



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

09-07-07 A10:38 IN

Agenda

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

September 13, 2007

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 16, 2007
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

Please turn off cell phones and pagers
during the meeting



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

CONSENT ITEMS

- | | | |
|-----|---|---------|
| 6. | <u>MTS: Budget Transfers and Mission Valley East Legal Services Contract Amendment</u>
Action would authorize the CEO to: (1) transfer funds from the Mission Valley East (MVE) Light Rail Transit (LRT) Project Reserve budget line item 10426-4500 into the Professional Services line item 10426-0800 MVE Budget Revisions; and (2) execute Amendment No. 3 (MTS Doc. No. M6655.3-07) with Hecht, Solberg, Robinson, Goldberg, and Bagley, LLP for legal services on the MVE LRT Project. | Approve |
| 7. | <u>MTS: Adopt Proposed Policy No. 56 - Fraud in the Workplace</u>
Action would adopt the proposed Policy No. 56 - Fraud in the Workplace. | Adopt |
| 8. | <u>MTS: Audit Report - Human Resources</u>
Action would receive an internal audit report on Human Resources. | Receive |
| 9. | <u>MTS: Pay Phone Services Contract Award</u>
Action would authorize the CEO to execute a revenue contract (MTS Doc. No. L5678.0-07) with Western Communication Systems, Inc. for pay phone services for a 3-year base term with 2 one-year option terms. | Approve |
| 10. | <u>SDTC: Dissolution of San Diego Transit Leasing Corporation</u>
Action would approve Resolution No. 07-5 dissolving San Diego Transit Leasing Corporation. | Approve |
| 11. | <u>MTS: IAD/KMD Vacuum System Replacement Project</u>
Action would authorize the CEO to award a contract to Peachez, Inc. dba Air Management Systems for the IAD/KMD Vacuum System Replacement Project. | Approve |
| 12. | <u>MTS: Light Rail Vehicle Window Film Installation and Maintenance - Contract Award</u>
Action would authorize the CEO to execute an agreement (MTS Doc. No. L0807.0-08) with Lakeside Paint and Body Shop for nine months with two 1-year options to supply and install light rail vehicle window film on 134 vehicles. | Approve |
| 13. | <u>MTS: Rebuilt Allison Transmissions and Cummins Natural Gas Engine In-Frame Overhauls - Contract Award</u>
Action would authorize the CEO to execute two 3-year contracts with two 1-year options (MTS Doc. Nos. B0490.0-08 and B0491.0-08) with: (1) United Transmission Exchange, Inc. for rebuilt Allison transmissions; and (2) Cummins Cal. Pacific, LLC for Cummins natural gas engine in-frame overhauls. | Approve |
| 14. | <u>MTS: Amend Policy No. 52 - Procurement of Goods and Services</u>
Action would authorize General Counsel to amend MTS Policy No. 52 "Procurement of Goods and Services" as recommended. | Approve |
| 15. | <u>MTS: Investment Report</u>
Action would receive a report for information. | Receive |

CLOSED SESSION

24. a. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a): Balfour Beatty/Ortiz v. MTS, Superior Court Case No. GIC 868963
- b. 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

NOTICED PUBLIC HEARINGS

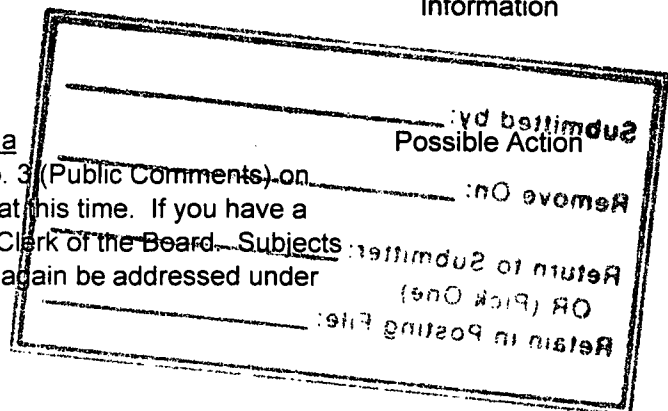
25. None.

DISCUSSION ITEMS

30. MTS: Super Loop and Station Design Possible Action
Action would receive a report for information.
31. MTS: Mills Building Remodel Project Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) approve transferring funds from the Fiscal Years 2007 and 2008 Capital Improvement Program to fully fund the MTS Mills Building Improvement Project; (2) transfer funds to the budget line items; (3) waive the applicable provisions of Policy No. 52 "Procurement of Goods and Services" and authorize the CEO to utilize the County of San Diego's Job Order Contracting process to award a construction contract to Davis and Adams Inc. for the construction of the MTS Mills Building Improvement Project; (4) authorize the CEO to purchase office furniture on the open market through Maxon; and (5) waive MTS Policy No. 52 "Procurement of Goods and Services" for the construction and furniture contracts.

REPORT ITEMS

45. MTS: Semiannual Security Report (January through June 2007) Receive
Action would receive a report for information.
46. MTS: Annual Service Performance Monitoring Report Receive
Action would receive a report on the annual performance of bus and trolley services for FY 2007.
60. Chairman's Report Possible Action
61. Chief Executive Officer's Report Information
62. Board Member Communications
63. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
64. Next Meeting Date: September 27, 2007
65. Adjournment



Submitted by:	D. Bridge
Remove On:	9/13/07
Return to Submitter:	G. Williams
OR (Pick One)	
Retain in Posting File:	

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 9/13/07

CALL TO ORDER (TIME): 9:01 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:05 a.m.

RECONVENE: 9:30 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:50 a.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>	9:07 a.m. during AI 24	11:43 a.m. during AI 45
CLABBY	<input checked="" type="checkbox"/>	(Selby)	<input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/>	(Cafagna)	<input type="checkbox"/>	9:03 a.m. during AI 24	11:08 a.m. during AI 46
EWIN	<input checked="" type="checkbox"/>	(Allan)	<input type="checkbox"/>		
FAULCONER	<input type="checkbox"/>	(Hueso)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
HANSON-COX	<input type="checkbox"/>	(Lewis)	<input checked="" type="checkbox"/>		
MAIENSCHIN	<input type="checkbox"/>	(Hueso)	<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"/>		
MONROE	<input checked="" type="checkbox"/>	(Downey)	<input type="checkbox"/>		
RINDONE	<input type="checkbox"/>	(McCann)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>		11:44 a.m. during AI 60
RYAN	<input type="checkbox"/>	(B. Jones)	<input checked="" type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		11:08 a.m. during AI 46
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

Tiff Williams

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

August 16, 2007

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

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

2. Approval of Minutes

Mr. McLean moved to approve the minutes of the July 19, 2007, Board of Directors meeting. Mr. Lewis seconded the motion, and the vote was 9 to 0 in favor.

