



03-17-06 10:23 RCVD  
Metropolitan Transit System

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

## Agenda

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

March 23, 2006

9:00 a.m.

### \*\*\*CHANGE IN LOCATION\*\*\*

Golden Hall - San Diego Concourse  
202 C Street, San Diego, CA 92101

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

ACTION  
RECOMMENDED

1. Roll Call
2. Approval of Minutes - Public Hearing Minutes of March 2 and 8, 2006, and Board Meeting Minutes of March 9, 2006 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.



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

5. Closed Session Items

Possible Action

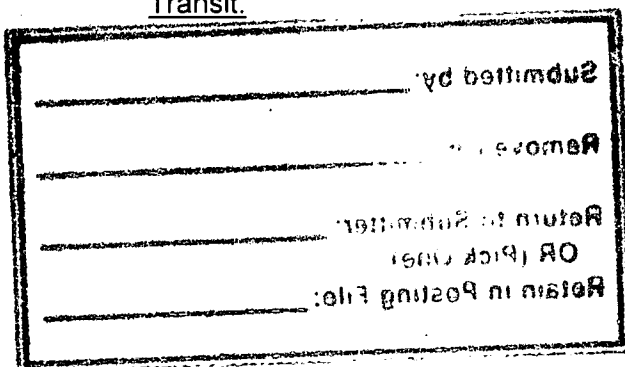
- a. MTS: CONFERENCE WITH LEGAL COUNSEL –  
ANTICIPATED LITIGATION Initiation of Litigation Pursuant to  
Subdivision (c) of California Government Code Section 54956.9  
(One Potential Case)

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS

- |     |  |         |
|-----|--|---------|
| 6.  | <u>MTS: Proposed Modifications of MTS Board Policy No. 22 for Election of Chairperson, Replacement of Committee Appointments after a Member Leaves the Board, and Election of Alternate for SANDAG Transportation Committee</u><br>Action would approve the proposed modifications to MTS Policy No. 22 to create a reelection or nomination procedure for future chairperson appointments, provide a procedure for replacement of committee appointments after a member leaves midyear, and allow for the election of an alternate to the San Diego Association of Governments (SANDAG) Transportation Committee. | Approve |
| 7.  | <u>MTS: Transportation Development Act Claim Amendment</u><br>Action would adopt Resolution No. 06-4 amending FY 04 Transportation Development Act Article 4.0, Claim No. 253, for National City Transit.  | Approve |
| 8.  | <u>SDTC: Operator Performance Evaluation Services</u><br>Action would authorize the Chief Operating Officer-Bus to execute a contract with First Transit, Inc. for operator performance evaluation services for a 3-year period with two 1-year options.   | Approve |
| 9.  | <u>MTS: Bus Shelter Services - Two-Year Contract Extension</u><br>Action would authorize the Chief Executive Officer (CEO) to approve the sixth amendment to MTS Doc. No. T0068.0-91 for a two-year extension with CBS Outdoor (formerly Viacom Outdoor). This would extend the current contract until June 30, 2008.  | Approve |
| 10. | <u>MTS: Final Audit Report on the San Diego Trolley, Inc. Storeroom</u><br>Action would receive this report for information.   | Receive |
| 11. | <u>MTS: Final Audit Report - SDTC Storeroom</u><br>Action would receive this report for information.   | Receive |
| 12. | <u>MTS: Transit Bus Maintenance Inspection Services</u><br>Action would authorize the CEO to execute a contract amendment with Transit Maintenance Consultants for one option term and three additional months for bus-maintenance inspections.  | Approve |

13. SDTI: Light Rail Vehicle Tire Kits Procurement - Contract Award Approve  
Action would authorize the President-General Manager to execute a Standard Procurement Agreement with Siemens Transportation Systems, Inc. for 228 light rail vehicle tire kits.
14. MTS: Contract Amendment to Extend and Increase Authorization of Liability Claims Management Services Approve  
Action would authorize the CEO to enter into a contract amendment with McDowell Adjusting Company to provide liability claims administration services, supervision, and support of the self-insurance program.
15. MTS: Contract Amendment to Extend and Increase Authorization of Workers' Compensation Claims Management Services Approve  
Action would authorize the CEO to enter into a contract amendment with Hazelrigg Risk Management Services, Inc. to provide workers' compensation claims administration services, supervision, and support of the self-insurance program.
16. MTS: Contract Amendment to Extend and Increase Authorization of Insurance Consultant/Broker Services Approve  
Action would authorize the CEO to enter into a contract amendment with John Burnham Insurance Services to provide insurance consultant and broker services.
17. MTS: Property Insurance Renewal Approve  
Action would authorize the CEO to renew the property insurance coverage for MTS, San Diego Transit Corporation, and San Diego Trolley, Inc. with the California State Association of Counties (CSAC) Property Insurance Plan.
18. MTS: Procurement for FY 04 and FY 05 Audit Services Approve  
Action would authorize the CEO to enter into a contract amendment with Caporicci & Larson, CPAs for FY 04 and FY 05 audit services.
19. MTS: Contract Amendment for Legal Services for Mission Valley East Approve  
Action would authorize the CEO to execute Amendment No. 3 (MTS Doc. No. L0647.3-03) with Hecht, Solberg, Robinson, Goldberg, and Bagley, LLP, for legal services exclusively for the Mission Valley East Light Rail Transit Project through December 31, 2006.
20. SDTC: Ratification of Liability Settlement Approve  
Action would ratify the settlement in the matter of Gadson vs. San Diego Transit.



## NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing - Comprehensive Operational Analysis - Service Development Plan Approve  
Action would approve the Service Development Plan for implementation beginning in June 2006. (The Public Testimony portion was concluded at the March 9, 2006, Board of Directors meeting.)

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

## DISCUSSION ITEMS

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

## REPORT ITEMS

45. MTS: January Monthly Performance Indicators Receive  
Action would receive this report for information.
46. MTS: Contract Services Fixed-Route Procurement Receive  
Action would receive this report for information.
47. MTS: Operations Budget Status Report for January 2006 Receive  
Action would receive this report for information.
60. Chairman's Report Possible Action
61. Chief Executive Officer's Report Information
62. Board Member Communications
63. Additional Public Comments Not on the Agenda Possible Action  
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.
64. Next Meeting Date: April 13, 2006, with a Finance Workshop at 8:00 a.m.
65. Adjournment

Submitted by:	Debbie B
Remove On	3/24/06
Return to Submitter:	Gail W.
OR (Pick One)	
Retain in Posting File:	





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

03-09-06 15:24 R

## **Notice of Continuation of Public Hearings**

### **PROPOSED CHANGES TO MTS BUS AND ADA PARATRANSIT SERVICES**

Notice is hereby given that the Metropolitan Transit System (MTS) will continue its public hearing on the proposed changes to MTS Bus and ADA Paratransit Services on March 23, 2006, at 9:00 a.m. at Golden Hall (San Diego Concourse, 202 C Street, San Diego, CA 92101). Although public testimony has been completed, the Board discussion and action on the proposed Comprehensive Operational Analysis (COA) is being continued to March 23. The purpose of the public hearings was to consider and approve proposed changes to MTS bus and Americans with Disabilities Act (ADA) paratransit services, which include routes operated by San Diego Transit Corporation, MTS Contract Services, National City Transit, Chula Vista Transit, MTS Access, and MTS Suburban Paratransit.

Testimony was taken at three previous meetings. Final action to approve or disapprove the proposed changes to MTS bus and ADA paratransit services will take place at the March 23, 2006 meeting. If approved, the proposals would be implemented starting June 2006. Proposed changes included in the Public Hearing are listed at [www.sdcommute.com](http://www.sdcommute.com) and on Take Ones aboard MTS bus and trolley vehicles. A Take One can also be obtained via mail by calling 619-231-1466.

Those who wish to submit their comments on the proposed changes to MTS bus and ADA paratransit services but could not attend the Public Hearings may submit their comments by calling the MTS Hotline at (619) 595-3711 or by writing to MTS, COA Comments, 1255 Imperial Avenue, Suite 1000, San Diego, California 92101.

gail.williams/public notices  
notice of public hearing – COA public hearings march 2006

Submitted by	<u>Gail</u>
Remove On	<u>3-24-08</u>
Return to Submitter	<u>Gail</u>
in Days	
Return in Posting Time	

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 3/23/06

CALL TO ORDER (TIME): 9:00 a.m.

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

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

CLOSED SESSION: \_\_\_\_\_

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

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

ADJOURN: 11:06 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" 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"/>		
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"/>		
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 checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:24 a.m. during AI 25	
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>	9:13 a.m. during AI 25	
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	10:23 a.m. during AI 45	
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*  
*Differ Worey*

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

March 2, 2006

Plaza Hall  
202 C Street, San Diego

MINUTES

A. Roll Call

Chairman Mathis opened the Public Hearing at 6:01 p.m. A roll call sheet listing Board member attendance is attached.

NOTICED PUBLIC HEARINGS

B. Comprehensive Operational Analysis (COA) Service Development Plan

Chairman Mathis welcomed everyone to the Public Hearing. He explained that no action would be taken at this hearing – that action would be taken by the Board at the March 9, 2006 hearing.

MTS Chief Executive Officer (CEO) Paul Jablonski, explained that the process was started 18 months ago in order to find a way to make the transit system financially sustainable. He briefly discussed the fact that MTS had been using reserves to meet its operating expenses and could not continue to do so. He stated that low-productivity routes were identified first, and changes to those routes were made during Phase I of the COA. He stated that the next phase of the COA involved looking at the entire system to analyze what was being done right and what needed to be changed.

Chairman Mathis provided guidelines for public comment to follow.

*Donna Frye:* Council Member Frye stated that reducing service flies in the face of transit-oriented development. She spoke in favor of maintaining the current Route No. 25. She expressed her support for the residents of Serra Mesa and Kearny Mesa. She also expressed the "strongest desire" that MTS accommodate Mr. Don Stillwell's request that the Route No. 14 be routed to the Grantville Trolley Station.

Route No. 70:

*Anna Grace Daniels:* Ms. Daniels objected to the discontinuation of Route No. 70. She stated that their alternative route, Route No. 7, is very crowded. She also said that the buses she rode did not have Take Ones regarding the recommended changes.

*Richard Kacmar:* Mr. Kacmar requested that MTS keep the current routing for Route Nos. 40 and 70.

*Staff Response:* Mr. Conan Cheung, Director of Planning and Performance Monitoring, stated that Route No. 70 is duplicative, and frequencies have been improved on the Route No. 7 to reduce crowding. He stated that Route No. 10L can be used to connect with the Route No. 7. He also reported that Route No. 908 will provide faster, limited-stop service.

*Route No. 14*

*Don Stillwell:* Mr. Stillwell spoke in favor of having Route No. 14 travel from Fashion Valley to the bus stop at the Grantville Trolley station on its way both to and from Zion Avenue and Kaiser Hospital. He presented a petition in support of his request. He also submitted a letter dated February 28, 2006, from him to the San Diego City Council about this matter.

*Staff Response:* Mr. Cheung illustrated how both the Mission Gorge and Grantville Trolley stations will be served under the recommended plan.

*Route Nos. 120, 3, 15L, 10L, 83, 11, 7, and 1*

*Alex Sachs:* Ms. Sachs thanked staff for proposing the changes in Route Nos. 120, 3, 15L, 10L, 83, 11, 7, and 1. He added that smaller buses should run through Mission Hills. He stated that he hoped MTS would do a good job of marketing these routes to the various communities. He stated that there is a lot of good bus service in mid-city.

*Route No. 210*

*Florida Tiqui, Anita Phillips, Christina Untal, Linda Campbell, Jerry Walker, Paula Gentsch, Carlos Rummler, Dan Stephens, Glen Clarkson, Consuelo Munar, Julita Rummler, Valerie Chu, Terry Shewmaker, Karen Tremain, Michael Neumeyer, Abel Paule, and Pritesh Shah :* All of these individuals spoke in favor of keeping Route No. 210 as is. They each stressed that their alternative route (Route No. 20) will increase their travel times into downtown from Mira Mesa from 30 minutes to 60 minutes. They also stated that, while there are trips with only 14 or 15 riders, there are two runs that are full. Mr. Shewmaker also objected to changes being proposed for the Route No. 40, which would have an impact on access to the County Administration Center. Mr. Walker pointed out that current jury instructions in Superior Court encourage jurors to use public transit because of the shortage of downtown parking. Mr. Stevens suggested starting Route No. 921 at University Towne Center (UTC), which would save eight miles on the route. Mr. Clarkson suggested that MTS continue running the two runs with higher ridership. He also suggested that riders would be willing to pay a higher fare for express service.

*Khoa Nguyen, Representing Council Member Brian Maienschein:* Mr. Nguyen expressed Mr. Maienschein's request that the Board not support the proposed elimination of Route No. 210 and presented a petition signed by more than 140 riders. Mr. Maienschein also requested that MTS continue to work with Route No. 210 riders to reach a solution acceptable to all parties involved.

*Staff Response:* Mr. Cheung stated that these riders have two options – Route No. 921, which provides 30-minute service across Mira Mesa from I-15 to UTC to connect with the Route No. 50 to downtown, and the Route No. 20, which has been streamlined to provide the current trip in 45 minutes rather than 60 minutes with improved connections. Mr. Cheung added that Route No. 210 is at capacity for 2 trips while the 3 other trips carry about 14 passengers. He added that there are also other transit options to the County Administration center. Mr. Cheung also reported that Route No. 210 is operated at a \$250,000 subsidy per year to serve 150 people per day. He stated that maintaining the Route No. 210 would result in a loss of the funding that is allocated for the provision of other service included in the plan. Mr. Cafagna suggested that staff consider running the two at-capacity trips and asked staff if there was a way to determine the cost for doing so. Mr. Cheung stated that this request was not unreasonable and would be looked at.

#### Route No. 25

*Daniel MacManus, Ed Cramer (Linda Vista Community Planning Committee), Doug Beckham (Linda Vista Civic Association), Patricia Smith, Judith MacLeod, Cindy Moore (Serra Mesa Planning Group), Margarita Castro, and Donna Erickson :* All of these individuals spoke in favor of keeping Route No. 25 as is. They each stressed that changes to Route No. 25 (Osler loop) will eliminate direct access to many key destinations. Mr. MacManus felt that the proposed changes violate the spirit of ADA by reducing access for the disabled and go against TEA 21. He also pointed out that the proposed changes result in two routes (Nos. 25 and 44) being routed along the same pathway and questioned the efficiency of that recommendation. Mr. Cramer presented a letter from the Linda Vista Community Planning Committee approving an Open Letter petition in Linda Vista to keep Route No. 25 as is. Mr. Kramer also pointed out that Linda Vista is increasing in density as a result of new development and needs Route No. 25. Ms. Moore objected to the proposed changes for Route Nos. 25, 927, and 928 but added that she was impressed by the analysis conducted during the COA. Ms. Castro added that, according to a SANDAG FY 2004 Transit Service Data report, Route No. 25 provided transportation to over 921,000 passengers and ranked 9<sup>th</sup> in ridership among 30 bus routes. She added that the same report showed that its operating cost was \$6.54 per revenue mile compared to the average of \$7.30 for the entire bus system. She stated that requiring Linda Vista residents to make a transfer in order to reach their destination will result in inefficient travel and customer dissatisfaction. Ms. Erickson encouraged MTS to be creative and presented a petition to maintain this route as is.

*Staff Response:* Mr. Cheung advised the Board that Route No. 25 is classified as a regional route, and boardings and alightings confirm that. He added that regional routes are supposed to provide the straightest and fastest service. He stated that staff applied the factors outlined in MTS Policy No. 38 – Out-Of-Direction Bus Routings to determine if the Osler loop can be justified given the negative impact it has on the through riders on this route. He stated that this loop would need to generate over 290 passengers per day in order to qualify under Policy No. 38 and currently carries only 60 to 75 passengers per day. He stated that Route No. 25 is being renamed Route No. 120, frequency will be changed from 30 minutes to 15 minutes, and the route will begin functioning as a true regional route. He further reported that Route No. 927 was cut during Phase I of the COA because of its low ridership and high subsidy.

Route No. 5

*Beryl Flom (League of Women Voters), Zelda Livingston (Tenant Association – University City Town Park Villas), and Bill Gorman (Town Park Villas):* Each of these individuals spoke in favor of keeping Route No. 5 as is. Mr. Gorman reported that Town Park Villas will be expanding by 599 units and needs the service of Route No. 5. He felt that the COA process was being done for the benefit of bus drivers.

*Dave Schumacher:* Mr. Schumacher stressed the importance of looking at the whole system. He pointed out that many bus routes are being benefited by the COA. He stated that streamlining the system will appeal to choice riders and will enable the system to compete with the automobile. He stated that compromises can be made, but that the Board must make the tough decision to stick with its strategy.

*Staff Reponse:* Mr. Cheung pointed out that the segment of Route No. 5 being effected by the COA carries only 1.5 passengers per trip (40 trips per day) and causes 163 through riders a delay. He added that this is also a cost issue. He stated that, without the recommended change, MTS would be unable to provide the frequency on this route that is needed to make this route attractive enough to increase ridership. He also reported that the Jewish Community Center has transportation services, which they have offered to provide for Town Park Villas. Town Park Villas turned down this offer. He added that there are also other community-based services that provide this type of service.

Route No. 27

*Bonnie Hough:* Ms. Hough agreed with Ms. Cindy Moore.

Route No. 125

*Rick Emig, Nicholas Reed, and James Caldwell:* These individuals each objected to the changes proposed for Route No. 150; in particular, the extra stop in Old Town and the lack of mid-day service. Mr. Reed expressed support of most of the other changes being recommended. Mr. Caldwell suggested that staff and Board members ride the system to acquaint themselves with system problems.

Route No. 18

*Roberta Rudolph:* Ms. Rudolph supported the proposed changes for Route No. 18. She stated that these changes will help her make connections. She also stated that she gathered information about the changes on MTS's web site and thanked staff for a great site and for answering her questions. She stated that MTS is moving in the right direction. She reported that trolley announcements can be very hard to hear.

Route No. 844/845

*Terri Ambrezewicz and Dean Weese (both representing the Poway Unified School District):* Ms. Ambrezewicz and Mr. Weese objected to the recommended changes for Route No. 844 that would implement limited service times for routes between Poway, Rancho Bernardo, and Rancho Penasquitos. In particular, she expressed concern that these changes will limit the

opportunities of students with special needs that are in programs to help them learn to be self sufficient in order to avoid a life of dependence. She suggested that MTS find federal funding to maintain this route.

*Staff Response:* Mr. Cheung stated that a compromise was recently reached to provide service to students at Poway High School during bell times, which is 50 percent of the ridership on the Espola segment.

Route No. 816

*Loraine Leighton:* Ms. Leighton stated that the proposed Route No. 816 won't meet local needs. She also indicated that Take Ones were not on any of the buses she rode, and bus stops are unsafe.

Route No. 965

*Susan Christie:* Ms. Christie stated that federal and state officials need to be at the public hearings and should be at the public hearing on March 9, 2006. She extended an invitation to Board members to come to North Park so she could show them how much the Route 955 shuttle means to the community.

*Board Response:* Chairman Mathis pointed out that Los Angeles voters approved a full one cent sales tax for public transportation while San Diego voters only approved about 1/10 of a cent.

Route No. 15:

*Betty LeBoeuf:* Ms. LeBoeuf supported the changes being recommended for Route No. 15 and praised bus operators for being patient with riders who take longer to board because of physical difficulties.

Route No. 908

*Ross Hunter:* Mr. Hunter supported the changes for Route No. 908. He also stated that he would like to have better connections between buses and trolleys at Old Town. He expressed concern for riders who put themselves at risk by running across the railroad tracks to make tight connections.

Route No. 35/922

*Karen Mulhern:* Ms. Mulhern opposed the changes being recommended for Route Nos. 30 and 922. She stated that riders using Route No. 35 to get to the high school will be late. She stated that she was impressed with the plan. She also stated that bus drivers need to be supported – they have a hard job.



Route No. 35

*Robyn Quintrall:* Ms. Quintrall objected to the changes being proposed for the Route No. 35. She stated that she and her sister, who has asthma, will not be able to walk the three blocks to Rosecrans to access alternative routes.

Route No. 30

*Dan Allen (La Jolla Town Council):* Mr. Allen felt that they were bearing a disproportionate share of the changes being recommended. He added that La Jolla supports public transit.

*Staff Response:* Mr. Cheung stated that Route No. 30 serves as a very effective alternative to Route No. 34. He added that Route No. 30 runs on 15-minute frequency.

Route No. 28

*Paul Payne and Matthew Scallon:* Mr. Payne and Mr. Scallon opposed changes recommended for Route No. 28. Mr. Payne stated that students at the Southwestern Yacht Club need this service. Both Mr. Payne and Mr. Scallon stated that the service changes will have a negative impact on service to Space and Naval Warfare Systems Command (SPAWAR) on Catalina Boulevard. Mr. Pane objected to having to make a transfer connection. Mr. Scallon suggested using smaller buses.

No Route

*Dorothy Lazenby:* Ms. Lazenby complained about lifts not working and the lack of bathrooms at trolley stations.

Route No. 602

*Del Rosario Lix:* Ms. Lix stated that most residents at the intercity manor apartments are disabled and removing this service would aggravate their problems.

Route No. 14

*Penny Kelsch:* Ms. Kelsch advised the Board not to run Route No. 14 through the river bed where it will be subject to flooding.

Route No. 706

*Mary Price:* Ms. Price, a bus operator for Chula Vista Transit, stated that seniors are dependent upon this service. She stated that their option, Route No. 706A, only runs once an hour.

Route No. 854

*Nick Brusalis:* Mr. Brusalis expressed his satisfaction with San Diego's transit system overall. He stated that MTS needs to address problems of people waiting for buses that are late. He requested that Route No. 854 between La Mesa and Lakeside not be discontinued. He agreed that bus operators should be given more respect.

*Staff Response:* Mr. Cheung stated that Route No. 854 has a subsidy of \$12.97 per passenger for the portion going to Lakeside only.

I-15 Bus Rapid Transit (BRT)

*Jay Powell (City Heights Community Development Corporation):* Mr. Powell made comments in general support of I-15 Bus Rapid Transit.

The Public Hearing was closed at 9:20 p.m.

C. PUBLIC COMMENT

There were no additional public comments.

64. Next Public Hearing Date

The next Public Hearings are scheduled for March 8, 2006 at 6:00 p.m. at the German-American Societies of San Diego, Inc. on 1017 South Mollison Avenue in El Cajon, and on March 9, 2006 at 9:00 a.m. in Golden Hall at 202 C Street in San Diego.

65. Adjournment

Chairman Mathis adjourned the meeting at 9:22 p.m.

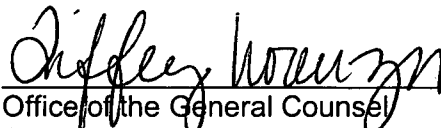


Chairperson  
San Diego Metropolitan Transit System  
Filed by:



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

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet  
gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL  
PUBLIC HEARING

MEETING OF (DATE): 3/2/06

CALL TO ORDER (TIME): 6:01 p.m.

RECESS: 8:30 p.m.

RECONVENE: 8:35 p.m.

CLOSED SESSION: \_\_\_\_\_

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

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

ADJOURN: 9:21 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 type="checkbox"/> (Cafagna) <input checked="" 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 type="checkbox"/>		<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"/>		
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 checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
YOUNG	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
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

*J. J. H. H. H.*

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

March 8, 2006

German American Societies of San Diego, Inc.  
1017 S. Mollison Avenue, El Cajon

MINUTES

A. Roll Call

Chairman Mathis opened the Public Hearing at 6:00 p.m. A roll call sheet listing Board member attendance is attached.

NOTICED PUBLIC HEARINGS

B. Comprehensive Operational Analysis (COA) Service Development Plan

Chairman Mathis welcomed everyone to the Public Hearing. He explained that no action would be taken at this hearing – that action would be taken by the Board at its March 9, 2006 hearing.

MTS Chief Executive Officer (CEO) Paul Jablonski explained that the process was started 18 months ago because MTS has run out of funding to operate the system as it currently exists. He reported that this process involved meeting with many community groups, the transit operators themselves, and advisory groups formed specifically to work on the COA. He stated that over 100 community outreach meetings had been held. He stated that the Board and staff are friends of transit and work as hard as possible to put out as much service as possible with the funding that is available. He stated that the COA condenses the existing system and concentrates services in the more urbanized areas of San Diego and retains the routes that are the most effective and carry the most people. He stated that routes with low productivity were scheduled for adjustment or elimination.

Chairman Mathis provided guidelines for public speakers to follow.

Route No. 854:

*Helen Schlange, Cathy Sykes, Wilma Ward, Kristin Robinson (Unyeway, Inc. Life-Skills Training School), Kathleen Crane, Joy Pruitt, Monica Johnson (TMI, Inc), Susan Zaer, Kim Metli (Unyeway), Becky King, Pat Barber (Unyeway, Inc.) Stella Rhodes (Unyeway, Inc.), Dean Colli (Grossmont College), Mark Robinson, Maria Bono (Unyeway, Inc. Day Program), David Boyle (Unyeway, Inc.), Alan Fisher (Unyeway, Inc.), Janet Carey, Evan Friedman (Student at Grossmont), Patrick Porter, Micheale Traband, and Grace Kennedy:* Each of these speakers objected to the proposed elimination of Route No. 854 because of the impact it will have on their ability and the ability of their clients/students to get around the community and go to school and

work. They also stated that they will have to walk too great a distance to catch the alternative transit service. Other speakers pointed out that there are many physically and mentally challenged individuals and seniors who depend on this service. Some of the speakers stated that they are involved in helping individuals learn to become more independent, and the loss of this service will hamper their efforts to do so. Ms. Ward stated that students of Lakeside Farm Elementary School need this route to get to and from their day programs. Ms. Metli stated that the closest bus stop is over  $\frac{3}{4}$  mile away and will no longer qualify for Americans with Disabilities (ADA) service either. She added that she just signed a five-year lease for their facility, and the loss of Route No. 854 may cause them to close their program. Ms. Barber stated that she had a petition with 820 signatures of people who object to the proposed changes. Mr. Friedman requested that MTS identify a good substitute for Route No. 854.

Mr. Colli spoke about Grossmont College students who utilize transit service and requested that efficiencies be found that do not seriously disadvantage students seeking a better education and life. He stated that Grossmont College will continue to review bus schedules and their interface with start and stop timeframes for their scheduled classes. He stated that the College will also continue to look for ways in which they can partner with MTS to achieve mutual objectives.

Ms. King also objected to the proposed changes to Route Nos. 872, 864, and 858.

#### Staff Response

Mr. Conan Cheung, Director of Planning and Performance Monitoring, talked about the difficulty of this project. He stated that MTS is trying to take out unproductive and duplicative service and put MTS resources where more money can be made, which can then be used to provide more service. He stated that Route No. 854 is one of the least productive routes in the MTS system. He provided a brief overview of its current routing, and reported that the segment being eliminated carries 5 passengers per hour with a subsidy per passenger of \$12.97 compared to a system average of 38.9 passengers at \$1.21 per passenger. He stated that this route carries less than 30 passengers per day. He stated that MTS could consider delaying discontinuation of this loop until January/February 2007 and could work with the SANDAG Coordinated Transportation Services Agency to develop some type of customized community-based service in its place. Mr. Devin Braun, Transit Operations Analyst, pointed out that MTS has already reversed some of its recommended cuts for parts of Route Nos. 832, 833, and 834 in response to community concerns. Mr. Braun, referring to the comments made about service for Grossmont College students, stated that Planning staff conducted a study to determine where the most student demand for transit was originating and recommendations for route changes were made accordingly. Mr. Cheung stated that the Route No. 115 will now travel directly between Grossmont College and San Diego State University (SDSU).

#### Route No. 874

*Judith Liebe, Jennifer Daniels, Julie Zimmerman (Job Coach at Arc-East County Training Center), Rick Smart (Crestwood Apartments), Suzanne McLaughlin, Lucia Garay, and Darlene Nieto:* These individuals spoke about the impact of the recommended service changes on seniors and teens and reported that the alternative transit options will make it more difficult for riders to get around their community. Ms. Zimmerman stated that 100 disabled students at Arc would have to cross Jamacha, a very busy street, or walk blocks on streets with no sidewalks if

the proposed changes are approved. Mr. Smart suggested that planners ride more frequently to get a more accurate count of the number of riders on this route.

Ms. Liebe also objected to changes being proposed for Route Nos. 858 and 873. Ms. Zimmerman requested weekend service on Route No. 816. Ms. McLaughlin suggested that Route No. 864 be taken off the freeway and routed down Broadway to accommodate late riders. She also suggested that Direct-Access Rapid Transit (DART) be brought back.

#### Staff Response

Mr. Cheung stated that staff has already been considering making changes at Lexington and also agreed that there should be additional service on Broadway since it is a major travel corridor. Mr. Cheung added that most of the public speakers live within ¼ mile of the recommended new routes. He stated that a substantial effort to educate the riders of these routes will be undertaken prior to implementation of the recommended changes. He felt that most of the comments made to this point could be addressed through outreach and education.

#### Route No. 855

*Dave DeFields:* Mr. DeFields objected to the proposal to break Route No. 855 into three segments. He stated that he uses this route daily to get to his job at a major corporation. He also stated that this route is not lightly traveled. He stated that there are major businesses at each end of the existing route and objected to being forced to transfer two times to reach his destination.

#### Route No. 856

*Gene Morones (Associate Dean at Cuyamaca College), Joyce Todd, Cindy Estrada (disabled student), Dr. Beth Appenzeller (Ph.D & Acting Vice President, Student Development and Services at Cuyamaca College), Rosalyn Johnson (Cuyamaca College), and Amy Sousa (Cuyamaca College):* Each of these individuals opposed the recommended changes for Route No. 856. Dr. Appenzeller stated that she had talked to Mr. Braun earlier in the week about how the college and MTS could enter into a pilot relationship to increase ridership to the college. She presented a letter addressed to the Board regarding this matter. She requested that MTS not eliminate Saturday service on this route.

Mr. Morones stated that he is advocating for disabled and low-income students who will be disproportionately impacted by the recommended changes to this route. He also requested that MTS not eliminate Saturday service to the college on Route No. 816 and that MTS extend Route No. 962 to the college. Ms. Todd also opposed the recommended changes to Route Nos. 855 and 858. Dr. Appenzeller requested that MTS extend Route No. 962 to Cuyamaca College.

#### Staff Response

Mr. Cheung stated that MTS will continue to monitor all of the proposed changes after implementation and will make adjustments where needed. He explained changes that have already been made to the Route No. 856 recommendation, which will actually enhance the service. He added that Route No. 855 will be maintained basically as is, although it will not go

to Cuyamaca College because Route No. 856 will provide service to the college. He stated that this service will basically mirror the service currently available. He stated that this will result in a small cost increase to MTS and MTS will not be able to guarantee the levels of service.

Route No. 858

*Danniell Van Westerhuyzen:* Mr. Van Westerhuyzen objected to changes in this route as they relate to travel to the college. He expressed concern for bus operators who might lose their jobs.

Staff Response

Mr. Cheung stated that this service is being maintained down Jamacha but is now being called Route No. 816. He added that, under the COA, this route will travel on Main Street instead of Washington, and Route Nos. 874 and 875 will provide service on Washington.

Route No. 851

*Ray Scott:* Mr. Scott suggested that Route No. 851 be run in tandem with Route No. 856 during peak hours. He added that there is no alternative service from Bancroft and Kenwood, where there are many transit-dependent riders.

Route No. 874

*Sonja Rawley, (Arc of San Diego):* Ms. Rawley requested that MTS retain service on a particular portion of Mollison.

Route No. 858

*Arturo Bonavent (Anyway, Inc.), Mike Wasylin (Arc of San Diego East County Training Centers), Charles Elders (Club C.H.I.L.D.), Andrew Johnson, Carrie Schultz, and Akihiko Shinoda:* Each of these speakers objected to the proposed changes for Route No. 858. Mr. Wasylin thanked Mr. Cheung for his clarifications. He also expressed concerns regarding the safety of pedestrians on Jamacha and thanked MTS for keeping the stop at Lexington and Ivory. Mr. Shinoda stated that Route No. 115 is not an effective alternative because it does not go to Johnson and Madison, where there are many student residents. He expressed concern for the safety of female students returning late at night to their homes. He also objected to the fact that Route No. 115 does will not go to Parkway Plaza and added that this route does not run on schedule, which creates additional difficulties.

Mr. Bonavent also opposed changes to Route No. 115 stating that this route should run later than 8:30 p.m. Mr. Elders presented a petition objecting to the proposed changes for Route No. 854.

Route No. 854

*John Turner:* Mr. Turner expressed opposition to the changes proposed for Route No. 854 because he is disabled and needs to go to weekly doctor appointments.

Route No. 833

*Nettie Johnson, Linda White, Lila Smith, Michelle Beathe, and Ryan Burch:* Each of these individuals opposed the recommended changes for Route No. 833 for various reasons including the loss of Saturday/Sunday service, longer walking distance to Broadway, the change from 30-minute to 60-minute frequency, and the additional transfer that will be required to complete a full trip as it currently exists. Ms. White expressed concern for bus operators who might lose their jobs. Ms. Beathe stated that she had gotten 240 signatures on a petition to keep the route as is.

Chairman Mathis assured the speakers that the MTS is trying to serve them as well as many others and has already made changes in response to comments made at previous community meetings. He stated that, in most cases, speakers will still be able to reach their customary destinations although they may have to use a different route number or a different schedule.

Staff Response

Mr. Cheung pointed out that this route ranks 78<sup>th</sup> out of 92 routes and has a subsidy of \$68 per passengers. He stated that this service costs \$60,000 per year to provide, and he didn't feel that MTS would be able to achieve the ridership needed to justify this route. He stated that MTS would have to take funding from another route in order to continue providing service on Route No. 833. Chairman Mathis reported that Los Angeles and San Francisco each provide one cent of their sales tax for transit, and Bay Area Rapid Transit receives another ¼ cent, while San Diego only receives 1/10 of a cent. In response to a question from Mr. Roberts, Mr. Cheung stated that there is no changing of the routing, but that the route is being renumbered, frequency is being reduced, and there will be no weekend service.

Route No. 834

*Jenny Sevick (West Hills High School) and Evalyn Durham:* Ms. Sevick stated that 60 percent of their students use this bus service, and this route is the only one that serves west Santee. She added that Take Ones do not do an adequate job of informing the public and other methods should be used as well. She suggested that staff work directly with the schools. Ms. Durham spoke on behalf of the seniors who use this route. Ms. Durham felt that MTS places a higher priority on getting riders into the downtown area. She felt that everyone should suffer equally when there are service cuts.

Route No. 815

*Kimberly Eakan (Arc of San Diego):* Ms. Eakan expressed opposition on behalf of the disabled and seniors.

Route No. 848

*Ann Prak:* Ms. Prak stated that she moved to her current residence because it was along the route for this bus and expressed her objection to the changes in routing for this bus. She stated that she will be stranded.



Route Nos. 871/872

*Wendi Hutson:* Ms. Hutson expressed her opposition to the recommended changes to this route and explained the impact the changes will have on her autistic child. She stated that she would welcome additional service on Main Street. She stated that her friends don't want to ride the bus. She also stated that it was MTS's job to get the funding needed to provide service to people who are transit dependent.

Route No. 864

*Robert Guthrie:* Mr. Guthrie stated that Route No. 864 should operate on Broadway instead of Madison.

Route No. 855

*Donald Todd:* Mr. Todd stated that there are many areas along this route with no street lights, and bus operators cannot see waiting passengers.

General

*Sandra Harwood:* Ms. Harwood requested that service levels be restored to what they were in 2000. She stated that riders would understand increases in fares even though they may grumble. She presented a petition to save bus routes in east county.

Paratransit

*Nancy Eakon:* Ms. Eakon stated that service cuts should be made equally across the system.

Route Nos. 854, 834, 832 and 833

*Ricky German:* Mr. German opposed recommended changes to these routes. He stated that the changes will negatively impact riders who work on weekends, are in wheelchairs, go to work, etc. He stated that some riders will have to take five to six different buses to get to their destinations.

General

*Robert Ricks:* Mr. Ricks stated that he had gotten 440 signatures in 7 days on a petition objecting to east county service changes. (No petition was presented.) He stated that these changes are ruining lives. He was particularly concerned about Route No. 854.

Mr. Cheung stated that Route No. 854 currently carries only five passengers per hour at a subsidy of \$12.97 per passengers, which is less than 30 people all day. Mr. Cheung was requested to recheck his figures.

*Kathy Buckmaster:* Ms. Buckmaster objected to the recommended service changes for east county. She stated that riders are particularly concerned about Route No. 833. She stated that riders will lose their jobs if they do not have weekend transit service. She also stated that 60-

minute frequency is not enough. She felt that MTS has a responsibility to ensure the safety and well being of its riders.

*Jerry Barber (East County Action Network):* Mr. Barber stated that he was speaking on behalf of ADA riders who are transit dependent. He stated that not all routes can be made financially viable. He suggested that MTS look at the entire system and market in areas where more ridership is needed. He also suggested that MTS discuss route issues with its bus operators.

*Anne Burress:* Ms. Burress talked about the hardships of people who use the buses and suggested that MTS evaluate its service on the basis of who is using the bus and what their needs are.

Route No. 854

*Linda Weaver:* Ms. Weaver stated that Route No. 854 is a lifeline into Santee. She stated that this route carries more than five people per hour. She suggested that this route be limited to peak hours instead of cutting it altogether.

General

*Linda Bryan:* Ms. Bryan spoke on behalf of disabled people. She stated that MTS should be more cognizant of the special difficulties that disabled people have. She stated that disabled riders have a more difficult time understanding changes.

Route Nos. 4, 11, and 936

*Lorraine Leighton:* Ms. Leighton stated that she disagreed with the alignments of Route Nos. 4, 11, and 936 in Spring Valley. She also spoke about disabled access on Lexington. She applauded all the riders who took time to come to the public hearing. She stated that there are no schedules posted except at major points. She suggested that staff take salary cuts and consult with operators who drive the bus as part of a closer look at the COA recommendations.

The Public Hearing was closed at 8:57 p.m.

C. PUBLIC COMMENT

There were no additional public comments.

64. Next Public Hearing Date


The next Public Hearing is scheduled for March 9, 2006 at 9:00 a.m. in Golden Hall at 202 C Street in San Diego.

65. Adjournment

Chairman Mathis adjourned the meeting at 8:58 p.m.



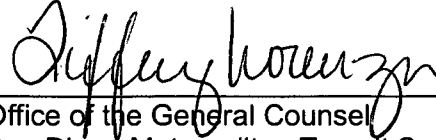
Chairperson  
San Diego Metropolitan Transit System  
Filed by:



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

Attachment: A. Roll Call Sheet  
gail.williams/minutes

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit System

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL  
PUBLIC HEARING

MEETING OF (DATE): 3/8/06

CALL TO ORDER (TIME): 6:00 p.m.

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

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

CLOSED SESSION: \_\_\_\_\_

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

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

ADJOURN: 8:58 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	6:32 p.m.	
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"/>		
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 checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		6:45 p.m.
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZARATE	<input type="checkbox"/> (Parra) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Gail Williams*  
*Tiffany Williams*

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

March 9, 2006

Plaza Hall  
202 C Street, San Diego

MINUTES

1. Roll Call

Chairman Mathis called the meeting to order at 9:00 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the February 9, 2006, Board of Directors meeting. Mr. Emery seconded the motion, and the vote was 9 to 0 in favor.

3. Public Comment

Chairman Mathis moved this item to the end of the agenda.

5. Closed Session  
None

CONSENT ITEMS

6. MTS: Contract Extension for Light Rail Vehicle Cleaning (OPS 960.6, PC 50641)

Recommend that the Board of Directors authorize the CEO to execute a temporary contract extension (in substantially the same format as Attachment A of the agenda item) with Calderon Building Maintenance for light rail vehicle cleaning services until such time that a consolidated, multiagency procurement can solicited and awarded.

7. MTS: Regional Scheduling System – Contract Amendment (CIP 10940)

Recommend that the Board of Directors (1) receive a report on the status of the Regional Scheduling System Project and identify the basis of staff's change order recommendations; (2) ratify Amendment No. 1 (MTS Doc. No. G0856.1-03) (Attachment A of the agenda item) to the GIRO, Inc. contract as executed by the CEO for an amount not to exceed \$13,200;

(3) authorize the CEO to execute Amendment No. 2 (Attachment B of the agenda item) to the GIRO, Inc. contract (MTS Doc. No. G0856.0-03), in an amount not to exceed \$56,272, with an MTS cost of \$44,486 and North County Transit District (NCTD) cost of \$11,786; and (4) authorize the CEO to execute Amendment No. 3 (Attachment C of the agenda item) to the GIRO, Inc. contract (MTS Doc. No. G0856.0-03), in an amount not to exceed \$56,881, with an MTS cost of \$38,187.84 and an NCTD cost of \$18,693.16.

8. MTS: State Transit Assistance (STA) Claim Amendment (FIN 340.2, PC 20201)

Recommend that the Board of Directors adopt Resolution No. 06-3 (Attachment A of the agenda item) approving the revised FY 2006 STA claim amendment.

9. MTS: Election to Fill Vacant Position of San Diego and Arizona Eastern (SD&AE) Railway Company Board Member (SDAE 710.1, PC 50771)

Recommend that the Board of Directors (1) receive the San Diego and Imperial Valley Railroad, Pacific Southwest Railway Museum Association, and Carrizo Gorge Railway, Inc. quarterly reports (Attachment A of the agenda item); (2) ratify actions taken by the SD&AE Railway Company Board of Directors at its meeting on February 15, 2006 (Attachment B of the agenda item); and (3) ratify and appoint Peter Jespersen as a Board Member, as recommended by the SD&AE Board to Directors, to replace Douglas Verity who retired.

Recommended Consent Items

Mr. Ewin moved to approve Consent Agenda Item Nos. 6, 7, 8, and 9. Ms. Atkins seconded the motion, and the vote was 10 to 0 in favor.

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing – Comprehensive Operational Analysis (COA) – Service Development Plan (SRTP 805.2, PC 20484)

Chairman Mathis opened the public hearing at 9:05 a.m.

Mr. Conan Cheung, Director of Planning and Performance Monitoring, explained that MTS conducted the COA primarily to achieve financial sustainability and to reconnect with its markets. He presented a map of the urban network service area, a visual depiction of the improvement of service frequencies that will result from the service changes, and a visual depiction of regional as well as corridor services. He also reviewed MTS's outreach efforts, which were started 15 months ago and included 25 community open houses and over 50 community meetings. He stated that the COA is comprised of the addition of community-based services, revisions to fixed-route proposals, and a recommendation regarding Americans with Disabilities (ADA) paratransit. He provided an update on staff's latest adjustments to Route Nos. 210, 854, 874/875, 856, and 833. He also reported that Route No. 20 will bypass Fashion Valley every other trip, which will reduce travel time on that route by 15 minutes. He stated that MTS will continue to monitor its service and make adjustments to meet changing demands. He reported that the annual subsidy savings that is projected to be realized as a result of this project is estimated at \$5 million. He added that MTS expects to lose about 2,000 riders but

gain 16,000 riders and an additional \$2 million in revenues as a result of the recommended service changes.

Chairman Mathis provided guidelines for public comment to follow.

### Public Comment

#### General

*Jimmy Parker (Gaslamp Quarter Association):* Mr. Parker thanked staff for being accessible and open during this process. He added that he appreciated the efficiency MTS is trying to create and the reduction of traffic on Broadway that is expected as a result of these service changes.

*Greg Snee (University of California – San Diego {UCSD}):* Mr. Snee expressed UCSD's support of the COA recommendations. He added that MTS's operational goals are the same as UCSD's.

*George Frank (Uptown Partnership, Inc.):* Mr. Frank stated that the Uptown Partnership supports the COA. He added that they support limited stops and shuttle service in uptown.

*Theresa Quiroz:* Ms. Quiroz expressed her approval of the overall project and commended staff for going to extraordinary lengths to get as much input as possible from the everyday rider. She added that adjustments still need to be made; e.g. Route No. 14 needs to stop at the Grantville Trolley Station, Route No. 965 should be a full-time bus, and, because express buses from City Heights to downtown have been eliminated, travel times are too long.

*Kevin Casey (Downtown San Diego Partnership):* Ms. Casey applauded the COA and, more specifically, the relocation of buses to east of the trolley tracks and the reduction of the number of routes that travel down Broadway.

#### Route No. 210

*James Masingill, Dan Stephens, Luis Chavez, Pamela Stevens, Thomas Avery (U.S. Navy and its employees), Ricky Logier, and Yen Hguyen:* These speakers thanked MTS for reconsidering the complete elimination of Route No. 210 and for the changes to Route No. 20. Mr. Chavez suggested that MTS consider raising fares to cover costs and take remedial action prior to reaching a crisis stage. Ms. Stevens suggested adding one more trip to Route No. 210 for those who start work downtown at 9:00 a.m. Mr. Avery stated that the U.S. Navy provides its employees with a transit subsidy and would cover an increase in fares should MTS decide to implement one. He stated that Route No. 210 had standing room only in the evening, which is not safe. He asked if larger buses could be operated in this case. Mr. Logier added that raising the cost of a monthly pass would also be an option and stated that he utilizes the Navy transit voucher program.

Mr. Hguyen stated that Route No. 220 takes too long to reach downtown.

In response to a question from Mr. Roberts, Mr. Cheung stated that staff will be timing Route No. 921 to meet Route No. 20 for connection purposes. He stated that riders from Mira Mesa

can also take Route No. 150, which will run all day to downtown via I-5. He also explained that express routes are very expensive because they travel long distances with no passenger turnover. He stated that the third a.m. trip on Route No. 210 carries about 20 passengers, which is only half full, and costs about \$50,000 per year to operate.

General

*Gary Papers (Centre City Development Corp {CCDC}):* Mr. Papers stated that CCDC supports improvements in downtown transportation services. He stated that transit needs are being linked with transit-oriented development and smart growth.

*Donna Frye:* Council Member Frye stated that not all council members supported the recently approved CCDC plan for downtown. She pointed out that all development has to be reviewed from an environmental aspect. She stated that the recommendations within the COA will have an impact on development plans. She asked if the actions being considered today need to be reviewed under the California Environmental Quality Act (CEQA). She also acknowledged the difficulty of MTS's job.

*Clive Richard:* Mr. Richard stated that overall the plan is a good one. He stated that it should increase ridership by providing limited-stop service, improved frequencies, and a rich network of Services. He expressed support for the recommended changes for Route Nos. 83 and 965. He stated there should be a North Park circulator.

Route No. 965

Mr. Cheung reported that this route carries 14.6 passengers per hour at a subsidy of \$4.36 per passengers. He stated that the City Heights portion of this route is more productive. In response to a question from Ms. Atkins, Mr. Cheung reported that Route No. 965 will run on 30- to 40-minute frequency with no weekend service. Mr. Cheung confirmed for Mr. Roberts that the community did purchase a smaller bus to be used in place of standard-size buses, which they did not like operating through their neighborhoods. He stated that the smaller bus will still be used – it will just be shifted to the City Heights portion of the route.

*Katherine Vienna, Marilee Bland, Leane Marchese (Elder Help), Michael Liebers (provides board care in home), Steven Mendez, Maria Soto (McKinley Elementary), and Susan Christie:* These individuals opposed the proposed changes. These speakers will have to walk further to access transit service and one of the speakers will be required to change schools. Mr. Liebers stated that seniors need more service during daylight hours. Ms. Marchese stated that a citizens committee group functioning under the direction of SANDAG recommended two shuttle routes. She stated that the recommendations being reviewed today include a shuttle for City Heights but not for North Park. She suggested restoring the plan for a North Park shuttle when funding becomes available. Mr. Mendez suggested a routing change and that frequency be reduced from 30 minutes to 60 minutes in an effort to improve productivity on this route rather than eliminating it altogether. He stated, if that doesn't work, then provide peak-hour service only. He stated that McKinley Elementary needs this service. Ms. Christie stated that this is a lifeline service. She stated that riders who will lose the North Park portion of the shuttle will be forced to use paratransit at a subsidy of \$40 per person.



Route No. 845

*Joyce Grier:* Ms. Grier opposed the recommended changes for this route. She requested increased service instead. She stated that the Saturday bus only runs every 60 minutes. She expressed concern for operators who may be losing their jobs.

Route No. 44

*Judith MacLeod:* Ms. MacLeod opposed the recommended changes for Route No. 44. She stated that bus service is needed to Via Las Cumbres.

Route Nos. 844/845/20

*Eli-Ben Arazi (Poway Unified School District {PUSD}), Kathy Linch (Client of Community Options), Janice Pepin (PUSD Transition Program), Clinton Wolford (PUSD Transition Program), and Barbara Hicke:* Ms. Linch read a letter written by a client of Community Options, Carey Chase, who was unable to attend. The letter detailed the difficulties this individual would experience if the recommended changes are approved. Other speakers discussed the impact this program will have on students in the PUSD Transition Program, who are trying to learn to live independently. Other speakers objected to the reduction in frequency and the increase in the number of transfers required to reach their destinations

Route Nos. 28, 40, 70, 830, and 965

*Mr. Todd Enoria (representing Congresswoman Susan Davis):* Mr. Enoria thanked staff for the great collaboration regarding Route No. 28 through Pt. Loma. He stated that their constituents have expressed concern regarding Route Nos. 40, 70, 830, and 965. He stated that some of the recommended changes will be a major step backward because of the loss of current connections between buses. He stated that there is an increasing amount of development either underway or being considered, and transit will be an important part of that.

Route No. 40

*Russ Gibbon, Alan Wake, Jihad Sleiman, Sheila Corman, Florence Sablan, Jay Powell, and Julie Paulsen:* Each of these speakers opposed the recommended changes for this route. Mr. Gibbon suggested raising fares on express routes rather than eliminating them. Ms. Corman indicated that she would be willing to pay a higher fare to maintain this service. Ms. Sablan commended operators for being courteous and friendly. Mr. Powell presented a letter from the El Cajon Boulevard Business Improvement Association and a petition to retain the Route No. 40 express service from the Navajo area to downtown. Ms. Paulsen felt that service reductions should be made to the whole system.

Staff Response

Mr. Devin Braun, Transit Operations Analyst, reported that ridership on this route is extremely low, and there are many other transit options. He reviewed some of those options, which included Route Nos. 115 and 15L. He reported that 15L has limited stops to downtown.

Route No. 25

Mr. Cheung prefaced the comments on this route by explaining that the people who ride straight through on this route outnumber those who want the loop in Linda Vista to continue. He added that the new Route No. 120L will have limited stops into Fashion Valley and will actually provide the majority of the riders with additional, quicker, and more direct service. He added that Route No. 928 is not changing.

*Donna Erickson, Glenda Gaines, Doug Bekham (Linda Vista Civic Ass'n), and Sandra Milne (Linda Vista Mobile Home Park):* These speakers opposed the proposed changes to Route No. 25. Ms. Erickson referred to a petition with 777 signatures that was presented at a previous hearing. She stated that the loop through Linda Vista is only one mile long. Ms. Gaines and Ms. Milne objected to the transfer they will have to make. Ms. Gaines stated this transfer will add 30 to 60 minutes to her commute. She requested regular stops on this route, not just express stops. She expressed support for 30-minute frequencies on Route No. 18 and asked that Route No. 81 be restored.

Route No. 70

*Ronald Oliver, Kathy Evans-Calderwood (San Diego Welfare Warriors), Kathleen Toscano, Anna Grace Daniels, and Rosa Guerrero:* These speakers opposed the recommended changes for this route stating that alternatives are crowded and not fast enough, that there is standing room only at times on this route, and that transfers are very difficult for seniors and the handicapped. Ms. Evans-Calderwood objected to the arbitrary way nature of the changes for disabled, low income, blind, and immigrant ridership. She questioned the veracity of staff's data. Ms. Daniels felt that better marketing should be done in this area to increase ridership.

*Ana Covarmbia (CityHeights CDC):* Ms. Covarmbia thanked staff for retaining an express route to downtown.

Route No. 28

*Terry DiMattio (National Park Service):* Mr. DeMattio stated that he is the Superintendent for the light house on Pt. Loma and thanked staff for retaining bus service to Cabrillo National Monument.

Route No. 8

*Walt Tice:* Mr. Tice opposed the recommended changes to Route No. 8.

Route No. 34

*Lee Morton (California Council for the Blind) and Marc Silver (UCSD):* Mr. Morton thanked staff for putting COA information on Info Express and for keeping service into south Pt. Loma. Mr. Silva felt this route should run later at night. He also thanked staff for making modifications to Route No. 30 to serve Scripps Institute of Oceanography.

Route No. 35

*Brandon Christiansen and Tanya Hickman (Hostelling International):* These speakers objected to the recommended changes. Mr. Christiansen stated there are no sidewalks for walking to alternative transit services, and Ms. Hickman stated that most of her guests do not have cars and require later service.

Route Nos. 706/706A

Mr. Mike Daney, Sr. Transportation Planner, explained that the portion of this route that serves Bay Park carries 2.8 passengers per trip, and the portion that serves the mobile home park carries 1 passenger per trip. He stated that there is an annual subsidy of \$337,000 for this route, and 90 percent of the individuals impacted by the recommended changes for this route will have access to other transit routes.

*Armando Valenzuela, Andrea LaValley (Chula Vista RV Resort & Marina), Irene Chandler (Canterbury Court), Grace Berthold, Ardis Wiese, Sandra Marsh, Joanna Drouin, and Angela DeLuca:* These speakers stressed the importance of this route to seniors and requested that at least some of the service be preserved or that frequencies be reduced instead. Ms. DeLuca stated that, without this route, the community may lose paratransit service also.

