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09-08-06 12:21

Agenda

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

September 14, 2006

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - August 10, 2006
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 give your copies to the Clerk of the Board.

Approve

Receive



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.

CONSENT ITEMS

6. MTS: State Transit Assistance Claims Amendment Approve
Action would adopt Resolution No. 06-12 amending Fiscal Year 2007 State Transit Assistance (STA) claims.
7. MTS: Election to Fill Vacant Positions of San Diego and Arizona Eastern (SD&AE) Railway Company Board Members Approve
Action would: (1) receive the San Diego and Imperial Valley Railroad, Pacific Southwest Railway Museum Association, and Carrizo Gorge Railway, Inc. quarterly reports; (2) ratify actions taken by the San Diego and Arizona (SD&AE) Railway Company Board of Directors at its meeting on July 25, 2006; and (3) ratify and appoint Ray Stephens as Chairman and Secretary replacing Thomas Schlosser, Bob Jones as Mr. Stephens' alternate, and Alejandro De La Torre as Treasurer to replace James Bertram, as recommended by the SD&AE Board of Directors.
8. MTS: Increased Authorization for Legal Services Approve
Action would authorize the CEO to enter into contracts and amendments with Roger Bingham of the law firm Butz, Dunn, DeSantis, Bingham, APC; James B. James of the law firm Gray & Prouty, APC; and David Skyer of the Law Offices of David C. Skyer, APC for legal services and ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).
9. MTS: Mission Valley East - Budget Transfer and Construction Management Contract Amendment Approve
Action would authorize the CEO to: (1) transfer funds into the Construction Management (CM) line item from the SDSU Mitigation line item to fund Contract Amendment No. 42 with Washington Group International (WGI) to extend CM services on the Mission Valley East (MVE) Light Rail Transit (LRT) Project; and (2) execute Contract Amendment No. 42 with WGI for CM services on the MVE LRT Project, including extension of CM services through December 31, 2006.
10. MTS: Capital Improvement Program Budget Transfers Approve
Action would forward a recommendation to the SANDAG Transportation Committee to approve transferring funds in various SANDAG Capital Improvement Programs (CIPs) to MTS CIPs.
11. MTS: Onboard Video Surveillance Systems - Contract Award Approve
Action would authorize the CEO to execute a contract with Integrion, Inc. to install onboard video surveillance systems on buses and trolleys. The contract would be completed in three phases and would also include three option years for additional onboard video surveillance system requirements dependent upon available funding.
12. MTS: Service Trucks Contract Award Approve
Action would authorize the CEO to execute a contract with Villa Ford, Inc. for four service trucks and a contract with Raceway Ford for two sign trucks.

13. MTS: Mincom, Inc. Annual Support Maintenance - Contract Amendment
Action would authorize the CEO to enter into a contract amendment with Mincom, Inc. for annual software support maintenance for the Ellipse financial system package.

Approve

CLOSED SESSION

24. a. SDTI: CONFERENCE WITH LABOR NEGOTIATORS
Pursuant to California Government Code section 54957.6
Agency Designated Representative - Jeff Stumbo
Employee Organization - International Brotherhood of Electrical Workers (IBEW) Local 465
- b. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to California Government Code section 54945.8
Property: 522 West 8th Street, National City, California
Agency Negotiators: Tiffany Lorenzen, Paul Jablonski, Sharon Cooney, and Tim Allison
Negotiating Parties: City of National City
Under Negotiation: Price and Terms of Payment
- c. MTS: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant Exposure to Litigation California Government Code section 54956.9(b) (One Potential Case)
- d. MTS: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a): MTS, MTDB, SDTC v. Louis Pellegrin, Rosemary Pellegrin Superior Court Case Number GIC857180
- e. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a) Stella Reed v. MTS et al., Claim No. Unassigned
- f. MTS: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a) California Regional Water Quality Control Board v. MTS Complaint No. R9-2005-0062
- g. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to California Government Code Section 54956.8
Property: Right-of-Way Adjacent to Grossmont Center Station Parking Lot at the Intersection of Grossmont Center Drive and Fletcher Parkway
Agency Negotiators: R. Martin Bohl, Paul Jablonski, Tim Allison, and Tiffany Lorenzen
Negotiating Parties: City of La Mesa
Under Negotiation: Instruction to Negotiators Will Include Price and Terms of Payment

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- | | | |
|-----|---|-----------------|
| 30. | <p><u>MTS: Federal Railroad Administration Horn Rule – Quiet Zones</u></p> <p>Action would receive this report for information and direct the CEO to:</p> <p>(1) continue to work with the City of San Diego, Centre City Development Corporation (CCDC), and other public agencies impacted to support the "Quiet Zone" concept at public grade crossings between Old Town Transit Center and Fifth Avenue, and other locations that may be considered; and</p> <p>(2) negotiate a Maintenance and Operations Agreement for Quiet Zones with CCDC, the City of San Diego, or North County Transit District (NCTD) as appropriate. This agreement shall include, as a minimum: (a) essential indemnification and/or standard insurance language to cover MTS operations, its Board, and appropriate other entities; (b) provide that MTS shall not incur any costs associated with studies or risk analysis documentation, construction, equipment procurement or contractor expenses; (c) provide that MTS light rail transit (LRT) operations not be adversely impacted by the construction, including maintaining the status quo of operations as it pertains to gate bell activation and nearside gate hold-off features; (d) require that specialized track detection loops be maintained by the City of San Diego or its contractor; and (e) require the City of San Diego to authorize spare-parts inventory for special equipment necessary for the Quiet Zone.</p> | Possible Action |
| 31. | <p><u>MTS: Proposed Plan for Use of State Infrastructure Bond-Initiative Funding</u></p> <p>Action would provide comments and direction to the CEO regarding the proposed list of transit projects that could be funded with any proceeds from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006.</p> | Possible Action |
| 32. | <p><u>MTS: Comprehensive Annual Financial Report (CAFR) for FY 2005</u></p> <p>Action would receive the MTS FY 2005 Comprehensive Annual Financial Report (CAFR).</p> | Possible Action |
| 33. | <p><u>MTS: FY 2005 Final Budget Comparison</u></p> <p>Action would approve applying the FY 2005 positive variance to the MTS Contingency Reserve.</p> | Possible Action |
| 34. | <p><u>MTS: Operations Budget Preliminary June 2006 Report</u></p> <p>Action would receive a report for information.</p> | Possible Action |
| 35. | <p><u>MTS: Grossmont Trolley Station Joint Development Project Update</u></p> <p>Action would receive an update from General Counsel regarding the status of the Grossmont Trolley Station Joint Development Project.</p> | Receive |

REPORT ITEMS

- | | | |
|-----|--|-----------------|
| 45. | <u>SDTI: SD-100/S70 Vehicle Compatibility Status Report</u>
Action would receive a report for information. | Receive |
| 46. | <u>MTS: 2007 Regional Transportation Plan - Revised Transit Services Evaluation Criteria and Regional Transit Capital Replacement and Rehabilitation Criteria</u>
Action would: (1) receive an updated report from San Diego Association of Governments (SANDAG) staff regarding the revised transit services evaluation criteria and regional transit capital replacement and rehabilitation criteria used to prioritize projects for the Regional Transportation Plan (RTP); and (2) forward comments on the revised criteria to the SANDAG Transportation Committee. | Receive |
| 47. | <u>MTS: Comprehensive Operational Analysis: Implementation Update</u>
Action would receive a report on the early results of the Comprehensive Operational Analysis (COA) implementation for June and September as well as the six-month review of rural bus service changes. | Receive |
| 60. | <u>Chairman's Report</u> | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u> | Information |
| 62. | <u>Board Member Communications</u> | |
| 63. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | Possible Action |
| 64. | <u>Next Meeting Date:</u> September 28, 2006 | |
| 65. | <u>Adjournment</u> | |

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

Submitted by: Gail Williams

Remove On: 9/14/06

Return to Submitter: Gail Williams

OR (Pick One)

Retain in Posting File: _____

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 9/14/06

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:23 a.m.

RECONVENE: 11:05 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 12:10 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:20 a.m. during AI 24
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <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 checked="" type="checkbox"/> (Vacant) <input 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"/> (McCann) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:07 during AI 3	11:45 a.m. during AI 46
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
YOUNG	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ZARATE	<input type="checkbox"/> (Parra) <input checked="" type="checkbox"/>		11:05 a.m. after AI 24

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Digby Horne

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

August 10, 2006

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

Chairman Harry Mathis called the meeting to order at 9:10 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Ms. Atkins moved to approve the minutes of the July 13, 2006, Board of Directors meeting. Mr. McLean seconded the motion, and the vote was 10 to 0 in favor.

3. Public Comment

R. Mitchel Beauchamp: Mr. Beauchamp handed out an Operation Lifesaver pin and a flyer introducing Operation Lifesaver. He explained how he became involved with this organization and suggested that MTS develop a module of issues for light rail related to Operation Life Saver. He then stated that San Diego is a pioneer in the designation of quiet zones and requested that safety be given paramount consideration during discussions of how to implement quiet zones.

John Groeling: Mr. Groeling stated that EB Property has been trying to do business with San Diego and Imperial Valley Railroad (SD&IV), and SD&IV has been stonewalling these attempts. He stated that they are not meeting provision 2h of Rail America's operating agreement. He stated that the business relationship EB is proposing would result in greater net revenues for the San Diego & Arizona Eastern Railway Company (SD&AE) and reduced congestion at Otay. He also stated that there would be a 40 percent increase in rail activity compared to the existing decrease in rail activity of 5 to 22 percent, as reported year to date. He stated that the SDIV Board is not conducting itself in a manner that meets MTS objectives and displays a lack of concern for public interests.

Mr. Brian Martins, Principal and Public Agent, EB Property: Mr. Martins provided the Board with a handout regarding matters introduced by the previous speaker. He acknowledged that Mr. Paul Jablonski, MTS Chief Executive Officer (CEO), had been kind enough to give this matter attention during the SD&IV meeting. He also stated that the proposals he had received from SD&IV were unacceptable, and SD&IV was failing to meet its obligations. He stated that EB is a private entity trying to benefit the public and the community, and if they are unable to get through negotiations, it will have a detrimental effect on society as a whole.

Mr. Jablonski stated that this matter was presented to the SD&AE Board at its last meeting and that he had exchanged correspondence and e-mails with Mr. Martins on this subject. He reported that EB Property has an option on a piece of land adjacent to the San Ysidro tracks, and they are proposing to create a transload facility so trains from Mexico could come across the border to load freight on trucks for shipment. He stated that this is really a commercial issue between any potential customers and Rail America, which has the trackage rights and freight responsibilities. Mr. Jablonski stated that there are many issues that he has concerns about related to this proposal. He stated that San Ysidro is already a very congested area. He added that he is considering having this issue included as part of the freight study that SANDAG is currently doing. He advised the Board that he has prepared a letter to Mr. Martins, which was being mailed out today, and that Board members should call him if they have any questions. He added that, if needed, this issue can be brought back to the Board.

Donna Erickson: Ms. Erickson distributed a handout detailing her concerns regarding the Osler Loop, the accuracy of ridership figures for Route 25 as used during the Comprehensive Operation Analysis (COA) process, the cost in future years of Transit Television Network, the approval of the FY 2007 Performance Incentive Plan, and the dismembering of Route No. 25. She stated that the Board is not paying attention to public comments.

Chairman Mathis stated that MTS believes that a lot more people will be able to use MTS routes more effectively and efficiently as a result of the COA. He added that the changes have to be implemented and the results monitored to see if they are working as anticipated. He stated that, if they are not, adjustments will be made.

Clive Richard: Mr. Richard offered to speak under Agenda Item 63.

Jonathan Johnson: Mr. Johnson stated that he just found out about the changes proposed for Route No. 11. He also stated that a trolley inspector, after verifying his fare media, asked him where he was going. Mr. Johnson felt it was inappropriate for the inspector to ask this question.

Mr. Conan Cheung, Director of Planning and Performance Monitoring, provided detail on the extensive outreach that was conducted during the planning phase of the COA and which will continue as the service changes are made. He stated that last-minute adjustments were made to the plan based upon comments that were gathering from the public during the planning process. He added that staff will present performance information on the service changes that were implemented in June to the Board at its September 14, 2006, meeting. He added that preliminary information on the September 3 service changes will also be presented at that time.

CONSENT ITEMS

6. MTS: Proposed 2006/2007 Internal Audit Plan Summary (LEG 492, PC 50121)

Recommend that the Board of Directors approve the Proposed 2006/2007 Internal Audit Plan Summary (Attachment A of the agenda item).

7. MTS: SDTI Transportation Department Performance Measurement Audit (LEG 492, PC 50121)

Recommend that the Board of Directors receive this report for information.

8. MTS: SDTC Transportation Department Performance Measurement Audit (LEG 492, PC 50121)

Recommend that the Board of Directors receive this report for information.

9. SDTC & SDTI: Ratification of Statement of Information (OPS 960, POS 970)

Recommend that the Board of Directors ratify the CEO's filing of the Statement of Information for SDTC and SDTI.

10. MTS: Federal Transit Administration Funding and Funding Agreements (FIN 340.1, PC 50601)

Recommend that the Board of Directors approve Resolution No. 06-11 authorizing the CEO to submit applications for Federal Transit Administration funding and to execute funding agreements.

11. MTS: San Ysidro Transit Center Closed-Circuit Television (CCTV) Video Surveillance System Contract Award (OPS 970.6, CIP 11170)

Recommend that the Board of Directors authorize the CEO to execute a Standard Services Agreement (Attachment A of the agenda item) with Electro Specialty Systems, Inc. for furnishing, installing, commissioning, and providing one year of warranty support for a CCTV video surveillance system at the San Ysidro Transit Center for a total cost not to exceed \$294,479.46.

12. MTS: U. S. Department of Homeland Security Funding/Project Changes (OPS 970.8, PC 30102)

Recommend that the Board of Directors approve (1) a reduction in the U.S. Department of Homeland Security (DHS) funding levels previously approved within the fiscal year 2007 Capital Improvement Program (CIP) by \$25,140 as detailed within Attachment A of the agenda item; and (2) shifting DHS-funded projects as detailed within Attachment A.

Recommended Consent Items

Mr. Emery moved to approve Consent Agenda Items No. 6, 7, 8, 9, 10, 11 and 12. Ms. Atkins seconded the motion, and the vote was 12 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:31 a.m.

- a. MTS: Conference with Legal Counsel – Anticipated Litigation, Significant Exposure to Litigation Pursuant to Subdivision (b) of California Government Code Section 54956.9 (One Potential Case)
- b. MTS: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8
Property: 522 West 8th Street, National City, California

Agency Negotiators: Tiffany Lorenzen, Paul Jablonski, Sharon Cooney, and Tim Allison
Negotiating Parties: City of National City
Under Negotiation: Price and Terms of Payment

- c. SDTC: Conference with Labor Negotiators, Pursuant to California Government Code Section 54957.6. Agency-Designated Representative – Jeff Stumbo. Employee Organization – Amalgamated Transit Union Local 1309
- d. MTS: Conference with Legal Counsel – Existing Litigation. Pursuant to Subdivision (a) of California Government Code Section 54956.9 (Stella Reed) (Claim No. Unassigned)

The Board reconvened to Open Session at 11:06 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Tiffany Lorenzen, MTS General Counsel, reported the following:

- a. The Board received a report and gave direction to General Counsel.
- b. The Board received a report and gave direction to agency negotiators.
- c. The Board received a report and gave direction to agency-designated representatives.
- d. The Board received a report and gave direction to General Counsel and outside counsel.

NOTICED PUBLIC HEARINGS

- 25. There were no Noticed Public Hearings

DISCUSSION ITEMS

- 30. MTS: Proposed Plan for Use of State Infrastructure Bond Initiative Funding (FIN 340.2, PC 50111)

This agenda item was trailed.

- 31. MTS: Federal Railroad Administration Horn Rule – Quiet Zones (AG 210.3, PC 50111)

Mr. Wayne Terry, SDTI Vice President of Operations, provided the Committee with an overview of activities currently underway to qualify 13 railroad crossings for quiet zone status. He provided background on current horn rules as mandated by the Federal Railroad Administration (FRA) and issues of concern to the community and the railroads. He also reported that, if quiet zones are approved for these crossings, continuous sounding of gate bells may be required and SDTI's nearside gate hold-off feature may be voided. Mr. Terry then provided detail on the changes to infrastructure that would have to be made and equipment that would have to be installed at these crossings to meet safety regulations associated with quiet zones. He reported that the capital costs for these changes will be considerable and added that operations and maintenance costs could total \$10,000 to \$20,000 annually. He then displayed a map showing the proposed quiet zone locations. Mr. Terry informed the Committee that staff intends to proceed with this project as detailed in the recommendation in the agenda item.

Mr. Faulconer stated that, when this item is voted on, he would be abstaining because of the involvement of the City of San Diego in this project. He stated that he is very strongly in favor of this project and stated that MTS staff has been very helpful thus far. He stated that horn rules are now being more strictly enforced and, because of the frequency of the crossings in the downtown area, there is an almost continuous blowing of train horns. He stated that this is particularly disturbing to downtown residents in the middle of the night and has become a quality of life issue. Mr. Faulconer stated that he appreciated the cooperation demonstrated by MTS staff and thanked Mr. Jablonski for attending the community forum he organized to discuss this matter. Mr. Monroe recognized Mr. Faulconer for his leadership on this issue and pointed out that this is also an important issue for the downtown hotels and the tourist industry. Mr. Jablonski hoped that MTS and the Centre City Development Corporation would reach an agreement on quiet zones by the end of the month. He stated that this agreement would then be presented to the Board for approval at its September 14, 2006, meeting.

Chairman Mathis pointed out that, without the votes of City of San Diego representatives, the Board would not have the quorum needed to vote on this item; therefore, the item was handled as an information item.

Action Taken

This report was handled as an information item, and no action was taken.

32. MTS: Capital Improvement Budget Transfers (CIP 10958, 11057, 11002, 10972, 11149, 11099)

Mr. John Haggerty, SANDAG Design Engineer, reviewed the recommended capital project budget transfers and the specifics of each project. He reported that these types of budget transfers will now be brought to the MTS Board prior to being approved by the SANDAG Board. Mr. Haggerty pointed out that the queue jumper at First & Ash will give buses a seven-second jump on other traffic. In response to a question from Mr. Monroe, Mr. Haggerty explained that high-traffic areas in the bus parking lots will be concrete, and the remainder of the parking lot will be asphalt with a stronger undersection. In response to a question from Mr. Clabby, Mr. Haggerty reported that a flat roof has an average life of 15 to 20 years. He added that there will be a 20-year warranty on the new roof.

Action Taken

Mr. Monroe moved to forward a request to the SANDAG Board of Directors to approve the transfer of funds in various Capital Improvement Programs shown on Attachment A of the agenda item (Budget Transfer Summary). Mr. Emery seconded the motion, and the vote was 9 to 0 in favor.

33. SDTC: Retirement Plans Actuarial Valuation as of January 1, 2006 (OPS 960.5, PC 50601)

Mr. Cliff Telfer, MTS Interim Chief Financial Officer, advised the Board that the SDTC retirement plan's actuarial valuation as of January 1, 2006, recommends that the Board adopt a pension contribution rate of 12.469 percent compared to the FY 07 budget assumption of 13 percent. He then introduced the Plan's actuary, Mr. Bob McCrory, of EFI Actuaries. Mr. McCrory reviewed the history of the Plan's costs and reviewed the increases and decreases in the Plan's

costs from January 1, 2005 to January 1, 2006. He also reviewed the history of the Plan's funding and explained what funding ratio means. He advised Board members that funding ratios will increase and decrease over the years. In response to a question from Mr. Monroe, Mr. McCrory stated that the Board should become concerned about the funding ratio at such time that it starts materially damaging MTS. Mr. McCrory then showed the Plan's funding ratio and cost compared with other transit districts with similar size plans and similar actuarial assumptions. He also presented information on future costs. Mr. McCrory stated that the Plan's funding ratio and costs are reasonable and comparable to other plans nationwide. He stated that there is some upward pressure on costs because older people are being hired.

In response to a question from Mr. Young, Mr. McCrory stated that he uses an entry-age normal actuarial method, which is used by 75 percent of public sector plans. He stated that this is a fairly conservative actuarial method. In response to a question from Ms. Atkins, Mr. Telfer stated that there are a number of different bonds with varying maturities that were included in the pension obligation bond transaction. In response to a question from Mr. Young, Mr. Telfer explained that Mr. McCrory is consulted during contract negotiations to project the cost of proposals being considered. Mr. Telfer also advised Mr. Young that the Plan always strives to have a funding ratio greater than 100 percent.

Mr. McCrory defined for Ms. Atkins his earlier reference to "materially damaging." He stated that if MTS had to make serious service cuts and have layoffs in order to make its pension contribution, then it would be materially damaging to MTS. He stated that the Plan's benefits are relatively predictable and are reasonable. Staff and Mr. McCrory answered additional questions about information included in the report including the amount of the unfunded liability, annual contribution amounts, the method for paying the contribution amount, etc. Mr. Telfer advised Mr. Young that the pension obligation bonds are paying approximately five percent.

Ms. Atkins stated that it was good for the Board to get regular reports on pension-related items because it helps the Board gain a better understanding of these matters.

Action Taken

Mr. Young moved to receive the actuarial valuation as of January 1, 2006, and adopt the pension contribution rate of 12.469 percent for the FY 06 SDTC pension plan. Mr. Emery seconded the motion, and the vote was 9 to 0 in favor.

REPORT ITEMS

45. MTS: Operations Budget Status Report for May 2006 (FIN 310, PC 50601)

There was no presentation or discussion of this item.

Action Taken

Mr. Young moved to receive the MTS operations Budget Status Report for May 2006. Mr. Emery seconded the motion, and the vote was 10 to 0 in favor.

46. SDTC: RV Kuhns Second Quarter 2006 Pension Review (FIN 300, PC 50601)

Mr. Bruno Grimaldi, RV Kuhn, provided the Board with an overview of the pension investment performance analysis for SDTC's Employee Retirement Plans as of June 30, 2006. He reviewed asset allocation by asset class and manager and then reviewed the comparative one-year performance indicators for each of the investment managers against their benchmarks. Mr. Grimaldi reported, in response to questions from Mr. Young, that SDTC's pension plan currently ranks in the middle (52nd percentile) compared to other public sector plans, and that an asset allocation study is currently underway as part of an effort to try to improve that standing. He added that over the ten-year period, SDTC's plan is in the 38th to 42nd percentile. In response to a question from Mr. Jablonski, Mr. Grimaldi reported that PIMCO and JP Morgan are both being watched. He stated that PIMCO did well compared to its benchmark, but aggregate bonds are currently out of favor in the market.

Action Taken

Ms. Atkins moved to receive this report for information. Mr. Young seconded the motion, and the vote was 8 to 0 in favor.

47. MTS: June 2006 Monthly Performance Indicators (OPS 920.1, 960,5 970.5, PC 50451)

There was no presentation or discussion of this item.

Action Taken

Mr. Young moved to receive this report. Mr. Emery seconded the motion, and the vote was 10 to 0 in favor.

60. Chairman's Report

Chairman Mathis read a letter to the Board from a winner of an MTS and Coca-Cola scholarship. This letter was placed at each Board member's place prior to the start of the meeting.

61. Chief Executive Officer's Report

Mr. Jablonski pointed out that an invitation to the Sprinter Vehicle Unveiling was at each Board member's place.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

Clive Richard: Mr. Richard stated that he wanted to compliment staff and that, in the interest of time, he would send an e-mail that could be passed on to the Board.

Don Stillwell: Mr. Stillwell distributed copies of a petition requesting that the Crawford Street bus stop not be changed to a bus terminal for Route No. 13, and that the terminal be retained at Grantville Trolley Station. The petition also requests that the Route No. 14 still serve the Grantville Trolley Station.

Peter Warner: Mr. Warner suggested that all Amtrak trains stop at Old Town, which would provide better service for its customers and provide a much better Sea World connection.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, September 14, 2006, at 9:00 a.m. in the same location.

65. Adjournment

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



Chairperson
San Diego Metropolitan Transit System
Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

gail.williams/minutes

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 8/10/06

CALL TO ORDER (TIME): 9:10 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:32 a.m.

RECONVENE: 11:08 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 12:15 p.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/>	(Selby)	<input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/>	(Cafagna)	<input type="checkbox"/>		
EWIN	<input type="checkbox"/>	(Allan)	<input checked="" type="checkbox"/>		10:29 a.m. after AI 24
FAULCONER	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	9:10 a.m. during AI 3	11:35 a.m. after AI 31
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"/>	(McCann)	<input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>		11:08 a.m. during AI 31
RYAN	<input type="checkbox"/>	(B. Jones)	<input checked="" type="checkbox"/>	9:12 a.m. during AI 3	
YOUNG	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	9:16 a.m. during AI 3	
ZARATE	<input type="checkbox"/>	(Parra)	<input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Duffy Wenzel

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

8:42
3

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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Date 9/14/06
Name (PLEASE PRINT) CHARLES LUNGELHAUSE
Address 5308 MONROE AVE #124
SAN DIEGO CA 92115
Telephone 619-546-5610
Organization Represented (if any) SELF

Subject of your remarks: ROUTE 955 PROBLEMS

Agenda Item Number on which you request to speak 3

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

1.

Sept. 14, 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**

The route 955 which I use quite frequently has not been changed drastically under the COA so why are there empty buses late and deliberately passing customers at Euclid Transit center at around 3:30pm this past Monday. Then by the time the next bus No. 2033 arrives there were so many more customers that the driver had no room for me and my wheelchair. Now by this time I was very upset because my wait had grown to 45 minutes for the next bus that has the frequency of every 15 minutes. A few minutes later another bus did pick me up and I did get home for dinner just as they were clearing the tables.

What was really frustrating the next day Tuesday at about 1:00 pm was waiting for the bus to go to San Diego State in front of my place at 5308 Monroe Ave and this 955 bus goes by me at good speed as I waved my bus pass. Had been waiting for more than 20 minutes and decided to hit the road in my Wheelchair for the stop at Montezuma and Collwood where I could possibly catch the No. 11 bus if the next 955 bus would not stop. Well by the time I did get to the Montezuma stop I had missed the next bus because I was not at a bus stop. A person's patience can stretch only so far.

Now a final thought on another subject the recent suggestion that we mix the new S70ty cars with the older SD100 cars. My opinion this make-up will look cheap and degrade the image of the Trolley system.

You do not mix the SD100 cars with the older U2 cars. Remember some board members not liking the image of certain advertising on...

Thank you for listening and the opportunity to speak.

8:45



AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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

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Date 9-14-06
Name (PLEASE PRINT) Donna Erickson
Address 1814 Coolidge St.
San Diego CA 92111
Telephone 858-277-2169
Organization Represented (if any) _____

Subject of your remarks: Part 2 Points of a Potential Scandal

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

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

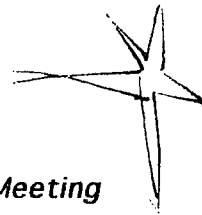
4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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



PART ONE
"Seeds Of Scandal"
August 10, 2006 MTS Board Meeting



Good Morning! My name is Donna Erickson
1814 Coolidge Street, San Diego 92111, 858-277-2169

I have called Linda Vista my home since 1942
and have never seen our community treated so poorly.
This is why I have spoken at your Board meetings these past 6 months.

The headlines about the pension scandal have reported negligence on the
part of past and present leaders.

So today I ask you

Are the seeds of a scandal growing at MTS?

Have you asked the hard questions; connected the dots?

Has the MTS Board been negligent?



I've been waiting and waiting for your lightbulb to go off, yet all I hear is
that "it doesn't resonate". We in Linda Vista have related over and over
that there have been repeated mis-representations by MTS ...

+ about our December community meeting

"We gave the people what they wanted, the Osler loop" How many times
did you hear that? This half truth neglected to mention neither MTS'
manipulation at the meeting nor our petitions with over 900 signatures
to keep the #25 as is.

+ about ridership figures on the Route 25

In Nov the number of per-day passengers to the greater Sharp area was
"around 600" and by Dec had increased to "nearly 800". These inflated
numbers were used to legitimize the by-passing of Linda Vista. Presently
there are "a couple of hundred"; a much smaller number that excludes a
15 minute frequency north of Fashion Valley for the 120L.

There are more, perhaps only the tip of the iceberg ...



+ about the TTN no cost to MTS

Again this is a half truth. At the May 25th Board Meeting did you not
hear Mark Lowthian say that hopefully after two years MTS could start
paying for the Transit Television Network?

+ about the lack of money

In a touching OP-ED piece by Atkins, Monroe, and Emery they stated that
"we don't have the needed funds to adequately address the critical capital
and maintenane needs of our current system". If this is true why did the
board vote for a \$550,000 non-essential expenditure for employee
bonuses [PIP - Performance Incentive Program] which is nearly 70% of
the FY 2007 COA savings [\$719,000]? Doesn't Larry Marinesi report
that "revenues are projected to exceed expenses by \$2,019,000 for FY
2007"?

*the bonus program - truly
a seed of scandal*

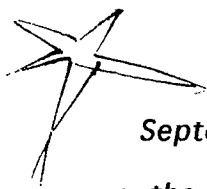


Next we could take a look at ...

+ the dis-membering of a "productive" route

According to SANDAG, in FY 2004 Route 25 provided transportation to
over 921,000 passengers. It ranked ninth in ridership among 29 fixed
routes. Its operating cost was \$6.54 compared to the average of \$7.30
per revenue mile The split into the 25 shuttle and the 120L leaves Linda
Vista residents with the need to take one or more buses. A trip to Sharp
which was about ten minutes and one bus increases to an hour trip and
two buses. This split leaves a shell of the old route with the 120L
making seven stops after leaving Fashion Valley heading toward downtown.
Who are they serving? And why is it okay for the 120L heading north out
of Fashion Valley to "go out of direction" and connect with the #44 on
Convoy when the reason for by-passing Linda Vista was that it was "out of
direction" and that was for only one more mile! The old #25 met the
needs of many passengers as it traveled from Downtown to Clairemont.



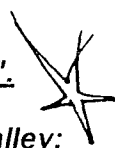


PART TWO
 "Seeds Of Scandal" continued
 September 14, 2006 MTS Board Meeting

+ the violations that haven't been addressed

1. Violation Of The Linda Vista Community Plan

On file with the city of San Diego it states that the "community is served by bus route 5, 25, 27, 41, 44, and 81". The policy is to "maintain at least the existing level of service". [The 5 is now the 105 and ends at Old Town; the 25 is a shuttle from Fashion Valley through Linda Vista and back to Fashion Valley; the 27 no longer serves us; the 81 no longer exists]



2. Violation Of The Brown Act

On March 23rd the young blind attorney who rides the #210 told the Board that MTS was in violation of the Brown Act. How was that addressed? Was it ignored? By the very process of making changes to what was voted on, is there a violation of the Brown Act?

3. Violation In Spirit Of ADA [Dan MacManus on March 2nd] and CEQA [Donna Frye's letter]



+ the personality clashes

At the March 2nd Public Hearing it was quite evident that there was a personality clash, even a resentment from MTS' Planning Director toward the president of the Linda Vista Planning Group. Did this compromise good judgment resulting in questionable decisions? Even innuendos of spreading rumors were directed toward me. And what about the treatment of Don Stillwell?

+ ignoring the various petitions

No real communications was received about our petitions. How did Mr. Stillwell and the others with petitions fare?

Further, *what is happening to the audio tapes of the March 2, 2006 Public Hearing?*

+ How are you holding COA and MTS accountable?

+ Where is MTS' Mission Statement?

In Dec I tried to get a copy - there was none. It was suggested that I hand copy the MTDB one which was displayed in a plastic cube as there were no available paper copies. "It is being revised". That instrument would answer my question, "What Is Your Purpose?" Here is the



MTDB Mission Statement

"We take pride in fulfilling our Board adopted mission by

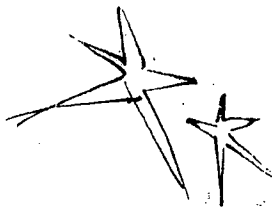
- + Obtaining maximum benefit for every dollar spent.
- + Being the community's major public transportation advocate.
- + Increasing public transportation usage per capita.
- + Taking a customer-oriented approach in everything we do.
- + Implementing capital projects on schedule and within budget.
- + Offering high quality public transportation services.
- + Responding to the community's socio-economic interests."

Because of all of this the seeds of scandal have been sown.
 What are you going to do about it.....

Water the plant and help it grow or Pull it out by the roots???

Your first step

REVOKE THE PERFORMANCE INCENTIVE PROGRAM!





8-46
9-46

AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

3

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Date 9-14-2006

Name (PLEASE PRINT) DON STILLWELL

Address 6308 RANCHO MISSION RD #173

SAN DIEGO, CA 92108

Telephone (619) 282-7760

Organization Represented (if any) NONE

Subject of your remarks: BUS ROUTE CHANGES

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

4

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Date 09.14.2006
Name (PLEASE PRINT) RICHARD FINN
Address 1551 3RD AVE #802
SAN DIEGO, CA 92101
Telephone 619-232-8799
Organization Represented (if any) NONE

Subject of your remarks SLASH IN LOCAL BUS SERVICE
BETWEEN BROADWAY & UNIVERSITY AVE

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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CECILE + 4M
At 120 - 2 + 6 people





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

Agenda

Item No. 6

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

FIN 340.2 (PC 50601)

September 14, 2006

SUBJECT:

MTS: STATE TRANSIT ASSISTANCE CLAIMS AMENDMENT

RECOMMENDATION:


That the Board of Directors adopt Resolution No. 06-12 (Attachment A) amending the Fiscal Year (FY) 2007 State Transit Assistance (STA) claims.

Budget Impact

This action would result in the receipt of \$28,633,136 in STA funds. This is an amendment from the original claim of \$11,026,100.

DISCUSSION:

As the Governor of California passed the state budget in June, a significant change in the STA funding for FY 2007 was included. The state budget will pay back Proposition 42 loans that were expected to be paid back in FYs 2008 and 2009. In addition, \$248 million in spillover revenue was put into STA. These two additional STA funding sources had a positive impact on MTS's FY 2007 funding. The positive impact of just over \$17.6 million brings the STA total for FY 2007 to \$28,633,136.



Paul C. Jablonski
Chief Executive Officer

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

SEPT14-06.6.STA CLAIMS AMDMT.LMARINESI

Attachment: A. MTS Resolution No. 06-12



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.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 06-12

Resolution Amending the MTS Area FY 07 STA Claim

WHEREAS, California Public Utilities Code Sections 99313.3 and 99313.6 established a State Transit Assistance (STA) fund and grants the Metropolitan Transit System (MTS) authority to allocate monies from this fund; and

WHEREAS, MTS Policy No. 20 established procedures for allocating these STA funds; and

WHEREAS, MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contracted Services, Chula Vista, National City, and La Mesa (claimants), qualify for STA monies under the provision of Public Utilities Code Section 99260 et. seq.; and

WHEREAS, the sum of the claimants' allocations of STA and Transportation Development Act (TDA) funds do not exceed the amounts they are eligible to receive during the fiscal year; and

WHEREAS, the claimants are receiving the maximum of allowable amounts from the local transportation fund; and

WHEREAS, the San Diego Association of Governments (SANDAG) has determined the claimants have participated in efforts to define transit productivity recommendations and have made a reasonable effort toward implementing these recommendations in FY 06; and

WHEREAS, the claimants are operating in conformance with Policy No. 17, "Transportation Development Act Rules and Regulations"; and

WHEREAS, the claimants' proposed expenditures of STA monies are in conformance with the *Regional Transportation Plan* and *Transportation Improvement Program*; and

WHEREAS, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority, areawide public transportation needs; and

WHEREAS, the claims are consistent with the requirements of Public Utilities Code Section 99314.5, Title 21 of California Code of Regulations Section 6754, and MTS Policy No. 20; and

WHEREAS, the claimants are not precluded by any contract or administrative code entered into on or after June 28, 1979, from employing part-time drivers or from contracting with common carriers or persons operating under a franchise or license; and

WHEREAS, no full-time employee of the claimants on June 28, 1979, has had his or her employment terminated or regular hours of employment reduced, excluding drivers or contracting with common carriers; NOW, THEREFORE, BE IT RESOLVED that the MTS Board does hereby direct and empower MTS staff to prepare and transmit allocation instructions to the County Auditor to amend the

MTS FY 07 STA amount from \$11,026,100 to \$28,633,136 and disburse to MTS the FY 07 amounts totaling \$28,633,136 as shown in the attachment to this resolution.

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:

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

Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: FY 07 STA Claims Summary

SEPT14-06.6.ATTA.RES06-12.LMARINESI

FY 07 STA CLAIMS SUMMARY

<u>FY 07 Discretionary Funds</u>	<u>Operating</u>
MTS	\$7,315,670
<u>FY 07 Formula Funds</u>	
San Diego Transit Corporation	<u>3,710,430</u>
Total FY 07 STA Claim	\$11,026,100



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.

SDAE 710.1 (PC 50771)

September 14, 2006

SUBJECT:

MTS: ELECTION TO FILL VACANT POSITIONS OF SAN DIEGO AND ARIZONA
EASTERN (SD&AE) RAILWAY COMPANY BOARD MEMBERS

RECOMMENDATION:

That the Board of Directors:

1. receive the San Diego and Imperial Valley (SD&IV) Railroad, Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports (Attachment A);
2. ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on July 25, 2006 (Attachment B); and
3. ratify and appoint Ray Stephens as Chairman and Secretary replacing Thomas Schlosser, Bob Jones as Mr. Stevens' alternate, and Alejandro De La Torre as Treasurer to replace James Bertram, as recommended by the SD&AE Board of Directors.

Budget Impact

None.



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:

Quarterly Reports

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV, the Museum, and Carrizo have provided the attached quarterly reports of their operations during the second quarter of calendar year 2006 (Attachment A).

SD&AE Property Matters

Under its adopted policy for dealing with the SD&AE Railway, the MTS Board of Directors must review all property matters acted on by the SD&AE Board. At its meeting of July 25, 2006, the SD&AE Board considered and approved:

- Granting easements to SBC at the Grossmont Transit Center; and
- Summary of SD&AE Documents Issued Since May 9, 2006.

Copies of these agenda items are included for review (Attachment B).

Appointment of Corporate Officers

At its meeting on July 25, 2006, the SD&AE Railway Company Board of Directors approved sending a recommendation to the MTS Board of Directors to appoint Ray Stephens as Chairman and Secretary replacing Thomas Schlosser, Bob Jones as Mr. Stevens' alternate, and Alejandro De La Torre as Treasurer to replace James Bertram. Pursuant to RailAmerica's Operating Agreement, it holds two positions on the SD&AE Board of Directors, and MTS holds one position.



Paul C. Jablonski
Chief Executive Officer

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

AUG10-06.7.SD&AEELECTIONS&REPORTS.TLOREN

Attachments: A. Operators' Quarterly Reports
B. SD&AE Agenda Item Nos. 6b and 6c

Agenda

Item No. 3

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

SDAE 710.1 (PC 50771)

July 25, 2006

Subject:

REPORT ON SAN DIEGO AND IMPERIAL VALLEY (SD&IV) RAILROAD OPERATIONS

RECOMMENDATION:

That the SD&AE Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

JGarde
3-SDIVOPS
7/31/06

Attachment: Periodic Report for the 2nd Quarter of 2006

SAN DIEGO & IMPERIAL VALLEY RAILROAD

1501 National Avenue, Suite 200

San Diego, CA 92113-1029

(619) 239-7947 fax 239-5616

SAN DIEGO AND ARIZONA EASTERN RAILWAY

FINANCIAL STATEMENT

Period Ending June 30, 2006

CHECKING ACCOUNT:							BALANCE
Ending Balance as of March 31, 2006							
Plus					\$	-	\$ 8,954.06
1	Apr-06		Deposit				
2	May-06		Deposit				
3	Jun-06		Deposit				
4							
LESS:							
	DATE	CHECK	ACTIVITY DESCRIPTION				
		NUMBER					
14	Apr-06		Monthly Service Charge		9.02		
15	May-06		Monthly Service Charge		8.72		
16	Jun-06		Monthly Service Charge		8.46		
17							
29							
30							
31							
32							
SUB TOTAL :						\$ 26.20	
Balance Checking:							\$ 8,927.86
Business Money Market Account:							
Ending Balance as of March 31, 2006					15,925.53		
41	Apr-06		No Statement Recieved				
42	May-06		No Statement Recieved				
43	Jun-06		No Statement Recieved				
44							
54	SUB TOTAL :					\$ 15,925.53	
LESS:							
55							
56							
57							
58							
SUB TOTAL :						\$ -	
							\$ 15,925.53
			TOTAL				\$ 24,853.39

Agenda

Item No. 4

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

SDAE 710.1 (PC 50771)

July 25, 2006

Subject:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

RECOMMENDATION:

That the SD&AE Board of Directors receive the report for information.

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

JGarde/4-PSRM
7/31/06

Attachment: A. Second Quarter Report for 2006

Pacific Southwest Railway Museum

4695 Nebo Drive
La Mesa, CA 91941-5259

July 16, 2006

SD&AE Board
C/O MTS
1255 Imperial Av #1000
San Diego, CA 92101

SECOND QUARTER REPORT FOR 2006

The year 2006 represents the Museum's 45th anniversary year, with our 26th year at Campo and our 21st year operating passenger trains on the San Diego & Arizona Railway. Here are the highlights for this quarter:

1. Using all volunteer crews, we ran 55 passenger trains and carried 2,681 passengers, with no accidents or incidents. Our check for the 2nd quarter '06 revenue of $\$27,346 \times 1\% = \273.46 is being sent under separate cover.
2. Supervisor Dianne Jacob of the County of San Diego has funded new bathrooms for our Campo Depot site! The County has pledged \$40,000 towards the job, which we will match with donated labor and some donated materials. When completed, this will be a tremendous improvement for the museum as well as the Campo community. The first stop for most of our visitors is the restroom after the drive out.
3. With the funding provided by the SD&AE, and the cooperation between PSRM and CZRy, the installation of the grade crossing protection activation to be used by the motorcars, was completed on July 15th. Again, we wish to express our appreciation for this joint effort between the three organizations to make this

A California Non-Profit, Public Benefit Corporation, IRS Tax # 95-2374478

Owners and operators of the Campo Railroad Museum,
San Diego & Arizona Railway and the La Mesa Depot Museum

safety improvement.

4. Improvements continue at the Campo Depot. The baggage room work continues, and the installation of shade coverings in the picnic area has been completed. The Hot Scoop provides some photos of this work. Plans are underway to install track(s) on the east side of the depot, with a raised path and exhibits for the viewing public.
5. For the past several years, the Museum has had a project funded by the SD&AE waiting for CZRy cooperation. We are awaiting coordination with CZRy for the rerailing and installation of new ties on the three tracks in front of the depot. Once this work is accomplished, the effort to install a brick platform will start. This effort requires a cooperative effort between the Museum and CZRy as we need to install new ties and rail on the house track in front of the depot, and new ties on the main and siding, with a slight regrading of the tracks to fall away from the depot. The current condition of the ties and the rail on the house track is getting critical and I hope this project can start very soon. There was a short time when the sand cars derailed and walked across the sand back onto the rails, and further incidents like these could occur anytime, perhaps without the good fortune of rerailing themselves.
6. As a gesture of being good neighbors, we offloaded a tamper machine for the CZRy at Campo with our rail crane.