3. Public Comment

Don Stillwell: Mr. Stillwell stated that the Green Line doesn't make connections with Route No. 14. He felt that ridership on Route No. 14 would be increased if there was a connection. He stated that this could be accomplished by delaying the departure of Route No. 14 from Fashion Valley by five minutes. He also requested that Route No. 14 stop at the Grantville Trolley Station for connection purposes.

Staff confirmed for Mr. Monroe that delaying this route out of Fashion Valley would affect timed transfers all along the route. Chairman Mathis stated that it is easy to look at only one station, but there is a ripple effect throughout the entire route if changes such as those requested by Mr. Stillwell are made. Mr. Monroe pointed out that the Board makes decisions based on the entire route, not service a just one stop.

Clive Richard: Mr. Richard stated that he is concerned because the display is not working on S70 trolley cars when they are the trailing car in a mixed consist. He stated that he was told by staff during an Accessible Services Advisory Committee that when transit television services were installed, that problem would be resolved; however, the contract with Transit Television Network specifically excludes S70 cars from the installation. Ms. Tiffany Lorenzen, MTS General Counsel, stated that he must have misread the contract. She stated that the S70 cars are included in the installation, but the Sprinter is excluded until it is brought online.

CONSENT ITEMS

6. MTS: San Diego and Arizona Easter (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Railway Company Board of Directors at its July 24, 2007, Meeting (SDAE 710.1, PC 50771)

Recommend that the Board of Directors (1) receive the San Diego and Imperial Valley Railroad, Pacific Southwest Railway Museum Association, and Carrizo Gorge Railway, Inc. quarterly reports (Attachment A of the agenda item); and (2) ratify actions taken by the SD&AE Railway Company Board of Directors at its meeting on July 24, 2007 (Attachments B-D of the agenda item).

7. MTS: September 2007 Service Changes (SRTP 830, PC 50451)

Recommend that the Board of Directors receive a report on the service changes scheduled for September 2007 implementation.

8. This number was not used

9. MTS: Kearny Mesa Division (KMD) Steam Rack Retrofit Project (CIP 11194)

Recommend that the Board of Directors authorize the CEO to award a contract to Autolift Services, Inc. (in substantially the same format as Attachment A of the agenda item – MTS Doc. No. G1094.0-07) for the KMD Steam Rack Retrofit Project.

10. MTS: Nonrevenue Vehicles – Contract Award (CIP 11202)

Recommend that the Board of Directors authorize the CEO to execute a contract (insubstantially the same format as Attachment A of the agenda item – MTS Doc. No. L0813.0-07) with Villa Ford to supply five nonrevenue vehicles to SDTI's Security Department.

11. MTS: Office of Homeland Security Grant Applications (AG 210.9)

Recommend that the Board of Directors approve Resolution 07-10 (Attachment A of the agenda item) authorizing the CEO to submit applications for FY 06 Transit Security Grants Program funding.

12. MTS: Investment Report (FIN 300, PC 50601)

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

Recommended Consent Items

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

CLOSED SESSION:

24. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:10 a.m.

- a. MTS: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(a) Balfour Beatty/Ortiz v. MTS, (Superior Court Case No. GIC 868963)
- b. MTS: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant Exposure to Litigation Pursuant to California Government Code section 54956.9(b): (One Potential Case)

The Board reconvened to Open Session at 9:45 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

- a. The Board received a report and gave direction to agency-designated representatives.
- b. The Board received a report and gave direction to agency negotiators.

NOTICED PUBLIC HEARINGS

There were no noticed public hearings.

DISCUSSION ITEMS

30. MTS: FY 2008 Budget Amendments (FIN 300, PC 50601)

Chairman Mathis introduced this item explaining that the Board was being asked to approve measures that would address MTS's FY 2008 budget deficit and put MTS in a better financial position in coming years. Mr. Paul Jablonski, MTS CEO, provided a recap of the development of the FY 2008 budget, reminding the Board that MTS was able to return \$2.2 million in FY 2007 to reserves because MTS was under budget for that year. He also reminded the Board that a balanced budget for FY 2008 had been developed by staff and approved by the Board prior to notification in May that projections for sales tax revenues had been overstated. He stated it appears that sales tax revenues will be lower than projected for a number of years. He stated that the recommended budget amendments should position MTS to match its budget with its recurring revenues going forward.

Mr. Jablonski advised the Board that MTS used a modeling system provided by TranSystems to test different fare scenarios during the development of the fare increase recommendations. He added that TranSystems is being used by SANDAG to do a fare study of the entire region. He also pointed out that the annualized savings for each of the proposed actions will not be fully realized in FY 2008. He stated that this is the cost of receiving late information.

Mr. Larry Marinesi, MTS Budget Manager, reviewed in detail the recommended budget adjustments for non-fare revenue, non-service cost, personnel benefit, and fare adjustments. It was pointed out that this covers 45 percent of the funding shortfall. It was also pointed out that staff's goals as they relate to the fare structure are to simplify the structure and increase revenues. Mr. Marinesi explained that changing the senior eligibility age to 65 would be accomplished by moving the age one year each year so that passengers who are currently eligible would not be impacted. He also pointed out that a TransNet II ordinance amendment would have to be approved in order to implement this change.

Mr. Conan Cheung, MTS Director of Planning and Scheduling, reviewed the recommendations for service reductions. He stated that the benefit of implementing fare increases is that it reduces the need to make service changes. He stated that the Comprehensive Operational Analysis (COA) has already streamlined service and eliminated many of the inefficiencies in MTS's system. He reminded the Board that many riders who spoke during the public hearings for the COA stated that they would be willing to accept fare increases in order to preserve service. He stated that the recommended adjustments for Route Nos. 8/9, 701, 709, and 712 are minor in nature with minimal impact on ridership and will be implemented as part of the September service changes without public hearing. He reviewed the remaining recommended service changes and reported that these changes all require a public hearing, which will be held in January 2008.

