****MVE Trackwork & Systems****File: CIP10426.7**

CCO NO. 90
 SUPPLEMENT NO. 2
 REVISION NO. 0
 TO: Stacy and Witbeck Inc.

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

NOTE: This change order is not effective until approved by The General Manager

Description of work to be done, estimate of quantities, and prices to be paid. Segregate between additional work at contract price, agreed price and force account. Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time.
 Change requested by Engineer

Extra Work at Agreed Price

In accordance with Sections 4-1.03D "Extra Work" of the Standard Specifications, and as directed by the Engineer, provide labor, material, equipment, and incidentals necessary to install the 144 fiber cable from the overhead catenary, as installed under Contract Change Order No. 90, to the termination racks in the communication shelters (70th Street, Alvarado), communication rooms (SDSU, Grantville), elevator room (Qualcomm), and communication cabinets (Grossmont, Mission San Diego). Splice, terminate and test the fiber optic cables as shown and specified on sheets 3 thru 13 of this contract change order.

For this work the Contractor will be paid the sum of \$170,451.30. Additionally, this change order shall take a credit of (\$9,970.00) for damaged fibers installed between Grantville Station and SDSU Station under CCO No. 90.0. Therefore, this supplement will be paid as agreed price in the amount of \$170,451.30 - \$9,970.00 = \$160,481.30.

This constitutes full compensation, including all markups, for this change. Contract time is not affected by this change.

Agreed Price \$160,481.30

Total Change This Supplement:

\$160,481.30 (Increase)

By reason of this order the time of completion will be adjusted as follows: **No Adjustment**

Submitted by: _____ Date _____
 Resident Engineer Steven Dill

Recommended by: _____ Date _____
 Construction Project Manager N/A

Recommended by: _____ Date _____
 Director of Engineering & Construction Jim Linthicum

Approved by: _____ Date _____
 General Manager Paul Jablonski / CEO

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

Accepted, Date _____ Contractor: Stacy and Witbeck Inc.

By _____ Title _____

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.



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

Agenda

Item No. 7

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

MKPC 620.9 (PC 50551)

February 23, 2006

Subject:

MTS: CREATIVE DEVELOPMENT AND IMAGE ADVERTISING SERVICES

RECOMMENDATION:

That the Board of Directors:

1. authorize the Chief Executive Officer (CEO) to execute Option One of two 1-year option extensions to Doc. No. G0919.0-04, with Wash Creative, Inc., for continuation of creative development and image advertising services in an amount not to exceed \$400,000; and
2. ratify the action taken by the previous General Manager in executing the base contract for a total dollar value of \$800,000.

Budget Impact

\$400,000 would come from the Marketing and Communications line item 50551 over a 12-month period beginning immediately (sharing part of the FY 06 and FY 07 budget).

DISCUSSION:

MTS secured creative development and image advertising services with Wash Creative, Inc., on January 20, 2004, as part of a two-year contract with two 1-year option extensions for a total value of \$1.6 million. The original contract is about to expire, and the MTS Marketing and Communications Department is seeking to extend this contract by exercising the first 1-year option, not to exceed \$400,000.



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

The extension would continue ongoing creative and image advertising services, as outlined in the original Scope of Work, to further enhance the system's image, increase public awareness, increase ridership, and build confidence in MTS.

Staff is also requesting that the Board ratify the action of the previous General Manager in executing the base contract in the amount of \$800,000 instead of \$400,000. Due to a typographical error, the original agenda item requested Board approval for "an amount not to exceed \$400,000." However, that dollar figure should have been for an amount not to exceed \$800,000 (\$400,000 per each of the two contracted fiscal years).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Rob Schupp, 619.557.4511, rob.schupp@sdmts.com

FEB23-06.7.IMAGEADSVCS.JKRIEG

Attachment: A. Draft MTS Doc. No. G0919.2-04



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

Att. A, AI 7, 2/23/06, MKPC 620.9

February 23 2006

MTS Doc. No. G0919.2-04
MKPC 620.9 (PC 50551)

DRAFT

Mr. Allan Wash
President
Wash Creative, Inc.
2121 Fifth Avenue, Suite D
San Diego, CA 92101

Dear Mr. Wash:

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G0919.0-04; CREATIVE DEVELOPMENT AND
ADVERTISING SERVICES

This letter shall serve as Amendment No. 2 to MTS Document No. G0919.0-04. MTS hereby exercises the first of two 1-year options.

SCOPE OF WORK

Continue the ongoing advertising campaign to increase awareness of MTS's image and transit services, consistent with the original Scope of Work.

SCHEDULE

This first 1-year option extension will begin immediately and expire within 12 months.

PAYMENT

The total value of the first-year option shall not exceed \$400,000. The total value of the entire contract including this amendment shall not exceed \$1,208,479.00. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Allan Wash
Wash Creative, Inc.

FEB23-06.7.AttA.WASHCREATIVE.JKRIEG

Date: _____

A-1



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.

ADM 110.2 (PC 50601)

February 23, 2006

Subject:

MTS: PROPOSED AMENDMENTS TO BOARD POLICY NO. 41 - MTS SIGNATURE
AUTHORITY

RECOMMENDATION:

That the Board of Directors approve the proposed revisions to Board Policy No. 41
(Attachment A).

Budget Impact

None.

DISCUSSION:

The MTS Finance Department is proposing changes to Board Policy No. 41 to:

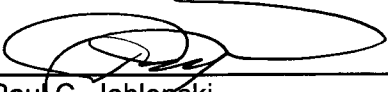
1. bring greater uniformity, clarity, and consistency amongst all MTS agencies
(Metropolitan Transit System, San Diego Transit Corporation, and San Diego
Trolley Inc.) with respect to signature authority;
2. add San Diego Transit Corporation and San Diego Trolley, Inc. position titles;
3. update the approval levels due to changes in inflation; and
4. allow for a facsimile signature on smaller checks (under \$1,000). The purpose is
to increase efficiency and allow management to more thoroughly examine the
larger checks. A listing of such facsimile signature checks must be reviewed and
approved by an authorized check signer.



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.

The following is a summary of the proposed changes to Board Policy No. 41:

1. Establish approval levels relevant and consistent to all agencies.
2. Add San Diego Transit Corporation and San Diego Trolley, Inc. positions and increase approval levels on all positions.
3. Allow for a facsimile signature.



Paul C. Jablonski
Chief Executive Officer

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

FEB23-06.8.POLICY41SIGNATUREAUTHORITY.TLYNCH

Attachment: A. Proposed Revisions to Policy No. 41

Policies and ProceduresNo. 41

Subject:

Board Approval: 1/29/04 2/23/06

MTDB-MTS SIGNATURE AUTHORITY

PURPOSE:

To establish guidelines and procedures for authorized signatories relating to check processing (including wire transfers) and MTDB-MTS documents (purchase requisitions, contracts, agreements, payment vouchers). The policies below relate to MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI).

BACKGROUND:

MTDB-MTS, TransitSDTC, and TrolleySDTI maintains a number of checking accounts in various approved financial institutions. To ensure adequate internal controls, signing of checks and execution of wire transfers is restricted to authorized personnel only. This policy would establish guidelines and procedures for obtaining appropriate approval. In addition, this policy establishes guidelines and procedures for delegating authority to execute MTDB-MTS documents, including contracts and agreements, on behalf of the Chief Executive Officer in his or her absence.





POLICY:**41.1 Authorized Signatories for Disbursements**

One signature is required for check and wire transfer disbursements under \$5,000 and two signatures are required for disbursements of \$5,000 or more. Authorized signatories for disbursements include the Finance Manager, Chief Executive Officer, and General Counsel. Authorized signatures for disbursements are: the Finance Manager, Controller, Chief Operations Officer - Bus, President and General Manager - Trolley, Chief Financial Officer, General Counsel, and Chief Executive Officer.

One signature is required for check and wire transfer disbursements under \$1,000. This signature can be a facsimile signature. Two signatures are required for all checks and wire transfer disbursements over \$1,000. One of these can be a facsimile signature. A listing of all facsimile checks must be reviewed and approved by an authorized check signer. For checks and wire transfer disbursements over \$10,000, the second signature SHALL NOT BE the Finance Manager or Controller. Checks and wire transfer disbursements over \$25,000 require that one of the signatures be that of the General Counsel, Chief Financial Officer, or Chief Executive Officer.

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!

The below listing summarizes the above as to effective levels of check-signing authority:

| | | |
|---|------|-----------|
| Finance Manager | To | \$ 10,000 |
| Controller | To | \$ 10,000 |
| Chief Operations Officer - Bus | To | \$ 25,000 |
| President and General Manager - Trolley | To | \$ 25,000 |
| Chief Financial Officer | Over | \$ 25,000 |
| General Counsel | Over | \$ 25,000 |
| Chief Executive Officer | Over | \$ 25,000 |

41.2 Authorized Signatories on Purchase Requisitions

The respective Project Manager, functional area director, Finance Manager, and General Counsel must sign all Purchase Requisitions. For Purchase Requisitions involving purchases of \$5,000 or more, the Chief Executive Officer must sign. Authorized signatures for purchase requisitions are Supervisors, Managers, Directors, Chief Operations Officer - Bus, President and General Manager - Trolley, Chief Financial Officer, General Counsel, and Chief Executive Officer.

| | | |
|---|------|-----------|
| Manager/Supervisor | To | \$ 2,500 |
| Directors | To | \$ 5,000 |
| Chief Operations Officer - Bus | To | \$ 50,000 |
| President and General Manager - Trolley | To | \$ 50,000 |
| Chief Financial Officer | To | \$ 50,000 |
| General Counsel | To | \$ 50,000 |
| Chief Executive Officer | Over | \$ 50,000 |

41.3 Authorized Signatories on Contracts and Documents

In the Chief Executive Officer's absence, the General Counsel and the Finance Manager are authorized to execute contracts and documents, as may be required. Authorized signatures for Contracts and Documents are Supervisors, Managers, Directors, Chief Operations Officer - Bus, President and General Manager - Trolley, Chief Financial Officer, General Counsel, and Chief Executive Officer.

All approval levels must be contained within and be consistent with overall Board of Directors approval levels. The approval levels are as follows:

| | | |
|---|----|-----------|
| Manager/Supervisor | To | \$ 2,500 |
| Directors | To | \$ 5,000 |
| Chief Operations Officer - Bus | To | \$ 50,000 |
| President and General Manager - Trolley | To | \$ 50,000 |

| | | |
|-------------------------|-------|------------|
| Chief Financial Officer | To | \$ 50,000 |
| General Counsel | To | \$ 50,000 |
| Chief Executive Officer | Up To | \$ 100,000 |

Board of Directors approval is required for all contracts over \$100,000.

41.4 Authorized Signatories of for the Clerk of the Board

In the Clerk of the Board's absences, the Administrative Assistant to the Chief Executive Officer Assistant Clerk of the Board is authorized to execute documents, as may be required.

41.5 Authorized Signatories of Payment Vouchers and Check Requests

All payment vouchers must be signed by the respective Project Manager. Payment vouchers over \$1,000 must also be signed by the functional area director. Employee travel and expense reimbursements must be signed by the functional area director and Finance Manager. For travel and expense reimbursements of \$5,000 or more, the Chief Executive Officer must sign. For payments to the Chief Executive Officer, the General Counsel or Finance Manager are authorized to sign the payment voucher. Authorized signatures for payment vouchers and check requests are Supervisors, Managers, Directors, Chief Operations Officer - Bus, President and General Manager - Trolley, Chief Financial Officer, General Counsel, and Chief Executive Officer.

All approval levels must be contained within and be consistent with overall Board of Directors approval levels. The approval levels are as follows:

| | | |
|---|------|-----------|
| Manager/Supervisor | To | \$ 2,500 |
| Directors | To | \$ 5,000 |
| Chief Operations Officer - Bus | To | \$ 50,000 |
| President and General Manager - Trolley | To | \$ 50,000 |
| Chief Financial Officer | To | \$ 50,000 |
| General Counsel | To | \$ 50,000 |
| Chief Executive Officer | Over | \$ 50,000 |

41.6 Authorized Signatory for the CEO in the CEO's Absence

In the CEO's absence, General Counsel is authorized to execute all checks, purchase requisitions, contracts, and documents as necessary, so long as prior approval is given by the CEO.

WCassi/JGarde
FEB23-06.8.AttA.POLICY41.SIGNATUREAUTHORITY.TLYNCH
2/27/06

This original Policy was adopted on 2/13/92.

Policy revised on 8/11/94.

Policy revised on 1/29/04.

Policy revised on 2/23/06.



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

Agenda

Item No. 9

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

OPS 980.8
(PC 30117)

February 23, 2006

Subject:

MTS: ACCESSIBLE SERVICES ADVISORY COMMITTEE (ASAC) MINUTES
DISTRIBUTION

RECOMMENDATION:

That the Board of Directors receive a copy of Accessible Services Advisory Committee (ASAC) meeting minutes as an update regarding accessible service concerns and trends. (The January 19, 2006, ASAC meeting minutes are provided as Attachment A.)

Budget Impact

None.

DISCUSSION:

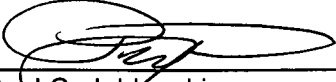
On December 8, 2005, an ASAC Discussion Item pertaining to the Comprehensive Operational Analysis (COA) led to questions regarding the role of ASAC. This was also discussed at the January 19, 2006, ASAC meeting. In that ASAC advises both staff and the Board of Directors, it was decided that to immediately and inexpensively facilitate awareness as to what is occurring at ASAC meetings on a regular basis, ASAC meeting minutes should be provided to the Board of Directors.

ASAC Agenda Item No. 7 on February 9, 1995, is attached (Attachment B) for information regarding the enabling Board action for the ASAC. Insofar as one of the specifically stated responsibilities of ASAC is to advise and make recommendations to the Board, ASAC felt that regularly providing members with a copy of the meeting minutes would be prudent. At times, ASAC forwards specific requests for action to the



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

Board of Directors; however, such items generally have a high degree of issue specificity and occur too infrequently to keep the Board familiarized with discussions at ASAC.

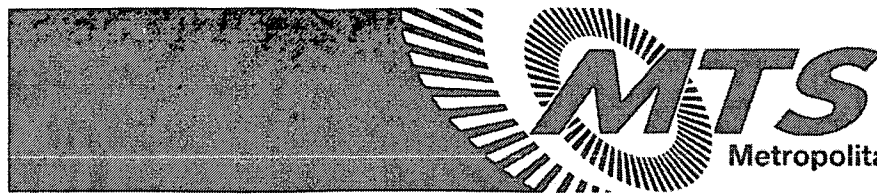


Paul C. Jablonski
Chief Executive Officer

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

FEB23-06.9.ASACMINUTES.MCALDER

Attachments: A. 1/19/06 ASAC Minutes
B. Agenda Item No. 7 from the 2/9/95 Board of Directors Meeting



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

MTS ACCESSIBLE SERVICES ADVISORY COMMITTEE
(ASAC) MEETING

SRTP 880.1
(PC 20263, 30206)

MTS BOARD OF DIRECTORS MEETING ROOM
1255 IMPERIAL AVENUE, SAN DIEGO, CA 92101

January 19, 2006

MINUTES

1. Call to Order and Roll Call

Chairman Rogers called the meeting to order at 1:35 p.m. A roll call sheet is attached listing Committee members' attendance (see Attachment A).

2. Approval of December 8, 2005, Minutes

It was moved and seconded to approve the minutes of the December 8, 2005, ASAC meeting. The motion was unanimously approved.

During the discussion phase, it was noted by Mr. Floyd Willis that on Page 11, Paragraph 5, all of the material in that paragraph was not attributable to him, beginning with the following: *"Mr. Willis stated that this is a little outside the parameters."*

It was confirmed by the Clerk after the meeting that this sentence was, in fact, stated by Chairman Rogers. The minutes were amended to reflect this change.

3. Public Comment

Mr. Don Stillwell – 6308 Rancho Mission Road, San Diego, CA. Mr. Stillwell began by stating he had a problem in that the bus, formerly Route 13 from Fashion Valley, no longer makes a connection to Kaiser Hospital. In addition, he learned that the Route 14 bus departs from Fashion Valley at exactly the same time as the Green Line Trolley departs from Old Town, which means there are absolutely no connections on the route. He presented this information to both the City Council and the Board regarding what he felt would be a good stop at Rio Vista. He looked at the Americans with Disabilities Act (ADA) to see if there is anything there that might convince them to make this change. He said he



believed the Route 14 bus has been in violation of the ADA for the past six months. The ADA considers hospitals major activity centers that must be served for ADA individuals. Kaiser Hospital is a hospital not being served by the Route 14 bus. He stated, "Lest the claim be made that it *is* being served, he would like to add another ADA requirement and he quoted as follows: *"Path of Travel", which includes a continuous, unobstructed way of pedestrian passage to the entrance of the facility*". He stated the only path of travel at Kaiser Hospital that meets the requirements is the bus stops on Zion Avenue and Crawford Street. The current crossing of Mission Gorge Road is far from unobstructed. He has been trying to find an approach that would convince MTS to include Kaiser Hospital as a stop. He has tried everything he can think of and he decided that this would be a good way to try to get it done. Between those two items, he was trying to get the bus to go by the hospital. If this cannot take place, what can the ADA do? What procedure could he go through to get the ADA to take-a-look at the situation to see if it violates the requirements? He suggested that this should be done as quickly as possible because, as it currently stands, trying to cross Mission Gorge Road is not good for the people in the neighborhoods. A connection could be made with the number 13 bus at Kaiser Hospital. He also proposed that with the new COA, they look into these timely connections before schedules are printed. He was coming to ASAC to see if anyone could make some suggestions to find out how to get the bus to go by the hospital, because he felt that, after looking at the ADA information, it should be required.

Chairman Rogers stated that other than passing information up, ASAC has no ability to make changes. There are people in attendance from all of the different organizations surrounding transit that enables ASAC to pass the information up. He requested that Mr. Calder pass this information to the Board. Secondly, he stated that he felt that it would be appropriate for Mr. Stillwell to go to MTS, as this is the organization to which this request would be addressed.

Mr. Stillwell stated that he attends both the MTS Board meetings and the City Counsel meetings every week and every month. He is trying everything he can think of because he thinks the bus should go to Kaiser, as he knows the people that live in the neighborhoods. He stated that he is not trying to do something for himself he is trying to help the people in the neighborhood.

Chairman Rogers recognized Conan Cheung, Planning Director at MTS, as he requested a moment to reply to Mr. Stillwell.

Mr. Cheung stated that MTS has heard Mr. Stillwell's concerns, and that there were at least 20 staff members who have sat down with Mr. Stillwell and have gone through in intricate detail all of his concerns. Relative to the Route 14, it was a portion of the Route 13 that was cut off from the Route 13 when the Mission Valley East Green Line extension was implemented there was a slight modification to the route. With that modification MTS was not able to continue to serve the Kaiser Hospital as it was being served from the Mission Valley segment of the Route 13 across Friars Road. Subsequently, MTS had to reduce the frequencies on that segment to 45-minute frequencies, and therefore there is not a real

connection from all of the trips on the Route 14 to the Trolley, which runs at 15-minute frequencies. In terms of specific access to the hospital on the two stops referenced by Mr. Stillwell, one can make that trip by taking the Route 14 to Grantville, transferring from the 14 to the Route 13, which goes directly to those two stops; however, this may be a moot point in a six months as MTS is planning on changing the Route 13 and the Route 14 through the COA. When this occurs, both Route 13 and Route 14 would circulate around Kaiser Hospital, as Mr. Stillwell proposes. In addition, MTS is currently proposing to increase frequencies on the Route 14 across the Mission Valley segment to 30-minute frequencies for more service and for better transfers. MTS is also proposing the increase of frequencies on Route 13 from 30 minutes to 15 minutes, further improving the frequencies and transfers.

Chairman Rogers stated that it appeared that Mr. Stillwell had been heard.

Mr. Stillwell claimed he had a rebuttal. He stated that in looking at the new schedule for the COA, the Route 14 bus would not go to Grantville Trolley. It will pass the Grantville Trolley stop and go to Kaiser Hospital. If this occurs, with the extra runs on the Route 13, this is an extra 96 miles on a 1-mile stretch because they do not want to stop at Grantville Trolley station and transfer the riders there. The people that live in this area do not necessarily like going down to Grantville Trolley to get to Kaiser Hospital so they ring the bell when it goes the wrong direction, they get off at McDonalds, walk across the street to get to Kaiser Hospital. They consider that if you are within a quarter of a mile, it is close enough. He stated that ADA requirements say that people have to get to the hospital.

Chairman Rogers stated that his concern was how the Committee could help Mr. Stillwell.

Mr. Stillwell stated that all that had to occur is to schedule the bus around Kaiser Hospital and the problem would be solved.

Chairman Rogers stated that his point would be that the Committee does not have anything to do with the scheduling, other than to forward comments such as Mr. Stillwell's. That is basically the function of the Committee to forward concerns of the community, which will be done with Mr. Stillwell's comments.

Mr. Stillwell said if anyone could give him any information as to how he could get the ADA to say to MTS that they had better be doing it or they would not be getting federal grants any longer.

Ms. Tiffany Lorenzen stated that she felt Chairman Rogers had addressed his comments and directed staff to follow up on his letter, and that if he had additional comments respective to this committee it was now the time to make them.

Mr. Stillwell stated that this was the reason he came to this Committee as he was told the Committee looked into ADA problems.

Chairman Rogers thanked Mr. Stillwell, and stated that he did not want to make it seem as though the Committee was not concerned. Chairman Rogers stated, that he could not identify what the Committee could do specifically to help him, apart from speaking to him after the meeting to determine if there was anything else he could do to assist him.

Mr. Stillwell stated that he gave Mr. Calder two documents. One tells how MTS could cure the non-connection of the Green Line by a 3-minute delay leaving Fashion Valley, and the other brings up the items that he felt the ADA would like to enforce, if it is not being done in the right way now.

Chairman Rogers stated he would forward this up to the Board and if there was no objection in forwarding it up as far as the Committee was concerned, it will be done with the recommendation that it be looked into to be certain that ADA compliance is being met. Chairman Rogers stated that he felt that was as much as the Committee could do at that time.

Mr. Stillwell stated that he would appreciate anything that could be done.

Mr. Floyd Willis requested clarification on Mr. Stillwell's comment regarding the ADA requirement that a route go by a hospital.

Chairman Rogers stated that off the top of his head, he could not identify such a requirement.

Mr. Calder stated that Mr. Stillwell had found some language in the ADA that pertained to hospitals, specifically, and unobstructed right-of-ways, but there is a lot of language in the ADA about right-of-ways – how directly one routes access, or being on one side of the street vs. another would be impacted by the ADA, Mr. Calder actually was unaware of any provision. Mr. Calder stated that this would be something that would be reviewed. Mr. Calder stated that it was his understanding that the Board had heard this information as well and had received copies as well, and had directed staff to analyze the information. Mr. Calder stated he would make certain the appropriate staff received Mr. Stillwell's information as well and the question Mr. Willis asked needed to be looked at, as he was not aware of this provision.

Mr. Stillwell said he could find the paragraph numbers. He did not write them down, as there were too many numbers.

Chairman Rogers thanked Mr. Stillwell.

4. Americans with Disabilities Act (ADA) Paratransit Reports

MTS Access – John Lewis presented the operations report and call center statistics for MTS Access (see Attachment B).

MTS ADA Suburban Paratransit – Mary Kalvin presented the operations report and call center statistics for MTS ADA Suburban Paratransit (see Attachment C).

Orthopaedic Hospital – Art Hulscher presented the certification report for Orthopaedic Hospital (OH) (see Attachment D).

Mr. Hulscher commented regarding the recertification rate and drop-out as requested last at the last meeting by Ms. Vagadu Varda, Mr. Hulscher stated he hoped that the software was going to allow the matter of simply pulling that number, but when OH receives returned mail, there is a 'notes' field in the Access database where the notation "Returned to sender – deceased, no response, etc." but to track this it would entail pulling up every single file and a review of the comments individually, so it was a bit more of an intense effort than he had anticipated, but in general what has been sent out can be tracked in the system as to whether it was returned. Of those names we sent out in '05, which was a quick thumb nail so Mr. Hulscher did not want to bring a report until we could actually define the parameters, because we found that software developers have a tendency to say, "what exactly do you want, and spell it out", so we ended up looking at a 56% return rate of 100% of the recertifications sent out in the year '05. So again, if there were specific parameters or something that would change that we could look at directly, we could look at that request.

Mr. Chaidez stated that he was unable to read the reports, and requested that perhaps several copies could be provided in a larger font for the visually impaired.

Mr. Hulscher noted this request, and stated in printing Excel spreadsheets it's arduous to get the information on one page, and asked if multiple pages would be all right. Mr. Hulscher stated he could bring it on a disc if that would be preferable.

Mr. Chaidez stated that multiple pages would be fine, just one or two copies.

5. Fixed-Route Reports

MTS San Diego Transit Corp. (SDTC) - Mr. Mark Lowthian was not in attendance, the report for SDTC was received via e-mail and was placed on the table as handouts. (see Attachment E).

National City Transit (NTS) – Mr. John Webster was not in attendance, the report for NCT was received via e-mail and was placed on the table as handouts. (see Attachment F).