We appreciate the support of everyone and every organization in our efforts to save the railway history of San Diego and our region. We would love to entertain the SD&AE or the MTS Board anytime at Campo.

Sincerely,

Jim Lundquist

Jim Lundquist, President

Pacific Southwest Railway Museum

Agenda

Item No. 5

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

SDAE 710.1 (PC 50771)

July 25, 2006

Subject:

REPORT ON THE DESERT LINE

RECOMMENDATION:

That the SD&AE Board of Directors:

1. receive a report on the status of the Desert Line (attached); and
2. receive an update on the hydrology studies for Meyer's Creek;
3. receive an update on the status of all payments owed to SD&AE and SD&IV;
4. receive an update on the bridge inspection that Carrizo Gorge Railway (Carrizo) was directed to complete by July, the status of the repairs, and the status of the progress report to be submitted to SD&AE as directed by the SD&AE Board; and
5. consider a request for funds by Carrizo.

Budget Impact

Possible impact (dependent upon Board action).

JGarde
JULY25-06.5.DESERTLINE
7/31/06

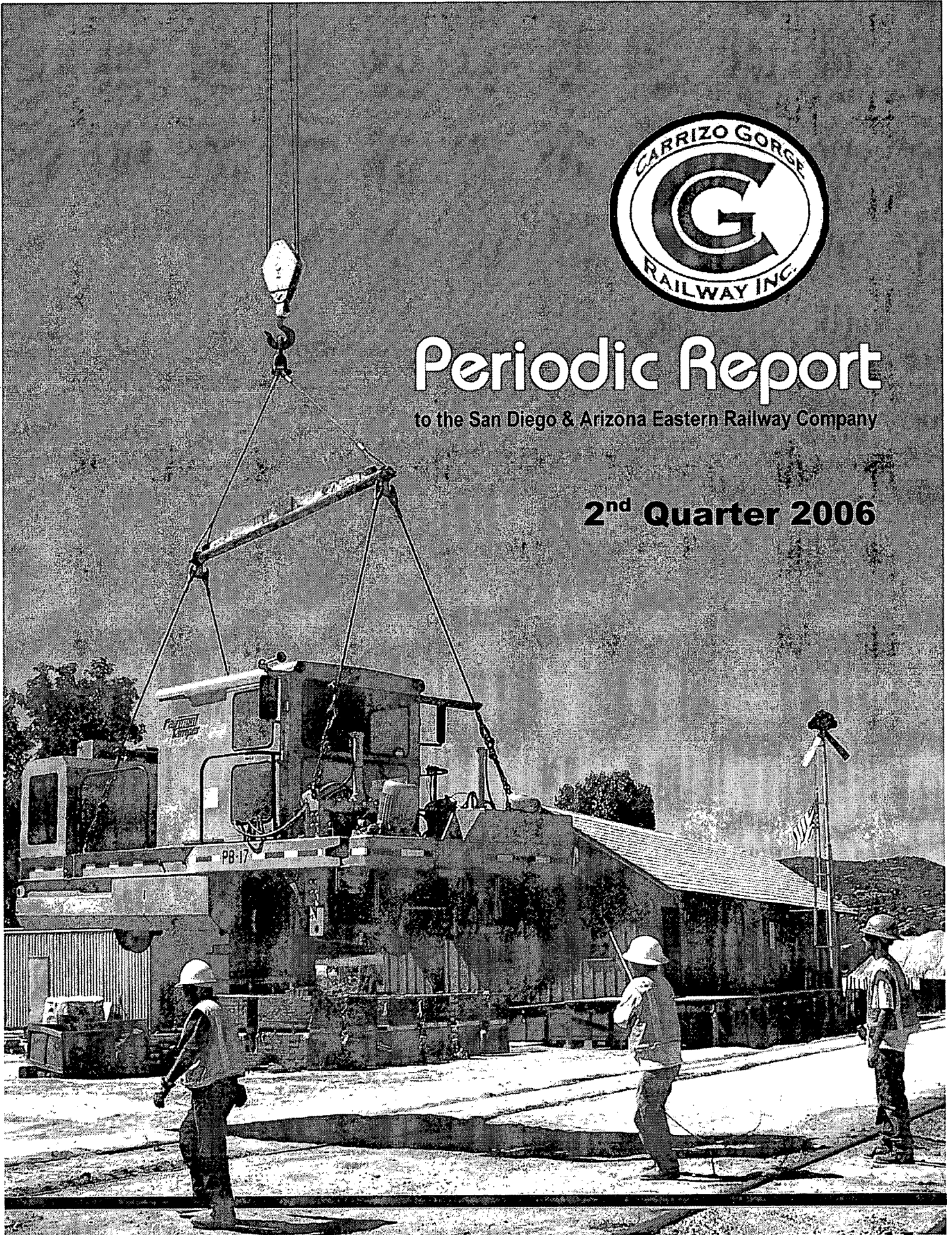
Attachments: Periodic Report 2nd Quarter 2006
Letter to Paul Jablonski from Gary Sweetwood dated 7/17/06



Periodic Report

to the San Diego & Arizona Eastern Railway Company

2nd Quarter 2006





Periodic Report

to the San Diego & Arizona Eastern Railway Company

2nd Quarter 2006

The *Periodic Report to the SD&AE Railway Company*
is produced quarterly by the *Carrizo Gorge Railway*
for the *SD&AE* Board, in fulfilment of contractual requirements
and to document activity in the restoration of the line to regional service
along with its ongoing improvement for future generations.

Cover photo is of arrival of tamping machine acquired for MOW
at the end of second quarter.

© 2006
Carrizo Gorge Railway, Inc.

CONTENTS

2nd QUARTER 2006 ACTIVITY	1
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Appendix A– MOW Summary	
Appendix B– Desert Line Track Rehabilitation Offset Financial Summary	
Appendix C- Desert Line Freight Revenues Financial Summary	



CARRIZO GORGE RAILWAY, INC.

2295 Fletcher Parkway, Suite No. 101, El Cajon, CA 92020

Phone (619) 938-1943

Fax (619) 561-4367

July 14, 2006

Metropolitan Transit Development Board
San Diego & Arizona Eastern Railway Board
1255 Imperial Avenue
San Diego, California 92101

Pursuant to reporting agreement, here is the summary of 2nd Quarter activity for 2006.

PERIODIC REPORT

1. Labor

As of June 30, 2006, the *Carrizo Gorge Railway* had 27 employees to cover operations in the U.S. on the Desert Line.

- 1 Vice President of Operations
- 1 Chief Mechanical Officer
- 1 Safety & Training Officer
- 1 Marketing Director
- 1 Office Manager/ Accounting
- 2 Revenue Freight Administrators
- 1 Superintendent/Engineer MOW
- 7 Maintenance-of-Way Employees
- 3 Mechanical Employees
- 6 Train Service Employees
- 1 Railroad Police Chief
- 2 Railroad Police Special Agents

2. Marketing

During the second quarter of 2006, a diverse line of products traveled regularly on the Desert Line. We moved lumber, pipe, scrap steel, malt, corn syrup, sand, etc. In the month of May, the largest lumber mill in Canada broke down for several weeks causing a significant drop in cars that month, having a significant impact on CGRy, since lumber is our second largest commodity moved on the Desert Line. Customers had to truck lumber from alternate sources at great expense until an alternate rail supply could be found. The lumber flow is now returning to normal. Carrizo Gorge Railway has had three new customers finalize plans and rates during the second quarter. Some of those goods are currently in route to railhead, while another customer has already delivered their first load.

3. Mexican Railroad

Carrizo Gorge Railway is the rail freight operator for the State of Baja California, México and interchanges railcars with the *San Diego & Imperial Valley Railroad* (SD&IV) at San Ysidro. *Carrizo Gorge Railway's* Subsidiary, *Ferrocarriles Peninsulares del Noroeste* (FPN), employs the following 26 personnel dedicated to freight service south of the border:

- 1 Manager
- 1 Trainmaster
- 3 Agents
- 6 Train Service Employees
- 1 Carman
- 1 General Track Engineer
- 13 Maintenance-of-Way Employees

4. Desert Line

Carrizo Gorge Railway is the rail freight operator on the Desert Line by contractual agreement with *RailAmerica / SD&IV* and with the approval of *SD&AE / MTDB*.

Seasons on the Desert Line changed almost overnight this year, going from snow to 100+ degree temperatures in a very short time. Along with the temperature change is the immediate arrival of the monsoon season giving daily lightning displays and thundershowers and high winds. Our inspectors and MOW crews are very busy monitoring and keeping our track in good shape in the face of extreme weather conditions and daily use. In addition, we have sprayed 12.5 miles of track from Tierra del Sol Road to MP97.5 and are following up with the regulator and handwork to greatly reduce fire danger.

Overall freight activity is up again this month, at around 25%, with the big gain realized from marketing of the sand product. The breakdown of a large Canadian lumber mill for most of May hurt the lumber volume over the desert line, reducing our UP interchange by over 20%. During June, however, the traffic has been returning to normal. The overall volume on the Desert Line and in interchange with SD&IV is up significantly this quarter, showing a 15% increase.

Also during the 2nd Quarter, *Union Pacific* has invested heavily in rebuilding their lines between Niland and Calexico and between El Centro and Plaster City. This includes ties, switches, bridge repair and tamping. Currently *Union Pacific* is upgrading and resetting signals for a 55 MPH maximum speed between El Centro and Plaster City, instead of the previous limit of 35 MPH.

This is being done largely in anticipation of the increased traffic they are expecting on the line. There have been some serious service interruptions during this rebuild period, but most of the problems appear to be behind us now and we are anticipating benefits from the efficiency of the higher speed.

5. Reportable Injuries / Environmental Incidents

There were no reportable injuries during the 2nd Quarter of 2006.

There were no environmental incidents during the 2nd Quarter of 2006.

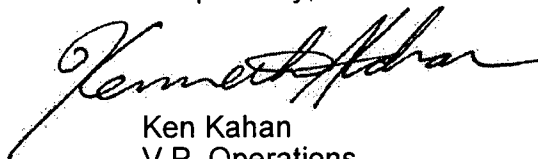
The railroad was injury and incident free for the year of 2005 and continues to be so in 2006.

6. Freight Activity

From April 1, 2006 to June 30, 2006

MOW Sand carloads moved on the Desert Line	0
Revenue Sand carloads moved on the Desert Line	664
Revenue Freight carloads moved to/from Seeley via interchange with <i>UPRR</i> , on the Desert Line	98
Revenue Freight carloads terminating / originating in México to/from San Ysidro via interchange with <i>SD&IV</i> Railroad	1572
Total Overall 2nd Quarter 2006 Carloads Moved:	2334

Respectfully,



Ken Kahan
V.P. Operations
Carrizo Gorge Railway, Inc.

Images are courtesy of the *Mountain Empire Historical Society*, *International Border Rail Institute*, or individual photographers as noted.

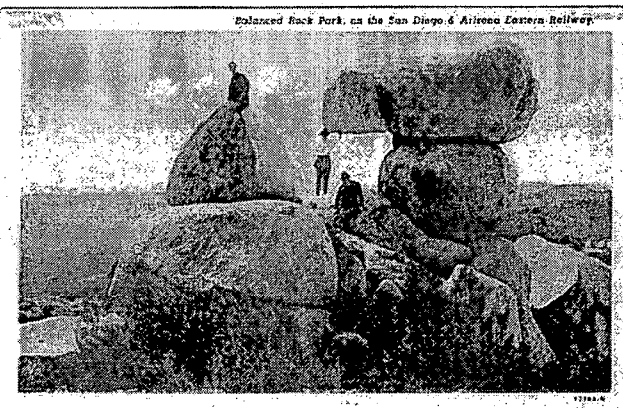
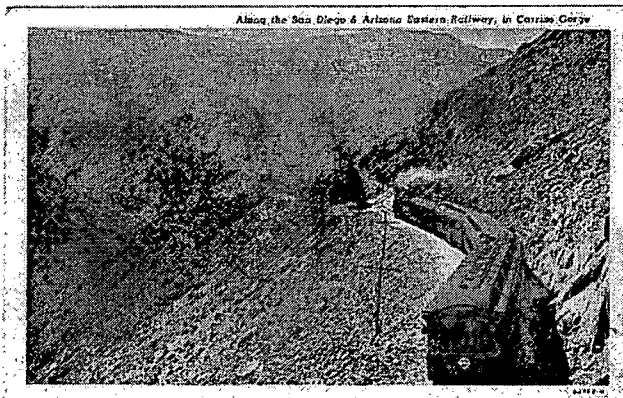
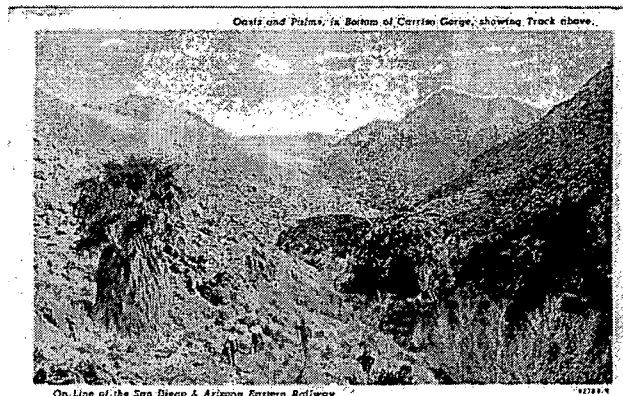


Unloading New Tamper at Campo Depot with aid of crane from Pacific Southwest Railway Museum

This piece of equipment is used to level the track and compact the ballast under the ties. This will prove a powerful tool for improving the road bed on the Desert Line. It will go into service in the 3rd Quarter of 2006..

IMAGES

Hand colored views, like these on the Desert Line, were featured on postcards of the 1920s and '30s, once the line was completed and open to the east. These are from the Wylie Collection at the *International Border Rail Institute*. Ben Wylie was Section Foreman for the railroad at HiPass and at Campo in the middle of the last century, before retiring to Jacumba.



Appendix A
M.O.W. SUMMARY



DESERT LINE
April, May, June of 2006

TRACK

Ties Installed (6" x 8" x 8')	1408 each
113 lb. Rail Change Out	585 ft.
Angle Bar Repair, Broken or Cracked (60 lb.)	10 each
Repair Open Joints	6 each
Track Regaging	1300 ft.
Replace Missing Track Bolts	130 each
Rail Anchors Replaces	200 each
Repair broken angle bars (90 lb)	8 each
(75 lb)	7 each
Track Surfaced	925 ft.
Track Spikes Used (new)	5 Kegs
Switch cleaning and oiling	25 each
Switch Ties Installed (used)	10 each

BRIDGE & TUNNEL

Repairs on 2 Bridges	Bents and Braces
Tunnels- loose rockfall clearance	14 each

GENERAL RIGHT OF WAY

Weed and Brush Control (spraying)	12.5 miles
-----------------------------------	------------

Henry Musgrave, Division Engineer
Carrizo Gorge Railway, Inc.

Appendix B
OFFSET FINANCIAL SUMMARY



DESERT LINE REHABILITATION

April, May, June of 2006

There was no production or commercial sale of sand from M.O.W. activity on the Desert Line during 2nd Quarter 2006.

Appendix C
FINANCIAL SUMMARY



DESERT LINE FREIGHT REVENUE

April, May, June of 2006

REVENUE FREIGHT HAULED

98 railcar loads from / to *UP* Interchange, Seeley

664 railcar loads revenue sand from Dixie (Plaster City) to Campo

Total	762
--------------	------------

Track Use Fees:

Interchange freight to / from *UPRR* over Desert Line

<i>SD&AE / MTS</i> 1% payment	\$183.26
-----------------------------------	----------

<i>SD&IV / RailAmerica</i> diversion payment	\$12,064.50
--	-------------

Revenue Sand from Dixie to Campo

<i>SD&AE / MTS</i> 1% payment	\$3,827.28
-----------------------------------	------------

<i>SD&IV / RailAmerica</i> payment (664 cars at \$50 each)	\$33,200.00
--	-------------



July 14, 2006

Mr. Paul Jablonski
Chief Executive Officer
San Diego Metropolitan Transit System
San Diego & Arizona Eastern Railway
1255 Imperial Ave., 10th Floor
San Diego, CA 92101

Mr. Jablonski,

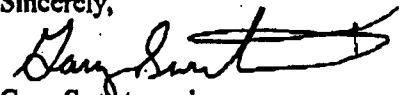
As a result of the action taken by the SDA&E Board of Directors on May 9, 2006, Carrizo Gorge Railway has worked with Mr. Dennis Dolan, Regional Manager, Osmose Railroad Services to obtain an estimate for the completion of a comprehensive Bridge inspection of the desert line. Mr. Dolan toured the desert line earlier this year with representatives of SDIV and CZRY.

Last year, the SDA&E Board voted fund \$25,000 for a bridge study. Osmose Railroad Services has provided an estimate to complete the work of \$25,000.

CZRY is requesting approval of \$25,000 in SDA&E funds for the bridge inspection. Any additional costs in excess of \$25,000 would be paid for by CZRY. We are requesting this item be placed on the SDA&E Agenda for July 25, 2006

Mr. Dennis Dolan of Osmose Railroad Services has indicated they can begin the study and complete their field work and report within 60-90 days. Mr. Dolan is available by telephone at 800-784-5262 or 678-296-4717.

Sincerely,


Gary Sweetwood,
President
Carrizo Gorge Railway, Inc.

Cc: Pete Jespersen

Attachment (via e-mail)

CARRIZO GORGE RAILWAY INC.

2295 Fletcher Parkway, Suite 101, El Cajon, CA 92020

Ph: 619 / 938-1943, Fax: 619/931-4387

FERROCARRILES PENINSULARES DEL NOROESTE, S.A. DE C.V.

Av. Ferrocarril #1 Col. Libertad P/B Tijuana, B.C.

Ph: (664) 607 3880, Fax: (664) 607 5440

REVISED PROPOSAL

July 17, 2006

Made and executed in duplicate by and between **OSMOSE RAILROAD SERVICES, INC.** of Madison, Wisconsin, a business corporation organized under the laws of the State of Delaware, hereinafter called CONTRACTOR and

CARRIZO GORGE RAILWAY INC.

hereinafter called OWNER.

CONTRACTOR and OWNER, for and in consideration of the covenants hereinafter contained, mutually agree as follows:

1. CONTRACTOR to perform an inspection on OWNER's bridge structure(s) as follows:

Bridges from MP 59.8 to MP 129.5

as agreed and detailed on the attached **Exhibit I** which is made part of this proposal.

2. All work will be accomplished by trained personnel taking into consideration A.R.E.M.A. recommendations.
3. OWNER agrees to provide flag protection and hi-rail equipment with operator, as required, for CONTRACTOR's personnel.
4. CONTRACTOR shall promptly pay all wages due its employees, and secure all business licenses required by law, and shall comply with all ordinances, laws, orders, rules, directives and regulations pertaining to such work made by any governmental authority or regulatory body.
5. Prior to commencement of contract, CONTRACTOR shall furnish OWNER with required Insurance Certificate showing Worker's Compensation, Public Liability and Property Damage coverage.
6. OWNER shall pay for such work in the manner following: At the end of each calendar month, CONTRACTOR shall prepare and furnish OWNER with an estimate of the proportion of work completed during the said period, and invoice the amount due. OWNER shall pay CONTRACTOR the invoice amount on or before thirty (30) days following such presentation. Work completed in less than one calendar month shall be invoiced in full upon completion.

A service charge of 1 1/2% per month will be added to the net unpaid balance of account if not paid in full within thirty (30) days.

7. Indemnification. OWNER shall indemnify, defend and hold harmless CONTRACTOR, its officers, employees, representatives and agents, from and against any and all liability, loss, damage or expense whatsoever (including without limitation reasonable attorneys' fees) resulting from any claim, suit or action for personal injury (including death) or damage to business or property, whatever the cause may be, in any way caused by, arising out of, resulting from or connected with a bridge accident, a bridge failure or any other event or occurrence attributable to or involving a bridge following Contractor's inspection of any such bridge.

8. Warranty. CONTRACTOR shall perform all work in a safe, efficient, good and workmanlike manner. CONTRACTOR MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT SHALL CONTRACTOR BE RESPONSIBLE FOR INCIDENTAL, CONSEQUENTIAL, INDIRECT, SPECIAL, EXEMPLARY OR PUNITIVE DAMAGES. CONTRACTOR MAKES NO WARRANTY AS TO THE LONGEVITY OR USEFUL LIFE OF BRIDGE(S) INSPECTED BY CONTRACTOR.
9. Either party hereto may end this contract upon thirty (30) days written notice served upon the other party by registered mail. Upon such termination, OWNER shall pay CONTRACTOR for all work performed, in accordance with the terms of this contract, on or before thirty (30) days following termination of the work and receipt of final billing.
10. Applicable Sales and Use Tax for materials is included in contract price. Tax on the entire amount of the contract, if applicable, will be invoiced in addition to the contract price.
11. OWNER agrees to pay, and CONTRACTOR agrees to accept as full compensation for such work performed the estimates as listed on page 4 of the proposal at the following rates:

Engineer Field, Office and travel time at \$85 per manhour.

Inspector Field, Office and travel time at \$75 per manhour.

Clerical Administrative Office time at \$49 per manhour.

Plus Expenses including travel costs, lodging, transportation, meals, etc. at CONTRACTOR's actual cost.

Tax is collected on the entire amount of a contract in the following States:

Mississippi	3.00%	New Jersey	6.00%
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In addition, Counties in the following States also impose a tax on the amount of a contract. However, the rate of tax imposed by Counties within a given State will vary, depending on the location of the work within that State. The **following ranges** of tax will be added onto the entire amount of the contract in the following States:

Iowa	6.00% + local rate	New Mexico	5.00% + local rate
Kansas	5.30% + local rate	Texas	6.25% + local rate
Nebraska	5.50% + local rate	Washington	6.50% + local rate

The following State charges a contractor's excise tax:

South Dakota	2.00%
--------------	-------

Due to monopolistic Workman's Compensation Laws in Ohio, Nevada, North Dakota, Washington, West Virginia, and Wyoming, the following percentage increases are to be applied for work located in those States:

Ohio	2.8%	Washington	3.1%
Nevada	1.7%	West Virginia	2.6%

North Dakota

1.2%

Wyoming

2.3%

This proposal shall be valid through **August 11, 2006.**

12. When this proposal is signed by both parties, it shall become a binding agreement.
13. All claims, disputes, and other matters in question between CONTRACTOR and OWNER arising out of, or relating to the proposal and other contract documents or the breach thereof, shall be decided by arbitration in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association in existence at the time of the dispute. This agreement so to arbitrate, and any other agreement or consent to arbitrate entered into in accordance herewith, will be specifically enforceable under the prevailing arbitration law of any court having jurisdiction.

Notice of the demand for arbitration shall be filed in writing with the other party to this agreement and with the American Arbitration Association. The demand for arbitration shall be made within thirty (30) days after the parties hereto have reached an impasse in settlement discussions. An impasse in settlement discussions shall take place when either party provides written notice to the other party that settlement discussions have reached an impasse. In no event shall demand for arbitration be made after institution of legal or equitable proceedings based on such claim, dispute, or other matter in question would be barred by the applicable statute of limitations or applicable time limitations set forth herein, whichever are shorter.

The award rendered by the arbitrators will be final. Judgment may be entered upon it in any court having jurisdiction thereof, and will not be subject to modification or appeal except to the extent permitted by the Federal Arbitration Act (9 U.S.C. et seq.).

14. This proposal constitutes the entire agreement of the parties hereto relative to the subject matter herein and no verbal statements not reduced to writing and attached hereto or other written documents, unless referenced herein or attached hereto, shall be binding on either party.
15. Any of the terms of this proposal shall not be changed, waived, superseded, or supplemented, except in writing signed by the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused this contract to be executed in duplicate by persons duly authorized to do so on the day below written.

Dated: _____

OSMOSE RAILROAD SERVICES, INC.
CONTRACTOR

Witness: _____

By: _____
Vice President

Dated: _____

CARRIZO GORGE RAILWAY INC.
OWNER

Witness: _____

By: _____

SUMMARY OF ESTIMATED COSTS:

Bridges from MP 59.8 to MP 129.5

BRIDGE INSPECTION – Estimated Cost

\$29,000.00 *

* Actual cost will vary based on condition of Bridge 102.24 (Goat Canyon).
Inspection will begin at Bridge 102.24.

EXHIBIT I

SCOPE OF WORK CARRIZO GORGE RAILWAY INC.

INSPECTION - Bridges from MP 59.8 to MP 129.5

1. Review existing bridge information (if available) and schedule the field inspection.
2. Inspection will include a thorough visual inspection of the timber bridges to identify any obvious problems. Timber bridge inspection techniques utilize a combination of hammer sounding and drilling. After the timber members are sounded, a 3/8" diameter hole is drilled into suspect areas of decay. Additional holes will be bored to identify the extent of severely decayed members. We will pay particular attention to the decay vulnerable areas, such as the groundline, waterline and brace bolt connections of piles. Stringers and caps will be sampled at the drift pin areas and connection points. After suspect members are drilled, holes are probed with a shell and void indicator to evaluate the amount of sound wood remaining. The inspection holes are plugged with a treated wooden dowel. The size and location of internal voids are recorded, along with visual observations. **SEE Contingency 9 regarding Bridge 102.24.**
3. Inspection will include a thorough visual inspection of the concrete and steel bridges, from the waterline up, to identify any obvious problems. The inspection will concentrate on the structural components of the bridges. Particular attention will be paid to areas commonly suffering from structural deficiencies, such as bearing areas, connection points and details subjected to high stresses.
4. Record and photograph defects noted during the inspection.
5. Generate a report consisting of field data, recommendations and pertinent photographs. This data will be very beneficial in evaluating the integrity of the structure(s) and making informed decisions regarding maintaining the structure(s).

CONTINGENCIES:

1. Inspection to be used as a guideline only. Continued inspection and monitoring of bridge defects by OWNER is required especially with any change in loading or traffic patterns.
2. This inspection does not include rating of the structures, underwater or subterranean concerns.
3. The inspection of timber is based upon subjective inspection techniques of a highly variable product and also relies heavily on human judgment; CONTRACTOR cannot guarantee that it will find all wood fiber deterioration, especially internal deterioration.
4. The inspection cannot guarantee all defects will be located in steel and concrete members. Internal steel defects will not be located as only visual inspection techniques will be utilized.
5. Inspection report may recommend a detailed inspection of specific steel spans be completed by means of snooper truck or other lifting equipment if a large number of members cannot be accessed by climbing or if extensive deterioration is found.
6. Proposal includes inspection of structural members on moveable bridges. Electrical and mechanical components are not included.
7. CONTRACTOR may make recommendations for additional analysis such as non destructive testing based on inspection results.
8. Proposal does not include underwater inspection or taking any soundings. If CONTRACTOR identifies a bridge which requires an underwater inspection or scour analysis, the bridge or bridges will be noted on the inspection report.
9. **Inspection of timber trestle at Bridge 102.24 (Goat Canyon) is visual and will include a walk through on inspection walks at each tier. Inspection of this structure assumes inspection walks are at each tier and that walks are or will be in sound condition at the time of inspection. Areas which appear suspect will be further inspected (hammer sounded and drilled) based on results of visual. Actual costs of total inspection will vary based on condition of Bridge 102.24. Inspection will begin at Bridge 102.24.**

Agenda

Item No. 6b

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

SDAE 710.1 (PC 50771)

July 25, 2006

Subject:

GRANT OF EASEMENTS TO SBC AT THE GROSSMONT TRANSIT CENTER

RECOMMENDATION:

That the SD&AE Board of Directors approve granting easements to SBC at the Grossmont Transit Center in connection with the Grossmont Station Joint Development Project.

Budget Impact

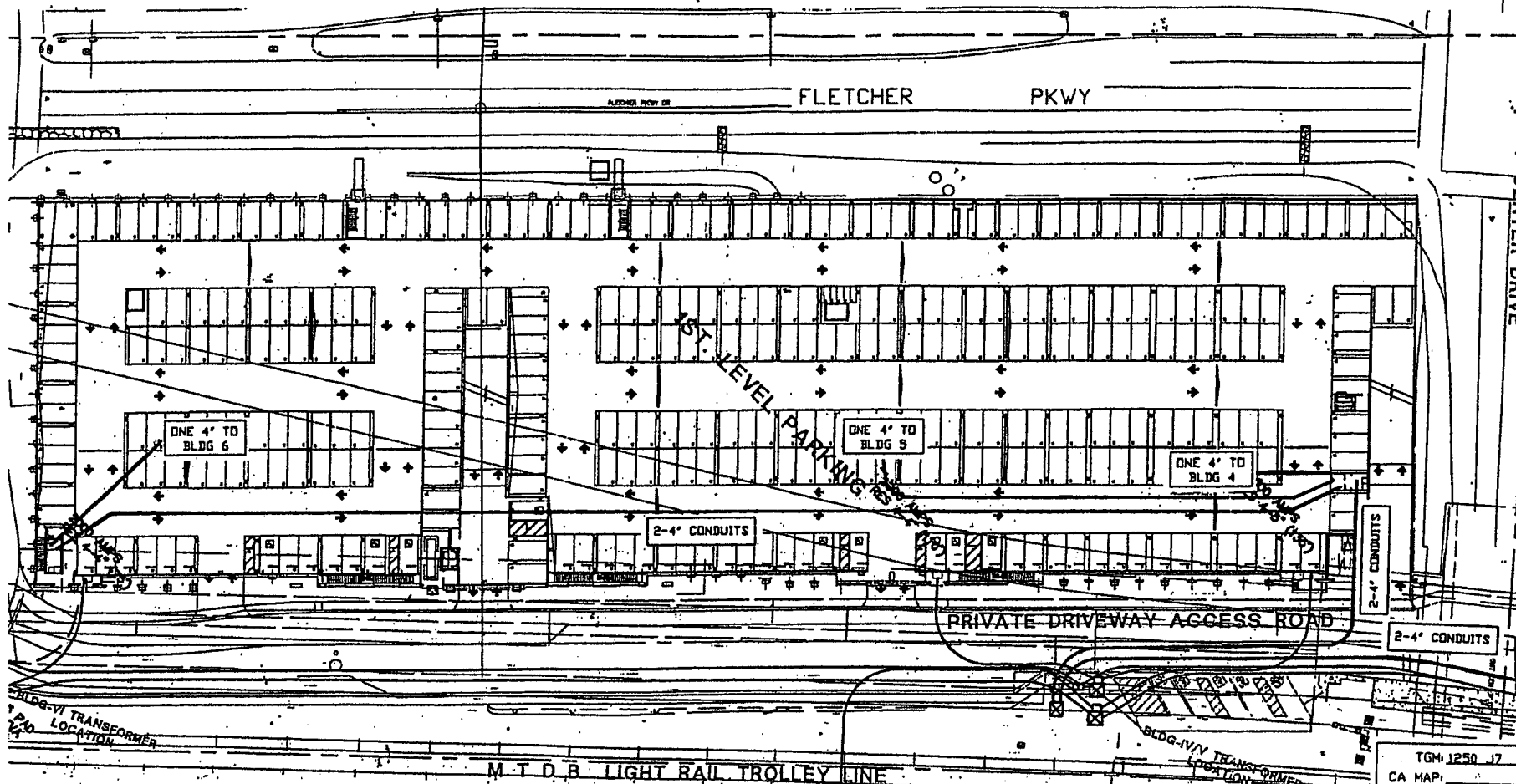
None. The easements would be granted with no fees.

DISCUSSION:

The Grossmont Center Station Joint Development Project is nearing design completion, and three separate locations were identified as encroaching on railroad right-of-way. These locations are needed for SBC transformers and underground cabling as part of the utility construction for the project. Attachment 6c-2 shows the proposed installation. The transformers would not impact railroad facilities and would meet necessary Public Utilities Code clearance requirements.

JULY25-06.6b.EASEMENTS SBC.TALLISON

Attachment: Plat Maps



TO DVG 2

TGM 1250 J7
 CA MAP
 S. SEG
 BIC # 510013-3/COY2

SCALE 1"=50'



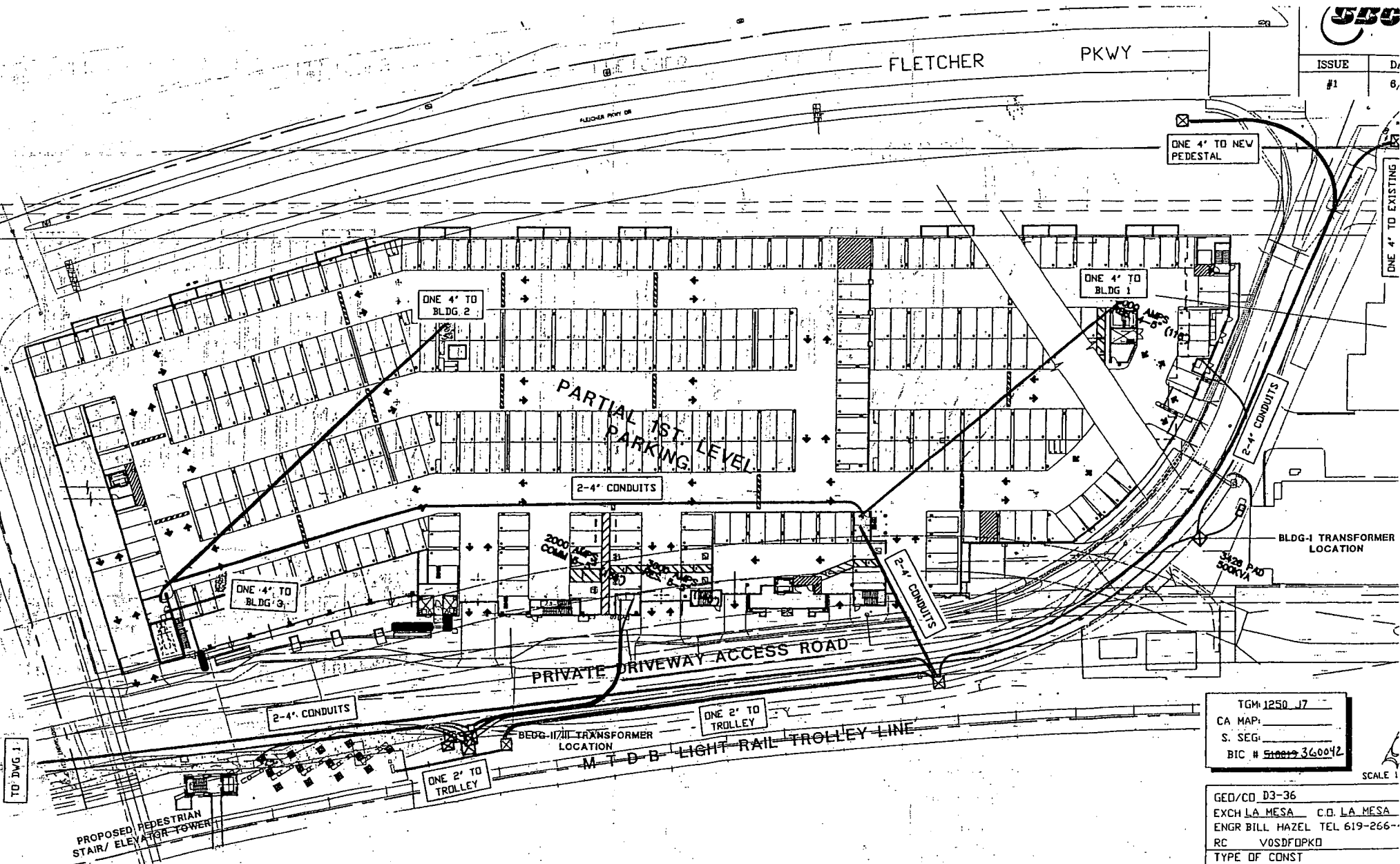
INSPECTION INFO:

CONSTRUCTION TIME FRAME TO COMPLETE
 JOB IS 30 DAYS AFTER INSPECTION.

CALL 48 HRS IN ADVANCE OF REQUIRED
 INSPECTION REQUEST.

INSPECTOR: REB SHEALY
 PHONE# 619-266-4644
 JOB# 5604047

GEO/CD D3-36
 EXCH LA MESA C.D. LA MESA
 ENGR BILL HAZEL TEL 619-266-4721
 RC VOSDFOPKO
 TYPE OF CONST
 OWNER'S SPECIFICATIONS
 RD/EST NO 5604047
 DVG 1 OF 1 P504



TGM 1250 J7
 CA MAP: _____
 S. SEG: _____
 BIC # ~~510019~~ 360042

SCALE 1

GEO/CD D3-36
 EXCH LA MESA C.O. LA MESA
 ENGR BILL HAZEL TEL 619-266-
 RC VOSDFOPKO
 TYPE OF CONST
 OWNER'S SPECIFICATIONS
 RD/EST NO 5604047

Agenda

Item No. 6C

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

SDAE 710.1 (PC 50771)

July 25, 2006

Subject:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE MAY 9, 2006

RECOMMENDATION:

That the SD&AE Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION:

Since the May 9, 2006, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-06-292: Right of entry permit to San Diego Gas & Electric for overhead and underground electric to add a 230-kilovolt transmission line along the South Line and Coronado Branch in the Cities of San Diego, National City, and Chula Vista.
- S200-06-296: License to the City of Chula Vista for drainage improvements at Palomar Street.
- S200-06-297: License to the City of Chula Vista for drainage improvements at Palomar Street.
- S200-06-309: Right of entry permit to BDS Engineering for surveying crossings from 5th Avenue to G Street.
- S200-06-310: Right of entry permit to El Cajon Grading and Engineering for an underground waterline installation at Naples Street in Chula Vista.
- S200-06-313: Lease with Mossy Nissan, Inc. for portions of the El Cajon Team Track property.

JGarde
JULY25-06.6c.DOCSSINCEMAY9.TALLISON
7/17/06



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

Agenda

Item No. 8

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

LEG 491 (PC 50633)

September 14, 2006

SUBJECT:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into contracts and amendments with Roger Bingham of the law firm Butz, Dunn, DeSantis, Bingham, APC (MTS Doc. No. G0723.17-02, Attachment A), James B. James of the law firm Gray & Prouty, APC (MTS Doc. No. G0736.8-02, Attachment B), and David Skyer of the Law Offices of David C. Skyer, APC (G1022.0-07, Attachment C) for legal services, in substantially the same form as attached, and ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).

Budget Impact

Unknown at this time. Not to exceed \$65,000 for Roger Bingham, \$25,000 for James B. James, and \$40,000 for David Skyer. Recommended amounts are contained within the FY 2007 budget.

DISCUSSION:

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

Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000. Some attorneys have multiple cases that are or



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.

have proceeded to trial, and the total cost of their legal services will exceed \$100,000 CEO authority.

Roger Bingham is currently under contract with the Agencies for \$1,210,000. Mr. Bingham has successfully defended SDTI, MTS, and SDTC in a number of tort liability cases. Invoices for current services recently received exceed current contract authority due to legal defense costs.

James B. James is currently under contract with the Agencies for \$235,000. Mr. James has successfully defended SDTI and SDTC in a number of workers' compensation-related cases. Invoices for anticipated services will exceed current contract authority due to defense costs.

David Skyer has been under contract with the Agencies for \$240,000. Mr. Skyer has successfully defended SDTC in a number of liability claim-related cases. While the existing contract has a small balance remaining, a new contract is required due to a change in the firm with which Mr. Skyer is associated.

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



Paul C. Jablonski
Chief Executive Officer

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

SEPT14-06.8.LEGALSERVICES.JDOW

Attachments: A. MTS Doc. No. G0723.17-02
B. MTS Doc. No. G0736.8-02
C. MTS Doc. No. G0122.0-07



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

DRAFT

September 14, 2006

MTS Doc. No. G0723.17-02
LEG 491 (PC 50633)

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

Dear Mr. Bingham:

Subject: AMENDMENT NO. 17 TO MTS DOC. NO. G0723.0-02: LEGAL SERVICES – GENERAL
LIABILITY

This letter will serve as Amendment No. 17 to MTS Doc. No. G0723.0-02. This contract amendment authorizes additional costs not to exceed \$65,000 for professional services. The total value of this contract, including this amendment, is \$1,275,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Roger Bingham
Butz Dunn DeSantis Bingham, APC

Date: _____

SEPT14-06.8.AttA.BINGHAM.JDOW



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San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

DRAFT

September 14, 2006

MTS Doc. No. G0736.8-02
LEG 491 (PC 50633)

Mr. James B. James
Gray & Prouty, APC
3160 Camino Del Rio South, Suite 307
San Diego, CA 92108-3835

Dear Mr. James:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G0736.0-02: LEGAL SERVICES – WORKERS' COMPENSATION

This letter will serve as Amendment No. 8 to MTS Doc. No. G0736.0-02. This contract amendment authorizes additional costs not to exceed \$25,000 for professional services. The total value of this contract, including this amendment, is \$260,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

James B. James
Gray & Prouty, APC

Date: _____

CL-G0736.8-02.JAMES.JDOW.doc

B-1



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

DRAFT

STANDARD SERVICES AGREEMENT

G1022.0-07
CONTRACT NUMBER
LEG 491 (PC 50633)
FILE NUMBER(S)

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

Name: Law Offices of David C. Skyer, APCAddress: 401 West A Street, Suite 1740Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)San Diego CA 92101-7994Telephone: 619.235.4247Authorized person to sign contracts: David Skyer
NameAttorney
Title**The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:**

Provide general employment advice to MTS, San Diego Trolley, Inc., and San Diego Transit Corporation on an as-needed basis in the area of employment and labor relations at a base hourly rate of \$125.00 for services rendered. Beginning January 1, 2007, and annually thereafter, the base hourly rate may be adjusted in accordance with the Consumer Price Index (all urban consumers for San Diego as published by the Bureau of Labor Statistics) in effect on that date. Rate adjustments shall not exceed 4 percent per year. Total expenditures made under this contract shall not exceed the sum of \$40,000 without prior written approval from MTS. This agreement consists of the Standard Conditions and incorporates by reference the terms stated in the Request for Proposals to Provide Legal Services (dated September 4, 2001) and consultant's responding proposal including its cost proposal. This agreement shall terminate on December 31, 2006.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ _____		

By: _____
Chief Financial Officer

Date

SEPT14-06.8.AttC.SKYER.JDOW

C-1





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.

CIP 10426.12

September 14, 2006

SUBJECT:

MTS: MISSION VALLEY EAST - BUDGET TRANSFER AND CONSTRUCTION
MANAGEMENT CONTRACT AMENDMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

1. transfer \$250,000 into the Construction Management (CM) line item (WBS #10426-0700) from the SDSU Mitigation line item (10426-1099225D) to fund Contract Amendment No. 42 with Washington Group International (WGI) to extend CM services on the Mission Valley East (MVE) Light Rail Transit (LRT) Project (see Attachment A, Budget Transfer History); and
2. execute Contract Amendment No. 42 (MTS Doc. No. L6343.40-01) with WGI, in substantially the same form as shown in Attachment B, in an amount not to exceed \$219,444 for CM services on the MVE LRT Project, including extension of CM services through December 31, 2006.