Public Comment

Don Stillwell: Mr. Stillwell expressed support for the replacement of transfers with day passes if passengers can purchase them from bus operators and fare vending machines.

Clive Richard: Mr. Richard stated that he was opposed to raising the senior eligibility age to 65 and wondered how MTS determines eligibility for a Senior & Disabled (S&D) Pass. He was also opposed to the elimination of the discount for the bulk purchase of tokens and expressed support for the recommended changes for Route No. 28. He also objected to the recommendation that service improvements not be implemented for Route No. 7, which is overcrowded and has poor on-time performance.

Mr. Cheung explained that MTS added 36 hours to the running time of Route No. 7 in January. He explained that this route operates in an urban environment with many variables. He stated that Planning staff members conducted a two-week intensive campaign to identify those variables and will address each one of them. He stated that some changes have already been implemented such as deploying different types of buses to speed up the boarding and alighting process.

Mr. Rindone, Chair of the Budget Development Committee, advised the Board that the Committee looked at many options for addressing the deficit and tried to select alternatives that would minimize impact. He stated that once the fare-related recommendations are approved by the MTS Board, they will proceed to SANDAG for approval. He stated that while North County Transit is also trying to address a budget deficit that resulted from the same faulty projections, they are opposed to fare increases that might detract from the opening of their Sprinter service. Mr. Rindone also pointed out that top cash and pass fares are not being increased – that the recommended changes affect the structure of fares that are less than the top fares. He also pointed out that MTS is the only agency that does not have a senior eligibility age of 62 or 65.

He added that a \$5 day pass would be an increase of only 50 cents (\$2.25 base fare/\$4.50 round trip fare) over using a transfer and would enable the passenger to ride multiple times throughout the day. He pointed out that North County Transit no longer uses transfers. Mr. Jablonski pointed out that bus operators and fare vending machines will be able to issue day passes.

Mr. Jablonski explained for Mr. Emery that MTS is recommending that its planning staff do the operations planning for SANDAG. He stated that these services are currently contracted out and, under this recommendation, SANDAG would pay MTS for this service instead. He also explained for Mr. Emery that the five trolley cars that would be "wrapped" are in need of extensive refurbishment. He explained that an evaluation of the entire trolley infrastructure is underway and that these cars may be replaced with new cars. He stated that it was felt it would be better to gain advertising revenues from these cars than to spend money refurbishing them when they may be replaced as part of the larger plan. Chairman Mathis explained for Mr. Monroe that only buses that have not been painted with the new branding and the five trolley cars that are in need of refurbishment will be available to be wrapped. Mr. Roberts stated that this is a very narrow authorization for a limited period of time and will be an improvement in the look of this particular equipment. Mr. Young expressed his support of the advertising recommendation.

Mr. Emery stated that MTS should ensure that the high subsidy of DART service is highlighted during discussions of the elimination of this service. It was clarified for Mr. Emery that fare vending machines both accept and return dollar coins as change.

In response to a question from Mr. Monroe, Mr. Cheung reported that ten percent of MTS's ridership uses transfers. He also advised Mr. Monroe that MTS has an agreement with UCSD under which they pay MTS for each ride taken by their students and faculty members using bus service to get to UCSD. He stated that the rider, who would be forced to transfer to get to UCSD, would not experience an increase in fare because UCSD is paying their fare.

Mr. Monroe pointed out that one of the routes being recommended for service adjustment has a subsidy of \$1.56 while MTS is operating routes with much higher subsidies. He asked if MTS should be adjusting this particular route. Ms. Atkins stated that she didn't feel that subsidy per passenger should be the only criteria considered when deciding where to make service cuts. She stated that MTS has a responsibility to provide service throughout the region and that needs to be balanced with cost efficiencies. Mr. Emery requested that the total cost of high subsidy service, such as that provided to Borrego Springs, be provided to the Board. He stated that while the subsidy may be high, the amount of service provided is very low so the total cost may be low.

Mr. Monroe asked how MTS determines eligibility for an S&D (disabled) pass. Mr. Jablonski explained that MTS has criteria for that and is in the process of reviewing how these passes are sold in order to ensure that only those who are truly qualified are able to purchase them. Ms. Lorenzen pointed out that the Americans with Disabilities Act (ADA) specifically identifies the qualifications. Mr. Jablonski stated that he has been discussing the possibility of having identification photos on the new Compass Card so that riders don't need to carry additional identification.

Ms. Atkins thanked the Budget Development Committee and staff for all their hard work on this issue. She stated that having gone through the COA gives her comfort that MTS knows its baseline of service. She also stated that she has resisted service cuts and fare increases in the past but feels these may be the only options at this point in time. She added that MTS still needs to work on educating the public because there is not a complete understanding of what MTS is up against. She stated that MTS is a very well-run agency and thanked Mr. Jablonski and the entire MTS team. She added that everyone worked hard to extend TransNet and to support state bond measures that would bring funding to the region but that this was not enough.

Mr. Clabby questioned whether approval of these budget items was premature as the state budget has not yet been approved. Mr. Jablonski explained that operating monies that come to MTS from the state are relatively safe. He stated that it is money for funding MTS capital needs that is uncertain at this point. Mr. Roberts pointed out that the state budget will never be structurally balanced and, therefore, funding levels are perpetually in question.

Mr. Monroe suggested that the California League of Cities be approached about helping further the cause for transit and pointed out that Councilmember Jim Madaffer will be chair of that group. He also pointed out that, as a result of the recent bridge collapse in Minneapolis, there is discussion that too much funding has been allocated to transit. Mr. Jablonski stated that he will ask the California Transit Association to pursue this avenue of support.

Mr. Young offered his apologies to the Board that, although he is a member, he was unable to participate in Budget Development Committee meetings because of the conflict with his city council meetings.