Route No. 712

*Al Curtis (California Veterans' Home):* Mr. Curtis expressed his displeasure with the recommended changes on this route because the California Veterans' Home will not have transit service.

Route No. 702

*Richard Bergen:* Mr. Bergen expressed his concern about how the recommended changes to this route will affect the children at Hilltop School. He stated that they have no school buses.

Route No. 703

*Arthur Gilbert:* Mr. Gilbert expressed his concern about how the recommended changes to this route will affect seniors, maids, and nurse assistants.

Route No. 1

*Dixie Metcalf and Larry Chaidez (Accessible Services Advisory Committee):* Ms. Metcalf stated that the Take Ones about the COA were hard to understand. The speakers said that the recommended changes to this route will cause them to ride a crowded Route No. 25 or they will have to wait longer for Route No. 3.

Route Nos. 5/5A

*James Nicoletti (University City Village Apartments), William Clayton, and Diane Bodin:* These speakers objected to the changes proposed for Route No. 5/5A. The speakers stated that they

will be forced to consider alternative modes of transportation and requested that MTS consider providing at least limited service. Mr. Clayton stated that bus stops on opposite sides of the street should be visible to each other. Ms. Bodin stated that she will be one mile from the proposed new route. Mr. Nicoletti presented a petition from residents of the University City Village for Seniors requesting continuation of the service on the Kantor Street-Gullstrand corridor.

Route No. 83

*Elaine McVey:* Ms. McVey requested weekend service into and out of Mission Hills. She commended Mr. Denis Desmond, Sr. Transportation Planner, for replacing their service with a shuttle with improved frequency.

Route No. 30

*Jose Melendez:* Mr. Melendez suggested limited-stop service on Route Nos. 30 and 844.

Route No. 874

*Barbara Steer:* Ms. Steer objected to the loss of the north to south transit service in El Cajon.

Route No. 89

*Raya Abadir (Windwood Village Apartments):* M. Abadir requested that Route No. 89 service be provided to their community, which is rapidly growing, and presented a petition from community residents. He stated that there are many seniors and disabled riders in this area.

General

*Gerry Umble:* Gerry Umble stated that trolley stop announcements are not always accurate and suggested that the blind be allowed to tell the operator their destination.

Route No. 44

*Donald Montgomery:* This speaker objected to the distance he will be from a transit stop.

Route No. 89

*Sava Rosenfeld:* Sava Rosenfeld requested that the proposed Route No. 89 be extended to Carmen Valley (Carmel Canyon Road) – that the closest transit service is five miles.

Route No. 923

*Gillian Lancaster:* Ms. Lancaster stated that she support the proposed changes for this route. She stated that MTS needs to reach out to school students to teach them about transit. She stated that routes need to have effective connections and requested evening service on Route No. 34.

Route No. 13

*Bruce Robbins and Andrew Bailey (Community Activist):* Mr. Robbins expressed support for the changes proposed for Route No. 13 and added that he was thankful that he was able to bring his bike along whether riding the bus or trolley. He pointed out that Route No. 14 will not be stopping at the Grantville Trolley Station. Mr. Bailey felt that, overall, the COA lacks sound assessment. He stated that if MTS wants to increase ridership they need to focus on the basics – not televisions on buses and fancy trolley stations.

Route No. 14

*Don Stillwell:* Mr. Stillwell presented a petition of 600 signatures requesting that the proposed route change for Route No. 14 from Fashion Valley include a stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital. Included in the packet of materials presented by Mr. Stillwell was a letter from a member of the Allied Gardens Community Council and the Navajo Community Planners making the same request.

Mr. Ewin requested that staff provide an explanation at some time in future regarding why Route No. 14 will be not serving the Grantville Trolley Station. He also wondered if this route will be affected by flooding in the San Diego River bed.

Route No. 84

*Adrian:* Adrian requested weekend service on this route. He stated that facilities along this route are busiest on weekends.

Route No. 851

*Ray Scott and Tim Sena:* Mr. Scott requested that Route No. 851 provide peak-hour service only. Mr. Sena presented a petition with 150 signatures to retain Route No. 851. Mr. Scott added that he opposed the recommended changes for Route No. 874. He stated that this southbound service is needed.

General

*Charlene Ornelus:* Ms. Ornelus stated that Route No. 70 buses are full of students in the morning, thanked staff for changes made to Route No. 40, and stated that Route No. 1 needs to go downtown. She also requested that staff look into transfer connections into the Mission Valley area.

*Joanne Turnen:* Ms. Turnen stated that her commute takes two hours, and it is very hard to make transfers.

*Francis (Frank) Cerasoli:* Mr. Cerasoli stated that he has to walk 20 minutes to get to the nearest bus route. He stated that improved frequencies are needed. He pointed out that some speakers have suggested higher fares and stated that many transit riders have low incomes. He stated that having a more efficient transit system will increase ridership.

*Bertha Klann:* Ms. Klann stated that transit service should be more efficient and expeditious.

Submitted Speaker Slips but Elected Not to Speak:

Blas Cedenno – Opposed to recommended changes for Route No. 703.

Don Giaquinto for Council Member Madaffer – Opposed to recommended changes for Route Nos. 13 and 14.

Yung Hsing – Requested weekend late service on Route No. 41.

Oleg Rosenfeld – Requested that Route No. 89 be routed to Carmel Valley Road.

Mark Rudes – Supported MTS Route No. 28 through south Pt. Loma.

Celina Vega – Opposed recommended changes to Route No. 711.

David Youngwood – Opposed to recommended changes to Route No. 20.

Chairman Mathis closed the public testimony portion of this agenda item at 12:24 p.m. and trailed the remainder of the agenda, including Board discussion and action on the COA, to the March 23, 2006 Board meeting.

DISCUSSION ITEMS

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

This item was trailed.

REPORT ITEMS

45. This number was not used.

46. MTS: 25<sup>th</sup> and Commercial/Cesar E. Chavez Station Construction Improvements and Artwork Enhancement (CIP 10740)

This item was trailed.

60. Chairman's Report

There was no discussion of this item.

61. Chief Executive Officer's Report

There was no discussion of this item.

62. Board Member Communications

There were no board member communications

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, March 23, 2006, at 9:00 a.m. and will be held in Golden Hall.

65. Adjournment

Chairman Mathis adjourned the meeting at 12:25 p.m.



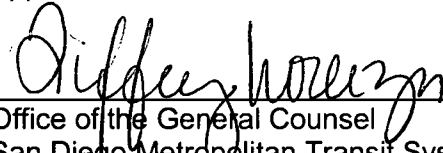
Chairperson  
San Diego Metropolitan Transit System  
Filed by:



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

Attachment: A. Roll Call Sheet  
gail.williams/minutes

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit System

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 3/9/06

CALL TO ORDER (TIME): 9:00 a.m.

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

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

CLOSED SESSION: \_\_\_\_\_

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

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

ADJOURN: 12:25 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:55 a.m. during AI 25
HANSON-COX	<input type="checkbox"/> (Lewis) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:12 a.m. during AI 25	11:53 a.m. during AI 25
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"/>	9:02 a.m. during AI 3	
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>	9:03 p.m. during AI 25	
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:17 a.m. during AI 25	12:10 p.m. during AI 25
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>	9:07 a.m. during AI 25	
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:25 a.m. during AI 25	12:00 p.m. during AI 25
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*  
*Tiffany Williams*





Metropolitan Transit System

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

## Agenda

Item No. 6

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

ADM 110 (PC 50101)

March 23, 2006

### Subject:

MTS: PROPOSED MODIFICATIONS OF MTS BOARD POLICY NO. 22 FOR  
ELECTION OF CHAIRPERSON, REPLACEMENT OF COMMITTEE APPOINTMENTS  
AFTER A MEMBER LEAVES THE BOARD, AND ELECTION OF ALTERNATE FOR  
SANDAG TRANSPORTATION COMMITTEE

### RECOMMENDATION:

That the Board of Directors approve the proposed modifications to MTS Board Policy No. 22 (Attachment A) to create a reelection or nomination procedure for future chairperson appointments, provide a procedure for replacement of committee appointments after a member leaves midyear, and allow for the election of an alternate to the San Diego Association of Governments (SANDAG) Transportation Committee.

#### Budget Impact

None.

#### Past Action

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

### DISCUSSION:

The California Public Utilities Code requires the Board to adopt a policy or procedure that governs how the Board conducts meetings and committees and how members are



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.

appointed to committees. MTS Policy No. 22, entitled "Rules of Procedure for the Metropolitan Transit Development Board," sets forth the rules of procedure for the Board, including membership, meeting schedules and conduct, ordinances, public comment, and the scope and purpose of the Executive Committee.

On December 8, 2005, the Board created the Ad Hoc Policy Review Committee (PRC) to review and revise Policy No. 22. On December 16, 2005, the PRC met and reviewed Policy No. 22 with respect to committee member appointments. Those proposed changes were approved during the January 12, 2006, Board meeting. The PRC conducted a second meeting in February to discuss a procedure for the nomination and election of future MTS chairpersons, a procedure for the replacement of committee appointments when members leave the Board midyear, and appointment of an alternate to the SANDAG Transportation Committee.

The PRC recommends that the Board approve the proposed modifications to Policy No. 22 summarized as follows:

- The Executive Committee will make a recommendation to the Board to reelect the existing chairperson prior to the expiration of the chairperson's current term. That recommendation will either be approved or disapproved by the Board. If the current chairperson is not reappointed or a vacancy occurs, then an ad hoc committee will be selected by the Executive Committee to consider new candidates and make a recommendation to the Board.
- In the event that a Board member leaves his or her position, Board nominations will be taken from the floor at the following meeting to fill any vacancies in any committee appointments that Board members held.
- The Executive Committee will select the SANDAG Transportation Committee alternate representative from amongst its membership, but has the discretion to select the representative from the Board at large.



Paul C. Jablonski  
Chief Executive Officer

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

MAR23-06.6.POLICY22.TLOREN

Attachment: A. Board Policy No. 22

**Policies and Procedures****No. 22**

Subject:

Board Approval: 4/12/06 3/23/06

**RULES OF PROCEDURE FOR THE METROPOLITAN TRANSIT SYSTEM (MTS)****PURPOSE:**

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

**BACKGROUND:**


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




**22.1 Membership and Organization**

- 22.1.1 Membership in this Board is established by Division 11, Chapter 1, Section 120050 through 120051.6 of the California Public Utilities Code.
- 22.1.2 The Board consists of 15 members selected as follows:
- a. One member of the County of San Diego Board of Supervisors, appointed by the Board of Supervisors.
  - b. Four members of the City Council of the City of San Diego, one of whom may be the mayor, appointed by the City Council.
  - c. One member of each city council appointed individually by the City Councils of the Cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.
  - d. One person, a resident of San Diego County, elected by a two-thirds vote of the Board, a quorum being present, who shall serve as chairperson of the Board.
- 22.1.3 Any person who is a member of the Board may be appointed by his or her appointing authority to continue to serve as a member of the Board after the termination of his or her term of office for a period not to exceed four years after the date of termination of his or her term of elected office.

**Member Agencies:**

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

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration

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

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

- 22.1.4 Alternate members of the Board shall be appointed as follows:
- a. The County of San Diego Board of Supervisors shall appoint any other county supervisor who qualifies for appointment to serve as an alternate member.
  - b. The City Council of the City of San Diego shall appoint a member of the City Council not already appointed to serve as an alternate member.
  - c. The City Councils of the Cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee shall each individually appoint a member of their respective city councils not already appointed to serve as an alternate member.
- 22.1.3 This Board shall exercise all powers authorized by the laws of the State of California.
- 22.1.4 Only the duly selected official representative, or in his or her absence his or her duly selected alternate, shall be entitled to represent a member agency in the deliberations of the Board.
- 22.1.5 Names of the official representatives and alternates shall be communicated in writing to the Board by each participating member agency and shall thereafter be annually communicated or reaffirmed prior to the February meeting of the Board and at such other times as changes in representation are made by member agencies.
- 22.1.6 The Board shall have the authority to appoint committees or subcommittees and may provide for the appointment of alternates to these committees or subcommittees.
- 22.1.7 Standing committees shall be appointed by the Board as may be required to carry out general and continuing functions and shall be abolished only upon specific action by the Board.
- 22.1.8 Ad hoc specialized subcommittees may be appointed by the Board as the need arises to accomplish specific tasks. Upon completion of its assignment, each ad hoc subcommittee shall disband.
- 22.1.9 Board members serving on such subcommittees shall be compensated as provided by Board ordinance. The Chief Executive Officer is authorized to enter into agreements to compensate individuals who were Board members at the time of their appointments to such subcommittees and who continue to serve on such subcommittees after their terms of office as Board

members, subject to the same limitations as exist for compensation of Board members, and subject to replacement by the Board.

## 22.2 Meetings

- 22.2.1 On or before the first regular meeting of the Board in December of each year, the Board shall adopt a schedule of its meetings by date, time and location for the coming year. The Board shall conduct at least one regular meeting in each of the subsequent twelve months. The schedule of the meetings shall be published in the local newspaper of general circulation prior to the next regular meeting.
- 22.2.2 The Board may, when necessary, change the time and place of regular meetings. Notice of such change shall be posted pursuant to the Ralph M. Brown Act.
- 22.2.3 The Clerk of the Board shall forward written notice of the annual schedule of regular meetings and any changes thereto stating the dates, times and locations to each member's agency and to the respective members and alternates of the Board and the standing committees.
- 22.2.4 Special meetings may be called and noticed under the provisions of the Ralph M. Brown Act as applicable, and specifically, Section 54956 of the California Government Code. The call and notice shall be posted in an area accessible to the public at least 24 hours prior to the meeting.
- Special meetings normally shall be called by a majority of the Board or Executive Committee only upon a finding that extraordinary circumstances require Board action prior to the next scheduled Board meeting, such as to discuss a work stoppage or significant litigation, or that a special meeting is necessary to hold a workshop, a joint meeting with another agency, or for other special purposes at a future date beyond the next Board meeting. The Chair may call such meetings only when such extraordinary circumstances arise after the last Board or Executive Committee meeting and Board action is required prior to the next regularly scheduled Board or Executive Committee meeting.
- 22.2.5 A majority of the members of the Board shall constitute a quorum for the transaction of business, and all official acts of the Board shall require the affirmative vote of a majority of the members of the Board.
- 22.2.6 Parliamentary procedure at all meetings shall be governed by Robert's Rules of Order Newly Revised except as otherwise modified herein.

- 22.2.7 The Clerk of the Board shall, prior to each regular meeting, forward to each member, a copy of the agenda in accordance with the schedule adopted by the Board. The agendas shall also be mailed to each person or entity previously requesting such in writing. The Clerk shall post the agenda in an area accessible to the public at least 72 hours before the meeting in accordance with the Ralph M. Brown Act. Agenda materials shall be available as public record in accordance with the Ralph M. Brown Act and, specifically, Section 54957.5 of the California Government Code.
- 22.2.8 The Board may take action on items of business not appearing on the posted agenda in accordance with the Ralph M. Brown Act.
- 22.2.9 Requests for Board action may be initiated by any member of the Board or any staff officer.
- 22.2.10 Communication requests may be initiated by an individual and submitted to the Clerk by letter or on forms provided by the Clerk and must state the subject matter and the action which the writer wishes the Board to take. The Clerk shall review all communication requests so received and shall list them on the Board's docket under those items which the Clerk deems to be proper areas of discussion or action by the Board. When a Communications item is listed on the docket, it is not debatable and must be referred to an appropriate committee, other public agency or to the staff to prepare a report or response.
- 22.2.11 Any permanent rule of the Board as set forth herein and unless otherwise established by law may be suspended temporarily by a two-thirds vote of the members present.
- 22.3 Amendments
- 22.3.1 The Board shall be responsible for making all amendments to these rules.
- 22.3.2 Proposed amendments may be originated by the Board or any member of such, or by the Chief Executive Officer.
- 22.3.3 Each proposed amendment shall be considered by the Board and a copy thereof forwarded by the Clerk of the Board to the official representative of each member agency.
- 22.4 Ordinances
- 22.4.1 Every ordinance shall be signed by the Chairman of the Board and attested by the Clerk of the Board.

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

prior to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within 15 days after adoption of the ordinance or amendment, a display advertisement of at least one-quarter of a page shall be published. The advertisement shall indicate the general nature of, and provide information regarding, the adopted ordinance or amendment including information sufficient to enable the public to obtain copy of the complete text of the ordinance or amendment, and the name of those Board members voting for and against the ordinance amendment.

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

22.5 Public Comment

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

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

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

22.6 Chairperson

Prior to the expiration of a Chairperson's term, the Executive Committee shall make a recommendation to the Board on whether to reelect the current Chairperson. In the event that the Board does not reelect a chairperson, or in



the event of a vacancy in the position of Chairperson, the Executive Committee shall create an ad hoc nominating committee that shall, by whatever means it deems appropriate, recommend to the Board a candidate or candidates for the position of Chairperson. The Board shall then vote to elect a Chairperson.

22.7 Election of Board Officers and Appointments to Committees

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

22.8 Executive Committee

- 22.8.1 The Executive Committee of the Board shall consist of the Chairman, a member from the County of San Diego, a member from the City of San Diego, one member who represents the cities

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

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

East County: El Cajon, La Mesa, Lemon Grove, Santee, Poway with each serving a two year term.

South Bay: Chula Vista, Coronado, Imperial Beach, National City, with each serving a two year term, however the representative must have been the primary Board member for two years in order to serve as the Executive Committee representative. In the event that the South Bay representative has not been the primary Board member for two years, the rotation schedule shall be adjusted so that the next city in the rotation serves as the representative, and the city whose member has not yet served 2 years as the primary Board member would serve the term immediately thereafter. (i.e. if Imperial Beach lacked two years of experience, National City would serve first, then Imperial Beach and then the rotation would continue on as set forth above.) The requirement for 2 years of service as the primary Board member shall only apply to the South Bay representative.

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

22.8.3 The alternates to the Executive Committee members shall be the alternate appointed by the particular city or agency to serve as the alternate for the Board. The second alternate at large shall be the Vice Chairman. Alternates shall be appointed for a term of two years or such lesser term as necessary to coincide with the term of the member for whom the alternate is appointed.

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

- 22.8.5 On or before its first meeting in January the Executive Committee shall appoint one of its members to serve as the representative and one of its members to serve as the alternate to the SANDAG Transportation Committee to serve for a term of one year. In the event that the Executive Committee feels a member of the Board who does not serve on the Executive Committee is their preferred representative or alternate for the SANDAG Transportation Committee, the Executive Committee shall have the ability to select the representative or alternate from the full Board. In that instance, the SANDAG Transportation Committee representative, or the alternate in his or her absence, shall attend the Executive Committee meetings as a non-voting member. The SANDAG Transportation Committee representative, the alternate in his or her absence, shall be entitled to compensation for attendance at all Executive Committee meetings.
- 22.8.6 The primary purposes of the Executive Committee shall be to review and recommend consent items for the agenda of the next MTS Board of Directors meeting;; add or delete items as appropriate; and provide input and direction on emerging policies, plans and issues in advance, for Board consideration. The Executive Committee shall have the authority to create ad hoc subcommittees for purposes of carrying out their duties and responsibilities.
- 22.8.7 Three members shall constitute a quorum of the Executive Committee and three affirmative votes shall be required to approve any item. In the absence of a quorum, the Chairman may review and recommend consent items for the agenda and establish the order of items and add or delete items.
- 22.8.8 The Executive Committee shall adopt operating procedures as are necessary for the conduct of its business.
- 22.9 Board Member Standards of Conduct
- 22.9.1 The purpose of this policy is to emphasize that each Board member occupies a position of public trust that demands the highest moral and ethical standard of conduct.
- 22.9.2 This policy shall be supplemental and in addition to the Conflict of Interest Code of the Board and is not intended to supersede such Code or any provisions thereof.
- 22.9.3 Board members shall not engage in any business or transaction or have a financial or other personal interest, actual, potential, or apparent, which is incompatible with the proper discharge of his or her official duties or would tend to impair his or her independence of judgment or action in the performance of such duties. Such

business, transaction, or interest shall constitute a conflict of interest.

22.9.4

No Board member shall engage in any enterprise or activity that shall result in any of the following:

- a. Using the prestige or influence of the Board office for private gain or advantage of the member or another person.
- b. Using time, facilities, equipment, or supplies of the Board for the private gain or advantage of the member or another person.
- c. Using official information not available to the general public for private gain or advantage of the member or another person.
- d. Receiving or accepting money or other consideration from anyone other than the Board for the performance of acts done in the regular course of duty.
- e. Receiving or accepting, directly or indirectly, any gift or favor from any one doing business with the Board under circumstances from which it could reasonably be inferred that such was intended to influence such person in such person's duties or as a reward for official action.
- f. Soliciting any gift or favor in such person's official capacity, either directly or indirectly, when such solicitation might reasonably be inferred as to have a potential effect on such person's duties or decision, or when the individual's position as a Board member would in any way influence the decision of the person being solicited.
- g. Engaging in or accepting private employment or rendering services for private interest, direct or indirect, which may conflict with such person's responsibility or duty, or which, because of that person's position, may influence a decision to the benefit of the organization in which such person has an interest.

22.9.5

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

- 22.9.6 If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item to be discussed during a closed session meeting, the Board member shall be disqualified and not present during such discussion so as not to make, participate in making, or in any way attempt to use his or her official position to influence the discussion or decision. In such case, the Board member must recuse himself or herself or, in the case of uncertainty, request a binding determination from the Board's General Counsel. In accordance with the Brown Act, the Board member would be entitled to any information that is publicly reported. The Board member would not, however, be privy to any confidential or privileged information or communications pertaining to the closed session agenda item.
- 22.9.7 No Board member shall disclose to any person, other than members of the Board and other Board staff designated to handle such confidential matters, the content or substance of any information presented or discussed during a closed session meeting unless the Board authorizes such disclosure by the affirmative vote by a majority of the Board.
- 22.9.8 No Board member may disclose confidential or privileged information or communications to any person other than a Board member, General Counsel to the Board, or other Board staff designated to handle such matters, unless disclosure is mandated by law or the Board authorizes such disclosure by the affirmative vote of a majority of the Board.
- 22.9.9 A Board member shall not be privy to confidential or privileged information or communications concerning threatened, anticipated, or actual litigation affecting the Board where the Board member has an actual, potential, or apparent conflict of interest. In the case of uncertainty as to whether a conflict of interest exists, the Board's General Counsel shall issue a binding determination.
- 22.9.10 No Board member shall represent a position on an issue to be the Board's unless the Board has formally adopted such position at a public meeting.
- 22.9.11 Any violation of this policy shall constitute official misconduct if determined by an affirmative vote of the majority of the Board in an open and public meeting. The Board may elect to censure the Board member and the violation may be subject to criminal and/or civil penalties as provided for by applicable law.

Original Policy approved on 4/5/84.  
Policy revised on 1/12/84.  
Policy revised on 7/11/85.  
Policy revised on 1/8/87.  
Policy revised on 1/11/90.  
Policy revised on 8/23/90.  
Policy revised on 1/10/91.  
Policy revised on 3/24/94.  
Policy revised on 1/14/99.  
Policy revised on 6/14/01.  
Policy revised on 1/10/02.  
Policy revised on 1/24/02.  
Policy revised on 5/8/03.  
Policy revised 2/26/04.  
Policy revised 1/12/06.  
Policy revised 3/9/06.  
Policy revised 3/23/06.



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

## Agenda

Item No. 7

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

FIN 340.2 (PC 50601)

March 23, 2006

Subject:

MTS: TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT

### RECOMMENDATION:

That the Board of Directors adopt Resolution No. 06-4 (Attachment A) amending FY 04 Transportation Development Act (TDA) Article 4.0, Claim No. 253, for National City Transit.

#### Budget Impact

MTS would claim \$40,000 of TDA Article 4.0 funds for National City Transit. The purpose of the funds is for unanticipated costs associated with the RCS radio system and authorized costs associated with a final resolution to a damage claim incurred by National City Transit.


### DISCUSSION:

Senate Bill 521 (effective January 2003) consolidated all transit funding in MTS's service area. As a result, MTS submits one TDA claim on behalf of all operators in its service area. An agreement reached between MTS and the cities that receive TDA funds stipulates that any unused TDA balances held by the jurisdictions would be available for eligible TDA projects. National City Transit has requested \$40,000 for unanticipated costs associated with the RCS radio system and authorized costs associated with a final resolution to a damage claim incurred by National City Transit.



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

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



---

Paul C. Jablonski  
Chief Executive Officer

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

MAR23-06.7.NATCITYTRANSIT.TDA.RCSRADIO.AGOTTWIG

Attachments: A. Resolution No. 06-4  
B. Request from National City Transit



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 06-4

Resolution Amending Fiscal Year 2004 Transportation Development Act

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

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved MTS's FY 2004 TDA claim, including unallocated balances of TDA funds and all capital reserves, on behalf of area operators and jurisdictions; and

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

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

WHEREAS, National City Transit has requested to use \$40,000; and

WHEREAS, MTS staff has analyzed this amendment and found it to be warranted, pursuant to section 6754 of Title 21 of the California Code of Regulations (CCR);  
NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve an amendment revising the Claim No. 253 by allocating \$40,000 from National City Transit unallocated TDA funds.

PASSED AND ADOPTED by the Board this \_\_\_\_\_ day of \_\_\_\_\_ 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

January 31, 2006

Paul Jablonski  
Chief Executive Officer  
Metropolitan Transit System,  
1255 Imperial Avenue, Suite 1000, San  
Diego, CA 92101-7490

Re: TDA unallocated reserve claim amendment

Dear Paul,

National City Transit would like to request a claim amendment with the total amount of \$40,000. The amount of \$5,500 will be used toward unanticipated costs associated with the RCS radio system for our fleet to purchase handsets for the vehicles for privacy-security of conversations with our operators. In addition the amount of \$34,500 has been authorized by the City of National City as a TDA expenditure (see attached letter) for costs associated in FY03 and there are insufficient FY06 funds available to cover. Please let me know if you need any additional information or have any questions or concerns.

Respectfully yours,

John P. Webster Sr.  
Vice President/General Manager  
National City Transit  
jpw

Pc: Susan Brown  
Lin Wurbs  
Kevin Kane



# **City of National City** **Office of the City Attorney**

1243 National City Boulevard., National City, CA 91950-4301  
 George H. Eisler, III - City Attorney  
 (619) 336-4220 Fax: (619) 336-4327 TDD: (619) 336-1615

January 6, 2006

Robert T. Babbitt  
 President  
 McDonald Transit Associates, Inc.  
 4500 Mercantile Plaza Drive Suite 307  
 Fort Worth, TX 76137-4230

RE: Claim for Damages

Dear Mr. Babbitt:

Last August we agreed to a final resolution of the City's claim for losses arising out of the actions of the former transit manager. The resolution was based upon the following terms:

1. Bayshore will pay the City \$34,500 in reference to the Larry Allen case. Bayshore will process the normal TDA claim for reimbursement.
2. Bayshore will pay the staff cost of \$46,453 using proceeds from McDonald Transit and the account balance referenced by Kevin Kane.

Since we reached this agreement, the City has received payment of \$46,453, representing reimbursement for City staff time in processing the City's claim, as set forth in point number 2 above. However, we have not yet received payment of the \$34,500 amount addressed in point number 1.

It is requested that the amount of \$34,500 be remitted to this office at the earliest possible date, so that we may finally put this matter to rest.

Thank you for your continuing courtesy and cooperation.

Very truly yours,

GEORGE H. EISLER, III  
 City Attorney

CHE/gmo  
 cc: Mayor and City Council  
 City Manager  
 Assistant City Manager  
 Finance Director

JAN 10 2006



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

## Agenda

Item No. 8

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

OPS 960.6

March 23, 2006

### Subject:

SDTC: OPERATOR PERFORMANCE EVALUATION SERVICES

### RECOMMENDATION:

That the Board of Directors authorize the Chief Operating Officer-Bus to execute a contract (in substantially the same format as Attachment A) with First Transit, Inc., for operator performance evaluation services (SDTC Doc. No. 05-200) for a 3-year period with two 1-year options, in an amount not to exceed \$174,455, for the 5-year period (base proposal at \$101,012 and option proposal at \$73,443).

#### Budget Impact

Funds are budgeted annually in San Diego Transit Corporation's (SDTC) operating budget.

### DISCUSSION:

This contract is to provide operator performance evaluation services (ride monitoring) by an outside firm. It requires that the firm selected conduct a mix of directed ride surveys and random surveys. The evaluations are conducted with the following areas observed:

- Survey no less than 150, but no more than 200, SDTC bus operators per quarter year. Typical tasks include: monitoring the driver for conduct in dealing with customers, fare handling, driving practices, schedule adherence, or general



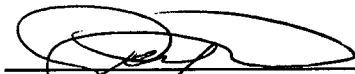
Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

system observations such as rider interactions, timeliness of service, Americans with Disabilities Act (ADA) compliance, etc.

SDTC solicited Requests for Proposal (No. 05-200) for operator performance evaluation services for up to a 5-year period. Four proposals were received (see Proposal Summary, Attachment B). A committee of SDTC and MTS staff evaluated proposals and is recommending a contract award to First Transit, Inc., for the following reasons:

- First Transit, Inc.'s proposal was totally responsive to the RFP meeting all requirements;
- First Transit, Inc. was the highest evaluated proposer, costs and all factors considered; and
- First Transit, Inc.'s proposal is within SDTC's budget.

The Individual Scoring sheet is attached for information (Attachment C).



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Claire Spielberg, 619.238.0100, Ext. 400, [claire.spielberg@sdmts.com](mailto:claire.spielberg@sdmts.com)

MAR23-06.8.OPERATORPERFEVAL.TPAJE

Attachments: A. Draft Agreement  
B. Proposal Summary  
C. Individual Scoring **(Board Only)**

# San Diego Transit

An Operator in the Metropolitan Transit System



100 16<sup>th</sup> Street

P.O. Box 122511

San Diego, CA 92112-2511

(619) 283-0100 Purchasing Fax (619) 696-7084

**DRAFT**

**Att. A, AI 8, 3/23/06, OPS 960.6**

## STANDARD SERVICES AGREEMENT

05-200  
CONTRACT NUMBER

FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2006, in the state of California by and between the San Diego Transit Corporation (SDTC), and the following contractor, hereinafter referred to as "Contractor":

Name: First Transit, Inc. Address: 705 Central Avenue, Suite 300

Form of Business: Corporation Cincinnati, Ohio 45202

(Corporation, partnership, sole proprietor, etc.)

Telephone: 513.419.3278

Authorized person to sign contracts: John Woodford Vice President  
Name Title

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

Provide operator performance evaluation services to SDTC's two divisions located at 100 16th Street and 4630 Ruffner Street, as stipulated in SDTC's Request for Proposals No. 05-200, including any addenda, responses to approved equals/clarifications, and in accordance with the Standard Services Agreement, including the Standard Conditions Service, Federal Requirements, San Diego Transit Corporation's Safety Program, and bid proposal in response to RFP No. 05-200. If there are inconsistencies between the RFP, Standard Services Agreement, and/or the Standard Conditions Services, the following order of precedence will govern the interpretation of this contract:

1. SDTC's Request for Proposal #05-200, any addenda, responses to approved equals/clarifications, SDTC's Standard Operating Procedures, and bid proposal.
2. Standard Services Agreement, including the Standard Conditions Services, and Federal Requirements.

This contract shall remain in effect for three (3) years with two (2) one-year options exercisable at SDTC's discretion. Total expenditures of this contract shall not exceed \$174,455 for five-year period. In addition, attached is SDTC's Standard Operating Procedures for Contractor's Safety and Health Requirements (SAF016-03).

SAN DIEGO TRANSIT CORPORATION (SDTC)	CONTRACTOR AUTHORIZATION
By: <u>Claire Spielberg, Chief Operating Officer (Bus)</u>	Firm: _____
Approved as to form:	By: _____ Signature
By: <u>Office of the General Counsel</u>	Print Name: _____
	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
Year 1 - \$32,455; Year 2 - \$33,669; Year 3 - \$34,888; Option Year 1 - \$36,107; Option Year 2 - \$37,336 =		
<u>\$174,455</u>	<u>20653910</u>	<u>FY 07 - FY 11</u>

By: Cliff Telfer, Interim Chief Financial Officer Date \_\_\_\_\_

MAR23-06.8.AttA.OPPERFEVAL.TPAJE

100 16<sup>th</sup> Street  
San Diego, CA 92101  
(619) 238-0100  
Purchasing Fax (619) 696-7084

Att. B, AI 8, 3/23/06, OPS 960.6

**PROPOSAL SUMMARY**  
**SDTC RFP #05-200**  
**Operator Performance Evaluation Services**

<b>TOTALS (5 YEARS)</b>	
<b>COMPANY NAME</b>	<b>COST PROPOSAL AMOUNT</b>
First Transit, Inc. 705 Central Ave., Ste. 300 Cincinnati, OH 45202	\$ 174,455.00
Field Data Services 8370 Wilshire Blvd., Ste. 209 Beverly Hills, CA 90211	\$ 260,629.52
Ebersen, Inc. P.O. Box 15497 Minneapolis, MN 55414	\$ 332,364.00
JME Enterprises 4292 Memorial Dr., Ste. C Decatur, GA 30032	\$ 354,810.32



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 850.3  
(PC 50911)

March 23, 2006

### Subject:

MTS: BUS SHELTER SERVICES - TWO-YEAR CONTRACT EXTENSION

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to approve the sixth amendment to MTS Doc. No. T0068.0-91 (Attachment A) for a two-year extension with CBS Outdoor (formerly Viacom Outdoor). This would extend the current contract until June 30, 2008.

#### Budget Impact

There will be no cost to MTS for extending the term of the contract. The exercising of the two-year extension would result in up to \$300,000 in revenue for MTS (an estimated \$150,000 per year for two years—FY 07 and FY 08).

### DISCUSSION:

The existing contract (MTS Contract No. T0068.3-91) between MTS and CBS Outdoor has the option to extend the shelter contract for one or two five-year renewal terms. MTS staff has reviewed the extension options with CBS Outdoor management and is recommending an alternate plan of one two-year extension from July 1, 2006, through June 30, 2008. All other contractual conditions would remain unchanged.

At the termination of the proposed two-year extension, MTS staff desires to have a new shelter program that would be awarded through a competitive bid process. As part of the new bid package, MTS would require that the existing shelters be replaced to improve the look of the transit system and help brand MTS's new identity. A two-year



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



extension would be beneficial to the rebidding process because it would provide the contractor with adequate lead time to order shelters and to prepare for installation after the new contract is awarded.

At this time, there are 479 shelters owned by CBS Outdoor in the MTS service area. The communities that currently have MTS shelters (under the CBS Outdoor agreement) are the cities of San Diego, National City, Imperial Beach, Santee, and La Mesa.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Susan Hafner, 619.595.3084, [susan.hafner@sdmts.com](mailto:susan.hafner@sdmts.com)

MAR23-06.9.BUSSHELTER.EXTENSION.LMADSEN

Attachment: A. MTS Doc. No. T0068.4-91



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

Att. A, AI 9, 3/23/06, OPS 850.3

**DRAFT**

March 23, 2006

MTS Doc. No. T0068.6-91  
OPS 850.3 (PC 50911)

Mr. Ron Moreno  
General Manager  
CBS Outdoor  
4450 Alvarado Canyon Road  
San Diego, CA 92120

Dear Mr. Moreno:

Subject: AMENDMENT NO. 6 TO MTS DOC. NO. T0068.0-91; ADVERTISING TRANSIT  
SHELTER AGREEMENT

This letter shall serve as Amendment No. 6 to MTS Doc. No. T0068.0-91.

#### SCOPE OF WORK

Continue to operate and maintain advertising transit shelters on each participating municipality's property. Change the name of CONTRACTOR on page 1 of the Advertising Shelter Agreement (Agreement) from Gannett Outdoor Company, Inc. to CBS Outdoor.

#### PAYMENT

There shall be no cost to MTS for this amendment. CONTRACTOR shall continue to provide MTS with advertising revenue consistent with paragraph 9 of the Agreement.

#### TERM

Extend the contract for an additional two years from July 1, 2006, through June 30, 2008.

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

Sincerely,

Agreed:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Ron Moreno  
CBS Outdoor

MAR23-06.9.AttA.CL-T0068.4-91.  
CBSOUTDOOR.LMADSEN

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

Attachment: Certificate of Amendment

**A-1**

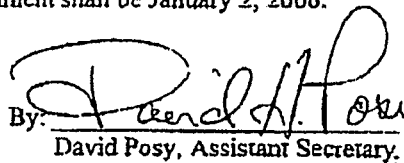
CERTIFICATE OF AMENDMENT  
OF  
CERTIFICATE OF INCORPORATION  
OF

VIACOM OUTDOOR INC.

It is hereby certified that:

1. The name of the corporation (hereinafter called the "corporation") is Viacom Outdoor Inc.
2. The certificate of incorporation of the corporation is hereby amended by striking out Article thereof numbered "1". And by substituting in lieu of said Article 1, the following new Article 1:  
  
"1. The name of the corporation is: CBS Outdoor Inc."
3. The amendment of the certificate of incorporation herein certified has been duly adopted in accordance with the provisions of Section 242 of the General Corporation Law of the State of Delaware.
4. The effective date for this amendment shall be January 2, 2006.

Dated: December 21, 2005

By:   
David Posy, Assistant Secretary

# Delaware

PAGE 1

*The First State*

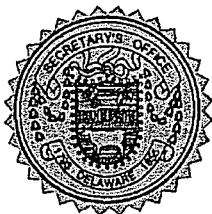
I, HARRIET SMITH WINDSOR, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY THE ATTACHED IS A TRUE AND CORRECT COPY OF THE CERTIFICATE OF AMENDMENT OF "VIACOM OUTDOOR INC.", CHANGING ITS NAME FROM "VIACOM OUTDOOR INC." TO "CBS OUTDOOR INC.", FILED IN THIS OFFICE ON THE TWENTY-NINTH DAY OF DECEMBER, A.D. 2005, AT 9:10 O'CLOCK A.M.

A FILED COPY OF THIS CERTIFICATE HAS BEEN FORWARDED TO THE NEW CASTLE COUNTY RECORDER OF DEEDS.

AND I DO HEREBY FURTHER CERTIFY THAT THE EFFECTIVE DATE OF THE AFORESAID CERTIFICATE OF AMENDMENT IS THE SECOND DAY OF JANUARY, A.D. 2006.

2337422 8100

051069755



*Harriet Smith Windsor*

Harriet Smith Windsor, Secretary of State  
AUTHENTICATION: 4412949

DATE: 12-29-05



January 5, 2006

**RE: Viacom Outdoor Name Change**

TO WHOM IT MAY CONCERN:

Viacom Outdoor Inc. officially changed its name to CBS Outdoor Inc. and Viacom Outdoor Group Inc. officially changed its name to CBS Outdoor Group Inc. on January 2, 2006.

As subsidiaries of CBS Corporation, CBS Outdoor Inc. and CBS Outdoor Group Inc. will continue to provide North America's most diverse out-of-home advertising venues. For more information, please visit our website at [www.cbsoutdoor.com](http://www.cbsoutdoor.com).

Sincerely,

A handwritten signature in black ink, appearing to read "Wally C. Kelly", written in a cursive style.

Wally C. Kelly  
President/CEO  
CBS Outdoor Inc.



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

## Agenda

Item No. 10

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

LEG 492 (PC 50121)

March 23, 2006

Subject:

MTS: FINAL AUDIT REPORT - SDTI STOREROOM

RECOMMENDATION:

That the Board of Directors receive the final audit report on San Diego Trolley, Inc.'s (SDTI's) storeroom.

Budget Impact

None.

DISCUSSION:

During October 2005, the MTS Internal Auditor performed a review of internal controls in the SDTI storeroom.

As a result of the review, several recommendations were offered to improve controls. Management has accepted these recommendations and action is underway for implementation.

Paul G. Jablonski  
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, [mark.abbey@sdmts.com](mailto:mark.abbey@sdmts.com)

MAR23-06.10.SDTISTOREROOMAUDIT.MABBEY

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



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



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.

LEG 492 (PC 50121)

March 23, 2006

Subject:

MTS: FINAL AUDIT REPORT - SDTC STOREROOM

### RECOMMENDATION:

That the Board of Directors receive the final audit report on San Diego Transit Corporation's (SDTC's) storeroom.

#### Budget Impact

None.

### DISCUSSION:

In September and October 2005, the MTS Internal Auditor performed a review of internal controls in the SDTC storeroom.

Overall, controls were found to be adequate. The review did however result in several recommendations to further improve controls. Management has accepted these recommendations and action is underway for implementation.

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, [mark.abbey@sdmts.com](mailto:mark.abbey@sdmts.com)

MAR23-06.11.SDTCSTOREROOMAUDIT.MABBEY

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



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



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San Diego, CA 92101-7490  
619.231.1466 FAX 619.234.3407

## Agenda

Item No. 12

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

OPS 920.5 (PC 50751)

March 23, 2006

### Subject:

MTS: TRANSIT BUS MAINTENANCE INSPECTION SERVICES

### RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer to execute a contract amendment with Transit Maintenance Consultants, Inc. (MTS Doc. No. B0326.3-02, Attachment A) for the final one-option term for bus-maintenance inspections.

#### Budget Impact

The FY 06 budget impact would be \$16,000 (from the Vehicle Inspection Consultants line item for the respective operational project codes). The FY 07 budget impact would be \$199,062 (from the FY 07 Vehicle Inspection Consultants line item for the respective operational project codes in addition to up to \$70,000 from the ADA Vehicle Purchase [11418] capital project for the new vehicle inspections).

### DISCUSSION:

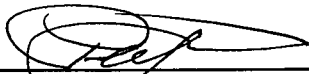
MTS contracts with Transit Maintenance Consultants, Inc., a third-party maintenance consultant firm, for its Contract Services general bus maintenance inspections. This contract has been in place for four years, and Transit Maintenance Consultants, Inc. has provided MTS with valuable information regarding the condition of agency-owned assets, which ensures that they are continually maintained in top condition.



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.



As part of this extension and in addition to its routine maintenance inspections, Transit Maintenance Consultants, Inc. would provide contract turnover inspection services for the East County and South Bay services and also new vehicle inspections for the 70 new Americans with Disabilities Act (ADA) vehicles on order.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Daniel McCaslin, 619.595.7035, [daniel.mccaslin@sdmts.com](mailto:daniel.mccaslin@sdmts.com)

MAR23-06.12.BUSMAINTINSPECTSVCS.DMCCASLIN

Attachment: A. Proposed MTS Doc. No. B0326.3-02



Metropolitan Transit System

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

Att. A, AI 12, 3/23/06, OPS 920.5

DRAFT

March 23, 2006

MTS Doc. No. B0326.3-02  
OPS 920.5 (PC 50751)

Mr. Richard Davis  
President  
Transit Maintenance Consultants, Inc.  
Post Office Box 7138  
Cotati, CA 94931

Dear Mr. Davis:

Subject: AMENDMENT NO. 3 TO MTS DOCUMENT NO. B0326.0-02: PROVIDING TRANSIT  
BUS MAINTENANCE INSPECTIONS FOR MTS CONTRACT SERVICES

This letter will serve as Amendment No. 3 to MTS Doc. No. B0326.0-02 with the following changes:

#### SCOPE OF WORK

Continue to provide transit bus maintenance inspection services for MTS-owned vehicles.

#### SCHEDULE

Exercise option year 2 to extend services through March 14, 2007.

#### PAYMENT

Payment shall be based on actual costs not to exceed \$215,062 based on \$55,062 contained in the original cost proposal plus an additional \$90,000 will be budgeted for turnover inspections at MTS's East County and South Bay Maintenance Facilities and an additional \$70,000 will be budgeted for inspections of new Americans with Disabilities Act (ADA) vehicles (under Capital Project No. 11418-0800, ADA Vehicle Purchase—Outside Services). The total amount being added to the original agreement is \$215,062, which brings the total contract amount to \$365,056.

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

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

Richard Davis  
Transit Maintenance Consultants, Inc.

MAR23-06.12.AttA.BUSMAINT  
INSPECTSVCS.DMCCASLIN

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



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

## Agenda

Item No. 13

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

OPS 970.6 (CIP 11167)

March 23, 2006

### Subject:

SDTI: LIGHT RAIL VEHICLE TIRE KITS PROCUREMENT - CONTRACT AWARD

### RECOMMENDATION:

That the Board of Directors authorize the President-General Manager to execute a Standard Procurement Agreement (MTS Doc. No. L0756.0-06, Attachment A) with Siemens Transportation Systems, Inc. for 228 light rail vehicle (LRV) tire kits. The total cost of this procurement, including California sales tax and freight, shall not exceed \$348,469.00.

#### Budget Impact

The total cost of \$348,469.00 for the tire kits would come from FY 06 Capital Project LRV Tires (WBS No. 11167-0200).

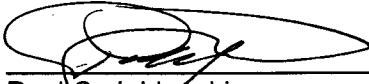
### DISCUSSION:

The wheel set on an LRV consists of an axel, a hub, and a tire. The steel tire is generally bolted or pressed onto the hub with rubber blocks (between the hub and tire), and copper shunt is welded between the tire and hub for conductivity. Each tire kit consists of one steel tire, rubber blocks, copper shunts, and mounting hardware. These tires are normal-wear items similar to pantograph carbons, and they are replaced when worn on a routine basis.



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

On February 13, 2006, San Diego Trolley, Inc. advertised bid solicitations for an LRV tire kits procurement. Four responses were received on March 6, 2006 (Attachment B). Siemens Transportation Systems, Inc. submitted the lowest responsive and responsible bid. Therefore, staff is recommending award of a Standard Procurement Agreement to Siemens Transportation Systems, Inc. for 228 LRV tire kits.



---

Paul C. Jablonski  
Chief Executive Officer

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

MAR23-06.13.LRVTIREKITS.RDESAI

Attachments: A. Proposed MTS Doc. No. L0756.0-06  
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 13, 3/23/06, OPS 970.6, CIP 11167

## STANDARD PROCUREMENT AGREEMENT

L0756.0-06  
CONTRACT NUMBER  
OPS 970.6 CIP 11167  
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: Siemens Transportation Systems, Inc. Address: 7464 French Road

Form of Business: Corporation Sacramento, CA 95828  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (916) 681-3000

Authorized person to sign contracts: Kevin Kirk Director  
Name Title

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

Supply 172 tire kits for Siemens U2/SD100 light rail vehicles (LRVs) and 56 tire kits for Siemens S-70 LRVs in accordance with Request for Proposals (RFP) specifications dated February 13, 2006, cost proposal unit prices, Standard Conditions Procurement, and federal requirements.

The total cost for this procurement, including California sales tax and freight, shall not exceed \$348,469.00.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$348,469</u>	<u>LRV Tires/11167-0200</u>	<u>2006</u>

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

( \_\_\_\_\_ total pages, each bearing contract number)

MAR23-06.13.AttA.LRVTIREKITSAGREEMT.RDESAI




# COST PROPOSAL

## LRV TIRES PROCUREMENT PROJECT CONTRACT

<u>Item</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Quantity</u>	<u>Total Price</u>
1. LRV Tire Kits for Siemens U2 vehicle.	Tire Kit as defined in Section 3, Part III of the Technical Specifications.	\$ <u>1,243.00</u>	<u>204*</u>	\$ <u>253,572.00</u>
2. LRV Tire Kits for Siemens S-70 vehicle.	Tire Kit as defined in Section 3, Part III of the Technical Specifications.	\$ <u>1,717.00</u>	<u>76*</u>	\$ <u>130,492.00</u>
3. Freight FOB San Diego Trolley				\$ <u>17,250.00</u>
<b>Total Bid</b>				\$ <u>401,314.00</u>

\*Depending on bid prices and available funding, the final quantity may vary  $\pm$  20%.

  
 \_\_\_\_\_  
 Authorized Officer's Signature

March 3, 2006  
 \_\_\_\_\_  
 Date

Kevin Kirk, Director  
 \_\_\_\_\_  
 Authorized Officer's Name and Title

Siemens Transportation Systems, Inc. 7464 French Road, Sacramento, CA 95828  
 \_\_\_\_\_  
 Company Name and Address

916-681-3000  
 \_\_\_\_\_  
 Company Telephone Number

BID SUMMARY

LRV TIRE KITS PROCUREMENT

Bids due to SDTI: March 6, 2006 @ 2:00 p.m.

	<u>Company Name</u>	<u>Total</u>
1.	Penn Machine Company 210 Pine Street Carnegie, PA 15106	\$310,288
2.	Siemens Transportation Systems, Inc. 7464 French Road Sacramento, CA 95828	* \$309,948
3.	Hi-Tec Enterprises 3514 State Street, Unit C Santa Barbara, CA 93105	No Bid
4.	Hall Industries, Inc. 514 Mecklem Lane Ellwood City, PA 16117	No Bid

\*Responsive low bid

---

Russ Desai  
Project Engineer

MAR23-06.13.AttB.LRV TIRE KITS AGREEMENT.RDESAI



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

## Agenda

Item No. 14

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

LEG 491 (PC 50633)

March 23, 2006

### Subject:

MTS: CONTRACT AMENDMENT TO EXTEND AND INCREASE AUTHORIZATION OF  
LIABILITY CLAIMS MANAGEMENT SERVICES

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into a contract amendment with McDowell Adjusting Company (MTS Doc. No. G0848.2-03, Attachment A) to provide liability claims administration services, supervision, and support of the self-insurance program. The total contract cost would not exceed \$402,000. The term of the contract extension would be for a period of one year with one additional option.

#### Budget Impact

The total costs would be charged against each of the three agencies involved according to services provided. Funds have been identified and allocated within each agency. The estimated annual breakdown between agencies is noted within the table below. An annual Consumer Price Index and claims activity rate adjustment was factored into the contract cost.

ESTIMATED ANNUAL BUDGET IMPACT				
AGENCY	MTS	SDTC	SDTI	TOTAL
YEAR 4	\$ 11,000	\$ 214,000	\$ 177,000	\$ 402,000
	3%	53%	44%	100%



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DISCUSSION:

At the direction of the Board, staff released a Request for Proposals (RFP) in December 2002. From that RFP, McDowell Adjusting Company was identified as the top contender and was contracted for a three-year period to provide the services requested. This amendment would exercise an additional contract year of claims adjustment services.



---

Paul C. Jablonski  
Chief Executive Officer

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

MAR23-06.14.LIABILITYCLAIMS.JDOW

Attachment: A. Proposed MTS Doc. No. G0848.2-03



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

Att. A, AI 14, 3/23/06, LEG 491

**DRAFT**

March 23, 2006

MTS Doc. No. G0848.2-03  
LEG 491 (PC 50633)

Mr. Tom McDowell  
McDowell Adjusting Company  
Post Office Box 87484  
San Diego, CA 92138-7484

Dear Mr. McDowell:

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G0848.0-03: LIABILITY CLAIMS  
ADMINISTRATION

This letter will serve as Amendment No. 2 to MTS Doc. No. G0848.0-03.

#### SCOPE OF WORK

Continue to provide liability claims administration services for MTS, San Diego Transit Corporation, and San Diego Trolley, Inc.

#### SCHEDULE

This amendment extends the contract terms to cover the period through March 31, 2007, with one additional option year exercisable at the sole discretion of MTS.

#### PAYMENT

This contract amendment authorizes additional costs not to exceed \$402,000 for professional services. The total value of this contract, including this amendment, is \$1,925,500.

All terms, requirements, and provisions as indicated in the Standard Conditions Services contract remain in effect. Additional authorization is contingent upon MTS approval. If you agree with the above, please sign below and return the document marked "original" to Traci Bergthold, Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Tom McDowell  
McDowell Adjusting Company

MAR23-06.14.AttA.LIABILITY  
CLAIMSG0848.2-03.JDOW

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



Metropolitan Transit System

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

## Agenda

Item No. 15

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

LEG 491 (PC 50633)

March 23, 2006

### Subject:

MTS: CONTRACT AMENDMENT TO EXTEND AND INCREASE AUTHORIZATION OF  
WORKERS' COMPENSATION CLAIMS MANAGEMENT SERVICES

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into a contract amendment with Hazelrigg Risk Management Services, Inc. (MTS Doc. No. G0843.1-03, Attachment A) to provide workers' compensation claims administration services, supervision, and support of the self-insurance program. The total contract cost would not exceed \$372,600. The term of the contract extension would be for one year with one remaining option.

#### Budget Impact

The total costs would be charged against each of the three agencies involved according to services provided. Funds have been identified and allocated within each agency. The estimated annual breakdown between agencies is noted within the table below. An annual Consumer Price Index and claims activity rate adjustment was factored into the contract cost.

ESTIMATED ANNUAL BUDGET IMPACT				
AGENCY	MTS	SDTC	SDTI	TOTAL
YEAR 4	\$ 1,000	\$ 307,300	\$ 64,300	\$ 372,600
	1%	82%	17%	100%



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

DISCUSSION:

At the direction of the Board, staff released a Request for Proposals (RFP) in December 2002. From that RFP, Hazelrigg Risk Management Services, Inc. was identified as the top contender and was contracted for a three-year period to provide the services requested. Staff is recommending approving this amendment to exercise an additional contract year of claims adjustment services.