MTS San Diego Trolley, Inc. (SDTI) – Mr. Walter Clack presented the operations report for SDTI for December 2005 (see Attachment G). Mr. Clack stated he had placed copies of this report on the table at the entrance to the Boardroom, as requested by Committee members at the ASAC meeting of December 8, 2005. Mr. Clack also included graphs, as well as a history of eight years of ridership so that the Committee could see the impact that the ADA has had on the Trolley, specifically, over the past two years. Mr. Clack commented that he provided the outline for the service so the Committee could see what figures the information was based upon. Mr. Clack stated that SDTI ran nine trains on the Blue Line, which is nine

vehicles, the equivalent of driving nine busses, as there is one lift per train. There are nine vehicles on the Orange Line and on the Green Line, which has seven vehicles and has only been in operation for five and one half months.

Chairman Rogers introduced Mr. Calder who led the discussion regarding the "Segway" a mobility device.

Mr. Floyd Willis thanked Mr. Clack for the comprehensive graphs and other information presented.

Mr. Rob Carley stated he also appreciated seeing the percentages on paratransit, and thought that we could see over a period of time the Abandoned Call Ratio, percentage of wheelchair boardings, etc., would give the Committee a clear picture of how that is going. Between November and December it appeared that there was a 2% decrease in abandoned calls, and stated once again how much he appreciated the data.

Mr. Calder stated that he was glad the additional information was helpful, and that it would continue to be provided in the future.

6. Segway Mobility Device

Mr. Calder reported on the use of Segways as a mobility device, and stated that he had hoped that Mr. Webster would be in attendance, as he had initially brought up the issue and its importance. Mr. Calder stated that he had received a random survey from Sacramento about Segways as mobility devices, and that Mr. Clack had confirmed that there is at least one Segway rider on SDTI. Mr. Calder stated there is a vendor in Pacific Beach that is selling them to be used specifically for mobility device purposes, so we should see a lot more of them in the future. FTA has provided some guidance since that time and Mr. Calder stated there were copies on the entrance table of the memo from Jim Byrne, Director of Transportation at SDTC, which defines Segways as mobility devices and are suitable for boarding as such. They are not allowable for boarding as a recreational device or a device to provide transportation, as they need to be secured and accessible accommodations will be used. Mr. Calder requested that if anyone had any questions, or concerns, that they are aired during this segment of the meeting, as Segways are a very new mobility device.

Mr. Hulscher stated that it was his understanding that these devices are very difficult to secure, and was not aware of any system that was able to do so.

Mr. Calder replied that he was also unaware of how to secure these devices, and he had not heard from SDTC regarding securing them on those vehicles. Mr. Calder asked Mr. Clack if he had heard anything regarding that Trolley passenger being a transfer and having any problems with securement?

Mr. Clack replied he had heard nothing at all about securing them, and that they are not secured on the Trolleys, and he had not heard any problems or comments regarding the busses.

Mr. Chaidez commented that Segways as a mobility device is one of the better things that have been invented, but as stated previously, the problem of securing them is the same as having a shopping cart on the bus. They do not have brakes and if they got loose they could hurt someone. They could definitely be a safety hazard, and he did not know how much they weigh or what type of control there is if someone is not on it. At the same time Mr. Chaidez did not want to say that they should not be used, especially for someone who used it as a mobility device. Then of course, there are the potential ramifications of failure to comply with FTA direction regarding the ADA. Mr. Chaidez felt that before policy was issued on it, he felt that there should be more study done.

Mr. Calder asked Mr. Hulscher if he knew of other properties having trouble with Segways, and if they are still allowing them to board.

Mr. Hulscher replied that they are still allowing them to board and that they are stowed easily. They are using the designated section in the front of the bus. Mr. Hulscher stated he had just recently heard a discussion regarding this subject, but could not remember which type of bus was referenced. Mr. Hulscher stated the other issue was that once the Segways were allowed to board, as mentioned by Mr. Chaidez, they could break loose. Mr. Hulscher stated that it would be difficult to decide which individuals were using it as a mobility device and which were using it as a recreational vehicle. The issue came up that if there were two boarded, they were easier to secure, as the 5-point tie down was able to fit across and hold them to the wall. Mr. Hulscher was going to check into whom he was speaking with during this conversation.

Chairman Rogers asked if there were further questions or comments on this subject. As no one commented, Chairman Rogers requested that Mr. Calder discuss the ASAC Guidelines.

7. ASAC Guidelines/Vice-chair

Mr. Calder stated that the COA discussion of the meeting on December 8th, prompted him to go back and look into ASAC's role in enabling Board acts. Copies of the 2-page ASAC Guidelines were provided to Committee members. Mr. Calder apologized because there was not a copy available in a larger font, but that the copy was the only document available that he could locate. Mr. Calder cited the most important section of the Guidelines as being the election of a vice-chair, which would become a rotating office year to year. Mr. Calder read the Guidelines to the Committee, and suggested that the office be opened up to discussion. Mr. Calder suggested perhaps starting the first year with a consumer, one of the individuals on the Committee who does have a disability, and then in February, if there is consensus on a particular person, that person could be nominated for election as vice-chair for the 2006 calendar year. Mr. Calder stated that if anyone had discussion or

concerns, this would be the time to bring them up, or if someone with a disability was interested they should indicate their interest.

Chairman Rogers questioned whether the Committee should make a policy that the vice-chair always is a consumer.

Mr. Calder stated that the vice-chair could be elected from the membership in general, and that the Committee should decide.

Mr. Floyd Willis stated it was a great suggestion to fill the vacancy that exists at this time, but not as a policy to say that the vice-chair must always be a consumer.

Chairman Rogers asked if there was any further discussion, and pointed out that there was at least one active consumer absent from the meeting. Chairman Rogers suggested that this matter should be addressed at the next ASAC meeting.

Mr. Chaidez asked if there had to be a formal motion regarding this matter.

Ms. Lorenzen stated that it needed to be noticed to comply with the Brown Act, so what was noticed at this meeting was to review the guidelines, not to take any action on nominating someone as the vice-chair.

Mr. Chaidez asked if this could be tabled until the next meeting, and make certain that it is on the agenda.

Chairman Rogers stated that tabling might not be the right thing.

Ms. Lorenzen stated staff was present that could be directed to make certain that this item will be placed on the next ASAC agenda, and it has been noted, and the Committee would have a nomination procedure pursuant to Roberts Rules of Order and elect a person to fill that position.

Mr. Chaidez stated that his main concern was that it did show up on the next ASAC agenda, whatever the procedure for getting it on the agenda.

Chairman Rogers stated that it was his understanding that it would be placed on the next ASAC agenda, and at that time it would be discussed and opened for nominations.

Ms. Lorenzen stated there are procedures in Roberts Rules of Order that calls for nominations from the floor and a whole outline of how to elect someone to that position. Ms. Lorenzen stated she would make certain the agenda item included all of those instructions.

Mr. Floyd Willis referenced Items I, A and B in the Guidelines stated the language "to advise". Mr. Willis wondered what the procedure would be for 'advising' the Board.

Ms. Lorenzen stated that if the Committee wanted to take formal action, they could forward a recommendation to the Board of Directors, and it would be placed on the agenda by Ms. Lorenzen, as counsel for the Board and counsel for this Committee.

Mr. Willis stated by means of take note on such and such a date ASAC.

Ms. Lorenzen stated she would prepare an agenda item that would convey the ASAC Committee's recommendations and requesting the Board to take action.

Mr. Willis wondered if it would be outside of the minutes as a separate piece that would be a communication to the Board.

Ms. Lorenzen clarified it would be an entire agenda item for whatever information the Committee wanted to convey to the Board, or whatever action the Committee wanted the Board to take.

Chairman Rogers suggested there was also another method that is actually used whereby Committee members represent the various organizations where the problem may reside. Chairman Rogers stated that sometimes it is taken care of by this Committee meeting informally, rather than as an agenda item.

Mr. Floyd Willis stated that this would negate the entire intent of having a formal organization as ASAC to formally respond collectively. The Committee exists as a formal committee, and has guidelines to advise, and there would be nothing that would prohibit individuals from doing as Chairman Rogers suggested. The question was how, as a group, this matter of advising the Board is fulfilled?

Ms. Lorenzen stated that she hoped she had answered Mr. Willis' question.

Mr. Willis stated that she had.

Mr. Chaidez asked how many motions or referrals had been made to the Board from the Committee.

Ms. Lorenzen stated it was a great question for which she did not have an answer at that time.

Mr. Chaidez requested that this question be addressed at the next meeting.

Ms. Lorenzen replied that this could be done, and ventured to say not many motions or referrals had been made to the Board.

Mr. Calder stated the last one he recalled that was somewhat recent was regarding Disability I.D. Cards, and was in January of 2005.

Ms. Lorenzen confirmed this to be correct and that there was perhaps one that year, and that she did not know how many in the preceding years. Ms. Lorenzen stated she had an Access database that currently goes back to the year 2000 and could run a search and advise the total number of times.

Chairman Rogers asked everyone if they felt that the ASAC Guidelines were covered sufficiently.

Mr. Calder stated that he just wanted to present them to the Committee as a concept, and that he would work with Ms. Lorenzen on what officially needs to happen, and place it on the February 23rd agenda.

Mr. Chaidez asked if ASAC had a budget.

Ms. Lorenzen replied that it did not.

Mr. Chaidez wondered if ASAC needed to go to the Board for a budget, if the Committee was going to recommend one.

Ms. Lorenzen replied the Board would need to know what ASAC wanted to spend money on.

Mr. Chaidez stated that with the paperwork that was being reviewed, it had been pointed out that whether it be during outreach, giving suggestions or giving advice, Mr. Chaidez thought there would have to be staff to type up the suggestions, or staff to follow through to make certain that it gets to where it has to go so the recommendations of the Committee are acted upon.

Ms. Lorenzen replied that Mr. Calder, Mr. Transue and she would make certain this takes place, even though we are employees of MTS.

Chairman Rogers asked for further questions or comments. As there were none, Chairman Rogers suggested that the Committee move on to the next issue.

8. COA ADA Paratransit Outreach Implementation Management

Mr. Conan Cheung, MTS Planning Director referred to the briefing at the last ASAC meeting by some of his staff regarding the COA process and general overview, and stated that he wanted to continue on with that discussion, and talk about some potential impacts to the ADA service area.

Mr. Cheung's Presentation

At the conclusion of his presentation, Mr. Cheung advised that he was there to get feedback on the proposal, and that any suggestions that the Committee would have would be beneficial to the planning department.

Mr. Chaidez stated he had attended several of Mr. Cheung's and other staff's presentations, and commended them and stated that they had really reached out to the community. Mr. Chaidez cited the presentation made to the Center for the Blind, at which time there was a packed house. Mr. Chaidez stated that although not everyone was visually impaired, everyone had something to say. Mr. Chaidez commended the way dividing them into groups and allowing them to say their piece handled it. Mr. Chaidez also commended the fact that Mr. Cheung said they would bring the proposed changes back to the disabled community before they were final. Mr. Chaidez cited an instance when people from the blind community were at a Board meeting and were not notified of changes until they happened. Mr. Chaidez stated a person that is disabled, elderly or does have some mobility problems getting on and off the bus using paratransit, whatever they happen to be, using the services that the Committee works at every day to give the best that they can through the drivers and the types of machines they are transporting with. So again, from a person that is representative of the visually impaired and blind community and the disabled community, he wanted to thank them. Mr. Chaidez stated that he realized that in the future they would work closer and closer together. Thank goodness MTS had the forethought of putting money aside to get some outreach and get some questions answered by the people who use the systems that ASAC operates and administers. Mr. Chaidez again thanked Mr. Cheung.

Chairman Rogers stated Mr. Chaidez's comments were excellent. Chairman Rogers recommended that ASAC, as a group, request Mr. Calder to formally refer Mr. Chaidez's compliments to the Board. Chairman Rogers stated complaints or concerns are brought forward, and that it might be nice to say that this Committee really appreciates the effort that was put into the COA. Chairman Rogers asked if that would be the will of the Committee.

Mr. Carley stated he agreed in theory to Mr. Chaidez's compliments, but that there was more that needed to be done to be sure that when the change occurs that people who are going to be affected are well educated, and he was really happy to see the additional six months extension of time. Mr. Carley stated that in representing people with developmental disabilities who have been riding the same bus or taking the same ADA service for many years, that when all of a sudden it was going to change, it takes them months to get used to change and get retrained to change and things like that, so he thought that so far the process has been good and reaching out like Mr. Chaidez said, has been good and he knew there were a lot of meetings going into the COA and he would like to see as many meetings going into the implementation of the COA. This would have to involve meetings in El Cajon, Santee, and specific programs to be successful. As much information as was gathered in the beginning needs to be put into education on the service reality of change (e.g. mobility instructor familiarity, user familiarity, etc). He stated he knew the change

needed to occur, but the community needs to be educated over and over again about the changes. There has to be opportunities for the community to be educated over and over again so that the people who use it who are disabled or seniors or have Alzheimer's, whatever their problem is, can have an opportunity to gain that knowledge prior to January. He applauded the idea of giving the additional six months to make that change. He supported the progress so far and stated that if there were more of the education through the whole process, he would be in agreement.

Chairman Rogers suggested that Mr. Calder go forward with something, and asked Ms. Lorenzen the procedure for taking the compliment to the Board.

Ms. Lorenzen stated that a motion be made to forward the compliment along with the comments from Mr. Carley about his desire to see as strong a follow-up with respect to implementation and ask Mr. Calder to prepare a memo to go to the Board members.

Chairman Rogers asked if this would be an agenda item, or if the memo would go in memo form.

Ms. Lorenzen replied that in the past Council member Atkins suggested that when accolades were received for staff members, that the Board be addressed by way of a memo, so she thought that in this particular instance, that would be an appropriate form.

Chairman Rogers asked for a motion for this action.

Mr. Chaidez stated according to the rules of most organizations, Chairman Rogers could not submit a motion and that someone else had to submit the motion.

Ms. Lorenzen clarified that Chairman Rogers was calling for a motion, not submitting a motion.

Mr. Carley made a motion that ASAC recognize the work that the COA planning team has done up to this point, especially based upon Mr. Chaidez's comments about the recent meeting at the Center for the Blind, of which Mr. Carley was aware and publicized for people with developmental disabilities as well, as he saw that as a real outreach. He cited the other issue about education post is another issue and supposed that would not be confused with the accolades for staff.

Chairman Rogers stated they could just say that the Committee looks forward to the continued community involvement.

Mr. Willis seconded the motion as put forth by Mr. Carley.

Chairman Rogers The motion was passed unanimously.

Mr. Willis made the second motion regarding the public hearing element of the COA timeline be long enough to accommodate public input in such a way, and as reflected in his comments in the December meeting minutes, that might include multiple locations in the county and multiple dates to really let the entire county of San Diego that this affects a plug in point for their understanding of the basic proposal that the Board will entertain on the 9th.

Chairman Rogers asked if that was a motion and Mr. Willis said that it was, and Mr. Chaidez seconded the motion. Chairman Rogers then asked if there was any discussion.

Mr. Carley stated his discussion would be that perhaps the motion could be such that the same process that was used to gather information, the frequency of the meetings, could be duplicated in the education of the community so it is very concrete what is being recommended, because there were many meetings in the gathering of data for the COA.

Mr. Willis stated that it parallel the previous outreach.

Chairman Rogers asked for a second to the modified motion. Mr. Chaidez seconded the motion and the motion was passed unanimously.

During the discussion of the motion, Mr. Chuck Lungerhausen asked what happens to the people who get cut out of the system entirely.

Chairman Rogers stated he did not have an answer for that.

Mr. Cheung stated that one thing they have been telling the people, as an option would be that SANDAG has the responsibility for the (CTSA) Coordinated Transportation Services Agency, and he believes they are moving forward with a possible nonprofit to try to come up with more community-based transportation. There is an additional \$1 million dollars a year in the new Transnet expenditure plan for additional community services, and he did not think they had made any comment in terms of the guidelines for the money. Therefore, he thought so far that it was flexible funding, whether it is seed money for operations or for planning a new service, technical expertise, etc. There are some resources out there outside of the mass transportation agency that one can look towards to either identify those types of community-based services, or even through Ride Link, identifying some of the vanpools and car pool opportunities.

Mr. Willis stated that he was going to make a comment, but Mr. Chaidez said there was a motion on the floor.

Chairman Rogers clarified that this was the discussion part of the motion.

Mr. Willis clarified the fact that there is a potential to backfill what ultimately may be lost by someone as the system changes and ADA in six or seven months from now pulls away.

Mr. Cheung stated there are, in fact, other options out there, and other transportation resources out there.

Mr. Willis asked if this meant things that exist and things that are yet to be developed.

Mr. Cheung replied that this was the case.

Mr. Willis had some questions regarding the presentation. He wondered if the 145 red dots were actually representative of people, and Mr. Cheung stated that they were. He then asked when those areas are potentially affected by the removal of ADA, but then the reintroduction, or even in the seven months before it actually goes away, the ADA follows geographically, but it also follows a time period. So really it may be that it would end up in the final analysis of reduced time options, but still there.

Mr. Cheung stated that was a good point and thanked Mr. Willis for bringing it up. He stated that when he mentioned that if they were to put in a community-based service, or some sort of a limited trip type of service in Poway or Santee, that would be the time that the ADA services would apply, so it would be geographic coverage, not temporal.

Mr. Chaidez raised his hand to comment and Chairman Rogers asked if it pertained to the current motion, and he replied that it did. He then decided that it did not apply to the current motion.

Ms. Vagadu Varda wondered when Mr. Cheung stated that there would be a parallel process, and the COA has a series of meetings around the county to gather input, and talking about doing that same process again, now that they have more information. Would they want to change some of the meeting locations, or some of that in terms of the way the process is conducted – in terms of the implementation.

Mr. Willis stated that he thought that staff could be entrusted with coming up with up formulation of a proposed hearing review methodology so it does not have to tooth and nail mirror exact locations as the research phase, but as they move into the hearing phase, something that parallels or is somewhat complimentary, and yet staff could actually make that proposal to the Board on 9th.

Mr. Carley stated that he thought they would want to look at who they needed to educate about the change and put the same number of meetings, timeframes for meetings, as they did, but it would be targeted toward audience educating people who are going to be affected by the changes vs. just looking for people to give input. To him it was the parallel, the number of meetings, the availability of meetings but it does become a different target population that will be spoken to. He too agreed that staff could figure that out.

Mr. Cheung said that in comment, the way they saw this in terms of outreach, there are probably three phases to the project. The first one which they have already gone through, which was the research phase to ask people what they think about the system, what is

working and what is not. Then when they come up with the proposals, asking people what they think. That is the current phase and they are tapering off on that one. Then the phase between going to the Board on February 9th and then the actual public hearing on March 9th, and that is much more of an education process – this is the plan as proposed. They are coming up with a lot more material, they have left-right sheets written up so that they can put them on the web, or they are available at MTS or by telephone request. They are developing maps of the individual new routes so people can see exactly where they are going, as well as sub-area maps so people can see how all the maps work together. They are also developing maps that show each of the existing routes and how each of the existing routes are changing – if there is a segment that will be replaced by a different route, they will explain that. If there is a segment that will be deleted, they will explain what that is. They will show the frequencies and span of service for the proposed routes, so it is like a fact sheet for each of the existing routes. This will also be on the Web, and they want to develop a text-only version as well, and they are planning to have information available on cassette and in Braille. At this point they are going to try to script all of the information previously outlined into the Info-Express phone information line. This was something that was requested by the visually impaired community as a good form of providing information.

At this point, Chairman Rogers stated that the meeting had been moving back and forth between the motion and other issues and suggested that the Committee go back to the motion. Chairman Rogers asked if there was any other discussion regarding the motion. Chairman Rogers asked Mr. Calder to go over the motion for the Committee.

Mr. Calder stated that he had noted the second motion as a companion to the first motion, which was that the COA process to-date had been satisfactory in general and that the companion motion would be the public hearing element, the outreach phases, thoroughly described by Mr. Cheung, is desired to be just as thorough and just as satisfactory as was the research phase. The latter would be the subject of a second memorandum stating that the first phase was good, but we need a thorough implementation phase also.

Mr. Carley stated that his concern with people with developmental disabilities was that a lot of them do not use the Net or the Web, all of them cannot read, but they can listen and they can hear and they can understand that the bus is no longer going to pick them up at 9:00 and they cannot call in anymore because they are off the route. So it is a matter of educating the individuals who are actually riding the vehicles who call in every day to get to their day program, or to get to their job so that they know that soon there is going to be a big change and they will need to get new transportation so there has to be outreach to the people who are riding that service in a form that they can understand. Mr. Carley stated that he salutes the Web and he will distribute that information, but the people who are riding those vehicles need to be given the information in a way that they personally can understand, or their care providers, or where they go to program or their social workers, someone who can help them, because otherwise they will not even know that it is on the Web. Mr. Carley stated that his concern was giving the information to the people who will really be affected.

The second motion was approved unanimously.

Chairman Rogers asked if there was any more discussion regarding the agenda item.

Mr. Willis had one more question regarding the 145 red dots being the premise of the usage over the past six months, and that it may be a very fair call. He was curious, however, if that if it was the sense that if it was backed up for a year, he asked the Committee if the group felt that six months was a fair range in which to poll this matter.

Mr. Cheung stated that MTS felt six months was a good indication of who were active users of the system; however, he stated he would like to hear other opinions.

Mr. Chaidez stated that in reference to the timetable, whether it was six months or longer, to help educate various individuals on what they can and cannot do as far as using whatever particular service they use, Mr. Chaidez agreed that some visually impaired people do use computers, but most did not. Mr. Chaidez suggestion was to get the information out there is with PBS private radio broadcast, at which time the news is read and they have local information. They distribute the radios to those with not only visually impaired, but to people with other impairments. Mr. Chaidez stated that is another way to get the information out to those people who do not use computers. With reference to subject matter for future ASAC meetings is that he felt the CTSA should be invited to a meeting and discuss with them that there may be a proposal of integrating some of the vehicles or materials that they have available to "cross-pollinate" with Access, whether it be in the country or the city. He felt that this group could be an answer to some of the Committee's questions. He said it would be something that would need to be looked into by MTS regarding liability of using someone else's vehicle to perform a job such as Access. He stated that he would probably bring it up again so that someone can be brought in from CTSA to discuss this further.

Chairman Rogers clarified that he heard two separate issues, one regarding another form of communicating and to make sure that everyone is aware of and using it. He requested that Mr. Chaidez once again explain what this was.

Mr. Chaidez stated that PBS puts out a box receiver for people with disabilities, whether visually impaired or not. It is a reading service and they read the newspaper and other public announcements.

Chairman Rogers asked Mr. Calder if this information would be forwarded that it is available.

Mr. Cheung stated that he had noted this and would work with the marketing department regarding this.

Chairman Rogers stated that he would let Mr. Calder comment on the second issue.

Mr. Calder advised Mr. Chaidez that SANDAG/CTSA actually has a seat on the Committee, but that a representative was not present at this meeting. He requested that Mr. Cheung

confirm that CTSA would not be in direct coordination with MTS operations, which have strict policies they must comply with, but allowing them to operate services in direct response to the community, obviating any specific federal requirements that would interfere with that kind of service.

Mr. Cheung confirmed that it was another resource for people to use and that they are better set up for the individual community demands, whereas MTS is set up for the mass transportation demands.

Mr. Chaidez stated that the 5610 grants that a lot of people get their transportation vehicles or communication for the vehicles for the state of California. Part of their grant is to be able to tie in or exchange with other non-profits the use of those vehicles. He did not know how it ties in with MTS Access, but he thought perhaps the Committee could ask CTSA their views on this at a future meeting.

Mr. Willis wondered regarding the premise of the study that determined the potential reduction in service for what may be 145, although whittled down to maybe 19 or 20, based on a six month timeframe of usage, which may be very well-founded to use that time period, but that he had no basis by which to judge as to whether three months would render the same exact results, or whether they needed to go back a full year for that person that is certified and though they are certified for three years may take their annual trip. He wondered if anyone had an opinion as to whether six months was a legitimate timeframe.

Mr. Calder stated that the six-month number was used as an estimate where standards such as 5-time trip in 6 months, once in 18 months were also considered. Ultimately the qualitative comparison that a dental or doctor visit would be once every six months seemed reasonable. The number of 145 only represents people's origins so there are destinations that cannot be figured without a very expensive spatial analysis, but there will be no real need with a thorough outreach to even go through that because everyone in the system, all 28,000 people, even people that may be deceased or may not be going for re-certification, will be mailed the announcement letting them not only know that MTS knows specifically that their residence is now outside the area, but perhaps huge communities that if you are going there or you happen to be on a corridor, take a look at the letter so the outreach would be to everyone in the system so they can make their own judgment calls not just origins. So the impacted group is a snap shot for us to look at an estimated number of parties, but outreach will extend to everyone in the reservations database.

Mr. Hulscher stated as a general comment, that at one time they took over a contract and asked for active ridership for the past year and they chose to only give one year of active ridership. In the recertification process we ended up coming up with 18,000 and found 3,000 people who had not used the service in the last year, but were still interested or wanted to use it, so even after a year of active ridership they found that there were still a significant number of stragglers.

Mr. Carley questioned whether when it comes to the implementation of the new plan in June and then the continuation of the ADA services until January, MTS would serve both the new and the old areas with ADA services.

Mr. Cheung stated that there are some areas where MTS is proposing slightly new services in the sense of moving a route from one street to another, but for the most part those are in the urban areas and the entire urban core is served, so it is not really changing that coverage. By default, they would be serving both.