Action Taken

Mr. Emery moved to (1) approve a waiver of provisions of MTS Policy No. 21 that conflict with advertising proposals contained in Attachments A-1 to B-4 of the agenda item and direct staff to implement the proposed advertising plan; (2) direct staff to implement proposed changes on nonservice changes and personnel benefit adjustments contained in Attachments A-1 to B-4 of the agenda item; (3) direct staff to begin a process with SANDAG to amend fare ordinances with proposed fare increases as contained in Attachments A-1 to B-4 of the agenda item; (4) direct staff to schedule public hearings to implement service changes as contained in Attachments A-1 to B-4 of the agenda item; and (5) direct staff to bring back a revised budget based upon changes as contained in Attachments A-1 to B-4 of the agenda item. Mr. Young seconded the motion, and the vote was 11 to 0 in favor.

31. MTS: Authorization for Use of Additional City of San Diego Billboard Reserve Funds (AG 250)

Ms. Lorenzen provided the Board with an overview of how the Billboard Reserve Fund originated as part of a negotiated settlement and its purpose. She stated that proposals for the use of these funds must be transit related and approved by the Board.

City of San Diego employee Mike Arnold provided the Board with an overview of the proposed improvements to the 47th Street and 62nd Street Trolley Stations. He provided information on the project team, location of the stations, project features and benefits, and milestones completed and scheduled for the future. He also presented information on the cost and the schedule for completion. Mr. Jim Neri, Neri Landscape, provided details on the specific

improvements that are being proposed each of the stations. He stated that the improvements will improve station appearance, discourage graffiti, and provide shade for people in the stations. Mr. Lorenzen pointed out that once the total project cost (\$310,000), which includes the \$90,000 being requested, is withdrawn from the Billboard Reserve Account, there will be a balance of \$42,817.24. Chairman Mathis stated that billboard revenues will replenish the reserve account.

Mr. Young thanked everyone for doing a good job on this project. He added that community redevelopment dollars will also be used to help make this project a reality. He stated that there is currently a master plan for Imperial Avenue and eventually the 62nd & Market/Euclid Station that will provide the type of commercial development MTS wants around its trolley stations. He stated that the end result will be an entire community surrounding a trolley station.

Action Taken

Mr. Young moved to authorize additional funds in the amount of \$90,000 from the City of San Diego Billboard Reserve Fund to the City of San Diego for additive alternatives at the 47th Street and 62nd Street Trolley Stations. Mr. Emery seconded the motion, and the vote was 11 to 0 in favor.

REPORT ITEMS

45. MTS: American Public Transportation Association (APTA) Conferences (ADM 121.6)

Mr. Rob Schupp, MTS Director of Marketing and Communications, provided the Board with an overview of staff activities to prepare for the APTA Annual Meeting & Expo, which will be held in San Diego in 2008. Mr. Schupp reported that staff will be meeting with APTA representatives next week to work out more details. He reported on the responsibilities of the host agency and provided information on the MTS booth that will be on display at this year's APTA Annual Meeting in Charlotte, North Carolina. He reported that Coke is partnering with MTS on this particular aspect of MTS's involvement. He also advised the Board that MTS will be working with SANDAG and NCTD to determine how the agencies will partner for this project. Mr. Rindone suggested trolley key chains be provided to each participant of the APTA meeting in Charlotte. He stated that this suggestion could be funded through private donations if it proves to be too costly for MTS.

Action Taken

Mr. Emery moved to receive a report regarding MTS's participation in the 2007 and 2008 APTA Conferences. Mr. Young seconded the motion, and the vote was 9 to 0 in favor.

60. Chairman's Report

The Chairman had nothing to report.

61. Chief Executive Officer's Report

APTA Nomination: Mr. Jablonski reported that he has been nominated to the position of regional director of the west coast region on the APTA Board of Directors. The Board congratulated Mr. Jablonski on his nomination.

62. Board Member Communications

Agenda Item 61: In response to a question from Mr. Rindone, Ms. Lorenzen explained that the work order for Padilla as referenced in Agenda Item 61 – Work Orders (Page C-1) refers to an individual who provided Disadvantaged Business Enterprise consultant services.

Audit Oversight Committee: Mr. Ewin, Chairman of the Audit Oversight Committee, reported that the Committee had held its first meeting and that everyone had been faxed a copy of the minutes for that meeting. He stated that the Committee spent a lot of time with the auditor going over the basics. He stated that the audit scope is well underway. He added that the minutes are detailed and invited everyone to read them.

Tijuana Estuary: Mr. McLean invited Board members to ride the bus and trolley to the 25th birthday party for the Tijuana Estuary from 2:00 p.m. to 6:00 p.m. today.

63. Additional Public Comments on Items Not on the Agenda

Jason Heil: Mr. Heil thanked MTS for passing its no-smoking ordinance, which will reduce litter at bus stops and stations. He stated that he has submitted letters with suggestions for improving safety and the elimination of litter at stations and that he has other ideas as well.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, September 13, 2007, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Mathis adjourned the meeting at 11:28 a.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): 8/16/07

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:10 a.m.

RECONVENE: 9:45 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:28 a.m.

BOARD MEMBER		(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Hueso) <input type="checkbox"/>	9:04 a.m. during AI 3	11:21 a.m. during AI 45
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"/>	(Hueso) <input type="checkbox"/>		<input checked="" type="checkbox"/>
HANSON-COX	<input type="checkbox"/>	(Lewis) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input type="checkbox"/>	(Hueso) <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"/>		
MONROE	<input checked="" type="checkbox"/>	(Downey) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/>	(McCann) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/>	(Cox) <input type="checkbox"/>		11:23 a.m. during AI 45
RYAN	<input type="checkbox"/>	(B. Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/>	(Hueso) <input type="checkbox"/>	9:03 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

[Signature]



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.

CIP 10426.12

September 13, 2007

SUBJECT:

MTS: BUDGET TRANSFERS AND MISSION VALLEY EAST LEGAL SERVICES
CONTRACT AMENDMENT

RECOMMENDATION:

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

1. transfer funds from the Mission Valley East (MVE) Light Rail Transit (LRT) Project Reserve budget line item 10426-4500 into the Professional Services Line Item 10426-0800 (as shown in Attachment A) MVE Budget Revisions; and
2. execute Amendment No. 3 (MTS Doc. No. M6655.3-07) with Hecht, Solberg, Robinson, Goldberg, and Bagley, LLP (in substantially the same form as Attachment B) for legal services on the MVE LRT Project.