Paul C. Jablonski  
Chief Executive Officer

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

MAR23-06.15.WORKERSCOMPSVCS.JDOW

Attachment: A. Proposed MTS Doc. No. G0843.1-03



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

Att. A, AI 15, 3/23/06, LEG 491

**DRAFT**

March 23, 2006

MTS Doc. No. G0843.1-03  
LEG 491 (PC 50633)

Ms. Arlene Hazelrigg  
Hazelrigg Risk Management Services, Inc.  
14275 Pipeline Avenue  
Chino, CA 91710-5639

Dear Ms. Hazelrigg:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G0843.0-03: WORKERS' COMPENSATION  
CLAIMS ADMINISTRATION

This letter will serve as Amendment No. 1 to MTS Doc. No. G0843.0-03.

#### SCOPE OF WORK

Continue to provide workers' compensation claims adjustment services for MTS, San Diego Transit Corporation, and San Diego Trolley, Inc.

#### SCHEDULE

This amendment extends the contract term to cover the period through March 31, 2007.

#### PAYMENT

Payment shall be based on actual costs not to exceed \$372,600 for professional services. The total value of this contract including this amendment is \$1,828,800.

All terms, requirements, and provisions as indicated in the Standard Conditions Services contract remain in effect. Additional authorization is contingent upon MTS approval. If you agree with the above, please sign below, and return the document marked "original" to Traci Bergthold, Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

Arlene Hazelrigg  
Hazelrigg Risk Management Services, Inc.

MAR23-06.15.WORKERSCOMP.AttA.JDOW

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



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

## Agenda

Item No. 16

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

LEG 491 (PC 50633)

March 23, 2006

### Subject:

MTS: CONTRACT AMENDMENT TO EXTEND AND INCREASE AUTHORIZATION OF  
INSURANCE CONSULTANT/BROKER SERVICES

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into a contract amendment with John Burnham Insurance Services (MTS Doc. No. G0603.4-01, Attachment A) to provide insurance consultant and broker services. The total contract cost is not to exceed \$47,950. The term of the contract extension would be to June 30, 2006. The contract amendment would continue to include a cancellation clause by MTS upon a written 60-day notice.

### Budget Impact

The total costs would be charged against each of the agencies involved according to services provided. Funds have been identified and allocated within each agency. The estimated annual breakdown between the agencies is noted within the table below. An annual Consumer Price Index and claims activity rate adjustment was factored into the contract cost.

ESTIMATED BUDGET IMPACT						
AGENCY	MTS	SDTC	SDTI	SD&AE	CVT	TOTAL
AMOUNT	\$32,000	\$7,600	\$7,150	\$ 700	\$ 500	\$47,950
PERCENT	67%	16%	15%	1%	1%	



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:

Due to an oversight by the Project Manager in the contract expiration date of General Services Contract (Doc. No. G0603.3-01), the service date lapsed prior to a new formal competitive Request for Proposals (RFP) process being developed and executed. This RFP process is in development and is expected to be in process within the next 90 days.

The Insurance Consultant/Broker Services contract is very important and should not lapse prior to the RFP process being completed. In accordance with Policy No. 13 (Procurement of Services) General Conditions 13.7.1, concurrence from the Board is sought to authorize the extension of the current contract and allow a period for the RFP to be concluded. The contract amendment will continue to include a cancellation clause by MTS upon a written 60-day notice.



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Paul C. Jablonski  
Chief Executive Officer

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

MAR23-06.16.INSURANCESVCS.JDOW

Attachment: A. Proposed MTS Doc. No. G0603.4-01

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

Att. A, AI 16, 3/23/06, LEG 491

**DRAFT**

March 23, 2006

MTS Doc. No. G0603.4-01  
LEG 491 (PC 50633)

Mr. John Starich  
John Burnham Insurance Services  
750 B Street, Suite 2400  
San Diego, CA 92101-2476

Dear Mr. Starich:

Subject: AMENDMENT NO. 4 TO MTS DOC. NO. G0603.0-01 - INSURANCE CONSULTANT/  
BROKER SERVICES

This letter will serve as Amendment No. 4 to MTS Doc. No. G0603.0-01.

#### SCOPE OF SERVICES

Continue to provide insurance consultant broker services on a month-to-month basis.

#### SCHEDULE

This amendment extends the contract term to cover the period through June 30, 2006, on a month-to-month basis.

#### PAYMENT

This contract amendment authorizes additional costs not to exceed \$47,950 for professional services. The total value of this contract, including this amendment, is \$518,100.

All terms, requirements, and provisions as indicated in the Standard Conditions Services contract remain in effect. Additional authorization is contingent upon MTS approval. This contract amendment will continue to include a cancellation clause by MTS upon a written 60-day notice. If you agree with the above, please sign below and return the document marked "original" to Traci Bergthold, Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
John Starich  
John Burnham Insurance Services

MAR23-06.16.INSURANCESVCS.Atta.JDOW

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





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

## Agenda

Item No. 17

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

LEG 491 (PC 50633)

March 23, 2006

Subject:

MTS: PROPERTY INSURANCE RENEWAL

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties (CSAC) Property Insurance Program, effective March 31, 2006, through March 31, 2007, with a basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels.

### Budget Impact

The renewal premium is \$945,367, which is about 19% higher than last year's premium of \$796,511. This increase is attributed to the full policy year added-coverage value of the Mission Valley East Light Rail Transit Project and especially the unprecedented catastrophic hurricane losses of last year. The premium is anticipated to be charged against the budgets of MTS (\$3,732), SDTC (\$142,492), and SDTI (\$799,143). No budget adjustment is proposed at this time. Fiscal year 2007 budgets are being developed, and funds will be designated and included within them.

PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT			
Policy Period: 03/31/06 - 03/31/07			
Agency	FY 06	FY 07	Total Premium
MTS	\$933	\$2,799	\$3,732
SDTC	\$35,623	\$106,869	\$142,492
SDTI	\$199,786	\$599,357	\$799,143
TOTAL	\$236,342	\$709,025	\$945,367



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's property insurance policy expires on March 31, 2006, and covers the real and personal property of MTS, SDTC, and SDTI. The policy is obtained through CSAC, a joint purchase group of all but a handful of California counties created for the purpose of obtaining insurance at a reduced cost. SDTC has been insured through this group since 1993. Effective November 1, 1997, all MTS entities became insured with CSAC.

The CSAC Property Program is a complex layering of multiple insurance carriers, including both domestic and European insurers. Most of the CSAC members, including both the City and County of San Diego, purchase earthquake insurance. MTS and its entities have elected not to purchase this optional coverage.

The entire CSAC Program consists of 53 of the 58 California counties, which gives them tremendous purchasing power with premiums. At inception of the three-year purchasing endorsement, CSAC listed premiums to be over \$48 million. This allows MTS to take advantage of significant leverage in the marketplace.

Coverage provided is on an "all-risk" basis, which means for a loss to be excluded from coverage, a loss must arise from a peril specifically excluded in the policy. Some excluded perils excluded in our policy are earthquake, wear and tear, pollution, war risk, fraud (by an employee), nuclear radiation, and loss to trees, money, or watercraft. These exclusions do not include all of the perils or properties specifically excluded, but gives an idea of the kind of losses that would not be covered. As a legal contract, an insurance policy may require extensive effort to determine if disputed coverage exists.

Our current policy carries a blanket limit of \$600 million, which applies to perils for any one occurrence (some sublimits are applicable to specific types of losses). We have a \$25,000 self-insured retention per occurrence, \$100,000 for collision on buses and light rail vehicles, \$250,000 for comprehensive coverage on buses, and \$1,500,000 on roads, bridges, and tunnels. In general, loss valuation is on a replacement-cost basis.

The premium is increasing 19% over the previous year. The policy includes terrorism coverage for all CSAC members. In general, the premium rate charged per unit value remains very competitive within the insurance marketplace.



Paul G. Jablonski  
Chief Executive Officer

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

MAR23-06.17.PROPERTYINSRENEWAL.JDOW



Metropolitan Transit System

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

## Agenda

Item No. 18

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

FIN 320 (PC 50601)

March 23, 2006

Subject:

MTS: PROCUREMENT FOR FY 04 AND FY 05 AUDIT SERVICES

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into a contract amendment (MTS. Doc. No. L0750.1-06, Attachment A), with Caporicci & Larson, CPAs, for FY 04 and FY 05 audit services. The amendment would be \$275,000, and the total contract amount would not exceed \$603,500.

#### Budget Impact

A potential FY 06 budget impact of \$148,000. Staff will be examining areas within MTS administrative costs, and we feel confident that we can offset this cost with savings in those areas.

### DISCUSSION:

#### Background

The request for a contract increase consists of two parts. The first part would hire Caporicci & Larson, CPAs to conduct the FY 04 audit, and the second part would include a change to the estimate for the FY 05 audit.

FY 04 Audit. MTS currently has a contract with KPMG to perform the FY 04 audit. Over the last 20 months, staff has attempted to work with KPMG to complete the audit. The fieldwork has been done sporadically and at KPMG's convenience. Work was not performed between November 2004 and May 2005. The fieldwork was not completed



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until September 2005, and almost no work of any consequence has been done since then.

After this prolonged period of being so seemingly close to completion yet not being able to get KPMG to complete the audit, the best alternative is have the work completed by our FY 05 auditors, Caporicci & Larson, CPAs. Caporicci & Larson, CPAs have given us a fixed-fee estimate of \$135,000 (1,000 hours at \$130 per hour plus \$5,000 in out-of-pocket costs). This price is based upon Caporicci & Larson, CPAs' current rate from its existing contract. An analysis of other auditing firm rates shows this to be a very competitive rate. Since the passage of the Sarbanes-Oxley Act, many firms' rates are in the \$200 per-hour range.

FY 05 Audit. The time required to complete the FY 05 audit and the related costs are greater than originally estimated in the contract. The additional amount is estimated at \$140,000 for several reasons. One reason relates to not having the FY 04 audit completed—this adds some duplication of work, delay, and complexity. Another reason was that this was the first year for the new auditors, and a lot of initial setup work has to be completed (which was much greater than anticipated, particularly given the lack of cooperation from KPMG). In addition, staffing issues caused some delays in the earlier part of the audit.

Plan for Completion. Pending Board approval of the contract change, the schedule would be as follows:

- April 1, 2006 – May 31, 2006: Fieldwork on FY 04 audit.
- June 1, 2006 – June 15, 2006: Partner reviews of FY 04 financial statements.
- June 1, 2006 – June 15, 2006: Any remaining field issues regarding FY 05 audit.
- June 16, 2006 – June 30, 2006: Reviews of FY 05 financial statements.
- June 30, 2006: Issuance of both FY 04 and FY 05 financial statements.



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Paul C. Jablonski  
Chief Executive Officer

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

MAR23-06.18.FY0405AUDITSVCS.TLYNCH

Attachment: A. Proposed MTS Doc. No. L0750.1-06



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

Att. A, AI 18, 3/23/06, FIN 320

**DRAFT**

March 23, 2006

MTS Document No. L0750.1-06  
FIN 320 (PC 50601)

Mr. Gary Caporicci  
Caporicci & Larson, CPAs  
4858 Mercury Street, Suite 106  
San Diego, CA 92111

Dear Mr. Caporicci:

Subject: AMENDMENT NO. 1 TO MTS DOCUMENT NO. L0750.0-06: FINANCIAL AUDIT  
SERVICES

This shall serve as our agreement for professional services, as further described below.

#### SCOPE OF SERVICES

Provide continued accounting services in completing the FY 2005 audits for all MTS agencies as outlined in the original Scope of Services. In addition, provide services to complete the FY 2004 audits for all MTS agencies.

#### SCHEDULE

All work shall be completed by June 30, 2006.

#### PAYMENT

Payment for this amendment shall be based on actual costs not to exceed \$275,000. Total expenditures made under this contract shall not exceed the sum of \$603,500 without prior written approval from MTS.

All previous conditions remain in effect. If you agree with the above, please sign and return the copy marked "original" to Traci Bergthold, Contracts Specialist at MTS. The remaining copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Gary Caporicci  
Caporicci & Larson, CPAs

MAR23-06.18.FY0405AUDITSVCS.AttA.TLYNCH

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

**A-1**



Metropolitan Transit System

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

## Agenda

Item No. 19

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

CIP 10426.7

March 23, 2006

### Subject:

MTS: CONTRACT AMENDMENT FOR LEGAL SERVICES FOR MISSION VALLEY  
EAST

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 (MTS Doc. No. L0647.3-03) with Hecht, Solberg, Robinson, Goldberg, and Bagley, LLP (HSR), in substantially the same form as shown in Attachment A, not to exceed \$745,000, for legal services exclusively for the Mission Valley East (MVE) Light Rail (LRT) Project through December 31, 2006. The Board previously authorized \$560,000 of this amendment in closed session.

#### Budget Impact

A total of \$745,000 for Amendment No. 3 with HSR would be encumbered from available funds in the MVE LRT Professional Services line item WBS #10426-0800, leaving a balance of \$5,000 unencumbered in the WBS #10426-0800 line item budget.

### DISCUSSION:

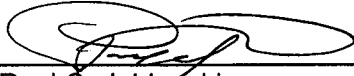
MTS has been utilizing the professional legal services of attorney James G. Ehlers of HSR for several years through various contracts. The MTS Board approved a contract for \$100,000 with HSR on February 27, 2003, to provide legal services on an as-needed, on-call basis to supplement MTS in-house staff specifically for MVE LRT. The contract has been amended twice since its inception to provide additional hours for Mr. Ehlers' legal services on various MVE issues, and the total approved amount is currently \$290,000. At this time, the hours invoiced by HSR are approaching the monetary limit,



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and staff anticipates requiring more of Mr. Ehlers' time on the MVE Project between now and December 31, 2006.

Therefore, staff is requesting Board approval to authorize the CEO to execute Amendment No. 3 for an additional \$745,000 to retain Mr. Ehlers on the MVE LRT Project until December 31, 2006. Amendment No. 3 would bring the total contract amount to \$1,035,000.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Dennis L. Wahl, 619.235.2635, [dwa@sandag.org](mailto:dwa@sandag.org)

MAR23-06.19.MVELEGALSERVCES.DWAHL

Attachment: A. Proposed MTS Doc. No. L0647.3-03



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

Att. A, AI 19, 3/23/06, CIP 426.7

March 23, 2006

MTS Doc. No. L0647.3-03  
CIP 10426

Mr. James Ehlers  
Hecht, Solberg, Robinson, Goldberg, & Bagley, LLP  
600 West Broadway, 8th Floor  
San Diego, CA 92101-3542

Dear Mr. Ehlers:

Subject: AMENDMENT NO. 3 TO MTS DOCUMENT NO. L0647.0-03; LEGAL SERVICES FOR THE  
MISSION VALLEY EAST LRT PROJECT

This letter will serve as Amendment No. 3 to MTS Document No. L0647.0-03 for professional services  
as further described below.

#### SCOPE OF SERVICES

Continue to provide legal services for the Mission Valley East Light Rail Transit Project.

#### SCHEDULE

The services outlined in the original contract and amendments, including this amendment, shall be  
completed by December 31, 2006.

#### PAYMENT

The approved contract amount is hereby increased by \$745,000 for all expenditures outlined in the  
original contract, not to exceed \$1,035,000 and in accordance with the original contract provisions.  
There shall be no change in the basic hourly billing rate or contract amount up to and including this  
Amendment No. 3, other than those allowed in the original contract and amendments.

Additional authorization is contingent upon written approval of MTS. The total value of MTS Document  
No. L0647.0-03, including this amendment is \$1,035,000. All other conditions of the original contract  
shall remain the same. If you agree with the above, please sign in the space provided below and return  
the document marked "original" to Traci Berghold, Contracts Specialist at MTS. The other copy is for  
your records.

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

James Ehlers  
Hecht, Solberg, Robinson, Goldberg, & Bagley, LLP

MAR23-06.19.L0647.3-03.MVELEGALSVC.S.DWAHL

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

cc: Tiffany Lorenzen - MTS  
Jim Linthicum, Bill Prey, Dennis Wahl – SANDAG

A-1





San Diego, CA 92101-7490  
619.231.1466, FAX: 619.234.3407

## Agenda

Item No. 20

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

OPS 960.6

March 23, 2006

**Subject:**

**SDTC: RATIFICATION OF LIABILITY SETTLEMENT**

**RECOMMENDATION:**

That the Board of Directors ratify the settlement of \$50,000 in the matter of Gadson v. San Diego Transit (Case No. GIC 843654).

Budget Impact

No budget adjustment proposed at this time.

**DISCUSSION:**

On March 1, 2004, a Route 13 bus passenger was apparently injured in the leg when a Plexiglas divider fell out of place. This injury ultimately resulted in the claimant receiving surgery. Litigation was initiated and received by SDTC on April 20, 2005. A voluntary court supervised settlement conference was conducted by Judge Bollman on December 19, 2005, and an agreement was not reached. A second settlement conference was held on January 5, 2006, where a settlement was reached.

Due to disconnect between prior SDTC policy and existing MTS Board Policy No. 51, settlement authority was provided during that conference without Board approval. Clarifications regarding settlement authority have since been made. Staff is asking the Board to ratify the settlement agreement.

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Carmen Naranjo, 619.238.0100 Ext. 6481, [carmen.narajo@sdtms.com](mailto:carmen.narajo@sdtms.com)

MAR23-06.20.SDTCIABILITYSETTLEMT.CNARANJO

Attachment: A. (Board Only)





Metropolitan Transit System

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

## Agenda

Item No. 25

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

SRTP 805.2 (PC 20484)

March 23, 2006

### Subject:

MTS: PUBLIC HEARING – COMPREHENSIVE OPERATIONAL ANALYSIS - SERVICE  
DEVELOPMENT PLAN

### RECOMMENDATION:

That the Board of Directors: (1) conduct a public hearing on the Service Development Plan; and (2) approve the Service Development Plan for implementation beginning in June 2006.

#### Budget Impact

If approved, implementation of the Service Development Plan is expected to result in an annual operating subsidy savings of \$5 million.

### DISCUSSION:

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

At its February 9, 2006, meeting, the MTS Board of Directors approved the Service Development Plan for public hearing. The plan represents a completely redeveloped system of MTS services based on technical analysis and fieldwork, as well as input from operators, passengers, and the public received through outreach efforts, Stakeholder Planning Sessions with project committee members and other interested stakeholders, and other public comments received via phone, fax, e-mail, and mail. The plan is based



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on the Board-adopted Regional Service Concept, which includes the following three tiers of service:

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

#### Service Development Plan

The Service Development Plan has been refined over the past five months based on feedback from individuals, communities, local jurisdictions, social services, academic institutions, industry leaders, and other stakeholders.

The following attachments provide additional details on the proposed Service Development Plan:

- Attachment A – Subregional maps of the proposed transit network
- Attachment B – Coverage maps showing segments deleted from the regional transit network as well as stop activity along those segments
- Attachment C – Productivity and cost-efficiency analysis of deleted segments

Additional detailed information on existing and proposed routes will be provided to Board members at each public hearing.

#### Ridership and Budget Impact

The proposed budget target for Phase II of the COA is an annual operating subsidy savings of \$5 million. This target is expected to be realized through a projected net increase in ridership and operational efficiencies, as summarized below.

##### PROJECTED BUDGET IMPACT OF COA

Revenue Increase	\$2 million
Operational Efficiencies	\$3 million
Total Annual Savings	\$5 million

Ridership – As a result of eliminating service on unproductive street segments within the existing network, we would expect to see a decrease in our existing ridership base of 1,800 trips per day.

One of the primary service objectives of the COA is to establish a frequent network of services within the urban areas. Industry research indicates that improving frequency has a positive impact on ridership. Doubling frequencies on a route could be expected to yield ridership increases of 38 to 54 percent. More importantly, this service level allows MTS to begin capturing the large market of discretionary riders that we are not successful in attracting today. Given the frequency improvements within the urban area, we expect to attract 16,000 new trips on the system per day.

Accounting for the ridership loss on deleted segments, we estimate that the Service Development Plan would yield a net increase in daily passengers of 14,200, which translates into a projected net increase in annual revenues of \$2 million.

Operational Efficiencies – Another objective of the COA is to develop more efficient routes, schedules, and route assignments. Through the planning process, routes have been optimized to ensure that buses deployed are in revenue service to the maximum extent. In addition, opportunities exist to reassign routes between contracts and possibly operators. Overall, we expect to yield an annual subsidy savings of \$3 million through operational efficiencies.

#### Public Hearing

Three public hearings were conducted for the Service Development Plan. Two of these meetings were scheduled to start at 6:00 p.m. to allow interested parties to attend after traditional work schedules. In addition, one of the public hearings was in El Cajon to provide diversity in location. Specifically, the public hearings were scheduled for the following dates, times, and venues:

#### COA PUBLIC HEARINGS

##### COA Nighttime Public Hearing

Thursday, March 2, 2006, 6:00 p.m.  
Golden Hall/Plaza Hall - San Diego Concourse, 1st Floor  
202 C Street  
San Diego, CA 92101

##### COA Nighttime Public Hearing

Wednesday, March 8, 2006, 6:00 p.m.  
German-American Societies  
1017 South Mollison Avenue  
El Cajon, CA 92020

*Accessible via Route 874 and special shuttle from Santee and El Cajon Transit Centers*

##### COA Daytime Public Hearing

Thursday, March 9, 2006, 9:00 a.m.  
Golden Hall/Plaza Hall - San Diego Concourse, 1st Floor  
202 C Street  
San Diego, CA 92101

*Shuttle provided to and from the Center for the Blind*

If approved, implementation of the service changes is scheduled to begin in June 2006.



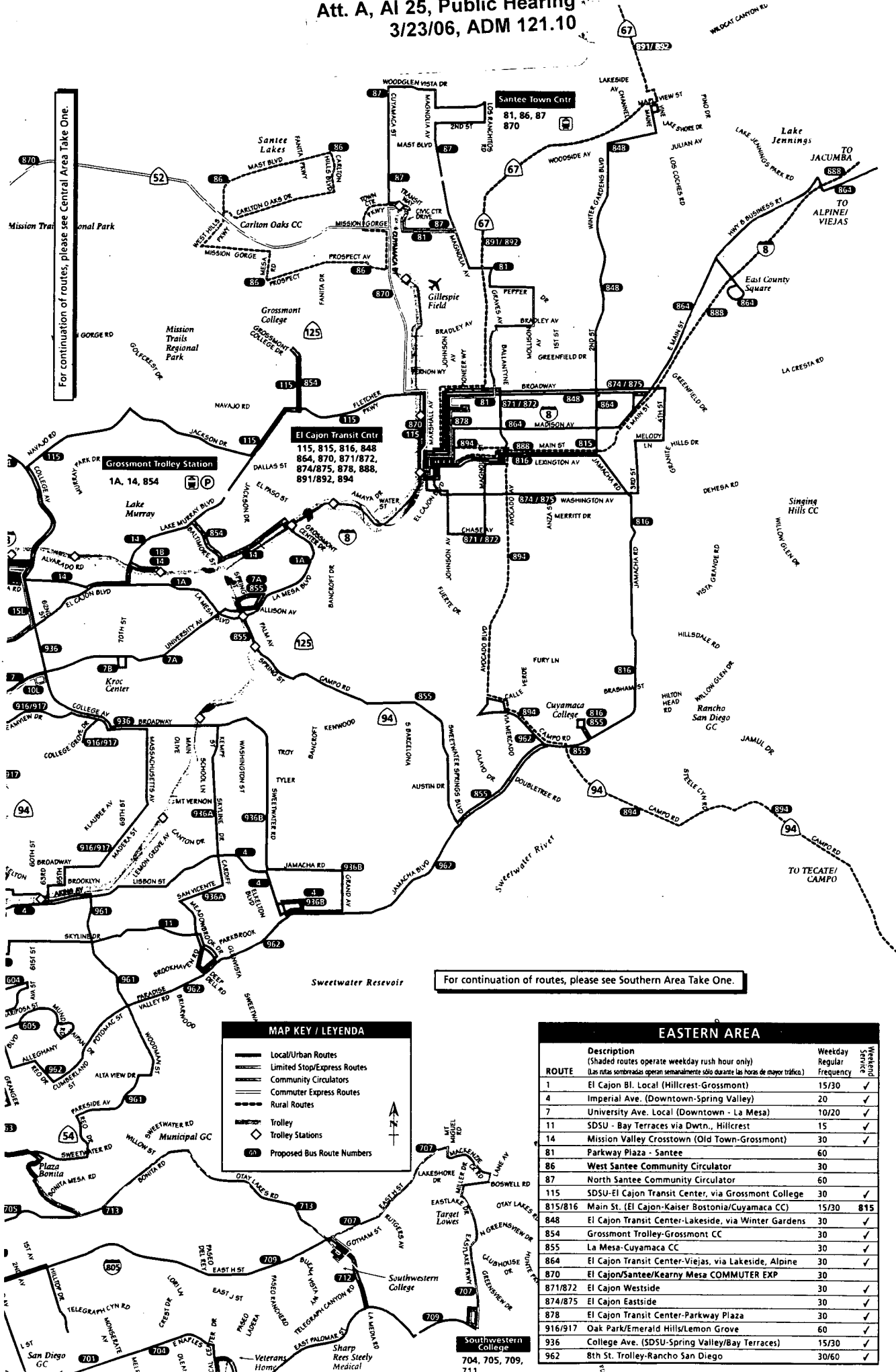
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Paul C. Jablonski  
Chief Executive Officer

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

MAR23-06.25.COA.CCHEUNG

Attachments: A. Subregional maps of the proposed transit network  
B. Maps showing deleted segments and stop activity along those segments  
C. Productivity and cost-efficiency analysis of deleted segments

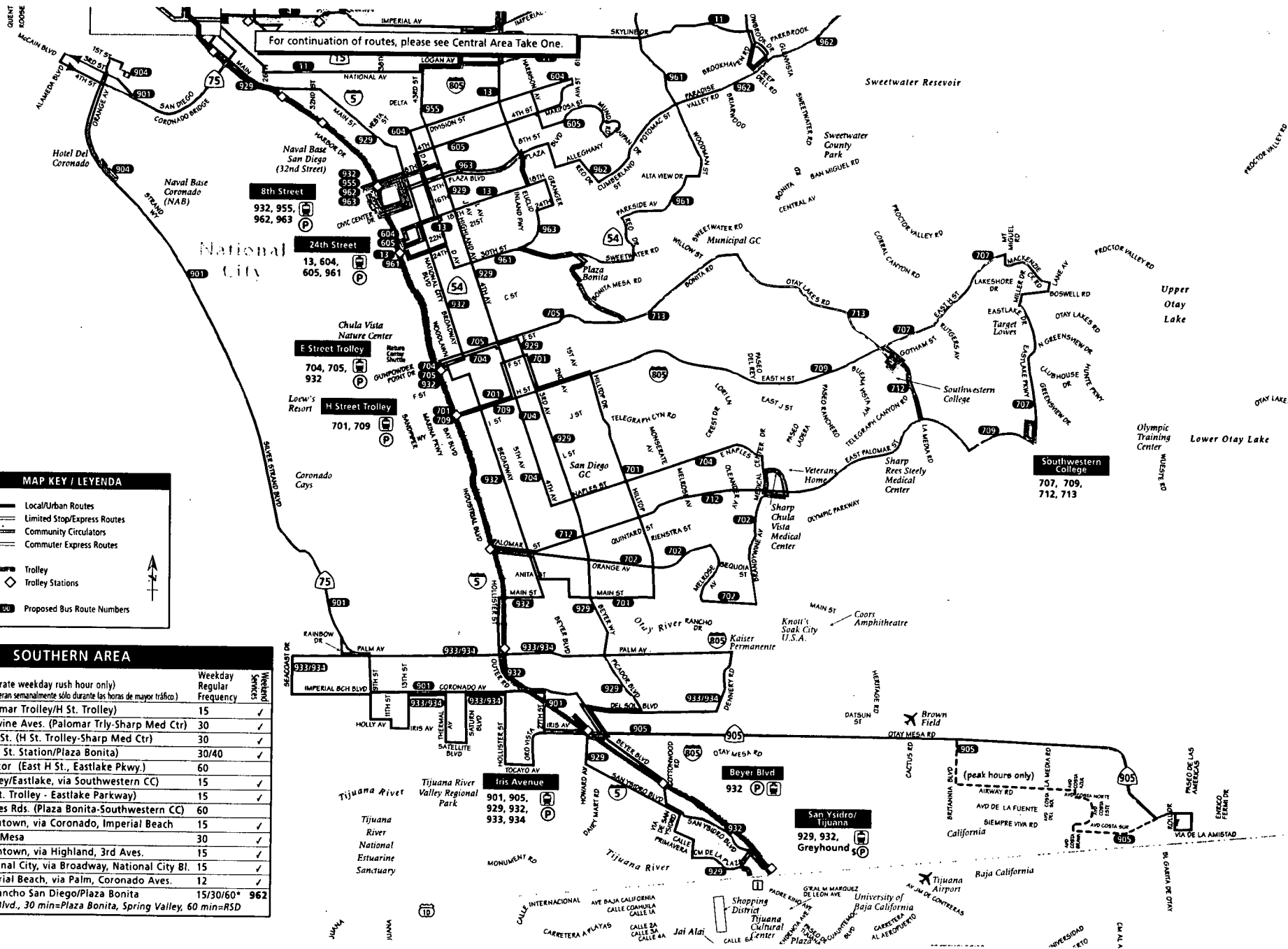


### EASTERN AREA

ROUTE	Description (Shaded routes operate weekday rush hour only) (Las rutas sombreadas operan semanalmente sólo durante las horas de mayor tráfico.)	Weekday Regular Frequency	Weekend Service
1	El Cajon Bl. Local (Hillcrest-Grossmont)	15/30	✓
4	Imperial Ave. (Downtown-Spring Valley)	20	✓
7	University Ave. Local (Downtown - La Mesa)	10/20	✓
11	SDSU - Bay Terraces via Dwrtn., Hillcrest	15	✓
14	Mission Valley Crosstown (Old Town-Grossmont)	30	✓
81	Parkway Plaza - Santee	60	✓
86	West Santee Community Circulator	30	✓
87	North Santee Community Circulator	60	✓
115	SDSU-El Cajon Transit Center, via Grossmont College	30	✓
815/816	Main St. (El Cajon-Kaiser Bostonia/Cuyamaca CC)	15/30	815
848	El Cajon Transit Center-Lakeside, via Winter Gardens	30	✓
854	Grossmont Trolley-Grossmont CC	30	✓
855	La Mesa-Cuyamaca CC	30	✓
864	El Cajon Transit Center-Viejas, via Lakeside, Alpine	30	✓
870	El Cajon/Santee/Kearny Mesa COMMUTER EXP	30	✓
871/872	El Cajon Westside	30	✓
874/875	El Cajon Eastside	30	✓
878	El Cajon Transit Center-Parkway Plaza	30	✓
916/917	Oak Park/Emerald Hill/Lemon Grove	60	✓
936	College Ave. (SDSU-Spring Valley/Bay Terraces)	15/30	✓
962	8th St. Trolley-Rancho San Diego	30/60	✓



Naval Base Coronado (NASNI)



**MAP KEY / LEGENDA**

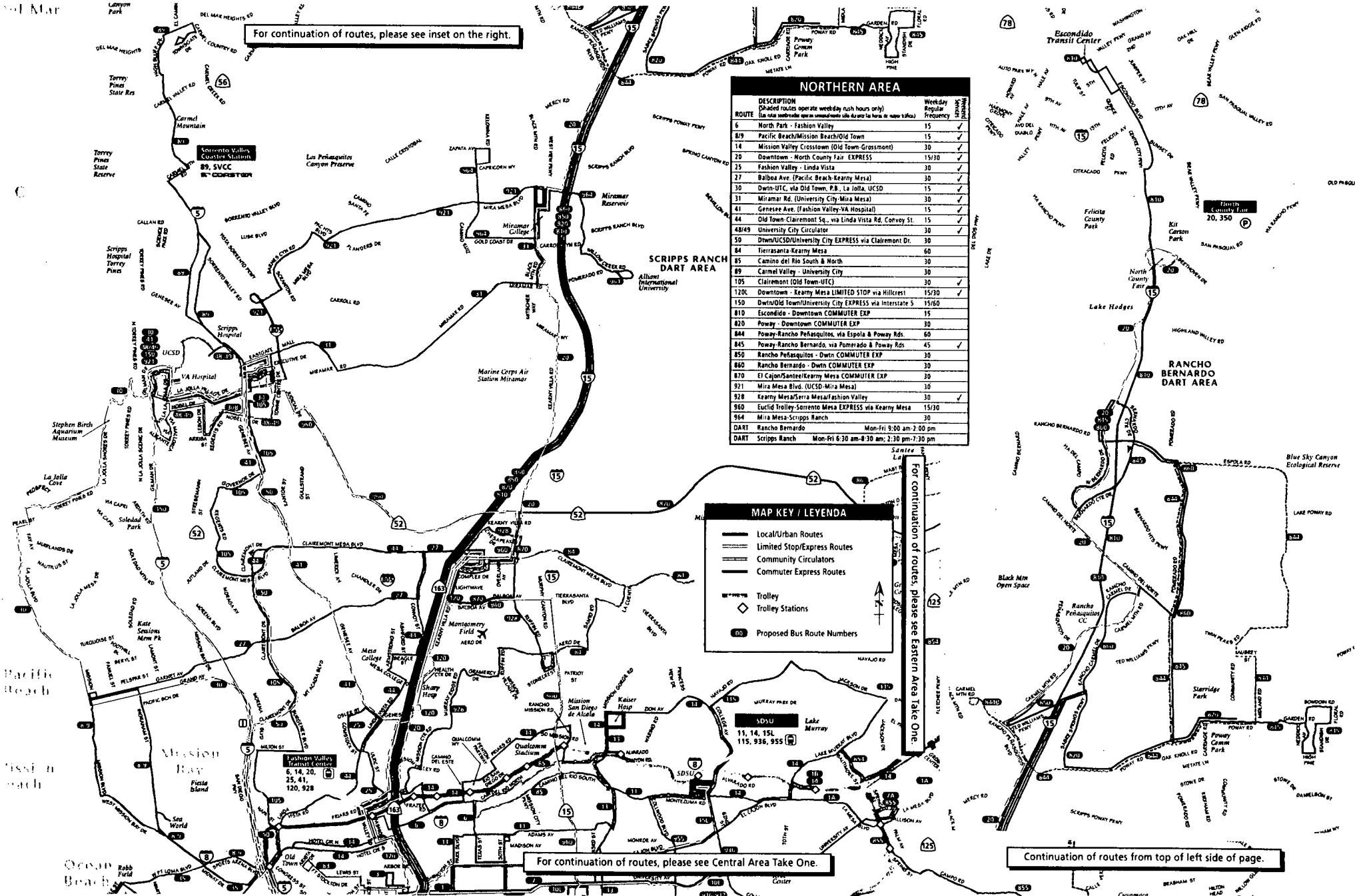
- Local/Urban Routes
- Limited Stop/Express Routes
- Community Circulators
- Commuter Express Routes
- Trolley
- Trolley Stations
- Proposed Bus Route Numbers

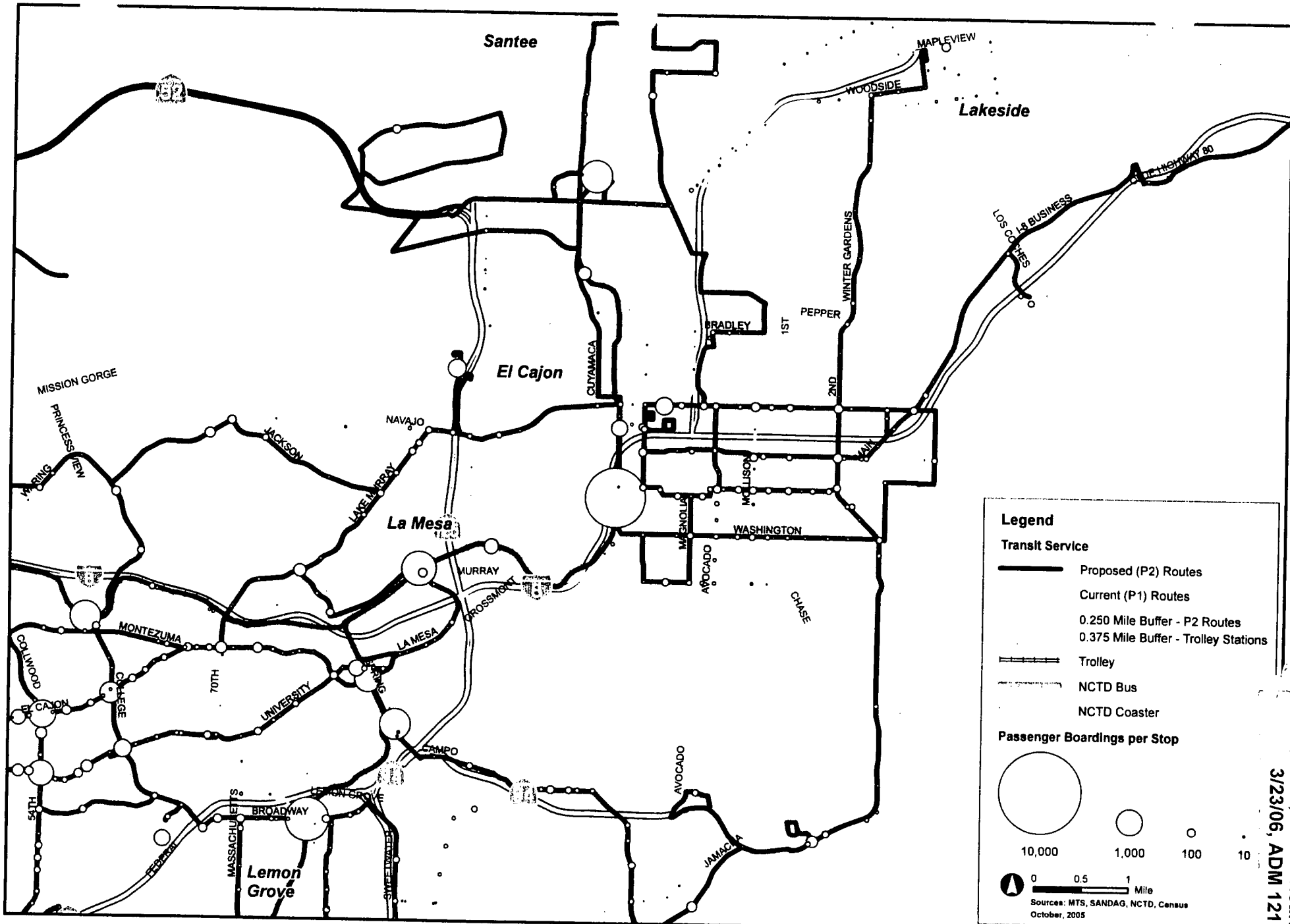
**SOUTHERN AREA**

ROUTE	Description (Shaded routes operate weekday rush hour only) (Las rutas sombreadas operan semanalmente sólo durante las horas de mayor tráfico.)	Weekday Regular Frequency	Weekend Service
701	Hilltop Dr. (Palomar Trolley/H St. Trolley)	15	✓
702	Orange/Brandywine Aves. (Palomar Trly-Sharp Med Ctr)	30	✓
704	4th Ave./Naples St. (H St. Trolley-Sharp Med Ctr)	30	✓
705	E St. (Bayfront/E St. Station/Plaza Bonita)	30/40	✓
707	Eastlake Circulator (East H St., Eastlake Pkwy.)	60	✓
709	H St. (H St. Trolley/Eastlake, via Southwestern CC)	15	✓
712	Palomar St. (H St. Trolley - Eastlake Parkway)	15	✓
713	Bonita/Otay Lakes Rds. (Plaza Bonita-Southwestern CC)	60	✓
901	Iris Trolley-Downtown, via Coronado, Imperial Beach	15	✓
905	Iris Trolley-Otay Mesa	30	✓
929	San Ysidro-Downtown, via Highland, 3rd Aves.	15	✓
932	San Ysidro-National City, via Broadway, National City Bl.	15	✓
933/934	Otay Mesa-Imperial Beach, via Palm, Coronado Aves.	12	✓
962/963	8th St. Trolley-Rancho San Diego/Plaza Bonita	15/30/60*	962

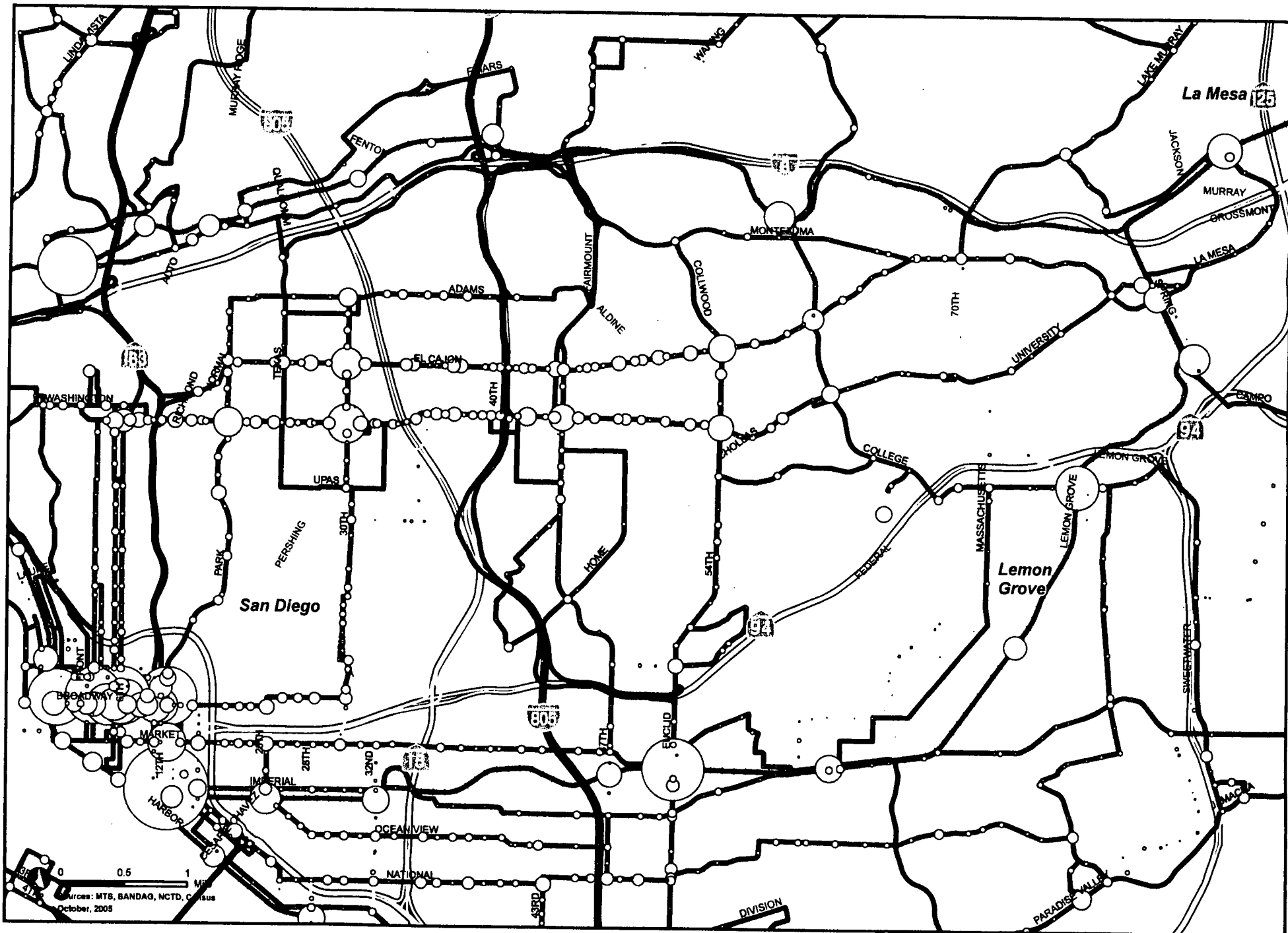
\*15 min=Plaza Blvd., 30 min=Plaza Bonita, Spring Valley, 60 min=RSD



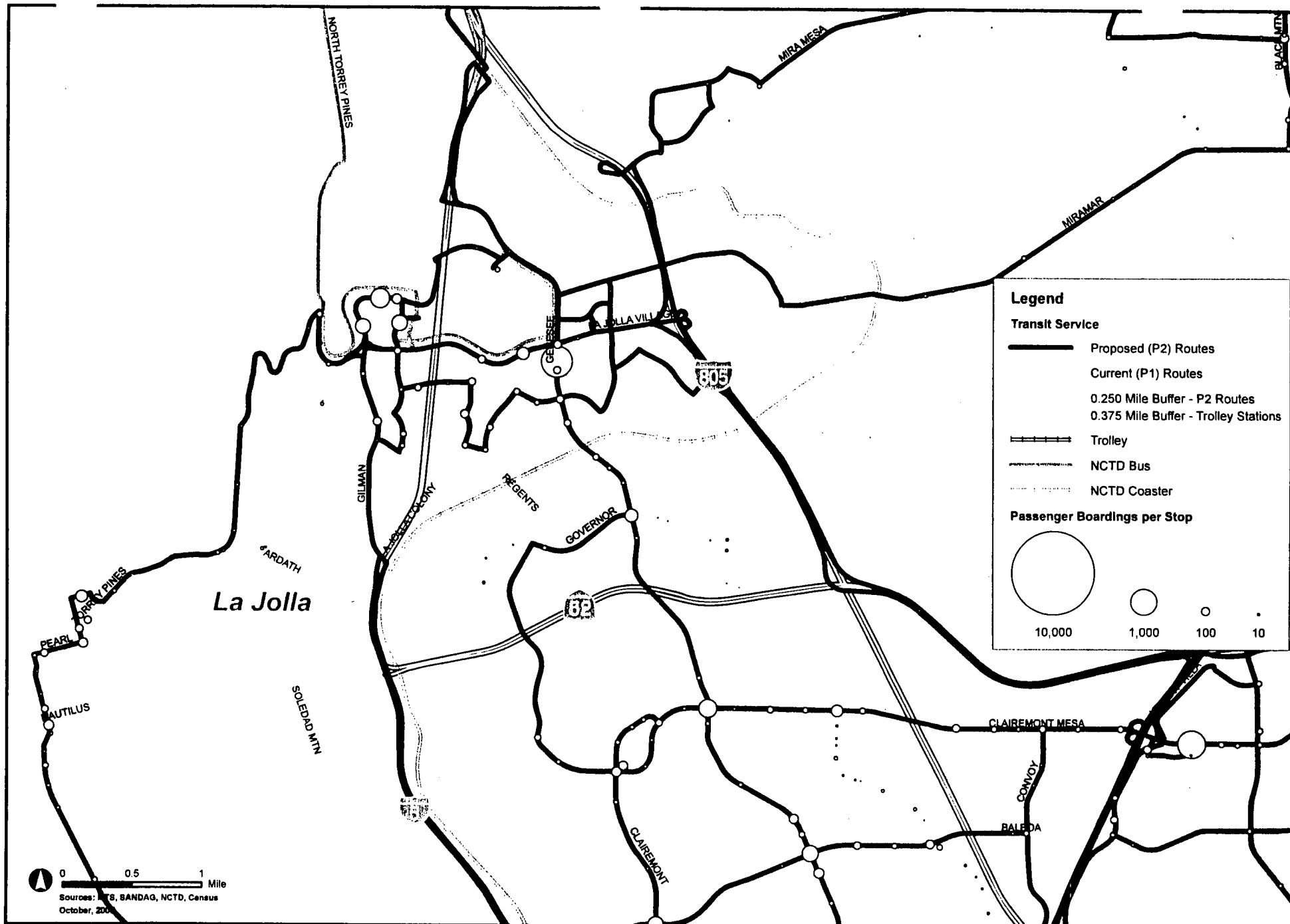




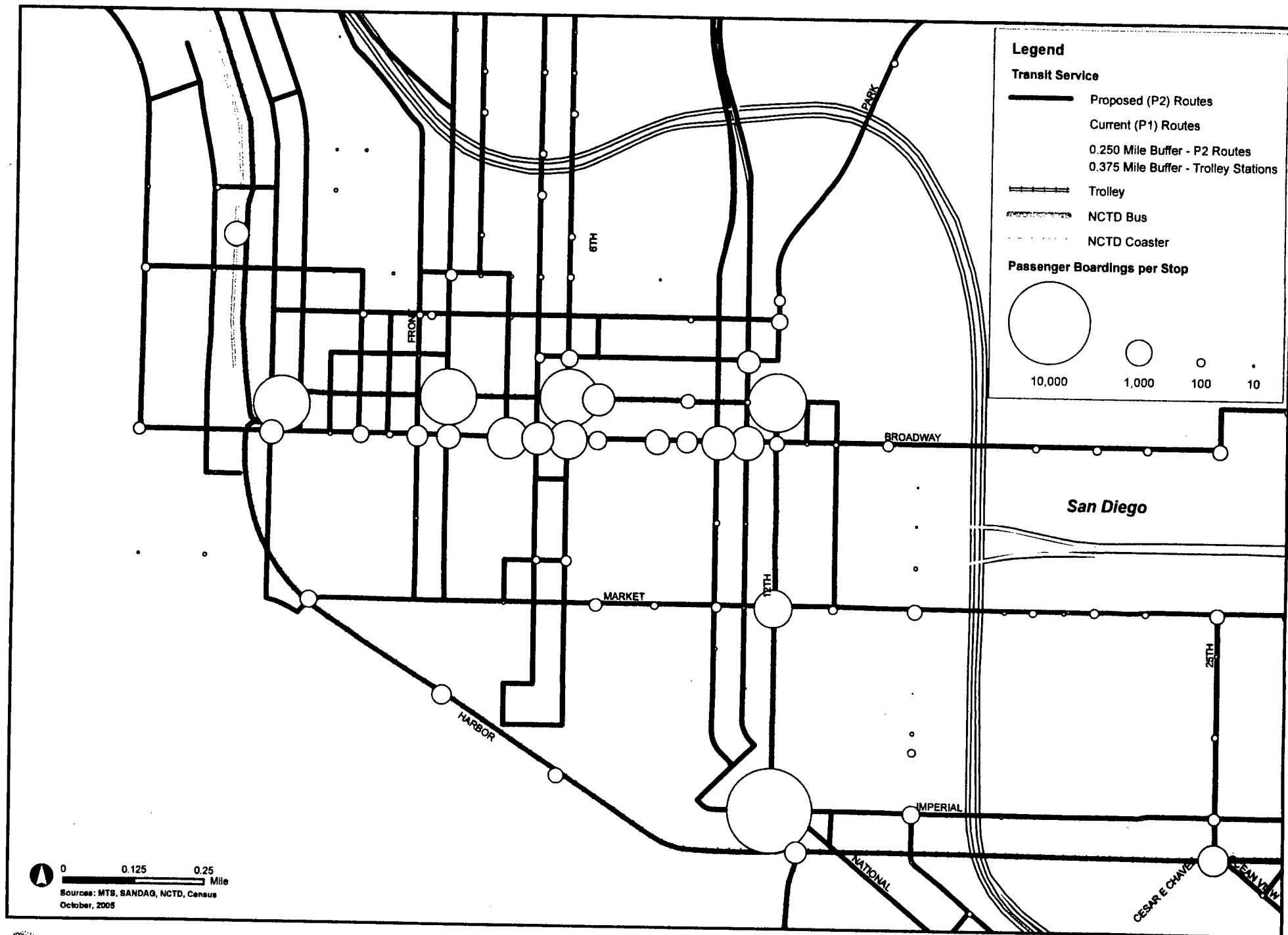
## Proposed Phase 2 Weekday Ridership Coverage East County



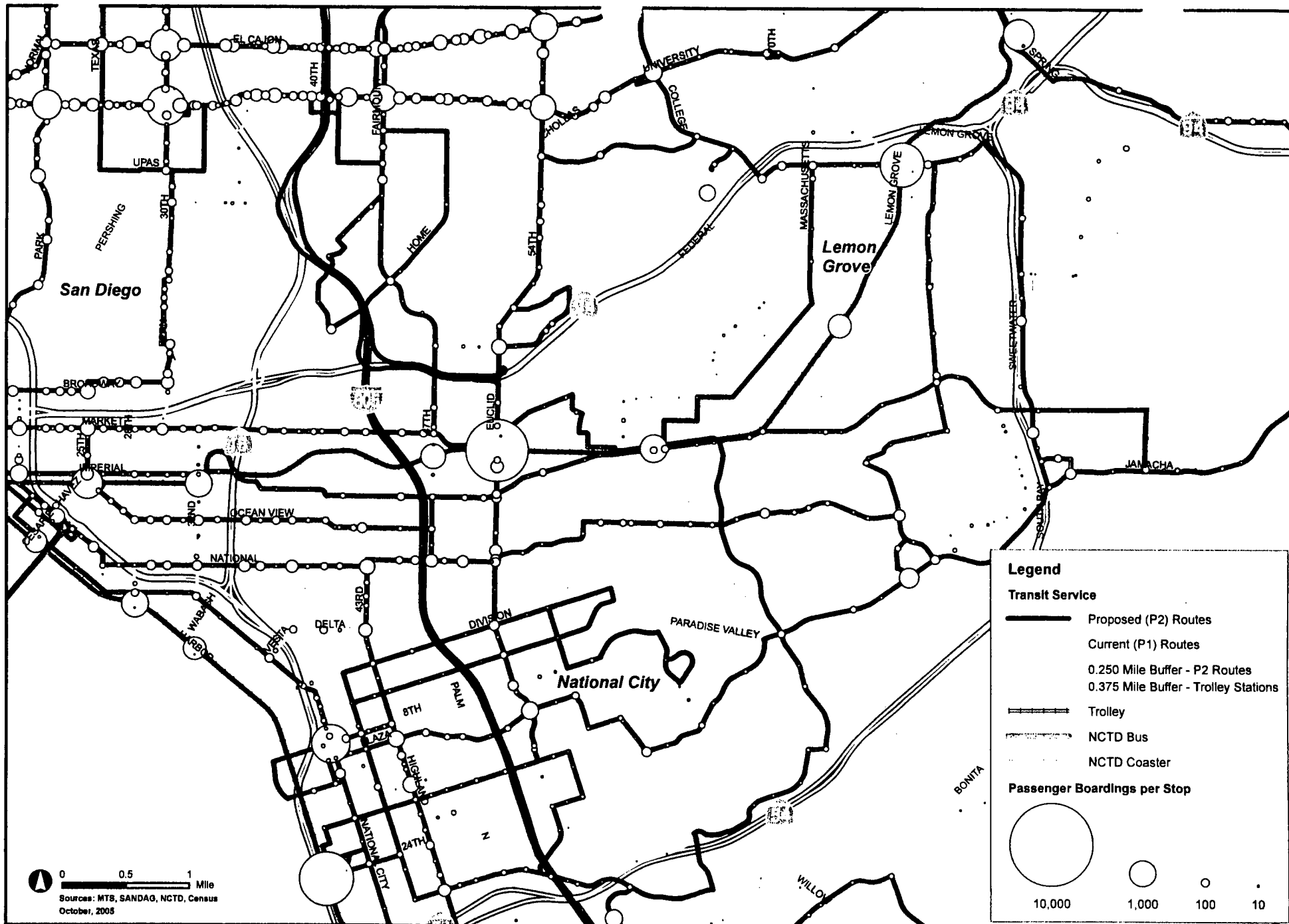
## Proposed Phase 2 Weekday Ridership Coverage Central Mid Cities