9. Next meeting February 23, 2006.

Mr. Chaidez stated that he would not be able to attend the meeting on February 23, as he would be in Sacramento.

10. Adjourn

Chairman Rogers adjourned the meeting at 2:53 p.m.

- Attachments:
- A. Roll Call Sheet
 - B. MTS Access Report
 - C. ADA Suburban Paratransit Report
 - D. Orthopaedic Hospital Certification Report
 - E. Fixed-Route Transit Report - SDTC
 - F. Fixed-Route Transit Report – NCT
 - G. Fixed-Route Transit Report – SDTI
 - H. COA Presentation
 - I. Amended Page 11, Paragraph 5

**MTDB ACCESSIBLE SERVICES ADVISORY COMMITTEE
MEETING**

ROLL CALL

Date: 01/19/2006

Call to Order: 1:35pm

Adjournment: 3:00pm

| MEMBER | | ALTERNATES | AGENCY |
|----------------------|-----|----------------------|--|
| Ron Rogers | (X) | () | ASAC Chairman |
| Ruben Ceballos | () | Annika Anderson () | The Access Center |
| Mal Murphy | () | Janai Quintana (X) | Adult Protective Services, Inc. |
| Rob Carley | (X) | Debbie Marshall () | Developmental Disabilities Board - Area 13 |
| John Webster | () | Marva Williams () | National City Transit |
| Art Hulscher | (X) | Cindy Gold () | Orthopaedic Hospital |
| Anthony Ferguson | () | Todd Lordson () | San Diego Regional Center |
| Charles Lungerhausen | (X) | () | Paratransit Consumer |
| Sharlene Ornelas | () | () | Fixed-Route Consumer |
| Mark Lowthian | () | Christy Gonzalez () | San Diego Transit Corporation |
| Mary Calvin | (X) | Bill Keihl () | Laidlaw Transit (CTS Paratransit / MTS Access) |
| John Lewis | (X) | | |
| Larry Chaidez | (X) | | Paratransit Consumer |
| Dan Levy | () | James Floyd () | SANDAG - CTSA |
| Floyd Willis | (X) | | County of San Diego AIS |
| Vagadu Varda | (X) | () | Caltrans |
| Walter Clack | (X) | () | San Diego Trolley, Inc. |
| | | | |
| | | | |
| Max Calder | (X) | Carolyn Dunmore (X) | MTS |
| Scott Transue | (X) | Susan Hafner () | MTS |
| Tiffany Lorenzen | (X) | John Davenport () | MTS |
| Elliot Hurwitz | () | Denis Desmond () | MTS |

ASAC FINAL MINS-01.19.06.doc

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

Agenda

Item No. 7

Board of Directors Meeting

SRTP 880.1
(PC 263)

February 9, 1995

Subject:

AMERICANS WITH DISABILITIES ACT (ADA) ADVISORY COMMITTEE

INTRODUCTION:

As MTDB continues forward in its program of compliance with the Americans with Disabilities Act (ADA), it has become apparent that the creation of an MTDB advisory committee for ADA issues would be beneficial, some of the reasons being: current funding sources for compliance are inadequate; MTDB's initial Complementary Paratransit Service will begin operation next July; and ADA-related program expansions will require more input on accessibility policies and operational issues.


Currently, there are four committees attended by MTDB staff which address transit accessibility issues. One, the ADA Transportation Committee (ADATC), is managed by the American Red Cross on behalf of MTDB and is primarily responsible for oversight of the Complementary Paratransit Service client certification program. This committee could be transformed into a broader-based body to address more ADA and accessible transit issues for the Metropolitan Transit System (MTS) and would serve in an advisory capacity to the MTD Board.




This proposal has been discussed by the MTDB Finance Committee, since it relates to the funding shortfalls for ADA compliance. At its January 12 meeting, the Finance Committee approved bringing a recommendation to the Board for the creation of an ADA advisory committee and the appointment of an MTD Board member to serve as a liaison. The sense was that such a liaison may strengthen communications between the Board and the advisory committee, and demonstrate a further commitment on the part of the Board toward the accessible service program and finding a solution to the funding issue.

The creation of an MTDB-accessible service advisory committee, as recommended here, would be consistent with recommendations from an organizational task force from the ADATC. The MTDB Executive Committee reviewed the matter at its February 2, 1995 meeting and makes the following recommendation.

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 is Regulatory Authority for  Paratransit Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc. and  San Diego & Arizona Eastern Railway Company

RECOMMENDATION:

That the MTD Board of Directors:

1. create an MTDB advisory committee for ADA and accessible service issues to function in accordance with the Guidelines attached (Attachment A); and
2. appoint MTDB Chairman Pro Tempore Robert Burns to serve as the Board's liaison to the committee.

Budget Impact

None at this time. Implementation is recommended for FY 96; modest expenses for committee administration would come from ADA Implementation Project funding.

DISCUSSION:

Introduction

As MTDB's involvement with the Americans with Disabilities Act (ADA) program implementation and accessible service delivery increases, there is greater need for an advisory committee that can address policy and operational questions and make recommendations to the Board on major issues. Advisory responsibility areas would include: funding; MTDB Complementary Paratransit Service contract operations; MTS area complementary paratransit coordination; fixed route accessible service policies; and accessible fixed route/paratransit interface.

Current financial projections for MTDB-area compliance with the ADA-mandated paratransit service program for 1997 indicate an unfunded deficit in the range of \$3.8 million to \$4.6 million. This deficit may be balanced by securing additional funding, reducing fixed route service levels to allow a shift of available funding, or some combination of the two.

On December 8, 1994, the MTD Board approved a contract for Complementary Paratransit Service for the central San Diego zone, to begin operations on July 3, 1995. This will be MTDB's first direct involvement in providing ADA-mandated paratransit service. New responsibilities will come with this service for policy direction and operational oversight. Also, there will be a need for coordination between this and other MTS-area paratransit services, as well as with fixed route services. In addition to the above-mentioned funding deficit issue, extensive planning will be necessary for the expansion of paratransit service to ADA-mandated levels for the entire MTS area by 1997.

An MTDB advisory committee, specifically created to address ADA compliance and accessible service issues, can provide a level of expertise from planners, operators, disability specialists, and consumers on service plans and implementation, while supporting the Board in an advisory capacity for major funding, planning, and policy issues.

Existing ADA-Related Committees

MTDB staff participates on, and utilizes, a number of existing committees in various advisory capacities relating to the planning and implementation of our ADA program. Four of these committees relate specifically to transit operations.

Subcommittee for Accessible Transportation. The San Diego Association of Governments (SANDAG) has a regionwide committee which addresses broad policy, procedure, and service issues for fixed route and paratransit services. This committee, known as the Subcommittee for Accessible Transportation (SCAT), is an advisory committee within SANDAG's organizational structure, although San Diego Transit Corporation has utilized it for review and comment on accessible service issues since 1980. SCAT membership includes representatives from transit operators, governmental agencies, social service agencies, disability organizations, and interested individuals. There are normally six meetings per year.

Paratransit Coordinating Council. A second regionwide committee is the Paratransit Coordinating Council (PCC), which is advisory to the Coordinated Transportation Service Agency, a federally mandated agency staffed by the American Red Cross. The PCC coordinates public- and private-agency paratransit services. Membership includes paratransit service operators, both public and private, and agencies which contract for service. The PCC meets about eight times per year. MTDB staff has attended these meetings for the past two years in the interest of coordination between paratransit and fixed route services.

Trolley Access Advisory Committee. The Trolley Access Advisory Committee (TAAC) reviews new construction and retrofit plans, new vehicle specifications, and operating policies for accessibility to the light rail transit (LRT) system. This committee is staffed by MTDB; members include staff from San Diego Trolley, Inc., and representatives from various disability groups. The TAAC has at least six meetings a year.


ADA Transportation Committee. The ADA Transportation Committee (ADATC) advises on planning and operational issues for ADA paratransit services, their interface with fixed route services, and on client certification. Committee staffing is provided by the American Red Cross under its agreement with MTDB to operate the ADA client certification program. Membership includes paratransit operators that provide senior and disabled demand-

responsive services, governmental agency staff members, social service agency staff members, disability group representatives, and MTDB. Six to eight meetings are held per year.

Recommended MTS Accessible Services Advisory Committee

The recommended Accessible Services Advisory Committee (ASAC) would be a newly created body, replacing the existing ADATC. It would have the responsibility for advising MTDB staff on minor funding, planning, operating, and policy/guideline issues, and for making recommendations to the MTD Board on major issues for these topics. This would include all aspects of accessible service within the MTS area, with the exception of the detailed LRT design issues which would continue to be the responsibility of the TAAC. The MTD Board would appoint one Board member to sit on the ASAC, to serve as the committee chairperson and to be the direct liaison with the Board.

The regular schedule would be for up to ten meetings per year, generally on a monthly basis. Meetings would be held at MTDB offices. In addition to the Board representative, membership would be drawn from service operators (fixed route and paratransit), related governmental agencies, related social service agencies, disability groups, and service consumers. MTDB would provide staff support to the ASAC. It is recommended that this committee be initiated in July 1995, to coincide with the start-up of MTDB's paratransit service contract and to allow time for transition from the existing ADATC.



Thomas F. Larwin
General Manager

TFL:TMPrice:ky
AI-FEB2.#7
2/3/95

Attachment: A. Proposed Committee Guidelines (Board Only)

At its meeting on February 9, 1995, it will be recommended that the MTD Board of Directors establish the MTDB Accessible Services Advisory Committee (ASAC). It will also be recommended that the Board approve minimum guidelines for the ASAC, as follows:

- I. The responsibilities of the committee will be:
 - A. To advise and make recommendations to the MTD Board on:
 1. Funding to implement accessible service;
 2. Disabled passenger fare structures;
 3. Policies and guidelines for accessible service delivery;
 4. Accessible service plans/plan updates; and
 5. Accessible service contracts.
 - B. To advise MTDB staff and MTS operators on:
 1. Accessible service operational and performance issues;
 2. Disabled passenger transfer procedures between, (a) paratransit/paratransit services, (b) fixed route/fixed route services, and (c) paratransit/fixed route services (fixed route includes rail);
 3. Plans/updates for new or expanded accessible services;
 4. Community outreach, interface, and marketing for accessible services;
 5. Accessible revenue vehicle purchase or lease, and design for new or updated facilities; and
 6. Disabled passenger certification policies and procedures.
 - C. To ensure that responsibilities do not duplicate those assigned to the MTDB Trolley Access Advisory Committee.
- II. The committee will not set policy.
- III. Membership to the committee will be drawn from the following representation:
 - A. One MTD Board member representative;
 - B. One representative from each MTS area fixed route operator;

- C. One representative from each MTS paratransit zone operator;
- D. Individual representation from each appropriate governmental agency (i.e., SANDAG, Caltrans);
- E. Individual representation from appropriate social service agencies (i.e., Adult Protective Services, Area Agency on Aging, Lutheran Social Services, San Diego Regional Center, etc);
- F. Individual representation from appropriate disability groups (i.e., The Access Center, plus each disability category - vision, hearing, speech, physical mobility, and developmental); and
- G. One disabled transit patron representative from each of the four MTS area zones.

IV. Committee officers.

- A. Committee chairperson will be the Board representative; and
- B. Committee vice-chair will be elected from the membership on an annual basis.

V. Committee voting will be accomplished, as follows:

- A. Committee will determine the number of its membership for purposes of a quorum;
- B. 51 percent attendance will be a quorum to hold a meeting;
- C. Each membership representative will have an equal vote;
- D. 51 percent of the vote of those in attendance will approve an item; and
- E. A roster of the members who voted will be provided to the MTD Board along with any agenda item proposed for Board action.

VI. The committee is subject to the Brown Act.

TMP:ky
AI-FEB9.#A
2/3/95



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

Agenda

Item No. 11

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

OPS 970.6 (PC 30102)

February 23, 2006

Subject:

SDTI: LIGHT RAIL VEHICLE WINDOW FILM INSTALLATION AND MAINTENANCE -
CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the President-General Manager to execute a Standard Services Agreement (Attachment A) with Energy Control Center of San Diego to:

1. supply and install light rail vehicle (LRV) window film on U2 and SD100 vehicles for a total cost not to exceed \$95,776.00; and
2. exercise an option for a one-year maintenance agreement to replace graffitied window films on the LRV fleet, on an as-needed basis, for a total cost not to exceed \$132,000.00.

Budget Impact

The total cost of \$95,776.00 for fleet installation of new window film and a not-to-exceed cost of \$132,000 for one year of maintenance support for replacing graffitied film would come from the FY 06 and 07 LRV Maintenance Budget line item (LRV Vandalism Parts 356 54519).



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

DISCUSSION:

All but 11 S70 LRVs in SDTI's current vehicle fleet have a piece of plastic called Laxan installed in front of the window glass in the passenger compartment. The Laxan serves two purposes:

1. It provides protection to passengers against flying pieces of glass if a window breaks from stones or debris being thrown at the LRV from outside.
2. It provides sacrificial film that can be replaced quickly and relatively inexpensively (compared to the cost of new window glass) if vandalized with graffiti.

This 1/8-inch-thick piece of plastic is mounted in a frame installed right next to the window glass. This leaves a small air gap between the glass and plastic film, which allows condensation and creates ugly spots and a distorted view due to light refraction through the glass/air plastic medium. Staff has tried several different ways to solve this problem without success. In summer 2005 staff received new S70 vehicles for Mission Valley East service. These new vehicles came with 7-mil-thick antigraffiti film glued directly to the window glass. It provides a distortion-free view and no water spots as there is no air gap between the film and glass. It also provides some protection against broken window glass and allows an easy replacement option when graffitied by vandals. Staff would like to replace the old Laxan and its frames with new 7-mil antigraffiti film (similar to the S70 vehicles) on the rest of the LRV fleet.

On November 25, 2005, SDTI advertised a bid solicitation to supply and install antigraffiti film on 123 LRV vehicles and an option for one year of maintenance support to replace vandalized LRV window film on as-needed basis. Five responses were received on January 9, 2006 (Attachment B). Energy Control Center of San Diego submitted the lowest responsive and responsible bid. In addition to awarding a contract to supply and install film to Energy Control Center of San Diego, staff recommends exercising an option for one year of maintenance support to replace the film as needed. Applying this film to LRVs requires skill derived from training and experience, or wasted materials and/or ugly air bubbles could result. As we currently do not have that skill, it would be more cost-effective to have a contractor replace the films for one year following the initial installation.



Paul C. Jablonski
Chief Executive Officer

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

FEB23-06.11.LRVWINDOWFILM.RDESAI

Attachments: A. Standard Services 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

Att. A, AI 11, 2/23/06, OPS 970.6

STANDARD SERVICES AGREEMENT

C.O.067.0-06
CONTRACT NUMBER
OPS 970.6 (PC 30102)
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"), and the following contractor, hereinafter referred to as "Contractor":

Name: Steven D. Windecker Address: 3349 Industrial Drive, Suite #1

Form of Business: Corporation Santa Rosa, CA 95403
(Corporation, partnership, sole proprietor, etc.)

Telephone: 707.539.6292

Authorized person to sign contracts: Steven Windecker
Name Title

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

1. Furnish labor and materials to install antigraffiti film on SDTI's fleet of 123 light rail vehicles (LRVs) in accordance with bid specifications dated November 25, 2005, two addendums, and the attached cost proposal for a total cost not to exceed \$95,776.00.
2. Provide one year of maintenance support services to replace graffitied window film on LRVs in accordance with section 3, item VI "Optional Maintenance Support," of the bid specifications dated November 25, 2005. Payment shall be made for the actual number of window films replaced, at a unit price shown on the attached cost proposal, for a one-year period at a total cost not to exceed \$132,000.00.

| SAN DIEGO TROLLEY, INC. | CONTRACTOR AUTHORIZATION |
|--|--------------------------|
| By: _____ General Manager | Firm: _____ |
| Approved as to form: | By: _____ |
| By: _____ Office of General Counsel | Signature |
| | Title: _____ |

| AMOUNT ENCUMBERED | BUDGET ITEM | FISCAL YEAR |
|-------------------|---------------------------------|-------------|
| \$227,776.00 | LRV Vandalism Parts (356 54519) | 2006-2007 |

By: _____ Chief Financial Officer Date

(Continued on ____ sheets, each bearing contract number)

FEB23-06.11.ATTA.LRWWINDOWFILM.RDESAI



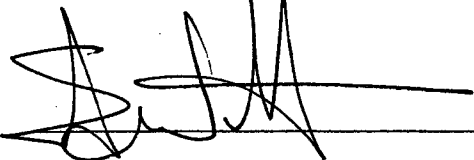
COST PROPOSAL
LIGHT RAIL VEHICLE FLEET WINDOW FILM INSTALLATION

| ITEM # | DESCRIPTION | UNIT | UNIT PRICE | QUANTITY | EXTENDED COST |
|--------|---|------|------------|------------------|---------------|
| 1 | Install window film LRV fleet | | | | |
| | a. U2 passenger window | each | \$ 36.00 | 1136 | \$ 40,896.00 |
| | b. U2 vent window | each | \$ 11.00 | 1136 | \$ 12,496.00 |
| | c. SD-100 passenger window | each | \$ 36.00 | 832 | \$ 29,952.00 |
| | d. SD-100 vent window | each | \$ 11.00 | 832 | \$ 9,152.00 |
| | | | | subtotal | \$ 92,496.00 |
| 2 | Install window film on spare window glass | | | | |
| | a. U2 passenger window glass | each | \$ 36.00 | 50 | \$ 1,800.00 |
| | b. U2 vent window glass | each | \$ 11.00 | 10 | \$ 110.00 |
| | c. SD-100 passenger window glass | each | \$ 36.00 | 35 | \$ 1,260.00 |
| | d. SD-100 vent window glass | each | \$ 11.00 | 10 | \$ 110.00 |
| | | | | subtotal | \$ 3,280.00 |
| | | | | TOTAL BASE (1+2) | \$ 95,776.00 |

OPTION ONE

| | | | | | |
|---|------------------------------|------|----------|-----------------|---------------|
| 3 | On-Call Maintenance Support: | | | | |
| | a. U2 passenger window | each | \$ 40.00 | 1500* | \$ 60,000.00 |
| | b. U2 vent window | each | \$ 12.00 | 500* | \$ 6,000.00 |
| | c. SD-100 passenger window | each | \$ 40.00 | 1500* | \$ 60,000.00 |
| | d. SD-100 vent window | each | \$ 12.00 | 500* | \$ 6,000.00 |
| | | | | OPTION #1 TOTAL | \$ 132,000.00 |

* estimate based on current usage

 1/9/06

Authorized Officer's Signature

Date

STEVEN D. WINDECKER

Authorized Officer's Name and Title

Climate Insulating Products / Energy Control Center
of San Diego

Company Name and Address

3349 Industrial Drive #1 Santa Rosa CA 95403

Company Telephone Number

707-539-6292

BASE + OPTION 1 \$ 227,776.00

sales tax 7.75% \$

GRAND TOTAL \$ 227,776.00

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> | <u>Base</u> | <u>Option 1</u> |
|----|--|--------------|-------------|-----------------|
| 1. | Energy Control Center of San Diego 233 Appian Road Carlsbad, Ca. 92010 | *\$227,776 | \$95,776 | \$132,000 |
| 2. | Trick Shot 6344 Caminito Del Cervato San Diego, CA 92111 | \$263,514 | \$117,514 | \$146,000 |
| 3. | Best Window Tinting, Inc. 3045 Edinger Ave. Tustin, CA 92780 | \$280,179 | \$125,524 | \$154,655 |
| 4. | Lakeside Paint & Body Shop 9786 Los Coches Road Lakeside, CA 92040 | \$340,727 | \$152,619 | \$188,107 |
| 5. | M & M Window Tinting 330 N. Andreasen Drive Escondido, CA 92029 | \$459,244 | \$199,244 | \$260,000 |

*Responsive low bid

Russ Desai
Project Engineer

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

Agenda

Item No. 10

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

LEG 491 (PC 50633)

February 23, 2006

Subject:

MTS: LIABILITY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to place the liability insurance policy (limits of \$75 million less a \$2 million self-insurance retention), at an annual cost of approximately \$2,786,844, effective March 1, 2006, through March 1, 2007.

Budget Impact

The proposed premium, including taxes and fees, would be approximately \$2,786,844. The specific allocation among MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and San Diego and Arizona Eastern (SD&AE) Railway Company would be based on the underwriting exposure. Costs associated with the excess insurance policies are allocated across two fiscal years. For fiscal year 2006, we estimate that SDTI, SDTC, and MTS will be within budget. No budget adjustment is proposed at this time. Fiscal year 2007 budgets are being developed, and funds will be designated and included within them.

The approximate annual breakdown between agencies is noted within the table below.

| COMBINED TOTAL EXCESS INSURANCE PREMIUMS | | | | | |
|--|-----------|-------------|----------|-------------|-------------|
| Estimated Annual Budget Impact | | | | | |
| Agency | MTS | SDTI | SD&AE | SDTC | TOTAL |
| Excess Insurance Costs | \$504,785 | \$1,145,586 | \$95,021 | \$1,041,452 | \$2,786,844 |
| | 18.1% | 41.1% | 3.4% | 37.4% | |



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

DISCUSSION:

MTS, SDTC, SDTI, and SD&AE jointly purchase commercial insurance in order to finance large catastrophic awards for bodily injury and other damage claims. Existing policies expire on March 1, 2006, and have limits up to \$75 million, including \$2 million in self-insurance retention per general liability loss occurrence. Our insurance broker, John Burnham Insurance Services, has contacted interested insurance companies to obtain the best coverage for a tolerable premium. This report outlines the proposal for renewing our liability insurance and staff's recommendations.

Current Program. We currently have excess liability coverage contained in five layers of insurance limits from various insurance companies. These layers provide for a total general liability limit of \$75 million. These policies contain coverage for war or warlike action, including specific forms of terrorism. The cost of these policies, including taxes and fees, was approximately \$2,570,328.

Proposed Program. The proposed liability program is anticipated to include five policy layers and will carry self-insurance retention (SIR) of \$2 million for general liability and director/officer and employment practices liability. The SIR for workers' compensation was required to be brought down to \$1 million. Additional coverage to include terrorism is being proposed. This coverage will provide full limits up to \$75 million at an annual cost of approximately \$2,786,844. Terrorism coverage has become critical due to the potential of a catastrophic loss from the occurrence of one event. The need to obtain terrorism coverage rests with the importance of avoiding the broadly worded terrorism exclusion.

The total premium for excess liability insurance coverage including terrorism coverage and excess workers' compensation represents an 8.4 percent increase (\$216,617).

An underlying policy just for workers' compensation has been retained for the limits between \$1 million and \$2 million. This policy will offer the required policy outline form for which the layers above will follow in coverage format. The premium coverage cost for this policy is approximately \$210,022. This premium has been incorporated in the total recommended insurance cost request.

Renewal Issues

Underwriting Base. The factors influencing the increase in premium rates are changes due to the opening of the Green Line in Mission Valley. Calculated in for the policy period is a slight decrease (1.7%) in expected payroll. Overall annual passenger count submitted was marginally increased.

Insurance Market. The unprecedented catastrophic losses of last year had an uneven impact on pricing and capacity. The 2005 hurricanes have reportedly caused a dramatic increase in reinsurance rates for property and casualty business. Losses in this line have minimized the reverse downward price trend in other coverage lines. The

insurance carrier for our current second layer especially has indicated that it intends to strengthen its pricing due to its experience in the overall transit industry. A decrease of property reinsurance capacity is expected to result in the stabilization (but not necessarily an increase) of other lines of business.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: James Dow, 619.557.4562, jim.dow@sdmts.com

FEB23-06.10.LIABILITYINS.JDOW



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)

February 23, 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:

The purpose of this item is to update the Board on the status of the negotiations
regarding the Grossmont Trolley Station Joint Development Project. In July 2003, the
MTS Board entered 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. Fairfield is proposing to develop 527 apartments over the existing
parking lot at the Grossmont Transit Center Station. Eighty of these units would be



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.

made affordable to low- and moderate-income families. The project will 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 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 project.

The economic terms of the DDA include:

- 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: Consumer Price Index adjustment every 5 years, limited to 15% 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 appraisals at years 31, 56, and 81.
- Overage Rent: 1.25 % 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. 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 some time in late February or early March, and escrow will close in late March early April, with Fairfield starting construction thereafter. Offsite construction work is scheduled to begin in mid-March and is not tied to the closing of escrow.

The following is an update on the status of the outstanding issues that will need to be resolved prior to the close of escrow:

- Outside counsel for both MTS and the City of La Mesa met to discuss the latest draft of the Purchase and Sale Agreement. Another meeting has been

scheduled, and the attorney for the City of La Mesa will be submitting another version of the documents.