Budget Impact

The \$250,000 transfer would come from the SDSU Mitigation Line Item (10426-1099225D) leaving a balance of \$226,716. The \$219,444 for Contract Amendment No. 42 (Attachment B) with WGI would come from the CM line item (WBS No. 10426-0700), leaving a balance of \$31,921.



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:

Budget Transfer

Included in this Board action is an amendment to the CM contract with WGI to provide additional support for contractor claims against MTS. To fund this action, an additional \$250,000 would need to be added to the Construction Management line item from the SDSU Mitigation line item leaving a balance of \$226,716.

Contract Amendment

Amendment No. 40 was submitted on April 27, 2006, to direct WGI to assist in the defense of Balfour/Beatty Ortiz Enterprises, Inc. JV's (BBO's) claim against MTS (under Contract No. LRT-426.4) for the La Mesa Segment of the MVE LRT Project (with a completion date targeted for August 31, 2006. Additional funds are needed to continue these services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Ramon A. Ruelas, 619.699.6944, rrue@sandag.org

SEPT14-06.9.MVE.BUDGET TRANS & AMDMT.RRUELAS

Attachments: A. Budget Transfer History
B. Proposed Contract Amendment No. 42

MISSION VALLEY EAST BUDGET TRANSFER HISTORY

			Budget Transfers						Cumulative Changes	Current Approved Budget	
Board Approval Date> Board Item Number>			39 09/08/2005 #12	40 01/26/2006 #6	42 02/23/2006 #6	43 04/27/2006 #9	44 05/01/2006	45 07/06/2006			
WBS	Capital Line Items	@ FFGA									
0100	Admin	14,900,000	500,000						2,500,000	17,400,000	
0599SDSU	SDSU Utility Betterments								1,500,000	1,500,000	
0610	Design Tunnel	6,800,000							8,440,350	15,240,350	
0618	Design Line Segment	14,500,000							13,160,000	27,660,000	
0700	Construction Management	21,300,000	600,000		300,000	250,000		250,000	27,000,000	48,300,000	
0800	Prof. Services	2,400,000			800,000				1,800,000	4,200,000	
0900	Right of Way	31,200,000	250,000						1,950,000	33,150,000	
1010	SDSU Construction*	86,500,000							25,929,200	112,429,200	
1099	SDSU Mitigation	-						(250,000)	11,939,000	11,939,000	
1018	Const. Line Segment	179,400,000							(179,400,000)	-	
109918GR	Const. Grantville		(400,000)						73,329,200	73,329,200	
109918LM	Const. La Mesa								63,600,000	63,600,000	
109918TR	Const. Track & Sys.		500,000						47,000,000	47,000,000	
109910SR	SDSU Steam Line Repair								1,960,102	1,960,102	
1300	Vehicles	30,000,000							7,850,000	37,850,000	
1400	Fare Collection	1,100,000		(90,000)					(1,090,000)	10,000	
1500	Communications	1,100,000		90,000					(810,000)	290,000	
1900	Start up	2,400,000							-	2,400,000	
3800	Contingency	31,400,000							(29,689,350)	-	
4000	Contaminated soils	1,000,000							50,000	1,050,000	
Totals**		424,000,000							77,018,502	499,307,852	Approved Capital Budget
										495,847,750	MTS Funded Budget
										3,460,102	SDSU Betterments & Insurance Claim
										2,994,448	Available Reserves
4500	Project Reserve	0	(1,450,000)		(1,100,000)	(250,000)	(157,802)			6,859,279	
20426	Planning	6,859,279									
										505,701,477	Total Project Bdgt w planning & reser w/o SDSU betterments & steam repair

* - Includes \$4,000,000 in SDSU Utility Relocations

** - excludes 7,000,000 in planning budget

*** - \$157,802 transferred to project 11158

Att. A, AI 9,
9/14/06, CIP 426.12



Metropolitan Transit System

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September 14, 2006

DRAFT

MTS Doc. No. L6343.42-01
CIP 10426.12

Mr. Stephen Paré
Director of Construction Services
Washington Group International, Inc.
17300 Redhill Avenue, Suite 150
Irvine, CA 92614

Dear Mr. Paré:

Subject: AMENDMENT NO. 42 TO MTS DOCUMENT NO L6343.0-01; CONSTRUCTION
MANAGEMENT SERVICES FOR THE MISSION VALLEY EAST LIGHT RAIL TRANSIT
PROJECT

This letter will serve as Amendment No. 42 to MTS Document No. L6343.0-01 for professional services, as further described below.

SCOPE OF SERVICES

Construction Management (CM) services to extend the services of CM personnel on the Mission Valley East (MVE) Light Rail Transit (LRT) Project through the end of December 2006 to assist in the development of rebuttals to claims submitted by Balfour Beatty/Ortiz Enterprises, Inc. – JV on the La Mesa Segment, Contract No. LRT-10426.4. Costs shall not exceed those as shown on the attached cost proposal dated August 9, 2006. All personnel and consultants must adhere to MTS Travel Policy No. 44.

SCHEDULE

The services shall be extended through December 31, 2006.

PAYMENT

Payment shall be based on actual costs, including any fees or markups, in accordance with the attached WGI Workforce Report dated August 9, 2006. Per diem allowances will not be used. Actual travel costs only will be invoiced. Additional authorization is contingent upon written approval from MTS. The total value of MTS Doc. No. L6343.0-01, including this amendment, is \$46,046,485.01.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Stephen Paré
Washington Group International, Inc.

AIsa/LTorio/CL-L6343.42-01-WGI.BJESS

Date: _____

Attachment: WIS Cost Proposal of 8/9/06

cc: Jim Linthicum, Bill Prey, Dennis Wahl – SANDAG; Bud Jess – WGI



Metropolitan Transit System

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.

CIP 11074, 11114, 11116,
11117, 11118, 11147, 11166

September 14, 2006

SUBJECT:

MTS: CAPITAL IMPROVEMENT PROGRAM BUDGET TRANSFERS

RECOMMENDATION:

That the Board of Directors forward a recommendation to the San Diego Association of Governments (SANDAG) Transportation Committee to approve transferring funds in various SANDAG Capital Improvement Programs (CIPs) to MTS CIPs (as shown in Attachment A - Budget Transfer Summary).

Budget Impact

No changes to the overall CIP amount. Individual project budget revisions are shown in Attachment A.

1. \$3,704.00 from CVT Miscellaneous Operations Capital Project (FY 04) to CCTV Surveillance Equipment Project.
2. \$22,378.00 from CVT Miscellaneous Operations Capital Project (FY 05) to CCTV Surveillance Equipment Project.
3. \$23,000.00 from CVT ADA Bus Stop Improvement Project (FY 05) to CCTV Surveillance Equipment Project.
4. \$164,000.00 from CVT Security Cameras Project (FY 05) to CCTV Surveillance Equipment Project.
5. \$7,341.00 from CVT Forklift Project to CCTV Surveillance Equipment Project.



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.

6. \$12,417 from CVT Miscellaneous Operations Capital Project (FY 06) to CCTV Surveillance Equipment Project.

All six Chula Vista projects mentioned above are in SANDAG's CIP budget, and the CCTV Surveillance Equipment Project is in MTS's CIP budget.

DISCUSSION:

Early in 2006, due to increasing security concerns at three Chula Vista trolley stations and parking lots, the City of Chula Vista's Department of Public Works Transit Division staff, in coordination with MTS, looked for ways to improve security at those stations. Installation of a closed-circuit television (CCTV) surveillance system similar to some of the other trolley stations was considered, but the MTS capital budget did not have the estimated \$500,000 needed for the project. Due to the high priority of this project, Transit Division staff looked for, identified, and proposed the use of \$250,000 or 50% of the project cost from the City of Chula Vista's other transit-related projects included in SANDAG's CIP. These funds were allocated to Chula Vista Transit from funds apportioned to MTS, but the projects are among several transit projects currently programmed in SANDAG's capital budget. The Chula Vista City Council supports staff's recommendation for use of these funds to expedite CCTV project for Chula Vista trolley stations. The funds are in six different projects (as shown in Attachment A).

On July 13, 2006, the MTS Board approved a service contract to procure, install, and commission CCTV systems for three Chula Vista trolley stations. MTS's 50% share of the project cost is coming from MTS CIP 11166 (CCTV Surveillance Equipment Project). In order to continue with the project, Chula Vista's 50% share of \$232,840.31 needs to be transferred from various SANDAG CIPs identified by the City of Chula Vista to MTS's CIP 11166 (as shown in Attachment A). Therefore, staff recommends that the MTS Board forward a recommendation to the SANDAG Transportation Committee to approve fund transfer requests from various SANDAG CIP projects to MTS CIP projects (as shown in Attachment A).



Paul C. Jablonski
Chief Executive Officer

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

SEPT14-06.10.CIPBUDGETTRANSFERS.RDESAI

Attachment: A. Budget Transfer Summary

CIP NO.	PROJECT NAME	BUDGET (\$1,000s)		
		EXISTING	PROPOSED	CHANGE
1107400	CVT Miscellaneous Operations Capital (FY 04)	3,704	0	(3,704)
1111400	CVT Miscellaneous Operations Capital (FY 05)	22,378	0	(22,378)
1111600	CVT ADA Bus Stop Improvements	23,000	0	(23,000)
1111700	CVT Security Cameras	164,000	0	(164,000)
1111800	CVT Forklift	7,341	0	(7,341)
11147	Regional Miscellaneous Capital (FY 06)	629,097	616,680	(12,417)
11166	CCTV Surveillance Equipment	450,000	682,840	232,840



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.

CIP 11184, 11185, 20289

September 14, 2006

SUBJECT:

MTS: ONBOARD VIDEO SURVEILLANCE SYSTEMS – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute a contract (in substantially the same form as Attachment A) with Integrian, Inc. to install onboard video surveillance systems on buses and trolleys. The contract would be completed in three phases and would also include three option years for additional onboard video surveillance system requirements dependent upon available funding.

Budget Impact

The cost of the base contract for Phases I, II, and III, including California sales tax, shall not exceed \$1,748,347.00. The cost of the three option years, including California sales tax, shall not exceed \$1,007,520.00. To total cost of the contract with the options years would be \$2,755,867.00.

Funding in the amount of \$37,908.75 for completion of Phases I, II, and III would be allocated under the San Diego Association of Governments' (SANDAG's) FY 07 Capital Improvement Program (CIP) No. 20289. Additional funding would come from MTS FY 07 CIP Nos. 11184 (Bus Video Cameras) in the amount of \$1,489,000.00 and 11185 (Bus Video Cameras) in the amount of \$221,438.25.



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

DISCUSSION:

MTS recognizes that onboard safety for passengers and operators can be enhanced by digitally recorded video documentation of activities inside and outside of the vehicles. As an approach to risk management in investigating onboard accidents and injuries, MTS plans to purchase, install, and implement a system of cameras onboard all of its fleets. MTS intends to purchase onboard video surveillance systems that can support a minimum of seven cameras on a bus and eight cameras on a rail car.

To accommodate the availability of funding, this project was divided into three phases with three option years.

PHASES

Phase I

Phase I is considered the test phase. It includes the purchase and installation of four complete onboard video surveillance systems. The systems would be installed in two buses and two S70 light rail cars and would go through a 90-day testing period before being accepted.

Phase II

Phase II includes the purchase of up to 50 onboard video surveillance systems to be installed on buses and the acquisition of spare units, parts, equipment, and training associated with the ongoing operation of the systems. Phase II would begin only after successful completion and acceptance of Phase I.

Phase III

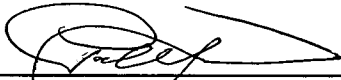
Phase III includes the installation of up to 221 onboard video surveillance systems for buses and up to 9 for S70 light rail vehicles and the acquisition of spare units, parts, equipment, and training associated with the ongoing operation of the systems.

OPTIONS

This project also includes three option years assignable or exercisable at MTS's discretion for additional onboard video surveillance systems. These options are designed for use by MTS or assignable to other entities affected by Senate Bill 1703.

MTS mailed out solicitations on July 20, 2006, for onboard video surveillance systems. Seven bids were received on August 17, 2006 (see Attachment B - Bid Summary). The basis of award was the total for all three phases and all three option years. Staff is recommending award to Integrian, Inc. who submitted the lowest responsive and responsible bid at \$2,755,867.00.

The scope of work for this solicitation was reviewed for disadvantaged business enterprise (DBE) recommendations and outreach by our DBE consultant, Gonzalez-White Consulting Services. It was recommended that no DBE availability advisory percentage be set for this contract due to the lack of qualified disadvantaged businesses.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Ceragioli, 619.238.0100, Ext. 6493, mike.ceragioli@sdmts.com

SEPT14-06.11.VIDEOSURVEILLANCESYSTEM.MCERAGIOLI

Attachments: A. Draft Standard Procurement Agreement
B. Bid Summary



Metropolitan Transit System

Att. A, AI 11, 9/14/06

CIP 11184, 11185, 20289

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

STANDARD PROCUREMENT AGREEMENT

DRAFT

CONTRACT NUMBER

FILE NUMBER(S)

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

Name: Integrian, Inc. Address: 511 Davis Drive, Suite 300

Form of Business: Corporation Morrisville, NC 27560
(Corporation, partnership, sole proprietor, etc.)

Telephone: 919.472.5000

Authorized person to sign contracts: Peter T. Durand Chief Executive Officer
Name Title

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

Provide mobile onboard video surveillance systems for MTS (rail and buses), as stipulated in MTS's Invitation for Bids, including Addendum A, Responses to Approved Equals/Clarifications, and in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement, Federal Requirements, SDTC's Safety Program, and Integrian, Inc.'s bid. If there are any inconsistencies between the Invitation for Bids, Standard Procurement Agreement, Standard Conditions Procurement, and/or Federal Requirements, the following order of precedence will govern the interpretation of this contract:

1. Invitation for Bids, Addendum A, Responses to Approved Equals/Clarifications, SDTC Safety Program, and Integrian, Inc.'s bid.
2. Standard Procurement Agreement, including the Standard Conditions Procurement and Federal Requirements.

This contract shall remain in effect until completion of Phases I, II, and III with 3 one-year options exercisable at MTS's sole discretion. Total expenditures under this contract for Phases I, II, and III shall not exceed \$1,748,347.00; total expenditures for all 3 one-year options shall not exceed \$1,007,520.00. Invoicing terms of this procurement are net 30 days from date of invoice. The total expenditures listed above include California state tax of 7.75% and freight.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACTOR AUTHORIZATION

By: Paul C. Jablonski, Chief Executive Officer

Approved as to form:

By: Office of General Counsel

Firm: _____

By: _____
Signature

Title: _____

AMOUNT ENCUMBERED

BUDGET ITEM

FISCAL YEAR

(CIP 20289 - \$37,008.75)

See Budget Item (CIP 11184 - \$1,489,000.00) (CIP 11185 - \$221,438.25)

2007

By: Chief Financial Officer Date

A-1

MOBILE ONBOARD VIDEO SURVEILLANCE SYSTEMS

Bid Summary

COMPANY NAME	TOTAL BID AMOUNT	
DDR Dataline	\$ 4,423,290.00	***
Integrian, Inc.	\$ 2,755,867.00	*
March Network	\$ 3,683,486.41	
Safety Vision	\$ 2,608,727.85	**
ShiftWatch	\$ 3,342,029.65	
TransMark	\$ 3,540,326.14	
Transit Surveillance Systems	\$ 3,387,813.02	

* Lowest Responsive Responsible Bidder

** Nonresponsive: Bid pricing was conditional and did not meet the minimum requirements of the Invitation for Bids (pricing did not include wireless functionality, audio components, secure housing, or other possible undeterminable costs).

*** Nonresponsive: Bidder did not meet the minimum requirements of a qualified firm (firms interested in bidding must have installations of their systems in a comparable size fleet to MTS bus and MTS rail for at least one year in service).



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

Agenda

Item No. 12

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

CIP 11121, 11180,
11197, 11121

September 14, 2006

SUBJECT:

MTS: SERVICE TRUCKS CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the MTS Chief Executive Officer (CEO) to execute a contract with Villa Ford, Inc. for four service trucks at a cost of \$271,195.88 and a contract with Raceway Ford for two sign trucks for a cost of \$61,807.82. The total cost of this procurement, including California sales tax, would not exceed \$333,003.70.

Budget Impact

The funding for this contract would be allocated under SANDAG FY 07 Capital Improvement Program (CIP) Nos. 11121-1300 and 11180-1300 for at total of \$131,526.00. Additional funding would come from MTS FY 07 CIP Nos. 11197-0200 and 11211 for a total of \$201,477.70.

DISCUSSION:

The service trucks come outfitted with air compressors, lubrication and fueling equipment, and other maintenance accessories required to perform road repairs to buses. They would be primarily used by maintenance personnel who perform repairs on buses that are away from the service facilities. The bus stop service trucks are outfitted with equipment to perform general service, cleaning, and repair to bus stops and signage. Two of the service trucks and both bus stop service trucks would be utilized by MTS fixed-route contractors at the South Bay and East County facilities. The remaining two service trucks would be utilized by MTS bus operations.



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.

In order to maximize the competition, MTS separated the solicitation into two groups (Group A - Up to Four Service Trucks and Group B – Up to Two Bus Stop/Sign Trucks). Bidders were allowed to bid on one or both groups. Award was based on the lowest total bid amount of Group A or B.

MTS mailed out solicitations on June 23, 2006. Two bids were received on July 25, 2006 (Attachment A - Bid Summary). Villa Ford submitted the lowest responsive and responsible bid for Group A, and Raceway Ford submitted the lowest responsive and responsible bid for Group B. Therefore, staff is recommending award to Villa Ford for Group A and Raceway Ford for Group B (see Attachment B).

The scope of work for this solicitation was reviewed for DBE recommendations and outreach by MTS's disadvantaged business enterprise (DBE) consultant, Gonzalez-White Consulting Services. No advisory percentage was recommended for this contract because of a lack of certified disadvantaged businesses.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Ceragioli, 619.238.0100, Ext. 6493, mike.ceragioli@sdmts.com

SEPT14-06.12.TRUCKSCONTRACTAWD.MCERAGIOLI

Attachments: A. Bid Summary
B. Draft Standard Procurement Agreements

BID SUMMARY
Service Trucks
and Bus Stop/
Sign Trucks

Att. A, AI 12, 9/14/06,
CIP 11121, 11180,
11197, 11121

GROUP A - Up to 4 Service Trucks	
COMPANY NAME	BID AMOUNT
Raceway Ford	\$ 275,617.47
Villa Ford	\$ 271,195.88

GROUP B - Up to 2 Bus Stop/Sign Trucks	
COMPANY NAME	BID AMOUNT
Raceway Ford	\$ 61,807.82
Villa Ford	\$ 63,230.83



Metropolitan Transit System

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

STANDARD PROCUREMENT AGREEMENT

DRAFT

Att. B, AI 12, 9/14/06
CIP 11121, 11180, 11197, 11121

CONTRACT NUMBER

FILE NUMBER (S)

THIS AGREEMENT is entered into this ____ day of ____ 2006, in the state of California by and between the Metropolitan Transit System (MTS), and the following contractor, hereinafter referred to as "Contractor":

Name: Villa Ford Address: 2550 North Tustin Avenue

Form of Business: Corporation Orange CA 92865
(Corporation, partnership, sole proprietor, etc.)

Telephone: 714.282.5351

Authorized person to sign contracts: Brian Butler President
Name Title

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

Provide up to four service trucks to the Metropolitan Transit System delivered to 100 16th Street, San Diego, CA, 92101, based upon MTS's Invitation for Bids and in accordance with MTS's Standard Procurement Agreement including the Standard Conditions Procurement, Federal Requirements, Minimum Technical Specifications, and Villa Ford's Bid Proposal dated July 25, 2006. If there are any inconsistencies between the Minimum Technical Specifications, Standard Procurement Agreement, Standard Conditions Procurement, or Federal Requirements, the following order of precedence will govern the interpretation of this contract: (1) MTS's Invitation for Bids for Service and Sign Trucks, Minimum Technical Specifications, and Villa Ford's Bid Proposal and (2) Standard Procurement Agreement, including Standard Conditions Procurement and Federal Requirements. The total cost of this contract shall not exceed \$271,195.88.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 75,000.00	CIP 11180	FY 07
\$ 77,000.00	CIP 11211	FY 07
\$119,195.88	CIP 11197	FY 07

By: Cliff Telfer, Interim Chief Financial Officer Date _____

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Metropolitan Transit System

STANDARD PROCUREMENT AGREEMENT

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

DRAFT

CONTRACT NUMBER

FILE NUMBER (S)

THIS AGREEMENT is entered into this ____ day of ____ 2006, in the state of California by and between the Metropolitan Transit System (MTS), and the following contractor, hereinafter referred to as "Contractor":

Name: Raceway Ford Address: 5900 Sycamore Canyon Blvd.

Form of Business: Corporation Riverside CA 92507

(Corporation, partnership, sole proprietor, etc.)

Telephone: 619-449-2379

Authorized person to sign contracts: Lyle Nielsen Municipal Fleet Manager
Name Title

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

Provide two bus stop/sign trucks to the Metropolitan Transit System delivered to 100 16th Street, San Diego, CA, 92101, based upon MTS's Invitation for Bids and in accordance with MTS's Standard Procurement Agreement, including the Standard Conditions Procurement, Federal Requirements, Minimum Technical Specifications, and Raceway Ford's bid dated July 25, 2006. If there are any inconsistencies between the Minimum Technical Specifications, Standard Procurement Agreement and/or the Standard Conditions Procurement, or Federal Requirements, the following order of precedence will govern the interpretation of this contract: (1) MTS's Invitation for Bids Service and Sign Trucks, Minimum Technical Specifications, and Raceway Ford's Bid Proposal; and (2) Standard Procurement Agreement, including Standard Conditions Procurement and Federal Requirements. The total cost of this contract shall not exceed \$61,807.82.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: <u>Chief Executive Officer</u>		Firm: _____
Approved as to form:		By: _____ Signature
By: <u>Office of General Counsel</u>		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$56,526.00	CIP 11121	FY 07
\$ 5,281.82	CIP 11197	FY 07

By: Cliff Telfer, Interim Chief Financial Officer 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.

ADM 130 (PC 53910)

September 14, 2006

SUBJECT:

MTS: MINCOM, INC. ANNUAL SUPPORT MAINTENANCE – CONTRACT
AMENDMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into a contract amendment with Mincom, Inc. (MTS Doc. No. G0740.6-02, Attachment A) for annual software support maintenance for the Ellipse financial system package.

Budget Impact

Contract Amendment No. 6 would not exceed \$138,278.36. The total contract, including all amendments, would not exceed \$3,321,524.23.

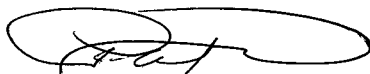
DISCUSSION:

On June 19, 2002, the Board of Directors authorized the previous General Manager to enter into a procurement contract with Mincom, Inc. for a new financial and maintenance management system for San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC). The procurement contract (Doc. No. G0740.0-02) with Mincom, Inc. included the first three years of support maintenance and annual software licensing/use as part of the initial costs of the new system. The system was implemented in August 2003, and the cost of support and licensing of the system is now an operating cost, which has been budgeted under the IT Department's General Outside Services Agreement.

This amendment will be No. 6 to the original contract with Mincom, Inc. and would authorize the CEO to prepare and amend the existing contract to pay for annual support and licensing of the Mincom, Inc. software, which was included in the original terms and conditions of the executed contract. The support renewal costs are related to annual



technical support for the Ellipse financial system and the provisions for use of the software applications used by the two agencies.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Daniel Bossert, 619.238.0100, Ext. 6445, daniel.bossert@sdmts.com

SEPT14-06.13.MINCOM G0740.6-02.DBOSSERT

Attachment: A. Draft MTS Contract No. G0740.6-02



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

Att. A, AI 13, 9/14/06, ADM 130

September 14, 2006

DRAFT

MTS Doc. No. G0740.6-02
ADM 130 (PC 53910)

Mr. Ricky L. Rodgers
President
Mincom Incorporated
9635 Maroon Circle, Suite 100
Englewood, CO 80112

Dear Mr. Rodgers:

Subject: AMENDMENT NO. 6 TO MTS DOCUMENT NO. G0740.0-02, ELLIPSE-MINCOM ANNUAL SOFTWARE AND SUPPORT MAINTENANCE RENEWAL FEES

This shall serve as our agreement for annual support maintenance services as further described below.

SCOPE OF SERVICES

Continue to provide annual software renewal and support service maintenance for the Ellipse software and system applications, as outlined in the Mincom Invoice No. I0008939. This is a sole-source contract renewal as Mincom is the only authorized software and service provider for the Ellipse ERP system.

This amendment shall also clarify that Amendment No. 5 split the contract between MTS and the San Diego Association of Governments (SANDAG) so that both agencies may use the services of Contractor.

SCHEDULE

Coverage period is July 1, 2006, through June 30, 2007.

PAYMENT

Payment shall be based on two installments:

- 1st Installment of Annual Fees \$ 69,139.18
- 2nd Installment of Annual Fees \$ 69,139.18

Total annual support fees \$138,278.36

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

Ricky L. Rodgers, President
Mincom Incorporated

JGarde/CL-G0740.6-02.MINCOM.DBOSSERT

Date: _____

A-1



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 Executive Committee for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

AG 210.3 (PC 50111)

August 10, 2006

SUBJECT:

MTS: FEDERAL RAILROAD ADMINISTRATION HORN RULE – QUIET ZONES

RECOMMENDATION:

That the Board of Directors direct the Chief Executive Officer (CEO) to:

1. continue to work with the City of San Diego, Centre City Development Corporation (CCDC), and other public agencies impacted to support the “Quiet Zone” concept at public grade crossings between Old Town Transit Center and Fifth Avenue and other locations that may be considered; and
2. negotiate a Maintenance and Operations Agreement for Quiet Zones with CCDC, the City of San Diego, or North County Transit District (NCTD) as appropriate. This agreement shall include, as a minimum:
 - a. essential indemnification and/or standard insurance language to cover MTS operations, its Board, and appropriate other entities;
 - b. provide that MTS shall not incur any costs associated with studies or risk analysis documentation, construction, equipment procurement or contractor expenses;
 - c. provide that MTS light rail transit (LRT) operations not be adversely impacted by the construction, including maintaining the status quo of operations as it pertains to gate bell activation and nearside gate hold-off features;



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.

- d. require that specialized track detection loops be maintained by the City of San Diego or its contractor; and
- e. require the City of San Diego to authorize spare-parts inventory for special equipment necessary for the Quiet Zone.

Budget Impact

Uncertain at this time. Costs associated with maintenance of additional gates, lights, and bells are likely to be less than \$10,000 annually.

Executive Committee Recommendation

At its meeting on August 3, 2006, the Executive Committee recommended forwarding this item to the Board for approval.

DISCUSSION:

Existing State of California regulations require all LRT operators, including San Diego Trolley, Inc. (SDTI), to sound an audible warning on the approach to all grade crossings. Since the inception of LRT service, SDTI has complied with this standard and sounds the appropriate horn sounds. Further, LRT vehicles have two different horn devices onboard—a low-volume buzzer horn and a loud-volume air horn type of device. Operators have discretion as to which device to use based on conditions at the crossings upon approach.

In June 2005 and after industry reviews through interim rule measures, the Federal Railroad Administration (FRA) issued a final rule requiring the use of horn sounds for all trains approaching grade crossings. Until this rule was promulgated, each railroad had its own specific standards, and there was no federal standard established.

Reference Attachment A for a complete summary of the FRA Horn Rule Summary and associated issues.

In addition to establishing horn requirements, the final rule also contains a provision that allows for certain “public agencies” to apply to the FRA for certain crossings to be designated as Quiet Zones. This provision, subject to very specific criteria and approval by the FRA, allows communities to designate one or more crossings as locations where train horns are not required as otherwise prescribed by the rule.

With the increasing development of downtown San Diego, the issue regarding use of train horns has been a long-standing concern. Until such time as the official issuance of the horn rule in June 2005 with the Quiet Zone option, previous attempts to require trains operating through downtown to discontinue using horns has been unsuccessful.

MTS staff has been actively working with CCDC, the lead agency, as part of a multiagency approach to assess all downtown locations to determine which ones are candidates for Quiet Zone status. Since work associated with this effort requires certain studies, risk assessments, and installation of equipment or other actions in the form of

"supplementary and alternative safety measures" (SSMs and ASMs), the designated locations require considerable evaluation to determine the extent to which SSMs or ASMs could be applied to secure Quiet Zone status. Moreover, the issue regarding indemnification of the rail-operating entities is of paramount concern in order to limit liability exposure.

The locations currently under consideration for Quiet Zones include the following:

1. Laurel Street – BNSF, Coaster, and Amtrak only
2. Hawthorn Street – BNSF, Coaster, and Amtrak only
3. Grape Street – BNSF, Coaster, and Amtrak only
4. Cedar Street – All rail services
5. Beech Street – All rail service
6. Ash Street – All rail services
7. Broadway – All rail services
8. G Street & Kettner Boulevard – All rail services
9. Market Street – All rail services
10. Front Street – All rail services
11. First Avenue & Harbor Drive – All rail services
12. Fifth Avenue – All rail services

Each of the above locations will require some additional equipment (SSMs or ASMs) in order to satisfy the FRA and maintain low accident-risk thresholds.

The policy issues that require consideration for all rail operators at the crossings under consideration include the following:

1. Indemnification for liability protection.
2. Cost associated with SSMs or ASMs.
3. Additional operations, maintenance, and construction costs.
4. Equipment location issues and multiagency agreements.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Peter Tereschuck, 619.595.4902, peter.tereschuck@sdmts.com

SEPT14.06.30.QUIETZONES.PTERESCHUCK

Attachment: A. FRA Horn Rule Summary

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

FEDERAL RAILROAD ADMINISTRATION (FRA) HORN RULE SUMMARY

QUIET ZONES

1. Background

- January 2000 – the FRA issues a Notice of Proposed Rulemaking.
- December 2003 – the FRA publishes an Interim Final Rule requiring that locomotives sound their horns approaching and passing highway grade crossings.
- Industry and community comments are solicited and received. Over 3,000 comments are submitted.
- June 2005 – the FRA issues a Final Horn Rule (49 CFR Parts 222 and 229).
- The final rule requires that all railroads and certain rapid transit rail systems connected to the general railroad system of operations sound their horns while approaching and passing highway grade crossings. The final rule contains a provision for public agencies to establish a so-called “Quiet Zone” in order to reduce or eliminate horn sounds in local communities in proximity to rail lines.

2. Implementation and Issues

- The rule establishes horn-sound levels at a minimum of 96 decibels and a maximum of 110 decibels.
- The rule establishes horn-sound intervals as two long pulls, one short pull, and one long pull.
- Railroads and communities are concerned about liability in Quiet Zones.
- Communities are concerned about excessive noise from horn use.

3. Quiet Zone Provisions/Requirements

- FRA approval is required and certain criteria must be met. A Quiet Zone can include single or multiple crossings and may be “partial” (late night only) or “full” (all day).
- Quiet Zone implementation requires several safety or risk assessments and field evaluations to provide the FRA with a degree of confidence that high levels of safety can



be maintained and accident risk is low. Actions include the following:

- a. Provisions for partial or full Quiet Zones.
- b. Distance can vary based on analyses of specific locations.
- c. Completion of Nationwide Significant Risk Index.
- d. Completion of Crossing Corridor Risk Index.
- e. Field diagnostic team visit to location(s) under consideration.
- f. Quiet Zone applications require supplementary safety measures, including some or all of the following:
 - Full street closure.
 - Addition of crossing gates, lights, and bells along with medians and channelization devices.
 - Four quadrant gates (four gates vs. two gates).
 - Inground presence-detector loops.
 - One-way street designation.
- g. Quiet Zone applications may require alternative safety measures, including some or all of the following:
 - Enhanced enforcement measures.
 - Public education and outreach programs.
 - Photo enforcement capability.
 - Wayside horns located at crossings.

4. Analysis Criteria (Both Diagnostic and Prediction Formulas)

- Traffic volumes (average daily traffic); number of lanes.
- Speeds posted on highways.
- Accident history.
- Number of daily train trips by type (Amtrak, Coaster, BNSF, LRT).
- Maximum allowable train speeds per timetable.
- Number of school buses and public transit buses traversing tracks.
- Approaching tracks are on super elevation or on curves (sight line).

The above categories represent input data to a formula that determines whether the risk factor meets, exceeds, or is lower than the National Significant Risk Threshold as established by the FRA.

5. Implementation of Quiet Zone

- If approved by the FRA, Quiet Zones can be implemented and engineers can be instructed not to sound their train horns upon approach.
- Quiet Zones can be full day or partial (nighttime only).
- Quiet Zones can be rescinded based on incident/accident history.
- The horn rule maintains a provision that allows train engineers to have discretion over whether or not to use the horn despite a Quiet Zone designation based on field conditions and safety/accident potential.
- Other measures may be required, including the continuous sounding of gate-warning bells.
- Gate activation hold-off feature (LRT issue only) may be impacted.

AUG10-06.31.QUIETZONES.PTERESCHUCK

Federal Railroad Administration Horn Rule – Quiet Zones

**Presentation
to
Board of Directors
September 14, 2006**



Background of Horn Rule

- Federal concerns re standardizing horn sounds at railroad grade crossings
- January 2000 FRA proposes new horn rule & issues NPRM
- December 2003 Interim rule published
- Community concerns raised re excess noise...3,000 comments received
- June 2005 – FRA Issues Final Horn Rule



Provisions of Horn Rule

- Requires all railroads and certain public transit systems (LRT) to comply – SDTI
- Establishes horn sound levels (96-110 decibels)
- Requires standard sound of two longs, one short and one long at crossings
- Allows for establishing of “Quiet Zones”



Issues of Concern

- Community concerns re excess noise
- Railroads concerned about costs for additional crossing equipment & maintenance
- Railroads concerned about indemnification should QZ be established



Implementation of Quiet Zones

- If approved by FRA, engineers may withhold sounding train horns at approved locations
- Engineers retain authority to sound horn based on crossing conditions
- QZ can be for full day or partial day (night only)
- Continuous sounding of gate bells may be required
- Nearside gate hold-off feature may be voided



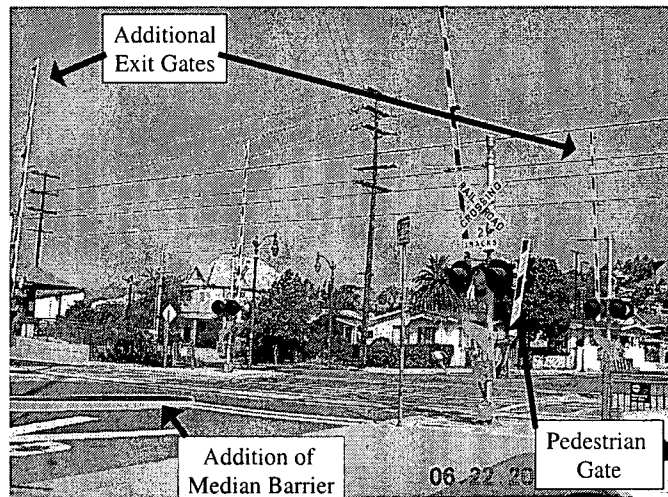
Quiet Zone Provisions

- Enables public agencies to apply for QZ status at a single or multiple crossings
- QZ can be established for full day or partial (night only)
- Provisions require supplemental safety measures (SSMs) or alternative safety measures (ASMs), and safety / risk analysis



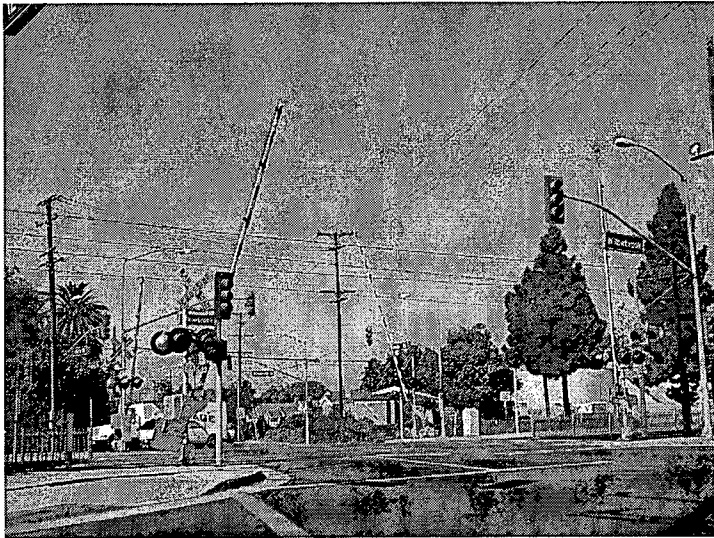
Supplemental Safety Measures

- Full closure of street crossing or designation of crossing as one-way
- Additional crossing gates, flashing lights and bells where none exist
- Addition of medians or other devices to channelize traffic
- Four quadrant gates with bells & lights

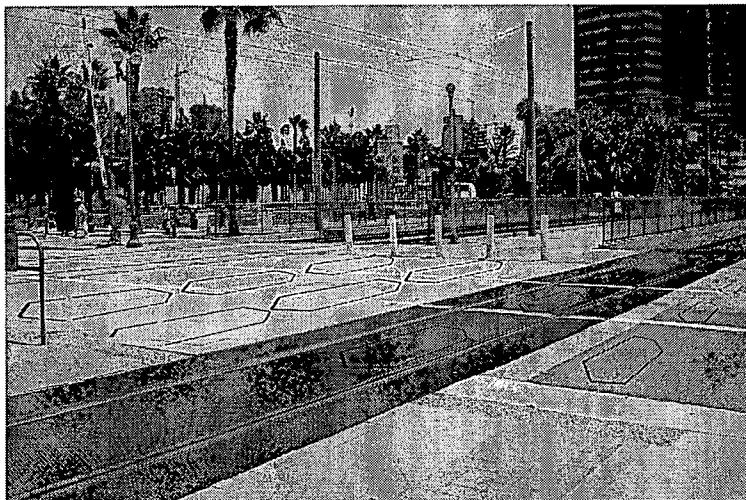


Los Angeles Gold Line Quad Gates





Los Angeles Gold Line Quad Gates



Addition of Detector Loops



Four Quadrant Gates for QZ

- Typically requires added median
- Requires installation of two extra crossing gates for exit control
- May require short pedestrian gates
- Requires addition of embedded loops to detect traffic stopped on tracks



Alternative Safety Measures

- Enhanced enforcement measures
- Public education, outreach efforts (Operation Lifesaver)
- Photo enforcement
- Wayside horns located at crossing



MTS Considerations / Concerns

- Staff working with CCDC & City for QZ
- 13 crossings identified for QZ status (10 affecting MTS light rail, Old Town - Bayside)
- Indemnification for liability
- Capital costs for SSMs / ASMs
- Added operations / maintenance costs
- Equipment location issues/multi-agency agreements



Downtown Quiet Zone Locations

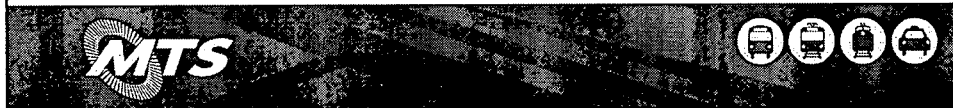
LRT Impacted
In Red

LAUREL STREET
HAWTHORN STREET
GRAPE STREET
CEDAR STREET
BEECH STREET
ASH STREET
BROADWAY
G STREET
MARKET STREET
FRONT STREET
FIRST AVENUE
FIFTH AVENUE
PARK BOULEVARD
Delayed Until Ped Bridge



Recommendations

- Direct staff to continue to work with CCDC, City of SD, NCTD, and negotiate an O & M agreement for QZ implementation,
- Require essential indemnification protection to cover all MTS entities and Board,
- Recommend that LRT operational components, i.e. gate hold-off feature and deactivation of crossing bells be retained in status quo condition,
- Require that detector loops be maintained by others (City),
- Require requesting / funding agency to provide capital outlay for all equipment, spare parts, risk analysis, engineering for QZ implementation with zero cost impact to MTS



A130



COUNCILMEMBER KEVIN FAULCONER

SECOND DISTRICT
CITY OF SAN DIEGO

September 14, 2006

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

Re: Agenda Item 30

Dear Chairman Mathis:

I am writing this letter to convey my continued support for the Downtown Quiet Zone. While I am unable to attend today's meeting due to a Special Meeting of the San Diego City Council, I would like the Board to know how important this project is to thousands of San Diego residents.

The continued ability of MTS to work alongside other organizations such as NCTD, BNSF and CCDC is vital in order to see the Quiet Zone come to fruition. I greatly appreciate the responsiveness of MTS staff who have been working closely with me these past several months, and I urge the Board to move forward today.

I apologize again for not being able to attend today's meeting, and I thank you for taking the time to read this letter into the record.

Sincerely,

A handwritten signature in black ink, reading "Kevin Faulconer", with a long horizontal flourish extending to the right.

Kevin Faulconer
Councilmember
City of San Diego, District Two

KF:jl



SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

ORDER REQUEST RECEIVED

1

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

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 9/14/06
 Name (PLEASE PRINT) CHUCK LUNGERHAUSEN
 Address 5308 MONROE AVENUE #124
SAN DIEGO, CA 92115
 Telephone 546-5610
 Organization Represented (if any) _____

Subject of your remarks: This idea Quiet Zones

Agenda Item Number on which you request to speak 30

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.****

I.

Sept. 14, 2006

MTSB mtg.

AGENDA ITEM #30 (Quiet Zones)

Chair Mathis, Board members, Staff, and other fellow citizens.

Chuck Lurgerhausen of 5308 Monroe Ave. #124 which is in the SDSU neighborhood of San Diego. 92115

Phone 619-546-5610

This idea for a city is the most ridiculous thing ever attempted. What a lawyers dream so many new clients with this situation, who thought this one up???

Plan for Use of State Infrastructure Bond Initiative Funding

Board of Directors
September 14, 2006



Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006

- \$3.6 billion in flexible capital funds allocated to all transit operators based on the State Transit Assistance (STA) formula.
- \$1 billion in transit safety, security, and disaster-preparedness funds with an allocation methodology yet to be determined.
- \$400 million in intercity rail funds.
- \$2 billion in State Transportation Improvement Program (STIP) funds, which could be allocated for transit projects.
- \$1 billion in state-local partnership funds, which could be used to match transit projects funded with TransNet.
- \$250 million in railroad and highway grade-separation funds with additional funds available for grade-separation projects that enhance movement of goods from land ports of entry, seaports, and airports.
- \$2 billion in city/county local streets and roads funds, which could be spent on projects that facilitate transit expansion.