## Proposed Phase 2 Weekday Ridership Coverage University City



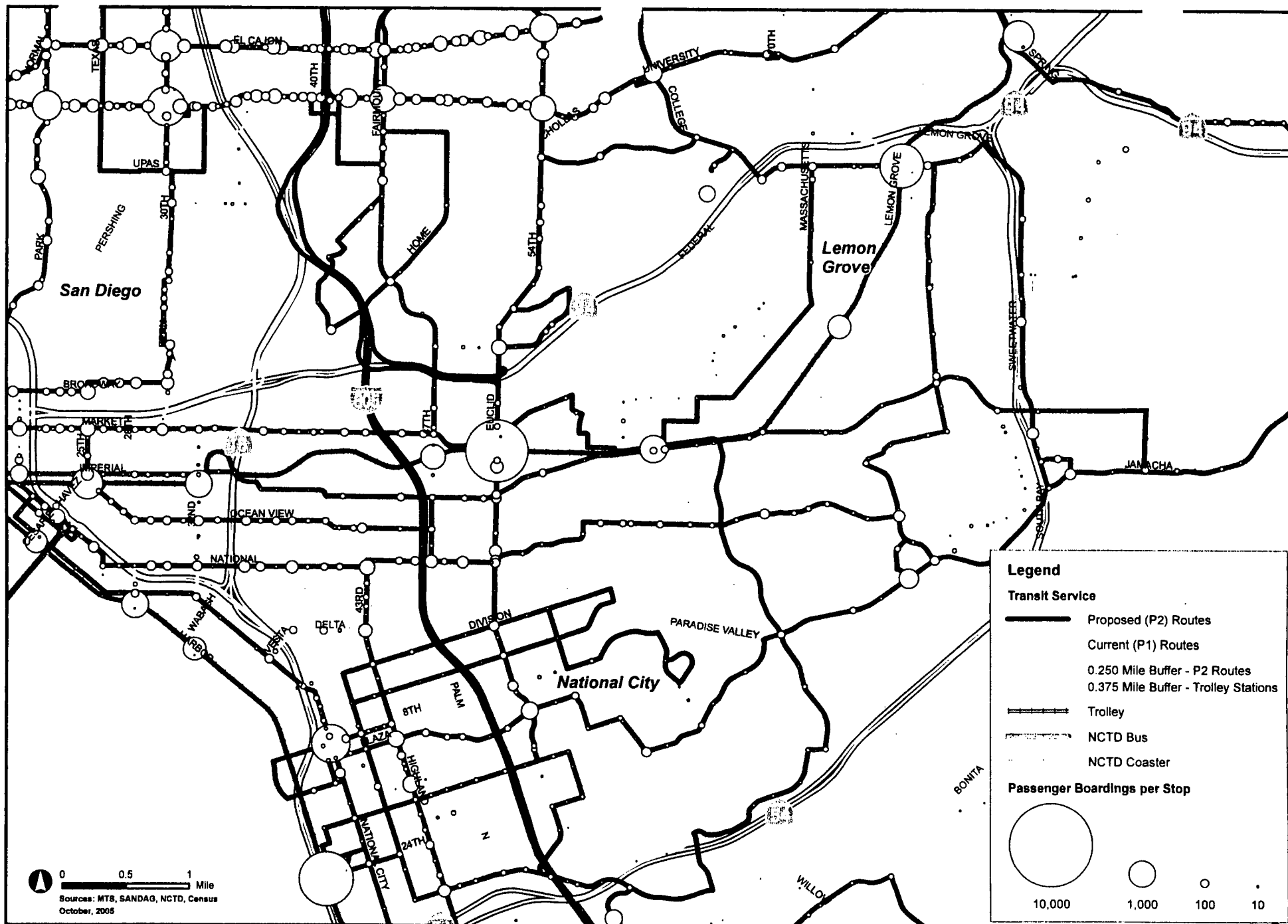
# Proposed Phase 2 Weekday Ridership Coverage Downtown



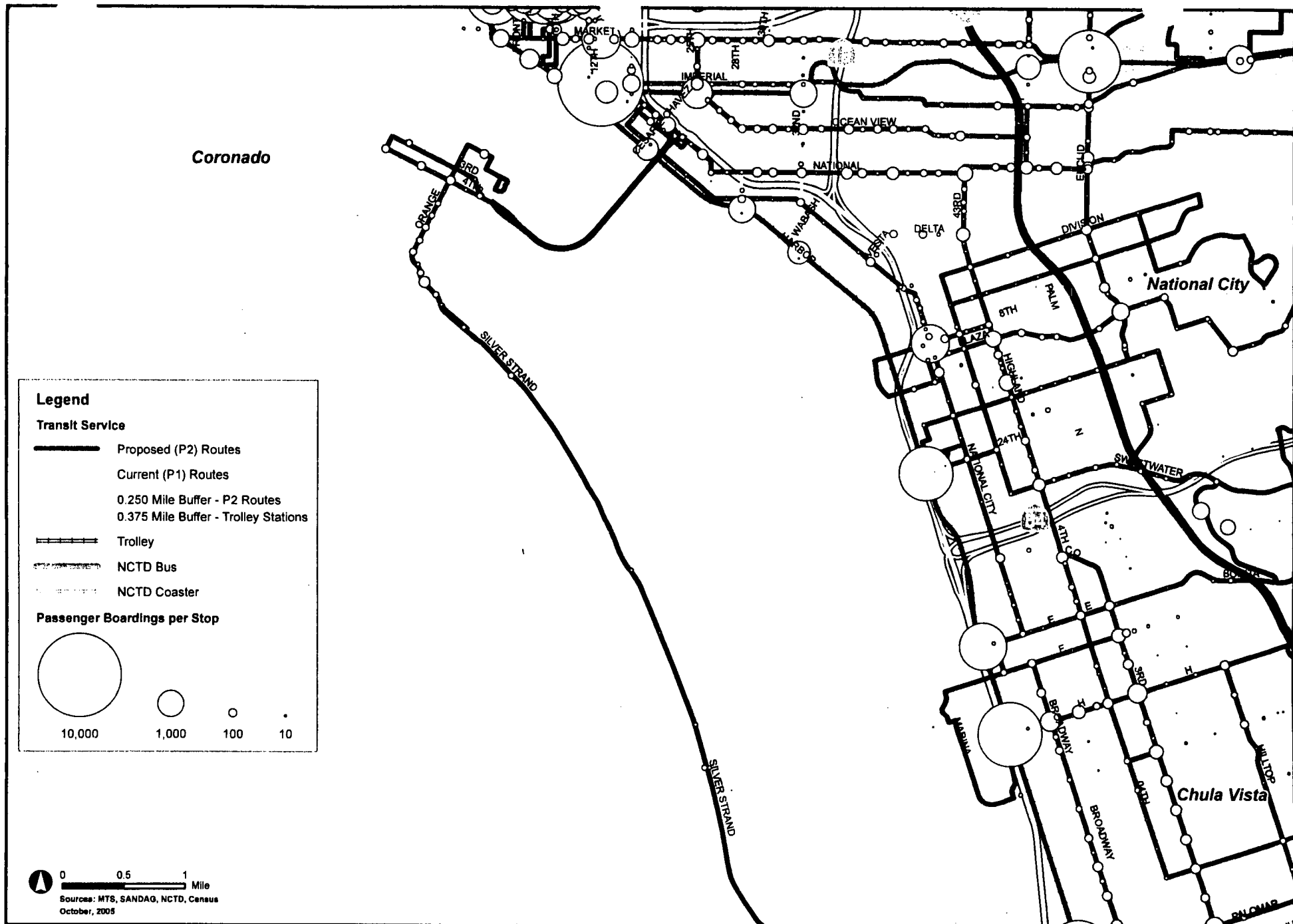
## Proposed Phase 2 Weekday Ridership Coverage National City / Spring Valley



Metropolitan Transit System

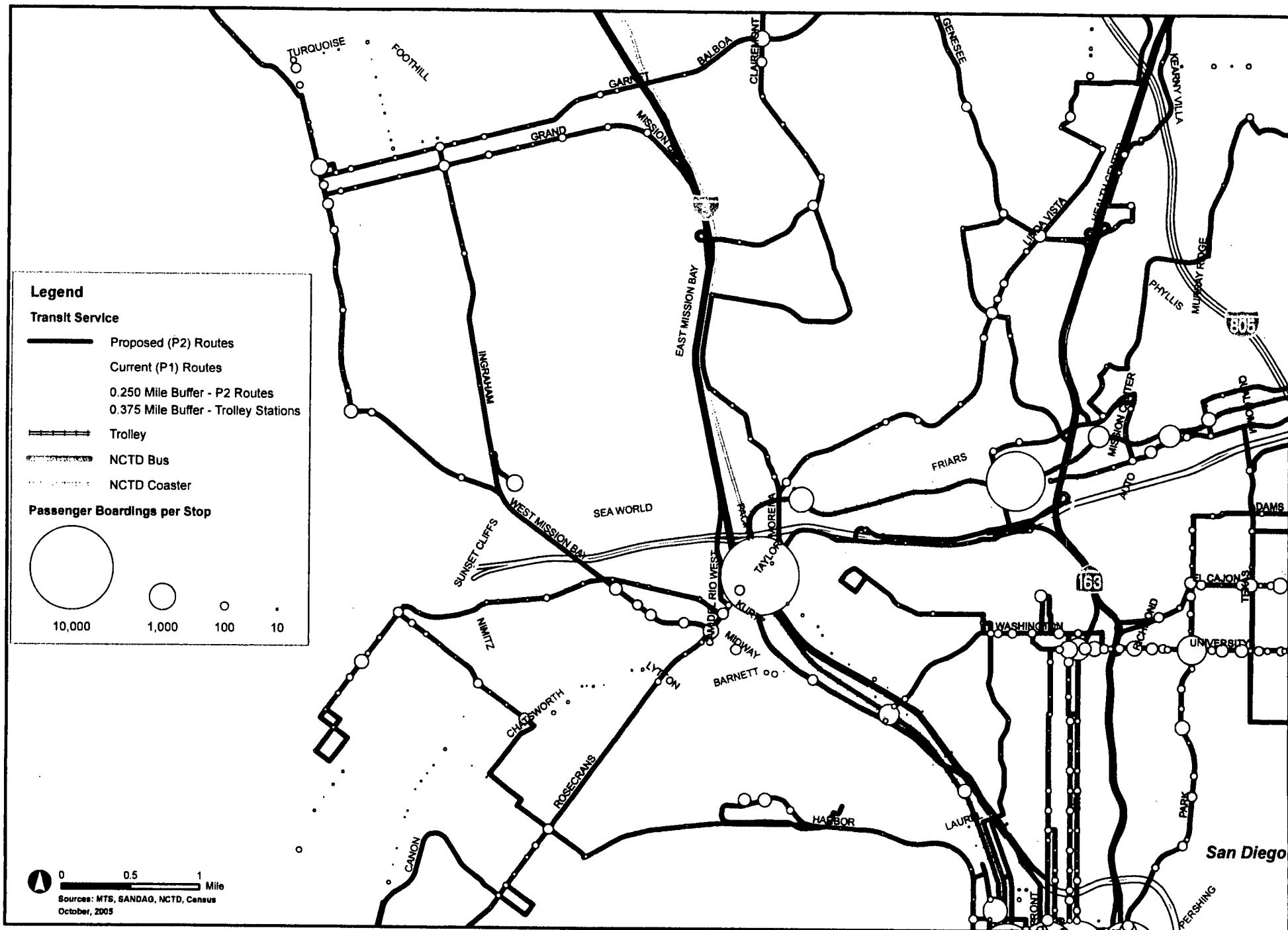


## Proposed Phase 2 Weekday Ridership Coverage National City / Spring Valley

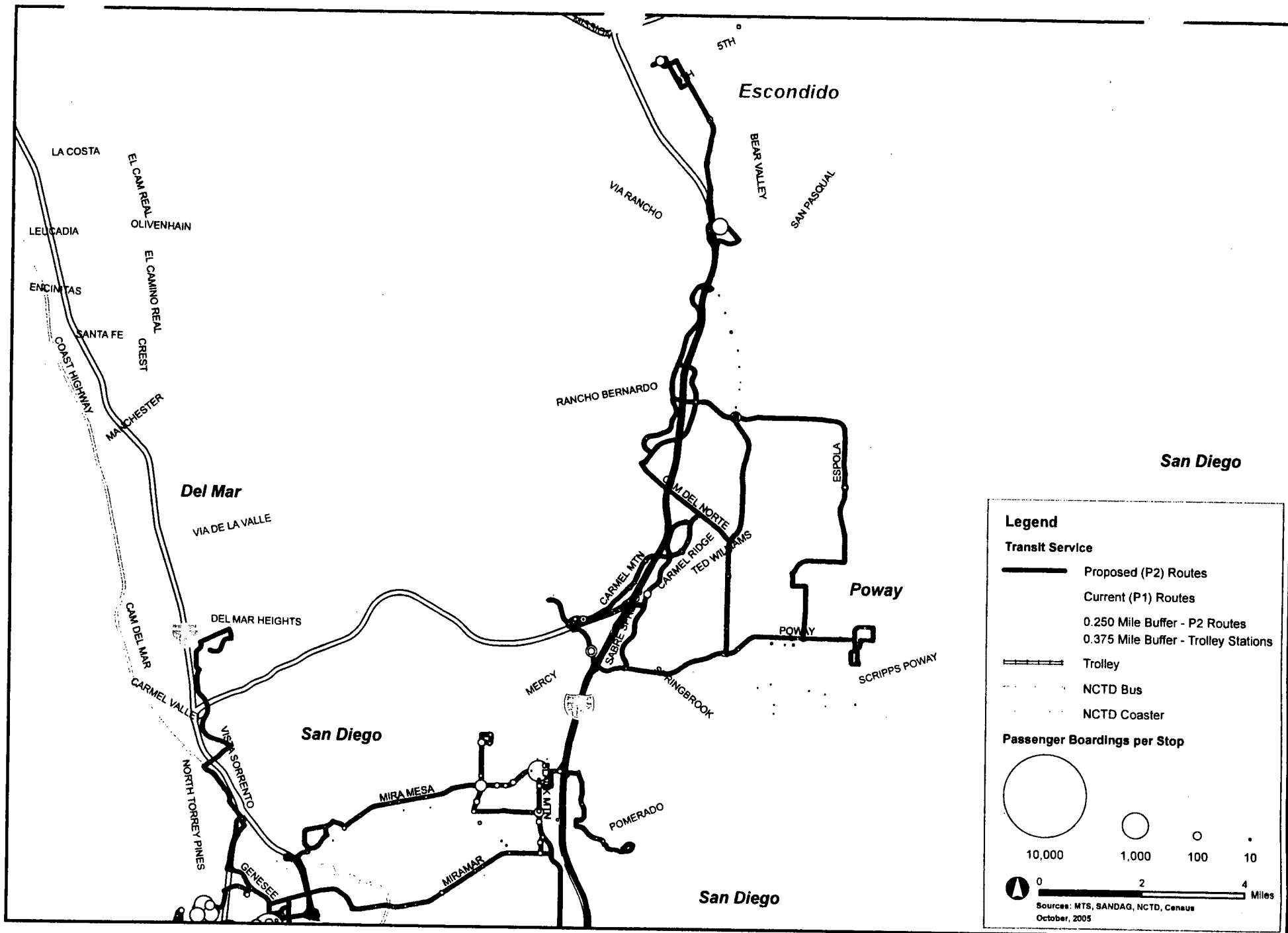


## Proposed Phase 2 Weekday Ridership Coverage Coronado / South Bay Coast

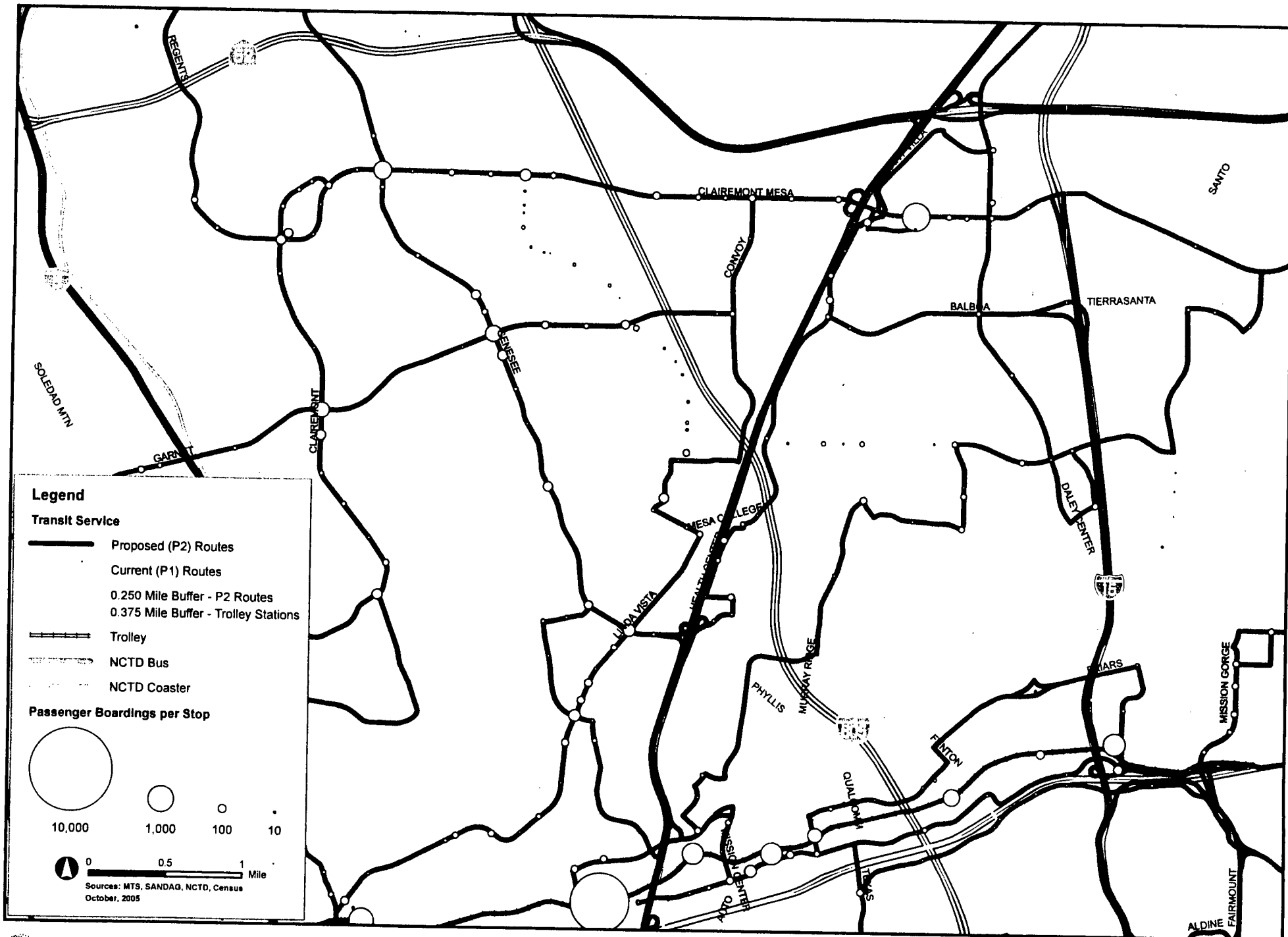




## Proposed Phase 2 Weekday Ridership Coverage Coastal



## Proposed Phase 2 Weekday Ridership Coverage I-15 Corridor



## Proposed Phase 2 Weekday Ridership Coverage Nor Central

**Attachment C  
Deleted Service Segments**

(Updated 01/31/06)

Route	Short Segments	Passengers per Rev Hour*	Passengers per Trip*	Subsidy per Passenger	Rev Miles per Trip
9	Between Ingraham St/Garnet Ave. and Turquoise St./Mission Blvd.	8.1	0.7	\$10.12	1.05
25	Aero Dr. between Convoy St. and Ruffin Rd.; Balboa Ave. between Kearny Villa Rd. and Ruffin Rd.	14.7	1.3	\$5.26	1.20
30	Torrey Pines Rd. between Torrey Pines Rd. and La Jolla Village Dr.	4.5	0.4	\$20.36	1.41
31	Camino Ruiz between Gold Coast Dr. and Miramar Ave.	6.3	0.4	\$13.42	0.98
35	Between Point Loma Ave./Sunset Cliffs Blvd. and Hill St.	8.4	0.5	\$9.07	0.64
40	Navajo Rd. between Cowles Mtn Blvd. and Fletcher Pkwy.	22.0	1.0	\$4.45	1.05
44	Between Clairemont Mesa Blvd./Limerick Ave. and Ashford St./Armstrong St.	13.7	1.1	\$6.01	1.29
701	Between Hilltop Dr./Main St. and Main St./Melrose Ave.; Between H St./1st and F St./3rd	16.4	0.5	\$3.61	0.56
	Between Palomar St./2nd St. and Hilltop Dr./Palomar St.; Between Palomar St./Melrose and L St./Hilltop;				
702	Between Hilltop/J St. and F St./3rd St.	15.8	0.4	\$3.74	0.40
704	Between Naples/Oleander and H St./Buena Vista	10.0	0.5	\$8.67	1.35
706	Between E St/3rd - C St./4th Ave & F St/E St Trolley - H St Trolley, via Marina Pkwy	10.0	1.0	\$4.57	0.85
707	Between Paseo Del Rey/H St. and E Palomar St.	7.0	0.5	\$9.14	1.19
709	Loop at Greensview Dr., Hunte Pkwy., Clubhouse Dr.; Loop at Lakeshore Dr., Eastlake Pkwy., Lane Dr.	9.4	0.5	\$7.97	1.04
854	Fanita Dr. between Valley and Watson; Loop at Woodside Ave., Riverside Dr.	5.0	0.6	\$12.97	1.46
876	Between 70th St. Trolley Station and Lemon Grove Trolley Station	1.1	0.1	\$77.00	0.78
877	Entire route	10.0	0.9	\$7.42	1.35
908	Between Midway Dr./Rosecrans St. and Witherby/PCH	22.4	0.7	\$2.25	0.37
916	Between Broadway/Klauber Ave. and 69th St./Madera St.	11.0	0.9	\$5.64	0.95
927	Santo Rd. between Aero Dr. and Patriot St.	5.8	0.3	\$12.91	0.83
955	Vesta/Delta between National City Blvd. and 43rd St.	52.6	1.3	\$0.96	0.47
961	Parkbrook/Glenvista St. and Elkelton Blvd./Jamacha Rd.	8.8	0.8	\$7.22	1.02
Route	Long Segments	Passengers per Rev Hour	Passengers per Trip	Subsidy per Passenger	Rev Miles per Trip
20	Between Rancho Bernardo Rd./Pomerado Rd. and I-15	3.4	0.4	\$32.61	2.83
703	Between Brandywine/Sequoia and 3rd St./ J St.	8.4	0.7	\$8.26	1.57
851	Between Tyler/Sweetwater Rd. and Bancroft/Campo Rd.	17.6	4.0	\$3.41	2.86
936	Alvarado Rd. between SDSU and 70th Street Trolley	10.0	1.3	\$5.98	1.63
965	Between University Ave./35th St. and 30th St./Redwood St.	8.4	0.9	\$8.51	1.92
<b>TOTAL</b>		<b>11.2</b>	<b>0.8</b>	<b>\$6.50</b>	<b>1.11</b>

Note: Systemwide average fixed route bus passengers per hour is 29 and subsidy per passenger is \$1.69.

\* For short segments, passengers per trip is a more realistic indication of productivity than passengers per revenue hour since the segments lengths and travel times are short. For example, on Route 40, 11 passengers are expected to be lost all day. However, since the segment travel time is only 3 minutes, the calculated passenger per revenue hour loss is 22. for longer segments, passengers per revenue hour is a more realistic indication of productivity.

# Metropolitan Transit System

## Comprehensive Operational Analysis



## Public Hearing Issues

- **Route 5 (Retain service to Pavlov/Kantor)**
- **Route 14 (Service to Grantville)**
- **Route 25 (Retain route as is)**
- **Route 40 (Retain some service)**
- **Route 70 (Retain some service)**
- **Route 210 (Retain some service)**
- **Route 706 (Retain service to Bay Blvd/Marina Pkwy and Canterbury Ct.)**
- **Route 833 (Retain weekend service)**
- **Route 844 (Retain mid-day service)**
- **Route 854 (Retain Lakeside service)**
- **Route 858 (Retain service to Lexington Ave and Cuyamaca College)**
- **Route 874 (Retain service to Anza/Merritt Loop and Lexington Ave)**
- **Route 965 (Retain service to North Park)**



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## Route 5:

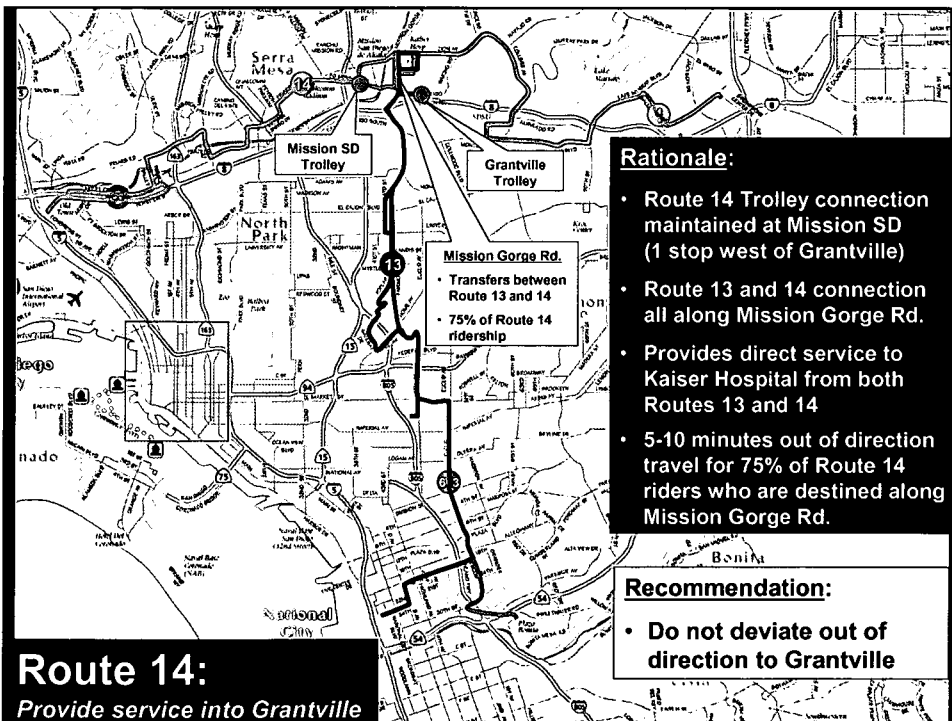
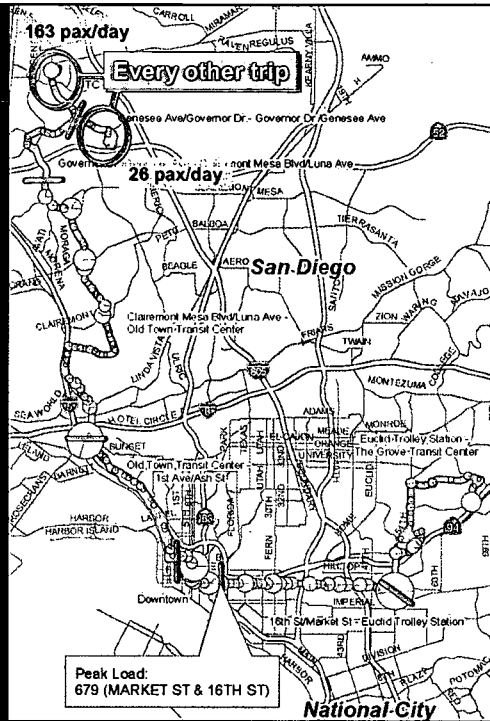
*Maintain service to Pavlov/Kantor*

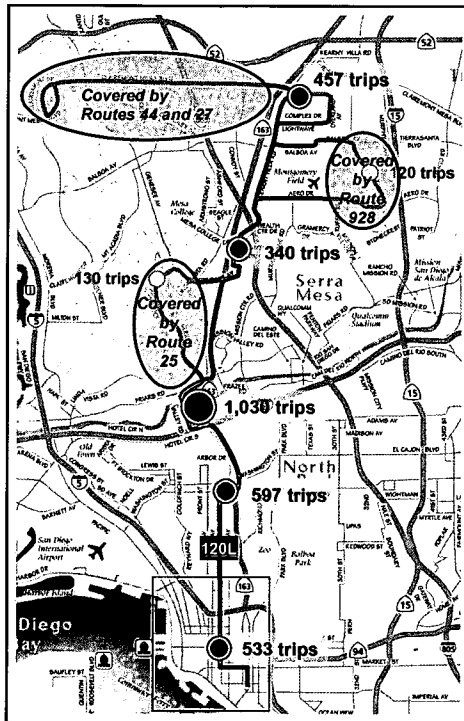
### Rationale:

- Currently, service split between UTC and Pavlov/Kantor
- UTC generates 8 times the ridership of Pavlov/Kantor
- Other services available through programs such as CTSA

### Recommendation:

- Discontinue service to Pavlov/Kantor and route all trips to UTC
- Facilitate discussion between CTSA and community





## Route 25:

*Maintain route as is*

### Rationale:

- Faster and more direct regional service for majority of riders
- Local circulation provided by community services
- 15 min. frequencies between downtown and Fashion Valley to address overcrowding

### Recommendation:

- Streamline current Route 25 for more direct regional service
- Service Linda Vista with new shuttle route

## Route 40:

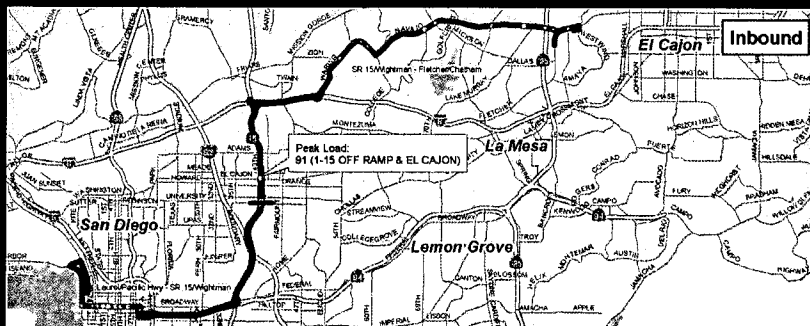
*Retain some service*

### Rationale:

- High subsidies (\$270K per year, \$7.11 per passenger)
- 1/2 loads max on board (commute routes need full loads to be cost effective)

### Recommendation:

- Discontinue Route 40 service due to low demand and high subsidies



## Routes 70 and 210:

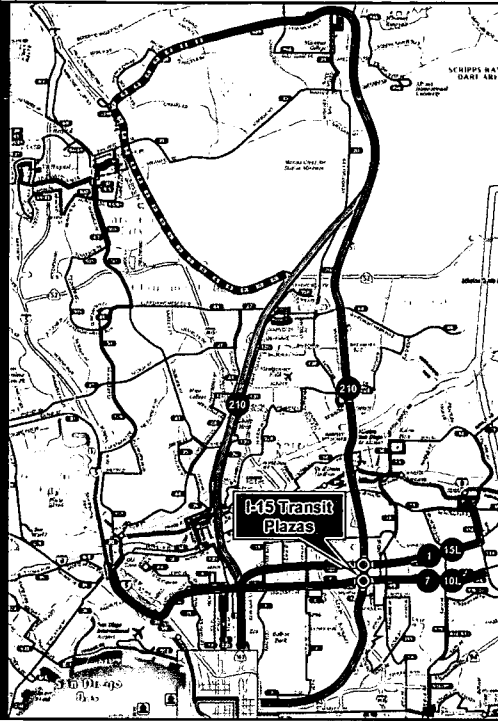
*Retains some service*

### Rationale:

- Routes 70 and 210 have some productive trips
- Combining routes allow for more efficient use of resources
- Better utilize I-15 transit plazas (consistent with I-15 BRT plan)

### Recommendation:

- Route 210 along I-15 and SR 94
- Provide 5 AM and 5 PM trips
- Provide high frequency connections in Mid City



## Route 706/706A:

*Retain service to Bay Blvd and Canterbury Ct.*

2.8 Pass/Trip

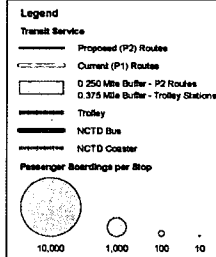
1.0 Pass/Trip

### Rationale:

- High subsidy (\$337K per year) and duplicative service
- Majority of passengers within ¼ mile of high frequency service

### Recommendation:

- Delay discontinuation until September 2006
- Continue to look for alternatives



Proposed Phase 2 Weekday Ridership Coverage  
 South Bay





## Route 833:

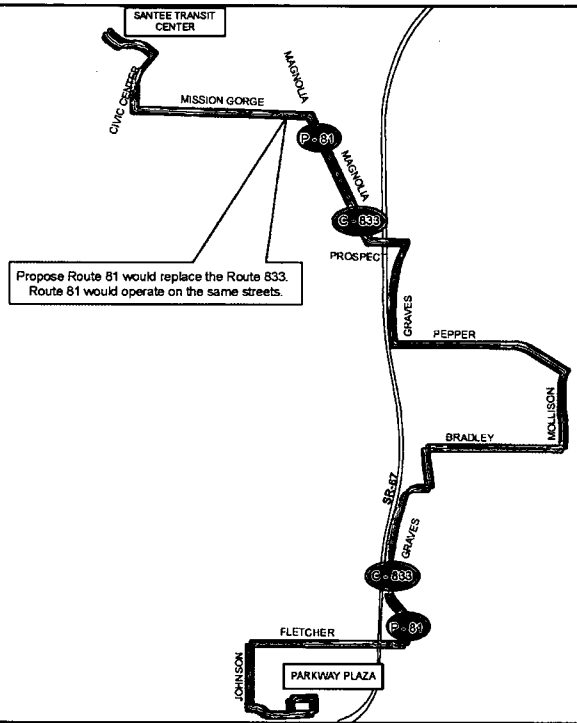
*Reinstate weekend service*

### Rationale:

- 204 - 241 passengers per weekend day
- No weekend service in Santee

### Recommendation:

- Provide 1 bus for 8 hours of service per weekend day
- Routing and schedule to be determined by community



## Route 844:

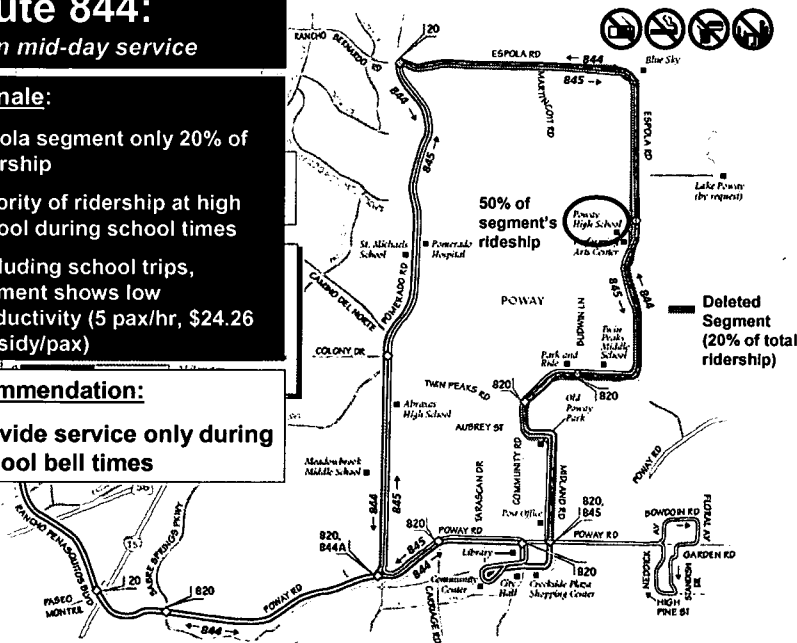
*Retain mid-day service*

### Rationale:

- Espola segment only 20% of ridership
- Majority of ridership at high school during school times
- Excluding school trips, segment shows low productivity (5 pax/hr, \$24.26 subsidy/pax)

### Recommendation:

- Provide service only during school bell times



### Route: 844 Weekdays (Poway High School Stop Activity)

Direction: Loop (Counter Clockwise)

TRIP	Daily Ridership			% Daily Total
	ON	OFF	TOTAL	
5:42 AM	0	0	0	0.0%
6:11 AM	1	14	15	18.5%
6:37 AM	0	28	28	32.1%
6:55 AM	0	5	5	6.2%
7:23 AM	0	1	1	1.2%
8:09 AM	0	0	0	0.0%
8:38 AM	0	3	3	3.7%
9:23 AM	0	1	1	1.2%
9:53 AM	0	0	0	0.0%
10:38 AM	0	2	2	2.5%
11:08 AM	0	1	1	1.2%
11:53 AM	2	0	2	2.5%
12:23 PM	1	0	1	1.2%
1:08 PM	3	0	3	3.7%
1:38 PM	0	0	0	0.0%
2:26 PM	20	0	20	24.7%
2:43 PM	1	0	1	1.2%
3:45 PM	0	0	0	0.0%
4:16 PM	0	0	0	0.0%
5:04 PM	0	0	0	0.0%
5:31 PM	0	0	0	0.0%
6:15 PM	0	0	0	0.0%
6:55 PM	0	0	0	0.0%
<b>Daily Total</b>	<b>28</b>	<b>53</b>	<b>81</b>	<b>100.0%</b>

Route 844 Total Daily Riders	412	412	824
Poway HS ridership as % of total	7%	13%	10%

### Route: 845 Weekdays (Poway High School Stop Activity)

Direction: Loop (Clockwise)

TRIP	Daily Ridership			% Daily Total
	ON	OFF	TOTAL	
5:31 AM	0	1	1	1.2%
6:01 AM	0	11	11	13.4%
6:31 AM	0	15	15	18.3%
7:01 AM	0	1	1	1.2%
7:31 AM	0	3	3	3.7%
8:04 AM	0	0	0	0.0%
8:32 AM	0	0	0	0.0%
9:04 AM	0	0	0	0.0%
9:49 AM	0	0	0	0.0%
10:19 AM	0	0	0	0.0%
11:04 AM	0	0	0	0.0%
11:34 AM	0	0	0	0.0%
12:19 PM	0	0	0	0.0%
12:49 PM	12	0	12	14.6%
1:34 PM	19	0	19	23.2%
2:04 PM	17	0	17	20.7%
2:42 PM	2	0	2	2.4%
3:23 PM	0	1	1	1.2%
4:11 PM	0	0	0	0.0%
4:42 PM	0	0	0	0.0%
5:30 PM	0	0	0	0.0%
6:00 PM	0	0	0	0.0%
6:45 PM	0	0	0	0.0%
<b>Daily Total</b>	<b>50</b>	<b>32</b>	<b>82</b>	<b>100.0%</b>

Route 845 Total Daily Riders	396	396	792
Poway HS ridership as % of total	13%	8%	10%

## Route 854:

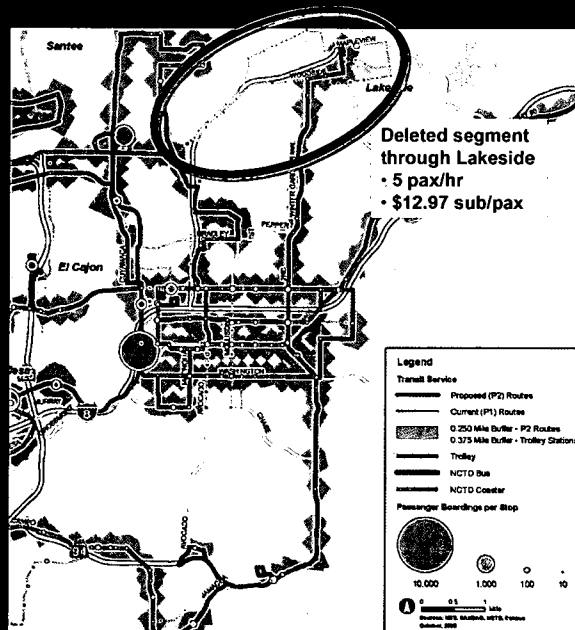
Retain service to Lakeside

### Rationale:

- Low productivity (5 pax/hr, \$12.97 subsidy/pax)

### Recommendation:

- Maintain service to Lakeside until January 2007



## Route 858:

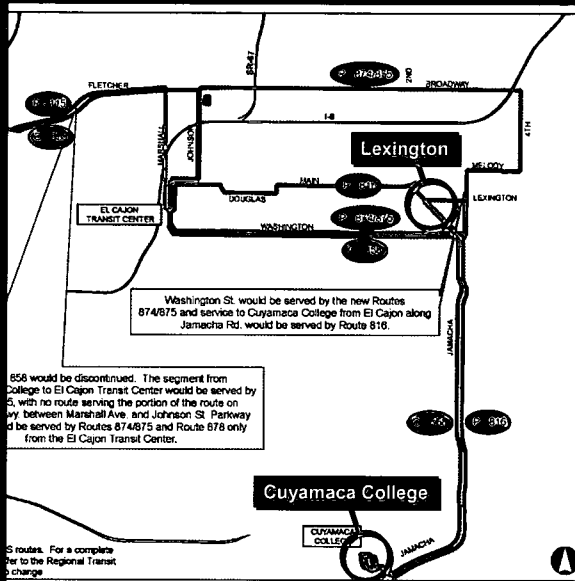
*Retain service to Lexington Ave and Cuyamaca College*

### Rationale:

- Service provided via Route 816 on weekdays
- Sat ridership to Cuyamaca College low (25 pax)
- Weekend option to college via Route 856

### Recommendation:

- Retain service on weekdays only



## Route 874:

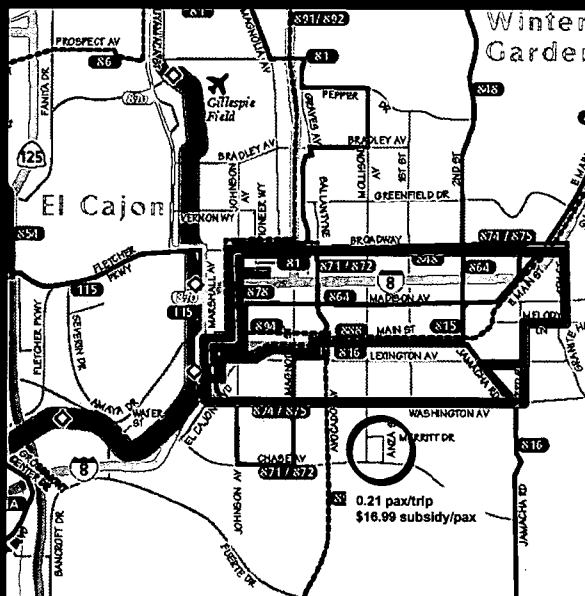
*Retain service to Lexington Ave and Anza/Merritt*

### Rationale:

- Service retained on Lexington
- Anza/Merritt loop has low productivity (0.21 pax/trip, \$16.99 sub/pax)

### Recommendation:

- Revise routing to serve Lexington Ave.



## Route 965:

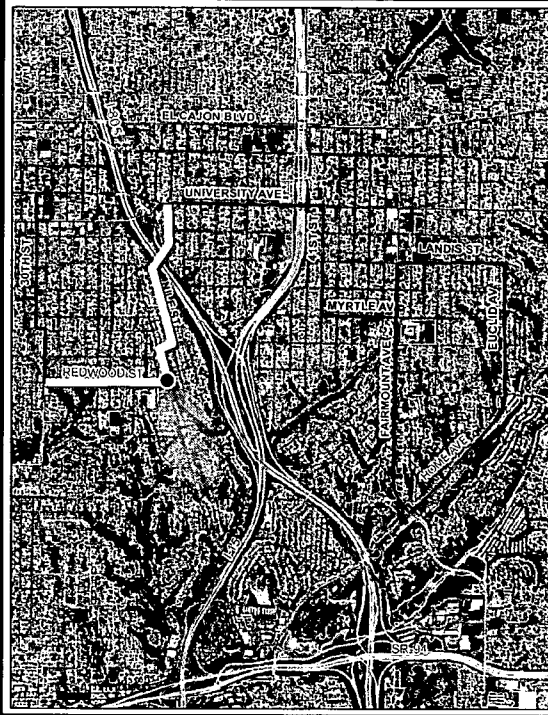
*Retain service to  
North Park*

### Rationale:

- Vehicle purchased by County for service
- Busiest stop at Redwood and Boundary
- Passengers have difficult access to system due to terrain

### Recommendation:

- Provide 1 mini-bus for 8 hours of service on weekdays
- Routing and schedule to be determined by community.



## Ridership & Budget Impact

Service Changes	Ridership	Revenue
Improved Frequency*	4.36 million	\$2.62 million
Deleted segments	(0.49 million)	(\$0.45 million)
<b>Ann. Net Change</b>	<b>3.87 million</b>	<b>\$2.17 million</b>

\* Studies show that doubling frequency results in a 38%-54% increase in ridership. We used the low estimate of 38% for ridership, and a low average fare of \$0.60 to account for existing riders riding more often.

Including operational efficiencies, the annual subsidy savings is estimated at **\$5 million**.