- The San Diego and Arizona Eastern (SD&AE) Railway Company approved easements to San Diego Gas & Electric and the City of La Mesa for the relocation of utility lines and construction of the drainage improvements in SD&AE right-of-way.
- An agreement was reached with the adjacent property owner with respect to their parking license. A new parking license has been drafted and sent to the property owner for review.
- A final version of the DDA was forwarded to Fairfield on Friday, February 10, 2006, for final approval. At the time of the drafting of this item, Fairfield's attorney indicated that Fairfield would be providing comments on Friday, February 17, 2006. Once MTS reviews these comments, the document should be forwarded to the lender for review.
- A final version of the Ground Lease was being prepared by Fairfield's counsel at the time of the drafting of this agenda item. It is anticipated that once the final version is available, the attorneys will meet one last time before forwarding the document to Fairfield's lender for final approval. Fairfield's attorney has indicated that she should have the final version by midweek of February 20.
- The City of La Mesa is still working on a letter agreement, which will memorialize the obligations of all parties with respect to the design, construction, and maintenance of the drainage work being performed as part of the concurrent capital project. Staff anticipates receiving a draft of that letter agreement prior to the February 23, 2006, Board meeting.
- Staff and Fairfield have met to review the qualifications of the appraiser and the instructions to the appraiser. Fairfield has indicated that there should be no timing delays caused by the completion of the appraisal.
- An updated project checklist is attached (Attachment A) to this agenda item outlining the remaining tasks that need to be completed prior to the close of escrow.

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



Paul C. Jablonski
Chief Executive Officer

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

FEB23-06.30.GROSSMONT.TLOREN

Attachment: A. Project Checklist

Grossmont Trolley Station Transit-Oriented Development Project

Tasks Remaining Checklist

| Area | Task | Remaining Action | Responsible Party | Due date | Task Completed |
|-----------------------|---|--|-------------------|-----------------|---------------------------|
| Plans/Drawings | Construction Plan Review by SANDAG | | Frank | ASAP | |
| | Finalize Capital Improvement Plans | Fairfield to submit to 65% and 90% complete Plans | Dave | ASAP | Not a condition of escrow |
| | Finalize CIP Expenditure plan | Formulate expenditure plan for \$4.7 million | Paul | 2/17/06 | Not a condition of escrow |
| | Offsite storm drain improvements plans and construction | Review and approve | Frank | | Not a condition of escrow |
| Environmental | Prepare NEPA docs for capital improvements | FTA review complete, Caltrans approval pending | Frank | | Not a condition of escrow |
| | Obtain 404 permit for storm drain work | Approval pending | Dave | | Not a condition of escrow |
| | | | | | |
| Insurance | Submit proposed insurance certificates | Fairfield to provide certificates | | 3/1/06 | |
| | | | | | |
| Entitlements | Building Permits | Waiting to issue | City | Close of Escrow | |
| | Sewer Relocation Permit | | | | |
| | Grading Permit | Waiting to issue | City | Close of Escrow | |
| | Encroachment Permit for off-site public improvements | Waiting to issue | City | Close of Escrow | |
| | Subdivision Improvement Agreement | Waiting to issue | City | Close of Escrow | |
| | Final Parcel Map | MTS statement as owner and signature on map | Paul | Close of Escrow | |
| | | MTS process grants of easements for sewer, traffic signal, fire lane and utilities | Tim | 2/28/06 | |

| | | | | | |
|--------------------------|---|--|--------------|-----------------|-------------------------------------|
| | | Resolution approving Parcel Map | City | Close of Escrow | |
| Related Documents | Letter Agreement re: drainage improvements | City to draft letter | Dave Witt | 2/10/06 | Left message, no response from City |
| | Purchase and Sale Agreement | City to propose final draft | Lance Garber | 2/17/06 | |
| | Accept drainage easements | | City | Close of Escrow | |
| | Finalize construction plan agreement b/t SANDAG & Fairfield | Submit agreement for Fairfield review | Julie | 2/17/06 | |
| | Prepare new License Agreement w/CCRT | Draft new agreement | Tiffany | 2/17/06 | ✓ |
| Financing | Fairfield to submit Evidence of Financing | Submit certified financial statements covering last 2 years | | 2/24/06 | |
| | | Submit Loan Term Sheet, Construction loan commitments, evidence of equity capital | | 2/24/06 | |
| | | Submit contract between Fairfield and General Contractor | | 2/24/06 | |
| | | Submit Assignment of Construction Contract for review/ approval, evidence of land use approvals, evidence of necessary easements and sub-leases. | | 2/24/06 | |
| | MTS to approve Guaranteed Maximum Price (GMP) | Submit to MTS for approval | | 2/24/06 | |
| | | MTS to approve GMP | Gerry | 3/3/06 | |
| Closing Documents | Finalize DDA | Fairfield to review final draft | Marty | 2/17/06 | ✓ |
| | Finalize Ground Lease | Marcia to submit final draft | Marty/Marcia | 2/17/06 | |
| | Transmit DDA and Ground Lease to CalSTERS | | Wes/Marcia | 2/22/06 | |

| | | | | | |
|--------------------------------|--|--|-------------------|-----------------|---------------------------------|
| | MTS reviews CalSTERS comments to Ground Lease & Estoppel Cert. | Submit comments to MTS | | | |
| | Loan Documents | Submit loan docs to MTS | | | |
| | | MTDB to review/approve loan docs | Marty/Tiffany | | |
| | Grant easements by SDAE | Board to approve ancillary easements | Tim/Tiffany | 2/15/06 | ✓ |
| | Amend temporary parking agreements to conform with construction schedule | Draft amendments to parking agreements | Tim | 2/24/06 | Not a condition to close escrow |
| | Finalize Closing checklist | Submit to MTS for review/approval | Marcia | 3/1/06 | |
| | | MTDB to review/provide comments re checklist | Marty/Tiffany | 3/10/06 | |
| | Memorandum of Lease | Fairfield to provide to MTS | Marcia | | |
| | | | | | |
| Title | Conduct Appraisal | Fairfield to propose instructions and certified appraiser | Wes | 2/10/06 | ✓ |
| | | MTS to approve instructions and appraiser | Tim | 2/15/06 | ✓ |
| | MTS reviews and approves appraisal | Submit complete appraisal | | | |
| | | | | | |
| Schedule of Performance | Submit Schedule of performance | Fairfield to provide final schedule | Dave | 2/17/06 | |
| | | MTS to review/revise updated schedule and attach to Ground Lease | Marty/Tim/Tiffany | 2/24/06 | |
| | | | | | |
| Escrow | Open Escrow | Select final date and open escrow | Marcia | 3/1/06 | |
| | Close Escrow | Close Escrow upon completion of escrow checklist | Marcia | Close of Escrow | |
| | | | | | |



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

Agenda

Item No. 31

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

CIP 11418

February 23, 2006

Subject:

MTS: AMERICANS WITH DISABILITIES ACT (ADA) PARATRANSIT VEHICLE
CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to approve and execute an agreement (in substantially the same form as Attachment A) for the provision of up to 70 vehicles utilizing the public agency/state contract with Creative Bus Sales for use on the Americans with Disabilities Act (ADA) Complementary Paratransit Service.

Budget Impact

Expenditure of \$4,600,000 in funds during FY 06 and FY 07 from the capital project titled Contracted Bus Operations ADA Small Vehicles (Project Code 1141800-1300).

The total cost of this procurement with Creative Bus Sales shall not exceed \$4,468,245, which includes sales tax, training, and delivery.

During the past two capital cycles the region has obligated \$3.7 million in Federal Section 5307 formula funds representing an 80% ratio of the total project amount.

INTRODUCTION:

Included within the capital program for FY 06 are funds for additional paratransit vehicles. MTS has a \$4,600,000 capital budget project for the procurement of ADA paratransit vehicles. MTS can procure these vehicles from the competitively bid public agency/state contract with Creative Bus Sales (Specification No. 50166 of State of California Contract No. 1-02-23-15).



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

DISCUSSION:

The ADA Complementary Paratransit Service is currently operating with MTS-owned 1999 and 2000 vehicles. These vehicles are programmed for a five-year service life and, therefore, FY 06 is an appropriate year to replace this fleet. MTS ADA Complementary Paratransit Service operates with a fleet of 121 vehicles. This fleet is a mix of minivans, vans, and minibuses. The current fleet of 74 minibus-type vehicles provides a higher degree of utility compared to the smaller, no lift minivans and vans, thereby enhancing the efficiency of service and reducing costs.

Staff has been advised by other transit agencies that the current air quality-compliant diesel engine has a problematic performance record. Modifications to the diesel engine that are necessary for air quality compliance have led to loss of performance in the case of several transit providers.

In order to comply with California Air Resources Board (CARB) regulations, staff recommends the purchase of the Ford 6.8 L Type II minibus, which runs on unleaded gasoline. Unleaded gasoline vehicles meet air quality standards and will operate effectively in the ADA Paratransit Service system. Both MTS and other transit properties have reported satisfaction with the ability of this vehicle to operate paratransit services. This vehicle has a satisfactory performance record and will provide MTS with at least five years of useful life.

Vehicles being replaced would be disposed of via the County of San Diego Auction.

CONCLUSION:

Staff believes that the replacement of up to 70 ADA Paratransit Service vehicles in FY 06 and FY 07 is a prudent, strategic capital expense in order to save operating costs due to the ever-increasing likelihood of costly, major component failure on an aging vehicle fleet. Additional funding is being recommended in the FY 07 MTS Capital Improvement Program for replacement of additional ADA paratransit minibuses. This would allow additional older and higher-mileage vehicles to be replaced in the next two years.



Paul C. Jablonski
Chief Executive Officer

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

FEB23-06.31.ADAPARTRANSITVEHICLES.MCALDER

Attachment: A. Type II Minibus Vehicle Specifications and Pricing



Att. A, AI 31,
2/23/06, CIP 11418

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

STANDARD PROCUREMENT AGREEMENT

DRAFT

B0450.0-06
CONTRACT NUMBER
CIP 11418
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2006, in the State of California by and between San Diego Metropolitan Transit System, a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Creative Bus Sales Address: 13501 Benson Avenue, Inc.
Form of Business: Corporation Chino, CA 92710
(Corporation, partnership, sole proprietor, etc.)
Telephone: 909.465.5528

Authorized person to sign contracts: Michael Dirnberger Commercial Sales Representative
Name Title

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

Provide up to 70 El Dorado National Aerolite Type II Americans with Disabilities Act (ADA)-compliant paratransit buses, per MTS requirements, purchased from the State of California (Contract No. 1-02-23-15) as amended. This shall be in accordance with the MTS Standard Procurement Agreement, including Federal Requirements and forms, the general contract provisions, quality assurance provisions, warranty requirements, and the attached price schedule that is based upon State of California Contract No. 1-02-23-15. If there are any inconsistencies between the General Contract Provisions, Price Schedule/Technical Summary, Standard Procurement Agreement, including the Standard Conditions Procurement, the following order of precedence will govern the interpretation of this contract:

1. General Contractual Provisions including Price Schedule/Technical Summary.
2. Standard Procurement Agreement including Standard Conditions Procurement and the Federal Requirements.
3. State of California Contract No. 1-02-23-15 as amended.

This is a firm fixed-price contract not subject to escalation. The total cost of this procurement, which includes sales tax, training, and delivery, shall not exceed \$4,468,245. This contract is subject to a financial assistance agreement between MTS and the U.S. Department of Transportation and the State of California. Delivery shall take place no later than December 22, 2006.

| SAN DIEGO METROPOLITAN TRANSIT SYSTEM | | CONTRACTOR AUTHORIZATION |
|--|---|--------------------------|
| By: _____ Chief Executive Officer | Firm: _____ By: _____ Signature Title: _____ | |
| Approved as to form: | | |
| By: _____ Office of General Counsel | | |

| AMOUNT ENCUMBERED | BUDGET ITEM | FISCAL YEAR |
|-------------------|--|-------------|
| \$4,600,000 | Contracted Bus Operations ADA Small Vehicles | 2006 |

By: _____ Chief Financial Officer Date
FEB23-06.31.AttA.CREATIVEBUS.MCALDER

(Continued on ___ sheets, each bearing contract number)



Creative Bus Sales, Inc.

Metropolitan Transit System

PROPOSAL

PUBLIC AGENCY / STATE CONTRACT

Revised 2/14/06

The Vehicle To Be Provided In Accordance With State Of California Solicitation Specification #50166 As Written And/Or Amended And State Of California Contract #1-02-23-15.

The Following Changes Are Hereby Incorporated For The Specific Vehicles To Be Provided To Metropolitan Transit System, San Diego.

PRICE CALCULATION

Cal Trans Type (II) Vehicle

\$34,600.00

OPTIONS:

| | |
|---|----------|
| 6.8 L Gasoline Engine | Standard |
| Delete MorRyde Suspension | <250.00> |
| 200 Amp Alternator, Mitsubishi | 1,200.00 |
| Fast Idle, Gas | 760.00 |
| Delete Seats (8) | <680.00> |
| 34" Flip Seat (2) | 1,350.00 |
| 34" Fold-A-Way Seats (4) | 3,400.00 |
| Repel Seat Fabric (17) | 935.00 |
| Lift Pad Kit | 392.00 |
| Telma Brake Retarder | 6,275.00 |
| High Temp Light/Buzzer | 300.00 |
| Low Oil Light/Buzzer | 300.00 |
| Transpec Roof Hatch | 495.00 |
| Stainless Steel Battery Tray | 200.00 |
| Help Bumper, Rear | 900.00 |
| Electric Passenger Door | 495.00 |
| Redundant Tail Lights | 795.00 |
| Additional Wheelchair Positions, Q Straint, (4 Total) | 1,590.00 |
| Ricon K Series Lift or Braun Vista, 403/404 Compliant | 575.00 |
| Extra Overhead Grabrail (2 Total) | 250.00 |
| Raised Interior Floor | 1,250.00 |
| Yellow Step Nosing | 110.00 |
| MTS Exterior Paint and Graphics Package | 4,300.00 |
| Delete AM/FM Radio and Speakers | N/C |
| Delete Seat Armrests | <48.00> |
| Delete Spare Tire Carrier, Ship Tire Loose | <55.00> |
| Key All Buses Alike | 300.00 |
| Seat Belt Extenders (2) | 100.00 |
| Torso Belts and Pads (4) | 200.00 |
| Delivery to San Diego | 200.00 |

13501 Benson Avenue • Chino, CA 91710-5231

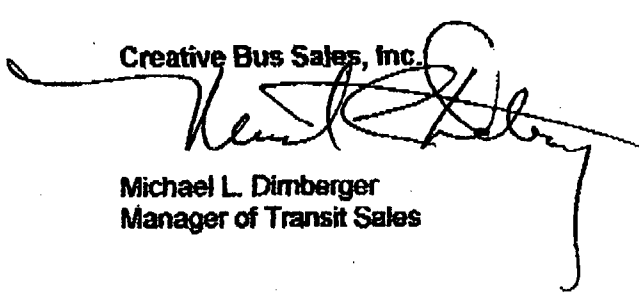
Phone: (909) 465-5528 • Fax: (909) 465-5529 • www.creativebussales.com

| | |
|--------------------------------|---------------|
| Option Total | \$25,639.00 |
| Vehicle Price | 60,239.00 |
| Sales Tax (\$46,204.00) @7.75% | 3,580.81 |
| Calif. Tire Fee | 12.25 |
| DMV | <u>Exempt</u> |
| Total Each | \$63,832.06 |

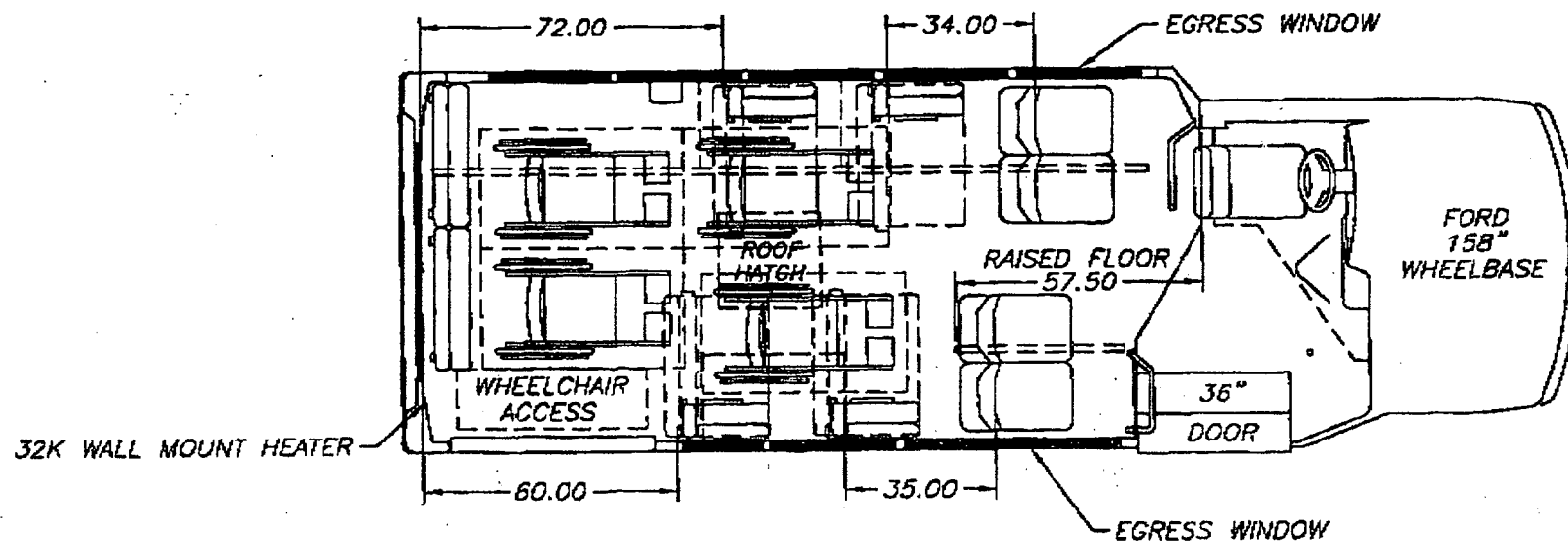
STANDARD OPTIONS

Wheelchair Lift Location - Rear
Wheelchair Lift Type - TBD
Seat Material Passengers - Repel
Seat Material Driver - Repel

Creative Bus Sales, Inc.



Michael L. Dimberger
Manager of Transit Sales



| | | | | | | | | | | | | |
|---|--|----------------------------|--|---------|-----|---------|-----------------------|--|---------------------------------|--------------|---------------------------------------|--------|
| NEXT ASSEMBLY: NONE | | DRAWING INFORMATION | | | | | | | — a THOR company — | | 1655 WALL STREET SALINA, KS. 67401 | |
| SUPERCEDES: NONE | | DRAWN: MCGUILLAN CKD: | | | | | | | TITLE: | | | |
| DO NOT SCALE DRAWING | | DATE: 12/2/03 | | SIZE: A | | | | | AEROTECH 220 | | | |
| MARK PART NUMBER AND REVISION ON ALL PARTS | | SCALE: 1/42 | | WGT: | | | | | 36" ENTRY DOOR / WC DOOR (REAR) | | | |
| THIS DRAWING IS THE PROPERTY OF ELDORADO NATIONAL COMPANY, A THOR INDUSTRIES COMPANY AND IS NOT TO BE DUPLICATED OR USED IN ANY WAY DETRIMENTAL TO THEIR BEST INTEREST. REV. 02/02 | | TOLERANCE UNLESS SPECIFIED | | | | | | | MATERIAL SPEC: | | | |
| | | FRACTIONS ± 1/16 | | - | BJM | 12/2/03 | RELEASE TO PRODUCTION | | PART NUMBER | | PAGE | |
| | | DECIMALS .00 ± .06 | | REV. | BY | DATE | DESCRIPTION | | RELEASE | ATF2299-9970 | | 1 of 1 |
| | | ANGLES ± 1 DEG. | | | | | | | | | | |
| | | | | | | | | | | | | |

MTS Americans With Disabilities Act Paratransit Vehicle Procurement

MTS Board Meeting
February 23, 2006



Background

- MTS operates 121 vehicles on ADA services
- Vehicles are a combination of 1999/2000 mini-buses and mini-vans
- Recommended vehicle life is 5 years
- Vehicle replacement is a top priority to reduce operating costs



Funding

- \$4,600,000 is programmed during FY 05/06
- \$3.7 Million of this is Federal Section 5307 -80/20 formula funding
- The remainder is local funding



Procurement Method / Vehicle Type

- Creative Bus Sales is the current Contractor for the State of California Public Agency Contract for Type II unleaded mini-buses
- Type II unleaded mini-buses are wheelchair lift equipped, comply with California Air Quality Regulations and have a proven record of durability in service



Vehicle Cost

- MTS can procure 70 mini-buses at the rate of \$63,832 per vehicle for a total of \$4,468,245
- Los Angeles DOT, Riverside Transit Agency, Sunline and OCTA all reported satisfaction with both the Type II Unleaded Mini-bus and execution of contractual terms by Creative Bus Sales



ADA Paratransit Revenue Vehicle



MTS Vehicle Branding

- Big Bus Paint Design will need modification for smaller vehicles
- Currently working with Marketing staff to establish small bus standard
- Will report back to board



Next Steps

- Mid March- Contract Execution
- Phased vehicle delivery planned for Summer/Fall 2006





Metropolitan Transit System

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

Agenda

Item No. 45

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

OPS 970.11
(PC 30102)

February 23, 2006

Subject:

MTS: 2005 YEAR-END SECURITY REPORT

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION:

Statistics related to security incidents concerning the transit system are compiled by staff based on reports generated by security personnel and Code Compliance inspectors. This information is augmented by reports from local police authorities. This information is then compiled and summarized and submitted to the Board of Directors on a midyear and year-end basis. The final 2005 year-end report covers the period from January 1, 2005, through December 31, 2005.

C Street Corridor Project

In July 2003, the MTS Transit Enforcement Department was invited to participate in a Problem-Oriented Policing (POP) Project with local law enforcement agencies relative to the C Street Corridor.



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

This joint effort involved personnel from the Office of the City Attorney, the Probation Department, and the San Diego Police Department. The purpose of this project was to address quality-of-life issues along the C Street Corridor by deterring criminal conduct and taking enforcement action or obtaining stay-away orders when necessary. Police radios were issued to Trolley Enforcement Officers to enhance communications between agencies and enable San Diego Trolley, Inc. (SDTI) staff to run warrant checks on suspected violators through San Diego Police dispatch. Narcotics transactions and usage, gang activity, and disorderly conduct are examples of conduct that was addressed.

Aggressive enforcement continues in the area to further reduce crime and improve quality of life. Code Compliance and Security Officers concentrated on the Civic Center Station, the Fifth Avenue Station, and adjacent bus stops. Quality-of-life issues and fare evasion are also addressed during this ongoing detail. The majority of crimes and arrests are related to the illegal use of drugs. Concentrated enforcement has increased arrest activity significantly over 2004, which posted 51 arrests versus 94 in calendar year 2005.

In late 2005, closed-circuit television (CCTV) was installed at the 5th Avenue Station. Funding came from outside vendors and was in conjunction with the Downtown Partnership Organization. The system consists of eight cameras and a digital video record (DVR) device. Preliminary indications suggest the system is providing positive impacts on criminal incidents.

Other Joint Projects

In addition to the C Street POP Project, transit enforcement officers worked with San Diego Police during Operation Safe Crossing. Operation Safe Crossing is a combined effort of numerous law enforcement agencies to prevent youths under 18 years of age from entering Mexico without parental consent and to reduce driving under the influence (DUI), alcohol-related crashes, and other alcohol-related crimes and violence along the Tijuana/San Diego border region.

Collaboration with the San Diego Police Department Gang Unit took place during certain conventions (particularly the skateboard convention) to curtail vandalism on transit and city property.

Officers worked with the La Mesa Police Department for several truancy sweeps as well as during the annual Oktoberfest. Due to a slight increase in crime along the Orange Line, additional officers were assigned, on a periodic basis, for special enforcement between the 47th Street and Grossmont Transit Center Stations. Special enforcement teams, made up of both Transit Enforcement and La Mesa Police officers, contributed to the increase of quality-of-life arrests and decrease of serious crimes. Additionally, a permanent security post was established at the Spring Street Station. These actions have reflected a reduction of crime at those stations.

From time to time, officers worked with El Cajon Police, the San Diego Sheriff's Department, and the Chula Vista Police Department to address the criminal element in those jurisdictions.

Training

During this reporting period, all Code Compliance Inspectors and Transit Systems Security Officers attended training sponsored by the United States Border Patrol that dealt with terrorist events involving ground transportation. Additional training conducted by the San Diego Sheriff's Department included the recognition and handling of incendiary devices and other bomb-related items. Also, Inspectors and Security Officers attended two sessions wherein scenario-based training was applied. In these situations, the attendees were divided into teams and required to present solutions to the drill scenarios to each of the other teams.

Several Code Compliance Inspectors completed a 40-hour training course certified by the California Peace Officers Standards and Training (P.O.S.T.) Agency. Ongoing training includes courses sponsored by the Federal Bureau of Investigation (FBI) as well as continued P.O.S.T.-certified courses. Two supervisors attended a P.O.S.T.-certified Supervisory Development Seminar at Miramar College.

Three former San Diego gang members, who once belonged to the Crips and Bloods, presented training to Code Compliance Inspectors and Security Officers. Techniques on how to recognize, communicate with, and safely handle gang encounters in the field were discussed.

Legal updates and officer safety advisories, obtained through the District Attorney's Office and law enforcement agencies, are a regular part of the ongoing training program. Pertinent Homeland Security alerts relative to light rail and bus transportation are also distributed to officers when received.

Terrorism Alert Response Program (T.A.R.P.)

In response to a series of four suicide bombings that struck London's Public Transportation System during the morning rush hour on July 7th, the United States Department of Homeland Security raised the threat level for mass transit systems from yellow (*elevated*) to orange (*high*).