Potential funding for MTS

- MTS share of the \$3.6 billion in flexible transit funds would be approximately \$164 million (4.56% of state total)
- MTS would be eligible for a portion of the \$1 billion for transit security and disaster-preparedness funds (estimate \$30 million for MTS)
- Competitive for grade separation funding
- Could work with SANDAG for portion of additional STIP
- Could partner on transit projects with cities/County for a portion of the \$2 billion designated for cities/counties



Reason for Exercise

- The CTC is already working on details for the programs included in the bond measures to be ready to go if approved by the voters.
 - CTC has created 6 working groups, and is seeking input on likely projects for funding, recommendations for program characteristics.
 - SANDAG is creating a regional list of projects for the CTC and requested MTS input.
- Legislative offices are drafting legislation to create programs for immediate introduction if measures are approved.



Assumptions in MTS Proposed Plan

- The bond measure passes, and existing sources of funding continue at least at current levels.
- SANDAG Early Action Program would be amended to provide MTS with \$134 million for Blue Line, \$34 million for Orange Line
- One low-floor train per consist would be the goal for the entire Trolley system.
- Rehab of the U2 LRV's would be eligible for TransNet II.
- The region and the state share MTS's commitment to fund these projects.



Types of Projects

- Blue and Orange Line Rehabilitation
- Removal of need to transfer from Blue to Green Line at Old Town
- Low Floor capability system-wide
- Command and Control Infrastructure
- Bus Replacements
- Bus Maintenance Facilities



Next Steps

- Receive Board comment regarding types of projects that might be included in the plan.
- Provide list to SANDAG.
- Assist legislature and CTC in crafting programs in the event that measures are approved.
- If measures are approved, will need to advocate for timely implementation of transit portion of the funding.
- Continue to aggressively seek other funding opportunities.
 - Measures may fail.
 - TransNet II funding may not become available.
 - An \$83.9 million unmet capital need remains.





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Agenda

Item No. 31

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

FIN 340.2 (PC 50111)

September 14, 2006

SUBJECT:

MTS: PROPOSED PLAN FOR USE OF STATE INFRASTRUCTURE BOND
INITIATIVE FUNDING

RECOMMENDATION:

That the Board of Directors provide comments and direction to the Chief Executive Officer (CEO) regarding the proposed list of transit projects (Attachment A) that could be funded with proceeds from the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Budget Impact

None.

Executive Committee Recommendation

At its meeting on August 3, 2006, the Executive Committee recommended forwarding this item to the Board for approval.

DISCUSSION:

On May 5, 2006, the Legislature and Governor completed negotiations for a ten-year infrastructure bond package to be placed on the November 2006 General Election Ballot. The entire infrastructure package proposes more than \$35 billion in new funding for transportation projects, air quality improvement programs, education facilities, flood protection and levee repairs, water quality, and housing. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (SB 1266) includes the



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

transportation and air quality components of the overall bond proposal and details \$19.75 billion in programs, several of which could be available for public transit projects in the event of voter approval of Proposition 1B.

The following transit-eligible funding categories are included in SB 1266:

- \$3.6 billion in flexible capital funds allocated to all transit operators based on the State Transit Assistance (STA) formula.
- \$1 billion in transit safety, security, and disaster-preparedness funds with an allocation methodology yet to be determined.
- \$400 million in intercity rail funds.
- \$2 billion in State Transportation Improvement Program (STIP) funds, which could be allocated for transit projects.
- \$1 billion in state-local partnership funds, which could be used to match transit projects funded with TransNet.
- \$250 million in railroad and highway grade-separation funds with additional funds available for grade-separation projects that enhance movement of goods from land ports of entry, seaports, and airports.
- \$2 billion in city/county local streets and roads funds, which could be spent on projects that facilitate transit expansion.

An additional \$300 million would be set aside for loans under the Housing and Emergency Shelter Trust Fund Act of 2006 (SB 1689) for infrastructure associated with transit-oriented development projects such as the Grossmont Project recently negotiated by MTS. This program will be included in the larger housing bond initiative, Proposition 1C.

The largest program proposed under the infrastructure bond initiatives for public transit funding is the \$3.6 billion in flexible funds designated for distribution by formula to the state's transit operators. This proposed program is particularly significant because it would not require MTS to compete with other public agencies since funds would be distributed based on the STA formula. With voter approval of the bond package and, using the most recent State Controller estimates, MTS could expect to receive an estimated \$164 million for use on any type of transit capital project. This fixed capital allocation could be augmented by the other categories of funding in Proposition 1B, and staff would aggressively pursue a strategy to maximize MTS's share of funding from these other categories.

In light of the funding potential created by the state bond initiative, MTS staff has reviewed the ten-year capital program and created a list of capital projects that could be funded over the next ten years with the bond proceeds and other anticipated sources of revenue (Attachment A). This exercise will assist MTS in its interactions with the San Diego Association of Governments (SANDAG), the California Transportation Commission, legislative offices, and other parties who have already begun to flesh out

details for the bond initiative programs and who have solicited input. This list was created using various assumptions:

1. That the bond measure would pass, and that MTS can at least expect to receive the \$164 million identified above along with an additional \$30 million from the transit security category.
2. SANDAG TransNet II Early Action Program would be amended to provide MTS with the \$134 million designated in TransNet II for Blue Line trolley improvements and the \$34 million designated for Orange Line trolley improvements. Those funds require a 50 percent match.
3. That funding will not become available in the next ten years to achieve the Board's goal of an all-low-floor-vehicle light rail system, but that the goal of having one low-floor car per train consist could be achieved.
4. That rehabilitation of 60 U2 light rail vehicles would be eligible for TransNet funding.
5. That the region and state share MTS's commitment to fund these projects.

It is important to note that the infrastructure bond program is unlikely to completely cover the unfunded capital needs of the MTS system. Based on the conservative estimate of bond revenue assumed in the staff analysis, an \$83.9 million shortfall in funding for the attached project list could remain. In addition, this list does not include two grade-separation projects at E and H Streets in Chula Vista that were included in TransNet II and are projected to cost \$55 million. Potential funding sources for the unfunded need could be the other competitive funding programs in SB 1266, additional Proposition 42 funds due to increases in sales tax and fuel prices, Proposition 42 spillover funds that might be approved for transit use in future state budgets, STIP funding, or other revenues that cannot be conservatively anticipated at this time. MTS will continue to work with SANDAG and the state to find ways to address funding shortfalls and will aggressively compete for other categories of SB 1266 funding in the event that they become available.

In order to prioritize and identify funding for projects, staff proposes to follow a strategy of maximizing total revenue for the agency while focusing resources on projects essential for keeping the system running. For example, Blue and Orange Line capacity-enhancing improvements (signal equipment, station and platform improvements, and purchase of light rail vehicles) rise to the top of the list for funding priority if the TransNet match is available. Bus purchases and rehabilitation of the U2 LRVs take priority out of necessity as do track and catenary wire rehabilitation on the Blue and Orange Lines. Security projects, such as centralized train control, security cameras, and fiber optics make good candidates for the transit security category in the bond program. Grade-separation projects in Chula Vista would be competitive for state-local partnership, grade separation, goods movement, city local streets and roads, and STIP fund categories in the state bond program. The types of funding available would be carefully matched with the projects in MTS's capital improvement program. As a part of the overall strategy, MTS staff would actively engage in discussions with state agencies and legislators to define the programs included in SB 1266 so that MTS capital projects will be most competitive.

The Board of Directors is asked to review and discuss the funding scenario in light of the proposed bond initiative and to provide direction to the CEO.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com

SEPT14-06.31.BOND FUNDING.SCOONEY

Attachment: A. Infrastructure Funding Scenario

San Diego Metropolitan Transit System

Infrastructure Bond / TransNet II Strategy

Ten Year Projection

	Construction (in million \$)	Project Cost
Revenue		
TransNet II Blue Line	134.0	134.0
TransNet II Orange Line	34.0	34.0
Infrastructure Bond - \$16.4 million for 10 years	164.0	164.0
Infra Bond Security - \$3 million for 10 years	30.0	30.0
Federal 5307 - \$35 million for 10 years	350.0	350.0
Federal 5309 - \$11 million for 10 years	110.0	110.0
Federal Local Match	115.0	115.0
Preventative Maintenance - \$29 million for 10 years	(290.0)	(290.0)
Other Revenue (Recurring, COA, etc.) - \$3 million for 10 years	30.0	30.0
STA (FY07) Excess Funding Over Initial Projection	17.4	17.4
Total Revenue	694.4	694.4
Expenses		
Rail Operations		
Blue Line Rehabilitation		
Wayside Signal Equipment	9.2	13.4 *
Overhead Catenary System	19.4	28.1
Traction Power Substations	2.2	3.2
Rail and Trackway Improvements	38.0	55.1
Track Drainage	1.0	1.5
Station Platform and Shelter Modifications	24.9	36.1 *
Parking Lots	-	-
Light Rail Vehicle Equipment	-	-
Non-Revenue Vehicles	-	-
Non-Revenue Equipment	-	-
Facilities and Buildings	-	-
Maintenance over 10 Years	-	-
Grand Total Blue Rehabilitation	94.6	137.2
Downtown Rehabilitation		
C Street Rehabilitation	9.0	13.1 *
12th and Imperial Transfer Station Improvements	4.0	5.8 *
Traction Power Substations	-	-
Rail and Trackway Improvements	-	-
Track Drainage	-	-
Station Platform and Shelter Modifications	-	-
Parking Lots	-	-
Light Rail Vehicle Equipment	-	-
Non-Revenue Vehicles	-	-
Non-Revenue Equipment	-	-
Facilities and Buildings	-	-
Maintenance over 10 Years	-	-
Grand Total Downtown Rehabilitation	13.0	18.9

San Diego Metropolitan Transit System Infrastructure Bond / TransNet II Strategy Ten Year Projection

	Construction (in million \$)	Project Cost
Old Town Rehabilitation		
Wayside Signal Equipment	-	-
Overhead Catenary System	-	-
Traction Power Substations	-	-
Rail and Trackway Improvements	-	-
Track Drainage	-	-
Station Platform and Shelter Modifications	6.1	8.8 *
Parking Lots	-	-
Light Rail Vehicle Equipment	-	-
Non-Revenue Vehicles	-	-
Non-Revenue Equipment	-	-
Facilities and Buildings	-	-
Maintenance over 10 Years	-	-
Grand Total Old Town Rehabilitation	6.1	8.8
Orange Line Rehabilitation		
Wayside Signal Equipment	6.1	8.8 *
Overhead Catenary System	1.8	2.5
Traction Power Substations	-	-
Rail and Trackway Improvements	1.3	1.8
Track Drainage	-	-
Station Platform and Shelter Modifications	19.9	28.8 *
Parking Lots	-	-
Light Rail Vehicle Equipment	-	-
Non-Revenue Vehicles	-	-
Non-Revenue Equipment	-	-
Facilities and Buildings	-	-
Maintenance over 10 Years	-	-
Grand Total Orange Line Rehab	28.9	42.0
Vehicle Options		
	# of	Price
Low Floor (S-70) Purchases	35	3.20
Rehabilitation of U2s	60	1.40
UTDC LRVs and parts - Lease/Purchase *	-	0.20
Total Vehicles		
	196.0	196.0
Grand Total Rail Operations	338.7	402.9
Contracted Bus Operations		
South Bay Maintenance Facility	25.0	36.3 *
East County Maintenance Facility	41.0	59.5 *
Regional Transit Centers / System Improvements	-	0
Vehicles	80.0	80.0
Fare Collection	7.0	7.0
Radios (not including AVL)	1.5	1.5

San Diego Metropolitan Transit System Infrastructure Bond / TransNet II Strategy Ten Year Projection

	Construction (in million \$)	Project Cost
MCS Maintenance Over 10 Years	-	0
Grand Total Contracted Bus Operations	154.5	184.2
Bus Operations		
Vehicles	115.0	115.0
Facilities	9.0	13.1 *
Maintenance Over 10 Years	-	-
Grand Total Bus Operations	124.0	128.1
Security		
Facility / CCTV	1.0	1.5 *
Security Lighting	1.0	1.5 *
Centralized Train Control	9.0	13.1 *
Fiber Optics	12.0	17.4 *
Station CCTV (Misc. Other)	2.6	3.8 *
Bus Video Cameras (incl. Paratransit)	6.0	6.0
Grand Total Security	31.6	43.2
Administration		
Administration	20.0	20.0
Grand Total Administration	20.0	20.0
Grand Total Expenses	668.8	778.3
Grand Total Revenues Less Expenses	25.6	(83.9)

* Presumed TransNet II Eligible

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

31

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

Date 9/14/06
 Name (PLEASE PRINT) CHUCK LUNGER HAUSEN
 Address 5308 MONROE AVE # 124
SAN DIEGO, CA 92115
 Telephone 619-546-5610
 Organization Represented (if any) _____

Subject of your remarks: INFRASTRUCTURE BONDS

Agenda Item Number on which you request to speak 31

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

1.

Sept. 14, 2006

MTSB mtg.

AGENDA ITEM #31 (Infrastructure Bonds)

**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**

**My only suggestion is as many \$70 cars as you able to get plus the
funds to retro-fit the remaining stations throughout the system.**



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Agenda

Item No. 32

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

FIN 310 (PC 50601)

September 14, 2006

SUBJECT:

MTS: COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR) FOR FY 2005

RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) FY 2005 Comprehensive Annual Financial Report (CAFR).

Budget Impact

None.

DISCUSSION:

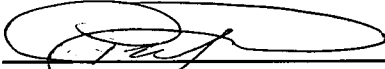
The Comprehensive Annual Financial Report (CAFR) for MTS for FY 2005 (Attachment A) is required to receive funding from federal, state, and local agencies, and it is a requirement of various debt financing held by MTS as well as insurance coverage.

The CAFR comprises MTS's financial position as of June 30, 2005. Similar to FY 2004, San Diego Transit Corporation (SDTC), San Diego Trolley Inc. (SDTI), and San Diego and Arizona Eastern (SD&AE) Railway Company are shown as combined units rather than separate units (as was the case in FY 2003). This consolidation resulted from Senate Bill 1703 legislation, which combined the SDTC and SDTI boards. In addition, the CAFR allows for a more comprehensive view of all MTS's activities, particularly in proprietary funds (pages 39-41).



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

The most important event was the progress and related expenditures for Mission Valley East, which was near completion at the end of FY 2005.

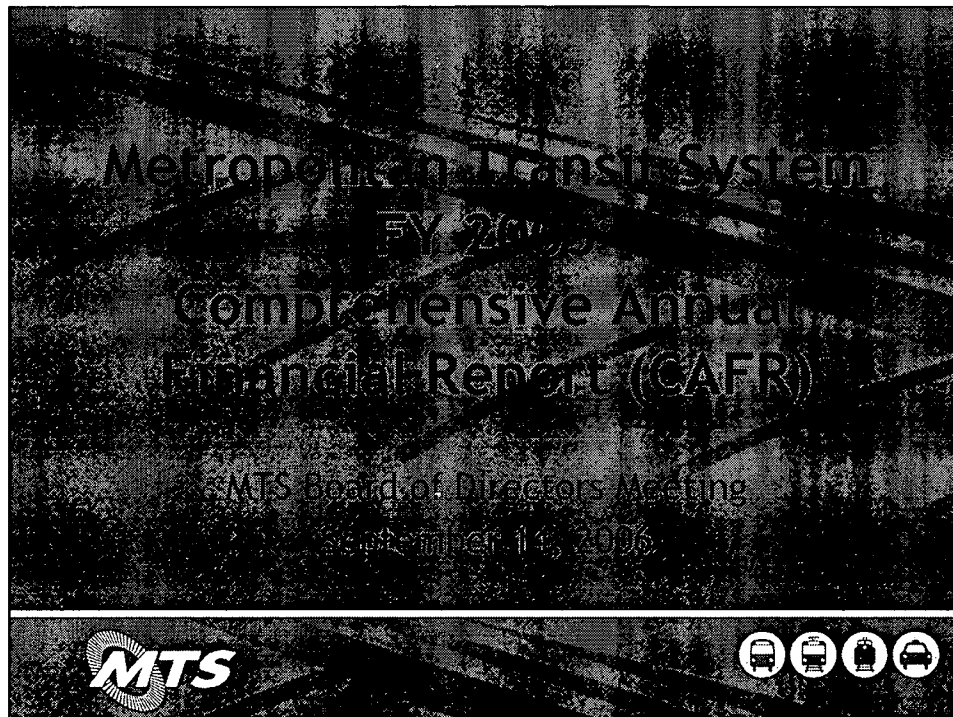


Paul C. Jablonski
Chief Executive Officer

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

SEPT14-06.32.CAFR.TLYNCH

Attachment: A. CAFR **(Board only due to volume)**



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

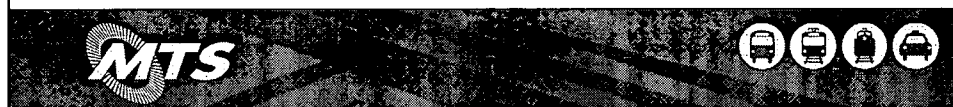
AUDIT STATUS

FY 2005

- MTS CAFR published
- MTS is current with our Bondholders, Bank, and Insurance companies
- 4 lesser reports to be completed by end of September

FY 2006

- Field Work began September 5
- Reports expected to be issued by the end of November



Metrobus Transit System

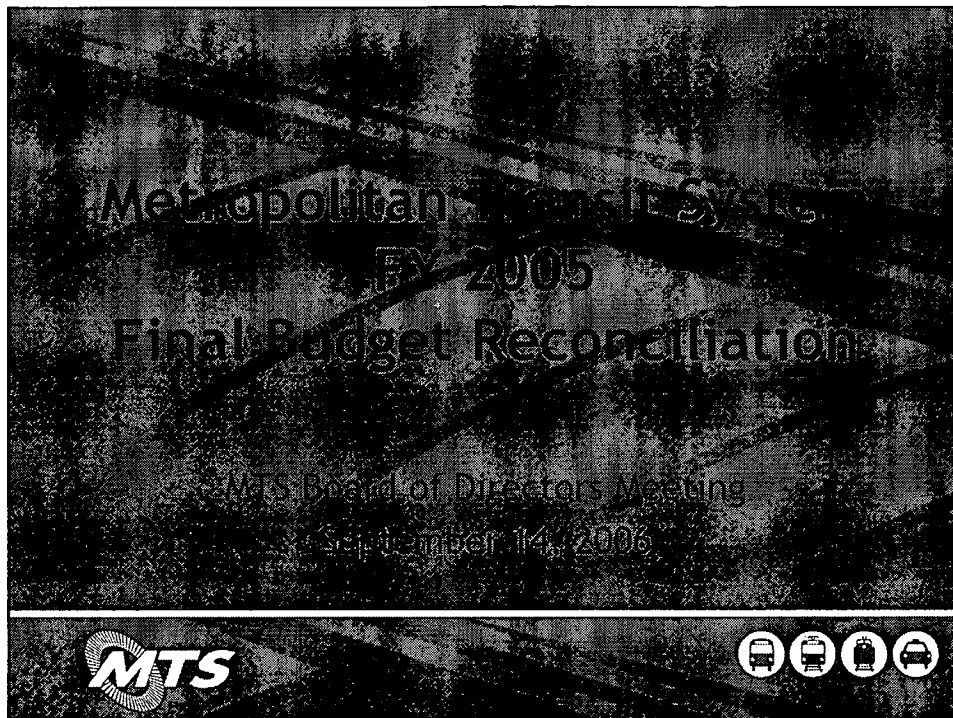
FY 2006

Comprehensive Annual Financial Report (CAFR)

MTS Board of Directors Meeting

September 14, 2006





SAN DIEGO METROPOLITAN TRANSIT SYSTEM COMPARISON TO AMENDED BUDGET - FY 2005 COMBINED OPERATIONS (in \$000's)	
Combined Net Operating Subsidy Variance	
Operations	4,067
Administrative Areas	1,073
Subsidy Revenues Not Received	(910)
Other Activities	107
Total MTS Operations and Administrative	4,337
SD&AE	(90)
Taxicab Administration	37
Total Variances	4,284

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMPARISON TO AMENDED BUDGET - FY 2005

COMBINED OPERATIONS

(in \$000's)

	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	47,340	53,431	6,091	11.4%
Rail Operations	21,815	18,701	(3,114)	-16.7%
Contracted Bus Operations - Fixed Route	26,046	26,342	296	1.1%
Contracted Bus Operations - Para Transit	9,205	9,791	586	6.0%
Other Operators	6,166	6,374	208	3.3%
Total Transit Operators Net Subsidy	110,572	114,639	4,067	3.5%



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMPARISON TO AMENDED BUDGET - FY 2005

COMBINED OPERATIONS

(in \$000's)

Operating Revenue Short Fall	(1,516)
Energy	(764)
All Other Expenses	987
Subtotal	(1,293)
Pension Bond Payment effect	5,360
Total Operating Area Variance	4,067



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMPARISON TO AMENDED BUDGET - FY 2005**

Contingency Reserve

(in \$000's)

Contingency Reserve, June 30, 2004	\$15,820
Budgeted for Use in operations	
Operating Areas	(5,055)
General Fund	(3,118)
	<hr/>
Subtotal - Budgeted Use in FY 2005	(8,173)
	<hr/>
Balance prior to Actual FY 2005 Operations	7,647
FY 2005 Operations	4,337
	<hr/>
Contingency Reserve, June 30, 2005	\$11,984



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMPARISON TO AMENDED BUDGET - FY 2005**

Staff Recommendation

That the Board of Directors apply all of the
positive FY 2005 budget variance of \$4,337,000
to the MTS Contingency Reserve







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Agenda

Item No. 33

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

FIN 310 (PC 50601)

September 14, 2006

SUBJECT:

MTS: FY 2005 FINAL BUDGET COMPARISON

RECOMMENDATION:

That the Board of Directors approve applying the FY 2005 positive variance to budget of \$4,337,435 to the MTS Contingency Reserve.

Budget Impact

A favorable variance of \$4,337,435 to the MTS Contingency Reserve.

DISCUSSION:

With the completion of the FY 05 audits and the presentation of the Comprehensive Annual Financial Report (CAFR), we can review the FY 05 budget with audited numbers.

- Attachment A-1 summarizes the results with the variances to budget by operating area.
- Attachment A-2 shows the combined results from the operating areas.
- Attachments A3 through A10 detail each operating area.
- Attachment A-11 details the administrative area.
- A-13 details Taxicab Administration.
- A-15 details the San Diego and Arizona Eastern (SD&AE) Railway Company.



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.

OVERALL RESULTS

As indicated within Attachment A-1, MTS has a favorable variance of \$4,284,000. Of this amount, Taxicab Administration has a favorable excess of revenues of \$37,000 in its fund balance (reserve). SD&AE has an unfavorable excess of expenses over revenues of \$90,000 decreasing its fund balance (reserve). The net amount of these areas has a favorable variance of \$4,337,435, which is available and at issue.

MTS OPERATING AREAS

Summary

As shown on Attachment A-2, the combined results of the operating areas posted a favorable net operating subsidy for FY 05 of \$4,067,000. Of this, \$5,360,000 is from pension obligation bond (POB) proceeds, which satisfies SDTC's required annual pension contribution. Without this amount, the operating areas would have had an unfavorable net-operating subsidy of \$1,293,000. The larger parts of this were two large unfavorable variances in passenger revenue (\$1,580,000) and energy (\$764,000). These were offset to some degree by \$987,000 of lower operating expenses (exclusive of energy and the pension contribution discussed above).

Revenues

Combined fare revenue for FY 05 was \$67,332,000 compared to the budget of \$68,912,000, representing a \$1,580,000 (-2.3%) unfavorable variance primarily from rail operations, which had a \$1,416,000 unfavorable variance due to slower growth in the second half of the fiscal year. Very strong growth in the early months of the fiscal year led to a midyear revision in revenue, which did not materialize to the extent projected.

Total passengers for FY 05 totaled 76,986,000 for all MTS operations compared to the budgeted ridership of 77,291,000, representing a 305,000 unfavorable variance.

Expenses

Personnel Costs. Total personnel-related costs for FY 05 were \$80,983,000 compared to the budget of \$86,744,000, resulting in a \$5,761,000 favorable variance. As discussed above, \$5,360,000 is due to the proceeds from POBs issued satisfying the need for SDTC's annual required pension contribution. Without this amount, the personnel costs would have had a favorable variance of \$401,000. This favorable variance was primarily in wages from rail operations and contracted bus operations.

Outside Services and Purchased Transportation. Outside services expenses totaled \$62,500,000 compared to the budget of \$63,357,000, resulting in a favorable expense variance of \$857,000 (1.4%). This favorable variance is primarily due to lower purchased transportation costs within contracted bus operations.

Materials and Supplies

Total combined materials and supplies costs for FY 05 were \$8,765,000 compared to the budget of \$8,200,000, resulting in an unfavorable variance of \$565,000 (-6.9%). This unfavorable variance is primarily in rail operations and is largely due to higher-than-anticipated start-up expenses for Mission Valley East.

Energy

Total FY 05 energy costs were \$21,448,000 compared to the budget of \$20,684,000, resulting in an unfavorable variance of \$764,000 (-3.7%). This unfavorable variance existed for all energy areas. Diesel prices for FY 05 averaged \$1.681 per gallon compared to the budgeted rate of \$1.600 per gallon. FY 05 compressed natural gas (CNG) prices averaged \$1.062 per gallon compared to the budgeted rate of \$1.050 per therm.

Risk Management. Risk management costs were \$4,870,000 for FY 05 compared to the budget of \$4,962,000, resulting in a favorable variance of \$92,000 (1.8%). This was due to lower-than-anticipated expenses in bus operations for legal liability and third-party administrator fees.

General and Administrative. FY 05 general and administrative costs were \$68,000 less than budget primarily due to operators curtailing expenses.

ADMINISTRATIVE AREA REVENUES AND EXPENSES

Attachment A-11 summarizes administrative revenues and expenses. Operating revenues of \$1,252,000 compared to the budget of \$1,023,000 resulted in a positive variance of \$229,000. Land management charges were primarily responsible. Expenses totaled \$8,542,000 against the budget of \$9,426,000, resulting in a positive variance of \$884,000. The large unfavorable wage variance (Attachment A-11) stemmed from consolidating departments, such as Planning, Human Resources, and Finance, during FY 05. These costs were offset by higher-than-anticipated personnel and overhead costs. Additionally, many planning activities, such as the Comprehensive Operations Analysis, did not occur to the level budgeted in FY 05. Overall, a favorable variance of \$1,073,000 in net-operating expenses was achieved.

SUBSIDY REVENUES

In developing the FY 05 budget, a number of assumptions were used in order to calculate the amount of subsidy revenue available for operations. For various reasons, not all of this revenue materialized. For FY 05, MTS had an unfavorable variance of \$910,000 in subsidy revenue.

Congestion Mitigation and Air Quality (CMAQ) Funding

When the fiscal year 2005 budget was compiled, the projected opening date of Mission Valley East was May 2005. With the opening of the new line, MTS is eligible for federal CMAQ funding for the first three years of operations. The estimated CMAQ funding for the final two months of fiscal year 2005 was \$539,000.

Since the opening date of Mission Valley East was delayed until July 2005, the CMAQ funding of \$539,000 for the fiscal 2005 year was not available. The actual funding levels will coincide with the full three fiscal years of 2006, 2007, and 2008.

Planning Funds

The FY 05 budget assumed expenditures and federal reimbursement (directly and through the California Department of Transportation (Caltrans) for planning costs, including the Comprehensive Operations Analysis. As many of these activities occurred later than anticipated, we were unable to request reimbursement in FY 05. As incurred, these expense totaling \$371,000 were subsequently billed in FY 06.

These expenses were not incurred in FY 05, which contributed to the \$1,073,000 favorable variance discussed above in the administrative area. As these are reimbursed projects, the loss of income shows up here, and the lower expense is contained within the favorable administrative expense variance discussed above.

RESERVES

Attachment A-17 details the MTS contingency reserve, and Attachment A-18 lists other reserve balances as of June 30, 2005.

Reviewing the Contingency Reserve, the audited June 30, 2004, balance was \$15,820,000. Contingency Reserves in the amount of \$8,173,000 were budgeted for use in FY 05 for an interim balance of \$7,647,000. If the Board elects to apply the available FY 05 favorable variance of \$4,337,435 to the Contingency Reserve, the ending FY 05 reserve would total \$11,984,000 as shown. This amount is \$3,836,000 less than the balance on June 30, 2004, and represents 5% of MTS's FY 2007 operating budget of \$240,273,000.

STAFF RECOMMENDATION

It is staff's recommendation to apply the \$4,337,435 to the contingency reserve. This would augment the low level of reserves and provides the Board the maximum flexibility to respond to unforeseen situations in the future; i.e., higher energy prices, increased costs related to a major security/terrorist issue, a natural disaster, a major system failure due to aging infrastructure, or greater-than-foreseen pension costs.



Paul G. Jablonski
Chief Executive Officer

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

SEPT14-06.33.05BUDGETCOMPARISON.TLYNCH

Attachment: A. Comparison to Budget

**San Diego Metropolitan Transit System
Financial Comparison to Budget
Summary
Year Ending June 30, 2005**

	FY2005 Budget Variance
Net Operating Subsidy	
SDTC	6,090,624
SDTI	(3,114,104)
Fixed Route	295,940
Para Transit	586,308
Chula Vista Transit	134,116
National City Transit	73,862
Coronado Ferry	0
Administrative Pass Thru	0
	<hr/>
Total Net Operating Subsidy	4,066,745
Administrative Expenses, Net	1,073,024
Subsidy Revenues not Received	(909,529)
Other Activities	107,195
	<hr/>
Subtotal	4,337,435
SD&AE	(89,658)
Taxi	36,899
	<hr/>
Total Variances	<u><u>4,284,676</u></u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMBINED OPERATIONS
(SDTC/SDTI/MCS/CVT/NCT/Ferry)**

**FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005**

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
Passenger Fares	\$ 67,332,387	\$ 68,912,400	\$ (1,580,013)	-2.3%
Advertising	739,826	740,000	(174)	0.0%
Contracted Service Revenue	18,240	25,000	(6,760)	-27.0%
Other	482,076	411,269	70,807	17.2%
Total Operating Revenue	\$ 68,572,529	\$ 70,088,669	\$ (1,516,140)	-2.2%
Subsidy	107,343,920	109,326,676	(1,982,756)	-
Other Non Operating Revenue	2,078,719	5,312,235	(3,233,516)	-
Total Revenue	\$ 177,995,168	\$ 184,727,580	\$ (6,732,412)	-3.6%
EXPENSES				
<u>Personnel</u>				
Wages	\$ 56,103,986	\$ 56,518,324	\$ 414,338	0.7%
Fringes	24,879,356	30,225,348	5,345,992	17.7%
Total Personnel	\$ 80,983,342	\$ 86,743,672	\$ 5,760,330	6.6%
<u>Outside Services</u>				
Security	\$ 5,531,992	\$ 5,429,330	\$ (102,662)	-1.9%
Repair/Maintenance Services	3,778,268	3,313,092	(465,176)	-14.0%
Engine and Transmission Rebuild	1,049,792	1,012,003	(37,789)	-3.7%
Other Outside Services	3,161,051	3,700,755	539,704	14.6%
Purchased Transportation	48,978,485	49,901,897	923,412	1.9%
Other Contracted Bus Services	-	-	-	-
Total Outside Services	\$ 62,499,588	\$ 63,357,077	\$ 857,489	1.4%
<u>Materials & Supplies</u>				
Lubricants	\$ 349,465	\$ 265,053	\$ (84,412)	-31.8%
Tires	602,558	614,407	11,849	1.9%
Other Materials and Supplies	7,812,599	7,320,335	(492,264)	-6.7%
Total Main. Parts and Supplies	\$ 8,764,621	\$ 8,199,795	\$ (564,826)	-6.9%
<u>Energy</u>				
Diesel Fuel	\$ 6,622,819	\$ 6,488,321	\$ (134,498)	-2.1%
CNG	7,281,339	7,090,261	(191,078)	-2.7%
Fuel and Electricity for Facilities	7,543,755	7,105,802	(437,953)	-6.2%
Total Energy	\$ 21,447,914	\$ 20,684,384	\$ (763,530)	-3.7%
<u>Risk Management</u>	\$ 4,870,471	\$ 4,961,894	\$ 91,423	1.8%
<u>General and Administrative</u>	\$ 520,557	\$ 588,558	\$ 68,001	11.6%
<u>Vehicle/facility Lease</u>	\$ 58,202	\$ 192,200	\$ 133,998	69.7%
TOTAL EXPENSES	\$ 179,144,694	\$ 184,727,580	\$ 5,582,886	3.0%
Total Revenue Less Total Costs	\$ (1,149,526)	\$ 0	\$ (1,149,527)	-
NET OPERATING SUBSIDY	\$ (110,572,165)	\$ (114,638,911)	\$ 4,066,745	3.5%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS
(SAN DIEGO TRANSIT CORPORATION)**

**FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005**

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
Passenger Fares	\$ 21,383,099	\$ 21,180,000	\$ 203,099	1.0%
Advertising	739,826	740,000	(174)	0.0%
Contracted Service Revenue	18,240	25,000	(6,760)	-27.0%
Other	159,356	100,000	59,356	59.4%
Total Operating Revenue	22,300,521	22,045,000	255,521	1.2%
Subsidy	47,340,354	48,445,572	(1,105,218)	-
Other Non Operating Revenue	-	4,985,426	(4,985,426)	-
Total Revenue	\$ 69,640,875	\$ 75,475,998	\$ (5,835,123)	-7.7%
EXPENSES				
<u>Personnel</u>				
Wages	32,317,528	32,279,681	(37,847)	-0.1%
Fringes	20,003,385	25,462,304	5,458,919	21.4%
Total Personnel	52,320,913	57,741,985	5,421,072	9.4%
<u>Outside Services</u>				
Security	614,958	715,892	100,934	14.1%
Repair/Maintenance Services	770,598	557,345	(213,253)	-38.3%
Engine and Transmission Rebuild	490,740	513,800	23,060	4.5%
Other Outside Services	1,047,695	1,316,977	269,282	20.4%
Purchased Transportation	-	-	-	-
Other Contracted Bus Services	-	-	-	-
Total Outside Services	2,923,991	3,104,014	180,023	5.8%
<u>Materials & Supplies</u>				
Lubricants	126,725	120,530	(6,195)	-5.1%
Tires	578,262	588,407	10,145	1.7%
Other Materials and Supplies	3,826,625	3,922,368	95,743	2.4%
Total Main. Parts and Supplies	4,531,612	4,631,305	99,693	2.2%
<u>Energy</u>				
Diesel Fuel	3,008,796	3,079,662	70,866	2.3%
CNG	3,693,009	3,508,799	(184,210)	-5.2%
Fuel and Electricity for Facilities	766,848	719,964	(46,884)	-6.5%
Total Energy	7,468,653	7,308,425	(160,228)	-2.2%
<u>Risk Management</u>	2,147,064	2,417,798	270,734	11.2%
<u>General and Administrative</u>	248,662	272,471	23,809	8.7%
<u>Vehicle/facility Lease</u>		0	0	-
TOTAL EXPENSES	69,640,895	75,475,998	5,835,103	7.7%
Total Revenue Less Total Costs	\$ (20)	\$ -	\$ (20)	-
NET OPERATING SUBSIDY	\$ (47,340,374)	\$ (53,430,998)	\$ 6,090,624	11.4%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS CONSOLIDATED
(SAN DIEGO TROLLEY INCORPORATED)**

**FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005**

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
Passenger Fares	\$ 25,855,241	\$ 27,271,900	\$ (1,416,659)	-5.2%
Advertising	-	-	-	-
Contracted Service Revenue	-	-	-	-
Other	282,409	311,269	(28,860)	-9.3%
Total Operating Revenue	26,137,650	27,583,169	(1,445,519)	-5.2%
Subsidy	18,591,991	18,374,515	217,476	1.2%
Other Non Operating Revenue	2,078,719	326,809	1,751,910	536.1%
Total Revenue	\$ 46,808,360	\$ 46,284,493	\$ 523,867	1.1%
EXPENSES				
<u>Personnel</u>				
Wages	21,430,397	21,709,054	278,657	1.3%
Fringes	4,651,880	4,503,044	(148,836)	-3.3%
Total Personnel	26,082,277	26,212,098	129,821	0.5%
<u>Outside Services</u>				
Security	4,875,326	4,658,438	(216,888)	-4.7%
Repair/Maintenance Services	2,867,158	2,578,255	(288,903)	-11.2%
Engine and Transmission Rebuild	-	-	-	-
Other Outside Services	639,534	591,964	(47,570)	-8.0%
Purchased Transportation	-	-	-	-
Other Contracted Bus Services	-	-	-	-
Total Outside Services	8,382,018	7,828,657	(553,361)	-7.1%
<u>Materials & Supplies</u>				
Lubricants	216,011	136,523	(79,488)	-58.2%
Tires	-	-	-	-
Other Materials and Supplies	3,840,056	3,272,967	(567,089)	-17.3%
Total Main. Parts and Supplies	4,056,067	3,409,490	(646,577)	-19.0%
<u>Energy</u>				
Diesel Fuel	307,250	311,074	3,824	1.2%
CNG	-	-	-	-
Fuel and Electricity for Facilities	6,641,087	6,237,921	(403,166)	-6.5%
Total Energy	6,948,337	6,548,995	(399,342)	-6.1%
<u>Risk Management</u>	2,277,154	2,047,396	(229,758)	-11.2%
<u>General and Administrative</u>	207,225	237,857	30,632	12.9%
<u>Vehicle/facility Lease</u>		0	0	-
TOTAL EXPENSES	47,953,078	46,284,493	(1,668,585)	-3.6%
Total Revenue Less Total Costs	\$ (1,144,718)	\$ 0	\$ (1,144,718)	NA
NET OPERATING SUBSIDY	\$ (21,815,428)	\$ (18,701,324)	\$ (3,114,104)	-16.7%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE**

**FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005**

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
Passenger Fares	\$ 15,001,108	\$ 15,200,000	\$ (198,892)	-1.3%
Advertising	-	-	-	-
Contracted Service Revenue	-	-	-	-
Other	-	-	-	-
Total Operating Revenue	15,001,108	15,200,000	(198,892)	-1.3%
Subsidy	26,045,960	26,341,900	(295,940)	-1.1%
Other Non Operating Revenue	-	-	-	-
Total Revenue	\$ 41,047,068	\$ 41,541,900	\$ (494,832)	-1.2%
EXPENSES				
<u>Personnel</u>				
Wages	307,768	397,000	89,232	22.5%
Fringes	-	-	-	-
Total Personnel	307,768	397,000	89,232	22.5%
<u>Outside Services</u>				
Security	31,046	45,000	13,954	31.0%
Repair/Maintenance Services	-	-	-	-
Engine and Transmission Rebuild	489,372	417,000	(72,372)	-17.4%
Other Outside Services	504,465	590,700	86,235	14.6%
Purchased Transportation	34,775,202	35,267,000	491,798	1.4%
Other Contracted Bus Services	-	-	-	-
Total Outside Services	35,800,085	36,319,700	519,615	1.4%
<u>Materials & Supplies</u>				
Lubricants	0	0	0	-
Tires	-	-	-	-
Other Materials and Supplies	-	-	-	-
Total Main. Parts and Supplies	0	0	0	-
<u>Energy</u>				
Diesel Fuel	1,866,799	1,760,200	(106,599)	-6.1%
CNG	3,064,224	3,031,000	(33,224)	-1.1%
Fuel and Electricity for Facilities	-	-	-	-
Total Energy	4,931,023	4,791,200	(139,823)	-2.9%
<u>Risk Management</u>	0	0	0	-
<u>General and Administrative</u>	8,192	14,000	5,808	41.5%
<u>Vehicle/facility Lease</u>	-	20,000	20,000	-
TOTAL EXPENSES	41,047,068	41,541,900	494,832	1.2%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
NET OPERATING SUBSIDY	\$ (26,045,960)	\$ (26,341,900)	\$ 295,940	1.1%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARATRANSIT**

**FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005**

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
Passenger Fares	\$ 1,563,299	\$ 1,535,000	\$ 28,299	1.8%
Advertising		-	-	-
Contracted Service Revenue		-	-	-
Other		-	-	-
Total Operating Revenue	1,563,299	1,535,000	28,299	1.8%
Subsidy	9,205,121	9,791,429	(586,308)	-6.0%
Other Non Operating Revenue			-	-
Total Revenue	\$ 10,768,420	\$ 11,326,429	\$ (558,009)	-4.9%
EXPENSES				
<u>Personnel</u>				
Wages	210,897	271,000	60,103	22.2%
Fringes		-	-	-
Total Personnel	210,897	271,000	60,103	22.2%
<u>Outside Services</u>				
Security		0	0	-
Repair/Maintenance Services		-	-	-
Engine and Transmission Rebuild	11,683	-	(11,683)	-
Other Outside Services	461,882	534,300	72,418	13.6%
Purchased Transportation	8,918,401	9,305,000	386,599	4.2%
Other Contracted Bus Services		-	-	-
Total Outside Services	9,391,966	9,839,300	447,334	4.5%
<u>Materials & Supplies</u>				
Lubricants		0	0	-
Tires		-	-	-
Other Materials and Supplies		-	-	-
Total Main. Parts and Supplies	0	0	0	-
<u>Energy</u>				
Diesel Fuel	1,003,603	943,929	(59,674)	-6.3%
CNG	12,461	-	(12,461)	-
Fuel and Electricity for Facilities		-	-	-
Total Energy	1,016,064	943,929	(72,135)	-7.6%
<u>Risk Management</u>	87,798	94,000	6,202	6.6%
<u>General and Administrative</u>	3,493	6,000	2,507	41.8%
<u>Vehicle/facility Lease</u>	58,202	172,200	113,998	66.2%
TOTAL EXPENSES	10,768,420	11,326,429	558,009	4.9%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
NET OPERATING SUBSIDY	\$ (9,205,121)	\$ (9,791,429)	\$ 586,308	6.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT**

**FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005**

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
Passenger Fares	\$ 2,358,845	\$ 2,425,000	\$ (66,155)	-2.7%
Advertising	-	-	-	-
Contracted Service Revenue	-	-	-	-
Other	40,311	-	40,311	-
Total Operating Revenue	2,399,156	2,425,000	(25,844)	-1.1%
Subsidy	4,377,218	4,377,218	-	0.0%
Other Non Operating Revenue	-	-	-	-
Total Revenue	\$ 6,776,374	\$ 6,802,218	\$ (25,844)	-0.4%
EXPENSES				
<u>Personnel</u>				
Wages	639,027	653,589	14,562	2.2%
Fringes	-	-	-	-
Total Personnel	639,027	653,589	14,562	2.2%
<u>Outside Services</u>				
Security	0	0	0	-
Repair/Maintenance Services	92,483	107,492	15,009	14.0%
Engine and Transmission Rebuild	57,997	81,203	23,206	28.6%
Other Outside Services	180,188	188,814	8,626	4.6%
Purchased Transportation	4,809,578	4,854,593	45,015	0.9%
Other Contracted Bus Services	-	-	-	-
Total Outside Services	5,140,246	5,232,102	91,856	1.8%
<u>Materials & Supplies</u>				
Lubricants	0	0	0	-
Tires	-	-	-	-
Other Materials and Supplies	-	-	-	-
Total Main. Parts and Supplies	0	0	0	-
<u>Energy</u>				
Diesel Fuel	163,695	142,618	(21,077)	-14.8%
CNG	511,645	550,462	38,817	7.1%
Fuel and Electricity for Facilities	112,307	122,517	10,210	8.3%
Total Energy	787,647	815,597	27,950	3.4%
<u>Risk Management</u>	41,178	62,700	21,522	34.3%
<u>General and Administrative</u>	34,160	38,230	4,070	10.6%
<u>Vehicle/facility Lease</u>	0	0	0	-
TOTAL EXPENSES	6,642,258	6,802,218	159,960	2.4%
Total Revenue Less Total Costs	\$ 134,116	\$ -	\$ 134,116	-
NET OPERATING SUBSIDY	\$ (4,243,102)	\$ (4,377,218)	\$ 134,116	3.1%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NATIONAL CITY TRANSIT**

**FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005**

		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE					
	Passenger Fares	\$ 1,170,795	\$ 1,300,500	\$ (129,705)	-10.0%
	Advertising	-	-	-	-
	Contracted Service Revenue	-	-	-	-
	Other	-	-	-	-
	Total Operating Revenue	1,170,795	1,300,500	(129,705)	-10.0%
	Subsidy	1,307,972	1,520,738	(212,766)	-14.0%
	Other Non Operating Revenue	-	-	-	-
	Total Revenue	\$ 2,478,767	\$ 2,821,238	\$ (342,471)	-12.1%
EXPENSES					
	<u>Personnel</u>				
	Wages	1,198,369	1,208,000	9,631	0.8%
	Fringes	224,091	260,000	35,909	13.8%
	Total Personnel	1,422,460	1,468,000	45,540	3.1%
	<u>Outside Services</u>				
	Security	10,662	10,000	(662)	-6.6%
	Repair/Maintenance Services	48,029	70,000	21,971	31.4%
	Engine and Transmission Rebuild	-	-	-	-
	Other Outside Services	327,287	478,000	150,713	31.5%
	Purchased Transportation	-	-	-	-
	Other Contracted Bus Services	-	-	-	-
	Total Outside Services	385,978	558,000	172,022	30.8%
	<u>Materials & Supplies</u>				
	Lubricants	6,729	8,000	1,271	15.9%
	Tires	24,296	26,000	1,704	6.6%
	Other Materials and Supplies	145,918	125,000	(20,918)	-16.7%
	Total Main. Parts and Supplies	176,942	159,000	(17,942)	-11.3%
	<u>Energy</u>				
	Diesel Fuel	272,676	250,838	(21,838)	-8.7%
	CNG	-	-	-	-
	Fuel and Electricity for Facilities	23,513	25,400	1,887	7.4%
	Total Energy	296,190	276,238	(19,952)	-7.2%
	<u>Risk Management</u>	317,277	340,000	22,723	6.7%
	<u>General and Administrative</u>	18,825	20,000	1,175	5.9%
	<u>Vehicle/facility Lease</u>	0	0	0	-
	TOTAL EXPENSES	2,617,671	2,821,238	203,567	7.2%
	Total Revenue Less Total Costs	\$ (138,904)	\$ -	\$ (138,904)	-
	NET OPERATING SUBSIDY	\$ (1,446,876)	\$ (1,520,738)	\$ 73,862	4.9%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY**

**FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005**

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
Passenger Fares			\$ -	-
Advertising			-	-
Contracted Service Revenue			-	-
Other			-	-
Total Operating Revenue			0	-
Subsidy	131,124	131,124	-	0.0%
Other Non Operating Revenue			-	-
Total Revenue	\$ 131,124	\$ 131,124	\$ -	0.0%
EXPENSES				
<u>Personnel</u>				
Wages			0	-
Fringes			-	-
Total Personnel	0	0	0	-
<u>Outside Services</u>				
Security			0	-
Repair/Maintenance Services			-	-
Engine and Transmission Rebuild			-	-
Other Outside Services			-	-
Purchased Transportation	131,124	131,124	-	0.0%
Other Contracted Bus Services			-	-
Total Outside Services	131,124	131,124	0	0.0%
<u>Materials & Supplies</u>				
Lubricants			0	-
Tires			-	-
Other Materials and Supplies			-	-
Total Main. Parts and Supplies	0	0	0	-
<u>Energy</u>				
Diesel Fuel			0	-
CNG			-	-
Fuel and Electricity for Facilities			-	-
Total Energy	0	0	0	-
<u>Risk Management</u>				
			0	-
<u>General and Administrative</u>				
			0	-
<u>Vehicle/facility Lease</u>				
			0	-
TOTAL EXPENSES	131,124	131,124	0	0.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
NET OPERATING SUBSIDY	\$ (131,124)	\$ (131,124)	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Administrative Pass Thru

FINANCIAL COMPARISON TO BUDGET
TWELVE MONTHS ENDING JUNE 30, 2005

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
Passenger Fares			\$ -	-
Advertising			-	-
Contracted Service Revenue			-	-
Other			-	-
Total Operating Revenue			0	-
Subsidy	344,180	344,180	-	0.0%
Other Non Operating Revenue			-	-
Total Revenue	\$ 344,180	\$ 344,180	\$ -	0.0%
EXPENSES				
<u>Personnel</u>				
Wages			0	-
Fringes			-	-
Total Personnel	0	0	0	-
<u>Outside Services</u>				
Security			0	-
Repair/Maintenance Services			-	-
Engine and Transmission Rebuild			-	-
Other Outside Services			-	-
Purchased Transportation	344,180	344,180	-	0.0%
Other Contracted Bus Services			-	-
Total Outside Services	344,180	344,180	0	0.0%
<u>Materials & Supplies</u>				
Lubricants			0	-
Tires			-	-
Other Materials and Supplies			-	-
Total Main. Parts and Supplies	0	0	0	-
<u>Energy</u>				
Diesel Fuel			0	-
CNG			-	-
Fuel and Electricity for Facilities			-	-
Total Energy	0	0	0	-
<u>Risk Management</u>				
			0	-
<u>General and Administrative</u>				
			0	-
<u>Vehicle/facility Lease</u>				
			0	-
TOTAL EXPENSES	344,180	344,180	0	0.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
NET OPERATING SUBSIDY	\$ (344,180)	\$ (344,180)	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Administrative Areas (General Fund)

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

YEAR TO DATE COMPARISON				
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
<u>Operating Revenue</u>				
Passenger Fares			\$ -	-
Other Operating Income				
Lease/Rental/Parking Income	328,034	393,000	(64,966)	-16.5%
Land Management Income	599,756	290,000	309,756	106.8%
Cost Recovery		100,000	(100,000)	-
Taxicab Administration			0	-
Bus Bench/shelter Income	253,194	240,000	13,194	5.5%
SD&AE Income			0	-
Interest Income	69,101		69,101	-
Other Operating Income	1,807		1,807	-
Total Other Operating Income	1,251,892	1,023,000	228,892	22.4%
Total Operating Income	1,251,892	1,023,000	228,892	22.4%
<u>Subsidy Income</u>				
Federal				
Planning	419,286	550,000	(130,714)	-23.8%
Debt Service			0	-
TDA			0	-
Debt Service Match			0	-
Carryover			0	-
TDA 10% Administration	4,838,693	4,712,822	125,871	2.7%
CalTrans		240,000	(240,000)	-
Total Subsidy Income	5,257,979	5,502,822	(244,843)	-4.4%
<u>Other Non Operating Income</u>				
Contingency Reserve	2,818,198	2,818,198	0	0.0%
Other Reserves			0	-
Carryover		82,000	(82,000)	-
Lease/leaseback Revenue			0	-
Total Other Non Operating Revenue	2,818,198	2,900,198	(82,000)	-2.8%
Total Revenues	9,328,069	9,426,020	(97,951)	-1.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Administrative Areas (General Fund)

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

YEAR TO DATE COMPARISON				
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
EXPENSES				
<u>Personnel</u>				
Wages/Fringes	4,916,328	3,997,020	(919,308)	-23.0%
Overhead Reimbursement	(2,827,481)	(1,330,000)	1,497,481	-112.6%
Total Personnel	2,088,847	2,667,020	578,173	21.7%
<u>Outside Services</u>				
Transit Support	540,222	569,000	28,778	5.1%
Planning	916,815	872,000	(44,815)	-5.1%
Professional Services	356,861	294,000	(62,861)	-21.4%
Board of Directors	102,868	141,000	38,132	27.0%
Rent	1,044,683	1,115,000	70,317	6.3%
Taxicab administration			0	-
SD&AE expenses			0	-
Bus Bench/Shelter Administration	280,620	240,000	(40,620)	-16.9%
Insurance Reserve Contribution	1,742,308	1,950,000	207,692	10.7%
Other Reserve Contributions		248,000	248,000	-
Total Services	4,984,377	5,429,000	444,623	8.2%
<u>Materials & Supplies</u>			0	-
<u>Energy</u>			0	-
<u>Risk Management</u>	628,120	800,000	171,880	21.5%
<u>General and Administrative</u>				
General Office Expenditures	462,542	488,000	25,458	5.2%
Interest	77,821		(77,821)	-
Debt Issuance costs	76,000		(76,000)	-
Miscellaneous	264,181	42,000	(222,181)	-529.0%
Total General and Administrative	880,544	530,000	(350,544)	-66.1%
<u>Vehicle/facility Lease</u>			0	-
<u>Debt Service</u>			0	-
TOTAL EXPENSES	8,581,888	9,426,020	844,132	9.0%
Total Revenue Less Total Costs	\$ 746,181	\$ -	\$ 746,181	-
Net Operating Exepenses	\$ (7,329,996)	\$ (8,403,020)	\$ (1,073,024)	12.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Taxicab

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

YEAR TO DATE COMPARISON

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
<u>Operating Revenue</u>				
Passenger Fares			\$ -	-
Other Operating Income				
Lease/Rental/Parking Income			0	-
Land Management Income			0	-
Cost Recovery			0	-
Taxicab Administration	700,672	716,892	(16,220)	-2.3%
Bus Bench/shelter Income			0	-
SD&AE Income			0	-
Interest Income			0	-
Other Operating Income			0	-
Total Other Operating Income	700,672	716,892	(16,220)	-2.3%
Total Operating Income	700,672	716,892	(16,220)	-2.3%
<u>Subsidy Income</u>				
Federal				
Planning			0	-
Debt Service			0	-
TDA			0	-
Debt Service Match			0	-
Carryover			0	-
TDA 10% Administration			0	-
CalTrans			0	-
Total Subsidy Income	0	0	0	-
<u>Other Non Operating Income</u>				
Contingency Reserve			0	-
Other Reserves			0	-
Carryover		281,370	(281,370)	-
Lease/leaseback Revenue			0	-
Total Other Non Operating Revenue	0	281,370	(281,370)	-
Total Revenues	700,672	998,262	(297,590)	-29.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Taxicab

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

YEAR TO DATE COMPARISON				
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
EXPENSES				
<u>Personnel</u>				
Wages/Fringes	362,760	428,452	65,692	15.3%
Overhead Reimbursement	141,003	164,687	23,684	14.4%
Total Personnel	503,763	593,139	89,376	15.1%
<u>Outside Services</u>				
Transit Support			0	-
Planning			0	-
Professional Services			0	-
Board of Directors			0	-
Rent			0	-
Taxicab administration	160,010	405,123	245,113	60.5%
SD&AE expenses			0	-
Bus Bench/Shelter Administration			0	-
Insurance Reserve Contribution			0	-
Other Reserve Contributions			0	-
Total Services	160,010	405,123	245,113	60.5%
<u>Materials & Supplies</u>				
			0	-
<u>Energy</u>				
			0	-
<u>Risk Management</u>				
			0	-
<u>General and Administrative</u>				
General Office Expenditures			-	-
Interest			-	-
Debt Issuance costs			-	-
Miscellaneous			-	-
Total General and Administrative	0	0	0	-
<u>Vehicle/facility Lease</u>				
			0	-
<u>Debt Service</u>				
			0	-
TOTAL EXPENSES	663,773	998,262	334,489	33.5%
Total Revenue Less Total Costs	\$ 36,899	\$ -	\$ 36,899	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

SD&AE

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

YEAR TO DATE COMPARISON

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
REVENUE				
<u>Operating Revenue</u>				
Passenger Fares			\$ -	-
Other Operating Income				
Lease/Rental/Parking Income			0	-
Land Management Income			0	-
Cost Recovery			0	-
Taxicab Administration			0	-
Bus Bench/shelter Income			0	-
SD&AE Income	162,878	100,000	62,878	62.9%
Interest Income			0	-
Other Operating Income			0	-
Total Other Operating Income	162,878	100,000	62,878	62.9%
Total Operating Income	162,878	100,000	62,878	62.9%
<u>Subsidy Income</u>				
Federal				
Planning			0	-
Debt Service			0	-
TDA			0	-
Debt Service Match			0	-
Carryover			0	-
TDA 10% Administration			0	-
CalTrans			0	-
Total Subsidy Income	0	0	0	-
<u>Other Non Operating Income</u>				
Contingency Reserve			0	-
Other Reserves		80,000	(80,000)	-
Carryover			0	-
Lease/leaseback Revenue			0	-
Total Other Non Operating Revenue	0	80,000	(80,000)	-
Total Revenues	162,878	180,000	(17,122)	-9.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

SD&AE

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

YEAR TO DATE COMPARISON

EXPENSES

Personnel

Wages/Fringes			0	-
Overhead Reimbursement			0	-
Total Personnel	0	0	0	-

Outside Services

Transit Support			0	-
Planning			0	-
Professional Services			0	-
Board of Directors			0	-
Rent			0	-
Taxicab administration			0	-
SD&AE expenses	252,536	180,000	(72,536)	-40.3%
Bus Bench/Shelter Administration			0	-
Insurance Reserve Contribution			0	-
Other Reserve Contributions			0	-
Total Services	252,536	180,000	(72,536)	-40.3%

Materials & Supplies

0 -

Energy

0 -

Risk Management

0 -

General and Administrative

General Office Expenditures			-	-
Interest			-	-
Debt Issuance costs			-	-
Miscellaneous			-	-
Total General and Administrative	0	0	0	-

Vehicle/facility Lease

0 -

Debt Service

0 -

TOTAL EXPENSES	252,536	180,000	(72,536)	-40.3%
Total Revenue Less Total Costs	\$ (89,658)	\$ -	\$ (89,658)	-

San Diego Metropolitan Transit System
Year End Budget Recap
Contingency Reserve
FY 2005

	Actual	Budget	Variance
Contingency Reserve, June 30, 2004 per Audit	15,820,446	15,820,446	0
Budgeted for use in Operations			
Operating Areas	(5,055,235)	(5,055,235)	0
General Fund	(3,118,198)	(3,118,198)	0
	<hr/>	<hr/>	<hr/>
Subtotal - Budgeted Use in Operating Budget	(8,173,433)	(8,173,433)	0
Balance prior to including actual FY 2005 Operations	<hr/> 7,647,013	<hr/> 7,647,013	<hr/> 0
All FY2005 Operations			
Operating Areas	4,066,745		4,066,745
Administrative Areas	1,073,024		1,073,024
Subsidy Revenue	(909,529)		(909,529)
Other Activities	107,195		107,195
	<hr/>	<hr/>	<hr/>
Subtotal - All FY 2005 Operations	4,337,435	0	4,337,435
Contingency Reserve, June 30, 2005 per Audit	<hr/> 11,984,448	<hr/> 7,647,013	<hr/> 4,337,435
Percent of FY2007 Operating Budget (\$240,273,000)	5.0%		

**San Diego Metropolitan Transit System
Year End Budget Recap
Other Reserves
FY 2005**

Balance
June 30, 2005

CCDC	<u>888,710</u>
Taxicab Capital Replacement	<u>10,498</u>
Insurance	<u>2,000,000</u>
Billboard - San Diego	<u>270,024</u>
Billboard - Chula Vista	<u>476,230</u>
SD&AE	<u>1,035,878</u>
MTS JPA Residual	<u>475,795</u>
Land Management	<u>387,944</u>



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Agenda

Item No. 34

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

FIN 310 (PC 50601)

September 14, 2006

SUBJECT:

MTS: OPERATIONS BUDGET PRELIMINARY JUNE 2006 REPORT

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's year-to-date operating results for June 2006 (these are preliminary, preaudit results). Major changes are not anticipated throughout the audit process.

- Attachment A-1 combines the operations, administration, and other activities results through June 2006.
- Attachment A-2 details the year-to-date June 2006 combined operations results.
- Attachments A-3 to A-10 present budget comparisons for each MTS operation.
- Attachment A-11 details budget comparisons for MTS Administration.
- A-12 provides year-to-date June 2006 results for other MTS activities (Taxicab Administration/San Diego and Arizona Eastern [SD&AE] Railway Company/debt service).



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.

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, the year-to-date June 2006 results produced a favorable net-operating subsidy of \$1,789,000 (1.3%). The MTS operating divisions produced a \$1,640,000 (1.3%) favorable net-operating subsidy variance while the administrative and other activities areas (Taxicab/SD&AE Railway Company/debt service) had a \$149,000 (0.8%) favorable net-operating subsidy variance.

MTS FY 2006 YEAR-END COMBINED RESULTS

Operating Revenues

Year-to-date combined revenues through June 2006 were \$75,077,000 compared to the year-to-date budget of \$73,695,000, representing a \$1,382,000 (1.9%) favorable variance. Of this variance, passenger revenue was \$730,000, and other operating income was \$652,000. Internal bus operations and combined contract services produced favorable variances in passenger revenue of \$641,000 (3.0%) and \$709,000 (4.3%), respectively, while rail operations had an unfavorable variance of \$744,000 (-2.6%). The favorable other operating income came from higher miscellaneous billings in rail operations as well as greater revenue in the land management, Taxicab Administration, and SD&AE Railway Company.

Nonoperating Revenues

Fiscal year combined nonoperating revenues through June 2006 were \$151,351,000 compared to the year-to-date budget of \$151,515,000, resulting in a \$164,000 (-0.1%) unfavorable variance primarily due to Job Access and Reverse Commute (JARC) funds that were budgeted but were ineligible for MTS funding.

Expenses

Total combined expenses through June 2006 were \$224,639,000 compared to the fiscal year budget of \$225,210,000, resulting in a \$571,000 (0.3%) favorable variance.

- Personnel Costs. Fiscal year personnel-related costs totaled \$91,928,000 compared to a year-to-date budgetary figure of \$90,602,000, producing an unfavorable variance of \$1,326,000 (-1.5%). This was mainly due to sick and vacation payoffs, health and welfare, pension unfavorable variances within rail operations, and operator overtime within bus operations.
- Outside Services and Purchased Transportation. Total outside services for the fiscal year totaled \$65,220,000 compared to a budget of \$64,995,000, resulting in a fiscal year unfavorable variance of \$225,000 (-0.3%). This unfavorable variance was mainly attributable to security and engine/transmission rebuilds over budget by \$310,000 and \$205,000, respectively, and partially offset by favorable variances within purchased transportation (\$311,000).
- Materials and Supplies. Total fiscal year materials and supplies expenses totaled \$7,529,000 compared to a budgetary figure of \$7,866,000, resulting in a favorable expense variance of \$337,000 (4.3%). These savings were in bus operations due to more positive expense controls.


- Energy. Total fiscal year energy costs were \$25,781,000 compared to the budget of \$26,681,000, resulting in a fiscal year favorable variance of \$900,000 (3.4%). Traction power within rail operations had a \$645,000 (9.7%) favorable variance. Diesel prices averaged \$2.324 per gallon compared to the midyear adjusted budgetary rate of \$2.280 per gallon. CNG prices averaged \$1.307 per therm compared to the midyear adjusted budgetary rate of \$1.40 per therm.
- Risk Management. Year-to-date expenses for risk management were \$714,000 (12.5%) under budget totaling \$4,993,000 compared to the fiscal year budgetary figure of \$5,707,000. These expenses were primarily in bus operations due to lower third-party administrator fees and claims payouts.
- General and Administrative. General and administrative costs, including vehicle and facilities leases, were \$392,000 (24.2%) under budget totaling \$1,226,000 through the fiscal year compared to a fiscal year budget of \$1,618,000.

FISCAL YEAR SUMMARY

The fiscal year net-operating subsidy, which totaled a favorable variance of \$1,789,000 (1.4%), was produced by many factors. Favorable variances in operating revenue, materials, energy, risk management, and general expenses were offset by personnel expenses and outside service expenses.

AUDIT SCHEDULE

A total of 13 audits of various MTS reports and entities will take place primarily in September and October. Staff anticipates the auditors will issue their reports in late November. Upon issuance of the audits, staff will prepare a final comparison to the FY 06 budget for Board review.



Paul C. Jablonski
Chief Executive Officer

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

SEPT14-06.34.JUNEOPSRPT.TLYNCH

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**Att. A, AI 34,
9/14/06, FIN 310**

**MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2006
JUNE 30, 2006
(in \$000's)**

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,213	\$ 5,713	\$ 499	8.7%
Other Revenue	698	186	513	275.8%
Total Operating Revenue	\$ 6,911	\$ 5,899	\$ 1,012	17.2%
Subsidy	\$ 8,551	\$ 9,071	\$ (520)	-5.7%
Other Non Operating Income	858	1,023	(165)	-16.1%
Total Non Operating Revenue	\$ 9,409	\$ 10,094	\$ (520)	-5.2%
Total Revenue	\$ 16,320	\$ 15,993	\$ 327	2.0%
Wages	\$ 4,731	\$ 5,241	\$ 510	9.7%
Fringes	4,022	1,708	(2,314)	-135.5%
Services	1,803	2,023	220	10.9%
Purchased Transportation	4,192	4,276	85	2.0%
Materials and Supplies	432	896	464	51.8%
Energy	2,393	2,316	(76)	-3.3%
Risk Management	389	775	387	49.9%
General and Administrative	285	225	(60)	-26.7%
Debt Service	3,059	2,837	(222)	-7.8%
Vehicle/Facility Lease	29	37	8	21.6%
Total Costs	\$ 21,334	\$ 20,335	\$ (999)	-4.9%
Overhead Allocation	(0)	(0)	(0)	21.7%
Total Revenue Less Total Costs	\$ (5,014)	\$ (4,342)	\$ (672)	15.5%
Net Operating Subsidy	\$ (13,565)	\$ (13,413)	\$ (152)	-1.1%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 71,270	\$ 70,541	\$ 730	1.0%
Other Revenue	3,807	3,154	652	20.7%
Total Operating Revenue	\$ 75,077	\$ 73,695	\$ 1,382	1.9%
Subsidy	\$ 141,049	\$ 141,049	\$ -	0.0%
Other Non Operating Income	10,302	10,466	(165)	-1.6%
Total Non Operating Revenue	\$ 151,351	\$ 151,515	\$ -	0.0%
Total Revenue	\$ 226,428	\$ 225,210	\$ 1,218	0.5%
Wages	\$ 59,492	\$ 60,329	\$ 837	1.4%
Fringes	32,436	30,273	(2,162)	-7.1%
Services	16,240	15,704	(536)	-3.4%
Purchased Transportation	48,980	49,291	311	0.6%
Materials	7,529	7,866	337	4.3%
Energy	25,781	26,681	900	3.4%
Risk Management	4,993	5,707	714	12.5%
General and Administrative	1,057	1,389	332	23.9%
Debt Service	27,962	27,740	(222)	-0.8%
Vehicle/Facility Lease	169	229	60	26.2%
Total Costs	\$ 224,639	\$ 225,210	\$ 571	0.3%
Overhead Allocation	(0)	(0)	(0)	21.7%
Total Revenue Less Total Costs	\$ 1,789	\$ -	\$ 1,789	100.0%
Net Operating Subsidy	\$ (139,260)	\$ (141,049)	\$ 1,789	1.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED
OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2006
JUNE 30, 2006
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,213	\$ 5,713	\$ 499	8.7%
Other Revenue	387	146	241	165.0%
Total Operating Revenue	\$ 6,600	\$ 5,860	\$ 741	12.6%
Subsidy	\$ 5,897	\$ 5,870	\$ 28	0.5%
Other Non Operating Income	0	-	-	100.0%
Total Non Operating Revenue	\$ 5,897	\$ 5,870	\$ 28	0.5%
Total Revenue	\$ 12,498	\$ 11,729	\$ 768	6.6%
Wages	\$ 4,771	\$ 4,467	\$ (304)	-6.8%
Fringes	3,435	2,541	(894)	-35.2%
Services	1,269	1,117	(152)	-13.6%
Purchased Transportation	4,142	4,226	84	2.0%
Materials and Supplies	468	884	416	47.1%
Energy	2,344	2,300	(44)	-1.9%
Risk Management	337	588	251	42.8%
General and Administrative	54	75	21	28.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	29	37	8	21.6%
Total Costs	\$ 16,848	\$ 16,235	\$ (613)	-3.8%
Overhead Allocation	6,923	6,923	(0)	0.0%
Total Revenue Less Total Costs	\$ (11,274)	\$ (11,429)	\$ 155	-1.4%
Net Operating Subsidy	\$ (17,171)	\$ (17,299)	\$ 128	0.7%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 71,270	\$ 70,541	\$ 730	1.0%
Other Revenue	1,623	1,465	158	10.8%
Total Operating Revenue	\$ 72,893	\$ 72,005	\$ 888	1.2%
Subsidy	\$ 123,461	\$ 123,461	\$ (0)	0.0%
Other Non Operating Income	(0)	0	-	0.0%
Total Non Operating Revenue	\$ 123,461	\$ 123,461	\$ (0)	0.0%
Total Revenue	\$ 196,354	\$ 195,466	\$ 888	0.5%
Wages	\$ 53,349	\$ 53,074	\$ (275)	-0.5%
Fringes	34,538	33,862	(677)	-2.0%
Services	12,943	12,269	(674)	-5.5%
Purchased Transportation	48,980	49,291	311	0.6%
Materials	7,514	7,823	309	4.0%
Energy	25,531	26,494	962	3.6%
Risk Management	4,383	4,889	506	10.3%
General and Administrative	387	613	225	36.8%
Debt Service	-	-	-	-
Vehicle/Facility Lease	164	229	65	28.2%
Total Costs	\$ 187,790	\$ 188,542	\$ 752	0.4%
Overhead Allocation	6,923	6,923	(0)	0.0%
Total Revenue Less Total Costs	\$ 1,640	\$ 0	\$ 1,640	-
Net Operating Subsidy	\$ (121,820)	\$ (123,460)	\$ 1,640	1.3%

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,150	\$ 1,820	\$ 331	18.2%
Other Revenue	156	129	28	21.5%
Total Operating Revenue	\$ 2,307	\$ 1,948	\$ 358	18.4%
Subsidy	\$ 2,806	\$ 2,778	\$ 28	1.0%
Other Non Operating Income	(0)	-	-	100.0%
Total Non Operating Revenue	\$ 2,806	\$ 2,778	\$ 28	1.0%
Total Revenue	\$ 5,112	\$ 4,726	\$ 386	8.2%
Wages	\$ 2,575	\$ 2,439	\$ (136)	-5.6%
Fringes	2,450	2,187	(263)	-12.0%
Services	164	218	54	24.7%
Purchased Transportation	-	-	-	-
Materials and Supplies	301	546	245	44.9%
Energy	734	767	33	4.3%
Risk Management	81	277	196	70.9%
General and Administrative	49	14	(35)	-247.5%
Debt Service	-	-	-	-
Vehicle/Facility Lease	11	14	3	21.7%
Total Costs	\$ 6,364	\$ 6,462	\$ 98	1.5%
Overhead Allocation	3,182	3,182	(0)	0.0%
Total Revenue Less Total Costs	\$ (4,434)	\$ (4,918)	\$ 484	-9.8%
Net Operating Subsidy	\$ (7,240)	\$ (7,696)	\$ 456	5.9%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 22,264	\$ 21,623	\$ 641	3.0%
Other Revenue	1,012	1,117	(105)	-9.4%
Total Operating Revenue	\$ 23,276	\$ 22,740	\$ 536	2.4%
Subsidy	\$ 54,098	\$ 54,098	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 54,098	\$ 54,098	\$ -	0.0%
Total Revenue	\$ 77,374	\$ 76,838	\$ 536	0.7%
Wages	\$ 30,049	\$ 29,722	\$ (327)	-1.1%
Fringes	26,068	26,519	451	1.7%
Services	1,606	1,742	137	7.8%
Purchased Transportation	-	-	-	-
Materials	4,050	4,540	490	10.8%
Energy	8,397	8,733	335	3.8%
Risk Management	1,711	2,115	404	19.1%
General and Administrative	192	193	1	0.6%
Debt Service	-	-	-	-
Vehicle/Facility Lease	46	91	45	49.6%
Total Costs	\$ 72,118	\$ 73,656	\$ 1,538	2.1%
Overhead Allocation	3,182	3,182	(0)	0.0%
Total Revenue Less Total Costs	\$ 2,074	\$ 0	\$ 2,074	-
Net Operating Subsidy	\$ (52,024)	\$ (54,098)	\$ 2,074	3.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS
(SAN DIEGO TROLLEY, INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2006
JUNE 30, 2006
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,423	\$ 2,445	\$ (22)	-0.9%
Other Revenue	231	17	213	1228.0%
Total Operating Revenue	\$ 2,654	\$ 2,462	\$ 191	7.8%
Subsidy	\$ 1,634	\$ 1,634	\$ -	0.0%
Other Non Operating Income	(0)	-	-	100.0%
Total Non Operating Revenue	\$ 1,634	\$ 1,634	\$ -	0.0%
Total Revenue	\$ 4,288	\$ 4,096	\$ 191	4.7%
Wages	\$ 1,925	\$ 1,754	\$ (170)	-9.7%
Fringes	968	328	(640)	-195.2%
Services	890	604	(286)	-47.3%
Purchased Transportation	-	-	-	-
Materials and Supplies	145	322	177	55.0%
Energy	891	712	(179)	-25.1%
Risk Management	227	211	(16)	-7.7%
General and Administrative	3	18	15	83.8%
Debt Service	-	-	-	-
Vehicle/Facility Lease	8	8	(0)	-2.2%
Total Costs	\$ 5,056	\$ 3,957	\$ (1,099)	-27.8%
Overhead Allocation	2,705	2,705	-	0.0%
Total Revenue Less Total Costs	\$ (3,473)	\$ (2,565)	\$ (908)	35.4%
Net Operating Subsidy	\$ (5,107)	\$ (4,199)	\$ (908)	-21.6%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 27,934	\$ 28,678	\$ (744)	-2.6%
Other Revenue	610	348	263	75.6%
Total Operating Revenue	\$ 28,544	\$ 29,026	\$ (482)	-1.7%
Subsidy	\$ 23,802	\$ 23,802	\$ -	0.0%
Other Non Operating Income	0	-	-	100.0%
Total Non Operating Revenue	\$ 23,802	\$ 23,802	\$ -	0.0%
Total Revenue	\$ 52,346	\$ 52,828	\$ (482)	-0.9%
Wages	\$ 20,911	\$ 20,882	\$ (30)	-0.1%
Fringes	8,031	6,898	(1,133)	-16.4%
Services	8,789	8,022	(767)	-9.6%
Purchased Transportation	-	-	-	-
Materials	3,320	3,126	(193)	-6.2%
Energy	8,496	8,618	122	1.4%
Risk Management	2,242	2,282	40	1.7%
General and Administrative	153	212	59	27.8%
Debt Service	-	-	-	-
Vehicle/Facility Lease	81	83	2	2.7%
Total Costs	\$ 52,023	\$ 50,123	\$ (1,901)	-3.8%
Overhead Allocation	2,705	2,705	-	0.0%
Total Revenue Less Total Costs	\$ (2,382)	\$ (0)	\$ (2,382)	-
Net Operating Subsidy	\$ (26,184)	\$ (23,802)	\$ (2,382)	-10.0%

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,215	\$ 1,085	\$ 129	11.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,215	\$ 1,085	\$ 129	11.9%
Subsidy	\$ 1,458	\$ 1,458	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 1,458	\$ 1,458	\$ -	0.0%
Total Revenue	\$ 2,672	\$ 2,543	\$ 129	5.1%
Wages	\$ 23	\$ 29	\$ 6	21.6%
Fringes	-	-	-	-
Services	135	125	(11)	-8.5%
Purchased Transportation	2,899	2,978	79	2.7%
Materials and Supplies	-	-	-	-
Energy	469	554	84	15.2%
Risk Management	-	-	-	-
General and Administrative	1	1	1	47.8%
Debt Service	-	-	-	-
Vehicle/Facility Lease	10	12	2	16.6%
Total Costs	\$ 3,537	\$ 3,698	\$ 162	4.4%
Overhead Allocation	768	768	-	0.0%
Total Revenue Less Total Costs	\$ (1,632)	\$ (1,923)	\$ 291	-15.1%
Net Operating Subsidy	\$ (3,090)	\$ (3,381)	\$ 291	8.6%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 15,604	\$ 15,066	\$ 538	3.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 15,604	\$ 15,066	\$ 538	3.6%
Subsidy	\$ 28,741	\$ 28,741	\$ (0)	0.0%
Other Non Operating Income	-	(0)	-	-
Total Non Operating Revenue	\$ 28,741	\$ 28,741	\$ (0)	0.0%
Total Revenue	\$ 44,345	\$ 43,806	\$ 538	1.2%
Wages	\$ 379	\$ 376	\$ (3)	-0.9%
Fringes	-	-	-	-
Services	1,270	1,156	(113)	-9.7%
Purchased Transportation	34,783	35,093	309	0.9%
Materials	-	-	-	-
Energy	6,078	6,367	289	4.5%
Risk Management	-	-	-	-
General and Administrative	4	9	5	58.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	34	37	2	5.6%
Total Costs	\$ 42,549	\$ 43,038	\$ 490	1.1%
Overhead Allocation	768	768	-	0.0%
Total Revenue Less Total Costs	\$ 1,028	\$ -	\$ 1,028	100.0%
Net Operating Subsidy	\$ (27,713)	\$ (28,741)	\$ 1,028	3.6%

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 145	\$ 109	\$ 36	32.7%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 145	\$ 109	\$ 36	32.7%
Subsidy	\$ -	\$ -	\$ -	-
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ -	\$ -	\$ -	-
Total Revenue	\$ 145	\$ 109	\$ 36	32.7%
Wages	\$ 13	\$ 21	\$ 8	37.5%
Fringes	-	-	-	-
Services	15	22	8	34.7%
Purchased Transportation	797	746	(52)	-6.9%
Materials and Supplies	-	-	-	-
Energy	128	115	(14)	-11.8%
Risk Management	-	-	-	-
General and Administrative	0	0	0	81.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	(0)	3	3	100.7%
Total Costs	\$ 953	\$ 907	\$ (46)	-5.1%
Overhead Allocation	35	35	-	0.0%
Total Revenue Less Total Costs	\$ (844)	\$ (833)	\$ (11)	1.3%
Net Operating Subsidy	\$ (844)	\$ (833)	\$ (11)	-1.3%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,666	\$ 1,495	\$ 171	11.4%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,666	\$ 1,495	\$ 171	11.4%
Subsidy	\$ 9,499	\$ 9,499	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 9,499	\$ 9,499	\$ -	0.0%
Total Revenue	\$ 11,164	\$ 10,994	\$ 171	1.6%
Wages	\$ 188	\$ 219	\$ 31	14.3%
Fringes	-	-	-	-
Services	338	378	39	10.4%
Purchased Transportation	9,131	9,039	(92)	-1.0%
Materials	-	-	-	-
Energy	1,270	1,300	31	2.4%
Risk Management	-	-	-	-
General and Administrative	2	4	2	45.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	18	15	83.4%
Total Costs	\$ 10,932	\$ 10,958	\$ 26	0.2%
Overhead Allocation	35	35	-	0.0%
Total Revenue Less Total Costs	\$ 197	\$ (0)	\$ 197	-
Net Operating Subsidy	\$ (9,302)	\$ (9,499)	\$ 197	2.1%

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 188	\$ 166	\$ 22	13.1%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 188	\$ 166	\$ 22	13.1%
Subsidy	\$ -	\$ -	\$ -	-
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ -	\$ -	\$ -	-
Total Revenue	\$ 188	\$ 166	\$ 22	13.1%
Wages	\$ 73	\$ 67	\$ (6)	-9.1%
Fringes	-	-	-	-
Services	28	64	37	56.9%
Purchased Transportation	435	492	57	11.6%
Materials and Supplies	-	-	-	-
Energy	78	121	43	35.6%
Risk Management	4	63	59	93.4%
General and Administrative	0	5	5	97.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 618	\$ 812	\$ 194	23.9%
Overhead Allocation	156	156	-	0.0%
Total Revenue Less Total Costs	\$ (586)	\$ (802)	\$ 216	-26.9%
Net Operating Subsidy	\$ (586)	\$ (802)	\$ 216	26.9%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,521	\$ 2,423	\$ 97	4.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 2,521	\$ 2,423	\$ 97	4.0%
Subsidy	\$ 4,920	\$ 4,920	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 4,920	\$ 4,920	\$ -	0.0%
Total Revenue	\$ 7,441	\$ 7,344	\$ 97	1.3%
Wages	\$ 594	\$ 669	\$ 75	11.2%
Fringes	-	-	-	-
Services	5,205	5,356	151	2.8%
Purchased Transportation	-	-	-	-
Materials	-	-	-	-
Energy	864	1,060	196	18.5%
Risk Management	4	63	59	93.4%
General and Administrative	16	40	24	60.4%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 6,683	\$ 7,187	\$ 504	7.0%
Overhead Allocation	156	156	-	0.0%
Total Revenue Less Total Costs	\$ 602	\$ 0	\$ 602	-
Net Operating Subsidy	\$ (4,319)	\$ (4,920)	\$ 602	12.2%

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 92	\$ 88	\$ 4	4.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 92	\$ 88	\$ 4	4.8%
Subsidy	\$ -	\$ -	\$ -	-
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ -	\$ -	\$ -	-
Total Revenue	\$ 92	\$ 88	\$ 4	4.8%
Wages	\$ 162	\$ 156	\$ (5)	-3.4%
Fringes	18	26	8	31.7%
Services	37	84	46	55.5%
Purchased Transportation	-	-	-	-
Materials and Supplies	22	15	(6)	-39.9%
Energy	44	32	(12)	-39.0%
Risk Management	25	38	13	34.1%
General and Administrative	1	36	35	96.5%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 308	\$ 387	\$ 79	20.4%
Overhead Allocation	77	77	-	0.0%
Total Revenue Less Total Costs	\$ (293)	\$ (376)	\$ 83	-22.1%
Net Operating Subsidy	\$ (293)	\$ (376)	\$ 83	22.1%
	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,283	\$ 1,256	\$ 27	2.1%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,283	\$ 1,256	\$ 27	2.1%
Subsidy	\$ 1,922	\$ 1,922	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 1,922	\$ 1,922	\$ -	0.0%
Total Revenue	\$ 3,204	\$ 3,178	\$ 27	0.8%
Wages	\$ 1,228	\$ 1,206	\$ (21)	-1.8%
Fringes	251	256	5	2.0%
Services	512	484	(28)	-5.7%
Purchased Transportation	-	-	-	-
Materials	144	156	12	7.7%
Energy	426	416	(11)	-2.5%
Risk Management	426	430	3	0.8%
General and Administrative	20	154	134	87.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 3,006	\$ 3,101	\$ 95	3.1%
Overhead Allocation	77	77	-	0.0%
Total Revenue Less Total Costs	\$ 122	\$ -	\$ 122	-
Net Operating Subsidy	\$ (1,800)	\$ (1,922)	\$ 122	6.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY
COMPARISON TO BUDGET - FISCAL YEAR 2006
JUNE 30, 2006
(in \$000's)

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

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	\$ 135	\$ 135	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 135	\$ 135	\$ -	0.0%
Total Revenue	\$ 135	\$ 135	\$ -	0.0%
Wages	\$ -	\$ -	\$ -	-
Fringes	-	-	-	-
Services	0	0	-	0.0%
Purchased Transportation	135	135	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 135	\$ 135	\$ -	0.0%
Overhead Allocation	-	-	-	-
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (135)	\$ (135)	\$ -	0.0%

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**ADMINISTRATION
CONSOLIDATED**

COMPARISON TO BUDGET - FISCAL YEAR 2006

JUNE 30, 2006

(in \$000's)

	MONTH			%
	ACTUAL	BUDGET	VARIANCE	VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	70	32	38	117.9%
Total Operating Revenue	\$ 70	\$ 32	\$ 38	117.9%
Subsidy	\$ 167	\$ 715	\$ (548)	-76.6%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 167	\$ 715	\$ (548)	-76.6%
Total Revenue	\$ 238	\$ 747	\$ (510)	-68.2%
Wages	\$ (294)	\$ 660	\$ 953	144.5%
Fringes	1,594	176	(1,418)	-806.0%
Services	405	886	482	54.3%
Purchased Transportation	50	50	0	1.0%
Materials and Supplies	(36)	12	48	408.4%
Energy	47	15	(32)	-216.8%
Risk Management	46	180	133	74.2%
General and Administrative	228	130	(99)	-76.1%
Debt Service	222	-	(222)	100.0%
Vehicle/Facility Lease	0	0	(0)	-93.4%
Total Costs	\$ 2,262	\$ 2,108	\$ (154)	-7.3%
Overhead Allocation	(6,946)	(6,946)	0	0.0%
Total Revenue Less Total Costs	\$ 4,922	\$ 5,586	\$ (664)	11.9%
Net Operating Subsidy	\$ 4,755	\$ 4,870	\$ (116)	2.4%

	YEAR TO DATE			%
	ACTUAL	BUDGET	VARIANCE	VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	1,071	930	141	15.1%
Total Operating Revenue	\$ 1,071	\$ 930	\$ 141	15.1%
Subsidy	\$ 5,950	\$ 5,950	\$ -	0.0%
Other Non Operating Income	-	-	-	-
Total Non Operating Revenue	\$ 5,950	\$ 5,950	\$ -	0.0%
Total Revenue	\$ 7,021	\$ 6,880	\$ 141	2.0%
Wages	\$ 5,524	\$ 6,652	\$ 1,128	17.0%
Fringes	2,849	1,365	(1,483)	-108.7%
Services	3,034	3,298	264	8.0%
Purchased Transportation	-	-	-	-
Materials	11	44	32	74.6%
Energy	236	172	(64)	-37.1%
Risk Management	524	730	206	28.2%
General and Administrative	1,503	1,564	61	3.9%
Debt Service	222	-	(222)	100.0%
Vehicle/Facility Lease	5	1	(5)	-548.5%
Total Costs	\$ 13,908	\$ 13,826	\$ (82)	-0.6%
Overhead Allocation	(6,946)	(6,946)	0	0.0%
Total Revenue Less Total Costs	\$ 59	\$ (0)	\$ 59	8570217.5%
Net Operating Subsidy	\$ (5,891)	\$ (5,950)	\$ 59	1.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2006
JUNE 30, 2006
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	241	7	234	3344.9%
Total Operating Revenue	\$ 241	\$ 7	\$ 234	3344.9%
Subsidy	\$ 2,486	\$ 2,486	\$ -	0.0%
Other Non Operating Income	858	1,023	(165)	-16.1%
Total Non Operating Revenue	\$ 3,345	\$ 3,509	\$ (165)	-4.7%
Total Revenue	\$ 3,585	\$ 3,516	\$ 69	2.0%
Wages	\$ 254	\$ 115	\$ (140)	-121.8%
Fringes	(1,007)	(1,009)	(2)	0.2%
Services	130	20	(110)	-554.3%
Purchased Transportation	-	-	-	-
Materials and Supplies	(0)	-	0	100.0%
Energy	2	2	(0)	-11.2%
Risk Management	6	7	2	22.9%
General and Administrative	3	20	17	85.8%
Debt Service	2,837	2,837	-	0.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 2,224	\$ 1,992	\$ (232)	-11.7%
Overhead Allocation	23	23	-	0.0%
Total Revenue Less Total Costs	\$ 1,338	\$ 1,501	\$ (163)	10.9%
Net Operating Subsidy	\$ (1,148)	\$ (985)	\$ (163)	-16.6%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	1,113	759	354	46.6%
Total Operating Revenue	\$ 1,113	\$ 759	\$ 354	46.6%
Subsidy	\$ 11,639	\$ 11,639	\$ -	0.0%
Other Non Operating Income	10,302	10,466	(165)	-1.6%
Total Non Operating Revenue	\$ 21,941	\$ 22,105	\$ (165)	-0.7%
Total Revenue	\$ 23,054	\$ 22,864	\$ 189	0.8%
Wages	\$ 619	\$ 603	\$ (17)	-2.8%
Fringes	(4,951)	(4,953)	(2)	0.0%
Services	262	137	(125)	-91.3%
Purchased Transportation	-	-	-	-
Materials	4	-	(4)	100.0%
Energy	13	15	2	11.2%
Risk Management	86	89	3	2.9%
General and Administrative	(833)	(788)	45	-5.8%
Debt Service	27,740	27,740	-	0.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 22,940	\$ 22,842	\$ (98)	-0.4%
Overhead Allocation	23	23	-	0.0%
Total Revenue Less Total Costs	\$ 91	\$ (0)	\$ 91	0
Net Operating Subsidy	\$ (11,548)	\$ (11,639)	\$ 91	0.8%



SAN DIEGO METROPOLITAN TRANSIT SYSTEM	
COMPARISON TO AMENDED BUDGET - FY 2006	
COMBINED OPERATIONS	
(in \$000's)	
Combined Net Operating Subsidy Variance	
Operations	1,640
Administrative Areas	59
Other Activities	90
Total MTS	1,789

MTS logo and icons for bus, trolley, light rail, and carpooling.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMPARISON TO AMENDED BUDGET - FY 2006

COMBINED OPERATIONS

(in \$000's)

	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	52,024	54,098	2,074	3.8%
Rail Operations	26,184	23,802	(2,382)	-10.0%
Contracted Bus Operations - Fixed Route	27,713	28,741	1,028	3.6%
Contracted Bus Operations - Para Transit	9,302	9,499	197	2.1%
Other Operators	6,598	7,321	723	9.9%
Total Transit Operators Net Subsidy	121,821	123,461	1,640	1.3%



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATING AREAS

COMPARISON TO AMENDED BUDGET - FY 2005

(in \$000's)

	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$71,270	\$70,541	\$729	1.0%
Other Revenue	1,623	1,465	158	10.8%
Total Operating Revenue	72,893	72,006	887	1.2%
Wages/Fringes	87,887	86,936	(951)	-1.1%
Purchased Transportation	48,980	49,291	311	0.6%
Energy	25,531	26,494	963	3.6%
Other Expenses	32,314	32,744	430	1.3%
Total Costs	194,712	195,465	753	0.4%
Net Operating Subsidy	(\$121,819)	(\$123,459)	\$1,640	1.3%







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Agenda

Item No. 35

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

LEG 460 (PC 50787)

September 14, 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 is estimated at \$381,285 beginning year 1 of full occupancy under
the Ground Lease with total revenue projection over the 99-year lease term at
\$635,278,000. The Net Present Value of the transaction is estimated to be \$7,090,000.