**COA PHASE 2 PUBLIC PARTICIPATION**  
**PUBLIC FEEDBACK TALLY SINCE FEB 9, 2006**

	<b>Service Area</b>					
	<i>Northern</i>	<i>Southern</i>	<i>Central</i>	<i>Eastern</i>	<i>General</i>	<b>TOTAL</b>
<b>On-bus Comment Cards</b>	15	61	16	76	8	<b>176</b>
<b>Letters</b>	22	8	21	18	5	<b>74</b>
<b>Petitions</b>	7	3	2	1	0	<b>13</b>
<b>Planner emails</b>	110	75	40	120	0	<b>345</b>
<b>COA emails</b>	87	16	65	28	22	<b>218</b>
<b>Phone calls</b>	75	20	40	100	10	<b>245</b>
<b>Public Hearing Comments</b>	57	16	39	80	20	<b>212</b>
<b>TOTAL</b>	<b>373</b>	<b>199</b>	<b>223</b>	<b>423</b>	<b>65</b>	<b>1283</b>

# Metropolitan Transit System

COA Public Hearing Comments - March 2, 8 & 9, 2006

## Public Testimony Log

Date	Route	Full Name	PODIUM COMMENT	Support or Opposition
3/9/2006	1	DIXIE METCALF	DISABLED, RECOVERING ALCOHOLIC; DO COMMUNITY SERVICE TO JUVENILE HALL; SEE THERAPIST IN MISSION HILLS, AND 3 DOCTORS IN HILLCREST; HAVE TO WAIT FOR 3 OR 25; PEOPLE GET ON 1 AND ARE VERY CONFUSED; HANDOUTS/TAKE ONES ARE VERY CONFUSING	Opposition
3/9/2006	1	LARRY CHAIDEZ	IMPACT HIS ABILITY TO PARTICIPATE IN A NUMBER OF COMMUNITY MEETINGS; SPOKE TO DRIVER WHO INFORMED HIM THERE ARE A NUMBER OF PEOPLE GOING DOWNTOWN ON ROUTE	Opposition
3/2/2006	5	BERYL FLOM	LIVE IN LA JOLLA, BUT WORKS IN NORTH END OF MORENA BLVD; LOTS OF PEOPLE GO TO COSTCO; NO SERVICE FOR EMPLOYEES; TOO DARK AT BUS STOP OUTSIDE CITY HALL	
3/9/2006	9	WALT TICE	CONSIDER A LOOP IN THE AREA UP FANUEL UP TO MACLAUREN(?) DOWN TO GARNET; PB USES TRANSIT A LOT; CONSIDER ALSO A LONG RANGE PROJECT TO DO COMMUNITY TRAMS FROM RESIDENCES, BUSINESSES	Support
3/9/2006	13	ANDREW BAILEY	USES SYSTEM EXTENSIVELY, IN TOUCH WITH RIDERS; NEW 13 SHOULD GO TO SDSU - TWO CAN GO TO STATE, 2 TO GRANTVILLE; THE ONLY PROBLEM FOR 13 TO SDSU FROM CITY HIEGHTS WAS THE NEW EGRESS ON IT(?). PORTRAYAL OF 13 WAS VERY POOR. COA LACKS HONEST ASSESSMENTS; NOTHING ON PUBLIC EDUCATION	Opposition
3/9/2006	14	DON STILLWELL	COLLECTED 600 SIGNATURES WALKING ON EVERY STREET TO STOP THE 14 BUS AT GRANTVILLE; BEEN LOBBYING 8 MONTHS AGO; HAVE LOST 50% OF RIDERS BECAUSE THEY CAN'T GET TO THEIR HOMES OR TO FASHION VALLEY, PUT 14 AT GRANTVILLE	
3/2/2006	14	DON STILLWELL	DESIGN OF GRANTVILLE STN IMPROVES ACCESS FOR HANDICAP AND ELDERLY. USE THIS STN AS STOP FOR RT 14; 200 PETITION SIGNATURES AGREE DESPITE 5 MIN DEVIATION. COORDINATION OF BUS DEPARTURES AND TROLLEY ARRIVALS SHOULD BE IMPROVED	
3/2/2006	15	BETTY LE BOEUF	CONCERNED THAT 15 WILL NOT GO INTO EL CAJON CITY ANYMORE; MAY BE OTHER PEOPLE WHO WANT TO GO INTO THE AREA; WANTS TO COMPLIMENT THE DRIVERS FOR REALLY GOOD BUS SERVICE	Support
3/2/2006	18	ROBERTA RUDOLPH	LIVES IN SAN DIEGO FOR 10 YEARS; THANK YOU FOR EXCHANGING 18 FOR 85; NEED TO GET TO TWO BIG TOWERS ON CAMINO DEL RIO, WILL MAKE IT EASIER TO MAKE CONNECTIONS; LOOKED AT A LOT OF THE CHANGES AND IT IS GOING IN THE RIGHT DIRECTION; NEED TO START SOMEPLACE, AND THIS IS A GOOD START; GREAT WEBSITE	Support
3/2/2006	25	PATRICIA SMITH	83; CAN'T SEE VERY WELL; CAN'T TAKE BUS ALL THE WAY DOWN TO FASHION VALLEY TO GET TO SHARP HOSPITAL; KIDS NEED TO GET TO KEARNY HIGH SCHOOL	Opposition
3/2/2006	25	DOUG BECKHAM	A LOT OF CONCERN IN THE AREA THAT SHOULD BE LISTENED TO	Opposition
3/2/2006	25	DONNA ERICKSON	ALL SIGNATURES WERE COLLECTED IN LINDA VISTA; READ SCRIPT/HANDOUT; ONLY A MILE DIFFERENCE BETWEEN CURRENT AND NEW	Opposition
3/9/2006	25	DOUG BECKHAM	LEAVE 25 AS IS; NEED TO GET TO HEALTHCARE SERVICES; EXPECT SEVERAL DEVELOPMENTS IN THE AREA, SO ROUTE SHOULD BE RECEIVING DOUBLED RIDERSHIP	Opposition
3/2/2006	25	ED CRÄMER	LINDA VISTA COMMUNITY PLAN CALLS FOR A LOT MORE DENSITY; RIDERSHIP MAY NOT SHOW IT ALL NOW, BUT WILL IN FUTURE	Opposition
3/2/2006	25	DANIEL MAC MANNIS	LINDA VISTA RESIDENT; 25 SHUTTLE ELIMINATES ACCESS TO LOCAL BUSINESS IN THE LOCAL AREA, AND ACCESS TO THE HOSPITALS	Opposition
3/9/2006	25	GLENDA GAINES	LIVE IN BANKERS HILL; THOSE WHO MAKE THE CHANGES SHOULD RIDE THE BUS; THERE IS NEED TO KEEP THE 25; HILLCREST AND BANKERS HILL NEED LOCAL STOP SERVICE AND EXPRESS SERVICE; SUPPORTS CHANGE OF 18 TO HALF HOUR FREQUENCY; BRING BACK ROUTE 81	Opposition
3/2/2006	25	CINDY MOORE	MISSION VILLAGE DRIVE IS WITHOUT SERVICE; FIRST TIME COMMUNITY CONTACTED ABOUT COA WAS IN GROUP MEETING; WORKING WITH COMMUNITY COULD BE MORE MUTUAL	Opposition
3/9/2006	25	SANDRA MILNE	NEED TO BE ABLE TO GO NORTH AND SOUTHBOUND WITHOUT TOO MANY TRANSFERS, NEED DIRECT LINK	Opposition
3/2/2006	25	MARGARITA CASTRO	OPPOSES SPLIT OF ROUTE BECAUSE IT DISINTEGRATES ACCESS FOR LINDA VISTA RESIDENTS	Opposition
3/2/2006	25	DONNA FRYE	SUPPORTS HER COMMUNITY	Opposition
3/2/2006	26	MATTHEW SCALLON	Lives near a Trolley station. (40 min) Takes him another 40 minutes to get to point Loma. Recommends taking small Chula Vista buses and putting them in point Loma near and around Spawar. Public transit need to be useful for everyone to use it. The people who should really be at this meeting should be those who do not ride.	Opposition
3/2/2006	28	PAUL PAYNE	Bus stops are a utility. People make life altering decisions based on where bus stops are located. He chose to join SW yacht club. Said people will have to know walk 3 miles to bus stops. Potential should be what MTS should be looking for. Would like to echo what someone else said. Feels the system does not operate on time.	
3/9/2006	28	TERRY DIMATTIO	WOULD LIKE TO THANK MTS FOR RETAINING SERVICE TO CABRILLO; THIS REFLECTS MTS' COMMITMENT TO ENJOY BENEFITS OF SAN DIEGO	Support
3/2/2006	30	DAN ALLEN	Combining route 34 and 30 will result in a loss of service of 45 % to pacific beach. Feels the reduction in operating expenses will be minimal (about 10%) and does not feel it is worth it. Feels the cuts for the rte 30/34 is unjust.	Opposition
3/9/2006	31	CLINTON ROBERT WOLFORD	PEOPLE USE THE BUS THESE DAYS BECAUSE OF HIGH GAS PRICES; LIVE IN POWAY, AND WHEN HE GRADUATES WILL HAVE TO DEPEND ON BUS SYSTEM WHICH WILL NOT BE RELIABLE ENOUGH OR AVAILABLE FOR HIM	
3/9/2006	34	MARC SILVER	LIVES IN UTC SOUTH OF UCSD; WORKS AT UNIVERSITY, DEPEND ON 34 TO GET TO WORK; MANY STUDENTS ALSO LIVE THERE; THE 48/49 SOUNDS LIKE IT MAY WORK, BTU IT WILL RUN TILL 10 PM WHICH WILL POSE A SAFETY ISSUE FOR STUDENTS; THANK YOU FOR MODIFICATION TO 30 THROUGH SCRIPPS OCEANOGRAPHY INSTITUTE	Opposition
3/2/2006	35	KARE MULHERN	BEEN TO A COUPLE MEETING BEFORE; BE MORE UNDERSTANDING TO BUS DRIVERS; THEY HAVE A LOT THAT THEY ARE FACED WITH	Opposition
3/9/2006	35	BRANDON CHRISTIANSEN	BLIND; FIGURED THAT IT WOULD BE SAFE TO MOVE TO NEAR LIBRARY; THE MOVE OF ROUTE WOULD TAKE AWAY INDEPENDENCE. COULD NOT GET TO SCHOOL, ALSO THERE IS A HIGH SCHOOL IN AREA; SAFTY HAZARD AS THERE IS NO SIDEWALK THERE	Opposition
3/2/2006	35	ROBYN QUINTRALL	transfer in old town to rte 6 with sister who has asthma. Upset and does not want route cut. Both her and her sister are disabled. Cannot walk three blocks from house to catch new rte 35. catches the 10 am trip to old town. Deviation	Opposition
3/9/2006	40	JIHAD SLEIMAN	ALL THE RIDERS HAVE CARS BUT USE BUS BECAUSE IT SAVES TIME, MONEY AND TRAFFIC HASSLES	

# Metropolitan Transit System

COA Public Hearing Comments - March 2, 8 & 9, 2006

Public Testimony Log

Date	Route	Full Name	PODIUM COMMENT	Support or Opposition
3/9/2006	40	ALAN WAKE	CITY EMPLOYEE; TAKING 40 FOR 20 YEARS; WROTE TO COUNCILMEMBER MADAFFER; IT IS COST EFFECTIVE AND CONVENIENT; MANY WILL LIKELY NOT USE PUBLIC TRANSIT ANYMORE; COST SAVINGS COULD BE ACHIEVED BY KEEPING JUST PEAK TIMES	
3/9/2006	40	STEVE RUSSELL	COMMEND STAFF FOR WORK ON COA; WOULD LOVE TO PAY MORE TAXES FOR TRANSIT; CONCERNED ABOUT 40, 70 AND 830; CONCERNED ABOUT LOSS OF 10 MIN SERVICE AS THE AREA WAS SPECIFICALLY ZONED FOR HIGH DENSITY LIVING AND TOD'S - THESE ROUTES ARE PART OF THAT CONSTRUCT; MAJOR STEP BACKWARDS - LOOKING FOR FED MONEY FOR THE BRT SERVICE IN THIS AREA. HAS A PROPOSED SOLUTION - THE 800 SERIES BUSES THAT ARE RUNNIGN DOWN 163 COUDL COME THROUGH MID CITY INSTEAD VIA 15; 10 MINS TO 45 MINS ON 7 IS ABSURD	Opposition
3/9/2006	40	JAY POWELL	HANDED IN PETITION FOR EL CAJON BLVD BUSINESS IMPROVEMENT ASSOCIATION, THEY ARE WORKING ON FNDING OTHER RESOURCES AND PEOPLE ARE MORE WILLING TO PAY FOR IT	Opposition
3/9/2006	40	SHEILA CORMAN	RIDER FOR 7 YEARS, WORK IN COUNTY LIBRARY; A LOT OF RIDERS ARE COUNTY WORKERS; CANNOT CONSIDER OTHER OPTIONS BECAUSE IT WILL MAKE THEM TRANSFER TWICE AND TRIP WILL BE TWICE AS LONG; THERE ARE SENIOR CITIZENS WHO WILL HAVE PROBLEMS; WOULD BE WILLOING TO PAY MORE; KEEP THESE PEOPLE OUT THE STREETS BECAUSE THEIR EMPLOYERS WANT THEM TO USE IT	Opposition
3/9/2006	40	FLORENCE SABLAN	RIDER FOR LAST 4 YEARS FROM JACKSON AND NAVAJO; WOULD LIKE TO COMMEND DRIVERS; ANALYSIS IS COMPLETE ACCORDING TO THE WEBPAGE; WOULD LIKE TO SEE WHAT THE ANALYSIS SAYS ABOUT THE 40 AND WHAT THE 'MAGIC' NUMBER IS; ANALYSIS DID NOT COUNT MONTHLY PASS PASSENGERS, ACCORDING TO THE LAST NEWSPAPERS' REPORT; THIS IS A SERVICE FOR PEOPLE DOWNTOWN WHO GO TO WORK EVERYDAY; THE ALTERNATIVES ARE NOT VIABLE	Opposition
3/9/2006	40	JULIE PAULSEN	THANK YOU FOR EFFORTS ON COA, WORK FOR CITY OF SAN DIEGO; SOLUTION IS TO RAISE THE PRICE FOR SOME RIDERS BUT NOT THE WHOLE CITY, HAS HELPED HER DO HER CIVIC DUTY TO STAY OFF THE ROAD	Opposition
3/9/2006	44	DONALD MONGOMERY	BELLVUE VILLAGE APARTMENTS - OPPOSES PLACEMENT OF BUS STOPS - BUS STOPS ON ASHFORD STREET BUT HE LIVES A MILE UP THE HILL	
3/2/2006	44	DONNA ERICKSON	SUPPORTS IDEALS OF COA, LINDA VISTA PORTION OF RT 25 NEEDS TO BE MAINTAINED	
3/2/2006	50	NICHOLAS WILLIAM REED	A LOT OF KIDS THAT LIVE IN INNER CITY AND TAKE ROUTE TO DOWNTOWN AND CONNECT TO TROLLEY; KIDS WILL LOSE SPEED AND DIRECTNESS; 105 IS A GOOD ROUTE, SOMETIMES 15 TO 20 MINUTES LATE; LOVES THE IDEA OF THE 105 RUNNING 15 MINS; SUPPORT MOST OF CHANGES IN PLACE	Support
3/2/2006	70	ANNA DANIELS	CONCERNED ABOUT THE ANNOUNCEMENT NOT BEING RELEASED IN TIME.	Opposition
3/9/2006	70	RONALD OLIVER	KEEP 70, KEEP 40 - YOU CAN COMBINE THE 70 AND 40 IF NEEDED	Opposition
3/9/2006	70	ANNA GRACE DANIELS	LIVES IN CITY HEIGHTS; 70 WAS PACKED THIS MORNING; MTS IS MAKING THE CHANGES NOT BECAUSE THEY WANT TO IMPROVE SYSTEM BUT THE 7 AND 11 ARE CASH COWS AND EVERYTHING ELSE SUFFERS	Opposition
3/9/2006	70	ROSA GUERRERO	LOTS OF COMMUTING WORKERS IN CITY HEIGHTS - DO NOT DELAY TIME IT TAKES TO GET DOWNTOWN	Opposition
3/9/2006	70	KATHLEEN TUSCANO	NOT TRUE THAT BUS IS EMPTY OR EXPENSIVE TO RUN; LIMITED STOP SERVICE WILL NOT HELP BECAUSE IT PASSES ON UNIVERSITY AVE AND THERE ARE SO MANY HIGH SCHOOL STUDENTS THAT IT WILL BE DIFFICULT TO RIDE; ELDERLY POPULATION INCREASING WITGH BABY BOOMERS; DIFFICULT TO TRANSFER; TOURISTS TALK ABOUT HOW CONFUSING THE SYSTEM IS; 7 TAKES FOREVER AND CAN'T TAKE UP A WHEELCHAIR	Opposition
3/9/2006	70	ANA COVARMBIAS	TAKE 13, 7 AND 965; ROUTES LIKE THE 40 AND 70 SHOULD BE SAVED, AT LEAST ONE; WHEN THE TRANSIT PLAZA IS BUILT, WILL CONTINUE TO SUPPORT IT	
3/9/2006	83	ELAINE MCVEY	LIKE TO COMMEND DENIS FOR WORKING WITH THEM, HAVE A REQUEST FOR WEEKEND SERVICE ON THE 83; ALSO 30 MINS SERVICE WOULD BE BETTER THAN 60 MINS SERVICE ESP. IN HILLCREST. THIS WILL NOT ENCOURAGE RIDERSHIP	Support
3/9/2006	84	ADRIAN	WAS ORIGINALLY HAPPY ABOUT THE 84, BUT NEED WEEKEND SERVICE - ROUTE WILL BE BUSIEST ON WEEKENDS; T/SANTA ISN'T A BUSINESS PARK - THERE ARE HOMES THERE	Opposition
3/9/2006	89	SVAN ROSENFELD	EXTEND PROPOSED ROUTE 89 TO CARMEL VALLEY AND CAROLL CANYON ROAD - THREE MILES FROM HIS HOME, NOT POSSIBLE TO WALK THAT FAR	
3/9/2006	89	RAYA ABADIR	TRIED TO COMMUNICATE WITH MANY BOARD MEMBERS; MANY OLD AND LOW INCOME RESIDENTS IN HER AREA, BUT NOT EVEN ON THE MAP IN CARMEL VALLEY; 89 SHOULD COME TO THEIR AREA ON BRIARCREST PLACE, THERE ARE MANY NEW RESIDENTS THERE - NEED SERVICE TO CARMEL VALLEY ROAD AND OLD CARMEL VALLEY ROAD	Opposition
3/2/2006	150	RICK EMIG	COMPETING WITH TROLLEY BY TRYING TO BRING 150 INTO OLD TOWN; WILL LOSE REVENUE BY LOSING PASSENGERS BECAUSE OF DELAY	Opposition
3/2/2006	210	KHOA NGUYEN	140 RIDER PETITION TO MAINTAIN RT.	Opposition
3/2/2006	210	ANITA PHILLIPS	ALTERNATIVES TO THIS ROUTE WON'T SUFFICE. MAINTAIN ROUTE AND IMPROVE RIDERSHIP BY INCREASING ADVERTISING NEAR GAS STATIONS	Opposition
3/2/2006	210	FLORIDA C TIQUI	ANY PLANNERS TAKE THE BUS? RT 20 TIMING IS BAD, NO PARKING NEAR LA JOLLA TO CONNECT WITH COASTER	Opposition
3/2/2006	210	MICHAEL NUMEYER	BLIND GENTLEMAN; DO NOT DRIVE; LIFETIME BUS RIDER; WORKS FOR CITY OF SAN DIEGO - COMMUTING IS PART OF LIFESTYLE; MIRA MESA HAS A LOT OF RESIDENTS THAT WORK DOWNTOWN DAILY; MIRA MESA IS AS JUSTIFIABLE AS ANY OTHER COMMUNITY	Opposition
3/2/2006	210	PRITESH SHAH	COMFORTABLE RIDE; ENVIRONMENTALIST; RECONSIDER	Opposition
3/2/2006	210	CONSUELO MUNAR	COMMUTING TO WORK IS DIFFICULT, TIME CONSUMING; USING BUS MEANS CLEANER AIR; LIFELINE FRO MIRA MESA	
3/2/2006	210	JERRY D WALKER	COUNTY OF SD EMPLOYEE. CITES COUNTY DOCUMENTS THAT ENCOURAGE PUBLIC TRANSIT USE, NO PARKING VOUCHER FOR JURY DUTY DOWNTOWN	
3/2/2006	210	CRISTINA UNTAL	DEPENDS ON QUICKNESS OF RT 210 INTO DOWNTOWN. DROPS OF CHILD AT SCHOOL IN MORNING BEFORE WORK, CAN'T AFFORD TO LOSE ROUTE NOR PAY PARKING DOWNTOWN	Opposition
3/9/2006	210	THOMAS AVEY	HAVE SATISFIED INDIVIDUALS FOR LARGE RIDERSHIP; NO REASONS FOR INDIVIDUALS RIDING 210 TO STAND; CONSIDER SAFETY ASPECT	Support
3/9/2006	210	RICKY LOGIER	LIKES OPTIONS TO SAVE THE 210; MOST OF THE RIDERS WORK FOR GOVT; MTS SHOULD CONSIDER RAISING PRICES TO \$3 AS GOVT EMOPLYEES GET PASS VOUCHERS; THERE IS A GROUP THAT GOES UP TO THE 850 AND USE IT INTO DOWNTOWN FROM RP	Support

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3/2/2006	210	GLEN CLARKSON	NEW 210 RIDER. CONCERNED WITH ADDED AUTO CONGESTION WITH ROUTE ELIMINATION. PROVIDES HIS OWN RIDERSHIP DATA THAT INDICATES A HIGHER RIDER AVERAGE (32) SUGGESTS CONSIDERING FEWER RUNS INSTEAD OF TOTAL ELIMINATION	
3/2/2006	210	DAN STEPHENS	OPPOSED TO CUTS	
3/2/2006	210	PAULA GENTSCH	OPPOSED TO CUTS	
3/2/2006	210	ABEL M PAULI	PART OF HIS TAXES; QUICKER TO TAKE THE BUS THAN TO DRIVE; 14-16 PEOPLE ON FIRST TRIP; 630 TRIP PACKED; AFTERNOON ALWAYS PACKED	Opposition
3/9/2006	210	PAMELA STEPHENS	RECONSIDER THE CUT TO THE 8:30 ; TRYING TO DO THINGS IN A FLEXIBLE WAY IN MIRA MESA; BUS HAD 20 PEOPLE - ISN'T THAT FULL? ROUTE IS WORKING; OTHER ISSUES IN MIRA MESA FOR TRANSIT; PUT ONE MORE 210 TRIP FOR PEOPLE	
3/2/2006	210	VALERIE CHU	REDUCES AMOUNT OF TIME TO COMMUTE DOWNTOWN, SAVES MONEY; DIRECT, AND TIMELY; THERE IS NEW CONSTRUCTION IN MIRA MESA WHO NEED VIABLE OPTIONS TO GET AROUND; MASS TRANSIT DECREASES STRESS, TRAFFIC	Opposition
3/2/2006	210	CARLOS RUMMLER	SPEAKING ON BEHALF OF HIS WIFE, RT 20 ADDS COMMUTE TIME. MTS IS "MOVING BACKWARD"	Opposition
3/2/2006	210	LINDA CAMPBELL	TAKES 210 TO SCHOOL	Opposition
3/9/2006	210	JAMES MASSINGILL	THANKS FOR CONSIDERATION OF EARLIER STATEMENTS; SOME OF THE ADJUSTMENTS WOULD ADVERSELY AFFECT SOME OF THE RIDERSHIP; LOOKS FORWARD TO BETTER COMMUNICATION IN THE FUTURE	Support
3/9/2006	210	YEN WIN	THANKS FOR RECONSIDERING THE 210; ALWAYS FULL ON 4:30 BUS; ALSO HAVE HANDICAPPED PEOPLE AT THAT TIME; 20 WILL HELP; THERE MAY BE A SAFETY ISSUE WITH THE CROWDING	Support
3/9/2006	210	LUIS CHAVEZ	THANKS FOR REEVALUATING 210; SHOULD CONSIDER USING A BIGGER BUS ON THE 210; CURENT GOAL OF COA SEEMS TO BE TO CUT ROUTES; MAYBE YOU JUST NEED TO CHARGE MORE; HIS COMPANY LIKES THE IDEA THAT HE RIDES THE BUS	Support
3/9/2006	210	DAN STEPHENS	THE ORIGINAL PLAN TO SEND PEOPLE ONTO 20 OR 150 WAS RIDICULOUS; THANKS FOR TAKING 20 OUT OF FASHION VALLEY	Support
3/2/2006	210	KAREN TREMAIN	WITHOUT 210, NO WAY TO GO TO WORK; HAS NO CAR; HUSBAND IS DISABLED; HAS PETITIONS FOR ROUTE; HAS TO PAY HUSBAND'S BILLS; GETS BUS SICK	Opposition
3/9/2006	702	RICHARD BERGEN	MAIN CONCERN IS THE SCHOOLKIDS STARTING AT HILLTOP SCHOOL; BUS PICKS THEM UP GRADUALLY; IF THE ROUTE IS CHANGED IT WILL BE TOO FAR FOR THEM TO GO; THERE ARE A LOT OF YOUNGER KIDS THAT RIDE, AND THEY DON'T HAVE SCHOOL BUSES	
3/9/2006	703	ARTHYR GILBERT	HOMEOWNER, HOSTS INTERNATIONAL STUDENTS AT HIS HOME ON MELROSE AVE; VERY HILLY AREA AND DIFFICULT FOR SENIORS TO TRAVEL IN THAT AREA	Opposition
3/9/2006	706	ARDIS WEISE	CANERBURY COURT RESIDENT - THE PURPOSE OF THE BUS IS TO TAKE CARE OF THE SENIORS; USE THE BUS TO GO EVERYWHERE 3/4 TIMES A WEEK	Support
3/9/2006	706	SANDRA MARSH	DID RESEARCH - 706 AND 706A HAVE TOO LONG A LAYOVER TIME; IT IS NOT PLANNED PROPERLY - RESOURCES ARE WASTED; RECOMMEND THE 20 MINUTE RUN TO A HOURLY BUS AND THAT WOULD CUT OUT ONE BUS.	Opposition
3/2/2006	706	MARY PRICE	drives for CVT. Upset that the route 706 because a lot of seniors and disabled use it a lot. Works for the nature center.	Opposition
3/9/2006	706	IRENE CHANDLER	LIVE IN CANTERBURY COURT THAT HAS RETIRED SENIORS THAT NEED SERVICE; SOME DON'T HAVE FAMILIES TO HELP THEM; CUT ONE OF THE BUSES RATHER THAN TWO	Opposition
3/9/2006	706	JOANNA DROUIN	LIVED IN CANTERBURY COURT FOR A WHILE; BUS DRIVERS RUN THE MOTOR AND WASTE RESOURCES - WASTE OF GAS AND TIME, DRIVER SPEEDS ON ROUTE; DIFFICULT TO GET AROUND WITHOUT THE BUS ROUTE; GIVE ONE BUS BACK AND COMBINE THE ROUTE 706 AND 706A	
3/9/2006	706	GRACE BERTHOLD	NEED THE SERVICE - MOVED THERE BECAUSE OF SERVICE; SENIORS NEED THE BUS BECAUSE ALLOWS MOBILITY	Support
3/9/2006	706	ANDREA LAVALLEY	RESORT IS ON SAND PIPER WAY; REPRESENTS GUESTS AND TENANTS; 706A IS VERY IMPORTANT; SYSTEM IS GREAT - PEOPLE LEAVE THEIR CARS AT HOME; REMOVING ROUTE WOULD CAUSE A LOT OF PROBLEMS FOR EVERYBODY; REDUCE SPAN OF SERVICE RATHER THAN ELIMINATE	Opposition
3/9/2006	712	AL CURTIS	HAPPY WITH HOW CONCERNS WERE HANDLED BY STAFF	Support
3/8/2006	815	KIMBERLY EAKAN	WORK WITH MOM, AND REALLY HOPE YOU DON'T CUT THE BUSES BECAUSE PEOPLE NEED THEM FOR WORK, EVENTS; PUT YOURSELF IN THEIR SHOES	Opposition
3/8/2006	816	GENE MORONES	CHANGES WILL DENY ACCESS TO THE SCHOOL; PLEASE ALSO CONSIDER EXPANDING SERVICE ON 962 RO CUYAMAMCA	
3/8/2006	832	RYAN BURCH	NEED TO GET TO CHURCH AND MALL ON WEEKENDS; TAKE 832 ALL WEEK TO GET TO WORK; IF ROUTE CHANGES, THEN THERE IS NO WAY TO GET TO WORK AT 8AM	Opposition
3/8/2006	833	LILLA BROWN SMITH	HOW COULD YOU RESEARCH THE PROJECT, AND NOT CONSIDER WHAT IS BEING DONE TO COMMUNITY; THIS IS A WEEKEND TOWN, AND ALL WEEKEND ACTIVITY IS ESSENTIAL; WITHOUT SERVICE HIS ACTIVITY IS ELIMINATED; NEED OUR LIVES AS YOU HAVE YOURS	Opposition
3/8/2006	833	NETTIE JOHNSON	LIVE ON EAST BRADLEY; THERE ARE PEOPLE WHO WORK AT PARKWAY PLAZA THAT LIVE ON BRADLEY. WEEKDAYS, NOT ENOUGH SERVICE; TAKE YOGA CLASS AT CUYAMACA; CUTS ARE AFFECTING SENIORS AND HANDICAPPED; DID NOT GIVE PEOPLE ANY TIME AND NOT CONSIDERING PEOPLE YOU ARE HURTING	Opposition
3/8/2006	833	MICHELLE BEATHE	WORK AT ALBERTSONS; HER SCHEDULE VARIES; VERY DEPENDENT ON PUBLIC TRANSIT, CANNOT AFFORD A CAB, KEEP SCHEDULES THE SAME WAY; WILL BE MORE DIFFICULT TO DO GROCERY	Opposition
3/8/2006	834	RALPH WEEKLY	DOES NOT AGREE WITH THE ROUTE CHANGES AND CONTENTS THAT THE BUSES ARE FULL	Opposition
3/8/2006	834	EVALYN DURHAM	LIVED IN SANTEE SINCE 1971 - HAVE GONE BACK TO NOTHING - FORGOT TO CAR4E ENOUGH OT PROVIDE SERVICE FOR EVERYONE; THE ONES THAT HAVE TO GET OUT, THE SENIORS ETC ARE NOW HOUSEBOUND; DIFFICULT TO RIDE THE BUSES; USING BUDGET AS AN EXCUSE TO MAKE SURE DOWNTOWN HAS ALL SERVICES; ALL FESTIVALS DOWNTOWN PROVIDED FOR WITH EXTRA SERVICE	Opposition
3/9/2006	844	DON HICKE	LIKES TO GO TO POWAY FOR RECREATIONAL PURPOSES	Opposition



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3/9/2006	844	JANICE PEPIN	SCHOOL TEACHER IN PROGRAM; USE THE BUS SYSTEM EVERY DAY FO THE WEEK - USE 844 AND 845 TO GET AROUND IN COMMUNITY; CHANGES WILL AFFECT PROGRAM IMMENSELY; USE THE ROUTE TO CONNECT TO 20; IT WILL LIMIT THE AVAILABILTY OF BUSINESS TO THE STUDENTS	Opposition
3/9/2006	844	KATHY LINCH	STAFF MEMBER AT PROGRAM AND CLIENT OF COMMUNITY OPTIONS; READ LETTER FROM CARRIE CHASE - CARRIE USES 844 AND 20; ONLY FORM OF TRANSIT TO GET AROUND - HANDICAPPED; CUTS ARE UNFAIR	Opposition
3/9/2006	844	ELI-BEN ARAZI	STUDENT IN TRANSITION PROGRAM; THESE CHANGES WILL MAKE HIM TAKE A LONG WAY TO WORK; TAKES HIM TO LIBRARY, CINEMA; WORK SITE; RP AND CONNECTS TO 20 - CARMEL RANCH; IT WILL TAKE PART OF HIS COMMUNITY AWAY	Support
3/2/2006	844	TERRI AMBREZEWICZ	UNDERSTANDS BUSINESS SIDE OF TRANSPORTATION, LIMITED BUDGET, AND NEED FOR EFFICIENCY; BUT ASK THAT THE HUMAN SIDE BE CONSIDERED; HAVE A PROGRAM THAT IS DESIGNED FOR STUDENTS WITH SPECIAL NEEDS; WILL NEVER BE ABLE TO DRIVE THEIR OWN CARS; THE ALTERATION OF THIS ROUTE COULD MEAN A WORLD OF A DIFFERENCE TO THESE KIDS; FIND THE FEDERAL FUNDS TO SUPPORT THE ROUTE FOR SPECIAL ED NEEDS	
3/8/2006	848	ANN PRAK	BEEN ON PUBLIC TRANSIT SINCE 1972; PUBLIC TRANSIT GIVES A CHANCE TO GET OUT; KEEP 854 BACK UP ON PINO AND JULIAN, GAVE TIFFANY INFO	Opposition
3/9/2006	851	TIM SENA	DISABLED SENIOR - HAVE 150 SIGNATURES ON PETITION - WILL BE TRAPPED LATE NIGHT AND WEEKENDS; TOO FAR TO WALK IF ONE LIVES ON BOUNDARY	Opposition
3/8/2006	851	RAY SCOTT	OCCASIONAL RIDER; USUALLY ONLY CROWDED IN ONE DIRECTION - IN AM GOING FORMS SPRING VALLEY TO SPRING ST STATION, THEN IN OPPOSITE DIRECTION; HAVE 851 KEEP ITS ORIGINAL ROUTING DURING RUSH HOUR ONLY. THERE IS NO ALTERNATIVE SERVICE FROM BANCROFT AND KENWOOD; PRETTY LONG WALK TO BANCROFT AND CAMPO	Opposition
3/9/2006	851	RAY SCOTT	TRANSIT DESIGNED EAST WEST TO SERVE TROLLEY, DOES NOT SERVE THE NORTH SOUTH DIRECTION WELL; PEOPLE'S COMPLAINTS ARE THAT THEY CAN'T GET AROUND TO DO THINGS IN COMMUNITY; 851 - A LOT OF PEOPLE RIDE BUS AT RUSH HOURS, TRY OPERATING DURING RUSH HOURS ONLY	Opposition
3/8/2006	854	JOHN TURNER	854 IS A NEEDED BUS	Opposition
3/8/2006	854	PATRICK PORTER	A LOT OF PEOPLE DEPENDENT UPON THE SERVICE; SERVE ICE IS BRIDGE BETWEEN LAKESIDE AND SANTEE; WOULD TAKE 1 1/2 HOURS TO GET TO WORK WITH PROPOSED ROUTING	Opposition
3/8/2006	854	DAVID BOYLE	ADVOCATES THAT MTS PRESERVES THE ROUTE THE WAY IT IS	Opposition
3/8/2006	854	CATHY SYKES	DON'T TAKE THE 854 STOPS OUT, LEAVE ROUTE AS IS	Opposition
3/8/2006	854	WILMA WARD	EMPLOYED WITH LAKESIDE SCHOOL DISTRICT, STUDENTS TAKE THE BUS ON FIELD TRIPS HER DAUGHTER IS A SENIOR WHO NEEDS TO GET TO COLLEGE, AND IS HANDICAPPED	Opposition
3/8/2006	854	ALAN FISHER	EMPLOYED WITH PADRES, NEEDS ROUTE TO GET TO WORK	Opposition
3/8/2006	854	STELLA RHODES	ENJOYS TAKING 854 TO UNYEWAY PROGRAM	Opposition
3/8/2006	854	EVAN FRIEDMAN	GROSSMONT COLLEGE STUDENT; A LOT OF LAKESIDE RESIDENTS TAKE THIS ROUTE; REDUCE THE COVERAGE IN THE AREA INSTEAD OF TOTALLY ELIMINATING IT	Opposition
3/8/2006	854	KRISTIN ROBINSON	HER EMPLOYEES RIDE THE SYSTEM	Opposition
3/8/2006	854	JOY PRUITT	KIDS WILL NEED THIS FOR SUMMER SCHOOL; BUS SE4RVICE TOO LIMITED; DOES A DISSERVICE; DEALT WITH TROLLEY SITUATIONS; SMALL BUT VITAL SERVICE; ONLY BUS SERVICING WEST SANTEE; TAKE ONES ARE NOT ENOUGH TO GET INFO OUT	Opposition
3/2/2006	854	NICK BRUSALIS	lived in East County 29 years. Need to address specific problems such as ling waits at bus stops. Santee and Lakeside are very fast growing communities. MTS does a good job with coverage. Do not discontinue the 854.	Opposition
3/8/2006	854	MONICA JOHNSON	MOST OF ER CLIENTS ARE HANDICAPPED, AND LIVE/WORK AROUND THE AREA	Opposition
3/8/2006	854	MARK ROBINSON	ON BEHALF OF HIS 25 YEAR OLD DAUGHTER ELIZABETH WHO WORKS AT OLD NAVY; STRUGGLED TO HELP HER GAIN INDEPENDENCE; ELIMINATION OF ROUTE WILL TAKE THAT AWAY FROM HER ONLY WAY TO GET AROUND TO DOCTOR, KIDS; ISN'T FAIR TO ANYBODY TO TAKE THIS ROUTE; PEOPLE WHO ARE DEPENDENT ON THIS ROUTE CAN'T DO WITHOUT IT; THINK TWICE BEFORE MAKE DECISION	Opposition
3/8/2006	854	MICHELLE GRABOND	PRES. OF ASSOC OF STUDENTS AT CUYAMACA; THE UNDER FUNDED, UNDERESTIMATED AND UNDER CONSIDERED STUDENTS OF SCHOOL NEED TO BE HEARD; THE KEY TO THEIR SUCCESS IS ACCESS; PLEASE CONSIDER ALTERNATIVES	Opposition
3/8/2006	854	ROSALYN JOHNSON	SINGLE PARENT WITH THREE CHILDREN; THERE ARE MORE THAN 5 PEOPLE PER TRIP ON THE 854; MAYBE A COUPLE TRIPS IN THE MORNING AND AFTERNOON	Opposition
3/8/2006	854	LINDA WEAVER	SON TAKES THE BUS TO SCHOOL AND ALREADY HAS TO WALK TO GROSSMONT TO CATCH THE BUS; TAKING AWAY THE BUS IS TAKING AWAY HIS INDEPENDENCE	Opposition
3/8/2006	854	KATHLEEN CRANE	TAKES THE ROUTE TO DOCTORS' APPOINTMENTS	Opposition
3/8/2006	854	GRACE KENNEDY	WON'T BE ABLE TO GET TO JOB ANYMORE; WORKS FROM 9:15 TO 2:15; WORKS IN THE LAB	Opposition
3/8/2006	854	PAT BARBER	WORKS AT UNYEWAY, INDEPENDENCE SHOULD BE AVAILABLE TO EVERYONE; COLLECTED 520 SIGNATURES FROM PEOPLE UNABLE TO ATTEND	Opposition
3/8/2006	854	KIM METLI	WORKS FOR A NON PROFIT ORGANIZATION; THE CLOSEST BUS SERVICE IS 3/4 MILE AWAY,, PATRONS NEED THIS BUS.	Opposition
3/8/2006	854	MARIA BONO	WORKS FOR THIS PROGRAM, NEEDS TO MAINTAIN HER ACCESS TO IT	Opposition
3/8/2006	855	DONALD TODD	IS THERE ANY WAY TO PUT STREET LIGHT ON THE BUS STOP SO THAT DRIVERS CAN SEE PASS WAITING	
3/8/2006	856	JOYCE TODD	DO NOT CHANGE; IS HER LIFELINE, USES IT TO GET TO DOCTORS	Opposition
3/8/2006	856	DAVE DE FIELDS	GREATLY USED FOR EMPLOYMENT; SERVES THE PEOPLE WELL; SERVES MANY CORPORATIONS; MANY EMPLOYEES RIDE TO FROM END TO END; MTS PROPOSALS DO NOT PROP	Opposition
3/8/2006	856	CINDY ESTRADA	IS A DISABLED STUDENT THAT NEEDS ROUTE TO GET TO SCHOOL	Opposition

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3/8/2006	856	AMY SOUSA	TEACHER IS LEGALLY BLIND, LIVES IN COLLEGE GROVE AREA; ALREADY TAKES AN HOUR TO GO TO SCHOOL, THIS CHANGE WILL AFFECT HER STUDIES	Opposition
3/8/2006	858	AKIHIDO SHINODA	115 DOESN'T GO TO JOHNSON AND MADISON; MANY GROSSMONT COLLEGE STUDENTS LIVE THERE; THERE ARE MANY FEMALE STUDENTS IN DEPARTMENT THAT FOR THEM TO WALK SO FAR TO CATCH THE ALTERNATIVE, IT IS TOO HARD; CHANGES DO NOT CONSIDER SAFETY OF STUDENTS; 2 - SOME GROSS. STUDENTS GO TO PARKWAY PLAZA FROM GROSSMONT COLLEGE	Opposition
3/8/2006	858	ARTURO	BUS IS EXTREMELY PACKED WITH COLLEGE STUDENTS; 115 NEEDS TO BE LEFT AS IS. SUBMITTED PETITION	Opposition
3/8/2006	858	CARRIE SCHULTZ	BUSES ARE IMPORTANT ON EAST LEXINGTON; NEED IT FOR HER WORKERS; RECONSIDER AND CONTINUE THE ROUTES THAT ARE BEING CUT.	
3/8/2006	858	MIKE WASYLIN	DIRECTOR AT ARC; LARGE NUMBER OF PEOPLE USE THE SYSTEM; ROUTE WILL STOP ON LEXINGTON CENTER; A LOT OF FOLKS ARE RELIANT ON PUBLIC TRANSIT; JAMACHA IS A REAL BUSY INTERSECTION, THERE IS A SAFETY HAZARD THERE	
3/8/2006	858	ANDREW JOHNSON	DON'T MAKE ANY CHANGES; GET ON THE BUS AND RIDE IT	Opposition
3/8/2006	864	ROBERT GUTHRIE	RIDE FROM ALPINE TO EL CAJON; SEE A LOT OF PEOPLE IN THE MORNING; IT IS FULL; IF YOU TAKE 864 OFF B ROADWAY, PEOPLE WILL NOT HAVE AN ALTERNATIVE; NO BUSES TO WAL-MART UP LAS COCHES; STUDENTS THAT GO UP TO EL CAPITAN USE THE SERVICE	Opposition
	874	BARBARA STEER	HAPPY THAT SHE WILL HAVE AT LEAST SOME SERVICE - ANY WAY TO PUT BUS STOP SIGNS	Opposition
3/8/2006	874	SUZANNE MCLAUGHLIN	LIVES ON PEACH NEAR MOLLISON; USE 864 AND 874 FREQUENTLY; NEEDS TO GET TO CERTAIN GROCERY STORE; NEED ENTIRE ROUTE KEPT AS IS. DO MOST OF SHOPPING ON EVENING, ON WEEKENDS GO TO BALBOA PARK, NEED TO BE ABLE TO GET ALL THE WAY HOME; ONE SOLUTION WOULD BE TO SWITCH 864 FROM BROADWAY TO FREEWAY; BRING BACK DIAL A RIDE	Opposition
3/8/2006	874	DARLENE NIETO	THERE ARE TIMES WHEN THERE AREN'T A LOT OF PEOPLE, BUT THERE ARE TIMES WHEN IT IS WELL USED. BEEN USING BUS FOR YEARS.	
3/8/2006	874	LUCIA CAREY	UNDERSTAND ECONOMICS VERY WELL, BUT UNDERSTAND WHAT HER CHALLENGE AND THE OTHER CHALLENGES IN THE COMMUNITY ARE; DEPENDING ON THE BOARD TO MAKE THE RIGHT ECONOMIC DECISION FOR CITIZENS	Opposition
3/8/2006	874	JENNIFER DANIELS	USE ROUTE TO GO TO DENTIST AND GROCERY, A LOT OF ELDERLY FOLK USE ROUTE, ONLY BUS TO SUPPORT THAT AREA	Opposition
3/8/2006	874	RICK SMART	USED TO USING ROUTE TO GET TO DENTIST AND GROCERY; WOULD LOVE TO SEE 874 KEPT; 10 PEOPLE IN COMPLEX RIDE IT, CUT 871 OR 872, OR 874 OR 875; SOME OF BUS DRIVERS SAY THAT EVALUATION OF ROUTE IS ONLY ONCE A DAY, ONCE A MONTH WITH 874 DEPENDS ON TIME OF DAY OR DAY OF WEEK	Opposition
	936	LONNIE SEAVEY	SERVICE TO ALVARADO - WILL HAVE TO WALK TO ALVATRADO COURT FROM TROLLEY STATION IF SERVICE CUT; THERE ARE ALSO GOOD RESTAURANTS	Opposition
3/9/2006	965	SUSAN CHRISTIE	BUS NEEDED FOR STUDENTS OF SAN DIEGO HIGH SCHOOL, SAN DIEGO STATE; ROOSEVELT; MCKINLEY SCHOOL; LIFELINE - HOW THEY SHOP, SPEND MONEY IN NORHT PARK AND HILLCREST; A LOT OF RIDERS WILL QUALIFY FOR PARATRANSIT - THE ROUND TRIP WILL THEN GO TO \$40 - IT WOULD NOT MAKE SENSE TO IMPLEMENT THAT TYPE OF SERVICE BECAUSE IT IS MORE EXPENSIVE FOR MTS TO RUN	
3/2/2006	965	SUSAN CHRISTIE	FEDS AND STATE OFFICIALS NEED TO BE AT MEETINGS; WANTS STAFF TO COME OUT AND SEE HER AND COMMUNITY	
3/9/2006	965	LEEANN MARCHESE	HAS MANY CLIENTS AND VOLUNTEERS; MANY SENIORS WILL BE AFFECTED EVERY DAY; NORTH PARK IS A HUGE COMMUNITY OF SENIORS ALREADY CHALLENGED WITH TRANSPORTATION ISSUES; EVALUATE THE SENIOR RIDERSHIP AT THE RIGHT TIME OF DAY	
3/9/2006	965	MARIA SOTO	KEEP THE BUS FOR THE EMPLOYEES OF THE SCHOOL; NEED THE BUS DON'T JUST THINK ABOUT NUMBERS	
3/9/2006	965	STEVEN MENDEZ	OPPOSES THE 965 SEGMENT WEST OF THE 805; RATHER THAN ELIMINATE; DISCONTINUE PART OF ROUTE FROM 30TH AND UNIVERSITY TO 30TH AND REDWOOD; RETAIN PART OF ROUTE FROM 30TH AND REDWOOD TO 30TH AND UNIVERSITY; REDUCE HALF HOUR SEGMENT TO ONCE AN HOUR ON THE NILE/BOUNDARY/REDWOOD SEGMENT TO 35TH AND UNIVERSITY, AND DO IT AT THE TIME THAT MCKINLEY ELEMENTARY GETS OUT. RECCOMENDS IT BE AROUND THE SCHOOL BELL TIME, THINKS THAT THIS WILL ALLOW FOR A BETTER RETURN/USAGE OF THE SHUTTLE	
3/9/2006	965	MICHAEL LEIBERS	REPRESENTS THE DISABLED PEOPLE; WHAT ABOUT THE PEOPLES NEEDS? STOP PUTTING FINANCIAL MATTERS IN FRONT OF PROVIDING SERVICES FOR THE PEOPLE	
3/9/2006	965	MARLA BLAND	SON ATTENDS MCKINLEY; WILL HAVE TO GO TO ANOTHER SCHOOL	
3/9/2006	965	KATHERINE VIENNA	USED IT SINCE IT WENT INTO USE - NO. 6; HOW WILL THEY GET TO UNIVERSITY 8 BLOCKS AWAY; ASK FOR 888 AND 894 TO BE KEPT	Opposition
3/9/2006	13, 14, 40	BRUCE ROBBINS	RIDES BIKE; WOULD LIKE 13 TO CONNECT TO THE TROLLEY STATION; 14 IS PROPOSED NOT TO STOP AT GRANTVILLE - CONCERNED ABOUT THE DISABLED AT THE TROLLEY STATION AT MISSION SAN DIEGO; 40 - DELIGHTFUL BUS, ONE OF THE JUSTIFICATIONS OF THE GRANTVILLE STATION WAS SO THAT AN EXPRESS BUS COULD REACH IT FROM THE FREEWAY; URGES THAT SOME FORM OF THE ROUTE REMAIN	
3/2/2006	15, 44	JAMES CALDWELL	LIVES ON EL CAJON AND WINONA; IF YOU WANT MORE RIDERS, YOU HAVE TO ADVERTISE ON TV AND NEWS PAPERS; MAKE ALL THESE DECISIONS WITHOUT ACTUALLY COMING OUT TO RIDE BUSES; WASTING MONEY WITH SURVEYS ON A PLANNING COMMITTEE.	
3/9/2006	25, 44	DONNA ERICKSON	DON'T SEE EYE TO EYE WITH MTS - DON'T KNOW HOW THEY CAN TELL WHAT STOPS RIDERS GET ON AND OFF OF; REMEMBER AUDREY; GO THE EXTRA MILE FOR THE ACCESS	
3/9/2006	25, 44	JUDITH MCLEOD	WILL CAUSE PROBLEMS FOR LINDA VISTA COMMUNITY; LIVES ON THE STREET ON WEST FRIARS ROAD WHERE THE OLD 81 USED TO RUN; NEED A BUS FROM VIA LAS CUMBRES TO UNIVERSITY CANYON; WOULD LIKE SOMEONE TO COME IN TO OFFICE TO TALK TO THEM; A LOT OF PEOPLE IN AREA DON'T HAVE CARS AND IT IS DIFFICULT TO WALK	Opposition
	30; 844	JOSE MELENDEZ	LIKES 30 - STILL HAVE ACCESS TO LA JOLLA; DO AWAY WITH PEAK HOUR SERICE ON 844, HAVE ALL SERVICE ON 845B ON POWAY; LIKE NEW LIMITED STOP SERVICE, BUT SHOULD CALL IT 908L, CALL 120 125 INSTEAD	Support

# Metropolitan Transit System

COA Public Hearing Comments - March 2, 8 & 9, 2006

Public Testimony Log

Date	Route	Full Name	PODIUM COMMENT	Support or Opposition
3/9/2006	34, 9	LEE MORTON	THANKS FOR INFO EXPRESS; CONCERNED WITH 34/30 COMBINATION, THE 8/9 LOOP; THERE WOULD BE AN AWFUL LOT OF PRESSURE FOR THAT ROUTE TO COVER ESPECIALLY ON THE HOLIDAY WEEKENDS; 30 SHOULD COVER SOME MISSION BEACH STOPS; LET THE 8/9 COVER SEA WORLD	Opposition
3/9/2006	35; 965; 40; 70	CONGRESSWOMAN DAVIS REP	THANKS FOR WORK IN SOUTH POINT LOMA, COLLABORATION IS APPRECIATED; CONCERNED ABOUT 965 - HEAR A LOT ABOUT THIS FROM CONSTITUENTS; CONCERNED ABOUT 40 AND 70 FOR DIRECT ACCESS DOWNTOWN; THIS MAY HAVE POTENTIAL CONFLICTS GIVEN THEY ARE TRYING TO BRING ADDITIONAL FUNDING TO THE REGION	
3/2/2006	40, 210	TERRY SHEWMAKER	TAKING AWAY A NUMBER OF MAJOR ROUTES;	Opposition
3/9/2006	40, 70	TODD EROIA	WILL LEAVE NAVAJO AREA UNSERVED WITH AN EXPRESS ROUTE; NAVAJO RESIDENTS WILL NOT HAVE ANY SERVICE WHATSOEVER; CONSIDER RAISING PRICES TO KEEP ROUTES IN PLACE; THE CHOICE RIDERS USE IT BECAUSE IT SAVES MONEY	Opposition
3/2/2006	5, 50	DAVE SCHUMACHER	USE BUS ALL THE TIME; CHANGE IS HARD; THE WAY TO LOOK AT IT IS AS THE BENEFITS TO THE WHOLE SYSTEM; A LOT MORE PEOPLE WOULD LIKE TO TAKE TRANSIT; THEN BENEFITS OF THE COA IS THE HIGHER FREQUENCY AND STREAMLINING OF ROUTES, MAKING IT MORE COMPETITIVE WITH THE AUTOMOBILE; MAKE TWEAKS, BUT DON'T GIVE UP COA!	Support
3/9/2006	5, 908, 34	WILLIAM CLAYTON	THE 5 WILL NOT SERVE DIRECTLY TO DOWNTOWN; CONCERNED WITH 908 AT MIDWAY SECTION; NEEDS 34 TO SERVE PETSMART	Opposition
3/2/2006	5A	BILL	DRIVERS MUST BE TO BLAME FOR PAVLOV KANTOR ELIMINATION, AS THEY ARE BORED AT END OF LINE; CITY COUNCIL HAS APPROVED UNITS, AND GOVERNOR DRIVE WILL BE EXTENDED TO MIRAMAR - BEING DISCUSSED A LOT. THERE ARE MAINTENANCE PEOPLE THAT USE THE BUS TO GET IN THERE	
3/9/2006	5A	JAMES NICOLLETTI	HAVE A PETITION FROM VILLAGE COMMUNITY FROM GULF STRAND AND GOVERNOR DRIVE; MANY OF RESIDENTS ARE DEPENDENT ON FAMILY OR FRIENDS; PLEASE TAKE INTO CONSIDERATION SOME LIMITED SERVICE TO AREA	Opposition
3/2/2006	5A	ZELDA LIVINGSTON	LIVE IN SENIOR CITIZEN COMMUNITY; SERVED BY 5A, A MILE AND A HALF CIRCLE OFF REGULAR 5 ROUTE; REMODELING COMMUNITY TO 200 ASSISTED LIVING UNITS; USED TRANSIT FOR 30 YEARS, LOVES IT; DO NOT ELIMINATE PAVLOV KANTOR IN COMMUNITY	
3/9/2006	5A	DIANE BODIN	LIVES IN UNIVERSITY CITY; A 1 MILE WALK TO GENESSEE IS TOO LONG WITH PACKAGES AND VISUAL IMPAIRMENT; NEED ECONOMIC OPTIONS TO GET AROUND	Opposition
3/9/2006	70, 35	KATHY EVANS-CALDERWOOD	ELECTED MEMBER OF CITY HEIGHTS PLANNING COMMUNITY AND PAC AND REDEVELOPMENT FOR AREA, RESEARCHER FOR PETE WILSON AND WORKED ON ISSUES RELATED TO TRANSIT AND ENERGY CONSERVATION IN 1979; RECOMMENDATIONS THAT WERE GIVEN TO CITY COUNCIL WERE NOT IMPLEMENTED; WROTE LEGISLATION FOR HANDICAPPED; REPRESENT GROUP CALLED SAN DIEGO WELFARE WARRIORS; DID A MAJOR TRANSIT STUDY FOR SDSU; APPALLED AT ATTITUDE OF MTS ON RADIO; QUESTION THE WAY MTS ARRIVED AT DATA	Opposition
3/9/2006	706, 712	ARMANDO VALENZUELA	WORKS AT WALMART AT PAC HEIGHTS AT BROADWAY; ROUTE SHOULD NOT BE CUT BECAUSE AMY EMPLOYEES AND SHOPPERS USE IT; 706A LOSS WOULD DISADVANTAGE BUSINESSES; 706 GIVES ACCESS TO ALBERTSON'S HENRY'S ETC; DON'T SEE WHY CHANGES MUST BE MADE TO CHULA VISTA BUS TROUTS; THERE IS A CAREER CENTER OFF 712, IF THAT GETS CUT IT WOULD BE DIFFICULT TO GET TO IT (DON'T WANT TO WALK 2 BLOCKS); AT LEAST PUT IT EVERY HALF HOUR; AT LEAST REROUTE SOME BUSES TO SERVE AREA	
3/9/2006	706A	ANGELA DE LUCA	ONLY FREEDOM AND INDEPENDENCE; LIVE OPPOSITE CAMPGROUND; NO OTHER WAY TO GET OUT - NO SIDEWALK; CONCERNED ABOUT LOSS OF PARATRANSIT AS WELL; 39% OF THEM USE THOSE TWO BUSES	Opposition
3/8/2006	816, 962	BETH APPENZELLER	EXPRESSING CONCERN FOR CURRENT AND FUTURE DISABLED AND LOW INCOME STUDENTS; MET WITH DEVIN BRAUN, UNDERSTOOD CHANGES; MAY RECONSIDER FREQUENCY; THANKS FOR THE OPPORTUNITY TO EXPRESS CONCERNS, AND TO WORK WITH MTS IN FUTURE	Opposition
3/9/2006	844, 20	BARBARA HICKE	GO TO POWAY 'QUITE A BIT'; WHEN IT IS AN HOUR APART, THE TRANSFERS WILL BE MORE DIFFICULT FROM ROUTES LIKE THE 20 - WILL THE TRANSFERS EXPIRE?	Opposition
3/9/2006	844/845	JOYCE GRIER	CUTBACKS ARE ALREADY A MISTAKE; THERE ARE SO MANY AREAS THAT NEED SERVICE, AND THEY ARE ALL CLOSE TO HER CONDO SO IT WOULD MAKE SENSE TO USE THE SERVICE; DRIVERS WILL LOSE THEIR JOBS; USES BUS TO GO TO LA JOLLA - TAKERS 20 OR 31 TO GET TO HOSPITAL	Opposition
3/2/2006	844/845	DEAN WEESE	TEACHES SPECIAL ED KIDS; ACCESS TO SOUTH POWAY BUSINESS PARK ALREADY TAKEN AWAY; HALF OF POWAY BEING TAKEN AWAY FROM KIDS; 5 JOB SITES TAKEN AWAY FROM KIDS; STUDENTS HAVE TO GO TO RB TO ACCESS 20 NOW; PROPOSED TIMES ARE A CONCERN; SEEMS LIKE COMMUNITY IS SHRINKING NOT EXPANDING FOR STUDENTS	Opposition
3/8/2006	854/858	DEAN COLLI	MTS HAS OPPORTUNITY TO POSITIVELY INFLUENCE PUBLIC TRANSIT; THE CLASS SCHEDULES ARE WELL SERVED BY THIS BUS; GROSSMONT LACKS ADEQUATE PARKING; REDUCTION WILL NEGATIVELY AFFECT STUDENTS	Opposition
3/8/2006	858, 833	LINDA GERMAN WHITE	BEEN WITH CITY BUSES SINCE 1977, GOES TO GROSSMONT COLLEGE; DISABLED; IF PEOPLE WOULD RIDE THE BUSES AND SEE WHAT THEY ARE GOING THROUGH; WHY DOES SDSU AND CITY COLLEGE HAVE TROLLEYS?	
3/8/2006	858, 856	DANNIELL VAN WESTERHUYZEN	GOT TO CUYAMACA; HAVE RIDDEN FOR SEVERAL YEARS; SOME OF THE DRIVERS WILL LOSE THEIR ROUTES; HIGH SCHOOLS STUDENTS ALSO TAKE 858, SOMETIMES STANDING ROOM ONLY FROM MORNING TO AFTERNOON; NEED SERVICE ON LEXINGTON AND 3RD FOR PEOPLE TO GO TO PROGRAM	Opposition
3/8/2006	871, 872	WENDY HUTSON	NEW TO SOCIAL; MOVED 15 MONTHS AGO FOR HER AUTISTIC DAUGHTER; EL CAJON HAS PEOPLE WITH AN AWFUL LOT OF CHALLENGES; WOULD WELCOME THE EXTRA SERVICE ON MAIN STREET	
3/8/2006	874, 858	JUDITH LIEBE	MOTHER USES 874 TO GET TO DOCTOR, NEEDS 858 FROM LEX AND JAMACHA; WILL HAVE TO WALK FURTHER - MOTHER IS 78 YEARS OLD; NEIGHBOR BARBARA IS HANDICAPPED AND TAKES 858 FROM THE LIBRARY; 873 - WILL AFFECT A LOT OF HIGH SCHOOL KIDS	Opposition
3/8/2006	874, 875, 816, 81	JULIE ZIMMERMAN	JOB COACH FOR ARC; JAMACHA IS TOO BUSY FOR DISABLED TO CROSS TO CATCH 816; OTHERWISE UNSAFE; TAKE PROPOSED 874/875 AND HAVE IT GO UP THIRD TO LEXINGTON, TURN ON LEX TO JAMACHA, TO WASHINGTON; CURRENT PROPOSAL SERVES ONLY A FEW HOUSES; FOR 816 NEEDS TO RUN ON WEEKENDS	