Transit Enforcement activated the Terrorism Alert Response Program (T.A.R.P.). Security patrols on the MTS system were increased and special units were deployed to monitor the areas that have been identified as high risk target locations on the system. The main location of focus during this T.A.R.P. was the tunnel areas at the San Diego State University Station; however, all officers systemwide were placed on high alert for suspicious packages and persons.

T.A.R.P. was activated between July 7 and August 3. During this period, the Transit Enforcement Department expended over 4,500 staff hours.

San Diego Trolley, Inc. (SDTI) Six-Month Comparison

| <u>PART I INCIDENTS</u> | <u>January – June 2005</u> | <u>July – December 2005</u> |
|--------------------------|----------------------------|-----------------------------|
| Homicide | 00 | 01 |
| Forcible Rape | 01 | 00 |
| Robbery | 20 | 17 |
| Theft | 33 | 31 |
| Aggravated Assault | 07 | 08 |
| Motor Vehicle Theft | 14 | 05 |
| Burglary | 00 | 00 |
| Arson | <u>01</u> | <u>00</u> |
| TOTAL | 76 | 62 |
| Six Month Ridership | 14,286,343 | 17,846,187 |
| Part I Incidents/100,000 | .53 | .35 |

| <u>PART II ARRESTS</u> | <u>January – June 2005</u> | <u>July – December 2005</u> |
|------------------------|----------------------------|-----------------------------|
| Other Assaults | 31 | 21 |
| Vandalism | 18 | 34 |
| Sex Offenses | 01 | 02 |
| Drug Abuse Violations | 193 | 196 |
| D.U.I. | 00 | 02 |
| Drunkenness | 61 | 66 |
| Disorderly Conduct | 428 | 390 |
| Trespassing | 119 | 105 |
| Curfew and Loitering | <u>70</u> | <u>39</u> |
| TOTAL | 921 | 855 |

San Diego Trolley, Inc. (SDTI) Annual Comparison

Statistics compiled for calendar year 2005 indicate that reports of Part I incidents increased considerably compared to 2004. However, because of the significant increase in ridership (3,360,089) during the reporting period, the ratio of incidents per 100,000 patrons remained very low.

| <u>PART I INCIDENTS</u> | <u>January – December 2004</u> | <u>January – December 2005</u> |
|-------------------------|--------------------------------|--------------------------------|
| Homicide | 01 | 01 |
| Forcible Rape | 00 | 01 |
| Robbery | 17 | 37 |
| Theft | 37 | *64 |
| Aggravated Assault | 11 | 15 |
| Motor Vehicle Theft | 18 | 19 |
| Burglary | 00 | 00 |
| Arson | <u>00</u> | <u>01</u> |
| TOTAL | 84 | 138 |

*Auto burglaries (21), vehicle tampering (10), Ticket Vending Machines (9), Wire Thefts (8), Coca-Cola Machines (8), Bikes (3), Wallet/Purses (3), Uniforms (1) and Supplies (1). Includes thefts or attempted thefts.

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

| | <u>Passengers Carried</u> | <u>Part I Incidents/100,000</u> |
|-------------------------|---------------------------|---------------------------------|
| January – December 2005 | 32,132,530 | .43 |
| January – December 2004 | 28,772,441 | .29 |

The number of arrests for nonfare-related Part II offenses increased appreciably during this reporting period.

| <u>PART II ARRESTS</u> | <u>January – December 2004</u> | <u>January – December 2005</u> |
|------------------------|--------------------------------|--------------------------------|
| Other Assaults | 39 | 52 |
| Vandalism | 48 | 52 |
| Sex Offenses | 03 | 03 |
| Drug Abuse Violations | 292 | 389 |
| D.U.I. | 01 | 02 |
| Drunkenness | 119 | 127 |
| Disorderly Conduct | 686 | 818 |
| Trespassing | 145 | 224 |
| Curfew and Loitering | 105 | 109 |
| TOTAL | 1,438 | 1,776 |

Excluding fare evasion, there were 1,438 Part II arrests made during calendar year 2004 compared to 1,776 arrests made during calendar year 2005. Again, because of the significant increase in ridership, arrests per 100,000 patrons remained steady when compared to last year.

Fare evasion arrests declined to 20,319 in calendar year 2005 compared to 23,193 in calendar year 2004.

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

| | <u>Passengers Carried</u> | <u>Part II Arrests/100,000</u> |
|-------------------------|---------------------------|--------------------------------|
| January – December 2005 | 32,132,530 | 5.53 |
| January – December 2004 | 28,772,441 | 5.00 |

In addition to the categories that appear on the Federal Transit Administration (FTA) Form 405, nearly 1,600 additional arrests were made for other violations occurring systemwide (SDTI, SDTC, and MTS), the majority of which involved alcoholic beverages.

Passenger Inspections

During calendar year 2005, the inspection rate was 32.52%:

| <u>Onboard Trains</u> | <u>Fare-Paid Zones</u> | <u>Total Passengers Inspected</u> |
|-----------------------|------------------------|-----------------------------------|
| 5,034,261 | 5,414,863 | 10,449,124 |

2005 Fare Evasion Rate – 1.84%

One hundred percent of passengers at randomly selected trolley stations and on trains passing through these stations were inspected for fare compliance.

During calendar year 2005, inspectors and officers contacted 140,432 passengers during 39 scheduled Special Enforcement Unit "sweeps" systemwide. Of the passengers inspected, 2,581 passengers did not comply with the published fare structure. Annual statistics from these special fare evasion inspections indicate a fare evasion rate of only 1.84%. Of the 2,581 who were not in fare compliance, 2,027 were issued citations and 554 were allowed to purchase an upgraded fare in order to meet compliance requirements. A total of \$945.00 in revenue was collected from patrons who were allowed to purchase or upgrade fares when found in noncompliance.

In addition to fare compliance, officers made arrests for quality-of-life violations, such as possession of alcohol and illegal substances.

Multiagency Emergency Preparedness Drill

On June 6, 2005, SDTI conducted a multiagency critical incident drill at the San Diego State University trolley station in compliance with FTA grant mandates. The drill included participation from the local emergency services agencies, as well as the San Diego Police Department, Harbor & U.S. Customs K-9 Units, San Diego State University Police, SDTI Code Compliance, Transit System Security, and over one hundred volunteers. Training objectives, as determined by each agency, were emphasized.

The scenario-based drill consisted of a bomb that exploded on an arriving trolley at the underground station causing multiple injuries and numerous fatalities. Participants on the trolley were made up in a fashion such that their injuries appeared to be authentic. In one case, a volunteer who is an amputee feigned losing her leg in the explosion. SDTI Code Compliance Inspectors and Security Officers were the first responders. While they were aware that this drill was only an exercise, they were not privy to details surrounding the injuries and fatalities.

Other public safety agencies began arriving on the scene and established an Incident Command Center in accordance with Federal Emergency Management Agency (FEMA) guidelines. As the drill progressed, agencies began coordinating their efforts to clear the area as quickly as possible. This exercise was videotaped, and the final edited product was distributed to the participating agencies. The tape was made available to agencies that wish to learn how to create or design an emergency preparedness drill or for use in training to prepare for such events.

The Mission Valley East Design Committee collaborated and combined all data received from the drill into an "After Action Report." The report included the scenario description, training objectives for each classification, supporting training evaluations, and a training plan for remediation from each agency to use as a future training reference.

Sadly, one month after this exercise, a real life incident of a similar nature occurred in London, England, involving a terrorist bombing of the underground rail station as well as the bombing of a double-decker bus. That incident, which killed over 50 people and injured as many as 700, highlights the need to continue emergency preparedness exercises on an ongoing basis. While no large-scale drills are planned at this time, staff continues to plan smaller in-house drills via the Security and Critical Incident Committee.

Closed-Circuit Television (CCTV)

CCTV is presently functioning at the Old Town Transit Center (11 cameras), Euclid Avenue Station (8 cameras), Fashion Valley Transit Center (8 cameras), Qualcomm Stadium Station (16 cameras), 47th Street Station (5 cameras), El Cajon Transit Center (2 cameras), SDSU Transit Center (16 cameras), Alvarado Medical Center Station (6 cameras), and 5th Avenue Station (8 cameras).

Investigators from various law enforcement agencies have worked in concert with Code Compliance and Security in reviewing archived video concerning crime activity. Some noteworthy cases occurred in 2005 wherein the system greatly aided law enforcement. Those included a stabbing and shooting (two separate incidents) at the 47th Street Station, an accidental injury at Qualcomm Stadium Station, which at first was thought to be a criminal incident, an altercation between security and a patron at the El Cajon Transit Center, an assault and battery at the Old Town Transit Center, and two AMTRAK grade-crossing deaths at the Old Town Transit Center. Preliminary plans for CCTV installation in Chula Vista at the H Street, Palomar Street, and Bayfront/E Street Stations are underway.

In late 2005, the MTS CCTV equipment was relocated from the C-Building Security Department to the A-Building Operations Control Center. This upgrade, which included state-of-the-art monitoring and recording equipment, greatly enhanced our monitoring capabilities. Plans at the new location include a Security Dispatch workstation. This workstation will enable a Dispatcher more direct communication with officers in the field, the transportation department, and police dispatch.

Canine Program

As one of the top ten light rail systems in the United States, we were invited by the Transportation Security Agency to participate in the National Explosives Detection Canine Team Program. Three Inspectors, including one supervisor, were chosen for the "handler" positions following an extensive screening process. Two will begin training in February 2006 and the third will begin training in March.

San Diego Transit Corporation

SDTC experienced 93 Part II arrests and 4 reports of Part I incidents for this reporting period. In 2004, there were 197 Part II arrests and 6 reports of Part I incidents.

Contract Services

MTS Contract Services experienced eight Part II arrests and two reports of a Part I incident for this reporting period. In 2004, there were 36 Part II arrests and one report of a Part I incident.



Paul C. Jablonski
Chief Executive Officer

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

FEB23-06.45.05YEARENDSECURITY.BBURKE

- Attachments:
- A. Board FTA 405 Reports (January-December 2005 SDTI)
 - B. Board FTA 405 Reports (January-December 2004 SDTI)
 - C. Board FTA 405 Reports (January-December 2005 SDTC)
 - D. Board FTA 405 Reports (January-December 2004 SDTC)

☐ Form not applicableNTD ID ☐☐ Form 005 Included**BOARD 405 REPORT**Required from transit agencies serving UZAs
of 200,000 or more population.

Att. A, AI 45, 2/23/06, OPS 970.11

Mode ☐

Based on the Uniform Crime Reporting Handbook

Type of Service ☐

| Security Items | In Vehicle | In Station | Other Transit Prop. |
|----------------|------------|------------|---------------------|
|----------------|------------|------------|---------------------|

Location SDTI**Part I Offenses (Reports)**

| Violent Crime | Inc Inv | Arrests | | | |
|-----------------------------|---------|---------|-----------|-------|-----|
| Homicide | 1 | 0 | | | |
| | | | Patrons | 0 | 1 |
| | | | Employees | 0 | 0 |
| | | | Others | 0 | 0 |
| Forcible rape | 1 | 0 | | | |
| | | | Patrons | 0 | 0 |
| | | | Employees | 0 | 0 |
| | | | Others | 0 | 0 |
| Robbery | 37 | 13 | | | |
| | | | Patrons | 12 | 31 |
| | | | Employees | 0 | 0 |
| | | | Others | 0 | 0 |
| Aggravated assault | 15 | 11 | | | |
| | | | Patrons | 5 | 6 |
| | | | Employees | 0 | 1 |
| | | | Others | 2 | 2 |
| Property Crime | Inc Inv | Arrests | | | |
| Burglary | 0 | 0 | | 0 | 0 |
| Larceny/theft | 64 | 8 | | | |
| | | | Patrons | 3 | 3 |
| | | | Employees | 0 | 0 |
| | | | Others | 0 | 18 |
| Motor vehicle theft | 19 | 0 | | | |
| | | | Patrons | 0 | 0 |
| | | | Employees | 0 | 0 |
| | | | Others | 0 | 0 |
| Arson | 1 | 0 | | 0 | 1 |
| Part II Offenses (Arrests) | Inc Inv | Arrests | | | |
| Other assaults | 74 | 52 | 14 | 38 | 0 |
| Vandalism | 356 | 52 | 15 | 34 | 3 |
| Sex offenses | 4 | 3 | 2 | 1 | 0 |
| Drug abuse violations | 382 | 389 | 28 | 355 | 6 |
| Driving under the influence | 2 | 2 | 0 | 0 | 2 |
| Drunkenness | 129 | 127 | 23 | 100 | 4 |
| Disorderly conduct | 854 | 818 | 192 | 598 | 28 |
| Trespassing | 241 | 224 | 0 | 1 | 223 |
| Fare evasion | 21,256 | 20,319 | 15,215 | 5,104 | 0 |
| Curfew & loitering laws | 113 | 109 | 0 | 106 | 3 |

Total Transit Property Damage

\$ 47,637.95

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

02/16/2006

07:15:00AM

01/01/2005 To 12/31/2005

400-37

| | | |
|---|--|---|
| <input type="checkbox"/> Form not applicable NTD ID <input type="checkbox"/> Form 005 Included | BOARD 405 REPORT Att. B, AI 45, 2/23/06, OPS 970.11 | Required from transit agencies serving UZAs of 200,000 or more population. |
| | | Mode Type of Service |
| Based on the Uniform Crime Reporting Handbook | | |
| Security Items | In Vehicle | In Station |
| Other Transit Prop. | | |
| Location SDTI | | |
| Part I Offenses (Reports) | | |
| Violent Crime | Inc Inv | Arrests |
| Homicide | 1 | 0 |
| | | Patrons 0 Employees 0 Others 0 |
| Forcible rape | 0 | 0 |
| | | Patrons 0 Employees 0 Others 0 |
| Robbery | 17 | 12 |
| | | Patrons 6 Employees 0 Others 0 |
| Aggravated assault | 11 | 2 |
| | | Patrons 0 Employees 0 Others 0 |
| Property Crime | Inc Inv | Arrests |
| Burglary | 0 | 0 |
| Larceny/theft | 37 | 5 |
| | | Patrons 5 Employees 0 Others 0 |
| Motor vehicle theft | 18 | 0 |
| | | Patrons 0 Employees 0 Others 0 |
| Arson | 0 | 0 |
| | | Patrons 0 Employees 0 Others 0 |
| Part II Offenses (Arrests) | | |
| | Inc Inv | Arrests |
| Other assaults | 57 | 39 |
| Vandalism | 101 | 48 |
| Sex offenses | 8 | 3 |
| Drug abuse violations | 291 | 292 |
| Driving under the influence | 1 | 1 |
| Drunkenness | 120 | 119 |
| Disorderly conduct | 714 | 686 |
| Trespassing | 161 | 145 |
| Fare evasion | 24,439 | 23,193 |
| Curfew & loitering laws | 107 | 105 |
| Total Transit Property Damage \$ 4,514.18 | | |
| Internal Use Only | | |
| Report Run Date | Report Run Time | Reporting Period |
| 02/16/2006 | 07:15:18AM | 01/01/2004 To 12/31/2004 |

☐ Form not applicableNTD ID ☐☐ Form 005 Included**BOARD 405 REPORT**Required from transit agencies serving UZAs
of 200,000 or more population.

Att. C, AI 45, 2/23/06, OPS 970.11

Mode ☐

Based on the Uniform Crime Reporting Handbook

Type of Service ☐

| Security Items | In Vehicle | In Station | Other Transit Prop. |
|--------------------------------------|-----------------|--------------------------|---------------------|
| Location SDTC | | | |
| Part I Offenses (Reports) | | | |
| Violent Crime | Inc Inv | Arrests | |
| Homicide | 0 | 0 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Forcible rape | 0 | 0 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Robbery | 1 | 1 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Aggravated assault | 3 | 3 | |
| | | | Patrons 1 |
| | | | Employees 0 |
| | | | Others 0 |
| Property Crime | Inc Inv | Arrests | |
| Burglary | 0 | 0 | |
| Larceny/theft | 0 | 0 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Motor vehicle theft | 0 | 0 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Arson | 0 | 0 | |
| | | | 0 |
| Part II Offenses (Arrests) | | | |
| Other assaults | 7 | 5 | |
| Vandalism | 27 | 6 | |
| Sex offenses | 1 | 1 | |
| Drug abuse violations | 24 | 27 | |
| Driving under the influence | 0 | 0 | |
| Drunkenness | 6 | 5 | |
| Disorderly conduct | 37 | 24 | |
| Trespassing | 6 | 6 | |
| Fare evasion | 7 | 3 | |
| Curfew & loitering laws | 20 | 16 | |
| Total Transit Property Damage | | | |
| | | \$ 517.08 | |
| Internal Use Only | | | |
| Report Run Date | Report Run Time | Reporting Period | |
| 02/16/2006 | 07:15:00AM | 01/01/2005 To 12/31/2005 | |

400-37

☐ Form not applicableNTD ID ☐☐ Form 005 included**BOARD 405 REPORT**Required from transit agencies serving UZAs
of 200,000 or more population.

Att. D, AI 45, 2/23/06, OPS 970.11

Mode ☐

Based on the Uniform Crime Reporting Handbook

Type of Service ☐

| Security Items | In Vehicle | In Station | Other Transit Prop. |
|--------------------------------------|-----------------|--------------------------|---------------------|
| Location SDTC | | | |
| Part I Offenses (Reports) | | | |
| Violent Crime | Inc Inv | Arrests | |
| Homicide | 1 | 0 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Forcible rape | 0 | 0 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Robbery | 3 | 1 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Aggravated assault | 2 | 0 | |
| | | | Patrons 0 |
| | | | Employees 1 |
| | | | Others 1 |
| Property Crime | Inc Inv | Arrests | |
| Burglary | 0 | 0 | |
| Larceny/theft | 0 | 0 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Motor vehicle theft | 0 | 0 | |
| | | | Patrons 0 |
| | | | Employees 0 |
| | | | Others 0 |
| Arson | 0 | 0 | |
| | | | 0 |
| Part II Offenses (Arrests) | | | |
| Other assaults | 18 | 9 | |
| Vandalism | 72 | 27 | |
| Sex offenses | 1 | 0 | |
| Drug abuse violations | 72 | 73 | |
| Driving under the influence | 0 | 0 | |
| Drunkenness | 8 | 8 | |
| Disorderly conduct | 40 | 31 | |
| Trespassing | 2 | 2 | |
| Fare evasion | 10 | 6 | |
| Curfew & loitering laws | 41 | 41 | |
| Total Transit Property Damage | | | |
| | | \$ 2,410.22 | |
| Internal Use Only | | | |
| Report Run Date | Report Run Time | Reporting Period | |
| 02/16/2006 | 07:15:18AM | 01/01/2004 To 12/31/2004 | |

400-37

MTS

Annual Security Report

January-December 2005

Presented by William Burke
Director of Transit System Security
February 23, 2006

SDTI



Emergency Preparedness

San Diego State University - June 2005



SDTI



San Diego State University Emergency Preparedness Drill

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



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

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



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

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



C Street Corridor POP Project – Civic Center Station

Alcohol and
Minor Violations
40%

Drug Abuse
24%



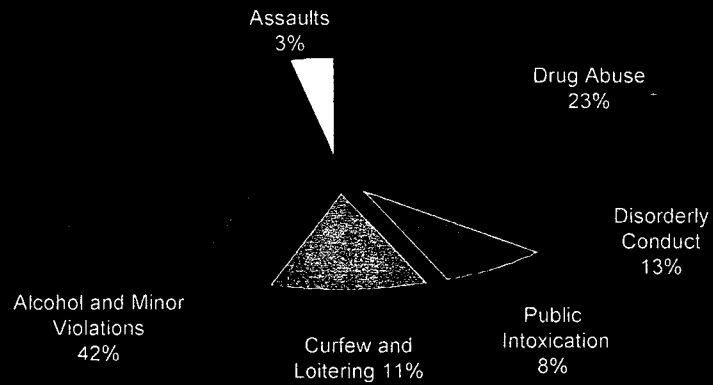
Curfew and
Loitering 10%

Public
Intoxication 9%

Disorderly
Conduct 15%



C Street Corridor POP Project – 5th Avenue Station

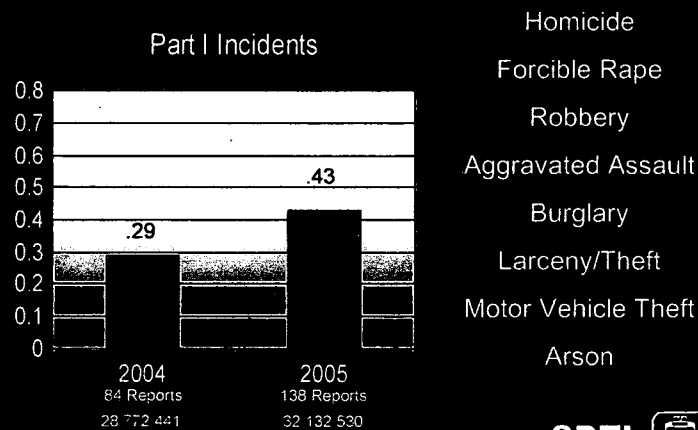


SDTI



Part I Incidents Per 100,000 Passengers

January – December 2005



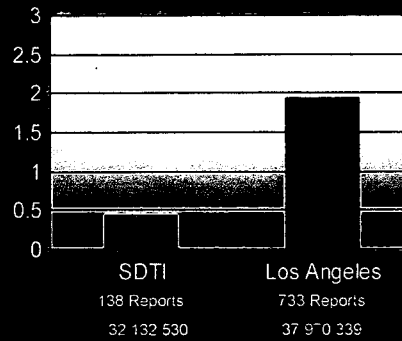
SDTI



Part I Incident Comparison Per 100,000 Passengers

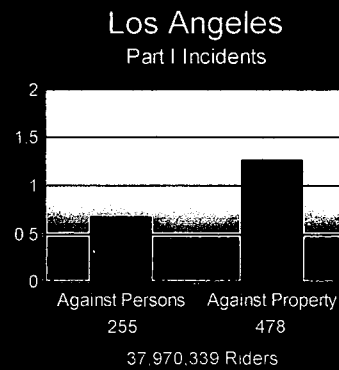
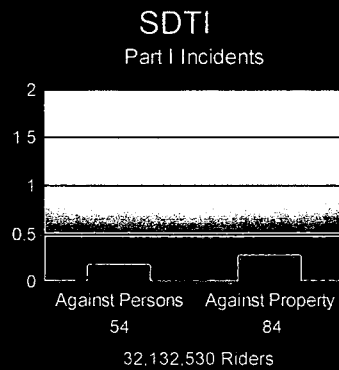
January – December 2005

SDTI Total Part I Crimes = .43/100,000
Los Angeles Total Part I Crimes = 1.93/100,000



Part I Incident Comparison

Against Persons vs. Property per 100,000 Riders
January – December 2005



Passenger Inspections

January – December 2005



32,132,530 Passengers Carried

10,449,124 (32.52%) Inspected

Over 98% of these passengers
were in fare compliance



SDTI 

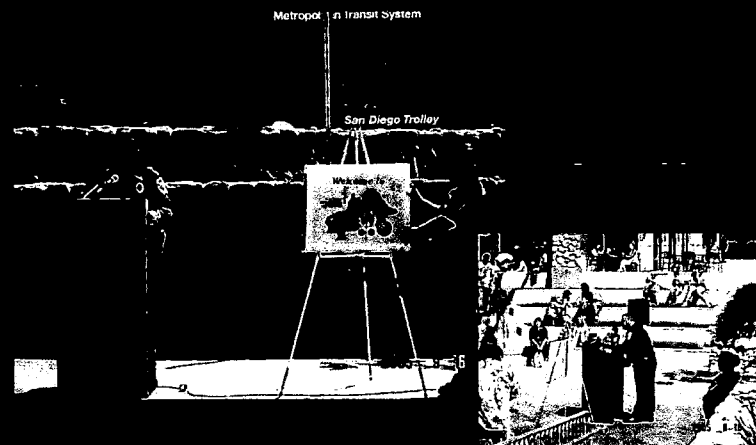
Special Enforcement Unit

- 39 scheduled enforcement "sweeps"
- 140,432 patrons inspected
- 137,851 in compliance
- 2,581 not in compliance
- 1.84% fare evasion



SDTI 

Operation Life Saver



SDTI 

Community Outreach - Gangs

Overcoming Gangs Organization

- Trained Code Compliance and Security
- Ongoing outreach at Euclid Station



- School meetings
- Community meetings

Travis Stocking

SDTI 

U.S. Department of Homeland Security

National Explosives Detection Canine Team Program

- MTS one of ten transit agencies chosen
- Five-year grant program approved by the MTS Board on October 13, 2005
- Two teams will complete training April 21st
- One team will complete training May 26th



SDTI



U.S. Department of Homeland Security

National Explosives Detection Canine Team Program

- Proactive measure toward improved safety and security
- Respond to threats such as unattended or suspicious devices or persons

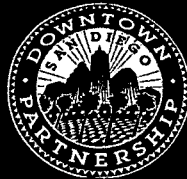


SDTI



Closed Circuit Television 5th Avenue Station

Community Outreach Program
In conjunction with:



The Downtown
Partnership

PELCO
GLOBAL LEADERS IN VIDEO SECURITY SYSTEMS

Pelco

ESS

Electro Specialty Systems
Fire Alarm - Video - Access Control - Communications

Electro Specialty Systems



Dynalectric
San Diego
An EMCOR Company

Dynalectric

SDTI



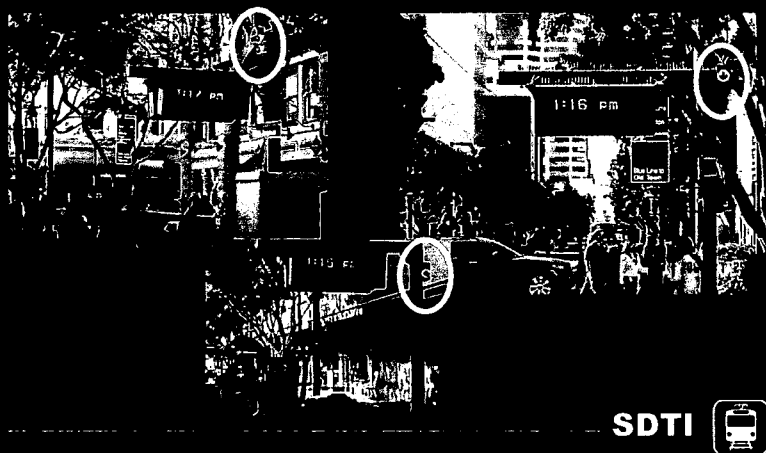
Closed Circuit Television 5th Avenue Station



SDTI



Closed Circuit Television 5th Avenue Station



Closed Circuit Television 5th Avenue Station



Operation Control Center

CCTV Monitoring



Operational October, 2005

SDTI





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

Agenda

Item No. 46

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

FIN 310.1 (PC 50601)

February 23, 2006

Subject:

MTS: OPERATIONS BUDGET STATUS REPORT FOR DECEMBER 2005

RECOMMENDATION:

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

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS operating results for December 2005. Attachment A-1 combines the operations, administration, and other activities results for December 2005. Attachment A-2 details the December 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 December 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, December 2005 produced a favorable net-operating subsidy of \$288,000 (2.2%). The MTS operating divisions produced a \$369,000



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.

favorable net-operating subsidy variance while the administrative area had an \$81,000 unfavorable net-operating subsidy variance.