Budget Impact

\$500,000 for the legal services contract amendment would come from the MVE LRT Project budget line item (10426-0800 Professional Services) leaving a balance of \$174,076 after the budget line item transfer.

DISCUSSION:

Budget Transfer

In order to fund additional legal services to resolve the one outstanding construction claim from the MVE LRT Project, staff recommends transferring \$500,000 from the Project Reserve into the Professional Services Line Item as shown on Attachment A.



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

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

The total capital project budget would be revised to \$499,807,852. The available balance in the Project Reserve Line Item would be \$2,494,448. The budget transfer history for the Mission Valley East Project is included as Attachment C.

Contract Amendment

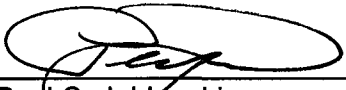
On March 22, 2007, the Board approved a contract with Hecht, Solberg, Robinson, Goldberg, and Bagley, LLP legal services on the MVE LRT Project on an as-needed, on-call basis. MTS has been utilizing the professional services of James G. Ehlers and others from the law firm for several years through various MTS contracts.

Additional hours for Mr. Ehler's legal services are needed for MVE LRT Project issues. The amount of the contract, which totals \$290,000, is as follows:

1. The initial \$100,000 was approved by the Board in March 2007.
2. Amendment No. 1 for \$100,000 was approved by the Board on June 28, 2007.
3. Amendment No. 2 for \$90,000 was approved by the CEO in August 2007.

The hours invoiced by the law firm are approaching the limit, and staff anticipates requiring more legal services from Mr. Ehlers and the claims experts on the MVE LRT Project until the conclusion of the Balfour Beatty/Ortiz Joint Venture (BBO) claim against MTS.

Staff is requesting approval of Amendment No. 3 to MTS Doc. No. M6655.0-07, which would increase the total contract amount to \$790,000 for legal services from Hecht, Solberg, Robinson, Goldberg, and Bagley, LLP and others in the defense of contractor claims by BBO against MTS on the MVE LRT Project.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contacts: Ramon A. Ruelas, 619.699.6944, rrue@sandag.org
Dennis L. Wahl, 619.235.2635, dwa@sandag.org

SEPT13-07.6.MVE LEGAL SVCS.DWAHL.doc

Attachments: A. Mission Valley Budget Revisions
B. Draft MTS Doc. No. M6655.3-07
C. Mission Valley Budget Transfer History

Mission Valley East LRT Project
Budget Revisions

<u>WBS 10426 -</u>	<u>Line Item</u>	<u>Current Budget</u>	<u>Revised Budget</u>	<u>Change</u>
0800	Professional Services	6,600,000	7,100,000	500,000
	Unchanged Line items	<u>492,707,852</u>	<u>492,707,852</u>	
	Total	499,307,852	499,807,852	500,000
4500	Project Reserve	2,994,448	2,494,448	(500,000)

DRAFT

September 13, 2007

MTS Doc. No. M6655.3-07
CIP 10426.12

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

Dear Mr. Ehlers:

Subject: AMENDMENT NO. 3 TO MTS DOCUMENT NO. M6655.0-07; LEGAL SERVICES FOR THE
MISSION VALLEY EAST LRT PROJECT

This letter will serve as Amendment No. 3 to MTS Document No. M6655.0-07 for professional services as further described below.

SCOPE OF SERVICES

The approved contract amount is hereby increased by \$500,000 for all expenditures outlined in the original contract not to exceed \$790,000.

SCHEDULE

There shall be no changes in the contract schedule for services outlined in the original contract.

PAYMENT

Payment shall be based on actual costs not to exceed \$500,000 (WBS 10426-0800) in accordance with the original contract provisions. There shall be no change in the basic hourly billing rate or contract amount, up to and including this Amendment No. 3, other than those allowed in the original contract. Addition authorization is contingent upon written approval of MTS. The total value of MTS Document No. M6655.0-07, including this amendment, is \$790,000. All other conditions of the original contract shall remain the same.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

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

SEPT13-07.6.AttA.LEGAL SVCS MVE.DWAHL.doc

Date: _____

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

Budget Transfers

**- excludes 7,000,000 in planning budget
*** - \$157,802 transferred to project 11158



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.

ADM 110.2

September 13, 2007

SUBJECT:

MTS: ADOPT PROPOSED POLICY NO. 56 - FRAUD IN THE WORKPLACE

RECOMMENDATION:


That the Board of Directors adopt the proposed MTS Policy No. 56 – Fraud in the Workplace (Attachment A).

Budget Impact

None.

DISCUSSION:

During the fiscal 2006 audit, external auditors recommended that MTS develop and adopt a fraud policy to ensure that MTS is in compliance with American Institute of Certified Public Accountants requirements and to help deter and prevent fraud. Therefore, staff is requesting Board approval of the attached proposed MTS Policy No. 56 – Fraud in the Workplace.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, mark.abbey@sdmts.com

SEPT13-07.7.POLICY56 FRAUD WORKPLACE.MABBEY.doc

Attachment: A. Proposed MTS Policy No. 56 – Fraud in the Workplace





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

Att. A, AI 7, 9/13/07

Policies and Procedures

No. 56

SUBJECT:

Enacted: 8/16/07

FRAUD IN THE WORKPLACE

PURPOSE:

To establish policies and procedures for clarifying acts that are considered to be fraudulent, describing the steps to be taken when fraud or other related dishonest activities are suspected, and providing procedures to follow in accounting for missing funds, restitution, and recoveries.

MTS is committed to protecting its assets against the risk of loss or misuse. Accordingly, it is the policy of MTS to identify and promptly investigate any possibility of fraudulent or related dishonest activities against MTS and its subsidiaries, and, when appropriate, to pursue legal remedies available under the law.

56.1 DEFINITIONS

For purposes of this policy, the following definitions shall apply:

56.1.1 Fraud – Fraud and other similar irregularities include, but are not limited to:

- a. Claims for reimbursement of expenses that are not job-related or authorized by MTS Policies and Procedures.
- b. Forgery or unauthorized alteration of documents (checks, promissory notes, time sheets, independent contractor agreements, purchase orders, budgets, etc.).
- c. Misappropriation of MTS assets (funds, securities, supplies, furniture, equipment, etc.).
- d. Improprieties in the handling or reporting of money transactions.
- e. Authorizing or receiving payment for goods not received or services not performed.