# Metropolitan Transit System

COA Public Hearing Comments - March 2, 8 & 9, 2006

Public Testimony Log

Date	Route	Full Name	PODIUM COMMENT	Support or Opposition
3/2/2006	908, TROLLEY	ROSS HUNTER	BAD CONNECTIONS BETWEEN BUSES AND TROLLEY AT OLD TOWN; CONCERN ABOUT THE SAFETY, WOULD LIKE TO SEE MORE COORDINATION, ESPECIALLY ON SUNDAY BETWEEN 908 AND TROLLEY AT WASHINGTON ST; WHY AREN'T WE GETTING OUR FAIR SHARE OF MONEY DOWN HERE IN SD?	Support
3/9/2006	923, 35	GILLIAN LANCASTER	LIVE IN OB; NEED MORE OUTREACH TO SENIORS BECAUSE PEOPLE ARE FRIGHTENED; PROBLEM IS BUS CONNECTIONS ARE BAD; NEED EVENING SERVICE IN OB AND OTHER PLACES; 7 SHOULD HAVE A CIRCULATOR AROUND BALBOA PARK	
3/9/2006	923, 35	TANYA HICKMAN	MANY GUESTS ARE 18 TO 25; PROPOSED CHANGES WOULD ELIMINATE SERVICE TO HOSTEL AFTER 7PM; NEXT NEAREST BUS STOP WOULD BE 2 MILES AWAY - SAFETY ISSUE; DOWNTOWN WOULD TAKE OVER AN HOUR WITH NEW PROPOSALS; BEEN IN COMMUNITY FOR OVER 30 YEARS	
3/8/2006	936, 4, 11	LORRAINE LEIGHTON	FLIP FLOPPED 11 AND 4; WHO HAS RIDDEN HE SERVICE, WHO LIVES DOWN THERE? NEED TO LOOK AT ALL ROUTES, NO SCHEDULES POSTED; TIME THAT YOU TAKE A SALARY CUT, TRY DRIVING THE BUS YOURSELF.	
3/9/2006	GEN	JOANNE TURNEN	15 YEAR RIDER - HOUSE KEEPER - WORK FOR SENIORS ON THE 34, 9 AND 30 - IT WILL TAKE 2 HOURS TO GET TO WORK NOW - IT IS NOT ACCESSIBLE, DOES NOT MAKE SENSE; DOWNTOWN NEEDS MORE SERVICE; SENIORS ON 5 WILL BE CUT OFF	
3/8/2006	GEN	LINDA BRYAN	90% OF THE PEOPLE IN THE ROOM SHE HAS RIDDEN WITH THEM; CAM TO LEARN MORE SO THAT SHE COULD SHARE WITH OTHER PEOPLE; DISABLED PEOPLE HAVE PROBLEMS THAT NORMAL PEOPLE DON'T; PEOPLE EXPRESSED THEIR FEELINGS TO YOU BECAUSE THEY ARE AFRAID; DON'T LIKE GOING OUT AT NIGHT. 871-872 - GROCERY SHOP OFF AVOCADO O AND CHASE; UNDERSTAND WHERE WE ARE COMING FROM	Opposition
3/8/2006	GEN	SANDRA HARWOOD	ARE YOU GOING TO REPLACE OUR LIVELIHOODS? UNDERSTAND RAISING PRICES, BUT NOT CUTTING BUSES; HAVE 400 BUSES; PUT THEM BACK HOW THEY WERE IN 2000, CALLED TURKO FILES	Opposition
3/9/2006	GEN	BERTHA KLANN	CAN'T GET TO WHERE YOU WANT TO GO WHEN YOU WANT TO GO; NEED TO GET AROUND EXPEDITIOUSLY	Opposition
3/8/2006	GEN	JERRY BARBER	CUTTING BUS ROUTES DIRECTLY AFFECT ADA PATIENTS; ADA SYSTEM IS MISMANAGED; YOU ARE HERE TO PUT A SERVICE FOR US, THE WHOLE SYSTEM; TRY MARKETING ALONG THOSE AREAS; YOU MARKET TROLLEY BUT NOT BUS; TALK TO DRIVERS	
3/9/2006	GEN	GERRY UMBLE	DRIVERS SOMETIMES TOO BUSY TO TIE HIM IN ON HIS WHEELCHAIR, CONSIDER TROLLEY A LIFELINE AS HE IS BLIND; MANY BLIND PEOPLE DON'T TAKE TROLLEY BECAUSE TROLLEY DRIVER DOESN'T ANNOUNCE STOPS AND RECORDER GIVES MISINFORMATION	
3/9/2006	GEN	CHARLENE ONELAS	GAVE INFORMATION TO TONI ATKINS' OFFICE; CONCERN ABOUT THE 70, SO MANY STUDENTS GOING TO ROOSEVELT HIGH SCHOOL AND TO SAN DIEGO COLLEGE, IT WOULD BE A HUGE HELP TO GO STRAIGHT DOWNTOWN, 70 IS PACKED; 40 IS ALSO A VALUABLE ROUTE; PARATRANSIT IS EXPENSIVE; COULD NOT FIND BUS STOP ON CAMINO DEL RIO SOUTH; ROUTE 1 NEEDS TO GO BACK DOWNTOWN TO 1ST AND J STREET AT LEAST	Opposition
3/9/2006	GEN	GREG SNEE	GOALS OF COA ARE CONSISTENT WITH THE GOALS OF UCSD'S SHUTTLE SERVICES; REALLOCATED THE RESOURCES WILL BETTER SERVE UCSD POPULATION IN PARTICULAR - 921 TO MIRA MESA, 150 TO OTTC; RTES 48/49 ALL THESE WILL SERVE BOTH PARTS OF THE CAMPUS	Support
3/9/2006	GEN	FRANCIS CERASOLI	NOT ALLOWED TO DRIVE BECAUSE OF EPILEPSY, USE MANY BUSES TO GET AROUND, BUT MAINLY 41, 25, 908, TROLLEYS; HAVE TO WALK 20 MINS TO GET TO MAIN BUS HE USES; CANNOT AFFORD TO HAVE THE BUS PASSES INCREASED; TRANSIT NEEDS TO BE MORE EFFICIENT SO THAT THE PUBLIC WILL USE IT	
3/9/2006	GEN	KEVIN CASEY	REDIRECTION OF THE BUS ROUTES/TRIPS ON BROADWAY; WOULD SUPPORT AN EVEN FURTHER REDUCTION DOWNTOWN; 992'S IMPROVED SERVICE OF THE DOWNTOWN AREA STRONGLY SUPPORTS COA	Support
3/8/2006	GEN	KATHY BUCKMASTER	SANTEE RESIDENT, FREQUENT RIDER OF THE SYSTEM. SPEAKING ABOUT 833 MAINLY; PROPOSED CHANGES WILL CAUSE EXTREME HARDSHIP, RIDERS WILL LOSE THEIR JOBS, SCHOOLING; THERE ARE MANY WHEELCHAIR VICTIMS, WILL NOT BE ABLE TO DRIVE THEMSELVES; CAN'T BOARD BUSES THAT ARE PACKED, HAVE A RESPONSIBILITY TO RIDERSHIP'S WELL BEING AND SAFETY SON IS 27 AND UNEMPLOYED; CUTTING BACK SYSTEM WILL HURT THEM; FRIENDS AND NEIGHBORS OWN CARS, DON'T LIKE TO RIDE THE BUS; IF THERE WERE SOME INCENTIVE FOR EMPLOYEES TO RIDE THEN YOU WOULD MAKE MONEY; DON'T JUST COUNT THE MONEY, PEOPLE NEED THE BUS SYSTEMS	Opposition
3/8/2006	GEN	ANNE BURRESS	STAFF WAS ACCESSIBLE AND SUPPORTIVE DURING THE PROCESS; APPRECIATE THE EFFORT TO REDUCE TRAFFIC DOWNTOWN	Opposition
3/9/2006	GEN	JIMMIE PARKER	SUBMITTED PREPARED REMARKS; REFERENCED OTTC 12 YEARS AGO; SUPPORT THE COA; THE OVERALL PLAN IS A GOOD ONE; RICH NETWORK OF SERVICED - INCREASES REVENUE; ROUTE 11, SHOULD GO ALONG ADAMS TO 15 TO 8 TO FAIRMOUNT MONTERZUMA; SUPPORT 83 AND 965; NORTH PARK CIRCULATOR NEEDED	Support
3/9/2006	GEN	CLIVE RICHARD	SUPPORT THE RATIONALISATION AND IMPROVEMENT OF SERVICE DOWNTOWN; STAFF HAVE WORKED CLOSELY WITH CCDC; TO KEEP DOWNTOWN AS A TOD/SMART GROWTH, NEED TO KEEP TRANSIT LINKED WITH PLANNING; LOOK FORWARD TO CONTINUED DIALOGUE WITH MIRA MESA TOWN COUNCIL	Support
3/9/2006	GEN	GARY PAPERS	SUPPORTS TWO MAJOR ELEMENTS OF COA - 120L AND 15L, AND THE 83 REPLACING 3, THOUGH THERE IS SOME CONCERN WITH THE 1 HOUR HEADWAY ON THE 83, AS IT IS REPLACING ROUTES THAT OPERATE ON 30 MIN HEADWAYS	Support
3/9/2006	GEN	GEORGE FRANCK	URGED BOARD NOT TO SUPPORT CCDC PLAN; DO NOT KNOW IF THERE HAS BEEN ANY ANALYSIS DONE BY THE AIR QUALITY ACT WITH THIS PLAN; WHAT IMPACT DOES THIS COA HAVE ON THE DEVELOPMENT PLAN, HOW WILL THAT BE ADDRESSED UNDER SEQUA	Support
3/9/2006	GEN	DONNA FRYE	WANTS THE CHAIR LIFTS TO OPERATE EFFECTIVELY. BLAMES MAINTENANCE. WANTS RESTROOMS WHERE EVER THE TRAIN GOES. SECURITY IS USELESS THEY ARE TALKING TO THEIR WOMAN. SECURITY PERSONAL ARE NOT NICE AND WILL NOT HELP. VERY DEMANDING AND REQUIRES ANSWERS.	Opposition
3/9/2006	GEN	THERESA QUIROZ	WOULD LIKE TO COMMEND TEAM FOR THE JOB DONE; HAPPY TO SEE CHANGES AND APPROACHES; STAFF PROACTIVE; WENT THROUGH GREAT LENGTHS; STILL NEEDS TWEAKS - 14 PER DON STILLWELL; EXPRESS BUSES TO DOWNTOWN NEED TO BE ADDRESSED	
3/2/2006	None	Dorothy Lazeby	Wants the chair lifts to operate effectively. Blames maintenance. Wants restrooms where ever the train goes. Security is useless they are talking to their woman. Security personal are not nice and will not help. Very demanding and requires answers.	
3/8/2006	PARATRANSIT	NANCY EAKON	NEED TO CONSIDER HOW ALL THE CHANGES WILL AFFECT THEIR LIVES; PEOPLE NEED TO GET AROUND; WHY CUT THESE ROUTES AND NOT CUT THE OTHER ROUTES?	Opposition

## COA Public Hearing Comments - March 2, 8 &amp; 9, 2006

[illegible]

**COA PUBLIC HEARING ISSUES**

ROUTE	# OF P/H COMMENTS	PUBLIC CONCERN	STAFF ANALYSIS	RECOMMENDATION	COST OF REVISED RECOMMENDATIONS	SEGMENT STATISTICS				
						PAX/DAY	PAX/HR	PAX/TRIP	SUB/PAX	ANNUAL SUBSIDY
5/5A	4	Maintain service to Pavlov/Kantor loop	1) Service split between UTC and Pavlov/Kantor 2) UTC generates 8 times the ridership of Pavlov/Kantor (for every person served at Pavlov/Kantor, we are giving up 8 from UTC) 3) Other services available through program such as CTSA 4) Loss of 26 passengers per day	1) Keep staff recommendation to discontinue service to Pavlov/Kantor and route all service to UTC 2) Facilitate discussions between CTSA and community for community based services	N/A	26		1.5		
14	5	Route 14 service into Grantville Trolley Station	1) Connection to Trolley provided at Mission San Diego 2) Connection to Route 13 provided all along Mission Gorge Road 3) Grantville out-of-direction travel would negatively impact 75% of Route 14 riders	1) Keep staff recommendation to not serve Grantville with Route 14	N/A					
25	11	Maintain route as is	1) Many more riders going through Linda Vista than to Linda Vista - roughly 75-80% 2) Out-of-direction analysis (MTDB Policy 38) shows that 591 trips would have to be generated in Linda Vista to justify the 10 minute travel delay. Current ridership is only 130 in Linda Vista 3) Proposed Route 25 shuttle provides service for the predominant direction of travel from Linda Vista (to Fashion Valley)	1) Keep staff recommendation to serve Linda Vista with a new shuttle route, and streamline the current Route 25 for more frequent and direct service to regional destinations.	N/A					
40	7	Retain some service	1) High subsidies, \$270K per year (\$7.11 subsidy per passenger) 2) Peak express service is expensive due to need to peak buses, low turnover on route, long distances 3) Commuter routes need to have full loads because of expense of peak service 5) Opportunity cost of this service is not being able to address capital budget needs, and not being able to implement more productive services elsewhere in the system.	1) Keep staff recommendation to discontinue Route 40	N/A				\$7.11	\$271,000
70	10	Retain some service	1) Route 70 is productive but duplicative of very high frequency routes (7 and 10L) 2) Opportunity to better use I-15 transit plazas at El Cajon Blvd and University Ave to serve Mid-City with commuter services	1) Resolve both Route 70 and 210 issues by providing 5 peak hour trips centered around 7:00am - 8:00am work start times in downtown	\$250,000	330	35.9	29.0	\$1.49	\$160,000
210	24	Retain some service	1) two trips productive on Route 210 2) Some trips experience overcrowding 3) Alternative is provided via timed connections between Route 921 and 150 on the I-5 corridor, and a streamlined Route 20 bypassing Fashion Valley on the I-15 corridor	2) Route will start in Mira Mesa, go south on I-15, serve the mid city transit plazas, and enter downtown via SR-94. 3) Will result in 15 min service for the transit plazas during the peak of the peak hour.		295	26	32.3	\$3.65	\$250,000
706/706A	9	Discontinued service on Bay Blvd/Marina Pkwy; senior homes on Canterbury Ct.	1) Majority of passengers within 1/4 mile of high frequency service 2) 90% of route served by other high frequency (15 min) routes 3) High subsidies, annual subsidy is \$337K	1) Delay discontinuation of Route 706/706A until September 2006 2) Continue to investigate other alternatives for the community	N/A	37		1.0		\$337,000
833	4	Provide weekend service	1) Roughly 204-240 riders impacted	1) Provide 1 bus for eight hours of service on weekends 2) Routing and schedules to be determined by community	\$40,000	Sat 241 Sun 204	Sat 17.85 Sun 15.11	Sat 17.2 Sun 14.6	\$2.93	\$40,000
844	8	Discontinued service for disabled students	1) Route 845 goes to most of the places they need to go 2) Route 844 Espola segment only productive during high school bell times and only at high school stop 3) Excluding school trips, productivity on segment is weak (5 passengers/hour, and \$24.26 subsidy per passenger) 4) High subsidies, annual subsidies is \$174K	1) Keep staff recommendation to provide Route 844 service only during school bell times	N/A	28	5.2	1.4	\$24.26	\$174,000
854	23	Retain service from Grossmont to Lakeside; Unyeway employees and clients	1) Low productivity (5 passengers/hour, and \$12.97 per passenger subsidy)	1) Keep staff recommendation to discontinue Lakeside service on Route 854 2) Will not implement until Jan 2007	N/A	31	5	0.6	\$12.97	\$103,000
858	9	Retain service to Lexington Ave and service to Cuyamaca College	1) Service provided to Lexington Ave and Cuyamaca College via Route 816	1) Keep staff recommendation	N/A					
874	7	Retain service to Anza/Merritt Loop and Lexington Loop	1) Anza - Low productivity (0.14 passengers/hour and \$16.99 subsidy per passenger) 2) Lexington - can put in on route	1) Revise routing to serve Lexington Ave	N/A	3	0.14	0.2	\$16.99	
965	8	Deleted Redwood Street service	1) Vehicle purchased by County 2) Difficult access to regional routes from North Park due to topography	1) Provide 8 hours of service with a minibus for weekdays 2) Work with community on routing and schedule options	N/A	40		1.5		\$71,000
Total Annual Subsidies					\$290,000					





THE CITY OF SAN DIEGO  
COUNCILMEMBER TONI ATKINS

THIRD DISTRICT

March 23, 2006

Chairman Harry Mathis and Members  
Metropolitan Transit System Board of Directors  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101

Dear Chairman Mathis and Members of the MTS Board:

Due to a long-standing commitment in the Commonwealth of Virginia, I am unable to personally be at the March 23 meeting of the MTS Board of Directors at which the Comprehensive Organizational Analysis (COA) will be considered. After attending all of the public hearings related to this matter and listening to testimony from many members of the public, it is truly a disappointment for me not to be able to attend the final hearing and cast a vote. I thank you for allowing me the courtesy of having this letter read into the record.

I would like to commend the staff at MTS for their stellar work in preparing the COA, as well as responding to the concerns of the public. I have been impressed with the way staff explored ideas and offered solutions to many of the issues that have been brought forward during the public review process. It is not an easy task to balance the many demands required to provide critical transportation services with the reality of a shrinking operations budget, and it is clear that once this process is complete we should focus our efforts on identifying additional revenue for this purpose.

I feel confident that the changes proposed in the COA will benefit the system as a whole and will make it more efficient while serving an increased number of riders. Had I been able to be present, I would have proudly cast my vote in support of the COA. I urge my colleagues to pass this comprehensive plan.

Sincerely,

TONI ATKINS  
Councilmember, Third District

TA:sjh





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)

March 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  
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



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.



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.

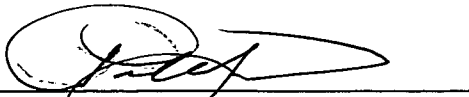
MTS has been negotiating the other legal terms and conditions of the DDA and Ground Lease with Fairfield since mid-October. The DDA and Ground Lease have been forwarded to Fairfield's lenders for review and comment. It is common for lenders to make changes to the terms and conditions of these documents, 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 lenders, staff will bring the final versions of the documents back to the Board for approval. We estimate that Board approval will occur at the first meeting in April and escrow will close approximately 30 days later. Fairfield has decided not to pursue the off-site construction work prior to the close 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:

- MTS outside counsel is preparing written comments to the latest version of the purchase and sale agreement for the City of La Mesa's excess right-of-way.

- SANDAG and MTS completed the first draft of the agreement between Fairfield and SANDAG regarding design services for the construction of the capital improvement project. The draft has been forwarded to Fairfield's counsel for review and comment. Staff is waiting for a response to the draft.
- An agreement was reached with the adjacent property owner with respect to their parking license. A new parking license was drafted and sent to the property owner for review. On Wednesday, February 22, 2006, staff had a very productive meeting with the property owner. There are approximately 5 to 6 outstanding issues to resolve. Another meeting has been scheduled for March 27, 2006; staff anticipates finalizing the agreement at that time.
- Staff and Fairfield have been teleconferencing approximately 3 hours each day to work through and finalize both the DDA and Ground Lease. A final DDA is being prepared by MTS outside counsel this week and the final Ground Lease will most likely be completed late next week. Comments and changes will need to be made after those documents are finalized based upon concerns or issues raised by Fairfield's lenders. Both documents have been forwarded to Fairfield's lenders for review. Staff anticipates receiving comments on March 20.
- MTS is still waiting for the City of La Mesa to provide 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. At the time of the drafting of this agenda item, it was staff's understanding that the City of La Mesa was waiting for information from Fairfield to complete the letter.
- MTS is waiting for Fairfield to provide information on the means and method for conducting soil bearings to complete the foundation analysis for the pedestrian bridge abutment. In addition, MTS is waiting for the designers to determine the extent of the construction easement necessary to complete the bridge as well as the utility work. That information is necessary in order to finalize the utility easements and begin negotiations with the property owner. These issues do not affect approval of the DDA and Ground Lease.
- 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](mailto:Tiffany.Lorenzen@sdmts.com)

MAR23-06.30.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
<b>Plans/Drawings</b>	Residential Construction Plan Review by SANDAG	Waiting for final submittal by Fairfield	Frank/Tim	ASAP	
	Finalize Capital Improvement Plans	Fairfield to submit 95% complete Plans	Dave	4/30/06	Not a condition of escrow
	Approval Capital Project Plans	Review and approve	Frank/Tim	5/15/06	Not a condition of escrow
	Finalize CIP Expenditure plan	Formulate expenditure plan for \$4.7 million	Paul	5/15/06	Not a condition of escrow
<b>Environmental</b>	Prepare NEPA docs for capital improvements	FTA review complete, Caltrans approval pending	Frank		✓
	Obtain NEPA approval	Caltrans to authorize clearance	Caltrans		✓
	Obtain 404 permit for storm drain work	Approval pending	Frank		Not a condition of escrow
<b>Insurance</b>	Submit proposed insurance certificates	Fairfield to provide certificates		4/15/06	
<b>Entitlements</b>	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	Approve map	Board	4/13/06	
		MTS statement as owner and signature on map	Paul	Close of Escrow	

Att. A, AI 30, 3/23/06, LEG 460

		MTS process grants of easements for entitlements not granted by final map	Tim	4/20/06	
		Resolution approving Parcel Map	City	Close of Escrow	
<b>Related Documents</b>	Letter Agreement re: drainage improvements	City to draft letter	Dave Witt	2/10/06	
	Purchase and Sale Agreement	MTS to respond to latest draft	Marty Bohl	3/23/06	
	Accept drainage easements	Obtain easement from AAA	City	Close of Escrow	
	Finalize construction plan agreement b/t SANDAG & Fairfield	Submit agreement for Fairfield review	Julie	2/17/06	✓
		Fairfield to respond to Agreement	Marcia	3/24/06	
	Prepare new License Agreement w/CCRT	Draft new agreement, submit to CCRT for review	Tiffany	2/17/06	✓
		Finalize Amended License	Tiffany	3/27/06	
	Obtain ROE from City for construction of drainage improvements	City to draft ROE			Not a condition of Escrow
	Issue ROE to Fairfield for offsite utility work	Finalize ROE and execute	Tim	3/15/07	Holding, may not need
	Issue ROE to SDGE for gas relocation	Finalize ROE and execute	Tim	4/15/06	
	Fairfield to submit bus relocation plan	MTS to approve plan	Dave/Tim		
<b>Financing</b>	Fairfield to submit Evidence of Financing	Submit certified financial statements covering last 2 years	Marcia	4/25/06	
		Submit Loan Term Sheet, Construction loan commitments, evidence of equity capital	Marcia	4/25/06	
		Submit contract between Fairfield and General Contractor	Marcia	4/25/06	
		Submit Assignment of Construction Contract for review/ approval, evidence of land use approvals,	Marcia/David	4/30/06	

		evidence of necessary easements and sub-leases.			
	Approve Assignment of Construction Contract for review/ approval, evidence of land use approvals, evidence of necessary easements	MTS approves documents	Marty	5/5/06	
	MTS to approve Guaranteed Maximum Price (GMP)	MTS to approve GMP	Marty	3/15/06	
<b>Closing Documents</b>	Finalize DDA	Prepared final draft	Marty	3/17/06	✓
	Approve DDA	Approve final draft	Marcia	3/21/06	✓
	Finalize Ground Lease	Prepare final draft	Marty	3/22/06	
	Approve Ground Lease	Approve final draft	Marcia	3/24/06	
	Transmit DDA and Ground Lease to CalSTERS		Marcia	3/10/06	✓
	MTS reviews CalSTERS comments to Ground Lease & Estoppel Cert.	Submit comments to MTS	Marcia	3/17/06	
	Transmit DDA and Ground Lease to Construction Lenders	Submit final drafts for approval	Marcia	3/25/06	
	MTS reviews comments by Construction Lenders	Review and approve comments	Marty/Tiffany	3/30/06	
	Loan Documents	Submit loan docs to MTS	Marcia	4/25/06	
		MTDB to review/approve loan docs	Marty/Tiffany	4/30/06	
	Grant easements by SDAE	Finalize easements and record documents	Tim	4/15/06	
	Terminate ancillary parking agreement	Terminate Sharp Hospital parking agreement	Tim	3/6//06	✓
	Finalize Closing checklist	Submit to MTS for review/approval	Marcia	3/10/06	
		MTDB to review/provide comments re checklist	Marty/Tiffany	3/15/06	
	Memorandum of Lease	Fairfield to provide to MTS	Marcia		

<b>Title</b>	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	Wes		
<b>Schedule of Performance</b>	Submit Schedule of performance	Fairfield to provide final schedule	Dave	3/17/06	✓
		MTS to review/revise updated schedule and attach to Ground Lease	Marty/Tim/Tiffany	3/22/06	✓
<b>Escrow</b>	Open Escrow	Select final date and open escrow	Marcia	4/14/06	
	Close Escrow	Close Escrow upon completion of escrow checklist	Marcia	5/15/06	

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## Agenda

Item No. 45

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

OPS 920.1, 960.5, 970.5  
(PC 50451)

March 23, 2006

### Subject:

MTS: JANUARY 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 January 2006, month seven of FY 2006. There were 22 operational weekdays and 9 weekend days of service. On New Year's Day, MTS operated Sunday-level service, and on Martin Luther King, Jr. Day (January 17), MTS operated regular weekday service. Aside from regular construction detours, there were no major interruptions to service.

#### Service Statistics

The following are the relevant service statistics for January 2006 categorized by performance indicator. Charts based on the statistics are provided in Attachments A through D.

- Service Effectiveness

- In January, the MTS system carried a total of 5,943,491 passengers, with 3,567,410 traveling on MTS bus and 2,376,081 traveling on MTS rail.



- Service Reliability
  - On-Time Performance: Systemwide on-time performance was calculated at 91.2%. MTS bus reported 83.8% of its trips on time, and MTS rail reported 98.6% of its trips on time.
  - Mean Distance Between Failures (MDBF): MTS bus was 16,575 miles overall for the month of January. There were no major failures on MTS rail; the MDBF was 668,751 car miles.
- Quality of Service
  - MTS bus had 1.75 collisions per 100,000 miles in the month of January. MTS rail had no collisions in January.
  - Non-ADA customer complaints reported 7.29 complaints per 100,000 passengers in January. There were 12 ADA complaints, which represented 0.044% of total ADA ridership.



Paul C. Jablonski  
Chief Executive Officer

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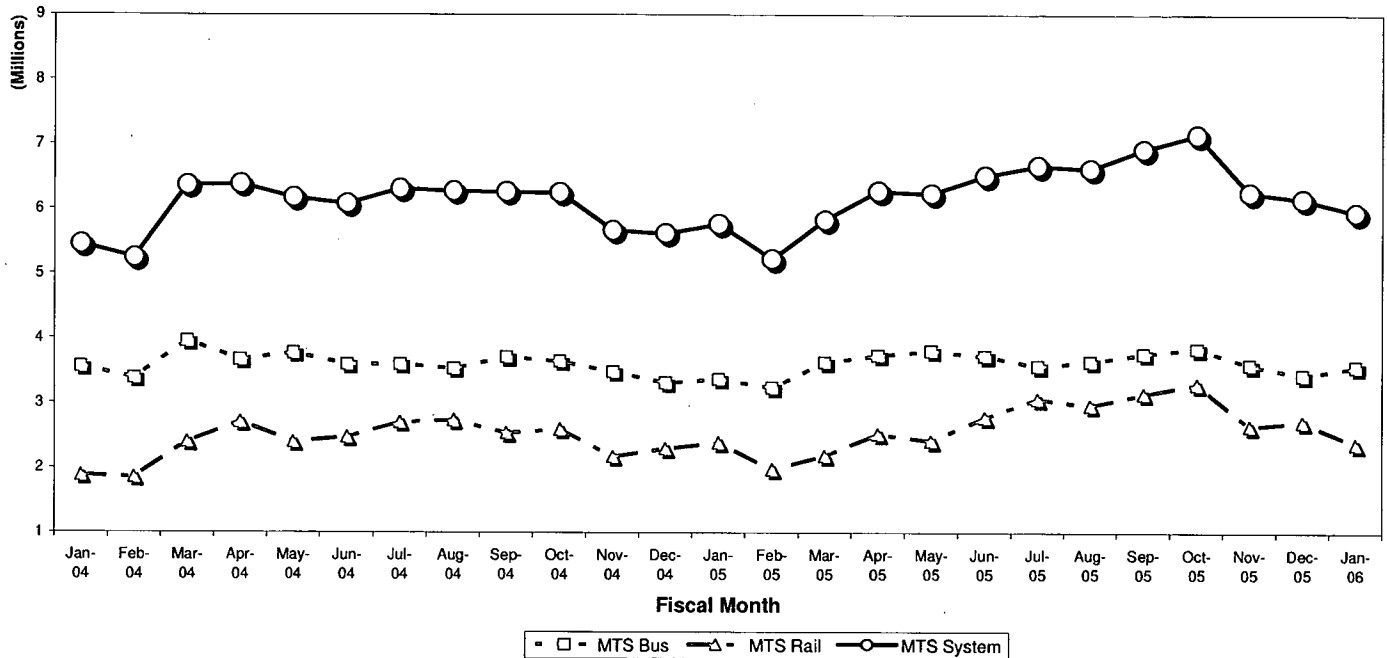
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Attachments: A. MTS System Ridership, On-Time Performance (Bus, Rail, System)  
B. MTS MDBF (Bus, Rail)  
C. MTS Total Collision Accidents (Bus, Rail)  
D. MTS Customer Complaints (Non-ADA Service)



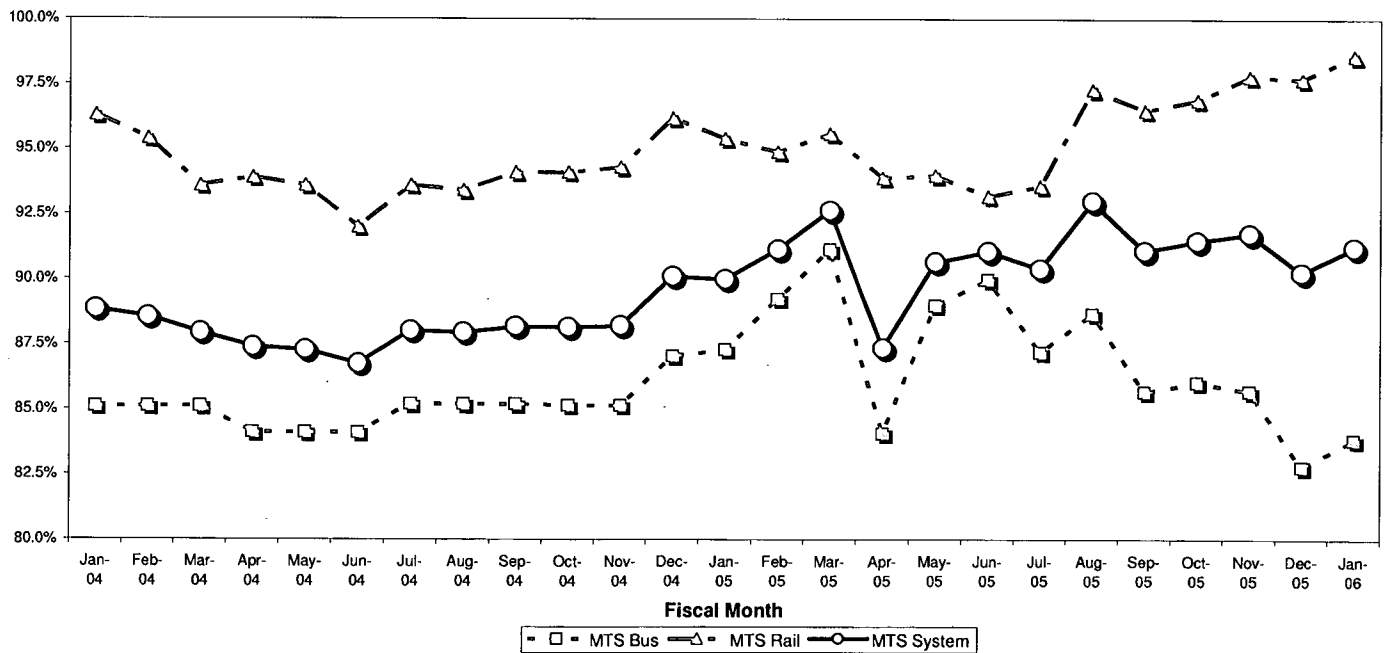
## RIDERSHIP

System Ridership  
FY 2004 to Present



## ON TIME PERFORMANCE

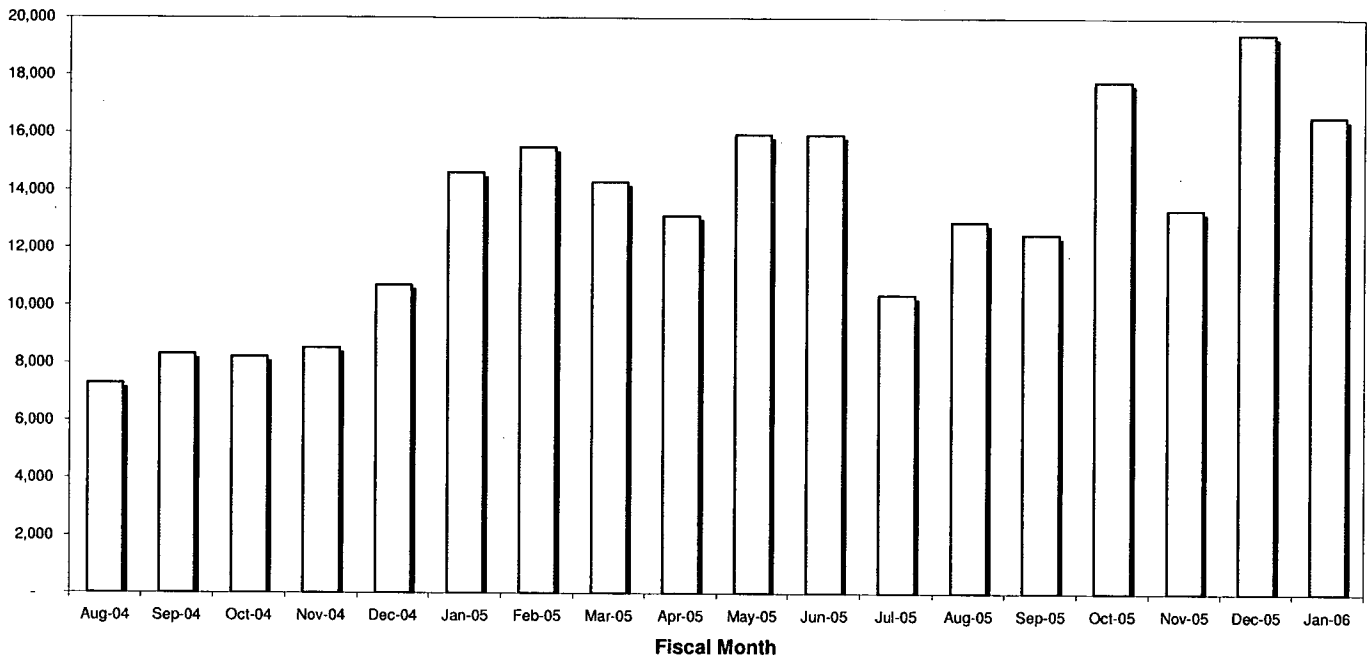
System On Time Performance  
FY 2004 to Present



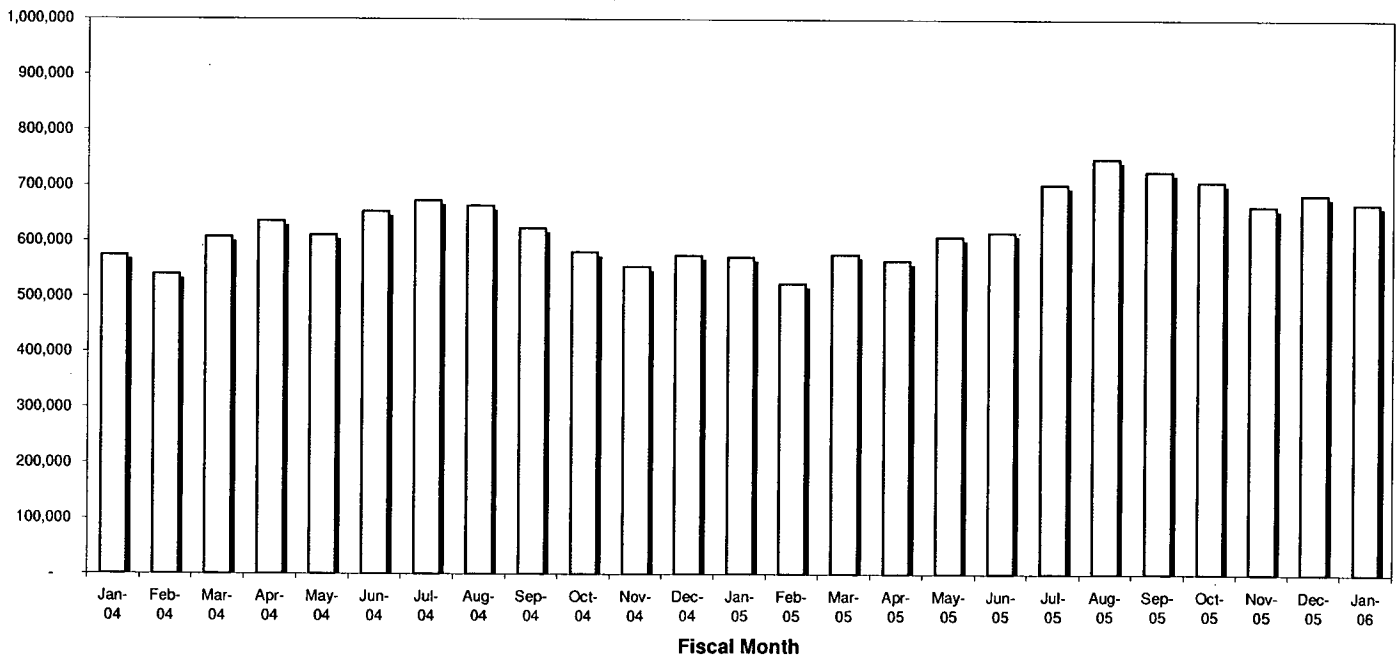
# MEAN DISTANCE BETWEEN MECHANICAL FAILURES

Att. B, AI 45, 3/23/06,  
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**

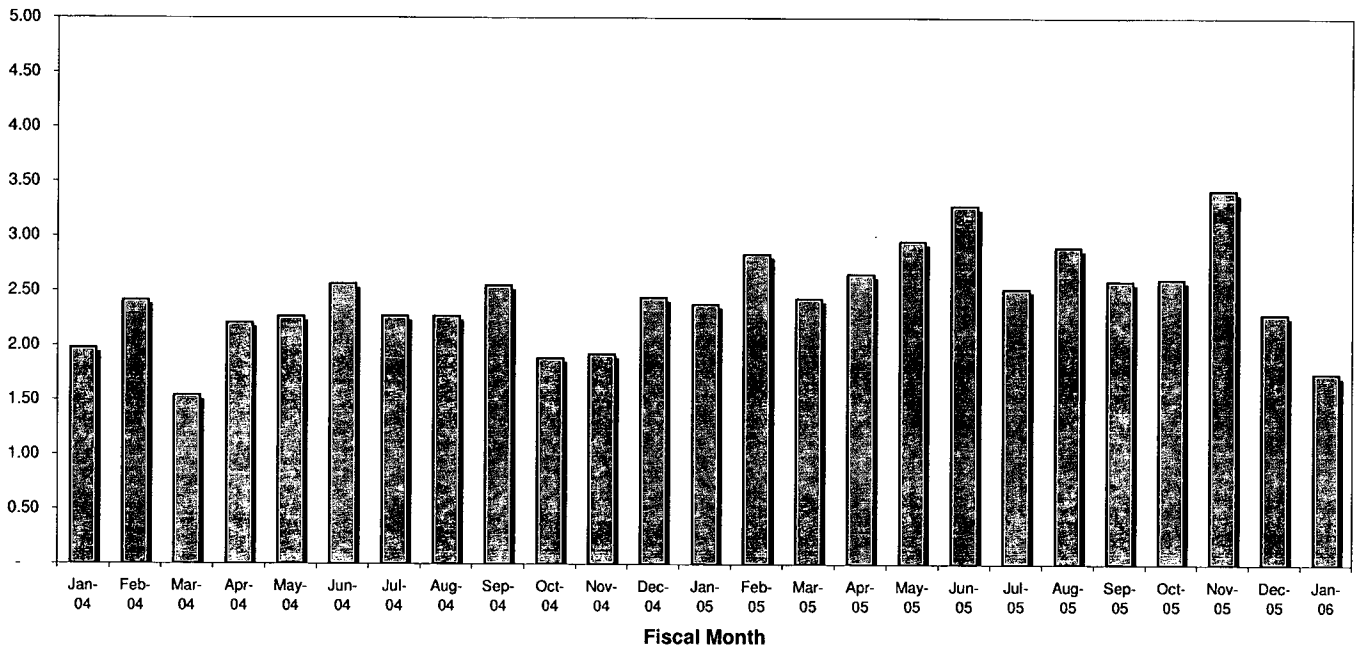


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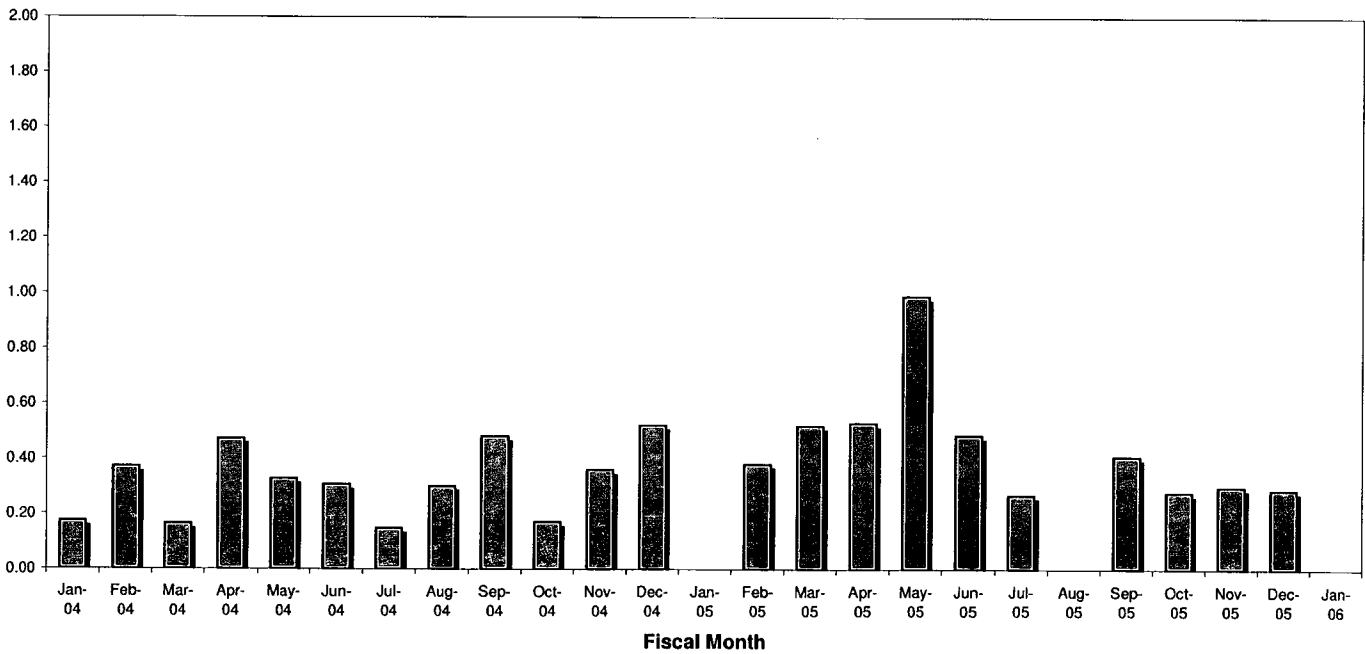
# TOTAL COLLISION ACCIDENTS (PER 100,000 MILES)

Att. C, AI 45, 3/23/06,  
OPS 920.1, 960.5, 970.5

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



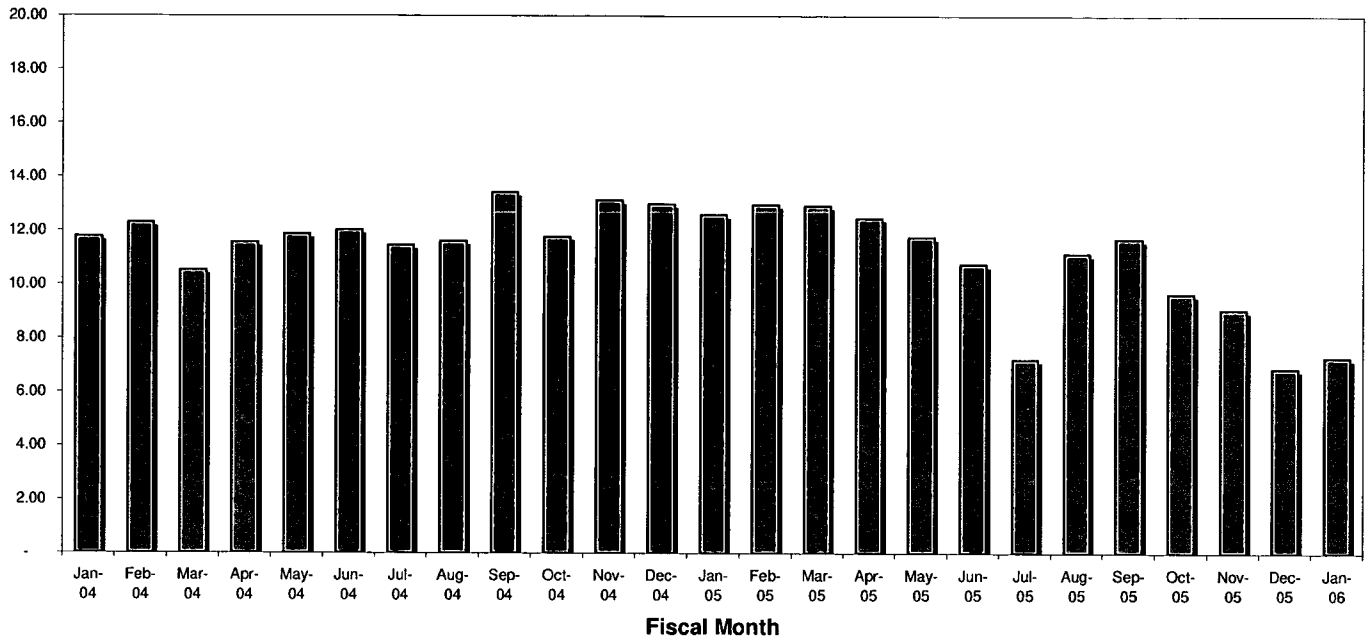
**Rail Total Collision Accidents (per 100,000 Miles)  
FY 2004 to Present**



# CUSTOMER COMPLAINTS

Att. D, AI 45, 3/23/06,  
OPS 920.1, 960.5, 970.5

**Bus Non-ADA Customer Complaints (per 100,000 Passengers)  
FY 2004 to Present**



D-1

## Metropolitan Transit System

### January 2006 Monthly Performance Indicators

March 23, 2006

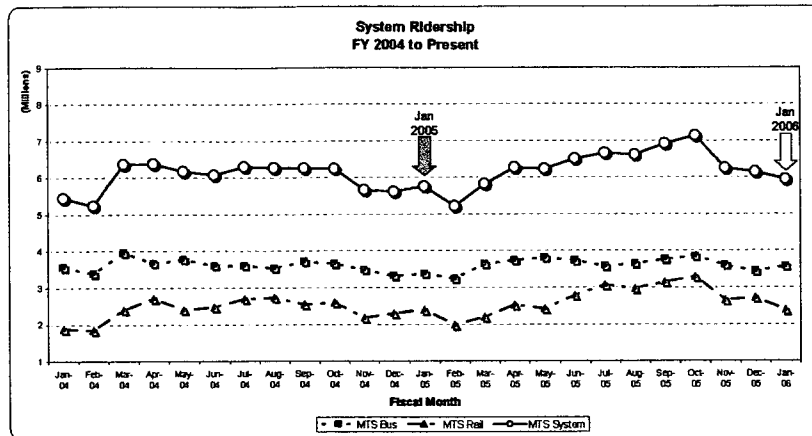


## Operating Environment

- **Service**
  - Twenty-two operational weekdays and nine weekend days of service
- **Special Events and Holidays**
  - New Year's Day holiday – Sunday level service
  - Martin Luther King Day – January 16th – regular weekday service



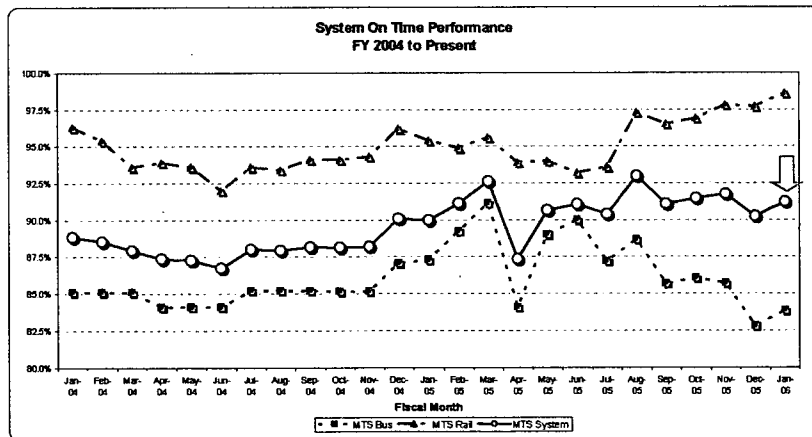
## System Ridership



- System carried 5,943,491 passengers in January 2006.
  - Ridership on MTS Bus totaled 3,567,410.
  - Ridership on MTS Rail totaled 2,376,081.



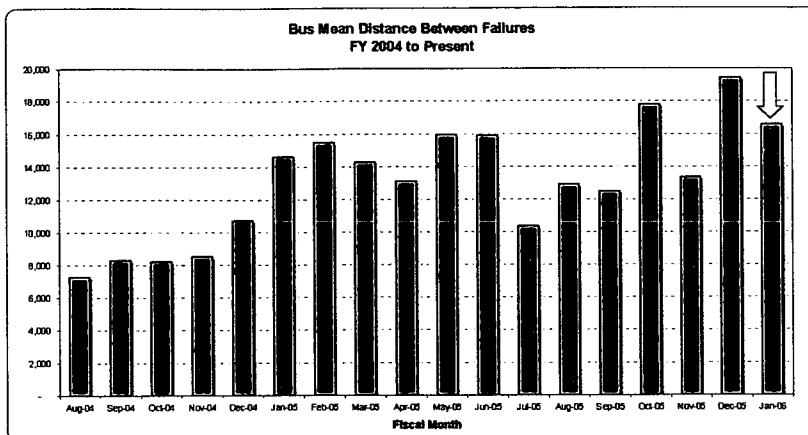
## On Time Performance



- MTS System achieved 91.2% on time performance.
  - On time performance for MTS Bus reported at 83.8%.
  - On time performance for MTS Rail reported at 98.6%.



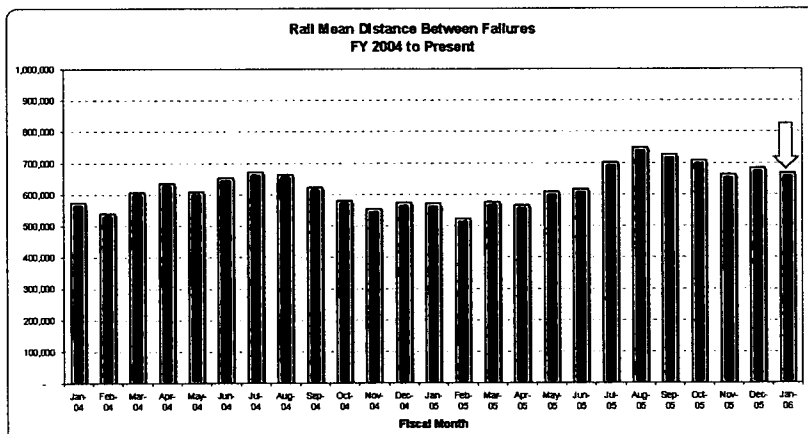
## Mean Distance Between Failures - Bus



- Mean distance between failures for MTS Bus was 16,575 miles.