Year-to-date through December 2005, the MTS net-operating subsidy favorable variance totaled \$577,000 (0.8%). Operations produced a \$308,000 favorable variance, and the administrative area contributed a \$269,000 positive variance.

MTS COMBINED RESULTS

Revenues

Fare Revenue – December 2005. Attachment A-2 provides a summary of combined operating results. Combined fare revenue for December 2005 was \$5,927,000 compared to the budget of \$5,797,000, representing a \$131,000 (2.3%) favorable variance. Internal bus operations produced a positive variance of \$166,000 (10.3%). Compared to the budget, rail operations had a \$76,000 (-3.1%) unfavorable variance. Combined contract services had a \$32,000 (2.2%) favorable variance. All other year-to-date bus-related operations were \$8,000 over budget (2.6%).

Fare Revenue – Year-to-Date December 2005. Combined fare revenue for December 2005 year-to-date was \$36,935,000 compared to the year-to-date budget of \$36,607,000, representing a \$328,000 (0.9%) favorable year-to-date variance. From a year-to-date perspective, internal bus operations produced a positive variance of \$933,000 (9.9%). Compared to the budget, rail operations and contract services/ fixed-route had a year-to-date unfavorable variance of \$774,000 (-5.0%) and \$81,000 (-1.0%), respectively. All other year-to-date bus-related operations were \$190,000 over budget (7.1%).

Other Revenue. Other revenues for December 2005 were \$141,000 compared to the budget of \$142,000, representing a \$2,000 (-1.4%) unfavorable variance.

Year-to-date other revenues through December 2005 were \$1,785,000 compared to the year-to-date budget of \$1,537,000, representing a \$248,000 (16.1%) favorable variance. This primarily represents higher-than-expected advertising demand within bus operations and rail operations.

Expenses

Personnel Costs. Total personnel-related costs for December 2005 were \$5,706,000 compared to the budget of \$5,663,000 resulting in a \$44,000 (-0.8%) unfavorable variance. Year-to-date personnel-related costs totaled \$44,889,000 compared to a year-to-date budgetary figure of \$45,990,000, producing a favorable variance of \$1,100,000 (2.4%).

Outside Services and Purchased Transportation. Total outside services expenses totaled \$5,436,000 compared to a budgetary figure of \$5,568,000, resulting in a favorable expense variance of \$132,000 (2.4%). Purchased transportation (\$148,000;

3.5%), other outside services (\$39,000; 7.0%), and repair/maintenance services (\$34,000; 10.2%) were partially offset by engine/transmission rebuild (-\$57,000; -62.2%) and security (-\$33,000; -9.3%) for the month of December 2005.

Total outside services for the first five months of the fiscal year totaled \$32,776,000 compared to a budget of \$33,164,000, resulting in a year-to-date positive variance of \$388,000 (1.2%).

Materials and Supplies. Total combined materials and supplies costs were \$603,000 for December 2005 compared to the budget of \$674,000, resulting in a favorable expense variance of \$71,000 (10.5%). Year-to-date materials and supplies expenses totaled \$3,968,000 compared to a budgetary figure of \$3,946,000, resulting in an unfavorable expense variance of \$22,000 (-0.6%).

Energy – December 2005. Total December 2005 costs were \$2,128,000 compared to the budget of \$1,962,000 resulting in an unfavorable variance of \$166,000 (-8.4%). This unfavorable variance is the result of higher-than-expected compressed natural gas (CNG) fuel costs of \$1,046,000 compared to a budget of \$682,000 (-\$364,000; -53.3%) partially offset by diesel fuel costs of \$453,000 versus a budget of \$489,000 (\$36,000; 7.3%). Electricity costs for traction/station power dropped significantly and resulted in a budget savings of \$163,000 or 20.6%. December 2005 diesel prices averaged \$2.075 per gallon compared to the annual budgetary rate of \$1.800 per gallon. December 2005 CNG prices averaged \$1.515 per gallon compared to the annual budgetary rate of \$1.060 per gallon.

Energy – Year-to-Date December 2005. Total year-to-date energy costs were \$13,355,000 compared to the budget of \$11,531,000 resulting in a year-to-date unfavorable variance of \$1,824,000 (-15.8%). Year-to-date diesel fuel expenses were over budget by \$447,000 (-14.9%). CNG fuel costs were over budget by \$1,266,000 (-32.6%) and electricity costs primarily within rail operations were over budget by \$111,000 (-2.4%). Year-to-date diesel prices averaged \$2.312 per gallon compared to the annual budgetary rate of \$1.800 per gallon. Year-to-date CNG prices averaged \$1.349 per therm compared to the annual budgetary rate of \$1.060 per gallon.

Risk Management. Risk management costs were \$414,000 compared to a budgetary figure of \$468,000, resulting in a favorable variance of \$55,000 (11.8%) for December 2005. Year-to-date expenses for risk management were \$69,000 (2.6%) under budget.

General and Administrative. General and administrative costs were \$71,000 (51.4%) under budget for December 2005. Year-to-date general and administrative costs were \$186,000 (26.9%) under budget totaling \$505,000 through December 2005 compared to a year-to-date budget of \$691,000.

MONTH-END SUMMARY

The total favorable net-operating subsidy variance of \$288,000 for the month of December 2005 was produced by a few main factors. Revenue, primarily within bus

operations combined with the favorable variances within purchased transportation was partially offset by total energy costs throughout the organization.

YEAR-TO-DATE SUMMARY

The December 2005 year-to-date net-operating subsidy totaled a favorable variance of \$577,000 (0.2%). Even with a \$1.8 million energy unfavorable variance, other favorable variances, primarily within revenue and personnel-related expenditures, have exceeded this unfavorable fiscal year issue.



Paul C. Jablonski
Chief Executive Officer

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

FEB23-06.46.OPSBUDGETDEC05.LMARINESI

Attachment: A. Comparison to Budget

**MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2006
DECEMBER 31, 2005
(in \$000's)**

| | MONTH | | | |
|---------------------------------------|--------------------|--------------------|-----------------|-----------------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 5,927 | \$ 5,797 | \$ 131 | 2.3% |
| Other Revenue | 141 | 142 | (2) | -1.4% |
| Total Operating Revenue | \$ 6,068 | \$ 5,939 | \$ 129 | 2.2% |
| Subsidy | \$ 13,254 | \$ 13,333 | \$ (79) | -0.6% |
| Other Non Operating Income | 858 | 858 | - | 0.0% |
| Total Non Operating Revenue | \$ 14,112 | \$ 14,191 | \$ (79) | -0.6% |
| Total Revenue | \$ 20,181 | \$ 20,131 | \$ 50 | 0.2% |
| Wages | \$ 5,175 | \$ 5,183 | \$ 8 | 0.2% |
| Fringes | 531 | 480 | (52) | -10.8% |
| Services | 1,370 | 1,355 | (16) | -1.2% |
| Purchased Transportation | 4,066 | 4,213 | 148 | 3.5% |
| Materials and Supplies | 603 | 674 | 71 | 10.5% |
| Energy | 2,128 | 1,962 | (165) | -8.4% |
| Risk Management | 414 | 468 | 55 | 11.8% |
| General and Administrative | 67 | 138 | 71 | 51.4% |
| Debt Service | 4,271 | 4,271 | - | 0.0% |
| Vehicle/Facility Lease | 9 | 49 | 40 | 81.6% |
| Total Costs | \$ 18,634 | \$ 18,792 | \$ 159 | 0.8% |
| Total Revenue Less Total Costs | \$ 1,547 | \$ 1,338 | \$ 209 | 15.6% |
| Net Operating Subsidy | \$ (12,565) | \$ (12,854) | \$ 288 | 2.2% |

| | YEAR TO DATE | | | |
|---------------------------------------|---------------------|--------------------|-----------------|-----------------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 36,935 | \$ 36,607 | \$ 328 | 0.9% |
| Other Revenue | 1,785 | 1,537 | 248 | 16.1% |
| Total Operating Revenue | \$ 38,720 | \$ 38,144 | \$ 576 | 1.5% |
| Subsidy | \$ 76,557 | \$ 76,542 | \$ 15 | 0.0% |
| Other Non Operating Income | 5,151 | 5,151 | - | 0.0% |
| Total Non Operating Revenue | \$ 81,708 | \$ 81,693 | \$ 15 | 0.0% |
| Total Revenue | \$ 120,428 | \$ 119,837 | \$ 591 | 0.5% |
| Wages | \$ 30,273 | \$ 30,623 | \$ 350 | 1.1% |
| Fringes | 14,616 | 15,367 | 750 | 4.9% |
| Services | 8,112 | 8,119 | 7 | 0.1% |
| Purchased Transportation | 24,664 | 25,045 | 381 | 1.5% |
| Materials | 3,968 | 3,946 | (22) | -0.6% |
| Energy | 13,355 | 11,531 | (1,824) | -15.8% |
| Risk Management | 2,567 | 2,636 | 69 | 2.6% |
| General and Administrative | 505 | 691 | 186 | 26.9% |
| Debt Service | 15,010 | 15,010 | - | 0.0% |
| Vehicle/Facility Lease | 56 | 161 | 105 | 65.2% |
| Total Costs | \$ 113,127 | \$ 113,128 | \$ 1 | 0.0% |
| Total Revenue Less Total Costs | \$ 7,301 | \$ 6,708 | \$ 592 | 8.8% |
| Net Operating Subsidy | \$ (74,407) | \$ (74,984) | \$ 577 | 0.8% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONSOLIDATED OPERATIONS

COMPARISON TO BUDGET - FISCAL YEAR 2006

DECEMBER 31, 2005

(in \$000's)

| | MONTH | | | |
|---------------------------------------|-------------------|-------------------|---------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 5,927 | \$ 5,797 | \$ 131 | 2.3% |
| Other Revenue | 55 | 91 | (37) | -40.0% |
| Total Operating Revenue | \$ 5,982 | \$ 5,888 | \$ 94 | 1.6% |
| Subsidy | \$ 10,349 | \$ 10,349 | \$ (0) | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 10,349 | \$ 10,349 | \$ (0) | 0.0% |
| Total Revenue | \$ 16,331 | \$ 16,237 | \$ 94 | 0.6% |
| Wages | \$ 4,375 | \$ 4,638 | \$ 262 | 5.7% |
| Fringes | 2,857 | 2,715 | (142) | -5.2% |
| Services | 1,037 | 1,027 | (10) | -0.9% |
| Purchased Transportation | 4,066 | 4,213 | 148 | 3.5% |
| Materials and Supplies | 602 | 671 | 69 | 10.3% |
| Energy | 2,103 | 1,948 | (154) | -7.9% |
| Risk Management | 365 | 401 | 36 | 9.0% |
| General and Administrative | 23 | 49 | 26 | 52.8% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | 9 | 49 | 40 | 81.0% |
| Total Costs | \$ 15,436 | \$ 15,711 | \$ 275 | 1.7% |
| Total Revenue Less Total Costs | \$ 895 | \$ 526 | \$ 369 | 70.2% |
| Net Operating Subsidy | \$ (9,454) | \$ (9,823) | \$ 369 | 3.8% |

| | YEAR TO DATE | | | |
|---------------------------------------|--------------------|--------------------|-----------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 36,935 | \$ 36,607 | \$ 328 | 0.9% |
| Other Revenue | 750 | 572 | 178 | 31.0% |
| Total Operating Revenue | \$ 37,685 | \$ 37,179 | \$ 506 | 1.4% |
| Subsidy | \$ 67,608 | \$ 67,539 | \$ 69 | 0.1% |
| Other Non Operating Income | 0 | - | 0 | 100.0% |
| Total Non Operating Revenue | \$ 67,608 | \$ 67,539 | \$ 69 | 0.1% |
| Total Revenue | \$ 105,293 | \$ 104,718 | \$ 575 | 0.5% |
| Wages | \$ 26,739 | \$ 27,462 | \$ 723 | 2.6% |
| Fringes | 17,230 | 17,544 | 315 | 1.8% |
| Services | 6,613 | 6,614 | 1 | 0.0% |
| Purchased Transportation | 24,664 | 25,045 | 381 | 1.5% |
| Materials | 3,955 | 3,923 | (32) | -0.8% |
| Energy | 13,258 | 11,446 | (1,812) | -15.8% |
| Risk Management | 2,281 | 2,322 | 40 | 1.7% |
| General and Administrative | 229 | 310 | 81 | 26.3% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | 56 | 160 | 104 | 65.1% |
| Total Costs | \$ 95,025 | \$ 94,827 | \$ (198) | -0.2% |
| Total Revenue Less Total Costs | \$ 10,268 | \$ 9,891 | \$ 377 | 3.8% |
| Net Operating Subsidy | \$ (57,340) | \$ (57,648) | \$ 308 | 0.5% |

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

| | MONTH | | | |
|---------------------------------------|-------------------|-------------------|---------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 1,774 | \$ 1,608 | \$ 166 | 10.3% |
| Other Revenue | 44 | 67 | (23) | -34.3% |
| Total Operating Revenue | \$ 1,817 | \$ 1,674 | \$ 143 | 8.5% |
| Subsidy | \$ 4,649 | \$ 4,649 | \$ - | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 4,649 | \$ 4,649 | \$ - | 0.0% |
| Total Revenue | \$ 6,466 | \$ 6,323 | \$ 143 | 2.3% |
| Wages | \$ 2,444 | \$ 2,435 | \$ (8) | -0.3% |
| Fringes | 1,879 | 2,188 | 308 | 14.1% |
| Services | 150 | 221 | 71 | 32.0% |
| Purchased Transportation | - | - | - | - |
| Materials and Supplies | 281 | 362 | 82 | 22.5% |
| Energy | 832 | 575 | (257) | -44.6% |
| Risk Management | 140 | 187 | 47 | 25.2% |
| General and Administrative | 9 | 14 | 5 | 35.9% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | 3 | 8 | 5 | 62.9% |
| Total Costs | \$ 5,738 | \$ 5,990 | \$ 252 | 4.2% |
| Total Revenue Less Total Costs | \$ 728 | \$ 333 | \$ 396 | 118.9% |
| Net Operating Subsidy | \$ (3,920) | \$ (4,316) | \$ 396 | 9.2% |

| | YEAR TO DATE | | | |
|---------------------------------------|--------------------|--------------------|-----------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 11,026 | \$ 10,032 | \$ 993 | 9.9% |
| Other Revenue | 519 | 423 | 95 | 22.5% |
| Total Operating Revenue | \$ 11,545 | \$ 10,456 | \$ 1,089 | 10.4% |
| Subsidy | \$ 29,804 | \$ 29,734 | \$ 70 | 0.2% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 29,804 | \$ 29,734 | \$ 70 | 0.2% |
| Total Revenue | \$ 41,348 | \$ 40,190 | \$ 1,158 | 2.9% |
| Wages | \$ 15,177 | \$ 14,671 | \$ (506) | -3.5% |
| Fringes | 13,143 | 14,274 | 1,131 | 7.9% |
| Services | 766 | 1,231 | 464 | 37.7% |
| Purchased Transportation | - | - | - | - |
| Materials | 2,050 | 2,128 | 77 | 3.6% |
| Energy | 4,413 | 3,439 | (974) | -28.3% |
| Risk Management | 869 | 1,073 | 204 | 19.0% |
| General and Administrative | 107 | 88 | (19) | -21.3% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | 17 | 46 | 29 | 62.9% |
| Total Costs | \$ 36,543 | \$ 36,950 | \$ 406 | 1.1% |
| Total Revenue Less Total Costs | \$ 4,805 | \$ 3,240 | \$ 1,565 | 48.3% |
| Net Operating Subsidy | \$ (24,999) | \$ (26,494) | \$ 1,495 | 5.6% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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

COMPARISON TO BUDGET - FISCAL YEAR 2006

DECEMBER 31, 2005

(in \$000's)

| | MONTH | | | |
|---------------------------------------|-------------------|-------------------|-----------------|----------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 2,353 | \$ 2,429 | \$ (76) | -3.1% |
| Other Revenue | 11 | 25 | (14) | -55.0% |
| Total Operating Revenue | \$ 2,364 | \$ 2,454 | \$ (89) | -3.6% |
| 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 | \$ 4,307 | \$ 4,396 | \$ (89) | -2.0% |
| Wages | \$ 1,669 | \$ 1,942 | \$ 273 | 14.1% |
| Fringes | 954 | 497 | (457) | -91.9% |
| Services | 666 | 589 | (77) | -13.0% |
| Purchased Transportation | - | - | - | - |
| Materials and Supplies | 297 | 292 | (5) | -1.8% |
| Energy | 546 | 724 | 178 | 24.5% |
| Risk Management | 183 | 174 | (9) | -5.3% |
| General and Administrative | 13 | 18 | 6 | 31.9% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | 6 | 7 | 0 | 6.6% |
| Total Costs | \$ 4,335 | \$ 4,244 | \$ (91) | -2.2% |
| Total Revenue Less Total Costs | \$ (29) | \$ 152 | \$ (181) | -118.7% |
| Net Operating Subsidy | \$ (1,971) | \$ (1,790) | \$ (181) | -10.1% |

| | YEAR TO DATE | | | |
|---------------------------------------|--------------------|--------------------|-------------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 14,746 | \$ 15,520 | \$ (774) | -5.0% |
| Other Revenue | 231 | 149 | 82 | 55.1% |
| Total Operating Revenue | \$ 14,976 | \$ 15,669 | \$ (692) | -4.4% |
| Subsidy | \$ 11,962 | \$ 11,962 | \$ (0) | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 11,962 | \$ 11,962 | \$ (0) | 0.0% |
| Total Revenue | \$ 26,939 | \$ 27,631 | \$ (692) | -2.5% |
| Wages | \$ 10,426 | \$ 11,526 | \$ 1,100 | 9.5% |
| Fringes | 3,774 | 2,951 | (823) | -27.9% |
| Services | 4,665 | 4,057 | (608) | -15.0% |
| Purchased Transportation | - | - | - | - |
| Materials | 1,836 | 1,699 | (137) | -8.0% |
| Energy | 4,468 | 4,273 | (195) | -4.6% |
| Risk Management | 1,185 | 1,016 | (169) | -16.7% |
| General and Administrative | 97 | 120 | 23 | 19.3% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | 39 | 41 | 2 | 5.9% |
| Total Costs | \$ 26,490 | \$ 25,683 | \$ (806) | -3.1% |
| Total Revenue Less Total Costs | \$ 449 | \$ 1,948 | \$ (1,499) | -77.0% |
| Net Operating Subsidy | \$ (11,513) | \$ (10,015) | \$ (1,499) | -15.0% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES

FIXED ROUTE

COMPARISON TO BUDGET - FISCAL YEAR 2006

DECEMBER 31, 2005

(in \$000's)

| | MONTH | | | |
|---------------------------------------|-------------------|-------------------|----------------|----------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 1,346 | \$ 1,320 | \$ 26 | 2.0% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 1,346 | \$ 1,320 | \$ 26 | 2.0% |
| Subsidy | \$ 2,289 | \$ 2,289 | \$ - | 0.0% |
| Other Non Operating Income | - | (0) | - | - |
| Total Non Operating Revenue | \$ 2,289 | \$ 2,289 | \$ - | 0.0% |
| Total Revenue | \$ 3,635 | \$ 3,609 | \$ 26 | 0.7% |
| Wages | \$ 43 | \$ 32 | \$ (11) | -33.0% |
| Fringes | - | - | - | - |
| Services | 139 | 91 | (47) | -51.8% |
| Purchased Transportation | 2,911 | 2,973 | 62 | 2.1% |
| Materials and Supplies | - | 2 | 2 | - |
| Energy | 548 | 440 | (108) | -24.5% |
| Risk Management | - | - | - | - |
| General and Administrative | 0 | 1 | 1 | 77.9% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | 10 | 10 | - |
| Total Costs | \$ 3,641 | \$ 3,550 | \$ (91) | -2.6% |
| Total Revenue Less Total Costs | \$ (6) | \$ 59 | \$ (65) | -109.8% |
| Net Operating Subsidy | \$ (2,295) | \$ (2,230) | \$ (65) | -2.9% |

| | YEAR TO DATE | | | |
|---------------------------------------|--------------------|--------------------|-----------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 8,295 | \$ 8,376 | \$ (81) | -1.0% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 8,295 | \$ 8,376 | \$ (81) | -1.0% |
| Subsidy | \$ 15,847 | \$ 15,847 | \$ - | 0.0% |
| Other Non Operating Income | - | 0 | - | - |
| Total Non Operating Revenue | \$ 15,847 | \$ 15,847 | \$ - | 0.0% |
| Total Revenue | \$ 24,142 | \$ 24,222 | \$ (81) | -0.3% |
| Wages | \$ 171 | \$ 197 | \$ 26 | 13.3% |
| Fringes | - | - | - | - |
| Services | 514 | 504 | (10) | -2.0% |
| Purchased Transportation | 17,568 | 17,754 | 186 | 1.0% |
| Materials | - | 11 | 11 | - |
| Energy | 3,108 | 2,546 | (563) | -22.1% |
| Risk Management | - | - | - | - |
| General and Administrative | 2 | 5 | 3 | 56.4% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | 20 | 20 | - |
| Total Costs | \$ 21,363 | \$ 21,036 | \$ (327) | -1.6% |
| Total Revenue Less Total Costs | \$ 2,778 | \$ 3,186 | \$ (408) | -12.8% |
| Net Operating Subsidy | \$ (13,068) | \$ (12,661) | \$ (408) | -3.2% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES

PARA TRANSIT

COMPARISON TO BUDGET - FISCAL YEAR 2006

DECEMBER 31, 2005

(in \$000's)

| | MONTH | | | % |
|---------------------------------------|-----------------|-----------------|---------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | |
| Fare Revenue | \$ 128 | \$ 122 | \$ 6 | 5.0% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 128 | \$ 122 | \$ 6 | 5.0% |
| Subsidy | \$ 904 | \$ 904 | \$ - | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 904 | \$ 904 | \$ - | 0.0% |
| Total Revenue | \$ 1,032 | \$ 1,026 | \$ 6 | 0.6% |
| Wages | \$ 21 | \$ 23 | \$ 3 | 11.0% |
| Fringes | - | - | - | - |
| Services | 36 | 43 | 7 | 16.6% |
| Purchased Transportation | 709 | 783 | 74 | 9.5% |
| Materials and Supplies | - | - | - | - |
| Energy | 66 | 89 | 23 | 25.5% |
| Risk Management | - | 8 | 8 | - |
| General and Administrative | 1 | 1 | (0) | -74.0% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | 24 | 24 | - |
| Total Costs | \$ 833 | \$ 971 | \$ 139 | 14.3% |
| Total Revenue Less Total Costs | \$ 200 | \$ 55 | \$ 145 | 264.2% |
| Net Operating Subsidy | \$ (704) | \$ (849) | \$ 145 | 17.1% |

| | YEAR TO DATE | | | % |
|---------------------------------------|-------------------|-------------------|---------------|--------------|
| | ACTUAL | BUDGET | VARIANCE | |
| Fare Revenue | \$ 814 | \$ 733 | \$ 82 | 11.1% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 814 | \$ 733 | \$ 82 | 11.1% |
| Subsidy | \$ 5,697 | \$ 5,697 | \$ - | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 5,697 | \$ 5,697 | \$ - | 0.0% |
| Total Revenue | \$ 6,511 | \$ 6,429 | \$ 82 | 1.3% |
| Wages | \$ 89 | \$ 138 | \$ 49 | 35.7% |
| Fringes | - | - | - | - |
| Services | 221 | 255 | 34 | 13.5% |
| Purchased Transportation | 4,555 | 4,699 | 144 | 3.1% |
| Materials | - | - | - | - |
| Energy | 629 | 533 | (97) | -18.1% |
| Risk Management | - | 49 | 49 | - |
| General and Administrative | 2 | 3 | 1 | 40.7% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | 53 | 53 | - |
| Total Costs | \$ 5,496 | \$ 5,730 | \$ 234 | 4.1% |
| Total Revenue Less Total Costs | \$ 1,015 | \$ 699 | \$ 315 | 45.1% |
| Net Operating Subsidy | \$ (4,682) | \$ (4,997) | \$ 315 | 6.3% |