A-1



- f. Computer-related activity involving unauthorized alteration, destructions, forgery, or manipulation of data, documents and files, or misappropriation of MTS-owned software.
- g. Misrepresentation of information on documents.
- h. Any apparent violation of federal, state, or local laws related to dishonest activities or fraud.
- i. Seeking or accepting anything of material value from those doing business with MTS, including vendors, consultants, contractors, lessees, applicants, and grantees. Materiality is determined by MTS's Conflict of Interest Code, which incorporates the Fair Political Practices Commission's regulations.

56.1.2 Employee – In this context, employee refers to any individual or group of individuals who receive compensation, either full- or part-time, from MTS or any of its subsidiaries. The term also includes any volunteer who provides services to MTS through an official arrangement with MTS or any of its subsidiaries.

56.1.3 Management – In this context, management refers to any administrator, manager, director, supervisor, or other individual who manages or supervises funds or other resources, including human resources.

56.1.4 Internal Auditor – In this context, Internal Auditor refers to any person or persons assigned by the Chief Executive Officer to investigate any fraud or similar activity.

56.1.5 External Auditor – In this context, External Auditor refers to independent audit professionals who perform annual audits of the MTS's financial statements.

56.2 It is MTS's intent to fully investigate any suspected acts of fraud, misappropriation, or other similar irregularity. An objective and impartial investigation will be conducted regardless of the position, title, and length of service, or relationship with MTS of any party who might be or become involved in or becomes the subject of such investigation.

56.3 Each department of MTS is responsible for instituting and maintaining a system of internal control to provide reasonable assurance for the prevention and detection of fraud, misappropriations, or other irregularities. Management shall be familiar with the types of improprieties that might occur within their area of responsibility and be alert for any indications of such conduct.

56.4 The Chief Executive Officer shall designate the appropriate individual(s) to conduct any investigation of activity as defined in this policy, including, but not limited to, the Internal Auditor and/or General Counsel. Those individual(s) assigned to lead any investigations of activity as defined within the policy shall apprise the Chief Executive Officer of all pertinent findings.

56.5 Throughout the investigation, the Internal Auditor will inform the Chief Executive Officer of pertinent investigative findings.

56.6 Employees will be granted whistle-blower protection when acting in accordance with this policy. When informed of a suspected impropriety, neither MTS nor any person acting on behalf of MTS shall:

56.6.1 Dismiss or threaten to dismiss the employee;

56.6.2 Discipline, suspend, or threaten to discipline or suspend the employee;

56.6.3 Impose any penalty upon the employee; or

56.6.4 Intimidate or coerce the employee.

Violations of the whistle-blower protection will result in discipline up to and including dismissal.

56.7 Upon conclusion of the investigation, the results will be reported to the Chief Executive Officer.

56.8 The Chief Executive Officer, following review of investigation results, will take appropriate action regarding employee misconduct. Disciplinary action can include termination and referral of the case to the District Attorney's Office for possible prosecution.

56.9 MTS will pursue every reasonable effort, including court-ordered restitution, to obtain recovery of MTS losses from the offender or other appropriate sources.

56.10 Procedures

56.10.1 Board Member Responsibilities

- a. If a Board member has reason to suspect that a fraud has occurred, he or she shall immediately contact the Chief Executive Officer.
- b. The Board member shall not attempt to investigate the suspected fraud or discuss the matter with anyone other than the Chief Executive Officer.
- c. The alleged fraud or audit investigation shall not be discussed with the media by any person other than through the Chief Executive Officer in consultation with the General Counsel and the Internal Auditor.

56.10.2 Management Responsibilities

- a. Management is responsible for being alert to and reporting fraudulent or related dishonest activities in their areas of responsibility.
- b. Each manager shall be familiar with the types of improprieties that might occur in his or her area and be alert for any indication that improper activity, misappropriation, or dishonest activity is or was in existence in his or her area.
- c. When an improper activity is detected or suspected, management should determine whether an error or mistake has occurred or if there may be dishonest or fraudulent activity.
- d. If management determines a suspected activity may involve fraud or related dishonest activity, they should contact their immediate supervisor.
- e. Department directors should inform the Chief Executive Officer.
- f. Management should not attempt to conduct individual investigations, interviews, or interrogations. However, management is responsible for taking appropriate corrective actions to ensure that adequate controls exist to prevent reoccurrence of improper actions.
- g. Management should support MTS's responsibility and cooperate fully with the Internal Auditor, other involved departments, and law enforcement agencies in the detection, reporting, and investigation of criminal acts, including the prosecution of offenders.
- h. Management must give full and unrestricted access to all necessary records and personnel. All MTS furniture and contents, including desks and computers, are open to inspection at any time. There is no assumption of privacy.
- i. In dealing with suspected dishonest or fraudulent activities, great care must be taken. Therefore, management should avoid the following:
 - 1. Incorrect accusations.

2. Alerting suspected individuals that an investigation is underway.
 3. Treating employees unfairly.
 4. Making statements that could lead to claims of false accusations or other offenses.
- j. In handling dishonest or fraudulent activities, management has the responsibility to:
1. Make no contact (unless requested) with the suspected individual to determine facts or demand restitution. Under no circumstances should there be any reference to "what you did," "the crime," "the fraud," "the misappropriation," or etc.
 2. Avoid discussing the case, facts, suspicions, or allegations with anyone outside MTS unless specifically directed to do so by the General Counsel.
 3. Avoid discussing the case with anyone inside MTS other than employees who have a need to know, such as the Chief Executive Officer or Internal Auditor, unless specifically directed to do so by the General Counsel.
 4. Direct all inquiries from the suspected individual, or his or her representative, to the Chief Executive Officer or General Counsel. All inquiries by an attorney of the suspected individual should be directed to the General Counsel. All inquiries from the media should be directed to the Chief Executive Officer.
 5. Take appropriate corrective and disciplinary action, up to and including dismissal, after consulting the Director of Human Resources, in conformance with MTS's Personnel Manual or Policies and Procedures.