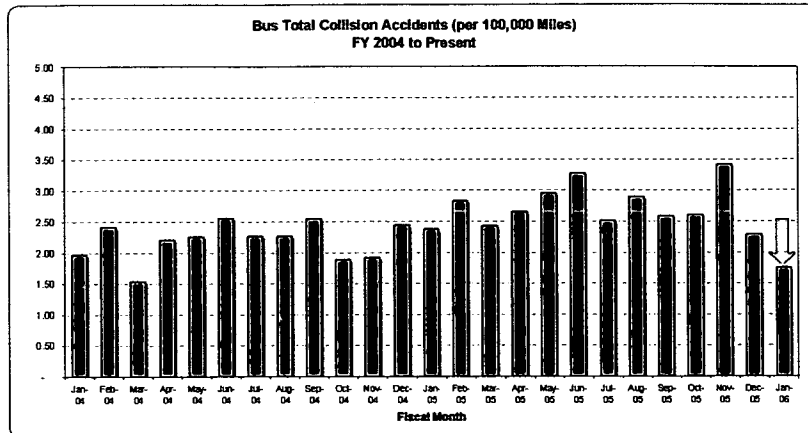
## Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 668,751 car miles.



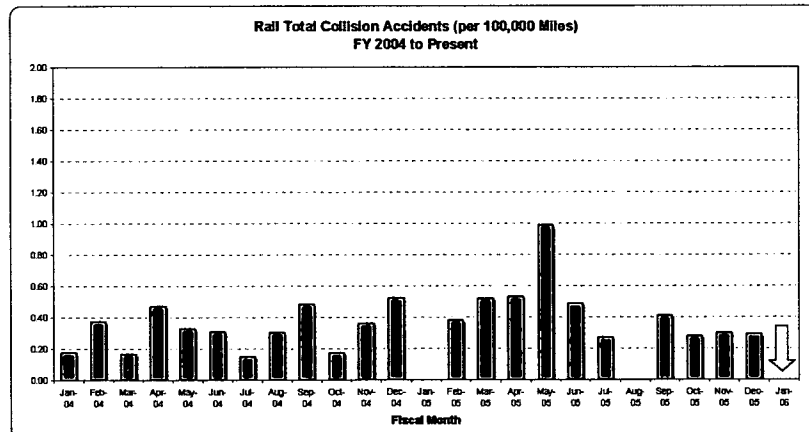
## Collision Accidents - Bus



- MTS Bus collision rate was 1.75 collisions per 100,000 miles.



## Collision Accidents - Rail

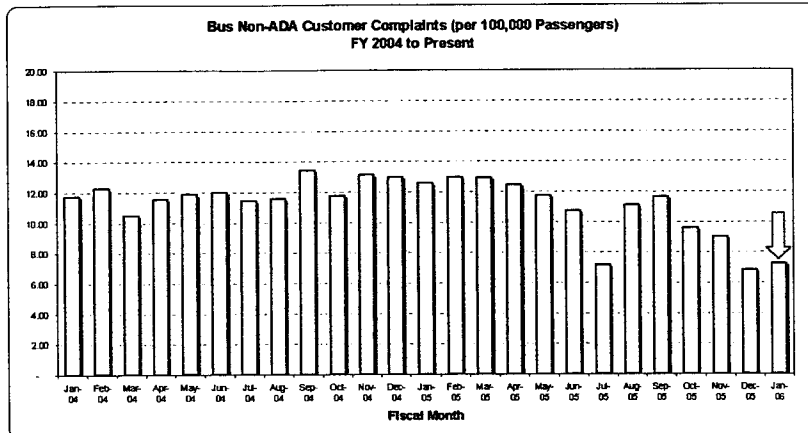


- MTS Rail had no collision accidents in January 2006.





## Customer Complaints



- Non-ADA complaints were reported at 7.29 complaints per 100,000 passengers.
- ADA services reported twelve complaints, representing 0.044% of ADA ridership.



Conclusion of Report  
January 2006





Metropolitan Transit System

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## Agenda

Item No. 46

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

OPS 920.5 (PC 30103)

March 23, 2006

### Subject:

MTS: CONTRACT SERVICES FIXED-ROUTE PROCUREMENT

### RECOMMENDATION:

That the Board of Directors receive the report.

#### Budget Impact

None at this time.

### DISCUSSION:

MTS currently contracts 9 million annual revenue miles of fixed-route urban, express, and local service with private-sector contractors on a turnkey basis. During the upcoming fiscal year, two of the largest fixed-route bus contracts, as well as the Commuter Express contract, are due to expire. Additionally, Chula Vista Transit's fixed-route contract is also due for expiration. Staff is embarking on a process for rebidding these services into one consolidated package in order to reduce contractor overhead and maximize economies of scale to produce cost-efficiencies. Staff feels that operating these services with one service agreement between MTS and the contractor would provide the best service quality at the most cost-effective price for the region. It is also important to note that even with combining these projects under one service contract, there would still be four other service contracts, which are operated by three separate firms in the MTS region, which would reduce MTS's sole reliance on any one contractor.



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Under new legislative authority, MTS is now able to utilize a procurement process in which proposals are reviewed based on prices and qualitative considerations. All of the proposals will be due on May 3, 2006, with a period of review, interviews, and negotiations taking place by the end of May 2006. It is anticipated that this item be returned to the Board of Directors with a recommendation to award sometime in July 2006. The period of start-up for the new contractor is anticipated to be phased between January 2007 and July 2007.

#### Existing Contract Services

Contract services cover almost all of the bus services in the suburban areas of San Diego and are provided in the urbanized areas as well. In all major contracts, the agencies provide facilities and vehicles to the contractor under the requested service model. Additionally, these contracts include provisions for responsible wage and health benefits. As of today, the majority of contract employees are either represented by the Amalgamated Transit Unit (ATU) Local 1309 or are in the process of negotiating with the ATU for representation. The existing fixed-route contracts were awarded for five years with only a 3 percent annual increase in unit costs, which is a significant benefit for holding the line on future operating costs in a difficult budget situation.

There are several reasons for the operating cost-savings of these contracts compared to a public agency contract:

- Bus driver work rules are less restrictive and allow for greater efficiency and utilization without penalizing the drivers' working conditions.
- Private-sector methods are used to encourage cost savings. There are tremendous incentives and motivation to reduce costs or hold the line on costs due to fixed contracts.
- Health and other benefits are provided to employees but are less costly than the public agency program.
- Insurance claims and premiums, workers' compensation claims and premiums, and sick and disability lost time are substantially less than the public agency.

The efficiencies of competitive bidding and the use of private contractors with private-sector methods to manage costs have resulted in lower subsidies and have allowed the MTS region to expand bus services over the past three decades at a lower cost.

#### Local History

Competitive contracting has been a fundamental part of the region's bus transit services for more than 34 years. The City of Chula Vista first contracted with a private bus contractor to provide the Chula Vista Transit service, which began in 1972. A significant amount of bus service was competitively contracted following Proposition 13 in 1978 as local jurisdictions struggled to reduce the higher costs of public transit by outsourcing to private companies that were less expensive and more efficient.

There are two large components of the MTS Contract Services: (1) MTS 800-Series services that began in 1978 and were formerly operated by County Transit Services using private contractors; and (2) MTS 900-Series services that have been directly operated by MTS since 1985. The MTS 900-Series services originally began in 1981 with the former Strand Express Agency, a joint powers agreement with the cities of Coronado and Imperial Beach from 1981 through 1985. The combined MTS 800- and 900-Series services represent the bulk of the MTS-funded Contract Services along with the two municipal operations of Chula Vista Transit and National City Transit (that are both contract operations). The competitive contracting in the San Diego region has resulted in order of magnitude subsidy savings of \$20 million to \$25 million annually without diminishing the quality of service.

#### National Background on Competitive Contracting

Competitive contracting has been an ongoing national trend for more than two decades. The federal role has been supportive and encouraged competition during the 1980's. Federal policies were developed that led to many cities, counties, states, and transit districts participating in competitive contracting. The San Diego region has been one of the nationally recognized models for successful competitive contracting for public transit. A few observations of the national trends are as follows:

- Competitive contracting has often been initiated to save operating dollars and reduce subsidies required to provide transit service.
- Nationally, there has been a trend that competitive contracting mitigates rapid cost increases and results in cost savings as much as 25 percent to 40 percent.
- Unit rates of operating contracted bus and paratransit services have been much lower than public agencies without competition due to less restrictive labor work rules, more attractive wages and benefits, and, most importantly, private sector methods that reduce costs and cost increases.
- There are now several large, private, national transit companies that provide very good resources for cost savings, such as the two major MTS contract firms, Connex/ATC and Laidlaw Transit Services.



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Paul C. Jablonski  
Chief Executive Officer

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MAR23-06.46.FIXEDROUTEPROCUREMENT.SHAFFNER

## MTS: Contract Services Fixed Route Procurement

Susan Hafner  
March 23, 2006  
MTS Board Meeting



## MTS Contract Services

- 9M annual miles
- 67,000 avg. weekday passengers
- 392 buses
- 65 fixed bus routes
- 834 employees
- Owned Facilities: South Bay Maintenance Facility and East County Bus Maintenance Facility



## San Diego Contract Model

- MTS owned vehicles (Commuter Express exception)
- MTS owned facilities
- Private sector turn-key operator (employees)
- Defined performance standards
- Defined employee requirements
- Contractual incentives and penalties



## Consolidated Approach

- Contracts due to expire FY07
- South Bay, East County, Commuter Express and Chula Vista Transit (operated from Chula Vista Public Works Facility) also included
- Bid together to maximize cost efficiencies
- Four other existing service contracts operated by three firms remain.



## Negotiated Procurement

- Proposals reviewed by Evaluation Committee
- Interviews and Negotiation take place
- Qualitative and Price considerations determine award



## Responsible Wage Policy

- Initiated July 2000, mandates minimum driver hourly rates
- Requires dollar amount for health benefits (for all employers working 20 hours per week)
- FY 05 Rate \$9.50hr.- \$1.53 benefits



## Commuter Express Vehicles

- Contractor to provide Express buses for five years (Vehicle specs included in negotiations)
- Option on year six for MTS to provide to allow BRT vehicle selection
- CARB air quality standards apply

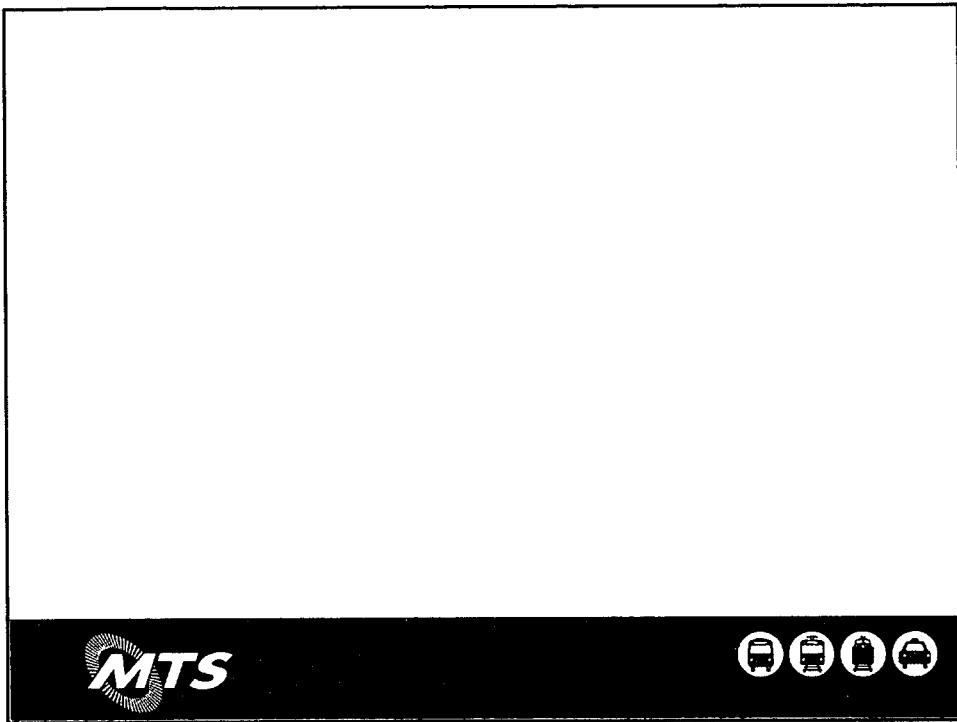


## Timeline

- RFP Issued-3/06
- Submittals Due-5/3/06
- Negotiations- 5-6/06
- Contract Award –7/06
- Service Start Up-1/07-6/07









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## Agenda

Item No. 47

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

FIN 310 (PC 50601)

March 23, 2006

### Subject:

MTS: OPERATIONS BUDGET STATUS REPORT FOR JANUARY 2006

### RECOMMENDATION:

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

#### Budget Impact

None at this time.

### DISCUSSION:

This report summarizes MTS operating results for January 2006. Attachment A-1 combines the operations, administration, and other activities results for January 2006. Attachment A-2 details the January 2006 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 Attachment A-12 provides January 2006 results for MTS other activities (Taxicab/ San Diego and Arizona Eastern Railway Company/debt service).

### MTS NET-OPERATING SUBSIDY RESULTS

The enclosed information includes midyear budgetary adjustments that were approved by the Board of Directors at its February 23, 2006, meeting. Within the midyear budgetary cycle, the Board approved a budget that added no additional reserves despite



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.

a significant unfavorable energy impact on the budget. Due to this midyear budget adjustment, the monthly spreading of these budgetary figures, by design, produce very small budgetary variances for the month of January and year-to-date through January 2006.

As indicated within Attachment A-1, January 2006 produced an unfavorable net-operating subsidy of \$19,000 (-0.1%). The MTS operating divisions produced a \$40,000 (-0.4%) unfavorable net-operating subsidy variance while the administrative area had a \$21,000 (0.8%) favorable net-operating subsidy variance.

Year-to-date through January 2006, the MTS net-operating subsidy favorable variance totaled \$23,000 (0.0%). Operations produced an \$11,000 (-0.0%) unfavorable variance, and the administrative area contributed a \$35,000 (0.2%) positive variance.

## MTS COMBINED RESULTS

### Revenues

Year-to-date combined revenues through January 2006 were \$44,505,000 compared to the year-to-date budget of \$44,488,000, representing a \$17,000 (0.0%) positive variance.

### Expenses

Year-to-date combined expenses through January 2006 were \$131,811,000 compared to the year-to-date budget of \$131,818,000, resulting in a \$7,000 (0.0%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$53,026,000 compared to a year-to-date budgetary figure of \$52,982,000, producing an unfavorable variance of \$43,000 (-0.0%).

Outside Services and Purchased Transportation. Total outside services for the first seven months of the fiscal year totaled \$38,022,000 compared to a budget of \$37,974,000, resulting in a year-to-date unfavorable variance of \$48,000 (-0.1%).

Materials and Supplies. Total year-to-date materials and supplies expenses totaled \$4,653,000 compared to a budgetary figure of \$4,601,000, resulting in an unfavorable expense variance of \$51,000 (-1.1%).

Energy – Year-to-Date January 2006. Total year-to-date energy costs were \$15,416,000 compared to the budget of \$15,562,000, resulting in a year-to-date favorable variance of \$146,000 (0.9%). Year-to-date diesel prices averaged \$2.285 per gallon compared to the midyear adjusted budgetary rate of \$2.280 per gallon. Year-to-date compressed natural gas (CNG) prices averaged \$1.365 per therm compared to the midyear adjusted budgetary rate of \$1.400 per therm.

Risk Management. Year-to-date expenses for risk management were \$5,000 (-0.2%) over budget totaling \$3,050,000 compared to the year-to-date budgetary figure of \$3,045,000.

General and Administrative. Year-to-date general and administrative costs were \$12,000 (2.0%) under budget totaling \$585,000 through January 2006 compared to a year-to-date budget of \$597,000.

#### YEAR-TO-DATE SUMMARY

The January 2006 year-to-date net-operating subsidy totaled a favorable variance of \$23,000 (0.0%). As discussed above, with the midyear budgetary adjustment approved by the Board of Directors on February 23, 2006, variances within each of the revenue and expense categories diminished.



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Paul C. Jablonski  
Chief Executive Officer

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Attachment: A. Comparison to Budget

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**Att. A, AI 47,  
3/23/06, FIN 310**

**MTS  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2006**

**JANUARY 31, 2006**

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,605	\$ 5,605	\$ -	0.0%
Other Revenue	180	177	4	2.3%
<b>Total Operating Revenue</b>	<b>\$ 5,785</b>	<b>\$ 5,782</b>	<b>\$ 4</b>	<b>0.1%</b>
Subsidy	\$ 10,946	\$ 10,946	\$ -	0.0%
Other Non Operating Income	858	858	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 11,804</b>	<b>\$ 11,804</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 17,589</b>	<b>\$ 17,586</b>	<b>\$ 4</b>	<b>0.0%</b>
Wages	\$ 5,042	\$ 5,033	\$ (9)	-0.2%
Fringes	3,093	3,071	(22)	-0.7%
Services	1,159	1,151	(8)	-0.7%
Purchased Transportation	4,087	4,087	-	0.0%
Materials and Supplies	685	689	4	0.6%
Energy	2,061	2,091	30	1.4%
Risk Management	482	480	(2)	-0.4%
General and Administrative	80	69	(11)	-15.9%
Debt Service	1,979	1,979	-	0.0%
Vehicle/Facility Lease	16	12	(3)	-25.0%
<b>Total Costs</b>	<b>\$ 18,684</b>	<b>\$ 18,661</b>	<b>\$ (23)</b>	<b>-0.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1,095)</b>	<b>\$ (1,076)</b>	<b>\$ (19)</b>	<b>1.8%</b>
<b>Net Operating Subsidy</b>	<b>\$ (12,899)</b>	<b>\$ (12,880)</b>	<b>\$ (19)</b>	<b>-0.1%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 42,540	\$ 42,540	\$ -	0.0%
Other Revenue	1,965	1,948	17	0.9%
<b>Total Operating Revenue</b>	<b>\$ 44,505</b>	<b>\$ 44,488</b>	<b>\$ 17</b>	<b>0.0%</b>
Subsidy	\$ 87,503	\$ 87,503	\$ -	0.0%
Other Non Operating Income	6,009	6,009	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 93,512</b>	<b>\$ 93,512</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 138,017</b>	<b>\$ 138,000</b>	<b>\$ 17</b>	<b>0.0%</b>
Wages	\$ 35,316	\$ 35,273	\$ (43)	-0.1%
Fringes	17,710	17,709	-	0.0%
Services	9,271	9,223	(48)	-0.5%
Purchased Transportation	28,751	28,751	-	0.0%
Materials	4,653	4,601	(51)	-1.1%
Energy	15,416	15,562	146	0.9%
Risk Management	3,050	3,045	(5)	-0.2%
General and Administrative	585	597	12	2.0%
Debt Service	16,988	16,988	-	0.0%
Vehicle/Facility Lease	71	68	(4)	-5.9%
<b>Total Costs</b>	<b>\$ 131,811</b>	<b>\$ 131,818</b>	<b>\$ 7</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 6,206</b>	<b>\$ 6,183</b>	<b>\$ 23</b>	<b>0.4%</b>
<b>Net Operating Subsidy</b>	<b>\$ (87,306)</b>	<b>\$ (87,330)</b>	<b>\$ 23</b>	<b>0.0%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONSOLIDATED OPERATIONS

### COMPARISON TO BUDGET - FISCAL YEAR 2006

JANUARY 31, 2006

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,605	\$ 5,605	\$ 0	0.0%
Other Revenue	75	75	(0)	0.0%
<b>Total Operating Revenue</b>	<b>\$ 5,680</b>	<b>\$ 5,680</b>	<b>\$ 0</b>	<b>0.0%</b>
Subsidy	\$ 10,318	\$ 10,318	\$ (0)	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 10,318</b>	<b>\$ 10,318</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 15,998</b>	<b>\$ 15,998</b>	<b>\$ 0</b>	<b>0.0%</b>
Wages	\$ 4,460	\$ 4,457	\$ (3)	-0.1%
Fringes	3,138	3,115	(22)	-0.7%
Services	992	970	(22)	-2.3%
Purchased Transportation	4,087	4,087	-	0.0%
Materials and Supplies	685	689	4	0.5%
Energy	2,054	2,078	24	1.2%
Risk Management	404	402	(2)	-0.6%
General and Administrative	50	32	(17)	-53.1%
Debt Service	-	-	-	-
Vehicle/Facility Lease	13	12	(0)	-0.8%
<b>Total Costs</b>	<b>\$ 15,883</b>	<b>\$ 15,843</b>	<b>\$ (40)</b>	<b>-0.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 115</b>	<b>\$ 155</b>	<b>\$ (40)</b>	<b>-25.8%</b>
<b>Net Operating Subsidy</b>	<b>\$ (10,203)</b>	<b>\$ (10,163)</b>	<b>\$ (40)</b>	<b>-0.4%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 42,540	\$ 42,540	\$ 0	0.0%
Other Revenue	825	824	1	0.1%
<b>Total Operating Revenue</b>	<b>\$ 43,365</b>	<b>\$ 43,364</b>	<b>\$ 1</b>	<b>0.0%</b>
Subsidy	\$ 77,927	\$ 77,927	\$ (0)	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 77,927</b>	<b>\$ 77,927</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 121,292</b>	<b>\$ 121,291</b>	<b>\$ 1</b>	<b>0.0%</b>
Wages	\$ 31,199	\$ 31,200	\$ 0	0.0%
Fringes	20,367	20,367	(0)	0.0%
Services	7,605	7,487	(118)	-1.6%
Purchased Transportation	28,751	28,751	-	0.0%
Materials	4,640	4,601	(39)	-0.8%
Energy	15,312	15,457	145	0.9%
Risk Management	2,686	2,686	0	0.0%
General and Administrative	278	279	0	0.1%
Debt Service	-	-	-	-
Vehicle/Facility Lease	68	68	(1)	-0.8%
<b>Total Costs</b>	<b>\$ 110,908</b>	<b>\$ 110,896</b>	<b>\$ (12)</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 10,384</b>	<b>\$ 10,395</b>	<b>\$ (11)</b>	<b>-0.1%</b>
<b>Net Operating Subsidy</b>	<b>\$ (67,543)</b>	<b>\$ (67,532)</b>	<b>\$ (11)</b>	<b>0.0%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

### COMPARISON TO BUDGET - FISCAL YEAR 2006

JANUARY 31, 2006

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	VARIANCE %
Fare Revenue	\$ 1,795	\$ 1,795	\$ (0)	0.0%
Other Revenue	44	44	0	0.0%
<b>Total Operating Revenue</b>	<b>\$ 1,839</b>	<b>\$ 1,839</b>	<b>\$ 0</b>	<b>0.0%</b>
Subsidy	\$ 4,718	\$ 4,718	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 4,718</b>	<b>\$ 4,718</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 6,557</b>	<b>\$ 6,557</b>	<b>\$ 0</b>	<b>0.0%</b>
Wages	\$ 2,523	\$ 2,522	\$ (1)	0.0%
Fringes	2,334	2,331	(3)	-0.1%
Services	133	128	(5)	-3.8%
Purchased Transportation	-	-	-	-
Materials and Supplies	345	346	1	0.3%
Energy	700	699	(0)	-0.1%
Risk Management	213	210	(2)	-1.2%
General and Administrative	14	12	(2)	-15.3%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	3	0	0.0%
<b>Total Costs</b>	<b>\$ 6,265</b>	<b>\$ 6,252</b>	<b>\$ (13)</b>	<b>-0.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 292</b>	<b>\$ 305</b>	<b>\$ (13)</b>	<b>-4.3%</b>
<b>Net Operating Subsidy</b>	<b>\$ (4,426)</b>	<b>\$ (4,413)</b>	<b>\$ (13)</b>	<b>-0.3%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VARIANCE %
Fare Revenue	\$ 12,821	\$ 12,821	\$ (0)	0.0%
Other Revenue	563	563	(0)	0.0%
<b>Total Operating Revenue</b>	<b>\$ 13,384</b>	<b>\$ 13,384</b>	<b>\$ (0)</b>	<b>0.0%</b>
Subsidy	\$ 34,522	\$ 34,522	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 34,522</b>	<b>\$ 34,522</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 47,906</b>	<b>\$ 47,906</b>	<b>\$ (0)</b>	<b>0.0%</b>
Wages	\$ 17,700	\$ 17,701	\$ 0	0.0%
Fringes	15,478	15,478	(0)	0.0%
Services	899	899	(0)	-0.1%
Purchased Transportation	-	-	-	-
Materials	2,395	2,395	(0)	0.0%
Energy	5,113	5,113	0	0.0%
Risk Management	1,082	1,082	0	0.0%
General and Administrative	121	121	0	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	20	20	0	0.0%
<b>Total Costs</b>	<b>\$ 42,808</b>	<b>\$ 42,809</b>	<b>\$ 0</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 5,097</b>	<b>\$ 5,097</b>	<b>\$ 0</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (29,424)</b>	<b>\$ (29,425)</b>	<b>\$ 0</b>	<b>0.0%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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

### COMPARISON TO BUDGET - FISCAL YEAR 2006

JANUARY 31, 2006

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,016	\$ 2,016	\$ 0	0.0%
Other Revenue	30	30	(0)	0.0%
<b>Total Operating Revenue</b>	<b>\$ 2,046</b>	<b>\$ 2,046</b>	<b>\$ 0</b>	<b>0.0%</b>
Subsidy	\$ 1,942	\$ 1,942	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 1,942</b>	<b>\$ 1,942</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 3,988</b>	<b>\$ 3,988</b>	<b>\$ 0</b>	<b>0.0%</b>
Wages	\$ 1,684	\$ 1,681	\$ (2)	-0.1%
Fringes	778	759	(19)	-2.5%
Services	665	647	(18)	-2.8%
Purchased Transportation	-	-	-	-
Materials and Supplies	330	333	3	0.8%
Energy	557	582	25	4.2%
Risk Management	150	150	(0)	0.0%
General and Administrative	28	13	(15)	-117.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	7	6	(0)	-1.5%
<b>Total Costs</b>	<b>\$ 4,199</b>	<b>\$ 4,172</b>	<b>\$ (28)</b>	<b>-0.7%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (211)</b>	<b>\$ (183)</b>	<b>\$ (28)</b>	<b>15.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (2,153)</b>	<b>\$ (2,125)</b>	<b>\$ (28)</b>	<b>-1.3%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 16,761	\$ 16,761	\$ 0	0.0%
Other Revenue	261	261	1	0.2%
<b>Total Operating Revenue</b>	<b>\$ 17,023</b>	<b>\$ 17,022</b>	<b>\$ 1</b>	<b>0.0%</b>
Subsidy	\$ 13,905	\$ 13,905	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 13,905</b>	<b>\$ 13,905</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 30,927</b>	<b>\$ 30,927</b>	<b>\$ 1</b>	<b>0.0%</b>
Wages	\$ 12,109	\$ 12,109	\$ 0	0.0%
Fringes	4,552	4,552	(0)	0.0%
Services	5,330	5,208	(122)	-2.3%
Purchased Transportation	-	-	-	-
Materials	2,166	2,128	(38)	-1.8%
Energy	5,025	5,168	143	2.8%
Risk Management	1,335	1,335	(0)	0.0%
General and Administrative	126	126	0	0.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	45	45	(1)	-1.2%
<b>Total Costs</b>	<b>\$ 30,689</b>	<b>\$ 30,672</b>	<b>\$ (17)</b>	<b>-0.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 238</b>	<b>\$ 255</b>	<b>\$ (17)</b>	<b>-6.6%</b>
<b>Net Operating Subsidy</b>	<b>\$ (13,666)</b>	<b>\$ (13,649)</b>	<b>\$ (17)</b>	<b>-0.1%</b>



# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES

### FIXED ROUTE

#### COMPARISON TO BUDGET - FISCAL YEAR 2006

JANUARY 31, 2006

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,343	\$ 1,343	\$ -	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 1,343</b>	<b>\$ 1,343</b>	<b>\$ -</b>	<b>0.0%</b>
Subsidy	\$ 2,289	\$ 2,289	\$ (0)	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 2,289</b>	<b>\$ 2,289</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 3,632</b>	<b>\$ 3,632</b>	<b>\$ (0)</b>	<b>0.0%</b>
Wages	\$ 53	\$ 53	\$ -	0.0%
Fringes	-	-	-	-
Services	106	106	-	0.0%
Purchased Transportation	2,916	2,916	-	0.0%
Materials and Supplies	-	-	-	-
Energy	556	556	-	0.0%
Risk Management	-	-	-	-
General and Administrative	0	0	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 3,630</b>	<b>\$ 3,630</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 2</b>	<b>\$ 2</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (2,287)</b>	<b>\$ (2,287)</b>	<b>\$ -</b>	<b>0.0%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 9,638	\$ 9,638	\$ -	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 9,638</b>	<b>\$ 9,638</b>	<b>\$ -</b>	<b>0.0%</b>
Subsidy	\$ 18,136	\$ 18,136	\$ (0)	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 18,136</b>	<b>\$ 18,136</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 27,774</b>	<b>\$ 27,774</b>	<b>\$ (0)</b>	<b>0.0%</b>
Wages	\$ 224	\$ 224	\$ -	0.0%
Fringes	-	-	-	-
Services	620	620	-	0.0%
Purchased Transportation	20,483	20,483	-	0.0%
Materials	-	-	-	-
Energy	3,664	3,664	-	0.0%
Risk Management	-	-	-	-
General and Administrative	2	2	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 24,994</b>	<b>\$ 24,994</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 2,780</b>	<b>\$ 2,780</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (15,356)</b>	<b>\$ (15,356)</b>	<b>\$ -</b>	<b>0.0%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES

### PARA TRANSIT

#### COMPARISON TO BUDGET - FISCAL YEAR 2006

JANUARY 31, 2006

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 135	\$ 135	\$ -	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 135</b>	<b>\$ 135</b>	<b>\$ -</b>	<b>0.0%</b>
Subsidy	\$ 804	\$ 804	\$ -	0.0%
Other Non Operating Income	(0)	(0)	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 804</b>	<b>\$ 804</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 939</b>	<b>\$ 939</b>	<b>\$ -</b>	<b>0.0%</b>
Wages	\$ 25	\$ 25	\$ -	0.0%
Fringes	-	-	-	-
Services	44	44	-	0.0%
Purchased Transportation	753	753	-	0.0%
Materials and Supplies	-	-	-	-
Energy	113	113	-	0.0%
Risk Management	-	-	-	-
General and Administrative	0	0	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	3	(0)	-0.1%
<b>Total Costs</b>	<b>\$ 938</b>	<b>\$ 938</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 1</b>	<b>\$ 1</b>	<b>\$ (0)</b>	<b>-0.2%</b>
<b>Net Operating Subsidy</b>	<b>\$ (803)</b>	<b>\$ (803)</b>	<b>\$ (0)</b>	<b>0.0%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 949	\$ 949	\$ -	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 949</b>	<b>\$ 949</b>	<b>\$ -</b>	<b>0.0%</b>
Subsidy	\$ 6,501	\$ 6,501	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 6,501</b>	<b>\$ 6,501</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 7,450</b>	<b>\$ 7,450</b>	<b>\$ -</b>	<b>0.0%</b>
Wages	\$ 114	\$ 114	\$ -	0.0%
Fringes	-	-	-	-
Services	266	266	-	0.0%
Purchased Transportation	5,307	5,307	-	0.0%
Materials	-	-	-	-
Energy	742	742	-	0.0%
Risk Management	-	-	-	-
General and Administrative	2	2	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	3	(0)	-0.1%
<b>Total Costs</b>	<b>\$ 6,434</b>	<b>\$ 6,434</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 1,016</b>	<b>\$ 1,016</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (5,485)</b>	<b>\$ (5,485)</b>	<b>\$ (0)</b>	<b>0.0%</b>

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 208	\$ 208	\$ -	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 208</b>	<b>\$ 208</b>	<b>\$ -</b>	<b>0.0%</b>
Subsidy	\$ 404	\$ 404	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 404</b>	<b>\$ 404</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 612</b>	<b>\$ 612</b>	<b>\$ -</b>	<b>0.0%</b>
Wages	\$ 75	\$ 75	\$ -	0.0%
Fringes	-	-	-	-
Services	8	8	1	8.0%
Purchased Transportation	408	408	-	0.0%
Materials and Supplies	-	-	-	-
Energy	76	76	(0)	-0.1%
Risk Management	-	-	-	-
General and Administrative	6	6	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 572</b>	<b>\$ 573</b>	<b>\$ 1</b>	<b>0.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 39</b>	<b>\$ 39</b>	<b>\$ 1</b>	<b>1.4%</b>
<b>Net Operating Subsidy</b>	<b>\$ (365)</b>	<b>\$ (365)</b>	<b>\$ 1</b>	<b>0.2%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,555	\$ 1,555	\$ -	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 1,555</b>	<b>\$ 1,555</b>	<b>\$ -</b>	<b>0.0%</b>
Subsidy	\$ 3,232	\$ 3,232	\$ -	0.0%
Other Non Operating Income	0	0	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 3,232</b>	<b>\$ 3,232</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 4,787</b>	<b>\$ 4,787</b>	<b>\$ -</b>	<b>0.0%</b>
Wages	\$ 366	\$ 366	\$ -	0.0%
Fringes	-	-	-	-
Services	2,984	2,988	4	0.1%
Purchased Transportation	-	-	-	-
Materials	-	-	-	-
Energy	510	511	1	0.2%
Risk Management	-	-	-	-
General and Administrative	14	14	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 3,873</b>	<b>\$ 3,879</b>	<b>\$ 5</b>	<b>0.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 913</b>	<b>\$ 908</b>	<b>\$ 5</b>	<b>0.6%</b>
<b>Net Operating Subsidy</b>	<b>\$ (2,319)</b>	<b>\$ (2,324)</b>	<b>\$ 5</b>	<b>0.2%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## NATIONAL CITY TRANSIT

### COMPARISON TO BUDGET - FISCAL YEAR 2006

JANUARY 31, 2006

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 108	\$ 108	\$ -	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 108</b>	<b>\$ 108</b>	<b>\$ -</b>	<b>0.0%</b>
Subsidy	\$ 150	\$ 150	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 150</b>	<b>\$ 150</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 258</b>	<b>\$ 258</b>	<b>\$ -</b>	<b>0.0%</b>
Wages	\$ 100	\$ 100	\$ -	0.0%
Fringes	26	26	-	0.0%
Services	36	36	-	0.0%
Purchased Transportation	-	-	-	-
Materials and Supplies	10	10	-	0.0%
Energy	53	53	-	0.0%
Risk Management	41	41	-	0.0%
General and Administrative	1	1	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 267</b>	<b>\$ 267</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (9)</b>	<b>\$ (9)</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (159)</b>	<b>\$ (159)</b>	<b>\$ -</b>	<b>0.0%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 816	\$ 816	\$ (0)	0.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 816</b>	<b>\$ 816</b>	<b>\$ (0)</b>	<b>0.0%</b>
Subsidy	\$ 1,199	\$ 1,199	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 1,199</b>	<b>\$ 1,199</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 2,015</b>	<b>\$ 2,015</b>	<b>\$ (0)</b>	<b>0.0%</b>
Wages	\$ 686	\$ 686	\$ -	0.0%
Fringes	149	149	-	0.0%
Services	232	232	-	0.0%
Purchased Transportation	-	-	-	-
Materials	79	79	-	0.0%
Energy	258	258	-	0.0%
Risk Management	269	269	-	0.0%
General and Administrative	13	13	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 1,686</b>	<b>\$ 1,686</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 329</b>	<b>\$ 329</b>	<b>\$ (0)</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (870)</b>	<b>\$ (870)</b>	<b>\$ (0)</b>	<b>0.0%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CORONADO FERRY

### COMPARISON TO BUDGET - FISCAL YEAR 2006

JANUARY 31, 2006

(in \$000's)

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

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VARIANCE %
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Subsidy	\$ 89	\$ 89	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 89</b>	<b>\$ 89</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 89</b>	<b>\$ 89</b>	<b>\$ -</b>	<b>0.0%</b>
Wages	\$ -	\$ -	\$ -	-
Fringes	-	-	-	-
Services	(0)	(0)	-	0.0%
Purchased Transportation	79	79	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 79</b>	<b>\$ 79</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 10</b>	<b>\$ 10</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (79)</b>	<b>\$ (79)</b>	<b>\$ -</b>	<b>0.0%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## ADMINISTRATION PASS THRU

### COMPARISON TO BUDGET - FISCAL YEAR 2006

JANUARY 31, 2006

(in \$000's)

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

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Subsidy	\$ 344	\$ 344	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 344</b>	<b>\$ 344</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 344</b>	<b>\$ 344</b>	<b>\$ -</b>	<b>0.0%</b>
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	-	-	-	-
<b>Total Costs</b>	<b>\$ 344</b>	<b>\$ 344</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Net Operating Subsidy</b>	<b>\$ (344)</b>	<b>\$ (344)</b>	<b>\$ -</b>	<b>0.0%</b>

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	60	56	4	7.2%
<b>Total Operating Revenue</b>	<b>\$ 60</b>	<b>\$ 56</b>	<b>\$ 4</b>	<b>7.2%</b>
Subsidy	\$ 434	\$ 434	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 434</b>	<b>\$ 434</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 494</b>	<b>\$ 490</b>	<b>\$ 4</b>	<b>0.8%</b>
Wages	\$ 550	\$ 546	\$ (4)	-0.7%
Fringes	105	105	-	0.0%
Services	162	169	7	4.0%
Purchased Transportation	-	-	-	-
Materials and Supplies	-	-	-	-
Energy	7	13	6	45.3%
Risk Management	71	71	-	0.0%
General and Administrative	30	36	6	16.3%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	-	(3)	100.0%
<b>Total Costs</b>	<b>\$ 929</b>	<b>\$ 940</b>	<b>\$ 11</b>	<b>1.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (435)</b>	<b>\$ (450)</b>	<b>\$ 15</b>	<b>3.4%</b>
<b>Net Operating Subsidy</b>	<b>\$ (869)</b>	<b>\$ (884)</b>	<b>\$ 15</b>	<b>1.7%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	756	744	12	1.7%
<b>Total Operating Revenue</b>	<b>\$ 756</b>	<b>\$ 744</b>	<b>\$ 12</b>	<b>1.7%</b>
Subsidy	\$ 3,475	\$ 3,475	\$ -	0.0%
Other Non Operating Income	-	0	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 3,475</b>	<b>\$ 3,475</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 4,232</b>	<b>\$ 4,219</b>	<b>\$ 12</b>	<b>0.3%</b>
Wages	\$ 3,856	\$ 3,828	\$ (29)	-0.8%
Fringes	686	686	-	0.0%
Services	1,620	1,666	46	2.7%
Purchased Transportation	-	-	-	-
Materials	9	-	(9)	100.0%
Energy	97	98	1	1.4%
Risk Management	312	307	(5)	-1.7%
General and Administrative	1,151	1,159	8	0.7%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	-	(3)	100.0%
<b>Total Costs</b>	<b>\$ 7,735</b>	<b>\$ 7,743</b>	<b>\$ 9</b>	<b>0.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (3,503)</b>	<b>\$ (3,524)</b>	<b>\$ 21</b>	<b>0.6%</b>
<b>Net Operating Subsidy</b>	<b>\$ (6,978)</b>	<b>\$ (6,999)</b>	<b>\$ 21</b>	<b>0.3%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## OTHER ACTIVITIES CONSOLIDATED

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	46	46	(0)	-1.0%
<b>Total Operating Revenue</b>	<b>\$ 46</b>	<b>\$ 46</b>	<b>\$ (0)</b>	<b>-1.0%</b>
Subsidy	\$ 193	\$ 193	\$ -	0.0%
Other Non Operating Income	858	858	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 1,051</b>	<b>\$ 1,051</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 1,097</b>	<b>\$ 1,098</b>	<b>\$ (0)</b>	<b>0.0%</b>
Wages	\$ 32	\$ 31	\$ (2)	-5.9%
Fringes	(150)	(150)	-	0.0%
Services	4	12	8	64.1%
Purchased Transportation	-	-	-	-
Materials and Supplies	-	-	-	-
Energy	0	0	(0)	-6.8%
Risk Management	7	7	0	1.7%
General and Administrative	0	0	-	0.0%
Debt Service	1,979	1,979	-	0.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 1,873</b>	<b>\$ 1,879</b>	<b>\$ 6</b>	<b>0.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (776)</b>	<b>\$ (781)</b>	<b>\$ 5</b>	<b>0.7%</b>
<b>Net Operating Subsidy</b>	<b>\$ (1,827)</b>	<b>\$ (1,833)</b>	<b>\$ 5</b>	<b>0.3%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	384	380	4	1.0%
<b>Total Operating Revenue</b>	<b>\$ 384</b>	<b>\$ 380</b>	<b>\$ 4</b>	<b>1.0%</b>
Subsidy	\$ 6,101	\$ 6,101	\$ -	0.0%
Other Non Operating Income	6,009	6,009	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 12,110</b>	<b>\$ 12,110</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 12,494</b>	<b>\$ 12,490</b>	<b>\$ 4</b>	<b>0.0%</b>
Wages	\$ 260	\$ 245	\$ (14)	-5.9%
Fringes	(3,343)	(3,343)	-	0.0%
Services	45	69	24	34.9%
Purchased Transportation	-	-	-	-
Materials	4	-	(4)	100.0%
Energy	7	7	(0)	-0.9%
Risk Management	52	52	(0)	-0.3%
General and Administrative	(844)	(840)	4	-0.5%
Debt Service	16,988	16,988	-	0.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 13,169</b>	<b>\$ 13,178</b>	<b>\$ 10</b>	<b>0.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (675)</b>	<b>\$ (688)</b>	<b>\$ 14</b>	<b>2.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (12,785)</b>	<b>\$ (12,798)</b>	<b>\$ 14</b>	<b>0.1%</b>



# Metropolitan Transit System FY 2006 - January 2006 Financial Review

MTS Board of Directors Meeting  
March 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	(40)	(11)
General Fund	21	35
<b>Total Combined Net Operating Subsidy Variance</b>	<b>(19)</b>	<b>23</b>



<b>SAN DIEGO METROPOLITAN TRANSIT SYSTEM</b> <b>COMBINED MTS TRANSIT OPERATORS</b> <b>COMPARISON TO AMENDED BUDGET - FY 2006</b> <b>YEAR TO DATE, JANUARY 31, 2006</b> <b>(in \$000's)</b>				
	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$42,540	\$42,540	\$0	0.0%
Other Revenue	825	824	1	0.1%
<b>Total Operating Revenue</b>	<b>43,365</b>	<b>43,364</b>	<b>1</b>	<b>0.0%</b>
Wages/Fringes	51,567	51,567	0	0.0%
Purchased Transportation	28,751	28,751	-	0.0%
Energy	15,312	15,457	145	0.9%
Other Expenses	15,278	15,121	(157)	-1.0%
<b>Total Costs</b>	<b>110,908</b>	<b>110,896</b>	<b>(12)</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>(\$67,543)</b>	<b>(\$67,532)</b>	<b>(\$11)</b>	<b>0.0%</b>



Metropolitan Transit System  
FY 2006 - January 2006  
Financial Review

MTS Board of Directors Meeting  
March 23, 2006





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)

March 23, 2006

### Minor Contract Actions

- San Diego Union-Tribune for a volume advertising agreement.
- Rush Press for printing of the MTS March and April newsletters.
- Globe Transportation for Braille print flash books (bus hailing cards).
- Laidlaw Transit Services, Inc. for MTS Access Americans with Disabilities (ADA) paratransit services.
- The Wiggans Group for right-of-way services for the Kettner & Grape project.
- Rael & Letson for consulting services for the benefits consolidation project.
- Xerox Corp. for copier maintenance.
- Berryman & Henigar for engineering services for the Ballpark Village Project.
- Berryman & Henigar for engineering services for the I-15 Rancho Bernardo grade beam.
- Berryman & Henigar for engineering services for the Kettner & Grape project.
- Berryman & Henigar for engineering services related to the remodeling of MTS offices.
- HAR Construction, Inc. for construction of a ticket booth at the San Ysidro Intermodal Transportation Center.
- Clark Construction Group, Incorporated for construction services for the Mission Valley East (MVE) Light Rail Transit (LRT) Extension Project.
- Stacy & Witbeck for trackwork and systems services for the MVE LRT Extension Project.

### Contract Matters

There are no contract matters to report.



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.



AGENDA ITEM NO.

3

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

☐

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

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Date 2006-03-23

Name (PLEASE PRINT)

Clive Richard

Address

5153 La Donna StSan Diego, CA 92115-1530

Telephone

619-582-4036

Organization Represented (if any)

Subject of your remarks:

Agenda Item Number on which you request to speak

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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25

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Date 3-23-2006Name (PLEASE PRINT) BILL BRENZAAddress 6886 51ST STREETSAN DIEGO, CA. 92120Telephone 619-286-5200Organization Represented (if any) NAVAJO COMMUNITY PLANNER -  
TRAFFIC COMMITTEE CHAIRSubject of your remarks: I WOULD LIKE THE NEW ROUTE 14 TO  
GO TO THE GRANTVILLE TROLLEY STATION

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

Your comments are presenting a position of: SUPPORT



OPPOSITION

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## **NCPI Traffic Committee Report**

### **March 20, 2006**

#### **COMPACT – (Community Planners Advisory Committee for Transportation)**

La Jolla, Navajo, Rancho Bernardo, Center City, Uptown, Tierrasanta, Mira Mesa, Eastern Area, Otay Mesa/Nester, College Area, Ocean Beach, Linda, Vista, Skyline/Paradise Hills, Torrey Pines, South East San Diego, City Heights are represented. Meetings are held the 4<sup>th</sup> Wednesday of each month on the 12<sup>th</sup> Floor Committee Room at City Hall (202 C Street SD, CA 92101). Meetings start at 6:30PM - Everyone Welcome

#### **COMPACT Meeting Report from Wednesday, 2/22/2006 at 6:30PM**

12<sup>th</sup> Floor of the City Administration Building / City Council Chambers

**Topic:** Review Draft of the Mobility Element in the General Plan Update – Part 1&2

**Web site:** <http://www.sandiego.gov/planning/pdf/generalplan/discussiondraft/gpme.pdf>

#### **Other Topics Discussed**

Discuss Compact's Relationships with City Departments and agencies (i.e. MTS)

Discuss Compact's Future Relationship with CPC

#### **Next COMPACT Meeting: Wednesday, March 22, 2006**

12<sup>th</sup> Floor – Council Chambers at 6:30PM

**Main Topic Discussion of SANDAG's Regional Freight Working Group and their findings.**

**Featured Speaker: John Duve, Senior Transportation Planner of SANDAG**

**[jdu@sandag.org](mailto:jdu@sandag.org)**

#### **Metropolitan Transit Systems (MTS) - Proposed Changes to Route 14**

It will go from Old Town Transit Center, along Friars Road, to Mission San Diego, Mission Gorge Road, **(but not going to the Grantville Transit / Trolley Station)**

Up Zion by Kaiser Hospital, Warning to College Ave, SDSU, 70<sup>th</sup> Street to Lake Murray, and then to Baltimore and ending at Fletcher Parkway

The Green Line Trolley extension had a cost of \$ 400,000,000. I think that the Route 14 should include the Grantville Trolley Station rather than having to transfer to the Route 13 to make that connection. (Proposed Bus Route 14 printed on back)

Respectfully submitted by,

*Bill Brenza*

619-286-5200

[bbrenza@sbcglobal.net](mailto:bbrenza@sbcglobal.net)

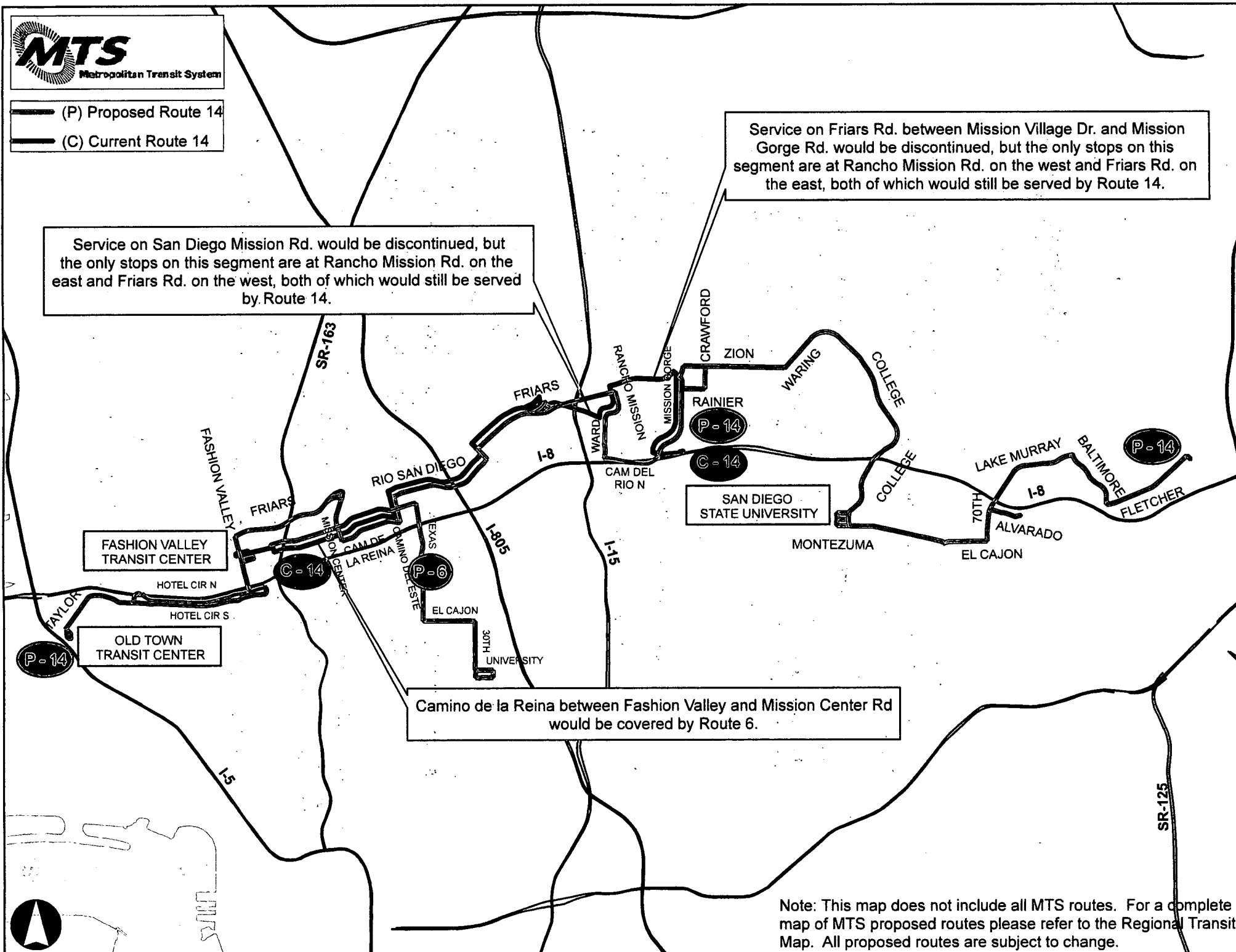


- (P) Proposed Route 14  
(C) Current Route 14

Service on Friars Rd. between Mission Village Dr. and Mission Gorge Rd. would be discontinued, but the only stops on this segment are at Rancho Mission Rd. on the west and Friars Rd. on the east, both of which would still be served by Route 14.

Service on San Diego Mission Rd. would be discontinued, but the only stops on this segment are at Rancho Mission Rd. on the east and Friars Rd. on the west, both of which would still be served by Route 14.

Camino de la Reina between Fashion Valley and Mission Center Rd would be covered by Route 6.



Note: This map does not include all MTS routes. For a complete map of MTS proposed routes please refer to the Regional Transit Map. All proposed routes are subject to change.

#1

## 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\*\***

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Date March 23, 2006  
Name (PLEASE PRINT) Chuck Lurgerhausen  
Address 5308 Monroe Ave. #124  
San Diego CA, 92115  
Telephone 619-546-5610  
Organization Represented (if any) \_\_\_\_\_

Subject of your remarks: M.S. walks and COA.

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

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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1.

Mar. 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**

**I am here today for two reasons the first is to request again for sponsorship donations for this years MS Walk slated for the weekend of April 29 th & 30th. My water walker teammates and I will be doing our water activates Fri. Apr. 21 11:00 am to 12:00 pm at the Mission Beach Plunge 3001 Ocean Front Walk now that it has reopened for business, observers are most welcome. Please help me again with your sponsorship donations of \$20, \$25 or larger amounts if you are able to be more generous. And for those writing checks please make payment to the National MS Society. If giving cash please a card or note with your address for a thank you message. To this date have \$1,095 in sponsorship donations which is running somewhat behind last years total of \$4,690, but there is still a month or so to go.**

**Now the second reason for my being here is to lend support for the Comprehensive Operations Analysis (COA) and the changes to the bus system that you are voting on this day. However I will state that this COA will never fix the perpetual under funding of this public transportation system because of the inadequate tax support of only one sixth of a cent sales tax. Our competitor cities supply much better tax support and thus maintain much lower fare stuctures. On this day we are lacking 40 million dollars to purchase more S70 rail cars to complete the Green line needs. Over time we will need to replace aging rail cars with the new S70 low floor cars and right now we do not have these dollars to do that.**

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

#2



AGENDA ITEM NO.

3

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

2

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Date 3/23/06  
 Name (PLEASE PRINT) JAMES DE YOUNG  
 Address 4600 CAMONT ST S.D. CA

Telephone \_\_\_\_\_

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

Subject of your remarks: RT. 27

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

Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☐

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#3



AGENDA ITEM NO.

3

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ORDER REQUEST RECEIVED

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Date

Name (PLEASE PRINT)

Address

Telephone

Organization Represented (if any)

Subject of your remarks:

Agenda Item Number on which you request to speak

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐
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AGENDA ITEM NO.