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

| | MONTH | | | |
|---------------------------------------|-----------------|-----------------|--------------|----------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 209 | \$ 209 | \$ 0 | 0.0% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 209 | \$ 209 | \$ 0 | 0.0% |
| Subsidy | \$ 404 | \$ 404 | \$ - | 0.0% |
| Other Non Operating Income | (0) | - | - | 100.0% |
| Total Non Operating Revenue | \$ 404 | \$ 404 | \$ - | 0.0% |
| Total Revenue | \$ 613 | \$ 613 | \$ 0 | 0.0% |
| Wages | \$ 58 | \$ 65 | \$ 7 | 10.7% |
| Fringes | - | - | - | - |
| Services | 23 | 39 | 16 | 40.6% |
| Purchased Transportation | 435 | 446 | 11 | 2.5% |
| Materials and Supplies | - | - | - | - |
| Energy | 76 | 92 | 16 | 17.2% |
| Risk Management | - | - | - | - |
| General and Administrative | 1 | 2 | 1 | 62.3% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | - | - | - |
| Total Costs | \$ 592 | \$ 643 | \$ 50 | 7.9% |
| Total Revenue Less Total Costs | \$ 21 | \$ (30) | \$ 51 | -170.9% |
| Net Operating Subsidy | \$ (383) | \$ (434) | \$ 51 | 11.7% |

| | YEAR TO DATE | | | |
|---------------------------------------|-------------------|-------------------|---------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 1,347 | \$ 1,296 | \$ 50 | 3.9% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 1,347 | \$ 1,296 | \$ 50 | 3.9% |
| Subsidy | \$ 2,828 | \$ 2,828 | \$ - | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 2,828 | \$ 2,828 | \$ - | 0.0% |
| Total Revenue | \$ 4,175 | \$ 4,124 | \$ 50 | 1.2% |
| Wages | \$ 290 | \$ 342 | \$ 52 | 15.1% |
| Fringes | - | - | - | - |
| Services | 2,569 | 2,683 | 114 | 4.3% |
| Purchased Transportation | - | - | - | - |
| Materials | - | - | - | - |
| Energy | 434 | 486 | 52 | 10.8% |
| Risk Management | - | - | - | - |
| General and Administrative | 8 | 17 | 9 | 54.3% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | - | - | - |
| Total Costs | \$ 3,301 | \$ 3,529 | \$ 228 | 6.5% |
| Total Revenue Less Total Costs | \$ 874 | \$ 596 | \$ 278 | 46.7% |
| Net Operating Subsidy | \$ (1,954) | \$ (2,232) | \$ 278 | 12.5% |

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

| | MONTH | | | |
|---------------------------------------|-----------------|-----------------|--------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 117 | \$ 108 | \$ 8 | 7.6% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 117 | \$ 108 | \$ 8 | 7.6% |
| Subsidy | \$ 150 | \$ 150 | \$ - | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 150 | \$ 150 | \$ - | 0.0% |
| Total Revenue | \$ 267 | \$ 258 | \$ 8 | 3.2% |
| Wages | \$ 141 | \$ 140 | \$ (1) | -0.4% |
| Fringes | 23 | 30 | 7 | 22.1% |
| Services | 23 | 44 | 21 | 47.5% |
| Purchased Transportation | - | - | - | - |
| Materials and Supplies | 23 | 14 | (9) | -63.9% |
| Energy | 34 | 28 | (6) | -21.7% |
| Risk Management | 41 | 31 | (10) | -31.7% |
| General and Administrative | 0 | 14 | 14 | 98.9% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | - | - | - |
| Total Costs | \$ 286 | \$ 302 | \$ 16 | 5.2% |
| Total Revenue Less Total Costs | \$ (20) | \$ (44) | \$ 24 | -54.8% |
| Net Operating Subsidy | \$ (170) | \$ (194) | \$ 24 | 12.4% |

| | YEAR TO DATE | | | |
|---------------------------------------|-----------------|-----------------|---------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ 708 | \$ 650 | \$ 58 | 8.9% |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ 708 | \$ 650 | \$ 58 | 8.9% |
| Subsidy | \$ 1,049 | \$ 1,049 | \$ - | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 1,049 | \$ 1,049 | \$ - | 0.0% |
| Total Revenue | \$ 1,757 | \$ 1,699 | \$ 58 | 3.4% |
| Wages | \$ 586 | \$ 588 | \$ 2 | 0.3% |
| Fringes | 123 | 130 | 7 | 5.3% |
| Services | 196 | 254 | 58 | 22.7% |
| Purchased Transportation | - | - | - | - |
| Materials | 69 | 86 | 17 | 19.4% |
| Energy | 205 | 169 | (36) | -21.1% |
| Risk Management | 228 | 185 | (43) | -23.3% |
| General and Administrative | 12 | 76 | 63 | 83.7% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | - | - | - |
| Total Costs | \$ 1,419 | \$ 1,487 | \$ 68 | 4.6% |
| Total Revenue Less Total Costs | \$ 338 | \$ 212 | \$ 126 | 59.2% |
| Net Operating Subsidy | \$ (711) | \$ (837) | \$ 126 | 15.0% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2006

DECEMBER 31, 2005

(in \$000's)

| | MONTH | | | |
|---------------------------------------|----------------|----------------|-------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ - | \$ - | \$ - | - |
| Subsidy | \$ 11 | \$ 11 | \$ - | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 11 | \$ 11 | \$ - | 0.0% |
| Total Revenue | \$ 11 | \$ 11 | \$ - | 0.0% |
| Wages | \$ - | \$ - | \$ - | - |
| Fringes | - | - | - | - |
| 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 | \$ 78 | \$ 78 | \$ - | 0.0% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 78 | \$ 78 | \$ - | 0.0% |
| Total Revenue | \$ 78 | \$ 78 | \$ - | 0.0% |
| Wages | \$ - | \$ - | \$ - | - |
| Fringes | - | - | - | - |
| Services | (0) | (0) | - | 0.0% |
| Purchased Transportation | 68 | 68 | - | 0.0% |
| Materials | - | - | - | - |
| Energy | - | - | - | - |
| Risk Management | - | - | - | - |
| General and Administrative | - | - | - | - |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | - | - | - |
| Total Costs | \$ 68 | \$ 68 | \$ - | 0.0% |
| Total Revenue Less Total Costs | \$ 10 | \$ 10 | \$ - | 0.0% |
| Net Operating Subsidy | \$ (68) | \$ (68) | \$ - | 0.0% |

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

| | MONTH | | | |
|---------------------------------------|-------------|-------------|-------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | - | - | - | - |
| Total Operating Revenue | \$ - | \$ - | \$ - | - |
| Subsidy | \$ - | \$ - | \$ - | - |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ - | \$ - | \$ - | - |
| Total Revenue | \$ - | \$ - | \$ - | - |
| Wages | \$ - | \$ - | \$ - | - |
| Fringes | - | - | - | - |
| 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% |
| Wages | \$ - | \$ - | \$ - | - |
| Fringes | 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

DECEMBER 31, 2005

(in \$000's)

| | MONTH | | | |
|---------------------------------------|-------------------|-------------------|-----------------|-----------------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | 57 | 34 | 24 | 70.8% |
| Total Operating Revenue | \$ 57 | \$ 34 | \$ 24 | 70.8% |
| Subsidy | \$ 434 | \$ 514 | \$ (79) | -15.4% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 434 | \$ 514 | \$ (79) | -15.4% |
| Total Revenue | \$ 492 | \$ 547 | \$ (55) | -10.1% |
| Wages | \$ 753 | \$ 507 | \$ (246) | -48.5% |
| Fringes | 116 | 192 | 75 | 39.3% |
| Services | 327 | 316 | (11) | -3.4% |
| Purchased Transportation | - | - | - | - |
| Materials and Supplies | - | 4 | 4 | - |
| Energy | 23 | 13 | (10) | -79.2% |
| Risk Management | 42 | 60 | 18 | 30.7% |
| General and Administrative | 47 | 84 | 37 | 43.8% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | 0 | 0 | - |
| Total Costs | \$ 1,307 | \$ 1,175 | \$ (132) | -11.3% |
| Total Revenue Less Total Costs | \$ (816) | \$ (628) | \$ (188) | -29.9% |
| Net Operating Subsidy | \$ (1,250) | \$ (1,141) | \$ (109) | -9.5% |

| | YEAR TO DATE | | | |
|---------------------------------------|---------------------|-------------------|-----------------|-----------------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | 697 | 655 | 42 | 6.4% |
| Total Operating Revenue | \$ 697 | \$ 655 | \$ 42 | 6.4% |
| Subsidy | \$ 3,041 | \$ 3,096 | \$ (54) | -1.8% |
| Other Non Operating Income | - | - | - | - |
| Total Non Operating Revenue | \$ 3,041 | \$ 3,096 | \$ (54) | -1.8% |
| Total Revenue | \$ 3,738 | \$ 3,750 | \$ (12) | -0.3% |
| Wages | \$ 3,307 | \$ 2,948 | \$ (359) | -12.2% |
| Fringes | 580 | 981 | 401 | 40.9% |
| Services | 1,458 | 1,443 | (15) | -1.1% |
| Purchased Transportation | - | - | - | - |
| Materials | 9 | 23 | 14 | 61.8% |
| Energy | 90 | 77 | (13) | -17.2% |
| Risk Management | 241 | 270 | 29 | 10.6% |
| General and Administrative | 1,121 | 1,201 | 80 | 6.7% |
| Debt Service | - | - | - | - |
| Vehicle/Facility Lease | - | 0 | 0 | - |
| Total Costs | \$ 6,806 | \$ 6,943 | \$ 137 | 2.0% |
| Total Revenue Less Total Costs | \$ (3,068) | \$ (3,193) | \$ 125 | 3.9% |
| Net Operating Subsidy | \$ (6,109) | \$ (6,289) | \$ 179 | 2.8% |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OTHER ACTIVITIES

CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2006

DECEMBER 31, 2005

(in \$000's)

| | MONTH | | | |
|---------------------------------------|-------------------|-------------------|--------------|---------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | 29 | 18 | 12 | 66.6% |
| Total Operating Revenue | \$ 29 | \$ 18 | \$ 12 | 66.6% |
| Subsidy | \$ 2,471 | \$ 2,471 | \$ - | 0.0% |
| Other Non Operating Income | 858 | 858 | - | 0.0% |
| Total Non Operating Revenue | \$ 3,329 | \$ 3,329 | \$ - | 0.0% |
| Total Revenue | \$ 3,358 | \$ 3,347 | \$ 12 | 0.3% |
| Wages | \$ 47 | \$ 38 | \$ (9) | -22.8% |
| Fringes | (2,442) | (2,427) | 15 | -0.6% |
| Services | 7 | 11 | 4 | 37.9% |
| Purchased Transportation | - | - | - | - |
| Materials and Supplies | 2 | - | (2) | 100.0% |
| Energy | 2 | 1 | (1) | -61.7% |
| Risk Management | 7 | 7 | 0 | 0.1% |
| General and Administrative | (3) | 5 | 8 | 169.4% |
| Debt Service | 4,271 | 4,271 | - | 0.0% |
| Vehicle/Facility Lease | - | - | - | - |
| Total Costs | \$ 1,890 | \$ 1,906 | \$ 16 | 0.9% |
| Total Revenue Less Total Costs | \$ 1,468 | \$ 1,440 | \$ 28 | -1.9% |
| Net Operating Subsidy | \$ (1,861) | \$ (1,889) | \$ 28 | 1.5% |

| | YEAR TO DATE | | | |
|---------------------------------------|--------------------|--------------------|--------------|----------------|
| | ACTUAL | BUDGET | VARIANCE | % VARIANCE |
| Fare Revenue | \$ - | \$ - | \$ - | - |
| Other Revenue | 338 | 310 | 28 | 9.1% |
| Total Operating Revenue | \$ 338 | \$ 310 | \$ 28 | 9.1% |
| Subsidy | \$ 5,908 | \$ 5,908 | \$ - | 0.0% |
| Other Non Operating Income | 5,151 | 5,151 | - | 0.0% |
| Total Non Operating Revenue | \$ 11,058 | \$ 11,058 | \$ - | 0.0% |
| Total Revenue | \$ 11,397 | \$ 11,368 | \$ 28 | 0.2% |
| Wages | \$ 228 | \$ 213 | \$ (15) | -6.8% |
| Fringes | (3,193) | (3,158) | 35 | -1.1% |
| Services | 41 | 62 | 21 | 33.5% |
| Purchased Transportation | - | - | - | - |
| Materials | 4 | - | (4) | 100.0% |
| Energy | 7 | 7 | 1 | 9.7% |
| Risk Management | 45 | 44 | (0) | -0.6% |
| General and Administrative | (844) | (820) | 24 | -3.0% |
| Debt Service | 15,010 | 15,010 | - | 0.0% |
| Vehicle/Facility Lease | - | - | - | - |
| Total Costs | \$ 11,296 | \$ 11,358 | \$ 62 | 0.5% |
| Total Revenue Less Total Costs | \$ 101 | \$ 11 | \$ 90 | -854.7% |
| Net Operating Subsidy | \$ (10,958) | \$ (11,048) | \$ 90 | 0.8% |

Metropolitan Transit System FY 2006 - December 2005 Financial Review

MTS Board of Directors Meeting
February 23, 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 | 369 | 308 |
| General Fund | (81) | 269 |
| Total Combined Net Operating Subsidy Variance | 288 | 577 |





| SAN DIEGO METROPOLITAN TRANSIT SYSTEM COMBINED MTS TRANSIT OPERATORS COMPARISON TO AMENDED BUDGET - FY 2006 YEAR TO DATE, DECEMBER 31, 2005 (in \$000's) | | | | |
|---|-------------------|-------------------|--------------|--------------|
| | YEAR TO DATE | | | |
| | ACTUAL | AMENDED BUDGET | VARIANCE | % VAR |
| Fare Revenue | \$36,935 | \$36,607 | \$328 | 0.9% |
| Other Revenue | 750 | 572 | 178 | 31.0% |
| Total Operating Revenue | 37,685 | 37,179 | 506 | 1.4% |
| Wages/Fringes | 43,969 | 45,006 | 1,038 | 2.3% |
| Purchased Transportation | 24,664 | 25,045 | 381 | 1.5% |
| Energy | 13,258 | 11,446 | (1,812) | -15.8% |
| Other Expenses | 13,134 | 13,329 | 195 | 1.5% |
| Total Costs | 95,025 | 94,827 | (198) | -0.2% |
| Net Operating Subsidy | (\$57,340) | (\$57,648) | \$308 | 0.5% |

| 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 | - |
| 1.100 | 267,052 | 1.950 | 418,785 |
| 1.150 | 600,867 | 2.100 | 837,570 |
| 1.200 | 934,682 | 2.200 | 1,116,760 |
| 1.250 | 1,268,497 | 2.312 | 1,429,453 |
| 1.300 | 1,602,312 | 2.400 | 1,675,140 |
| 1.349 | 1,929,451 | 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 - December 2005 Financial Review

MTS Board of Directors Meeting
February 23, 2006



Metropolitan Transit System

December 2005 Monthly Performance Indicators

February 23, 2006

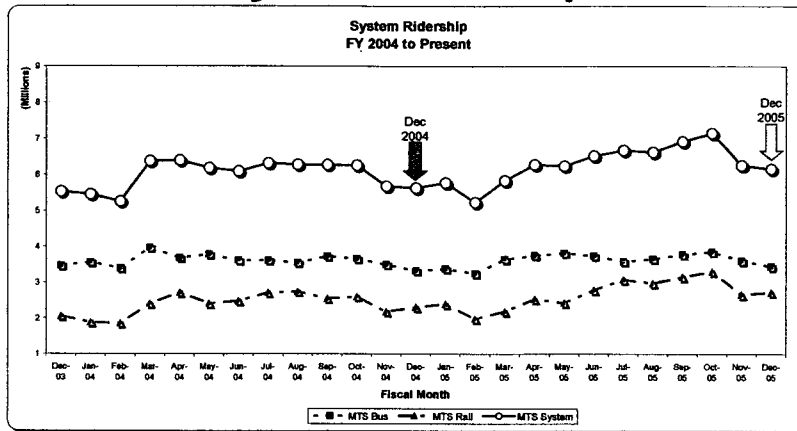


Operating Environment

- **Service**
 - Twenty-two operational weekdays and nine weekend days of service
- **Special Events and Holidays**
 - Christmas Day holiday
 - Extra service provided on New Year's Eve



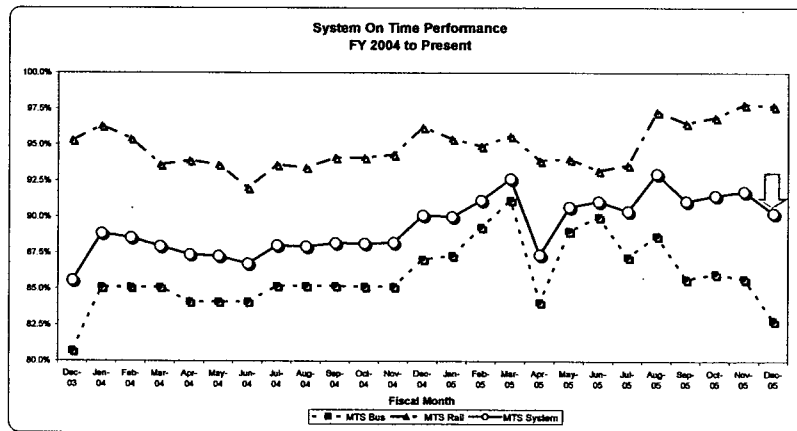
System Ridership



- System carried 6,148,259 passengers in December 2005.
 - Ridership on MTS Bus totaled 3,434,048.
 - Ridership on MTS Rail totaled 2,714,211.



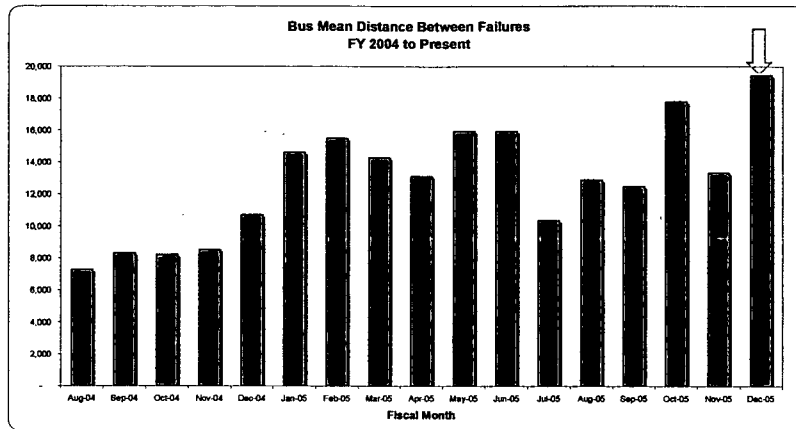
On Time Performance



- MTS System achieved 90.3% on time performance.
 - On time performance for MTS Bus reported at 82.8%.
 - On time performance for MTS Rail reported at 97.7%.



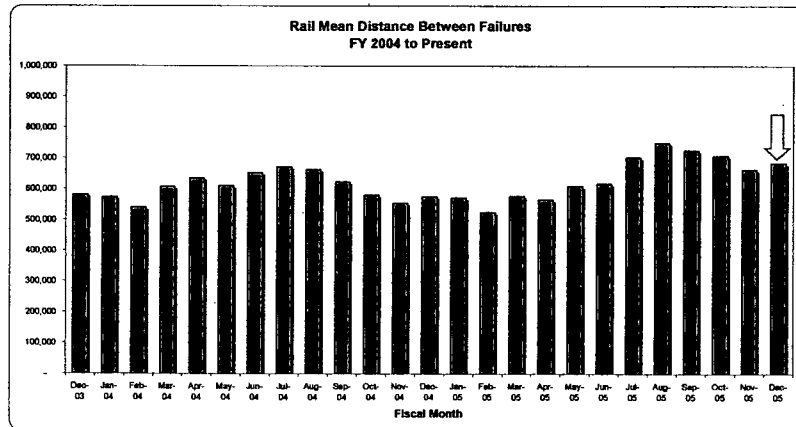
Mean Distance Between Failures - Bus



- Mean distance between failures for MTS Bus was 19,443 miles.



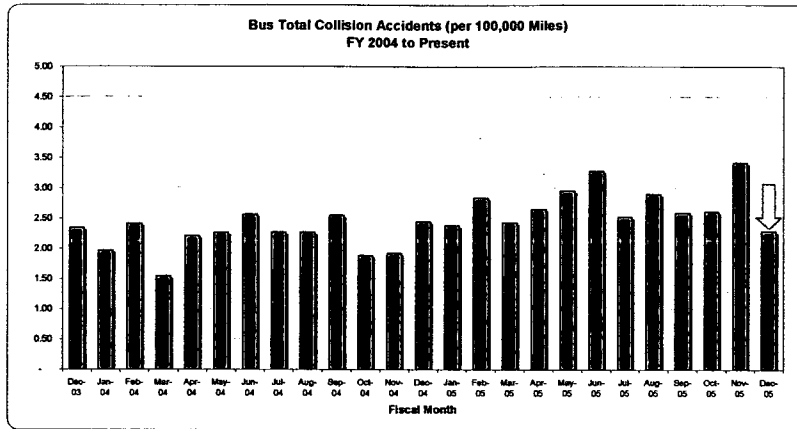
Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 684,725 car miles.



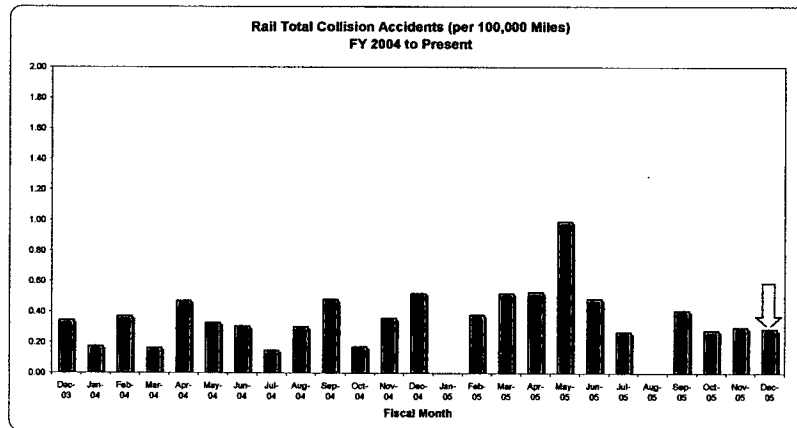
Collision Accidents - Bus



- MTS Bus collision rate was 2.29 collisions per 100,000 miles.



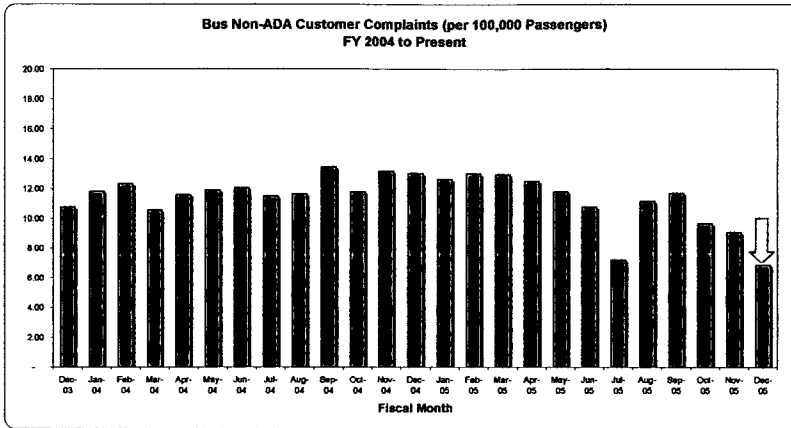
Collision Accidents - Rail



- MTS Rail had two collision accidents, at a rate of 0.29 collisions per 100,000 miles.



Customer Complaints



- Non-ADA complaints were reported at 6.87 complaints per 100,000 passengers.
- ADA services reported nine complaints, representing 0.035% of ADA ridership.



Conclusion of Report
December 2005





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

Agenda

Item No. 47

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

OPS 920.1, 960.5, 970.5
(PC 50451)

February 23, 2006

Subject:

MTS: DECEMBER MONTHLY PERFORMANCE INDICATORS

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION

Operating Environment

The following report is a summary of the MTS operational statistics for December 2005, month six of FY 2006. There were 22 operational weekdays and 9 weekend days of service. There was one major holiday, Christmas Day, and New Years' Eve operations ran extra service, as an alternate to driving, for the New Years' celebration. Aside from regular construction detours, there were no major interruptions to service.