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) 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 of Directors on the status of the
Grossmont Trolley Station Joint Development Project. The Disposition and
Development Agreement was signed on Monday, August 28, 2006, and escrow has



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.

been opened. An oral report will be provided on the status of the following items during the Board meeting:

- Status of negotiations with the Automobile Club of Southern California regarding the Lease Agreement and Easement;
- CCRT Properties License Amendment;
- Estimated closing date for the project;
- Approval and filing of Final Map; and
- Commencement of construction.



Paul C. Jablonski
Chief Executive Officer

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

SEPT14-06.35.GROSSMONT.TLOREN

Attachment: A. Project Checklist

Grossmont Trolley Station Transit-Oriented Development Project Tasks Remaining Checklist

Area	Task	Remaining Action	Responsible Party	Due date	Task Completed
Plans/Drawings	Residential Construction Plan Review by SANDAG	final submittal by Fairfield	Dave	ASAP	✓
		Frank to provide final comments to Fairfield	Frank/Tim	9/20/06	
	Finalize Capital Improvement Plans	Fairfield to submit 95% complete Plans	Dave		Not a condition of escrow
	Approval Capital Project Plans	Review and approve	Frank/Tim		Not a condition of escrow
	Finalize CIP Expenditure plan	Formulate expenditure plan for \$4.7 million	Paul/Gary		Not a condition of escrow
Environmental	Prepare NEPA docs for capital improvements	FTA review complete, Caltrans approval pending	Frank		✓
	Obtain NEPA approval	Caltrans to authorize clearance	Caltrans		✓
	Obtain environmental permit for storm drain work	Approval pending	Frank		Not a condition of escrow
Insurance	Submit proposed insurance certificates	Fairfield to provide certificates		9/15/06	
Entitlements	Building Permits	Waiting to issue	City	10/18/06	
	Sewer Relocation Permit	Waiting to issue	City	10/28/06	
	Grading Permit	Waiting to issue	City	10/28/06	
	Encroachment Permit for off-site public improvements	Waiting to issue	City	10/18/06	
	Subdivision Improvement Agreement	Waiting to issue	City	10/18/06	
	Final Parcel Map	Approve map	Board	4/27/06	✓
		MTS statement as owner and	Paul	6/30/06	✓

Att. A, AI 35, 9/14/06, LEG 460

		signature on map			
		MTS process remaining grants of easements for entitlements not granted by final map	Tim	9/20/06	
		Resolution approving Parcel Map	City	9/26/06	
Related Documents	Letter Agreement re: drainage improvements	City to draft letter	Dave Witt	2/10/06	✓
		MTS to respond to letter	Marty Bohl		
	Purchase and Sale Agreement	City to respond to latest draft	Lance Garber	9/6/06	
		Sign Final Agreement		9/26/06	
	Accept drainage easements	Obtain easement from AAA	City	10/18/06	
	Clarify maintenance of box culvert	Easement to City of La Mesa	Marty/Tiffany		
	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	✓
		Fairfield and SANDG to finalize Agreement	Marcia/Julie	5/1/06	
	Prepare new License Agreement w/CCRT	Draft new agreement, submit to CCRT for review	Tiffany	2/17/06	✓
		Execute amended license		9/8/06	
	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 and bus relocation work	Finalize ROE and execute	Tim	5/1/06	✓
	Issue ROE to SDGE for gas relocation	Finalize ROE and execute	Tim	5/1/06	No longer needed
	Fairfield to submit bus relocation plan	MTS to approve plan	Dave/Tim		✓
Financing	Fairfield to submit Evidence	Submit certified financial	Marcia	4/25/06	✓

	of Financing	statements covering last 2 years			
		Submit Loan Term Sheet, Construction loan commitments, evidence of equity capital	Marcia	4/25/06	✓
		Submit contract between Fairfield and General Contractor	Marcia	9/15/06	
		Submit Assignment of Construction Contract for review/ approval, evidence of land use approvals, evidence of necessary easements and sub-leases.	Marcia/David	9/15/06	
	Approve Assignment of Construction Contract for review/ approval, evidence of land use approvals, evidence of necessary easements	MTS approves documents	Marty	9/15//06	
	MTS to approve Guaranteed Maximum Price (GMP)	MTS to approve GMP	Marty	3/15/06	✓
Closing Documents	Finalize DDA	Prepared final draft	Marty	3/17/06	✓
	Approve DDA	Approve final draft	Marcia	3/21/06	✓
		Lender to provide list of issues to resolve	Lenders	5/5/06	✓
		Execute Final DDA		5/11/06	✓
	Finalize Ground Lease	Prepare final draft	Marty	3/22/06	✓
	Approve Ground Lease	Approve final draft	Marcia	3/24/06	✓
		Lender to provide list of issues to resolve	Lenders	5/5/06	✓
		Execute final Lease		10/18/06	
	Transmit DDA and Ground Lease to CalSTERS		Marcia	3/10/06	✓
	MTS reviews CalSTERS comments to Ground	Submit comments to MTS	Marcia	3/17/06	✓

	Lease & Estoppel Cert.				
	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	✓
	Estoppel Certificate	MTS responds to form of Estoppel Certificate	Marty	4/3/06	✓
		Lender to respond to MTS comments	JP Morgan Chase and Mass Mutual	4/21/06	✓
		Execute final Estoppel Certificate		10/18/06	
	Loan Documents	Submit loan docs to MTS	Marcia	9/1/06	✓
		MTS to review/approve loan docs	Marty/Tiffany	9/15/06	
	Grant easements by SDAE	Finalize easements and record documents	Tim	9/20/06	
	Terminate ancillary parking agreement	Terminate Sharp Hospital parking agreement and move to Amaya	Tim	3/6//06	✓
	Finalize Closing checklist	Submit to MTS for review/approval	Marcia	9/11/06	
		MTS to review/provide comments re checklist	Marty/Tiffany	9/18//06	
	Memorandum of Lease	Fairfield to provide to MTS	Marcia		
Title	Conduct Appraisal	Fairfield to propose instructions and certified appraiser	Wes	2/10/06	✓
		MTS to approve instructions and appraiser	Tim	2/15/06	✓
	MTS reviews and approves appraisal	Submit complete appraisal	Wes	4/30/06	✓
		Board approves appraisal		5/11/06	✓
Schedule of Performance	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	✓
Escrow	Open Escrow	Select final date and open escrow	Marcia	5/15/06	✓

	Close Escrow	Close Escrow upon completion of escrow checklist	Marcia	10/18/06	



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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 970.6

September 14, 2006

SUBJECT:

SDTI: SD-100/S70 VEHICLE COMPATIBILITY STATUS REPORT

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None with the indicated recommendation.

Executive Committee Recommendation

At its meeting on September 7, 2006, the Executive Committee recommended forwarding this item to the Board for approval.

DISCUSSION:

The initial concept of introducing low-floor technology anticipated a fully compatible light rail vehicle. An increased minimum platform height requirement and car size (length) created obstacles to readily adapt system-wide implementation. Additional obstacles related to compatibility with the existing fleet had to be overcome due to changes in technological applications of car design and performance.

At the June 23, 2005, MTS Board meeting, due to unresolved issues, staff was directed not to operate mixed consists (SD-100/S70) during the initial opening phase of Mission Valley East. Staff was further directed to continue efforts to identify and, where possible, resolve incompatibility issues between the new S70 and the existing SD-100



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light rail vehicles. While technical specifications for vehicle compatibility were contained in the contract, it also lacked specifics in certain electrical and control elements. This has required a higher level of testing, hardware and/or software modifications to correct discrepancies, and validation of acceptable performance.

Staff has continued to identify issues and work with Siemens to find acceptable resolutions. Testing has been conducted on nonrevenue test trains involving a variety of combinations of SD-100 and S70 light rail vehicles. These test trains have included two-, three-, and four-car train sets with differing models of vehicles placed in a wide variation of consist configurations.

At this time, general operating requirements associated with train-line features for accelerations, braking, door activation, lighting, public address systems, and fault monitoring have been successfully demonstrated. However, there is a single train line feature that is generating a "nuisance fault" during the initial key up in an S-70 when coupled to an SD100 vehicle. This matter requires further evaluation and a possible software modification, but will not prevent mixed-consist operations.

While staff believes there are residual matters that need further evaluation by Siemens, there are no remaining items of a serious nature that would prevent the operation of mixed two-car SD-100/70 train sets.

Staff will continue to address issues related to three- and four-car mixed train sets and explore options that may result in more operating flexibility. Our plan going forward is to operate a mixed SD-100/70 consist on each of the seven train sets circulating and to position the SD100 vehicle on the west end of each train set.

One final issue that warranted evaluation involved wheelchair boarding on a mixed consist with the lead car being an SD100 vehicle. On Thursday, July 27, 2006, a special meeting of the MTS Accessible Services Advisory Committee (ASAC) was held to address this matter. ASAC was asked if it was necessary to deploy the wheelchair lift platform on an SD100 vehicle while the trailing S70 vehicle is fully accessible. The consensus of ASAC was that in all cases, the lead vehicle must be accessible whether it is an S-70 or an SD100. ASAC felt that consistency in application is of the utmost importance as it relates to providing lead-vehicle access to the disabled community. While this will tend to negate some of the efficiencies realized from the use of low-floor cars, the operation can be accommodated.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Peter Tereschuck, 619.595.4902, peter.tereschuck@sdmts.com

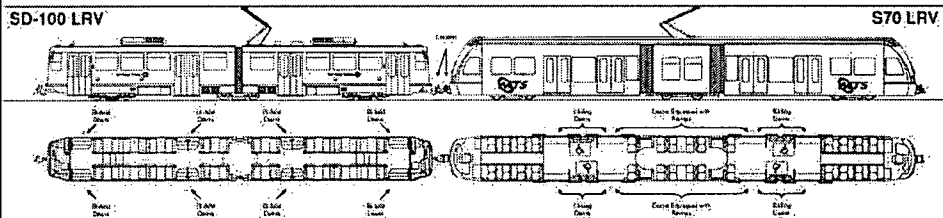
SEPT14-06.45.LRVCOMPATIBILITY.WTERRY

San Diego Trolley

Mixed Use Consists

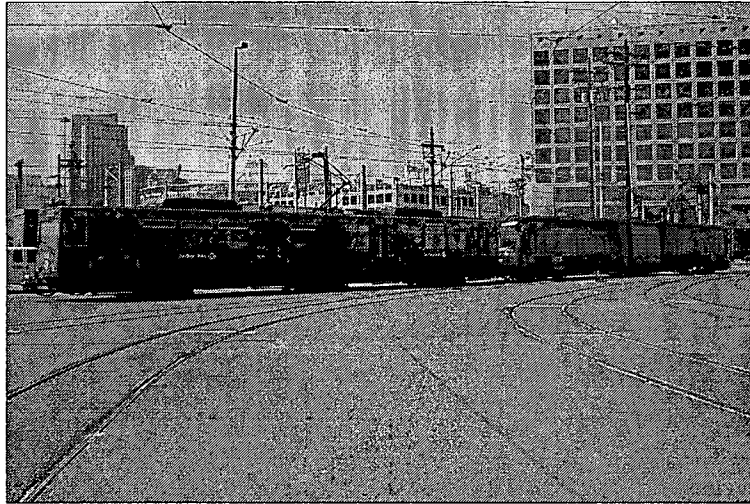
Board of Directors

September 14, 2006



- Resolved Compatibility Issues – Mixed 2-Car Consist
- Pursue Issues Involving 3- and 4-Car Configurations
- Accessible Service Advisory Committee (ASAC)
- Mixed Consist Accessibility Accommodation
- Train Consist Configuration Consistency
(SD100 – S70 West to East)





MTS



Agenda

Item No. 46

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

ADM 121.1 (PC 20484)

September 14, 2006

SUBJECT:

MTS: 2007 REGIONAL TRANSPORTATION PLAN - REVISED TRANSIT SERVICES
EVALUATION CRITERIA AND REGIONAL TRANSIT CAPITAL REPLACEMENT AND
REHABILITATION CRITERIA

RECOMMENDATION:

That the Board of Directors:

1. receive an update from San Diego Association of Governments (SANDAG) staff regarding the revised transit services evaluation criteria and regional transit capital replacement and rehabilitation criteria used to prioritize projects for the Regional Transportation Plan (RTP); and
2. forward comments on the revised criteria to the SANDAG Transportation Committee.

Budget Impact

None.

DISCUSSION:

DESCRIPTION

SANDAG staff will provide the Board of Directors with information on two sets of project criteria that have been developed to evaluate transit projects in the region. The revised transit services evaluation criteria will be used to prioritize transit service projects, such as new bus rapid transit (BRT) and increased Coaster and light rail transit (LRT) services in the 2007 RTP. The second set of criteria is the regional ranking criteria for transit capital replacement and



rehabilitation projects, which will be used to evaluate and prioritize unfunded transit capital and rehabilitation projects to be financed with future discretionary funds. The Board is requested to review these criteria and provide comments to the SANDAG Transportation Committee.

RTP TRANSIT SERVICES CRITERIA

Background

SANDAG has developed and updated evaluation criteria for prioritizing transportation projects for inclusion into the RTP. The last criteria update took place in 2003 during the preparation of MOBILITY 2030. Evaluation criteria are applied to regional transit projects, highways, freeway connectors, high-occupancy-vehicle (HOV) connectors, and rail grade separations. With the development of the 2007 Comprehensive RTP, there is an opportunity to revise the existing criteria.

Transportation Project Evaluation Criteria Ad Hoc Working Group

On December 9, 2005, the SANDAG Transportation Committee approved the creation of the Transportation Project Evaluation Criteria (TPEC) Ad Hoc Working Group to review and update the evaluation criteria for use in the 2007 Comprehensive RTP. The TPEC is composed of representatives from a number of standing SANDAG working groups, including:

- the Regional Planning Technical Working Group (TWG);
- the Regional Housing Working Group (RHWG);
- the Regional Planning Stakeholders Working Group (SWG);
- the Cities/County Transportation Advisory Committee (CTAC);
- the Bicycle-Pedestrian Working Group (BPWG);
- the Regional Freight Working Group (FWG); and
- staff from the California Department of Transportation (Caltrans), North County Transit District (NCTD), and MTS.

The TPEC has been meeting since January 2006 and has developed a set of revised transportation project evaluation criteria to be used for prioritizing transportation projects in the 2007 RTP. The revised criteria support the vision of the Regional Comprehensive Plan and address the goals of the RTP. Where appropriate, efforts were also taken to simplify and standardize the criteria across different modal categories. The revised criteria have been structured with a standard 100-point scoring system.

The TPEC organized the updated criterion into three categories (serves travel needs, develops network integration, and cost-effectiveness) and determined that each of these categories should receive roughly one third of the total points. The same three criteria categories are used for transit services, highway, freeway-connector, and HOV-connectors.

Draft Criteria Review

The revised evaluation criteria have been reviewed by all of the working groups with members serving on the TPEC. The transit services project evaluation criteria has been provided for review and comment. The final draft criteria will be brought to the Transportation Committee in September 2006 for recommendation to the Board of Directors.

Regional Ranking Criteria for Transit Capital Replacement and Rehabilitation Projects

The regional ranking criteria for transit capital replacement and rehabilitation projects will be used to evaluate and prioritize the unfunded transit capital projects for the transit operators in the San Diego region when discretionary funding becomes available. The proposed criteria are in broad categories to ensure they cover any transit-related funding source that may become available. The 12 criteria and points assigned can be seen in Attachment C. The regional ranking criteria for transit capital replacement and rehabilitation projects were developed by a committee of staff from MTS, NCTD, and SANDAG.

These criteria will be applied to provide a regionally prioritized list of projects for future funding sources and will create a basis to actively seek regional funding through the federal and state legislative processes. The transit operators will provide a list of unfunded projects to SANDAG annually in conjunction with the Capital Improvement Process (CIP). The unfunded project list shall include all known transit capital needs that are unfunded for the region. It will comprise a ten-year horizon of capital needs and will identify the state of readiness of each project. When the unfunded list is submitted, the Regional Ranking Criteria for Capital Projects Committee would reconvene to review the project rankings for consensus and consistency among the agencies and then provide the final list of unfunded projects to SANDAG. When funding becomes available, there will be an opportunity for the agencies to update and revise the list of unfunded projects.

The draft regional ranking criteria for transit capital replacement and rehabilitation projects are provided for review and comment. The final draft criteria will be brought to the SANDAG Transportation Committee in September 2006 for recommendation to the SANDAG Board of Directors.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Rachel Kennedy at SANDAG, 619.699.1929, rke@sandag.org

SEPT14-06.46.2007RTPCRITERIA.RKENNEDY

- Attachments:
- A. Draft Transit Services Criteria Weighting
 - B. Draft Transit Services Evaluation Criteria
 - C. Draft Regional Ranking Criteria for Capital Replacement and Rehabilitation Projects
 - D. Draft Regional Ranking Criteria Definitions for Capital Rehabilitation and Rehabilitation Projects

Draft Transit Services Criteria Weighting

Criteria Goal	RTP Goals	Criteria	Description	New Points	New Weight	New Maximum Score	New Percent
Serves Travel Needs	Reliability, Livability	Serves Congested Areas	Does the route serve the more congested corridors in the region?	5	2	10	35
	Livability, Accessibility, Mobility Environmental Sustainability	Serves Peak-Period Trips	What are the number of trips within the capture areas of the transit stations and park-and-ride facilities?	5	2	10	
	Efficiency, Reliability, Mobility	Provides Competitive Reliable Transit	What is the percentage of the route located in priority treatment?	5	1	5	
	Accessibility, Mobility, Environmental Sustainability	Peak-Transit Utilization	What are the morning and afternoon passenger miles divided by seat miles?	5	1	5	
	Accessibility, Mobility, Environmental Sustainability	Off-Peak Transit Utilization	What are the midday and evening passenger miles divided by seat miles?	5	1	5	
Develops Network Integration	Reliability, Livability, Mobility	Links High-Frequency Transit Services	How many other high-frequency (timed-transfer service or 15-minute or higher frequency) transit routes does the route connect to?	5	4	20	35
	Livability, Accessibility, Environmental Sustainability	Serves RCP Smart Growth Areas	Does the route serve existing/planned and/or potential RCP Smart Growth areas?	5	3	15	
Cost-Effectiveness	Efficiency	Cost-Effectiveness	What is the project life cycle capital and operating cost divided by passenger miles?	5	6	30	30

DRAFT TRANSIT SERVICES CRITERIA**TABLE 1—TRANSIT SERVICES EVALUATION CRITERIA**

GOAL	CRITERIA	DESCRIPTION
Serves Travel Needs	Serves Congested Areas	Does the route serve the more congested corridors in the region?
	Serves Peak-Period Trips	What are the number of trips within the capture areas of the transit stations and park-and-ride facilities?
	Provides Competitive/Reliable Transit	What is the percentage of the route located in priority treatment?
	Peak-Transit Utilization	What are the morning and afternoon passenger miles divided by seat miles?
	Off-Peak Transit Utilization	What is the midday and evening passenger miles divided by seat miles?
Develops Network Integration	Links High-Frequency Transit Services	How many other high frequency (timed-transfer service or 15-minute or higher frequency) transit routes does the route connect to?
	Serves RCP Smart Growth Areas	Does the route serve existing/planned and/or potential RCP Smart Growth areas?
Cost-Effectiveness	Project Cost-Effectiveness	What is the annual capital and operating life cycle project cost divided by passenger miles?

DRAFT TRANSIT SERVICES CRITERIA

CRITERIA	DESCRIPTION												
1. Serves Congested Areas	<p>Does the route serve the more congested corridors in the region?</p> <table> <tr> <th>Score</th><th>Description</th></tr> <tr> <td>5</td><td>more than 50% of route is in a corridor with Level of Service E or F in 2030</td></tr> <tr> <td>4</td><td>35% to 49% of route ""</td></tr> <tr> <td>3</td><td>20% to 34% of route ""</td></tr> <tr> <td>2</td><td>10% to 19% of route ""</td></tr> <tr> <td>1</td><td>less than 10% of route ""</td></tr> </table> <p>*These point ranges may be modified.</p>	Score	Description	5	more than 50% of route is in a corridor with Level of Service E or F in 2030	4	35% to 49% of route ""	3	20% to 34% of route ""	2	10% to 19% of route ""	1	less than 10% of route ""
Score	Description												
5	more than 50% of route is in a corridor with Level of Service E or F in 2030												
4	35% to 49% of route ""												
3	20% to 34% of route ""												
2	10% to 19% of route ""												
1	less than 10% of route ""												
2. Serves Peak-Period Travel Trips	<p>What are the number of trips within the capture areas of the transit stations and park-and-ride facilities?</p> <p>Add the total number of peak-period trips (a) within 1/3 mile of the transit stations, (b) between 1/3 to 1 mile from the transit stations, and (c) the average regional capture rate for a park-and-ride facility, multiplied by the number of park-and-ride facilities on the route.</p> <p>As calculated as: $a + \frac{1}{2} b + \#c$ = average peak trips.</p> <p>a = trips within 1/3 mile of the transit station (captures walkable trips).</p> <p>b = trips with origins or destinations between 1/3 to 1 mile of the transit station (captures trips served by shuttles/bicycles). *SANDAG staff is currently deriving the proportion of b to be used based on travel survey data.</p> <p>c = constant number of trips to account for park-and-ride facilities (captures park-and-ride origin trips) multiplied by the number of park-and-ride facilities located on the route.</p> <table> <tr> <td>5</td><td># to # trips</td></tr> <tr> <td>4</td><td># to # trips</td></tr> <tr> <td>3</td><td># to # trips</td></tr> <tr> <td>2</td><td># to # trips</td></tr> <tr> <td>1</td><td># to # trips</td></tr> </table>	5	# to # trips	4	# to # trips	3	# to # trips	2	# to # trips	1	# to # trips		
5	# to # trips												
4	# to # trips												
3	# to # trips												
2	# to # trips												
1	# to # trips												

DRAFT TRANSIT SERVICES CRITERIA

CRITERIA	DESCRIPTION
----------	-------------

3. Provides What is the percentage of the route located in priority treatment?

Competitive/

Reliable Transit

<u>Value</u>	<u>Treatment</u>
--------------	------------------

5	Dedicated Transit Guideway or Dedicated Arterial
---	---

3	Managed Lane or HOV Lane
---	---------------------------------

1	Arterial Spot Treatments (e.g. signal priority, queue jumpers)
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To calculate the score of a project, the percentage of the route on dedicated treatment is multiplied by the value of the treatment to determine the total of points received. The point total is then associated with a project score.

Example Route A is located in 75% dedicated transit guideway and 25% on an arterial with spot treatments.

$$(75 \times 5) + (25 \times 1) = 400$$

The total project score for Route A would be 4 points.

Total project score

<u>Score</u>	<u>Description</u>
5	401 - 500 points
4	301 - 400 point
3	201 - 300 points
2	101 - 200 points
1	50 - 100 points

These point ranges may be modified.

DRAFT TRANSIT SERVICES CRITERIA

CRITERIA	DESCRIPTION
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4. Peak Transit Utilization

What is the morning and afternoon peak-period transit utilization?

Transit Utilization is calculated as passenger miles divided by seat miles.

<u>Route Type</u>	<u>Seats Assumed</u>
<u>Red Car</u>	<u>TBD</u>
<u>Yellow Car</u>	<u>TBD</u>

The number of seats utilized to calculate seat miles for transit routes will be included in the final transit criteria.

<u>Score</u>	<u>Description</u>
5	80% to 100% of highest-transit utilization of route during peak
4	60% to 79.9% " "
3	40% to 59.9% " "
2	20% to 39.9% " "
1	less than 20% " "

These point ranges may be modified.

5. Off-Peak Transit Utilization

What is the midday and evening transit utilization?

Transit utilization is calculated as passenger miles divided by seat miles.

<u>Route Type</u>	<u>Seats Assumed</u>
<u>Red Car</u>	<u>TBD</u>
<u>Yellow Car</u>	<u>TBD</u>

The number of seats utilized to calculate seat miles for transit routes will be included in the final transit criteria.

<u>Score</u>	<u>Description</u>
5	80% to 100% of highest utilization of route during off-peak period
4	60% to 79.9% " "
3	40% to 59.9% " "
2	20% to 39.9% " "
1	less than 20% " "

These point ranges may be modified.

DRAFT TRANSIT SERVICES CRITERIA

CRITERIA	DESCRIPTION
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6. Links High-Frequency Transit Services How many other high-frequency (timed-transfer service or 15-minute or higher frequency) transit routes does the route connect to?

<u>Score</u>	<u>Description</u>
5	Route connects with 20 or more high frequency transit routes
4	Route connects with 15 to 19 " "
3	Route connects with 10 to 14 " "
2	Route connects with 5 to 9 " "
1	Route connects with 1 to 4 " "

These point ranges may be further modified.

7. Serves RCP Smart Growth Centers Does the route serve existing/planned and/or potential RCP Smart Growth areas?

<u>Score</u>	<u>Description</u> (Transit routes shall receive points for each place type they serve.)
5	Serves existing/planned metropolitan center or urban center
4	Serves existing/planned town center or special-use center
3	Serves existing/planned transit corridor or community center
2	Serves existing/planned rural center
1	Serves potential RCP Smart Growth area

Scores are based on the total number of these points*

5	16 points or more
4	12 to 15 points
3	10 to 11 points
2	7 to 9 points
1	1 to 6 points

*These point ranges will be modified.

DRAFT TRANSIT SERVICES CRITERIA

CRITERIA	DESCRIPTION												
8. Cost-Effectiveness	<p>What is the annual capital and operating life cycle project cost divided by passenger miles?</p> <p>Calculated as:</p> <p>(Total operating and capital project cost/project life)/passenger miles traveled</p> <p>Higher-ranking projects have a lower cost per passenger mile traveled.</p> <table><tr><th><u>Score</u></th><th><u>Description</u></th></tr><tr><td>5</td><td>\$ to \$</td></tr><tr><td>4</td><td>\$ to \$</td></tr><tr><td>3</td><td>\$ to \$</td></tr><tr><td>2</td><td>\$ to \$</td></tr><tr><td>1</td><td>\$ to \$</td></tr></table> <p>Items may be further modified.</p> <p><u>*In cases where multiple projects share a transit station, the cost of the transit station will be divided by the number of projects utilizing it, and that dollar amount will be assigned to each project.</u></p>	<u>Score</u>	<u>Description</u>	5	\$ to \$	4	\$ to \$	3	\$ to \$	2	\$ to \$	1	\$ to \$
<u>Score</u>	<u>Description</u>												
5	\$ to \$												
4	\$ to \$												
3	\$ to \$												
2	\$ to \$												
1	\$ to \$												

Regional Ranking Criteria for Transit Capital Replacement and Rehabilitation Projects

1. Core Transit Assets Beyond Useful Life (Per FTA Definition Where Available)	Points	Weight	Total Score
50% beyond end of useful life	5	3	15
35 - 50% beyond the end of useful life	4		12
20 - 35% beyond the end of useful life	3		9
10 - 20% beyond the end of useful life	2		6
Less than 10% beyond end of useful life	1		3
None - new equip/expansion or does not support existing service	0		0

2. Safety	Points	Weight	Total
Major	5	3	15
Moderate	3		9
None	0		0

3. Security	Points	Weight	Total
Major	5	3	15
Moderate	3		9
None	0		0

4. Ridership (Number of People Positively Impacted)	Points	Weight	Total
Impacts greater than 10 million passengers annually	5	3	15
Impacts 5 to 10 million passengers annually	4		12
Impacts 3 to 5 million passengers annually	3		9
Impacts 1 to 3 million annually	2		6
Impacts less than 1 million annually	1		3
None	0		0

5. Types of Service Impacted	Points	Weight	Total
Regional Services (Yellow Routes) – Longer distance travel, highest speeds with few stops; oriented around major reg. ctrs.	5	3	15
Corridor Services (Red Routes) – Arterial-based inter-around community travel, higher speeds with fewer stops, oriented both community and regional destinations.	4		12
Local Services (Blue Routes) – Provides basic community mobility, community operating speeds with local stops, and provides circulation & connections to the regional & network.	3		9
Neighborhood Services (Green Routes) – Provides neighborhood circulation, network connections, needed service coverage, and neighborhood operating speeds with frequent stops.	2		6
None.	0		0

6. Regulatory Requirement	Points	Weight	Total
Subject to service elimination	5	2	10
Subject to service decrease/interruption	4		8
Significant financial impact - fines/loss of funding/remediation costs	3		6
None	0		0

7. Operating Cost Impact (Annual Savings/Total Cost)	Points	Weight	Total Score
Operating Savings greater than 25%	5	2	10
Operating savings 20% - 25%	4		8
Operating savings 15% - 20%	3		6
Operating savings 10% - 15%	2		4
Operating savings less than 10%	1		2
No cost savings or cost increase	0		0

8. Air Quality	Points	Weight	Total
Project allows transit property to meet CARB Urban Bus and public transit support vehicle fleet rules	5	2	10
Contributes to overall air quality in region	3		6
None	0		0

9. Contractual Commitment; e.g. Shared-Use Agreements	Points	Weight	Total
Yes	5	1	5
No	0		0

10. Supports Regional Transportation Plan (RTP)**	Points	Weight	Total
Meets five or more RTP Goals	5	1	5
Meets four RTP Goals	4		4
Meets three RTP Goals	3		3
Meets two RTP Goals	2		2
Meets one RTP Goal	1		1
Does not meet any of the RTP goals	0		0

** Mobility, Accessibility, Reliability, Equity, Livability, Sustainability, Efficiency

11. Travel Time Savings	Points	Weight	Total
Travel time savings of 15% or greater	5	1	5
Travel time savings of less than 15%	3		3
None	0		0

12. Project Readiness	Points	Weight	Total
Ready to initiate procurement within 6 months or less	5	1	5
Ready to initiate procurement within 6 - 12 months	3		3
Ready to initiate procurement within 12 months or longer	0		0

Total Possible Score:	125
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Regional Ranking Criteria Definitions for Transit Capital Replacement and Rehabilitation Projects

1. Core Transit Assets Beyond Useful Life (Per FTA Definition Where Available)
Projects replacing vehicles or equipment beyond its useful life will score points with the highest point value given to projects that exceed useful life by 50% or more. The useful life assumption will be provided with the project ranking.
2. Safety
Safety projects that address specific safety hazards within facilities, infrastructure, and the operation of vehicles and equipment identified through ongoing system safety management programs, hazard analyses, or similar programs are considered "major" and would score five points in these categories. Safety projects that enhance the existing safety and security measures are considered moderate and would score three points in these categories.
3. Security
Security projects that address specific, identified security deficiencies in the detection of or response to threats to persons, equipment, facilities, or infrastructure from planned acts of violence, life-threatening emergencies, or natural disasters identified through formal Threat and Vulnerability Assessments, security audits, or security hazard analysis programs are considered "major" and would score five points in these categories. Security projects that enhance the existing safety and security measures are considered moderate and would score three points in these categories.
4. Ridership (Number of People Positively Impacted)
Projects would score points based on the number of people positively impacted by the project with the highest point value given to projects that impact greater than 10 million passengers annually.
5. Type of Service Impacted
Projects would score points in accordance with Yellow, Red, Blue, and Green Route definitions with the highest point value given to projects that support regional services (Yellow Routes).
6. Regulatory Requirement
Projects that help transit properties meet regulatory requirements and legal mandates resulting from the passage of laws, such as the Americans with Disabilities Act and state clean air regulations, would score points with the highest point value given to projects where service is subject to elimination.
7. Operating Cost Impact (Annual Savings/Total Cost)*
Operating cost impacts would be calculated by dividing the annual savings by the total project cost with the highest point value given to projects with an operating cost impact of 25% or greater. The estimated cost savings will be provided with the project ranking.
8. Air Quality
Projects that help transit properties meet CARB Urban Bus and public transit support vehicle fleet rules would score points.
9. Contractual Commitment; i.e., Shared-Use Agreements
Projects that have contractual commitments would score points. Examples of contractual commitments would be shared-use agreements and FFGAs. Procurement contracts would not receive points for this category.
10. Supports Regional Transportation Plan (RTP)**
Projects that support the Regional Transportation Plan would score points.
11. Travel Time Savings
Projects would score points based on the travel time-savings enhancement provided by the project.
12. Project Readiness
Projects would score points based on how soon it would be ready to initiate the procurement process.

* Formula may be refined as the process progresses

**RTP - Mobility 2030 Policy Goals: Mobility, Accessibility, Reliability, Efficiency, Livability, Sustainability, Equity



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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.

SRTP 805.1 (PC 20484)

September 14, 2006

SUBJECT:

MTS: COMPREHENSIVE OPERATIONAL ANALYSIS: IMPLEMENTATION
UPDATE

RECOMMENDATION:

That the Board of Directors receive this report on the early results of the Comprehensive Operational Analysis (COA) implementation for June and September as well as the six-month review of rural bus service changes.

Budget Impact

Implementation of the COA Phase II Service Development Plan is expected to result in an FY 2007 operating subsidy savings of \$719,000 (\$5 million annualized). Implementation of the rural bus service changes should result in an additional annual operating subsidy savings of \$1.2 million.

DISCUSSION:

On March 23, 2006, the MTS Board of Directors approved the COA Service Development Plan for implementation. This plan reflects a complete redesign of bus routes and schedules throughout the MTS area of jurisdiction (including MTS Bus, MTS Contract Services, Chula Vista Transit, and National City Transit). This plan is based on the following vision statements adopted by the Board as part of the COA.

- Develop a Customer-Focused System: Provide services that reflect the travel needs and priorities of our customers.



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.

- Develop a Competitive System: Provide services that are competitive with other travel options by meeting market-segment expectations.
- Develop an Integrated System: Develop transit services as part of an integrated network rather than a collection of individual routes.
- Develop a Sustainable System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions.

Due to the complexity of the restructuring, the implementation is being phased over three regularly scheduled service changes on June 11, 2006, September 3, 2006, and January 28, 2007. The purpose of this report is to provide an early evaluation of the June service changes, glimpse into the first week of September implementation, and a six-month review of rural bus changes.

June 11, 2006 Service Changes

June implementation focused on improvements to beach routes from Coronado to Pacific Beach. The beginning of summer presented an ideal promotional opportunity for these enhanced services. In addition, COA-approved service reductions were implemented to maximize cost savings for FY 2007, including routes in Santee, Routes 40 and 70, and Route 16 through Little Italy and south Mission Hills. Corresponding changes to related routes, such as Routes 5, 83, and 210, were also made.

To help evaluate the June changes against the COA vision statements, the following set of performance criteria were used.

VISION	MEASUREMENT	CRITERIA
Customer-Focused Competitive	Productivity	<ul style="list-style-type: none"> • Passengers • Passengers/revenue hour
	Quality of Service	<ul style="list-style-type: none"> • On-Time performance • Customer comments
Integrated	Connectivity	<ul style="list-style-type: none"> • Frequencies at major transfer points • Consistency in service span • Transfer opportunities
Sustainable	Efficiency	<ul style="list-style-type: none"> • In-service hours and miles • In-service hours/total hours • In-service miles/total miles • Peak bus requirement • System speed

For all criteria, the evaluation methodology used was to compare June, July, and August 2006 statistics against June, July, and August 2005. This method of analysis helps to mitigate seasonal fluctuations in demand and operating environment, particularly at coastal communities where the majority of service changes were focused. In addition, COA changes were compared against the baseline change from last year to this year for measures, such as ridership and passengers per hour, to account for other factors influencing these statistics; e.g., if ridership has been increasing by 4 percent compared to last year absent COA changes, the effect of the changes was compared to the baseline 4 percent

increase. Attachment A provides weekly data on ridership, in-service hours, and passengers per hour for the routes described below.

Develop a Customer-Focused and Competitive System

Measures of productivity and quality of service were used to evaluate how well the service changes improved the system's customer focus and competitiveness with the assumption that ridership will increase if services are provided where and when the demand warrants and service quality is improved.

- Pacific Beach/Mission Beach/La Jolla Services (Attachment B)

Productivity - For June, Routes 9, 30, and 34 were replaced by new Routes 8/9 and enhanced Route 30 service, resulting in an overall ridership increase of 6.2 percent during the first 11 weeks of the service change from June 12 to August 27. Given that ridership on these routes prior to June service changes was 4 percent over last year, it can be assumed that the COA changes resulted in a net increase in ridership of 2.6 percent.

As anticipated, ridership declined immediately after implementation of the June changes. However, it rebounded in only five weeks (after accounting for the base increase in ridership of 3.6 percent over last year). Typically, changes of this magnitude take one year to mature.

As part of the urban network area, 11.7 percent more in-service hours were added to these coastal routes to increase frequency and to improve on-time performance. Although average passengers per hour (productivity) for the first three months of implementation declined 5 percent from 33.1 to 31.5 (accounting for the 3.6 percent improvement in baseline productivity, actual productivity declined by 8.6 percent during this time period), it has been steadily improving as a result of increases in ridership. Therefore, productivity after COA changes surpassed last year after only nine weeks of implementation (after accounting for the baseline increase of 3.6 percent).

Quality of Service – Historically, on-time performance on the coastal routes is heavily impacted by variable summer traffic to and from the beaches. As a result, additional running time was added to both Routes 8/9 and 30. While schedule adherence is still impacted at 73 percent to 80 percent on time based on automated vehicle locator (AVL) data, the amount of delay has decreased significantly with an average of 10-minute delays compared to previous summer seasons with trips between 15 and 20 minutes late. Overall bus operator experience indicates that the new schedules are working well given the variability in summer traffic.

- Point Loma/Ocean Beach (Attachment C)

Productivity – June 2006 changes included streamlining and standardizing Point Loma and Ocean Beach routes. Routes 26 and 28, with service along Rosecrans, were combined into one route operating at 30-minute frequencies. Route 35 was streamlined to provide fast service

between Ocean Beach and Old Town. Finally the schedule and routing for Route 923 was standardized to provide 30-minute service between Ocean Beach and downtown San Diego with added weekend service.

Ridership on this set of routes was 2.8 percent higher during the first 11 weeks of the June service changes compared to the same period last year. However, accounting for a baseline increase of 4.7 percent from last year to this year, the net COA impact was a decrease in ridership of 1.9 percent.

Service levels were increased in the Point Loma and Ocean Beach areas. Although four routes were reduced to three, 8.5 percent additional in-service hours were invested in the area, primarily on Route 923 to provide all-day 30-minute service from Ocean Beach to downtown San Diego and new weekend service. As a result, productivity has declined by 5.3 percent for the set of routes. Given that the baseline trend was a 4.7 percent increase in passengers per hour, the overall decrease in productivity is 9.9 percent.

Investigating further into the productivity of the individual routes, it appears that Routes 28 and 35 have improved in productivity from 33.0 to 45.7 and from 40.7 to 48.6 passengers per hour, respectively, during the first 11 weeks of the service change. Route 923, however, has decreased from 17.8 to 10.3 passengers per hour. Again, this decline is due to a substantial increase in service levels without a complementary increase in ridership. It is important to note that the generation of new riders from such substantial increase in service usually requires one year to mature. Therefore, this route will continue to be monitored relative to its ridership and productivity.