56.10.3 Employee Responsibilities

- a. A suspected fraudulent incident or practice observed by or made known to an employee must be reported to the employee's supervisor for reporting to the proper management official.

- b. When the employee believes the supervisor may be involved in the inappropriate activity, the employee shall make the report directly to the next higher level of management and/or the Chief Executive Officer.
- c. The reporting employees shall refrain from further investigation of the incident, confrontation with the alleged violator, or further discussion of the incident with anyone, unless requested by the Chief Executive Officer, Internal Auditor, General Counsel, or law enforcement personnel.
- d. Employees also have the option of using the “fraud, waste and abuse hot line” to report the fraud. The phone number to call is 619.744.5920. The employee has the option to call the number on an anonymous basis.

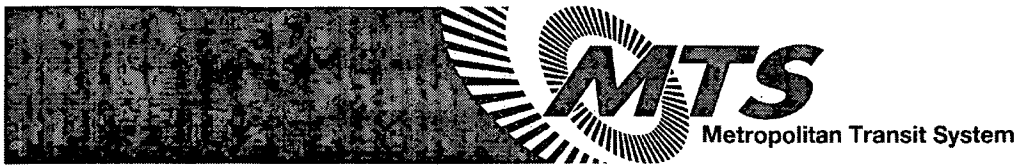
56.10.4 Internal Auditor Responsibilities

- a. Upon assignment by the General Counsel, the Internal Auditor will promptly investigate the fraud.
- b. In all circumstances where there appears to be reasonable grounds for suspecting that a fraud has taken place, the Internal Auditor, in consultation with the General Counsel, will contact the Director of Transit System Security or the appropriate investigating authority to conduct an investigation.
- c. The Internal Auditor shall be available and receptive to receiving relevant, confidential information to the extent allowed by law.
- d. If evidence is uncovered showing possible dishonest or fraudulent activities, the Internal Auditor will proceed as follows:
 - 1. Discuss the findings with management and the Department Director.
 - 2. Advise management, if the case involves staff members, to meet with the Director of Human Resources (or his/her designated representative) to determine if disciplinary actions should be taken.
 - 3. Report to the External Auditor such activities in order to assess the effect of the illegal activity on the MTS's financial statements.

4. Coordinate with MTS's Risk Management Division regarding notification to insurers and filing of insurance claims.
5. Take immediate action, in consultation with the General Counsel, to prevent the theft, alteration, or destruction of evidentiary records. Such action shall include, but is not limited to:
 - a) Removing the records and placing them in a secure location or limiting access to the location where the records currently exist.
 - b) Preventing the individual suspected of committing the fraud from having access to the records.
- e. In consultation with the General Counsel and the investigating authority, the Internal Auditor may disclose particulars of the investigation with potential witnesses if such disclosure would further the investigation.
- f. If the Internal Auditor is contacted by the media regarding an alleged fraud or audit investigation, the Internal Auditor will inform the Chief Executive Officer and the General Counsel, as appropriate, and the Chief Executive Officer will respond to the media.
- g. At the conclusion of the investigation, the Internal Auditor will document the results in a confidential memorandum report to the Chief Executive Officer and the General Counsel. The Chief Executive Officer shall determine whether to forward the report to the appropriate authorities.
- h. Unless exceptional circumstances exist, a person under investigation for fraud is to be given notice in writing of essential particulars of the allegations following the conclusion of the audit. Where notice is given, the person against whom allegations are being made may submit a written explanation to the Internal Auditor no later than seven calendar days after notice is received.
- i. The Internal Auditor will be required to make recommendations to the appropriate department for assistance in the prevention of future similar occurrences.
- j. Upon completion of the investigation, including all legal and personnel actions, all record, documents, and other

evidentiary material, obtained from the department under investigation shall be maintained by the Internal Auditor.

AUGUST16-07.8.AttA.POLICY56.WORKPLACE FRAUD.MABBEY.doc
7/3/07



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 492

September 13, 2007

SUBJECT:

MTS: AUDIT REPORT – HUMAN RESOURCES

RECOMMENDATION:


That the Board of Directors receive the internal audit report on Human Resources (HR).

Budget Impact

None.

DISCUSSION:

During June 2007, MTS's Internal Auditor performed a review of the HR Department's administrative procedures. The objective of the review was to assess the adequacy of internal controls over the HR Department's processes. As a result of the review, five recommendations were made for management's consideration. Management has accepted the recommendations and is taking action to address the issues noted.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, mark.abbey@sdmts.com

SEPTEMBER13-07.8.AUDIT RPT HR.MABBEY.doc

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



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



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San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

Agenda

Item No. 9

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

LEG 490

September 13, 2007

SUBJECT:

MTS: PAY PHONE SERVICES CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute a revenue contract (in substantially the same format as Attachment A - MTS Doc. No. L5678.0-07) with Western Communication Systems, Inc. (Wescomm) for pay phone services for a 3-year base term with 2 one-year option terms.

Budget Impact

This would be a revenue-generating contract. MTS's revenue would be based on a percentage split of the gross amount of revenue collected from each pay phone. Based upon last year's gross and the proposed split, this contract has the potential to generate over \$1.25 million over the five-year term of the contract.

DISCUSSION:

Background

MTS Policy No. 52 governing procurement of services requires a formal competitive bidding process for procurements exceeding \$100,000. In the event the circumstances dictate other than the competitive bid process, a written statement by staff is required setting forth the reasons for not pursuing all or part of any of the processes.

On April 20, 2007, MTS issued a Request for Proposals (RFP) to interested parties for pay phone services for a 3-year base term with 2 one-year option terms. This action



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.

was deemed necessary due to AT&T removing low-revenue-producing pay phones and significantly reducing the revenue split at the 134 remaining units system wide. The AT&T action is largely due to the popularity of cell phones and less intense use of local pay phones.

MTS staff initiated the RFP process with the belief that the pay phone service would provide security (free 9-1-1 calls), convenience to MTS customers, and generate increased revenue for MTS.

As part of this service agreement, the installation and maintenance of all pay phones at designated trolley stations, transit centers, and park-and-ride lots would be at no cost to MTS. The proposers were required to provide a minimum of one pay phone for each station with free 9-1-1 calls, meet Americans with Disabilities Act (ADA) requirements, and respond within 24 hours of any reported defect.