Service Statistics

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



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.

- Service Effectiveness

- In December, the MTS system carried a total of 6,148,259 passengers, with 3,434,048 traveling on MTS bus and 2,714,211 passengers traveling on MTS rail. MTS bus carried 22.74 passengers per revenue hour while MTS rail carried 178.70 passengers per revenue hour.

- Service Reliability

- On-time Performance: System-wide on-time performance was calculated at 90.3%. MTS bus reported 82.8% of its trips on time, and MTS rail reported 97.7% of its trips on time.
- Mean Distance Between Failures (MDBF): MTS bus was 19,443 miles overall for the month of December. There were no major failures on MTS rail; the MDBF was 684,725 car miles.

- Quality of Service

- MTS bus had 2.29 total collisions per 100,000 miles in the month of December. MTS rail had two collisions at a rate of 0.29 total collisions per 100,000 miles.
- Non-ADA customer complaints reported 6.87 complaints per 100,000 passengers in December. There were nine ADA complaints, which represented 0.035% of total ADA ridership.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Anika-Aduesa Smart, 619.595.4901, anika.smart@sdmmts.com

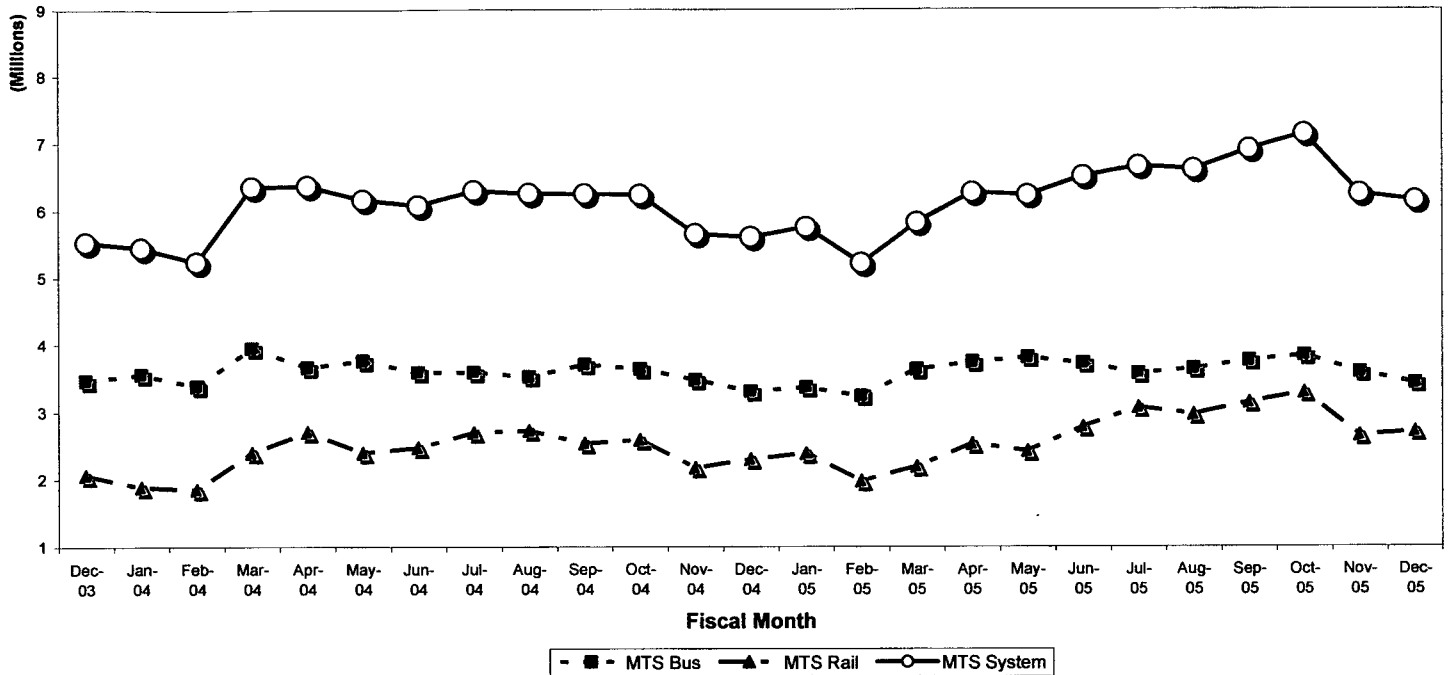
FEB23-06.47.DECPERFINDICATORS.ASMART

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

RIDERSHIP

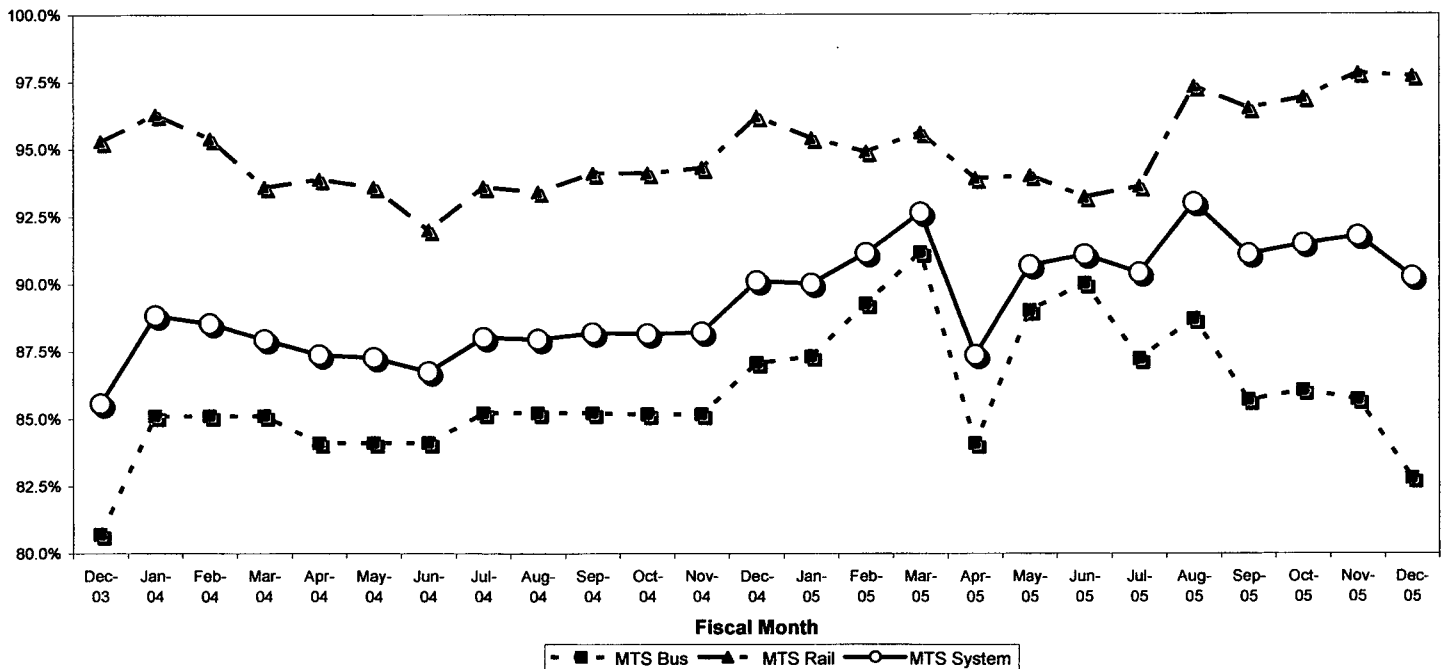
Att. A, AI 47, 2/23/06,
OPS 920.1, 960.5, 970.5

System Ridership
FY 2004 to Present



ON TIME PERFORMANCE

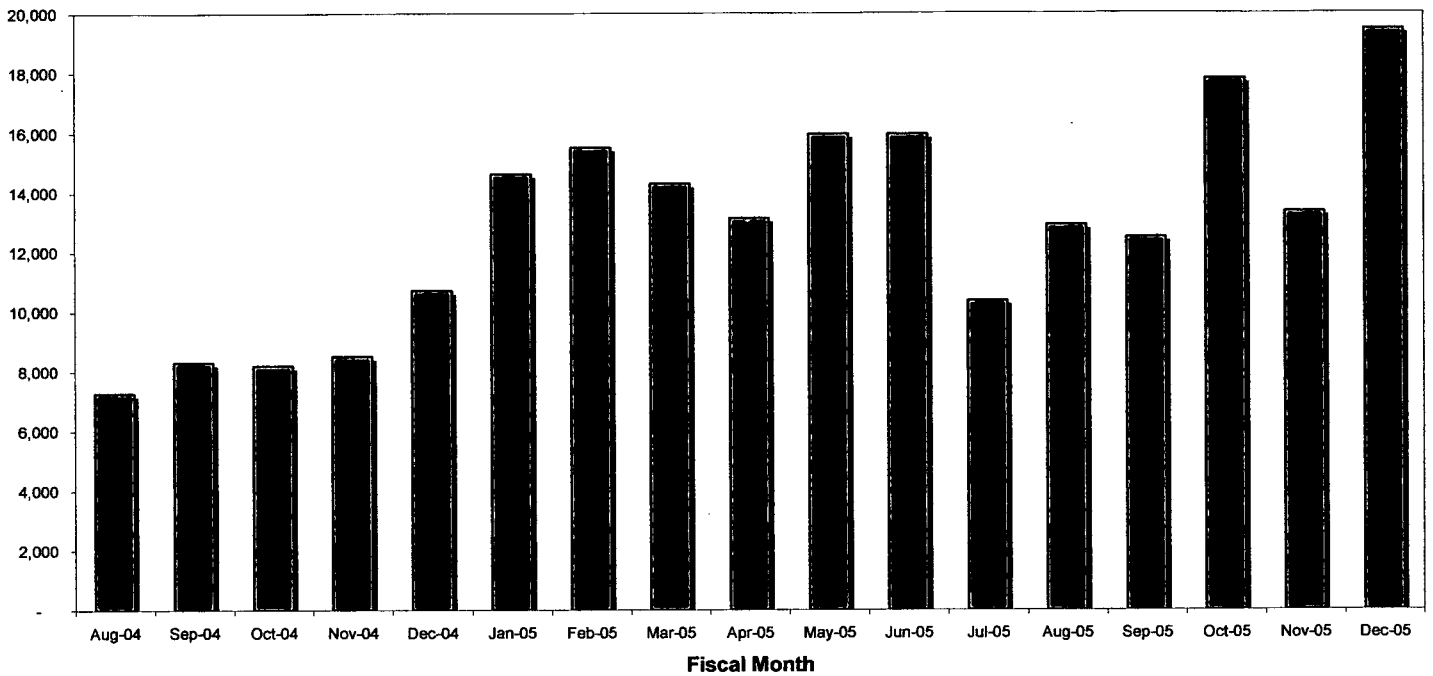
System On Time Performance
FY 2004 to Present



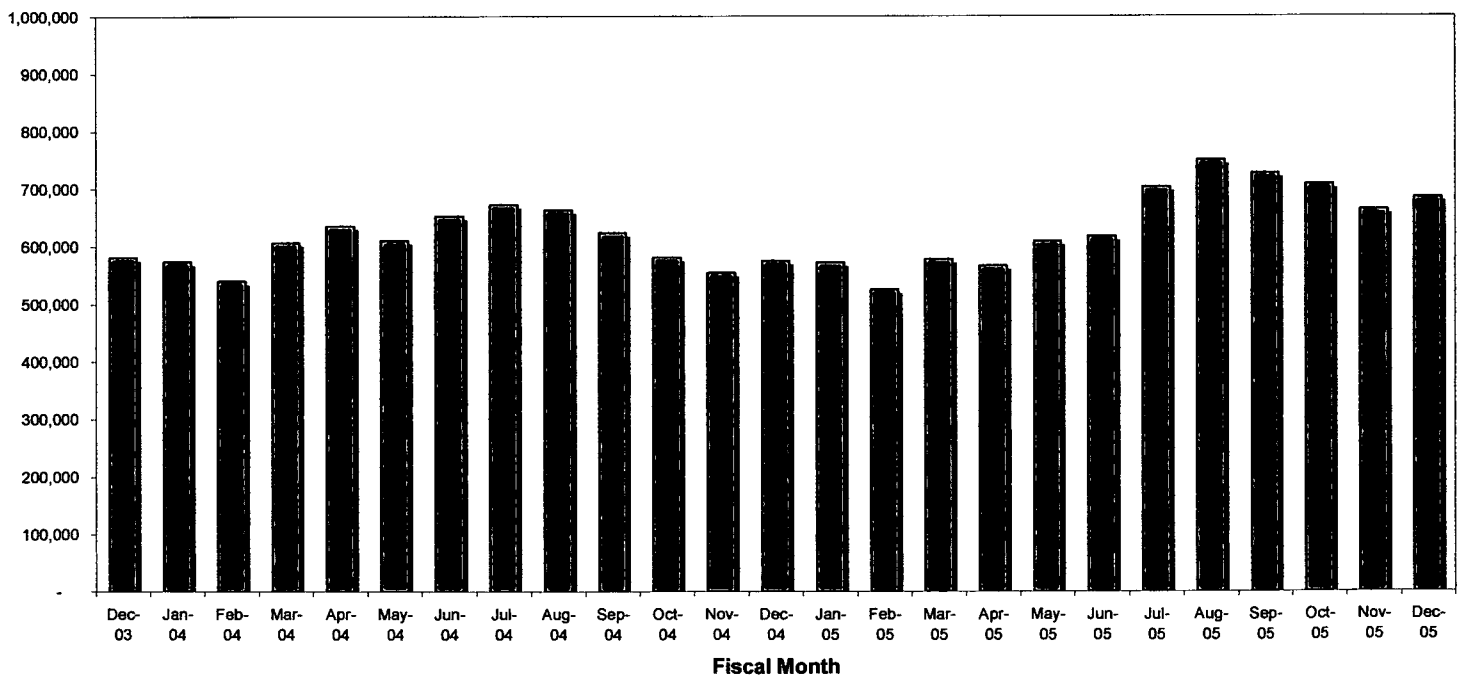
MEAN DISTANCE BETWEEN MECHANICAL FAILURES

Att. B, AI 47, 2/23/06,
OPS 920.1, 960.5, 970.5

**Bus Mean Distance Between Failures
FY 2004 to Present**



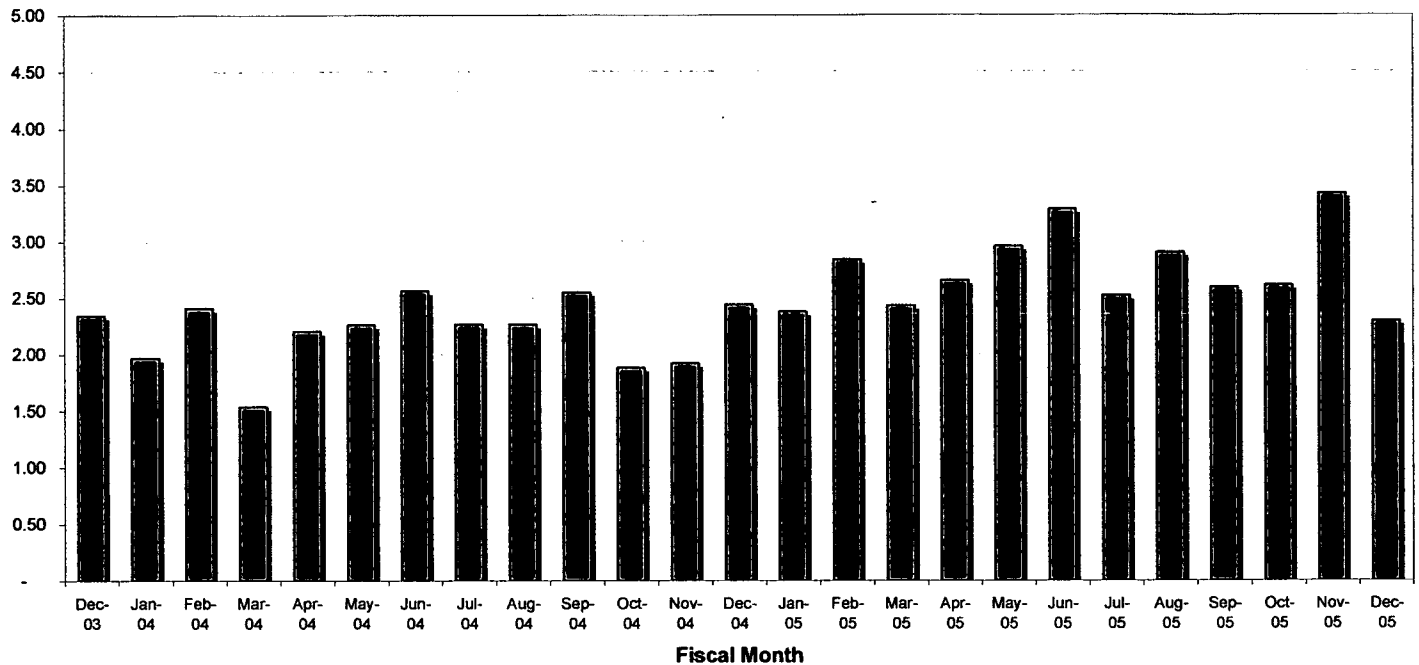
**Rail Mean Distance Between Failures
FY 2004 to Present**



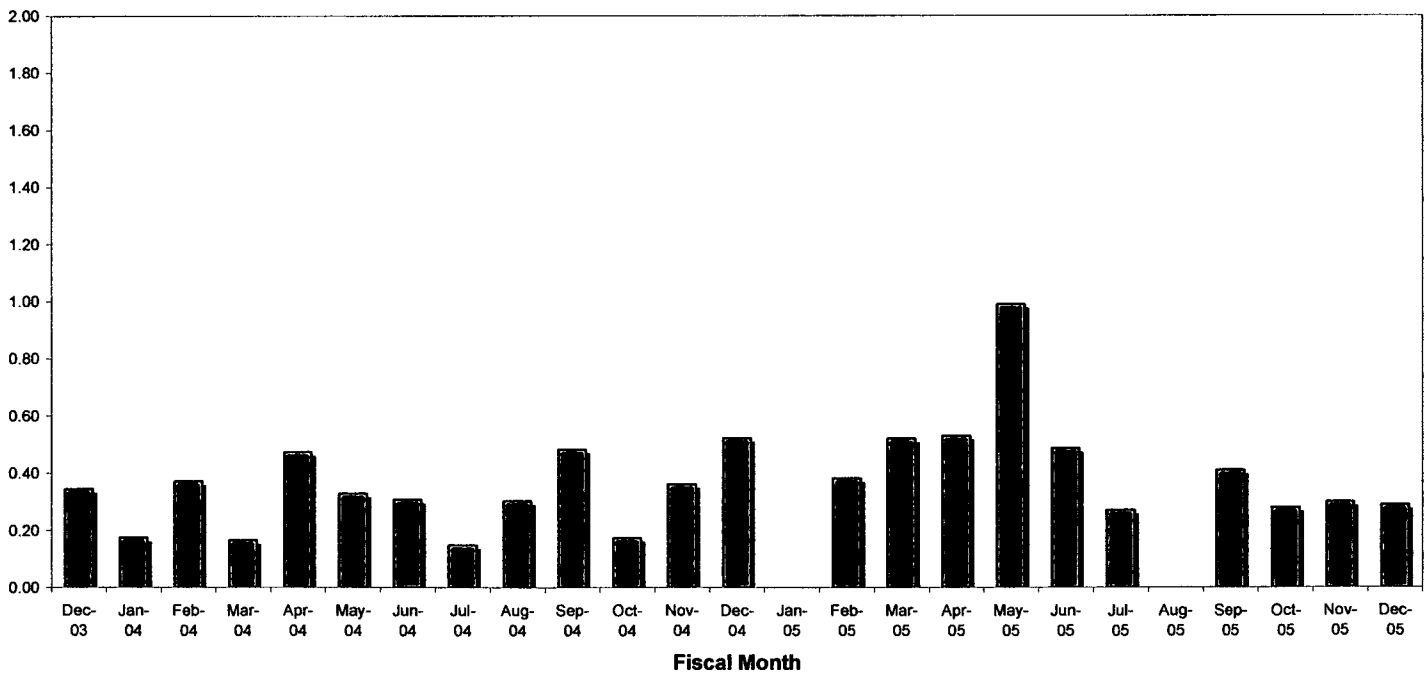
TOTAL COLLISION ACCIDENTS (PER 100,000 MILES)

Att. C, AI 47, 2/23/06,
OPS 920.1, 960.5, 970.5

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



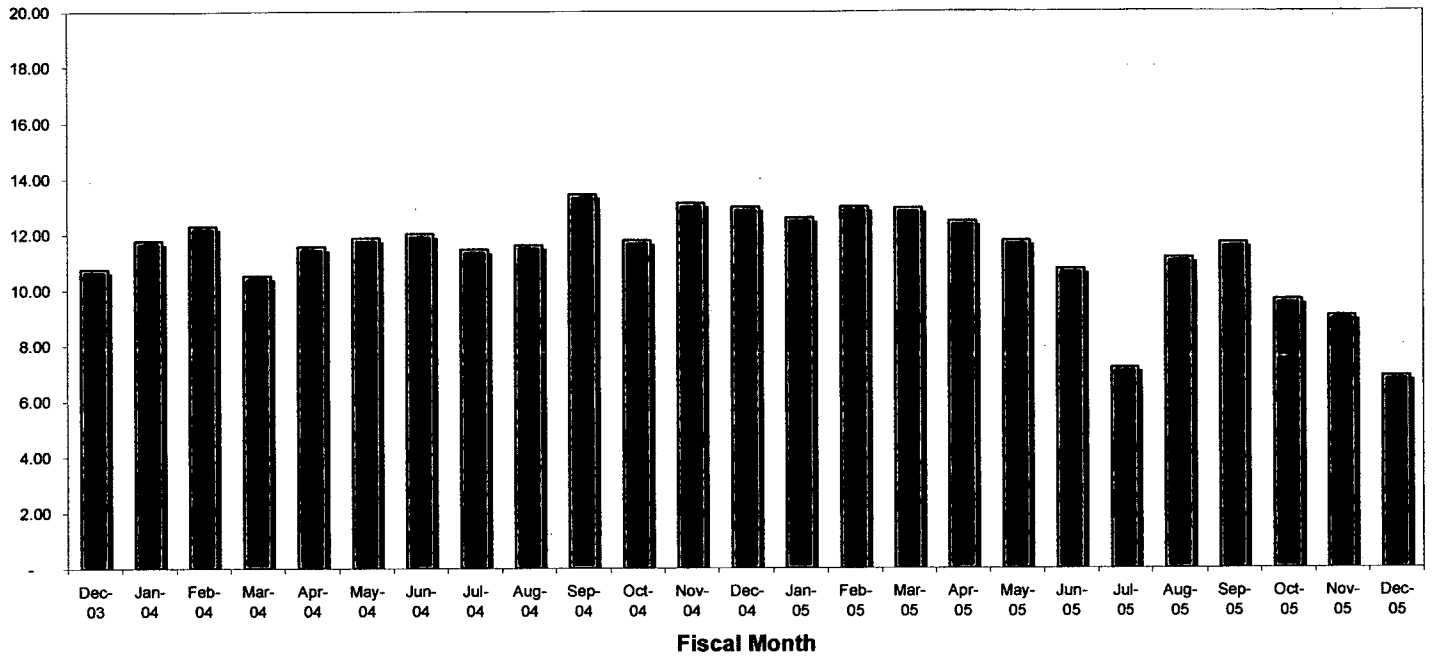
**Rail Total Collision Accidents (per 100,000 Miles)
FY 2004 to Present**



CUSTOMER COMPLAINTS

Att. D, AI 47, 2/23/06,
OPS 920.1, 960.5, 970.5

Bus Non-ADA Customer Complaints (per 100,000 Passengers)
FY 2004 to Present



CONSTRUCTION NOTICE

Construction at the Spring Street Trolley Station is scheduled for Friday and Saturday nights on February 17-18 and February 24-25. The work will be completed from 9:15 p.m. to 10:45 a.m. on Friday nights and from 7:45 p.m. to 10:45 a.m. on Saturday nights.

The work is required to replace the worn trolley tracks with new rail and concrete crossties. The major construction work must be done during the night when the Trolley is not operating. We apologize for any inconvenience that this construction may cause you.

The Spring Street Trolley Station platform will be closed during the construction hours stated above. Trains will not stop at the station during construction. The trolley will operate on its normal operating schedule and will simply by-pass the station.

The Spring Street Trolley Station parking lot will be open and a shuttle bus will operate between the parking lot and the La Mesa Blvd. Trolley Station. The shuttle bus will operate during the following periods:

Friday: 9:15 p.m. until 1:30 a.m.

Saturday: 4:30 a.m. until 10:45 a.m.
7:45 p.m. until 2:00 a.m.

Sunday: 4:30 a.m. until 10:45 a.m.

For further information, please contact Brad Helgason, SANDAG Construction, at (619) 235-2632.



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

Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

February 23, 2006

Minor Contract Actions

- Sav-On Storage for a multiyear storage lease.
- Latham & Watkins for environmental legal services for the Mission Valley East (MVE) Light Rail Transit (LRT) Extension.
- Berryman and Henigar for a landscape contract for the MVE LRT Extension.

Contract Matters

There were no contract matters to report.

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



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