Quality of Service – For June 2006, schedules for Routes 28, 35, and 923 were rewritten using current running-time analyses to address on-time performance. Based on manual checks, the set of routes were 81 percent on time during the first 11 weeks of the service change. Schedule adherence will continue to be monitored to improve on-time performance.

- Interstate 15 (I-15) (Attachment D)

Productivity - For June, Routes 70 and 210 were combined into new Route 210 to reduce costly peak-hour requirements. Although this change resulted in an overall ridership decline of 32 percent (baseline ridership was stable for these routes between last year and this year), in-service hours were reduced by 53 percent. As a result, passengers per hour improved by 44 percent from 24.7 to 35.6.

Since this service change was designed to accommodate old Route 70 (Mid-City to downtown San Diego) with a routing change on Route 210, it is important to evaluate ridership at the two Mid-City stops. Based on the past three months of service, roughly 39 percent of a.m. riders originate from Mid-City signifying that old Route 70 riders have adjusted to this change.

Quality of Service – As with other route changes in June, running times and schedules were completely rewritten for Route 210. Despite the changes, the route experienced schedule-adherence issues with a 75 percent on-time performance based on AVL data. Indication from bus operators was that the downtown San Diego routing was being impacted by traffic. As a result, minor routing and schedule changes were made and codified in the September schedule to address these issues.

- Customer Comments

Calls answered by the MTS Telephone Information Department for the Sunday and Monday prior to the changes compared to the Sunday and Monday of the changes are as follows.

	SUNDAY		MONDAY	
(5:30 a.m. to 2:00 p.m.)	Pre-COA 6/4/06*	Post-COA 6/11/06**	Pre-COA 6/05/06	Post-COA 6/12/06
800-Commute	959	1,131	989	898
Spanish	12	51	N/A	N/A

* Rock & Roll Marathon day

** Second day of San Diego County Fair

As the busiest day of the week, average call volumes on Mondays are 1,400 to 1,500 calls. As of 2:00 p.m. on Monday, June 12 (the first day of weekday changes), 109 less calls were logged compared to the previous Monday for the same time period.

Route-specific comments include:

- Route 5 – Route 5 service through Little Italy and Middletown was eliminated, but low ridership on that segment was reflected by a very low number of complaints about this change. New Route 105 replaced the northern segment of Route 5, and service to a remote section of University City was eliminated. However, we have not received comments from that area in awhile.
- Route 18 – Route 18 service along Camino Del Rio was changed from a point-to-point route to a loop route effectively covering more territory and increasing frequency from every 45 minutes to every 30 minutes. Ridership reaction has been very positive overall, and productivity has increased about 20%. However, the route continues to struggle as one of MTS's lowest-performing routes and will be monitored closely over the next 6 to 9 months for other potential changes or reductions.
- Route 28 – Route 28 provides service between Old Town and Point Loma servicing Rosecrans, Cabrillo Monument, and the Sub Base. Connections for Routes 28 and 923 at Nimitz and Rosecrans are not well coordinated resulting in some 30-minute transfer waits. Since the routes are timed at different places (Route 28 to Old Town and Route 923 to accommodate work hours in Downtown San Diego), it is difficult to time the routes at Nimitz and Rosecrans.

In addition, overcrowding was experienced during the a.m. peak-period on Route 28. As a result, an additional trip was added to provide capacity for the route during the impacted time period.

- Route 30 – Route 30 provides service between downtown San Diego and UTC via Old Town, Pacific Beach, La Jolla Boulevard, and UCSD. The changes to Route 30 generated positive comments from riders who like the increased frequency, later hours, and weekend service.
- Route 40 – The Route 40 discontinuation continues to generate complaints. While the route had a very low productivity, the alternatives for the few passengers are significantly less attractive in terms of additional transfers and much longer travel times.
- Route 70 – Route 70 discontinuation has not generated any level of complaints due to an acceptable alternative on the revised Route 210.
- Route 83 – Route 83 is a new community service linking Mission Hills with Hillcrest and Downtown via Little Italy. The route replaces segments of Routes 3 and 16. Immediately after implementation, it was the subject of dozens of inquiries from residents and workers in Little Italy because of the reduced schedule and loss of weekend service.
- Route 210 – Route 210 provides peak-hour commuter service from Mira Mesa and Mid-City to Downtown San Diego. Schedule-adherence issues were experienced traveling through downtown San Diego. As a result, minor routing and schedule changes were made and codified in the September schedule.
- Route 834 – Route 834 provides service in Santee. As part of the COA, service on this route was reduced to West Hills High School days only due to very low ridership outside of student demand. As a result, some parents voiced complaints about no Route 834 service for summer school.
- Routes 901 and 923 - Passengers complained that some trips on Routes 901 and 923 arrived downtown at the wrong time for work hours. As a result, Routes 901 and 923 were rescheduled to allow for better arrival/departure times to/from downtown jobs.
- Grossmont Center – Due to construction at Grossmont Center, Routes 1, 15, 854, and 855 were rerouted to Amaya Station. Residents near the Amaya Drive Station phoned in several complaints about buses traveling through their neighborhood. Operational changes have been made to reduce the amount of service traveling through the neighborhood, and no comments have been received for over a month. In addition, September service changes will reduce the number of routes serving Amaya Drive Station from four to three.

Develop an Integrated System

Network integration and connectivity were evaluated based on the frequencies at major transfer points as well as consistency in service spans on connecting routes. While the majority of the 15-minute network is scheduled for September implementation, the June changes begin to provide better integration at key transit stations.

- Old Town Transit Center – Improvements were made at Old Town Transit Center to enhance connectivity of the system. Route 8/9, which consists of portions of old Route 34 (15-minute frequencies) and Route 9 (30-minute frequencies), operates at 7.5-minute frequencies all day. As a result of discontinuing Route 34, Route 30, previously operating only during the peak hours on weekdays, has been increased to all-day and weekend service. Finally, adjusting Route 150 to serve Old Town provides an additional regional transfer opportunity to University City.
- Mid-City Transit Plazas – Rerouting Route 210 along I-15 through Mid-City instead of State Route 163 provides an opportunity for Mid-City residents to access the I-15 commuter service.

Develop a Sustainable System

As the goal of the COA was to reduce subsidies largely by reallocating existing services to increase revenue, the level of operating resources post-COA should not exceed the resource level prior to the changes.

- Service Hours and Miles

MTS Bus – Comparison of overall service levels post June 2006 changes compared to June 2005 shows a reduction in both service hours and miles. In-service hours were reduced by 2 percent, from 694,231 to 683,557 annualized hours. In-service miles were reduced by 3 percent from 9,749,387 to 9,429,487 annualized miles.

Efficiency of service provision can be measured by the ratio of in-service miles or hours compared with total miles or hours. June 2005 schedules indicate that for every hour a bus is in operations, 75 percent of the time it is in revenue service, and 25 percent of the time it is out of service (including garage pulls, deadheads, and layover). For June 2006, in-service hours increased to 79 percent of the total hours. June 2005 schedules also show that in-service miles accounted for 87 percent of the total miles for buses. This percentage increased to 89 percent as a result of June 2006 changes.

MTS Contract Services – For 800 and 900 series contract routes, cost is associated with the amount of revenue miles operated. From June 2005 to June 2006, annualized revenue miles decreased by 7 percent (from 8,132,306 to 7,551,936). In September, revenue miles associated with these changes will increase slightly as a result of restored service on Route 834 during the school year. Although not a cost factor, in-service hours also reduced by 7 percent from 565,936 to 525,309.

- Peak-Bus Requirement and System Speed

MTS Bus – In June 2005, 212 peak buses were required to operate weekday services, and 114 to 124 were required for weekend service. After June 2006 changes, weekday bus requirement decreased by 18 buses (3 due to COA Phase I changes), and weekend buses decreased by 8 to 18 buses (4 due to COA Phase I changes).

Average in-service speed dropped from 14.0 to 13.8 miles per hour. This reduction in speed is due to the elimination of higher-speed routes, including Routes 40 and 70, and additional running time added to the coastal routes to address on-time performance issues. September changes should result in an increase in system speeds with the streamlining of many urban routes.

MTS Contract Services – For MTS Contract Services, the weekday peak requirement decreased by 7 buses from 154 to 147. Weekend service, however, increased by 1 bus from 86 to 87. Average in-service speed did not change at 14.4 miles per hour.

September 3, 2006, Service Changes

September implementation is the largest focusing on the urban network within San Diego as well as Mira Mesa, University City, and Chula Vista. These changes establish the frequent network within the central and southern portions of the service area. In addition, service enhancements to major universities, such as UCSD and SDSU, were made to take advantage of the beginning of the academic year.

A verbal report highlighting major aspects of the September service changes will be presented at the September 14 Board meeting.

Rural Bus Service Changes

The MTS Board of Directors approved service and fare adjustments to rural services at its October 13, 2005, meeting. Included was a performance measure whereas individual rural routes shall attain a 10 percent fare box return ratio within six months. The Board also requested staff to return with an update on postimplementation performance indicators and feedback from customers prior to any additional service changes. The Board also encouraged staff to identify other financial resources to ensure that rural services continue.

On May 25, 2006, the Board received an update on the postimplementation of the approved changes whereas three months of performance indicators were provided, an update to comments received, and efforts to seek a California Department of Transportation (Caltrans)-administered grant to provide operating assistance. The service changes were implemented on January 30, 2006.

This report provides an update on the performance of rural services covering the first six months of operations and an update on the submission of two grant applications to Caltrans; one of which is to provide operating assistance for rural services for FY 2007.

Feedback

Postimplementation feedback from users and interested persons has been nominal. Four complaints or requests for additional service have been received since the service and fare changes were implemented. None have been received since the May 25, 2006, Board meeting.

Comments received included a rider requesting additional service from Ramona to eastern San Diego County, a phone call from a nonrider requesting additional service to Warner Springs. The balance was general inquiries about rural services.

Performance Indicators

Implementation of the service and fare adjustments occurred January 30, 2006, and performance data has been collected through July 31, 2006; a period spanning six months.

The tables below show key performance indicators related to rural bus service before and after changes were implemented.

PREADJUSTMENT RURAL SERVICE PERFORMANCE INDICATORS (June 2004 through April 2005)

Route	Pass. Per Veh. Trip	Pass. Per Rev. Hour	Farebox Ratio	Sub. Per Pass. Trip
867 (Ramona - El Cajon, 6 days/wk)*	2.7	2.3	6.9%	\$27.71
888 (Jacumba - El Cajon, 6 days/wk)	5.9	1.9	5.7%	\$34.22
889 (Alpine - El Cajon, 7 days/wk)**	1.2	1.0	3.1%	\$63.67
891 (Borrego - Ramona, 1 day/wk)*	3.6	1.5	4.6%	\$43.00
892 (Borrego - Ramona, 1 day/wk)*	3.7	1.3	4.0%	\$50.05
894 (Campo - El Cajon, 7 days/wk)	13.5	5.5	16.9%	\$10.18
Rural Service Total	5.0	2.8	8.4%	\$22.43

* Route 867 alignment was assumed by Routes 891 and 892.

** Route 889 was discontinued.

POSTADJUSTMENT RURAL SERVICE PERFORMANCE INDICATORS (January 30, 2006, through July 31, 2006 [6 months])

Route	Pass. Per Veh. Trip	Pass. Per Rev. Hour	Farebox Ratio	Sub. Per Pass. Trip
888 (Jacumba - El Cajon, 2 days/wk)	8.4	3.1	10.5%	\$36.76
891 (Borrego - El Cajon, 1 day/wk)	8.6	2.5	8.5%	\$43.79
892 (Borrego - El Cajon, 1 day/wk)	8.5	2.6	9.1%	\$43.31
894 (Campo - El Cajon, 5 days/wk)	13.3	6.7	23.2%	\$14.24
Rural Service Total	8.6	5.5	19.3%	\$17.95

As indicated and consistent with the three-month review, performance of the rural routes has improved after service and fare changes were implemented. This improvement is related to the reduction of unproductive service and riders consolidating onto fewer available transit trips. Vehicle capacity continues to be able to handle passenger loads.

It is important to note that farebox recovery for the rural system improved from 8.4% to 19.3% after only six months of operations. However, Routes 891 and 892 have not achieved the 10 percent minimum fare box return ratio set by the Board.

Other performance measures are also markedly improved. Passengers per trip are up substantially from an overall of 5.0 to 8.6, and passengers per revenue hour have almost doubled at 5.5. Subsidy per passenger has also improved, decreasing from an average of \$22.43 in much of FY 2005 to \$17.95 in this six-month review. These indicators exhibit that rural services are much better utilized and more efficient after the service and fare adjustments. Staff will continue to monitor rural services. At this time, there is no recommended change to the service or fare structure.

Revised Project Budget

MTS submitted two grants to the Caltrans-administered Intercity Bus Program. One application was to provide rural bus operating assistance in the amount of \$200,000. The second was to support expansion of the East County Bus Maintenance Facility. MTS was notified in July that the agency was awarded full funding for each submitted grant totaling \$400,000.

Projected FY 07 expense and revenue figures for operating rural services are provided below. The expense to operate rural service reflects a slightly higher cost after a new service contract goes into effect in January 2007. However, fare revenue is coming in slightly higher than expected. As indicated, the combined cost savings of the service and fare adjustments, as well as the Intercity Bus Program grant award results in an FY 07 annual subsidy savings of \$1,222,003.

RURAL SERVICE BUDGET ESTIMATES (Fiscal Year 2007)

	Preservice Adjustment	Originally Projected Postadjustment	Revised Projected Postadjustment
Estimated Expenses	\$1,621,833	\$557,348	\$577,830
Revenue Estimate			
Fare Revenue	\$122,000	\$85,000	\$100,000
<u>Operating Assistance</u>			<u>\$200,000</u>
Subtotal			\$300,000
Local Net Subsidy	(\$1,499,833)	(\$472,348)	(\$277,830)
Cost Savings		\$1,027,485	\$1,222,003



Paul C. Jablonski
Chief Executive Officer

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

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Attachments: A. Ridership, In-Service Hours, Productivity
B. Pacific Beach/Mission Beach/La Jolla Ridership
C. Point Loma/Ocean Beach Ridership
D. I-15 Ridership

Attachment A
Ridership, In-Service Hours, Productivity

		RIDERSHIP												
	DATE	8	9	30	34	TOTAL	26	28	35	923	TOTAL	70	210	TOTAL
2005	5/2 - 5/8		6,991	13,992	28,350	49,333	6,444	5,618	7,716	2,143	21,921	1,760	1,204	2,964
	5/9 - 5/15		7,475	14,715	33,152	55,342	5,327	5,955	8,045	2,118	21,445	1,519	1,760	3,279
	5/16 - 5/22		7,836	14,179	29,922	51,937	5,676	4,825	7,985	2,109	20,595	1,887	1,209	3,096
	5/23 - 5/29		7,660	14,289	29,488	51,437	5,162	5,440	8,075	2,018	20,695	1,651	1,071	2,722
	5/30 - 6/5		7,870	11,082	31,508	50,460	5,641	5,463	7,157	1,528	19,789	1,387	1,154	2,541
	6/6 - 6/12		9,500	14,599	32,493	56,592	5,714	6,444	8,011	2,178	22,347	1,354	1,158	2,512
	6/13 - 6/19		11,729	14,215	33,608	59,552	4,340	6,297	9,223	2,039	21,899	1,652	1,397	3,049
	6/20 - 6/26		12,716	14,078	34,997	61,791	4,805	5,527	8,878	1,973	21,183	1,496	1,203	2,699
	6/27 - 7/3		12,818	13,890	36,773	63,481	4,956	5,491	7,280	1,917	19,644	1,327	1,349	2,676
	7/4 - 7/10		11,521	11,951	39,338	62,810	4,519	5,117	8,270	1,504	19,410	1,041	842	1,883
	7/11 - 7/17		12,825	13,960	37,994	64,779	5,019	6,415	7,991	2,030	21,455	1,269	1,172	2,441
	7/18 - 7/24		13,575	13,959	39,284	66,818	5,231	5,844	9,011	1,985	22,071	1,288	1,312	2,600
	7/25 - 7/31		13,371	13,975	38,873	66,219	5,033	6,004	8,141	2,095	21,273	1,429	1,446	2,875
	8/1 - 8/7		13,126	14,560	36,937	64,623	4,995	5,352	8,649	1,996	20,992	1,254	1,053	2,307
	8/8 - 8/14		12,388	13,302	36,321	62,011	4,962	4,931	7,454	1,893	19,240	1,231	1,177	2,408
	8/15 - 8/21		12,170	13,870	36,598	62,638	5,603	4,670	7,381	2,040	19,694	1,464	1,356	2,820
	8/22 - 8/28		10,784	13,942	33,627	58,353	4,719	5,316	7,306	2,005	19,346	1,338	1,434	2,772
	TOTAL		137,023	151,702	404,350	693,075	54,182	60,964	89,584	21,477	226,207	14,789	13,741	28,530
2006	5/1 - 5/7		9,586	12,568	28,280	50,434	4,957	7,499	7,491	1,947	21,894	1,722	1,308	3,030
	5/8 - 5/14		9,537	13,445	28,519	51,501	6,182	7,244	7,324	1,891	22,641	1,700	1,324	3,024
	5/15 - 5/21		9,689	13,073	31,539	54,301	5,990	7,653	6,916	1,858	22,417	1,737	1,280	3,017
	5/22 - 5/28		10,142	13,387	31,092	54,621	5,039	8,001	8,350	1,773	23,163	1,871	1,191	3,062
	5/29 - 6/4		11,086	10,937	34,467	56,490	5,077	6,869	8,237	1,503	21,686	1,402	1,012	2,414
	6/5 - 6/11		15,643	13,571	29,887	59,101	5,012	6,801	7,070	2,025	20,908	1,481	1,151	2,632
	6/12-6/18	7,949	17,119	30,517		55,585		8,262	8,871	3,089	20,222		2,666	2,666
	6/19-6/25	12,729	14,340	31,747		58,816		7,649	9,249	3,308	20,206		1,576	1,576
	6/26-7/2	15,130	17,212	32,314		64,656		8,127	10,424	2,639	21,190		1,713	1,713
	7/3-7/9	14,781	16,567	32,655		64,003		7,754	9,040	3,413	20,207		1,138	1,138
	7/10-7/16	14,847	17,190	39,059		71,096		8,557	9,584	3,587	21,728		1,708	1,708
	7/17-7/23	16,607	17,717	36,447		70,771		8,585	9,846	3,777	22,208		1,993	1,993
	5/24-7/30	16,855	15,398	35,950		68,203		8,277	9,572	3,584	21,433		1,997	1,997
	7/31-8/6	16,489	14,892	36,949		68,330		8,337	9,833	3,545	21,715		1,639	1,639
	8/7-8/13	16,534	17,256	39,423		73,213		8,217	9,702	3,239	21,158		1,581	1,581
	8/14-8/20	17,027	14,216	40,610		71,853		8,263	9,795	3,212	21,270		1,714	1,714
	8/21-8/27	14,318	15,442	39,488		69,248		8,156	9,725	3,216	21,097		1,701	1,701
	TOTAL	163,266	177,349	395,159		735,774		90,184	105,641	36,609	232,434		19,426	19,426

Baseline 05-06 Change	3.6%
COA 05-06 Change	6.2%
Net COA Change	2.6%
Current COA Week Change	18.7%

Baseline 05-06 Change	4.7%
COA 05-06 Change	2.8%
Net COA Change	-1.9%
Current COA Week Change	9.1%

Baseline 05-06 Change	0.4%
COA 05-06 Change	-31.9%
Net COA Change	-32.3%
Current COA Week Change	-38.6%

Att. A, AI 47, 9/14/06, SRTP 805.1

Attachment A
Ridership, In-Service Hours, Productivity

		IN SERVICE HOURS												
DATE		8	9	30	34	TOTAL	26	28	35	923	TOTAL	70	210	TOTAL
2005	5/2 - 5/8		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	5/9 - 5/15		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	5/16 - 5/22		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	5/23 - 5/29		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	5/30 - 6/5		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	6/6 - 6/12		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	6/13 - 6/19		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	6/20 - 6/26		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	6/27 - 7/3		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	7/4 - 7/10		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	7/11 - 7/17		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	7/18 - 7/24		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	7/25 - 7/31		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	8/1 - 8/7		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	8/8 - 8/14		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	8/15 - 8/21		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	8/22 - 8/28		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	TOTAL			2,926.6	6,421.3	11,567.6	20,915.4	1,828.9	1,848.7	2,201.7	1,208.4	7,087.7	540.8	615.1
2006	5/1 - 5/7		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	5/8 - 5/14		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	5/15 - 5/21		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	5/22 - 5/28		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	5/29 - 6/4		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	6/5 - 6/11		266.1	583.8	1,051.6	1,901.4	166.3	168.1	200.2	109.9	644.3	49.2	55.9	105.1
	6/12-6/18	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	6/19-6/25	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	6/26-7/2	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	7/3-7/9	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	7/10-7/16	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	7/17-7/23	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	5/24-7/30	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	7/31-8/6	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	8/7-8/13	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	8/14-8/20	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	8/21-8/27	432.1	437.9	1,254.6		2,124.5		179.4	197.6	321.8	698.9		49.6	49.6
	TOTAL		4,752.6	4,816.9	13,800.1		23,369.5		1,973.8	2,173.7	3,539.8	7,687.4		545.4

Baseline 05-06 Change	0.0%
COA 05-06 Change	11.7%
Net COA Change	11.7%
Current COA Week Change	11.7%

Baseline 05-06 Change	0.0%
COA 05-06 Change	8.5%
Net COA Change	8.5%
Current COA Week Change	8.5%

Baseline 05-06 Change	0.0%
COA 05-06 Change	-52.8%
Net COA Change	-52.8%
Current COA Week Change	-52.8%

Attachment A
Ridership, In-Service Hours, Productivity

		PASSENGERS PER IN SERVICE HOUR												
	DATE	8	9	30	34	TOTAL	26	28	35	923	TOTAL	70	210	TOTAL
2005	5/2 - 5/8		26.3	24.0	27.0	25.9	38.8	33.4	38.6	19.5	34.0	35.8	21.5	28.2
	5/9 - 5/15		28.1	25.2	31.5	29.1	32.0	35.4	40.2	19.3	33.3	30.9	31.5	31.2
	5/16 - 5/22		29.5	24.3	28.5	27.3	34.1	28.7	39.9	19.2	32.0	38.4	21.6	29.5
	5/23 - 5/29		28.8	24.5	28.0	27.1	31.0	32.4	40.3	18.4	32.1	33.6	19.2	25.9
	5/30 - 6/5		29.6	19.0	30.0	26.5	33.9	32.5	35.8	13.9	30.7	28.2	20.6	24.2
	6/6 - 6/12		35.7	25.0	30.9	29.8	34.4	38.3	40.0	19.8	34.7	27.5	20.7	23.9
	6/13 - 6/19		44.1	24.4	32.0	31.3	26.1	37.5	46.1	18.6	34.0	33.6	25.0	29.0
	6/20 - 6/26		47.8	24.1	33.3	32.5	28.9	32.9	44.4	18.0	32.9	30.4	21.5	25.7
	6/27 - 7/3		48.2	23.8	35.0	33.4	29.8	32.7	36.4	17.5	30.5	27.0	24.1	25.5
	7/4 - 7/10		43.3	20.5	37.4	33.0	27.2	30.4	41.3	13.7	30.1	21.2	15.1	17.9
	7/11 - 7/17		48.2	23.9	36.1	34.1	30.2	38.2	39.9	18.5	33.3	25.8	21.0	23.2
	7/18 - 7/24		51.0	23.9	37.4	35.1	31.5	34.8	45.0	18.1	34.3	26.2	23.5	24.7
	7/25 - 7/31		50.3	23.9	37.0	34.8	30.3	35.7	40.7	19.1	33.0	29.1	25.9	27.4
	8/1 - 8/7		49.3	24.9	35.1	34.0	30.0	31.8	43.2	18.2	32.6	25.5	18.8	22.0
	8/8 - 8/14		46.6	22.8	34.5	32.6	29.8	29.3	37.2	17.2	29.9	25.0	21.0	22.9
2006	8/15 - 8/21		45.7	23.8	34.8	32.9	33.7	27.8	36.9	18.6	30.6	29.8	24.3	26.8
	8/22 - 8/28		40.5	23.9	32.0	30.7	28.4	31.6	36.5	18.3	30.0	27.2	25.6	26.4
	TOTAL		46.8	23.6	35.0	33.1	29.6	33.0	40.7	17.8	31.9	27.3	22.3	24.7
	5/1 - 5/7		36.0	21.5	26.9	26.5	29.8	44.6	37.4	17.7	34.0	35.0	23.4	28.8
	5/8 - 5/14		35.8	23.0	27.1	27.1	37.2	43.1	36.6	17.2	35.1	34.6	23.7	28.8
	5/15 - 5/21		36.4	22.4	30.0	28.6	36.0	45.5	34.6	16.9	34.8	35.3	22.9	28.7
	5/22 - 5/28		38.1	22.9	29.6	28.7	30.3	47.6	41.7	16.1	35.9	38.1	21.3	29.1
	5/29 - 6/4		41.7	18.7	32.8	29.7	30.5	40.9	41.2	13.7	33.7	28.5	18.1	23.0
	6/5 - 6/11		58.8	23.2	28.4	31.1	30.1	40.5	35.3	18.4	32.4	30.1	20.6	25.0
	6/12-6/18	18.4	39.1	24.3		26.2		46.0	44.9	9.6	28.9		53.8	53.8
	6/19-6/25	29.5	32.7	25.3		27.7		42.6	46.8	10.3	28.9		31.8	31.8
	6/26-7/2	35.0	39.3	25.8		30.4		45.3	52.8	8.2	30.3		34.5	34.5
	7/3-7/9	34.2	37.8	26.0		30.1		43.2	45.7	10.6	28.9		23.0	23.0
	7/10-7/16	34.4	39.3	31.1		33.5		47.7	48.5	11.1	31.1		34.4	34.4
	7/17-7/23	38.4	40.5	29.1		33.3		47.8	49.8	11.7	31.8		40.2	40.2
	5/24-7/30	39.0	35.2	28.7		32.1		46.1	48.4	11.1	30.7		40.3	40.3
	7/31-8/6	38.2	34.0	29.5		32.2		46.5	49.8	11.0	31.1		33.1	33.1
	8/7-8/13	38.3	39.4	31.4		34.5		45.8	49.1	10.1	30.3		31.9	31.9
	8/14-8/20	39.4	32.5	32.4		33.8		46.0	49.6	10.0	30.4		34.6	34.6
	8/21-8/27	33.1	35.3	31.5		32.6		45.5	49.2	10.0	30.2		34.3	34.3
	TOTAL	34.4	36.8	28.6		31.5		45.7	48.6	10.3	30.2		35.6	35.6

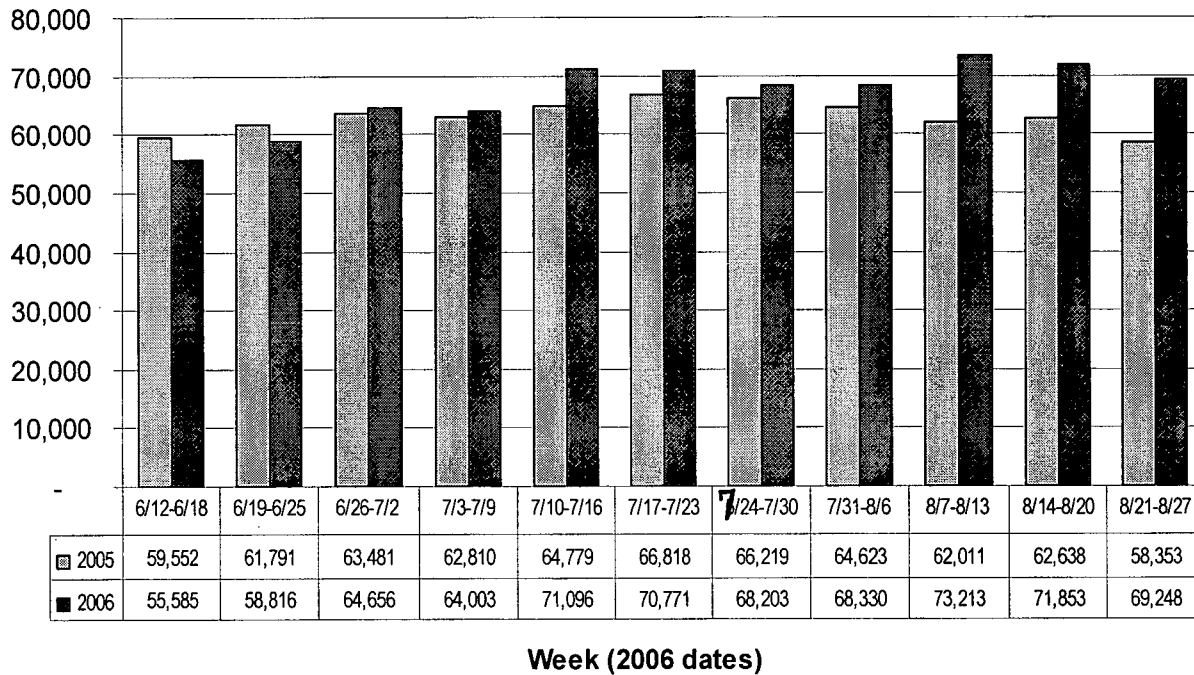
Baseline 05-06 Change	3.6%
COA 05-06 Change	-5.0%
Net COA Change	-8.6%
Current COA Week Change	6.2%

Baseline 05-06 Change	4.7%
COA 05-06 Change	-5.3%
Net COA Change	-9.9%
Current COA Week Change	0.5%

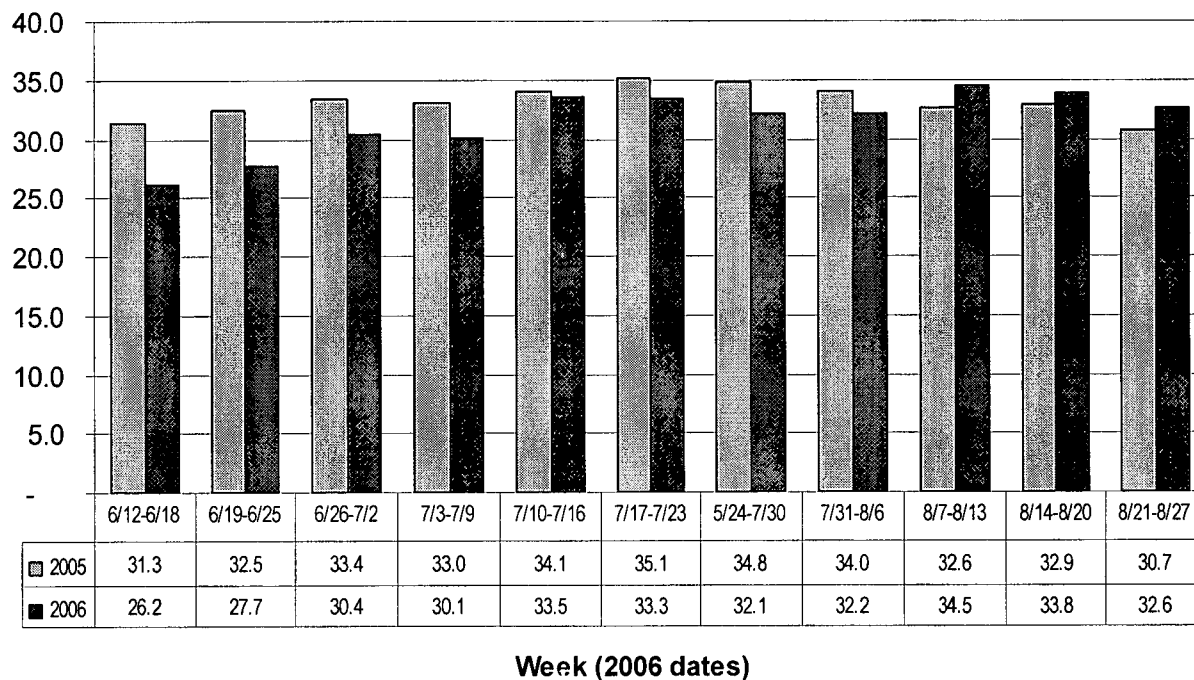
Baseline 05-06 Change	0.4%
COA 05-06 Change	44.3%
Net COA Change	43.9%
Current COA Week Change	30.0%

Pacific Beach/Mission Beach/La Jolla

Pacific Beach/Mission Beach/La Jolla Routes -
Total Passengers by Comparable Week

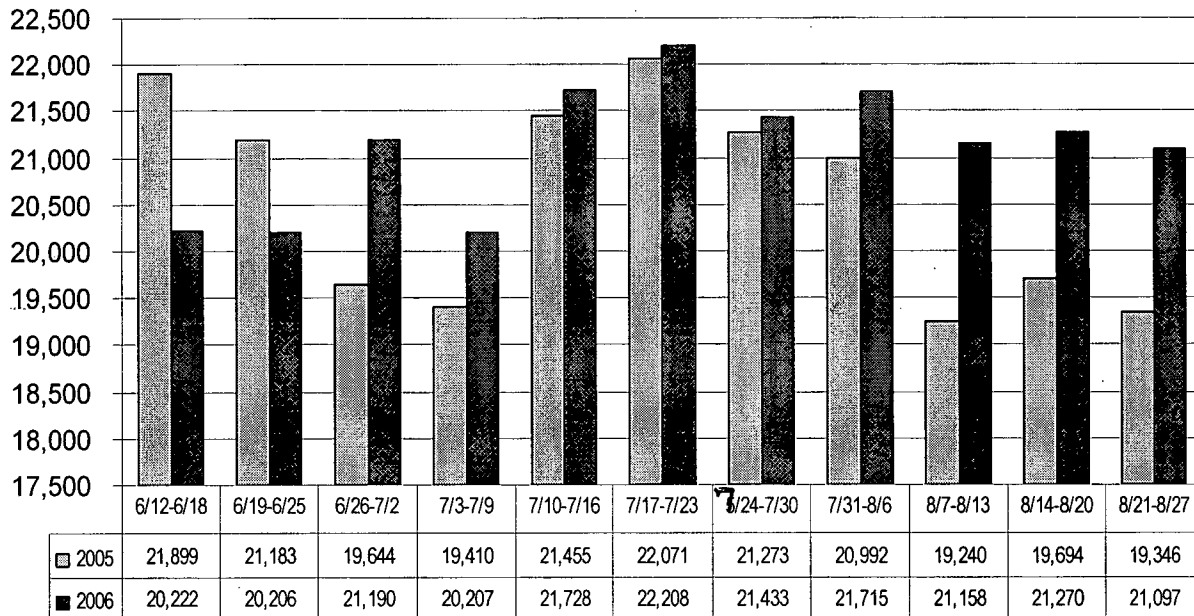


Pacific Beach/Mission Beach/La Jolla Routes -
Passengers per Hour by Comparable Week



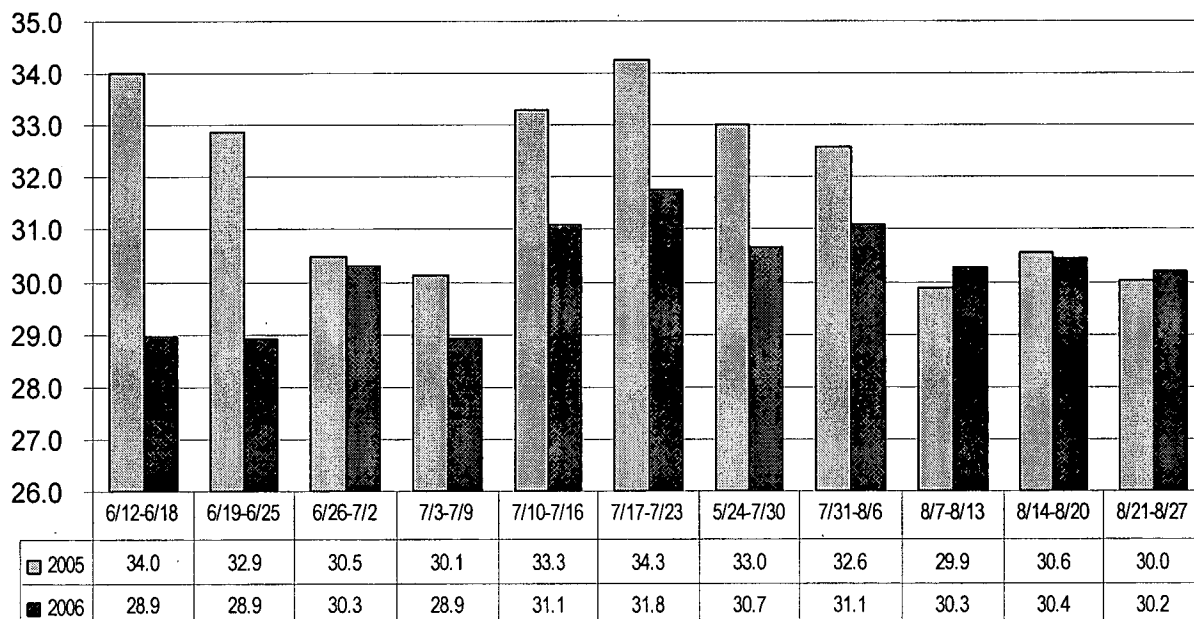
Point Loma/Ocean Beach

Point Loma/Ocean Beach Routes -
Total Passengers by Comparable Week



Week (2006 dates)

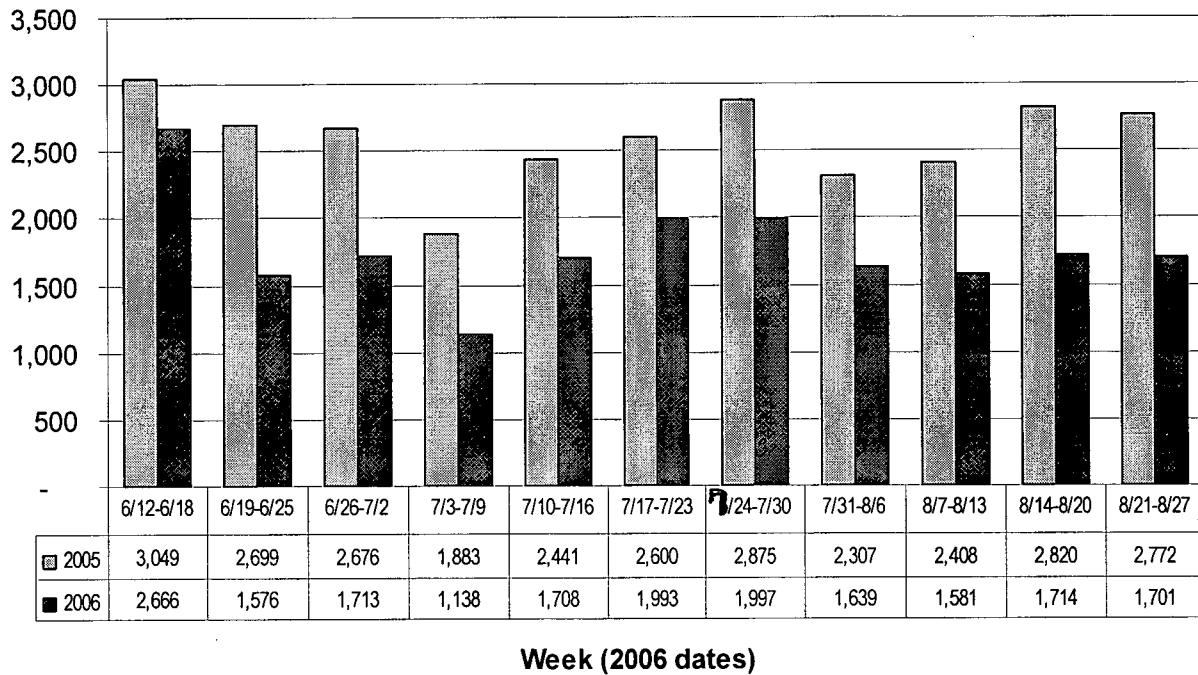
Point Loma/Ocean Beach Routes -
Passengers per Hour by Comparable Week



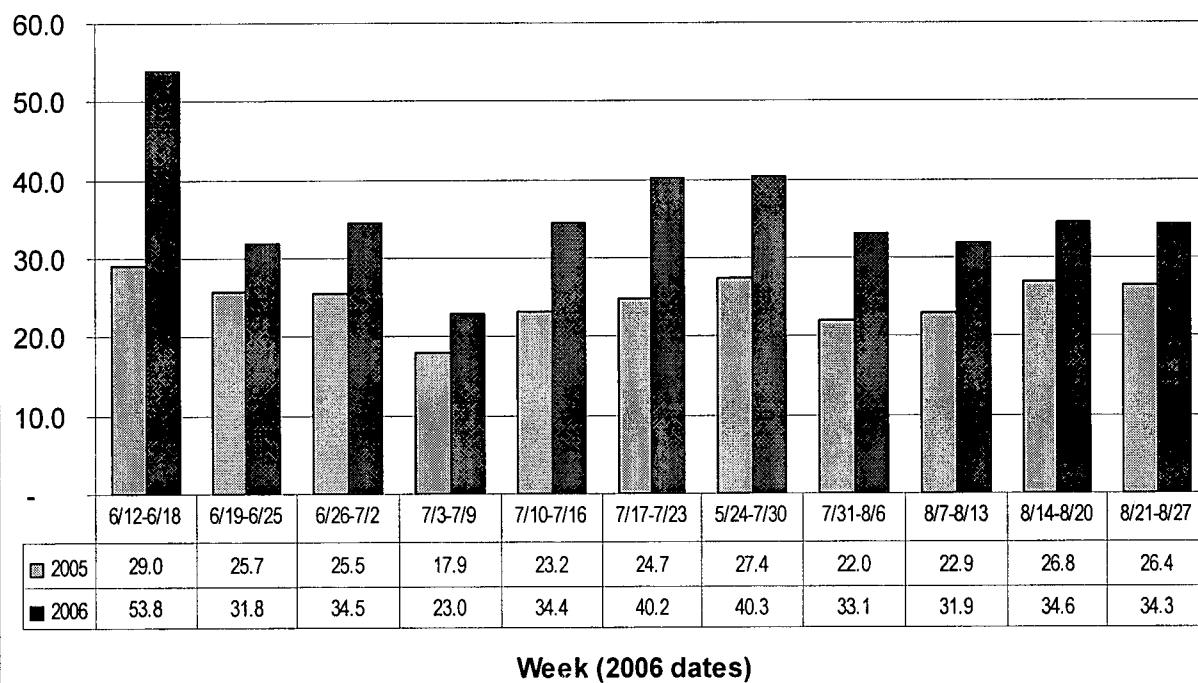
Week (2006 dates)

I-15

I-15 Routes -
Total Passengers by Comparable Week



I-15 Routes -
Passengers per Hour by Comparable Week



Draft Transportation Project Evaluation Criteria



September 14, 2006

Presented by:
Rachel Kennedy, SANDAG



Project Evaluation Criteria Background

- Utilized to rank transportation projects within the Regional Transportation Plan (RTP)
- Criteria is folded into the RTIP



Criteria Modal Categories

- Transit
- Highway
- Freeway Connector
- HOV Connectors
- Rail Grade Separations
- Regional Arterial System



3

Transportation Project Evaluation Criteria Working Group (TPEC)

- Representatives from:
 - Regional Technical Working Group
 - Regional Stakeholders Working Group
 - Regional Freight Working Group
 - Bicycle and Pedestrian Working Group
 - Cities/County Technical Advisory Committee
 - Regional Housing Working Group
 - Caltrans
 - Metropolitan Transit System (MTS)
 - North County Transit District (NCTD)

4

SANDAG

Transportation Criteria Revision Emphasis

- Address the RTP Goals
- Provide a greater connection between land use and transportation as outlined in the Regional Comprehensive Plan
- Create measures that can be used for multiple project categories
- Eliminate duplicative criteria
- Create a standardized scoring system

5

SANDAG

Criteria Weighting

Criteria Goal	Point Percentage
Serves Travel Needs	35-40
Develops Network Integration	30-35
Cost Effectiveness	30

- Multiple criteria within each category
- Each individual criteria item is weighted

6

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Transit Criteria Revisions

OLD	NEW
1. Serves congested areas	1. Same
2. Specific employment/education areas	2. Peak period trips
3. Transit speed	3. Transit priority treatment
4. Ridership & productivity	4. Transit utilization
5. Number of routes, number of passenger transfers	5. Connections to other high frequency routes
6. Population density, employment density, activity centers	6. Serves RCP Smart Growth areas
7. Fare subsidy	7. Capital and operating cost-effectiveness

7

SANDAG

Calendar

- June-July- Draft criteria was shared with SANDAG working groups/committees and ITOC
- July 24th -TPEC finalized recommended draft criteria
- August-September- Revised transit criteria to NCTD and MTS Boards for review and comment
- October - Recommended draft criteria to Transportation Committee
- October- Criteria to SANDAG Board of Directors for acceptance for RTP planning purposes

8

SANDAG

Draft Transportation Project Evaluation Criteria



September 14, 2006

Presented by:
Rachel Kennedy, SANDAG



Draft Regional Ranking Criteria For Transit Capital And Rehabilitation Projects



September 14, 2006

Presented by:
Susan Brown, SANDAG



Background

- Collaborative effort
- New regional discretionary transit funds
- Evaluate and prioritize unfunded transit capital and rehabilitation projects



SANDAG

Process

- Submit unfunded projects annually
- Regional list of prioritized projects
- Basis to actively seek regional funding



SANDAG

Regional Ranking Criteria for Transit Capital Replacement and Rehabilitation Projects

1. Core Transit Assets Beyond Useful Life
2. Safety
3. Security
4. Ridership
5. Type of Service Impacted
6. Regulatory Requirement
7. Operating Cost Impact
8. Air Quality
9. Contractual Commitment
10. Supports Regional Transportation Plan (RTP)
11. Travel Time Savings
12. Project Readiness

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Next Steps

- October - Recommended draft criteria to Transportation Committee
- October - Approval by SANDAG Board of Directors



SANDAG

8:45



AGENDA ITEM NO.