3/20

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

4

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Date Peter WName (PLEASE PRINT) Peter WAddress PO Box 1189Sanford CA 93282

Telephone \_\_\_\_\_

Organization Represented (if any) TrainWEBSubject of your remarks: limited stop service.

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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AGENDA ITEM NO.

25

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

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Date 3/22/06Name (PLEASE PRINT) MARCO GONZALEZAddress 169 Sarany #204, Encinitas 92024Telephone 760.942.8505Organization Represented (if any) SO FARSubject of your remarks: COAAgenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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AGENDA ITEM NO.

3  
25**REQUEST TO SPEAK FORM**

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Date March 23, 2006Name (PLEASE PRINT) JAY POWELLAddress #283 E Canyon Blvd Ste 220Telephone 619Organization Represented (if any) City Heights Community Devel CorpSubject of your remarks: Opp on Staff request to direct  
link make City Stations to Downtown via 210

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

Your comments are presenting a position of: SUPPORT



OPPOSITION

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Date 03-23-06Name (PLEASE PRINT) RICCY LOGIENAddress 8979 SCORPIUS WAY SDTelephone (858) 578-0759

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

Subject of your remarks: 210 BUS ROUTE

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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3  
25**REQUEST TO SPEAK FORM**

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Date 3/23Name (PLEASE PRINT) Glen ClarksonAddress 11553 Westview ParkwayTelephone 619-300-0585Organization Represented (if any) 210Route.Blogspot.comSubject of your remarks: 210 Route Changes

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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Date 3-23-06Name (PLEASE PRINT): Andrew BaileyAddress 3815 Van Dyke Ave., #3 42105-2649Telephone 619/563-1552Organization Represented (if any) Community ActivistSubject of your remarks: Consideration of rider needs communitysupport

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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ORDER REQUEST RECEIVED

10

**\*\*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 3-23-06Name (PLEASE PRINT) Leighton CorraireAddress 2992 Hilton Rd. #2109CliftonCA. 92019Telephone 619-334-9752Organization Represented (if any) /Subject of your remarks: Bus Routes, 702 & other routesAgenda Item Number on which you request to speak 702 & other routes

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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

**3. DISCUSSION OF AGENDA ITEMS**

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

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

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AGENDA ITEM NO.

3  
25**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

10

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Date 3/23/06Name (PLEASE PRINT) Michael NeumeierAddress 8630 Ara PlacaSan Diego, Ca 92126Telephone 619 533-4875

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

Subject of your remarks: Route 210

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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AGENDA ITEM NO.

3  
25**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

12

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**1. INSTRUCTIONS**

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Date 3-23-06Name (PLEASE PRINT) LINDA SMITHAddress 3519 6th MAURTelephone DAYS 619 683-7423Organization Represented (if any) SECSSubject of your remarks: OPPOSITION TO A HUNGSAgenda Item Number on which you request to speak 25Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☒**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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AGENDA ITEM NO.

3

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

11

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

## 1. INSTRUCTIONS

DEAA

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

Name (PLEASE PRINT)

DR. Art Salberg

Address

Homeless

Telephone

NONE

Organization Represented (if any)

NONE

Subject of your remarks:

Trolley

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.

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AGENDA ITEM NO.

3  
25**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

13

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

**1. INSTRUCTIONS**

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Date 3/23/06Name (PLEASE PRINT) MARK DeVitoAddress 10506 Caminito GlenellenSAN DIEGO CALIF 92126Telephone 858-685-2023Organization Represented (if any) N/ASubject of your remarks: TAKING MY BUSAgenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

14

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Date MAR 23, 06Name (PLEASE PRINT) Anita PhillipsAddress 8833 Menkar Rd.S.D. CA 92126Telephone 858 271-7864

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

Subject of your remarks: RTE 210 -Proposed change

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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AGENDA ITEM NO.

3

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

16

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Date 3-23-2006Name (PLEASE PRINT) DON STELLWELLAddress 6308 RANCHO MESA RD #173San Diego 92108Telephone (619) 282-7760Organization Represented (if any) NONESubject of your remarks: #14 BUS STOP

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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

Submitted  
by Don Stillwell  
3/23/06

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>CORY SHARID</u>	<u>5737 ADORF FALLS PL SD 92120</u>
Sign <u>[Signature]</u>	
Print <u>LEROY C. JUDKINS</u>	<u>6461 LAKE ATHABASKA PL - S.D. 92119</u>
Sign <u>LeRoy C. Judkins</u>	
Print <u>Ramon Valle</u>	<u>6444 Lake Athabaska PL SD CA 92119</u>
Sign <u>Ramon Valle</u>	
Print <u>Judy McCarty</u>	<u>8151 Hemingway Ave, SD 92120</u>
Sign <u>Judy McCarty</u>	
Print <u>CURTIS J. MCCARTY</u>	<u>8151 HEMINGWAY AVE, SANDIEGO, 92120</u>
Sign <u>Curtis J. McCarty</u>	
Print <u>DALE TETERSON</u>	<u>4881 ELSA RD., S.D. 92120</u>
Sign <u>DALE TETERSON</u>	
Print <u>G. JACKSON-FASSETT</u>	<u>8170 Hudson Dr. S.D. 92119-1809</u>
Sign <u>G. Jackson-Fassett</u>	
Print <u>THOMAS W. McNAMARA</u>	<u>5957 BOUNTY ST SD 92120-2920</u>
Sign <u>Thomas W. McNamara</u>	
Print <u>Martin Marius</u>	<u>5015 Greenbrier Ave. S.D. 92120</u>
Sign <u>Martin Marius</u>	
Print <u>Leslie Perkins</u>	<u>7966 Lake Adlan Dr. SD 92119</u>
Sign <u>[Signature]</u>	
Print _____	
Sign _____	
Print _____	
Sign _____	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>Jamal KINAN</u>	<u>2369 IRVING AVE, San Diego, CA 92113</u>
Sign <u>[Signature]</u>	
Print <u>Wallace W. White</u>	<u>5796 Alhambra #A310 S.D. 92104</u>
Sign <u>Wallace W. White</u>	
Print <u>TOFFEL T. KUZEVICH</u>	<u>4373 DUNIGHT ST. SD. 92105</u>
Sign <u>[Signature]</u>	
Print <u>Demond Davis</u>	<u>811 Peach Court Apt D SD 92020</u>
Sign <u>Demond Davis</u>	<u>8701 Mesa Rd #56 Santee, CA</u>
Print <u>Caroline Uribe</u>	<u><del>811 Peach Court Apt 2</del> 92071</u>
Sign <u>Caroline Uribe</u>	
Print <u>Barbara McDonald</u>	<u>12721 Mapleview St Lakeside 92040</u>
Sign <u>Barbara McDonald</u>	
Print <u>DORA Jaime</u>	<u>3399 Ruffin Road SD 92123</u>
Sign <u>Dora Jaime</u>	
Print <u>Viktor Kreehmer</u>	<u>5700 Cowles Mnt Blvd CA-Lanesea. 91942-1912</u>
Sign <u>[Signature]</u>	
Print <u>Kent HAKTMAW</u>	<u>4615 Bancroft St #4 S.D. 92116</u>
Sign <u>Kent HAKTMAW</u>	
Print <u>Diana Johnson</u>	<u>3140 38th St S.D 92105</u>
Sign <u>Diana Johnson</u>	
Print <u>133 West 6 St, SANDIEGO CA. 92101</u>	<u>MICHAEL ALBRITTON</u>
Sign <u>[Signature]</u>	
Print <u>CHUCK PARRIS</u>	<u>268 16th ST. #3 SD, CA 92101</u>
Sign <u>[Signature]</u>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>RICHARD SHADON</u>	<u>6464 DEL CERRO</u>
Sign <u>R Shadon</u>	
Print <u>ISRAEL E MILLER</u>	<u>6405 Del Cerro Blvd</u>
Sign <u>Israel E Miller</u>	
Print <u>ANITA ESTRADA</u>	<u>4344 CIBOLA RD/SD 92120</u>
Sign <u>Anita Estrada</u>	
Print <u>SHIRLEY E ALWIN</u>	<u>6595 SEAMAN ST SD 92120</u>
Sign <u>Shirley E. Alwin</u>	
Print <u>JOSEPH ACTIS</u>	<u>10387 FULFORDS RD S.D. 92120</u>
Sign <u>Joseph Actis</u>	
Print <u>JOHN PETERSON</u>	<u>6103 CAMPBELL SD 92120</u>
Sign <u>John Peterson</u>	<u>4253 Wagoner SD 92105</u>
Print <u>SHARLEEN Y. CLARK</u>	<u>2744 4TH ST. SD 92105</u>
Sign <u>Sharleen Y. Clark</u>	
Print <u>TRACY BARNHART</u>	<u>1186 Pine Glen Way SD 92154</u>
Sign <u>Tracy Barnhart</u>	
Print <u>MAURICE ARRELY</u>	<u>3803 LOGAN 92112</u>
Sign <u>Maurice Arrely</u>	<u>Arrely Ben-Faric 1606 PALM AVE 92106</u>
Print <u>ANGIE BAKER</u>	
Sign <u>Angie Baker</u>	
Print <u>EVA FINCH</u>	<u>5661-D Adobe Falls Rd. SD. 92120</u>
Sign <u>Eva Finch</u>	
Print <u>PATRICK GRANT</u>	<u>1840 4TH AVE SD CA 92101</u>
Sign <u>Patrick Grant</u>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>David Deluna</u>	<u>10005 Jacoby Rd Spring Valley ca 91977</u>
Sign <u>David Deluna</u>	
Print <u>Genesis Burgoon</u>	<u>557 Otis ST. Chula Vista CA 91910</u>
Sign <u>Genesis Burgoon</u>	
Print <u>Billus Goodwin</u>	<u>6674 Omegra Dr, San Diego 92139</u>
Sign <u>Billus Goodwin</u>	
Print <u>Kathleen Jones</u>	<u>8135<sup>th</sup> Ave #3 San Diego 92101</u>
Sign <u>Kathleen M. Jones</u>	
Print <u>Whonda Roberts</u>	<u>5051 Giriot. S.D. CA 92104</u>
Sign <u>Whonda Roberts</u>	
Print <u>Curtis Deon Baker</u>	<u>4109 54<sup>th</sup> Place #201 San Diego CA 92105</u>
Sign <u>Curtis Deon Baker</u>	
Print <u>i</u>	
Sign <u>Helena Keller</u>	
Print <u>Helena Keller</u>	<u>6545 Mission Gorge Road San Diego CA 92120</u>
Sign <u>A.K. Grady</u>	
Print <u>Amy K. Grady</u>	<u>11888-3 Cypress Canyon Rd. San Diego, CA 92131</u>
Sign <u>Katelyn Wooldridge</u>	
Print <u>Katelyn Wooldridge</u>	<u>10327 Camino Ruiz San Diego 92126</u>
Sign <u>Gordon Hunt</u>	<u>4647 Zion Ave, SD CA 92120</u>
Print <u>Gordon Hunt</u>	
Sign <u></u>	
Print <u>Aleli Sambo</u>	<u>1966 Manzana Way SD CA 92139</u>
Sign <u>A. Sambo</u>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print JOHNN MILLS	4121 Camino del Rio South
Sign <i>John Mills</i>	San Diego, CA 92108
Print Juez Ruiz	6427 Carthage St
Sign <i>Juez Ruiz</i>	San Diego, CA 92120
Print ROSANNA PETRALIA	1514 MORSE ST. OCEANSIDE
Sign <i>R Petralia</i>	<del>38</del>
Print Kandise Chandel	3836 Camino Aguilar #C 92111
Sign <i>Kandise Chandel</i>	
Print Tamara Williams	681 Green Gables SD 92119
Sign <i>Tamara Williams</i>	
Print Tommy Jennings	4630 <del>183</del> Zion Ave #3 SD 92120
Sign <i>Tommy Jennings</i>	
Print THOMAS SHIRE	4570 ZION AVE C-7 SD 92120
Sign <i>Tom Shire</i>	
Print Michael Swenson	6375 Burgandy St SD 92120
Sign <i>Michael Swenson</i>	
Print Josh Maxwell	6308 Ranch Mission Rd #169 SD 92108
Sign <i>Josh Maxwell</i>	
Print Lucy Maxwell	6308 Ranch Mission Rd #169 SD 92108
Sign <i>Lucy Maxwell</i>	
Print Alfredo Rodriguez	6308 Ranch Mission Rd #183 SD 92108
Sign <i>Alfredo Rodriguez</i>	
Print NICOLE CARTER	6308 Ranch Mission Rd #181
Sign <i>Nicole Carter</i>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>Fred Chen</u>	<u>6308 Rancho Mission Rd #181 92108</u>
Sign <u>[Signature]</u>	
Print <u>MATTIE PREECE</u>	<u>6308 RANCHO MISSION RD #185</u>
Sign <u>[Signature]</u>	
Print <u>Michael Brunker</u>	<u>" " " #187</u>
Sign <u>[Signature]</u>	
Print <u>Terrence Hibel</u>	<u>" " " #187</u>
Sign <u>[Signature]</u>	
Print <u>YEONJIN KIM</u>	<u>6310 rancho Mission rd #163 92108</u>
Sign <u>[Signature]</u>	
Print <u>Mark Kunding</u>	<u>" " " 161</u>
Sign <u>[Signature]</u>	
Print <u>PAUL SPONHEIM</u>	<u>6310 RANCHO MISSION RD. #337 SD 92108</u>
Sign <u>[Signature]</u>	
Print <u>Brian Siqueiros</u>	<u>6310 rancho MISSION rd #151</u>
Sign <u>[Signature]</u>	
Print <u>Nicole Weston</u>	<u>9446 LaCuesta Dr.</u>
Sign <u>Nicole Weston</u>	<u>La mesa, CA 91941</u>
Print <u>Sandra Valero</u>	<u>6310 Rancho mission Rd #143 92108</u>
Sign <u>[Signature]</u>	
Print <u>Tracy Sypher</u>	<u>6310 Rancho Mission Rd #129 92108</u>
Sign <u>[Signature]</u>	
Print <u>CLIFTON McBRIDE</u>	<u>6312 RANCHO MISSION 92108 #127</u>
Sign <u>Clifton McBride</u>	

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

Dear Sir:

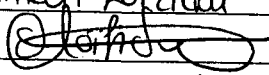
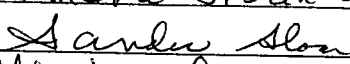
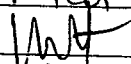
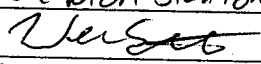
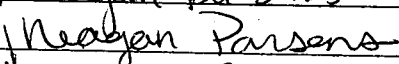
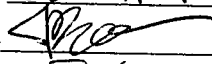
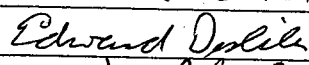
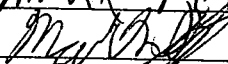
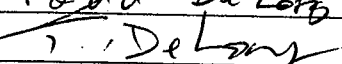
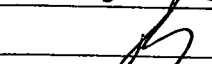
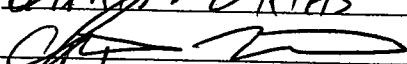
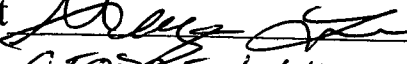
The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print, AMN REYES	6312 RANCHO MISSION Rd, #123 92108
Sign <i>Amn Reyes</i>	SAN DIEGO, CA 92108
Print, MARK FRANKLIN	SAME ↑
Sign <i>mark franklin</i>	
Print Teresa Ann	6312 Rancho Mission 119 92108
Sign <i>Teresa Ann</i>	
Print Judy Huang	6304 Rancho Mission Rd Apt 205 San Diego 92108
Sign <i>Judy Huang</i>	
Print Sheng-che Huang	6304 Rancho Mission Rd Apt 205
Sign <i>Sheng-che</i>	
Print VIKRAM MITRA	6312 RANCHO MISSION RD. APT 211
Sign <i>V</i>	
Print ELYS	6312 RANCHO MISSION RD APT 211 92108
Sign	
Print Carlos Ayala	6312 Rancho Mission Rd Apt 305
Sign <i>Ch</i>	
Print Mike Flournoy	6312 Rancho Mission 311 92108
Sign	
Print Tara Priest	6312 Rancho Mission Rd. #315 92108
Sign <i>Tara Priest</i>	
Print JOSHUA BRODERSON	6312 RANCHO MISSION RD #317 92108
Sign <i>JR</i>	
Print Constantinos Zindilipour-Yazd.	6312 Rancho Mission Road Apt #323 San Diego CA 92108
Sign <i>Constantinos</i>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print Enkefi Loizidou	6312 Rancho Mission Road Apt 323 San Diego CA 92108
Sign 	
Print Sandra Sloan	6312 Rancho Mission Rd - 327 San Diego 92108
Sign 	
Print Maritza Castro	6310 Rancho Mission Rd #329 San Diego 92108
Sign 	
Print Veldon Stanton	6310 Rancho Mission Rd Apt 345 San Diego CA 92108
Sign 	
Print Meagen Parsons	6310 Rancho Mission Rd. #343 SD, CA 92130
Sign 	#341
Print JENNIFER BLASEN	6310 RANCHO MISSION RD. SD, CA. 92108
Sign 	
Print EDWARD DULIBA	6310 RANCHO MISSION #353, SAN DIEGO, CA 92108
Sign 	
Print MARK PUMERY	6310 RANCHO MISSION #361 sandiego 92108
Sign 	
Print Todd DeLong	6308 Rancho Mission Rd. #369
Sign 	
Print D. POZZYAN	6310 371 RANCHO MISSION RD 371
Sign 	
Print CHRIS VRIAS	6308 373 RANCHO MISSION RD.
Sign 	
Print 	6308 RANCHO MISSION RD 375
Sign GEORGE LIMON	



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

Dear Sir:

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NAME	ADDRESS
Print <u>Karl Lopez</u>	<u>6308 Rancho Mission Rd #375 92108</u>
Sign <u>[Signature]</u>	
Print <u>Brian J. Climent</u>	<u>6308 Rancho Mission Rd #377 92108</u>
Sign <u>[Signature]</u>	
Print <u>ADELIA GONZALES</u>	<u>6308 Rancho Mission Rd. 379 92108</u>
Sign <u>[Signature]</u>	
Print <u>PHILLIP BORBOA</u>	<u>6308 RANCHO MISSION RD 381 92108</u>
Sign <u>[Signature]</u>	
Print <u>Bret Burns</u>	<u>6308 Rancho Mission Rd #385 92108</u>
Sign <u>[Signature]</u>	
Print <u>[Signature]</u>	<u>6308 Rancho Mission Rd #393 92108</u>
Sign <u>Steve Randle Jr</u>	
Print <u>KARONVA Smith</u>	<u>6308 Rancho Mission Rd #393 92108</u>
Sign <u>[Signature]</u>	
Print <u>Susan Timothy</u>	<u>6308 Rancho Mission Rd. #291 92108.</u>
Sign <u>Susan Timothy</u>	
Print <u>Daniel Lacarra</u>	<u>6308 Rancho Mission Rd #285 92108</u>
Sign <u>[Signature]</u>	
Print <u>FRANCESCA DAVIS</u>	<u>6308 Rancho Mission Rd #283 92108</u>
Sign <u>[Signature]</u>	
Print <u>Mohamed Canara</u>	<u>6308 Rancho Mission Rd #283 92108</u>
Sign <u>[Signature]</u>	
Print <u>Adam Adimoolan</u>	<u>6308 Rancho Mission Rd #279 92108</u>
Sign <u>[Signature]</u>	

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

Dear Sir:

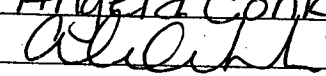
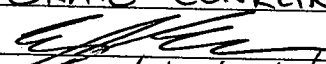
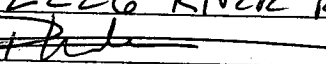
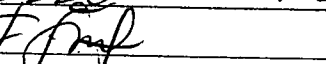
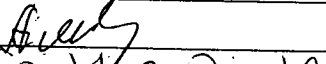
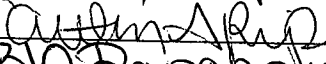
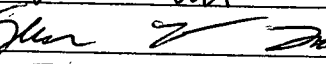
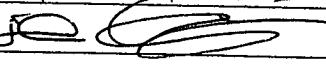
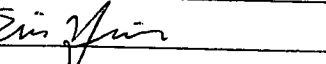
The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>Leslie Orta</u>	<u>6308 RANCHO MISSION RD #279, 92108</u>
Sign <u>Leslie Orta</u>	
Print <u>Kyle R. Miller</u>	<u>6308 RANCHO MISSION RD #277 92108</u>
Sign <u>Kyle R. Miller</u>	
Print <u>ANDREW VOGLER</u>	<u>6308 RANCHO MISSION RD #275 92108</u>
Sign <u>Andrew Vogler</u>	
Print <u>Alfonso Merana</u>	<u>6308 Rancho Mission Rd #273 92108</u>
Sign <u>Alfonso Merana</u>	
Print <u>CAROL TOMAS</u>	<u>6308 RANCHO MISSION RD. #273 92108</u>
Sign <u>Carol Tomas</u>	
Print <u>KATHERINE GAUSTE</u>	<u>6308 RANCHO MISSION RD. #273 92108</u>
Sign <u>Katherine Gauste</u>	
Print <u>Kelly Smith</u>	<u>6308 Rancho mission Rd. #271 92108</u>
Sign <u>Kelly Smith</u>	
Print <u>S. BROWN</u>	<u>6308 #267 Rancho Mission Rd. SD</u>
Sign <u>S. Brown</u>	
Print <u>VINCENT ACQUETO</u>	<u>6310 #265 Rancho Mission Rd. SD 92108</u>
Sign <u>Vincent Acqueto</u>	
Print <u>Khosrow Zardkoobi</u>	<u>6310 #259 Rancho Mission Rd CA 92108</u>
Sign <u>KH Zardkoobi</u>	
Print <u>KAIVAN ENTEZADMATHSI</u>	<u>6124 MONTEZUMA RD. #A616 SD CA 92115</u>
Sign <u>Kaivan Entezadmathsi</u>	
Print <u>KHANOM HAYA NAMI</u>	<u>6310 #259 RANCHO MISSION DR CA 92108</u>
Sign <u>Khanom Haya Nami</u>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print Angela Conklin	6310 Rancho Mission Rd 257 SD CA 92108
Sign 	
Print CRAIG CONKLIN	6310 RANCHO MISSION RD 257 SD CA 92108
Sign 	
Print Asadollah Mohammadi	6310 Rancho Mission Rd 247 SD CA 92108
Sign Asadollah	
Print 2226 RIVER RUN DR. #159	SAN DIEGO, CA 92108 PHELAN RIESSEN
Sign 	
Print 2226 RIVER RUN DR. #159	SAN DIEGO, CA 92108 FARAH MOHADES
Sign 	
Print FATIMA MOHADES	6310 RANCHO MISSION RD. 257 SD, CA 92108
Sign 	
Print Caitlin Ripley	6310 Rancho Mission Rd San Diego CA 92108
Sign 	
Print 6310 Rancho Mission Rd #251	San Diego CA 92108
Sign Rachel Wey / Rachel Wey	
Print WADE MILLER	6310 Rancho Mission Rd #241 S.D. CA 92108
Sign Wade Miller	
Print 	6310 RANCHO MISSION RD 326 SD CA 92108
Sign TYLER TODD	
Print CHRIS CONGINE	"
Sign 	"
Print ERIC HINES	"
Sign 	

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

Dear Sir:

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NAME	ADDRESS
Print CHATTELVAN VCOMITAN	6304 Rancho Mission Rd #136 S.D. CA 92108
Sign <i>Chatte</i>	
Print Shaynon Barry	6304 Rancho Mission Road #358, SD, CA 92108
Sign <i>Shaynon Barry</i>	
Print Melisa Sims	6304 Rancho Mission Rd 218, SD, CA 92108
Sign <i>Melisa Sims</i>	
Print Kim-Mai Nguyen	6304 Rancho Mission Rd #160 S.D., CA, 92108
Sign <i>Kim-Mai Nguyen</i>	
Print Guillermo Hernandez	6304 Rancho Mission Rd #158
Sign <i>Guillermo Hernandez</i>	
Print Karla Hernandez	6304 Rancho Mission Rd #158 92108
Sign <i>K Hernandez</i>	
Print RAE MADA	6306 Rancho Mission Rd #174 92108
Sign <i>M. Rae Mann</i>	
Print Salina Bonderos	6306 Rancho Mission Rd. #194 SD 92108
Sign <i>Salina Bonderos</i>	
Print DOLORES E ALCORN	6306 Rancho Miss - 92102 #278
Sign <i>Dolores E. Alcorn</i>	
Print Sarah Ziemann	6306 Rancho Mission Rd 92108 #272
Sign <i>Sarah Ziemann</i>	
Print Nichole Sellen	6306 Rancho Miss. 92108 #272
Sign <i>N. Sellen</i>	
Print Neil Hernandez	6306 Rancho Mission Rd #270 S.D. CA 92108
Sign <i>Neil Hernandez</i>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print Berna Karayullu	6302 RANCHO MISSION RD #102 S.D. CA 92108
Sign Berna Karayullu	
Print ANTHONY DELUCA	6302 RANCHO MISSION RD #106 S.D. CA 92108
Sign A. DeC	
Print LINDA DELULA	6302 RANCHO MISSION RD #106 S.D. CA 92108
Sign Linda Delu	
Print DUSTIN CRELLIN	6302 RANCHO MISSION RD APT 108
Sign Dustin Crellin	
Print NATHAN GRAY	6302 RANCHO MISSION RD #120
Sign Nathan Gray	
Print KATEY GRAY	6302 RANCHO MISSION RD #120
Sign Katey Gray	
Print Victoria Wiegand	6302 RANCHO MISSION RD #107
Sign Victoria Wiegand	
Print ARTUR KITOWSKI	6302 RANCHO MISSION RD #126
Sign Artur Kitowski	
Print Gregory Thurston	6302 RANCHO MISSION RD #228
Sign Gregory Thurston	
Print Christina Sanchez	6302 RANCHO MISSION RD #122
Sign Christina Sanchez	
Print Pedro Sanchez	6302 RANCHO MISSION RD 122
Sign Pedro Sanchez	
Print MATT RICCI	6302 RANCHO MISSION RD #128
Sign Matt Ricci	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME

ADDRESS

Print DAMON GREGORY 6310 RANCHO MISSION RD #326 SD CA 92108  
Sign [Signature]  
Print ERIC HOPP " " " " "  
Sign [Signature]  
Print Mark Leg 6310 RANCHO MISSION RD #233 SD CA 92108  
Sign [Signature]  
Print Sasha GREGORY 6310 Rancho Mission # 231 SD CA 92108  
Sign [Signature]  
Print Kelly G. Gieride 6310 Rancho Mission 231 SD CA 92108  
Sign [Signature]  
Print Kuang-Hui Wang 6312 RANCHO MISSION RD #223 SD CA 92108  
Sign Kuang-Hui Wang  
Print Jillian Jepsen 6312 Rancho Mission RD #121 SD CA 92108  
Sign [Signature]  
Print David Schulz 6312 Rancho Mission Rd #217 SD CA 92108  
Sign [Signature]  
Print Jenn Pansgram 6312 Rancho Mission Rd, #217, SD CA 92108  
Sign [Signature]  
Print M. Spak 6302 Rancho Mission RD #306 92108  
Sign [Signature]  
Print Christal Hines 6302 Rancho Mission Rd #216 S.D. CA 92108  
Sign [Signature]  
Print [Signature]  
Sign 6302 RANCHO MISSION RD #1204 SD CA 92108

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print Amanda Radd	6304 Rancho Mission Rd #266 92108
Sign <i>Amanda Radd</i>	
Print Dale W. Winkler	6304 Rancho Mt Rd #238
Sign <i>Dale Winkler</i>	
Print Christopher A. Mious	6304 Rancho Mission Rd #236
Sign <i>Chris Mious</i>	
Print Hugh H. Mulholland	6304 Rancho Mission Rd #232
Sign <i>Hugh Mulholland</i>	
Print Chad E. Smith	6302 Rancho Mission Rd #224
Sign SARAH E. SMITH	
Print Deanna Banas	6302 Rancho Mission Rd #220
Sign <i>Deanna Banas</i>	
Print Bradley Wessner	6302 Rancho Mission Rd #220
Sign <i>Bradley Wessner</i>	
Print Joni Gurney	6306 Rancho Mission Rd #282
Sign <i>Joni Gurney</i>	
Print Chris Cartwright	6306 Rancho Mission Rd. #294
Sign <i>Chris Cartwright</i>	
Print Shannon Roudellka	6306 Rancho Mission Rd #184
Sign <i>Shannon Roudellka</i>	
Print Lydia Wallis	6306 Rancho Mission Rd #182
Sign <i>Lydia Wallis</i>	
Print Elif Graham	6306 Rancho Mission Rd #394
Sign <i>Elif Graham</i>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>Joel Martin</u>	<u>807 S. Morrison Ave #39 El Cajon 92020</u>
Sign <u>[Signature]</u>	
Print <u>Carlos Corona Jr.</u>	<u>8409 Lockland Ct. Spring Valley Ca. 91977</u>
Sign <u>[Signature]</u>	
Print <u>Anna O. Corona</u>	<u>8409 Lockland Ct. Spring Valley, CA 91977</u>
Sign <u>[Signature]</u>	
Print <u>Monica Hernandez</u>	<u>1563 Blackberry Pl. CV. CA 91915</u>
Sign <u>[Signature]</u>	<u>3852</u>
Print <u>Maria Teresa Tuatta</u>	<u>3852 Caminito Aguilar #B SD CA 92111</u>
Sign <u>[Signature]</u>	
Print <u>Laren Hadden</u>	<u>3154 Rio Madre Ln Jamul, CA 91935</u>
Sign <u>[Signature]</u>	
Print <u>Catherine Garner</u>	<u>6677 Delbarton St, S.D. 92120</u>
Sign <u>Catherine Garner</u>	
Print <u>JOHN RAIZIAN</u>	<u>5429 BERGEN ST. S.D. 92117</u>
Sign <u>[Signature]</u>	
Print <u>Jen [Signature]</u>	<u>2750 LIMERICK AVE, S.D. 92117</u>
Sign <u>[Signature]</u>	
Print <u>Monica Duprat</u>	<u>252 E miller St. CV 91910</u>
Sign <u>[Signature]</u>	
Print <u>Cassandra Garcia</u>	<u>3328 Calle Del Sur Carlsbad CA 92009</u>
Sign <u>Cassandra Garcia</u>	
Print <u>Richard Bauer</u>	<u>1655 Bancroft St SD, CA.</u>
Sign <u>[Signature]</u>	



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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>CHRISTY BAUER</u>	<u>1635 BANCROFT ST.</u>
Sign <u>Christy Bauer</u>	
Print <u>Terry Appleby</u>	<u>12536 Mapleview Lakeside 92046</u>
Sign <u>Terry Appleby</u>	
Print <u>Thinh Nguyen</u>	<u>12660 Picante PL SD 92126</u>
Sign <u>Thinh Nguyen</u>	
Print <u>Debra Franklin</u>	<u>6454 Quarry Rd. 91977</u>
Sign <u>Debra Franklin</u>	
Print <u>Lataja Johnson</u>	<u>4677 Home Ave. 92105</u>
Sign <u>Lataja Johnson</u>	
Print <u>Phillip McGowan</u>	<u>4677 home AVE. 92105</u>
Sign <u>Phillip McGowan</u>	
Print <u>GUADALUPE SAUCEDO</u>	<u>3089 38th ST SD 92105</u>
Sign <u>Guadalupe Saucedo</u>	
Print <u>BENJAMIN Wilson III</u>	<u>612 68th ST SD 92114</u>
Sign <u>Benjamin Wilson III</u>	
Print <u>Mary McClure</u>	<u>10281 Waldron Ct. SD Ca 92124</u>
Sign <u>Mary McClure</u>	
Print <u>TONY HANCOCK</u>	<u>5227 So HROD St SD 92105</u>
Sign <u>Tony Hancock</u>	
Print <u>Guy E Betts</u>	<u>2037 Falmouth Dr E/Ca 92020</u>
Sign <u>Guy E Betts</u>	
Print <u>Michael Betts</u>	<u>4893 Loukeltow way 92020</u>
Sign <u>Michael F. Betts</u>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>Brian Ford</u>	<u>2921 So. 40th Street, San Diego.</u>
Sign <u>[Signature]</u>	
Print <u>Cynthia Baker</u>	<u>4349 Echo Ct. Apt A LM</u>
Sign <u>Cynthia Baker</u>	
Print <u>James Kettle</u>	<u>6707 Anherst St., Apt. A, San Diego</u>
Sign <u>James Kettle</u>	
Print <u>Joe Puerta</u>	<u>1421 SUTTER ST. S.D. CA 92023</u>
Sign <u>Joe Puerta</u>	
Print <u>JOSE A. MONTANO</u>	<u>1267 MADISON SAN DIEGO 92023</u>
Sign <u>JOSE A. MONTANO</u>	
Print <u>Andrew Kosakowski</u>	<u>4152 Home Ave SD 92105</u>
Sign <u>[Signature]</u>	
Print <u>JOANNA HEIMAN</u>	<u>5534 ELGIN AVE - 92120</u>
Sign <u>Joanna Heiman</u>	
Print <u>Joseph Roiz</u>	<u>3571 Fairmount Ave 92105</u>
Sign <u>Joseph Roiz</u>	
Print <u>Josefina Guerrero</u>	<u>374 Marlborough Ave 92105</u>
Sign <u>Josefina Guerrero</u>	
Print <u>Donald Woolstenhulme</u>	<u>1325 IRIS AVE IMPERIAL BEACH</u>
Sign <u>[Signature]</u>	<u>CA 91932</u>
Print <u>Christopher Miller</u>	<u>1325 IRIS AVE. Imperial Beach, CA</u>
Sign <u>Christopher Miller</u>	<u>91932</u>
Print <u>Carolina A. Bustos</u>	<u>17071 Palaci Place</u>
Sign <u>Carolina Bustos</u>	<u>San Diego CA 92127</u>

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print MASA JOVANOVIICH	1549 WATWOOD RD. - LEON GROVE
Sign Maja Jovanovich	
Print Renee Guerrero	21067 Ridge View Dr. S.D. 92105
Sign Renee Guerrero	
Print John Guerrero	2667 Ridge View PRS. 7940
Sign John Guerrero	
Print David Van Billiard	4128 36th St. San Diego 92104
Sign David Van Billiard	
Print Robert Michael Demartin	4454 42nd St. San Diego 92116
Sign Robert Michael Demartin	
Print Kevin Buck	4185 Iowa #8 SAN Diego C.A. 92104
Sign Kevin Buck	
Print Helsey Graf	6250 Holabird St. #1 92120
Sign Helsey Graf	
Print William Biggers	7280 Mission Gorge 1B 92120
Sign William Biggers	
Print PATRICIA GOOD	3821 Alhambra 92105-3242
Sign Patricia Good	
Print Joanne Harrisburg	9264 Idyl Pl Lakeside 92040
Sign Joanne Harrisburg	
Print Joanne Dehtan	1660 N Coast Hwy 101 #5 La Ca 92024
Sign Joanne Dehtan	
Print James Snyder	4174 Gateside Rd La Mesa 91941
Sign James Snyder	

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

Dear Sir:

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NAME

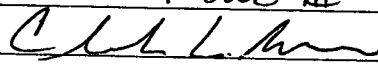
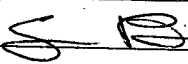
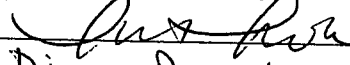
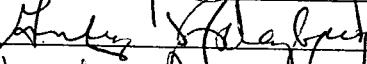
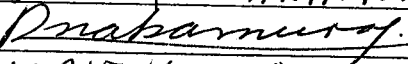
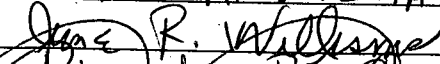
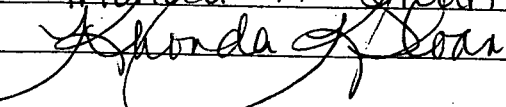
ADDRESS

Print	Yahya Akbar	1326 Swiftside Lane SD Ca 92154
Sign	<u>Yahya Akbar</u>	
Print	KARIN FISCHER	8961 GOLD COAST DR SAN DIEGO, CA 92126
Sign	<u>Karin Fischer</u>	
Print	DIRK STAHL	580 CAMINO DE LA REINA SAN DIEGO, CA. 92108
Sign	<u>Dirk Stahl</u>	
Print	ROCIO GONZALEZ	24 Woodlawn San Diego CA 92110
Sign	<u>Rocio Gonzalez</u>	
Print	Emilia Gonzalez	Emilia Gonzalez
Sign	<u>915 Park Lane Corona Ca 92709</u>	
Print	Beatriz Sanchez	1238 turtle bay Wg chula Vista CA 91915
Sign	<u>Beatriz Sanchez</u>	
Print	VALERIE M. PLEIN	9500 PODELL AVE. SAN DIEGO CA 92123
Sign	<u>Valerie M. Plein</u>	
Print	DAN R. PLEIN	10526 SUSIE PL SANTEE CA 92071
Sign	<u>Dan R. Plein</u>	
Print	Sophia Castro	3528 Seahorn Cir SD CA 92130
Sign	<u>Sophia Castro</u>	
Print	Mark Stickney	7568 Seahorn Cir SD CA 92130
Sign	<u>Mark Stickney</u>	
Print	Gwendolyn Riley	2919 Menlo Ave S.D 92105
Sign	<u>Gwendolyn Riley</u>	
Print	CHERYL FULLER	1928 maplebrook CT EC 92019
Sign	<u>Cheryl Fuller</u>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print CLAUDE ROWE III	6954 LONG LAKE CT, LEMON GROVE 91945
Sign 	
Print GARY BURROWS	1725 LOMACITA TER EL CAJON 92021
Sign 	
Print Patricia Rowe	778 E Chase Ave El Cajon CA 92020
Sign 	
Print Diana Racelo	404 Encinitas, Encinitas CA 92024
Sign Diana Racelo	Escondido
Print Gentry Sprayberry	29716 Benchmark Ct 92026
Sign 	
Print Yolanda Pearce	2032 El Dorado St, LG, 91945
Sign Yolanda Pearce	
Print ELIJAH NAKAMURA	502 5TH AVE SAN DIEGO CA 92101
Sign Elijah Nakamura	
Print Misty Robin	4460 Paguera Ct SD, 92123
Sign Misty Robin	
Print ROSEMARY NAKAMURA	5516 MICHAEL ST. SD. 92105
Sign 	
Print MARIE V. McDougle	5752 Waring Rd S.S. 92102
Sign Marie V. McDougle	
Print JUNE R. WILLIAMS	3137 Sweetwater Springs Blvd. #196 Spring Valley, CA 91978
Sign 	
Print Rhonda R. Sloan	3137 Sweetwater Spgs. Blvd. #148 Spring Valley, CA 91978
Sign 	

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

Dear Sir:

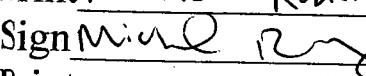
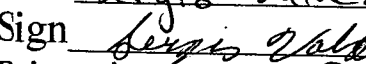
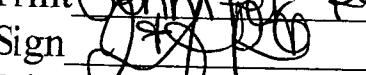
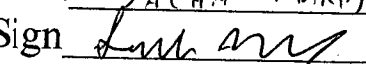
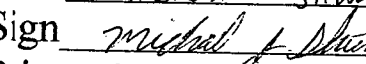
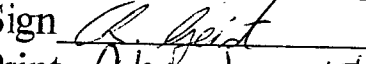
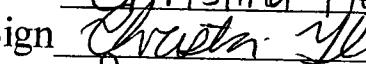
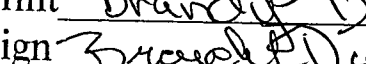
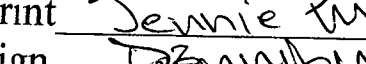
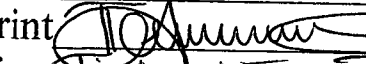
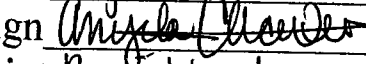

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>ARMANDO URBANO</u>	<u>6306 RANCHO MISSION RD. #376 S.D. CA. 92108</u>
Sign <u>[Signature]</u>	
Print <u>ALEX NEZGODINSKY</u>	<u>6306 RANCHO MISSION RD # 368</u>
Sign <u>[Signature]</u>	
Print <u>BRAD KRAEMER</u>	<u>6304 RANCHO MISSION RD # 356</u>
Sign <u>[Signature]</u>	
Print <u>Rebecca Kelley</u>	<u>6302 Rancho Mission Rd</u>
Sign <u>[Signature]</u>	
Print <u>Desiree Anderson</u>	<u>6304 Rancho Mission Rd Apt. 108</u>
Sign <u>[Signature]</u>	
Print <u>DAVID BAKER</u>	<u>6306 RANCHO MISSION RD. #380</u>
Sign <u>[Signature]</u>	
Print <u>Denver Caldwell</u>	<u>6304 Rancho Mission Rd # 338</u>
Sign <u>[Signature]</u>	
Print <u>John Miller</u>	<u>6304 Rancho Mission Rd #332</u>
Sign <u>[Signature]</u>	
Print <u>Richard Young</u>	<u>6302 Rancho Mission Rd #322</u>
Sign <u>[Signature]</u>	
Print <u>Crystal Nolan</u>	<u>6304 Rancho Mission Rd #342</u>
Sign <u>[Signature]</u>	
Print <u>Andy Harris</u>	<u>6534 Rancho Mission Rd #34</u>
Sign <u>[Signature]</u>	
Print <u>MAUREEN</u>	<u>6302 RANCHO MISSION 328 92108</u>
Sign <u>[Signature]</u>	

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

Dear Sir:

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NAME	ADDRESS
Print MICHAEL RODRIGUEZ	320 6302 RANCHO MISSION RD #320 92108
Sign 	
Print Sergio Valdez	6304 Rancho Mission Rd #344 92108
Sign 	
Print Jenny Fox Palmer	6304 Rancho Mission Rd #344 92108
Sign 	
Print SACHA MARI	6304 RANCHO MISSION RD #352 92108
Sign 	
Print Michael Stewart	6304 Rancho Mission Rd #348 92108
Sign 	
Print CHRISTIAN GEIST	6304 RANCHO MISSION RD #248 92108
Sign 	
Print Christina Fleagle	6304 Rancho Mission Rd #252
Sign 	
Print Brandy Dargie	6304 Rancho Mission #254
Sign 	
Print Jennie Miller	6304 Rancho Mission #254 92108
Sign 	
Print 	6304 Rancho Mission RD Apt #244 92108
Sign Tinisha N. Franklin	
Print Angela Ageres	6304 Rancho Mission Rd. #244 92108.
Sign 	
Print Ryan Lloyd	6304 RANCHO MISSION RD #244
Sign 	

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

Dear Sir:

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NAME	ADDRESS
Print <u>Blake Veler</u>	<u>6304 Rancho Mission Rd #144</u> 92108
Sign <u>[Signature]</u>	
Print <u>NELSON VELAZQUEZ</u>	<u>6304 Rancho mission Rd #148</u>
Sign <u>[Signature]</u>	
Print <u>Sarabeth Velazquez</u>	<u>6304 Rancho mission Rd #148</u>
Sign <u>[Signature]</u>	
Print <u>Diane Dobson</u>	<u>1367 Vulcan ST. EC 92021</u>
Sign <u>[Signature]</u>	
Print <u>Gary Dobson</u>	<u>1367 Vulcan ST EC 92021</u>
Sign <u>[Signature]</u>	
Print <u>Trina Pryor</u>	<u>13090 Winberly SQ #58</u> 92128
Sign <u>[Signature]</u>	
Print <u>Doreen Wright</u>	<u>2236-Huntington Pt. PL. CV 91914</u>
Sign <u>[Signature]</u>	
Print <u>Tony Campbell</u>	<u>Box 500697 S</u>
Sign <u>[Signature]</u>	<u>13844 Pomarado Rd. Poway</u>
Print <u>[Signature]</u>	<u>92064</u>
Sign <u>[Signature]</u>	<u>126 Old Windmill</u>
Print <u>M Bork</u>	<u>Bestrop TX 78602</u>
Sign <u>[Signature]</u>	<u>905 Marquis Ct</u>
Print <u>Yolanda Roy</u>	<u>C.V., CA 91913</u>
Sign <u>[Signature]</u>	
Print <u>CESARIO MAMASIG</u>	
Sign <u>Cesario Mamasig</u>	<u>1254 ALONDRA AVENUE</u> <u>CHULA VISTA CA 91913</u>



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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>LAURA RIVAS</u>	<u>10235 Keoki st San Diego, CA 92126</u>
Sign <u>Laura Rivas</u>	
Print <u>El Quiel Contreras</u>	<u>3167 Franklin av. SD 92113</u>
Sign <u>El Quiel Contreras</u>	
Print <u>Monica Rolon</u>	<u>1785 Oro Vista Rd #186 S.D 92154</u>
Sign <u>Monica Rolon</u>	
Print <u>Morton B Connolly Jr</u>	<u>6878 Navajo Rd SD 92119</u>
Sign <u>Morton B Connolly Jr</u>	
Print <u>CLARK Maxine</u>	<u>954 Bollenbacher St SD 92114</u>
Sign <u>Clark, Maxine</u>	
Print <u>D. G. Nelson</u>	<u>12189 Lpire Ct</u>
Sign <u>D. G. Nelson</u>	<u>San Diego CA 92131</u>
Print <u>Marie Ingrande</u>	
Sign <u>Marie Ingrande</u>	<u>2357 Presidio Drive</u>
Print <u>Harold Dobson</u>	<u>San Diego CA 92103</u>
Sign <u>Harold D</u>	
Print <u>Mark D. Fuller</u>	<u>10876 Parkdale Ave San Diego CA 92131</u>
Sign <u>Mark D. Fuller</u>	
Print <u>John Fance</u>	<u>San 3317 Columbia St 92103</u>
Sign <u>John Fance</u>	
Print <u>JACOB Byrd</u>	<u>10225 Caminito Curvo #150</u>
Sign <u>JACOB Byrd</u>	<u>SD, CA 92108</u>
Print <u>Walter Lindsay</u>	<u>747 Beech St Chula Vista CA 91910</u>
Sign <u>Walter Lindsay</u>	
Print <u>DOROTEA LINDSAY</u>	<u>1073 ESTES ST #210 El Cajon 92020</u>
Sign <u>DOROTEA LINDSAY</u>	

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>RICHARD STALL</u>	<u>6058 PANAMA mission 125. 92108</u>
Sign <u>Richard Stall</u>	
Print <u>J M Giddings</u>	<u>7565 Chermant Dr 308 SD, CA 92122</u>
Sign <u>J M Giddings</u>	
Print <u>SHERYL L POWELL</u>	<u>502 N CUYAMACA ELCAJON CA 92020</u>
Sign <u>Sheryl L Powell</u>	
Print <u>VELIA GURULE - HENSON</u>	<u>3015 CHIPWOOD COURT SPRING VALLEY 91978</u>
Sign <u>Velia Gurule - Henson</u>	
Print <u>JOE SINNOTT</u>	<u>1718 PENTUCKETT AVE SAN DIEGO, CA 92109</u>
Sign <u>Joe Sinnot</u>	
Print <u>Robertta Sinnot</u>	<u>1718 Pentuckett Ave. San Diego, CA. 92104</u>
Sign <u>Robertta Sinnot</u>	
Print <u>JANNA DAWSON</u>	<u>325 STRA San Diego CA 9212</u>
Sign <u>Janna Dawson</u>	
Print <u>FRED ESCOTO</u>	<u>2037-43 BURTON ST. SAN DIEGO 92111</u>
Sign <u>FRED Escoto</u>	
Print <u>VALLIE NORRIS</u>	<u>1520 Hollison AVE EL CAJON CA 92020</u>
Sign <u>Vallie Norris</u>	
Print <u>NUCCI ASANO</u>	<u>1112 maya st EL CAJON 92001</u>
Sign <u>NUCCIA ASANO</u>	
Print <u>CLAIRE HORN</u>	<u>8256 HILLDALE DR SD. 92120</u>
Sign <u>Claire Horn</u>	
Print <u>RALPH R. RAY</u>	<u>160 AVE DE LOS CLAVELES ENCINITAS CA</u>
Sign <u>Ralph R Ray</u>	<u>92624</u>

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

Dear Sir:

The undersigned request that the proposed route change for bus #14 from Fashion Valley include the bus stop at Grantville Station on its way both to and from Zion Avenue and Kaiser Hospital.

NAME	ADDRESS
Print <u>GLORIA J. RAY</u>	<u>260 CLAYTONS ENCLAVE, CA 92024</u>
Sign <u>Gloria J. Ray</u>	
Print <u>Mel Horn</u>	<u>8256 HILLMAN DR S.D. CA 92116</u>
Sign <u>Don Kennedy</u>	<u>562 Rini Rd</u>
Print <u>DON KENNEDY</u>	
Sign <u>Carol Kennedy</u>	
Print <u>CAROL KENNEDY</u>	<u>562 Rini Rd Del Mar CA 92014</u>
Sign <u>L J R</u>	<u>3577 BANCROFT ST</u>
Print <u>LOUIS J. JACARUSO</u>	<u>SD-CA-92104</u>
Sign <u>Maria Esquerre</u>	<u>8085 Hildebrand Dr</u>
Print <u>Maria Esquerre</u>	<u>S.D. 92120</u>
Sign <u>Robert P. McKee</u>	
Print <u>ROBERT P. MCKEE</u>	<u>9281 CARTHAY CIRCLE, SPRING VALLEY 91977</u>
Sign <u>Billie F. Davis</u>	
Print <u>Billie F. Davis</u>	<u>9432 Mandeille Ct. Santee 92071</u>
Sign <u>Saul Baker</u>	
Print <u>SAUL BAKER</u>	<u>5620 MARENGO AVE LA MESA CA 91942</u>
Sign <u>Mona J. Scheer</u>	
Print <u>Mona J. Scheer</u>	<u>9671 Lutheran Way Santee CA 92071</u>
Sign <u>Robert D. Scheer</u>	
Print <u>Robert D. Scheer</u>	<u>9671 Lutheran Way Santee CA 92071</u>
Sign <u>Milo A. Anderson</u>	<u>1884 1/2 WILLOW RD EL CAYON 92021</u>
Print <u>MILO A. ANDERSON</u>	
Sign _____	



ROUTE \_\_\_\_\_

AGENDA ITEM NO. \_\_\_\_\_

3

E

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

34

**\*\*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 MARCH 23 - 2006Name (PLEASE PRINT) SUSAN S. SMITHAddress 1118 W. COUNTRY CLUB LANE  
ESCONDIDO, CA 92026Telephone 760-739-8117Organization Represented (if any) Special Friends FoundationSubject of your remarks: Power Buses change in schedule  
#844 and #845Agenda Item Number on which you request to speak \*NOT APPLICABLE\*

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.

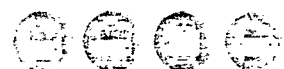
**3. DISCUSSION OF AGENDA ITEMS**

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.\*\***





ROUTE \_\_\_\_\_

AGENDA ITEM NO. \_\_\_\_\_

3  
E**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

35

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

**1. INSTRUCTIONS**

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Date 3-23-06Name (PLEASE PRINT) Julie ChadwickAddress 12461 Vaughan Rd.Telephone 858-679-8213Organization Represented (if any) Special Friends Foundation  
(group home) - Non-profitSubject of your remarks: 844 + 845Agenda Item Number on which you request to speak \*NOT APPLICABLE\*

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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ROUTE \_\_\_\_\_

AGENDA ITEM NO. \_\_\_\_\_

**REQUEST TO SPEAK FORM**ORDER REQUEST RECEIVED ☐

38

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**1. INSTRUCTIONS**

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Date 3-23-06Name (PLEASE PRINT) Jenny BishopAddress 6346 Sagerwood Dr, PowayTelephone 858-312-1687

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

Subject of your remarks: 844 & 845 BusAgenda Item Number on which you request to speak \*NOT APPLICABLE\*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.

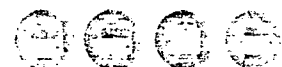
**3. DISCUSSION OF AGENDA ITEMS**

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

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

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ROUTE \_\_\_\_\_

AGENDA ITEM NO. \_\_\_\_\_

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED



37

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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 3-23-06Name (PLEASE PRINT) Julie RufenachtAddress 13416 Sagewood Dr, PowayTelephone 858-312-1687

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

Subject of your remarks: 844 & 845 busAgenda Item Number on which you request to speak \*NOT APPLICABLE\*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.\*\***





ROUTE \_\_\_\_\_

AGENDA ITEM NO. \_\_\_\_\_

3  
E**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

36

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

**1. INSTRUCTIONS**

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Date 3-23-06Name (PLEASE PRINT) Andrew StrickleyAddress 12461 Vaughan Rd. PowayTelephone 858-629-8213

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

Subject of your remarks: 844 & 845 busAgenda Item Number on which you request to speak \*NOT APPLICABLE\*

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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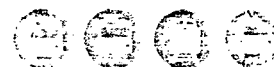
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AGENDA ITEM NO.

3  
25**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

15

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Date 3/23/06  
Name (PLEASE PRINT) Mike Crossley  
Address 2635 East 4th St  
National City, CA 91950  
Telephone (619) 267-5127  
Organization Represented (if any) SD City Regional Center for the Developmentally  
(Chair of consumer rights) Disabled  
Subject of your remarks: CDA

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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