47

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

Date 9-14-06
Name (PLEASE PRINT) Donna Erickson
Address 1814 Coolidge St
San Diego CA 92111
Telephone 858-277-2169
Organization Represented (if any) _____

Subject of your remarks: Route 25 Shuttle

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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





9:52

AGENDA ITEM NO.

47

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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Date 2006-09-14
Name (PLEASE PRINT) Clive Richard
Address 5153 La Dorna Street
San 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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10:17

AGENDA ITEM NO.

47

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

3

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

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Date September 14, 2006

Name (PLEASE PRINT) Jonathan B. Johnson

Address P.O. Box 13072
SAN DIEGO CA 92170

Telephone 619-266-8796

Organization Represented (if any) _____

Subject of your remarks: #47

Agenda Item Number on which you request to speak #47

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

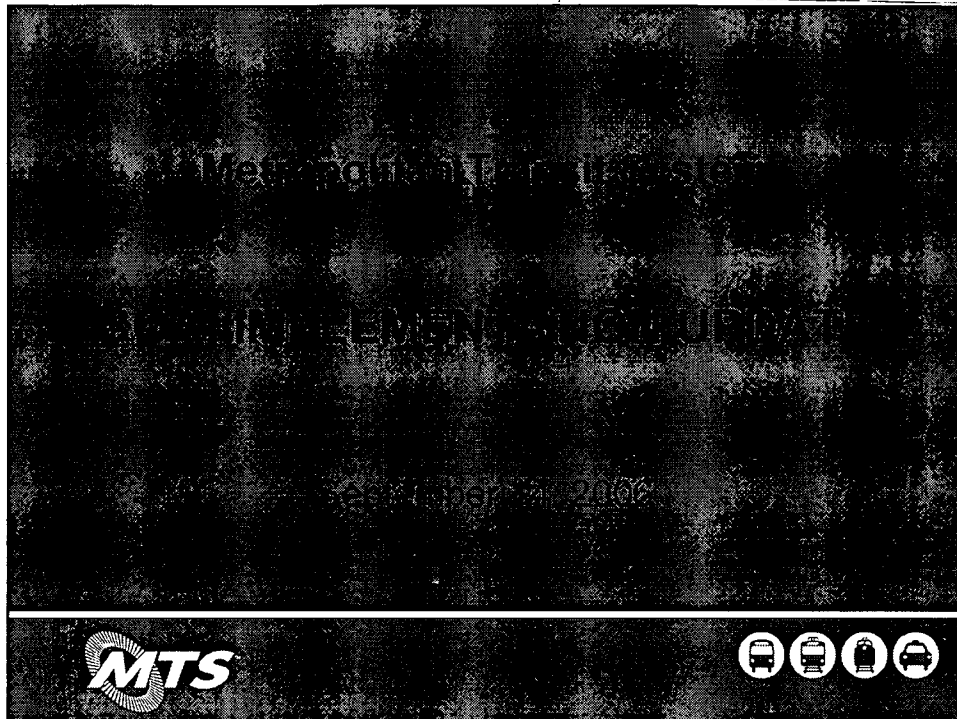
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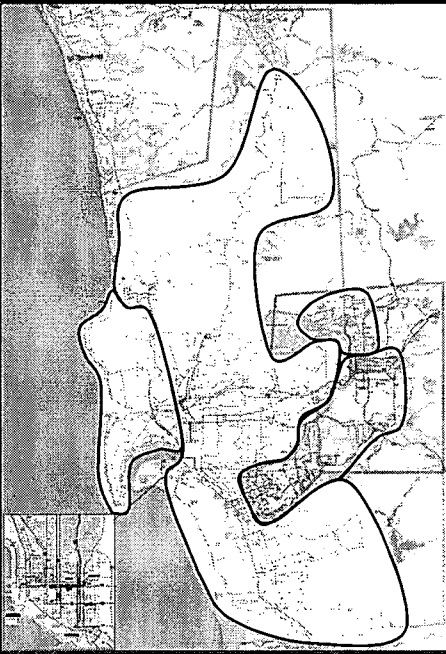


Service Evaluation

- 3 Month Evaluation of June 2006 Changes
- Glimps into September 2006 Changes
- 6 Month Evaluation of Rural Fare and Service Changes




Regional Transit Map



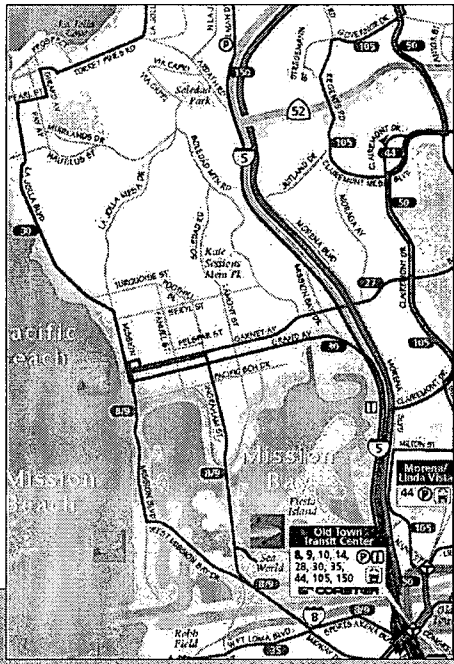
IMPLEMENTATION


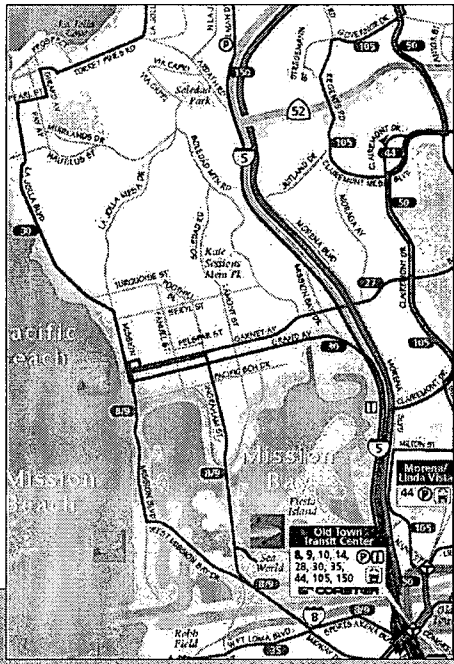
- **June 11, 2006**
 - Improve beach routes
 - Service reductions (Santee and express services)
- **September 3, 2006**
 - Build network of frequent service in urban area
 - University City and College Area changes
 - I-15, Chula Vista and I-5 south corridor
- **Late January 2007**
 - El Cajon and National City
 - Optimize remaining routes



Focus of June Evaluation

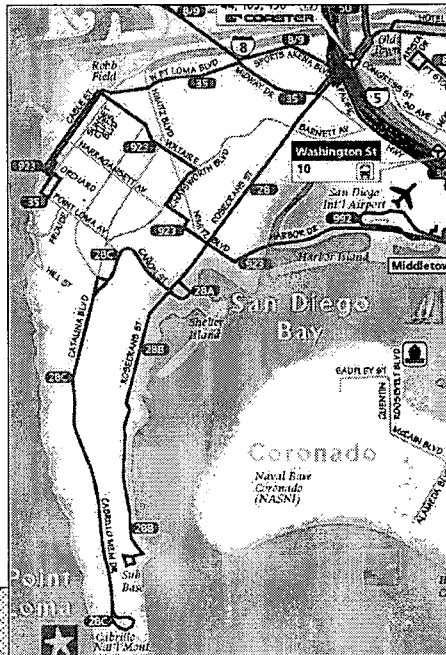
- **Pacific Beach/Mission Beach/La Jolla Services**



Focus of June Evaluation

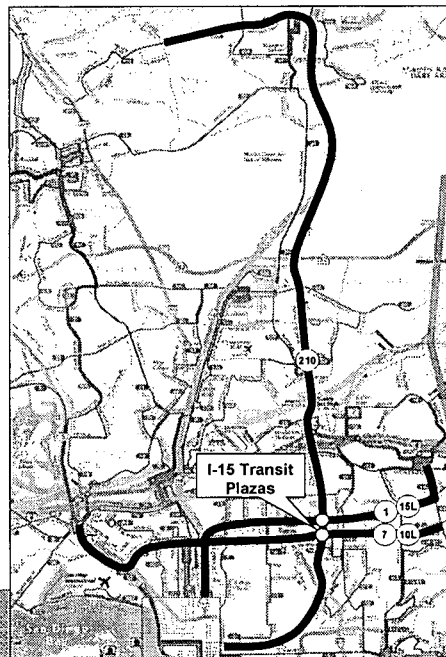
- Pacific Beach/Mission Beach/La Jolla Services
- Point Loma/Ocean Beach Services



MTS

Focus of June Evaluation

- Pacific Beach/Mission Beach/La Jolla Services
- Point Loma/Ocean Beach Services
- Route 70/210 Consolidation
- Other Route Issues



MTS

Criteria for June Evaluation

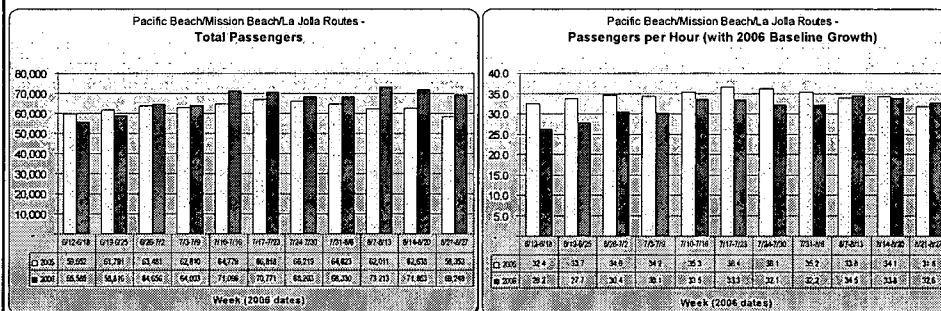
VISION	MEASUREMENT	CRITERIA
Customer-focused Competitive	Productivity	<ul style="list-style-type: none"> • Passengers • Passengers/Rev. Hour
	Quality of Service	<ul style="list-style-type: none"> • On Time Performance • Customer Comments
Integrated	Connectivity	<ul style="list-style-type: none"> • Frequencies at major transfer points • Consistency in Service Span • Transfer Opportunities
Sustainable	Efficiency	<ul style="list-style-type: none"> • In-service hours and miles • In-service hours/Total hours • In-service miles/Total miles • Peak bus requirement • System speed

MTS

0000

Productivity

Pacific Beach/Mission Beach/La Jolla

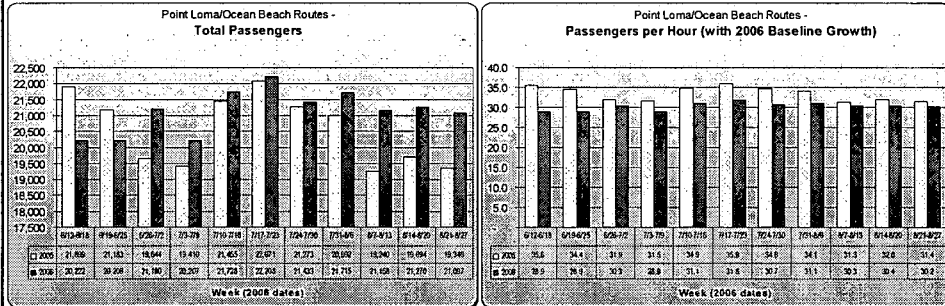


MTS

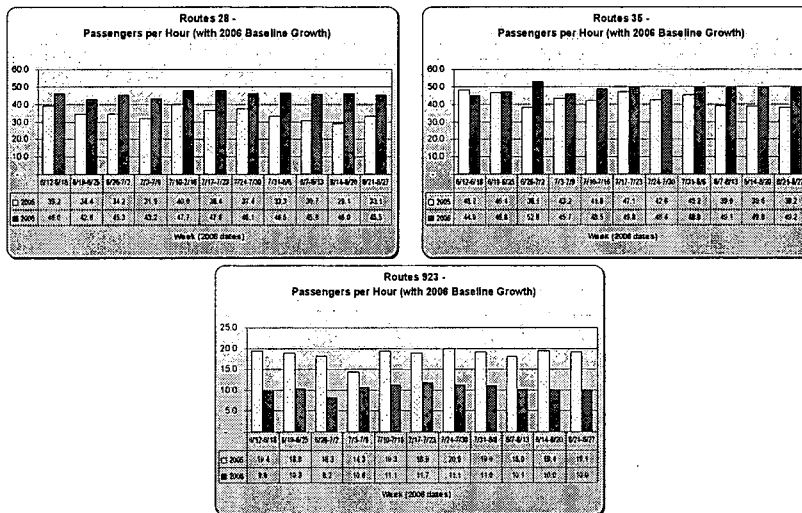
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Productivity

Point Loma/Ocean Beach

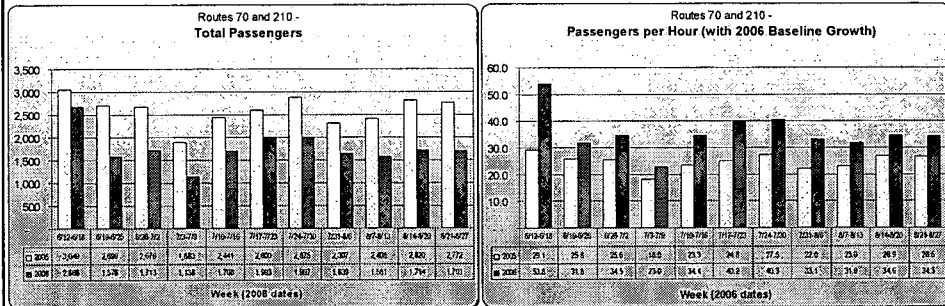


Routes 28, 35, 923



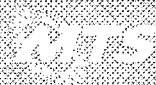
Productivity

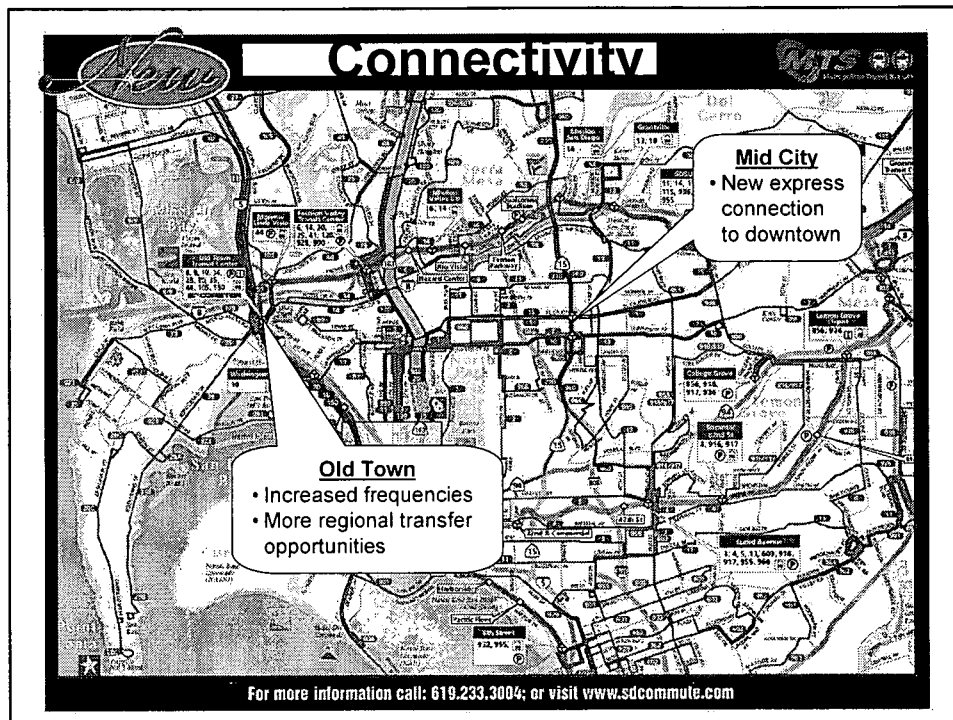
I-15 (Routes 70/210)



Quality of Service

AREA	ROUTES	COMMENTS
Pacific Beach/Mission Beach/La Jolla	<ul style="list-style-type: none"> Route 8/9 Route 30 	<ul style="list-style-type: none"> Additional running time added to address summer traffic. On time performance still impacted (73-80%), but delay decreased from 15/20 min to 10 min. Overall bus operator experience indicates schedules working well given variability in summer traffic. Positive comments on Route 30 with increased frequency, later hours and weekend service.
Point Loma/Ocean Beach	<ul style="list-style-type: none"> Route 28 Route 35 Route 923 	<ul style="list-style-type: none"> On time performance at 81% during summer months Trippers added in AM to relieve overcrowding.
I-15	<ul style="list-style-type: none"> Route 210 	<ul style="list-style-type: none"> On time performance issues through downtown San Diego. As a result, minor routing and schedule changes were made and codified in September.





Efficiency

MTS BUS	MEASURE	JUNE 2005	JUNE 2006	DIFFERENCE
	Hours In Service	694,231	683,557	(2%)
	Miles In Service	9,749,387	9,429,487	(3%)
	% Hours In Service	75%	79%	5%
	% Miles In Service	87%	89%	2%
	Peak Buses	212	194	(8%)
	System Speed (mph)	14.0	13.8	(1%)

MTS CS	MEASURE	JUNE 2005	JUNE 2006	DIFFERENCE
	Hours In Service	565,936	525,309	(7%)
	Miles In Service	8,132,306	7,551,936	(7%)
	Peak Buses	154	147	(5%)
	System Speed (mph)	14.4	14.4	0%



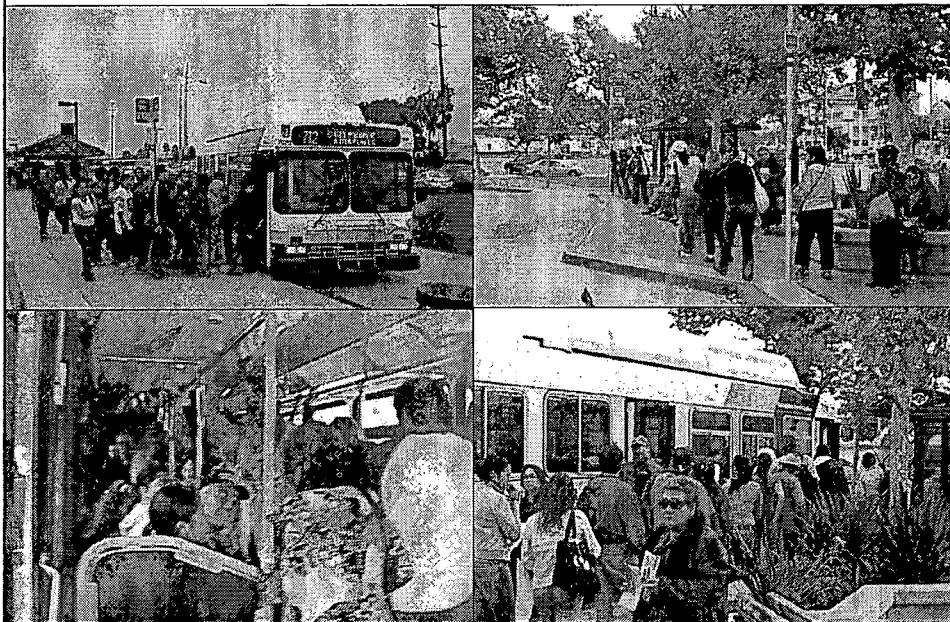
September Changes

- Routes were impacted by school traffic and freeway accidents (SDSU, Mesa College, I-15)
- Improved on time performance
- Limited stop service (Routes 15, 120) operating as planned
- Trolley late night service is promising with weekday eastbound trips carrying an average of 20-25 riders (double on weekends) and some trips carrying up to 90 passengers
- Issues being resolved at Kaiser Hospital on Zion Road (shelter displays, additional red curb)
- Overcrowding on some trips (Routes 48/49, 709, 712)
- Confusion is biggest problem!

MTS



New Frequent Service to SWC!



New Limited Stop Services!



MTS

6600

Rural Bus Changes

Background:

- Rural service and fare adjustments were implemented on January 30, 2006
- Service decreased 82% while fares increased from \$2 and \$3 per trip to \$5 and \$10 per trip
- Service and fare adjustments projected to result in \$1.0m annually in subsidy savings

MEASURE	PRE-CHANGE	POST-CHANGE	DIFFERENCE
Weekly Bus Trips	216	38	(82%)
Weekly Passengers	1,080	450	(58%)
Avg Weekday Pass.	180	90	(50%)
Average Fares	\$2.17	\$4.35	100%

Productivity

PRE-CHANGE ROUTE	PASSENGER/ TRIP	PASSENGER/ REV HR	FAREBOX RATIO	SUBSIDY/ PASSENGER
867 (Ramona to El Cajon)	2.7	2.3	6.9%	\$27.71
888 (Jacumba – El Cajon)	5.9	1.9	5.7%	\$34.22
889 (Alpine to El Cajon)	1.2	1.0	3.1%	\$63.67
891 (Borrego - El Cajon)	3.6	1.5	4.6%	\$43.00
892 (Borrego - El Cajon)	3.7	1.3	4.0%	\$50.05
894 (Campo - El Cajon)	13.5	5.5	16.9%	\$10.18
Rural Service Total	5.0	2.8	8.4%	\$22.43

POST-CHANGE ROUTES	PASSENGER/ TRIP	PASSENGER/ REV HR	FAREBOX RATIO	SUBSIDY/ PASSENGER
888 (Jacumba – El Cajon)	8.4	3.1	10.5%	\$36.76
891 (Borrego - El Cajon)	8.6	2.5	8.5%	\$43.79
892 (Borrego - El Cajon)	8.5	2.6	9.1%	\$43.31
894 (Campo - El Cajon)	13.3	6.7	23.2%	\$14.24
Rural Service Total	8.6	5.5	19.3%	\$17.95

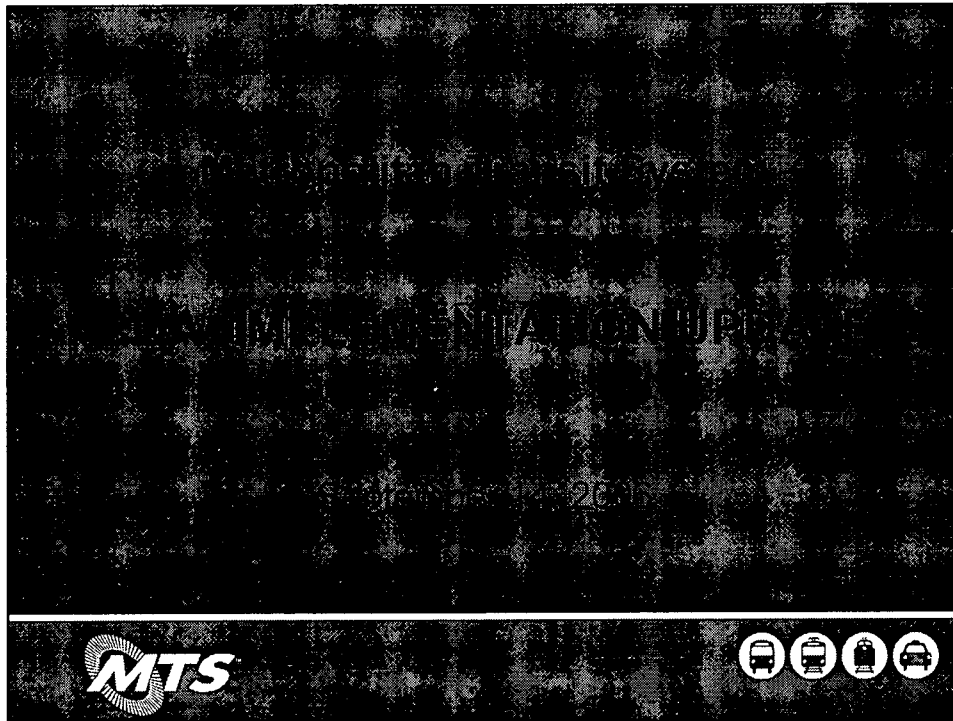
Caltrans Intercity Bus Program

Two Grants Submitted and Approved:

1. FY07 Rural Bus operating assistance to offset TDA (\$200,000; 42% of subsidy share)
2. FY07 capital grant for the East County Bus Maintenance Facility expansion (\$200,000; 11% of total FY07 cost)

FY 2007 Rural Budget Impact

	Pre-Existing Service Levels	Originally Projected Post Adjustment	Revised Projected Post Adjustment
Estimated Expenses	\$1,621,833	\$557,348	\$577,830
Revenue Estimate			
Fare Revenue	\$122,000	\$85,000	\$100,000
<u>Operating Assistance</u>			<u>\$200,000</u>
Subtotal			\$300,000
LOCAL Net Subsidy	(\$1,499,833)	(\$472,348)	(\$277,830)
Estimated Cost Savings		\$1,027,485	\$1,222,003





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)

September 14, 2006

Minor Contract Actions

- Grant & Soden for general liability legal services.
- Parsons, Brinckerhoff, Quade & Douglas for the preparation and presentation of maintenance audit findings.
- Canon Business Solutions for the purchase of a Canon color copier.
- Integrated Office Solutions for a maintenance service agreement for MTS copiers, printers, and fax machines for FY 2007.
- Soft Choice Corporation for in-house web page development.
- M. J. Barney Associates for the facilitation of focus groups for Super Loop branding.
- Electro Specialty Systems, Inc. for a standard services agreement for procuring, installing, and testing closed-circuit television systems for three Chula Vista transit stations.
- GIM General Engineering for a standard construction agreement for concrete pads and pole foundations related to closed-circuit television systems for Chula Vista transit stations.

Contract Matters

There were no contract matters to report.

gail.williams/agenda item 61



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



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

Memorandum

DATE: September 13, 2006
TO: Board of Directors
FROM: Gail Williams, Clerk of the Board
SUBJECT: ***Letters of Compliment from MTS Customers***

Per the Board's request, we are periodically providing you with copies of letters of compliment regarding our service that were submitted by MTS passengers. Attached are a few of the letters that have been received over the past few months.

[gail.williams/board member listings](#)
Customer compliments memo

161338
SDTC

RECEIVED

JUN 27 2006

Ms. Claire Spielburg
San Diego Transit
100 16th Street
PO Box 122511
San Diego, CA 92112- 2511

Dear Claire,

I would like to take a moment of my day to let you know how an extraordinary driver makes a potentially drab and intimidating metro transit system a welcoming and even exciting experience.

Operator Robert Prokes is an example of one of these drivers. His upbeat attitude and jovial sense of humor was such a pleasant end to what are usually very hectic days. Robert's special attention to his riders was not just appreciated by me, but also by several other "regulars" and even the occasional "random" rider.

His impeccable timing also added to the SDMT experience. And his style of driving was exceptional as well - direct but safe, and to the point but non-invasive and courteous.

Mr. Prokes is an excellent example of a solid choice of hire. Riding with him was truly a pleasure.

Sincerely,



Angela
Route 150 Rider

July 7th 2006

161509
SDTC

SIRS:

Please allow me to write a
commendation of a particular bus driver.

On July 5th at approx. 9AM, I took
bus 11A from skyline to downtown. I
left a bag of great value including a
sizeable amount of cash.

With the assistance of a #30 bus
driver headed East on Broadway and 8th
at approx 10:15 AM, he phone persistently,
contacted the driver, although he chose to
remain anonymous. My bag was found!

I waited until she came around again.
She returned my bag, money, credit cards
in fact. She was smiling.

Her name is Trish, short for Patricia.
She's been driving for 2 yrs. My gratitude
to Trish + the other driver is IMMENSURABLE!
She's an ASSET. It's my hope
that you are as proud to have an
employee as I am to board the
bus when she's driving! ☺

Thank you for hiring her.

AKISA C.

ATILANO Ramos

SDTC

733010

BUS #41 @ FRIDAY, July 21st 2006
Fashion Valley
Lv. 6:49 am Mon-Fri to UCSD

Dear Sir

This summer I rode your #41 Bus for the 1st time ever. It was a refreshing experience! I really admire your professional manners. The clear announcement made for each stop was very comforting. (I was so nervous the 1st day I took your route). It was so good of you to make those special announcements about other bus connections and "friends ride free day". I feel you are a compassionate and kind person. You even reassured us that the next bus was only 12 minutes away!! Thank you for doing such a great job of making my commute so easy and carefree.

#16329

7/25/06

Shelley,

Here's the Chargers Express
2006 Season Ticket book which
I can't use because the South
Bay (Bonita Plaza) site is no
longer in use.

I appreciate your assistance
in crediting my account for
the \$90.00 I spent for it.

Thank you too, for the help
you've so kindly provided me
over the past few years I've had
contact with you. you have

SDTC

always been so very friendly,
courteous, efficient and effective.
That is greatly appreciated.

Incidentally, you might show
this brief note to your superior
or supervisor in case you feel
it might alert them to the quality
of your work or such feedback.

Sincerely,
Tedd Lange

FROM: TEDD LANGE
1306 HERMES COURT
SAN DIEGO, CA. 92154-2720
TEL. (619) 423-2274

SDTC

084318

Danny Dunn
3005 E. Plaza Blvd.
National City, CA 91950
August 7, 2006

San Diego Transit Customer Service
P.O. Box 922511
San Diego, CA 92112-2511

Attention: Customer Service Department

Subject: Compliments on Your Route 25 Drivers

Dear Sir or Madam:

I have been up in the area of the Health Center Dr. and Starling Dr. bus stop recently, on the dates of July 28, 31, and August 1, needing to ride the bus to 4th Ave. and Juniper, or 4th Ave. and Laurel. On the 28th I rode at about 6pm, on the 31st, I rode the 25 in the morning, and August 1st I rode it in the morning again. Your bus drivers were respectful and helpful, and I felt welcome on your buses. However, one bus driver stood out like a shining star among the rest. I believe his name was Arnie. He showed extraordinary politeness, and was sure to ensure my safe and timely arrival at a bus stop I was unfamiliar with. I thanked him for his exemplary service at the time and I'm glad you have such a kind-hearted soul on your workforce.

Sincerely,
Danny Dunn

8/8/06 SDTC

Dear MR. LOWTHAN,

I AM BLIND AND I WAS
SO PLEASED WHEN THE
BUS I WAS WAITING FOR
AT UNIVERSITY AND ALABAMA
STOPPED AND BEFORE I
COULD ASK THE DRIVER
WHAT THE BUS WAS.
THE BUS ANNOUNCED
THAT IT WAS THE #7.

THANK YOU SO MUCH
FOR THE FREEDOM OF
FEELING INDEPENDENT FOR
A CHANGE. THE DRIVERS
ARE - VERY HELPFUL.

I WISH WE COULD
HAVE A COVERED
BUS BENCH
IT'S BEEN A SO HOT
THANKS A LOT.
FOR THE
TALKING
BUS
ELIZABETH
E
CARR

SouthLAND

Comments



Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D83+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

AUG 24th

11 AM

Date (fecha)

Time of Trip (hora)

83

3129

DOWNTOWN

Route No.
(linea)

Vehicle No.
(numero de
vehículo)

Destination (destino)

A great driver. We do
hope that this route
will expand service.
It also needs to be
promoted.

Optional Information:

DAVID ROOT

Name

255 G Street, #341

Address

San Diego, CA 92101-6808

City

Zip Code

Tel. No.

LTS

Comments

Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D 892+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

Aug 5, 2006
Date (fecha) Time of Trip (hora)

Route No. (línea) Vehicle No. (numero de vehiculo) Destination (destino)

Route 892 Drive

Robert is a very personable man and an excellent driver.

Being in the back Country is a compliment to your

Optional Information:

operation. Signed

Name

Charles R. Taylor
Address

Franklin Co.
City Zip Code Tel. No.

LTS

Comments

Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D 892+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

8/03/06

2:30 pm

Date (fecha) 8/3/06	Time of Trip (hora) 2:30
Route No. (línea)	Vehicle No. (número de vehículo)
Destination (destino)	

Being disabled is difficult. Having helpful drivers like Robert is a compliment to the transit system.

Optional Information:

Name	Felicia Schuler	
Address	PO Box 2914	
City	San Jose	Zip Code
	95128	Tel. No.
		4223

LTS

Comments



Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D 844+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

08-08-06 3:49 pm (844)
 Date (fecha) Time of Trip (hora)
 844- Midland/Poway
 Route No. (linea) Vehicle No. (numero de vehiculo) Destination (destino)
 Road

"Phil" addressate
 driver, is a great
 gentleman - He called
 "845" (Mark Anderson) at
 Midland Rd
 to go to Grader Rd. Route and -
 asked the 845 to pick me up

Optional Information:

Theresa D. Mervish
 Name
 14580 High Pine St. Standish
 Address
 Poway. Ca 92064-5918
 City Zip Code Tel. No.
 - Untold -

LTS

Comments



Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D 815+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

8/19/06

2:30 PM

Date (fecha)

Time of Trip (hora)

815

COURTHOUSE

Route No.
(línea)

Vehicle No.
(numero de
vehículo)

Destination (destino)

YOUR DRIVER, MISS ^{GAYMA} GONZALEZ
HAS EXCELLENT CUSTOMER

SERVICE, VERY FRIENDLY,
AND SHE HAS A GREAT
ATTITUDE. TWO THUMBS
UP A+++ BUY HER LUNCH!!

Optional Information:

MICAH D. DAVISON

Name

4423 PARKS AVE

Address

LA MESA CA 91941 619 741-7726

City

Zip Code

Tel. No.

LTS

Comments



Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D864+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

8-12-06

11:AM

Date (fecha)

Time of Trip (hora)

864

OLD Hwy 80

Route No.
(linea)

Vehicle No.
(numero de
vehículo)

Destination (destino)

Not knowing I'm Leagary Blind -
And Cant NOT see TO THE sides
I GOT ON the BUS, WITHOUT seeing
The people getting OFF I Appliged.
Jose didn't hellow or MAKE
Any DERATERY REMARKS. HIS

Optional Information:

A Very nice MAN - much appreciated

Name

MARY Ann TALLE

Address

15306 OLD Hwy 80

City

EICAJON, 92001

Zip Code

Tel. No.

Veolia

Comments

Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

General 932t

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

7-13-06 545 PM
Date (fecha) Time of Trip (hora)
932 2603 Downtown
Route No. Vehicle No. Destination (destino)
(linea) (numero de vehiculo)

*I would like
to say thank you
for your kind and
courteous service
you provided in
me and my sister*

Optional Information:

Name

Address

City

Zip Code

Tel. No.

Veolia

Comments



Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D 929+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

Date (fecha) 8-1-06 Time of Trip (hora) 9:45 pm
Route No. (linea) 929 2211 Vehicle No. (numero de vehiculo) 3104 Naples Destination (destino)

Bus driver Lady had a problem w 4 young kids 1 girl & 2 boys. first they didn't want to paid. And they were talking back in the bus, Bus lady told them 2 to stop talking like that or she would call the police. they didn't. SD she told them to get off her bus. I think she did a great job. Marylyn

Optional Information:
Name
Address
City Zip Code Tel. No.
CV CA 91911 J.

VEOLIA

Comments



Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D 928+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

8/4/00 12:10 AM
Date (fecha) Time of Trip (hora)
128 2086 FASHION VALLEY
Route No. Vehicle No. Destination (destino)
(línea) (numero de vehiculo)

He was polite, honest,
and there was
prompt service. He
was also
patient.

Optional Information:

Heather Chase
Name
4433 FLORIDA ST.
Address
SPICAT 92116 619 247
City Zip Code Tel. No. 1547

VEOLIA

Comments



Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

General 992+

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

8/12/2006 *About 11:30 a.m.*
 Date (fecha) Time of Trip (hora)
992 *2503* *Santa Fe Depot*
 Route No. Vehicle No. Destination (destino)
 (linea) (numero de vehiculo)

Hooray!!! At last a "kneeling" bus on Route 992. For 6 years I've been using the Coaster + 992 to + from the airport climbing those bus steps with grandchildren, luggage, car seats + strollers. Keep those "kneeling" buses on 992!!! It's a delight to just "roll" on the bus!

Optional Information:

Ms. Martha Faron
 4427 Old River St
 Oceanside, CA 92057-6002
 City Zip Code Tel. No.

VEOLIA

Comments

Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

D9924

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendieramos en el futuro?

8-13-06		12 NOON
Date (fecha)		Time of Trip (hora)
992	2613	AIRPORT
Route No. (línea)	Vehicle No. (numero de vehículo)	Destination (destino)

I WANT YOU TO KNOW
THAT SAMATHA RAMIREZ
IS THE SAFEST, MOST CONSID-
ERATE, POLITE AND KNOWLEDG
ABLE DRIVER I HAVE SEEN
IN 13 YEARS ON YOUR BUSES.
I AM A DRIVING INSTRUCTOR.

Optional Information:

Roger NICHOLS
Name
255 'G' ST. 360
Address
S.D. 92101
City Zip Code Tel. No.

VEOLIA

Comments



Please use this space to describe any bus/trolley problems, suggestions for improvements, or ideas for the future.

Si considera el servicio regular o decepcionante, describa brevemente por qué. ¿Qué cosas le gustaría que atendiéramos en el futuro?

8-23-06 3:15pm
Date (fecha) Time of Trip (hora)
933 2504
Route No. Vehicle No.
(linea) (numero de vehiculo)
Seavast
Destination (destino)

Billy was very helpful
and courteous.
The perfect bus driver!

Thank you for hiring him. He
deserves recognition today.

Optional Information:

Name

Address

City

Zip Code

Tel. No.



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

Memorandum

DATE: September 28, 2006

ADM 110.1 (PC 50101)

TO: MTS Board of Directors and Alternates

FROM: Tiffany Lorenzen 
General Counsel

SUBJECT: ETHICS TRAINING

RELEVANT LAW

Recently enacted California Government Code section 53235 requires that all members of the governing body of cities, counties, and special districts receive training in general ethics principles and ethics laws relevant to his or her public service. As a result of this recent legislation, all MTS Board Members and Board Member Alternates are required to receive the prescribed ethics training.¹

TRAINING TIMETABLE

Board Members and Board Member Alternates in service prior to January 1, 2006, and whose service does not end before January 1, 2007, must receive ethics training before January 1, 2007. Board Members and Board Member Alternates in service on or after January 1, 2006, must receive ethics training no later than one year from the first day of service. After receipt of initial ethics training, each official shall receive the prescribed ethics training at least once every two years.

AVAILABLE TRAINING

Ethics training will be available for Board Members and Board Member Alternates on October 19, 2006, and November 9, 2006, from 1:00 p.m. to 3:00 p.m. in the MTS Board Room. Please inform the General Counsel if you would like to attend either training session.

TRAINING REQUIRED

Each Board Member and Board Member Alternate is required to receive two hours of training in general ethics principles and ethics laws relevant to his or her service. The course subject matter will include laws relating to personal financial gain, conflict of interest laws, gift and travel restrictions, government transparency laws, and laws relating to fair processes. The provider of the training course shall provide each participant with proof of participation, and MTS shall maintain records indicating the date each official satisfied the training requirement and the entity that provided the training. *Members and Alternates are not required to take two hours of training for their service on the MTS Board and then an additional two hours of training for service on their respective city or county government.* Therefore, if members have already received training, it is not necessary to participate in the training session at MTS.

¹ "Special district" is not defined for purposes of section 53235; however, it has been defined for the purpose of other code sections to mean "an agency of the state, formed pursuant to general law or a special act, for the performance of governmental or proprietary functions, with limited geographic boundaries, including, but not limited to, a school district and a community college district." Cal. Gov. Code § 53412. It is uncertain whether MTS is a "local agency" for the purposes of section 53235; however, MTS Board members are required to receive ethics training as a result of other public agency positions they hold. In an abundance of caution, General Counsel is recommending training for MTS Board members.