Process

The process was initiated with an RFP issued on April 20, 2007. Four firms responded to the RFP.

An evaluation committee ranked the proposals first by considering technical issues without the cost and then ranked them by cost. Each proposal was ranked in the areas of: (1) qualifications of firm and staff; (2) proposer responsiveness, work plan, and communication; and (3) cost.

The evaluation committee consisted of staff from MTS Procurement, Finance, San Diego Trolley, Inc. Executive Administration, Operations, and Maintenance.

This process resulted in the following average ranking compilation:

Proposers with the Technically Competitive Range	Total Score (Total Possible Score: 100)
Western Communication Systems, Inc. (Wescomm) Poway, California	92.5
Pacific Telemanagement System (PTS) San Leandro, California	73.75
Haro-Stewart, LLC Irvine, California	67.5
K. West Enterprises Damascus, Oregon	61.25

After the ranking, Wescomm was interviewed on July 10, 2007. The negotiation committee is recommending that the MTS Board approve Wescomm for contract award.

Proposal Highlights

Wescomm received the highest overall rankings in virtually every area by the members of the committee. Wescomm's proposal included a clear understanding of the scope of work with a highly knowledgeable and experienced management team.

The review of all submittals showed that Wescomm's proposal was 10% higher in revenue split than the next price submittal. It is also important to note that the additional 3% per year of revenue split was attributable to the negotiation process.

Overall, Wescomm's proposal was the best combination of operational and technological innovation, experienced management, and profit sharing that MTS staff believes would provide the best qualitative service and highest revenue for the agency.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Peter Tereschuck, (619) 595-4902, peter.tereschuck@sdmts.com

SEPT13-07.9.PAY PHONE SERVICES.CAQUINO.doc

Attachment: A. Draft MTS Doc. No. L5678.0-07
B. Cost Summary

STANDARD SERVICES AGREEMENT

MTS Doc. No. L5678.0-07
CONTRACT NUMBER
OPS 900
FILE NUMBER(S)

DRAFT

THIS AGREEMENT is entered into this _____ day of _____ 2007, 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: Western Communications Systems, Inc. Address: 13200 Kirkham Way, #114

Form of Business: Corporation Poway, CA 92064
(Corporation, partnership, sole proprietor, etc.)

Telephone: 858-218-3500

Authorized person to sign contracts: Max E. Steinberg 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 pay phone services as stipulated in MTS's Request for Proposals (RFP) for Pay Phone Services, MTS Doc. No. L5678.0-07; including Addendum A, MTS's Responses to Questions/Clarifications; and in accordance with the Standard Services Agreement, including the Standard Conditions Services, Western Communication System's proposal dated 6/5/07, and Western Communication System's Best and Final Offer (BAFO) dated 7/18/07. If there are inconsistencies between the RFP and Addendum, Responses to Approved Equals/Clarifications, Standard Services Agreement, and/or the Standard Conditions Services, the following order of precedence will govern the interpretation of this contract:

1. MTS's Pay Phone Services RFP, Addendum A, MTS's Responses to Questions/Clarifications, Western Communication System's proposal dated 6/5/07, and Western Communication System's BAFO dated 7/18/07.
2. Standard Services Agreement, including the Standard Conditions Services.

This contract shall remain in effect for three full years with two 1-year options exercisable at MTS's sole discretion. Total revenue for this contract (including options) is estimated at \$1,250,000.

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
\$1,250,000	50901-42990	08-12

By: _____ Date
Chief Financial Officer

Purchasing Department
100 16th Street
San Diego, CA 92101
619.238.0100 FAX 619.696.7084

Att. B, AI 9,
9/13/07

PAY PHONE SERVICES RFP

Cost Summary

WESTERN COMMUNICATION SYSTEMS, INC.	
	MTS REVENUE SPLIT
CONTRACT YEAR 1:	55%
CONTRACT YEAR 2:	58%
CONTRACT YEAR 3:	61%
OPTION 1 - YEAR 4:	64%
OPTION 2 - YEAR 5:	65%

PACIFIC TELEMAGEMENT SYSTEMS (PTS)	
	MTS REVENUE SPLIT
CONTRACT YEAR 1:	45%
CONTRACT YEAR 2:	45%
CONTRACT YEAR 3:	45%
OPTION 1 - YEAR 4:	40%
OPTION 2 - YEAR 5:	40%

HARO-STEWART	
	MTS REVENUE SPLIT
CONTRACT YEAR 1:	30%
CONTRACT YEAR 2:	30%
CONTRACT YEAR 3:	30%
OPTION 1 - YEAR 4:	30%
OPTION 2 - YEAR 5:	30%

K. WEST	
	MTS REVENUE SPLIT
CONTRACT YEAR 1:	26%
CONTRACT YEAR 2:	26%
CONTRACT YEAR 3:	26%
OPTION 1 - YEAR 4:	26%
OPTION 2 - YEAR 5:	26%





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

Agenda

Item No. 10

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

OPS 960.6

September 13, 2007

SUBJECT:

SDTC: DISSOLUTION OF SAN DIEGO TRANSIT LEASING CORPORATION

RECOMMENDATION:

That the Board of Directors approve Resolution No. 07-11 dissolving San Diego Transit Leasing Corporation.

Budget Impact

None.

DISCUSSION:

San Diego Transit Leasing Corporation (SDLC) was created as a nonprofit entity in 1969 for the sole purpose of transferring assets from the City of San Diego (City) to San Diego Transit Corporation (SDTC). The specific and primary purpose for which it was formed was to acquire and lease from the City real and personal property to be used in the operation of mass transit. It did incur indebtedness in connection with this purpose but has paid all debts owed since. The Board members of SDTC were elected to serve as the Board members of SDLC. In October of 2003 as part of Senate Bill 1703, MTS transitioned to one joint board of directors, and those currently serving as MTS Board members also became the Board of Directors for SDTC.

SDLC currently has no assets or debts and has fulfilled the purpose for which it was created. There has been no activity by the corporation since 1972 except for an occasional tax return. Staff is therefore recommending that SDLC be dissolved and that a final tax return be filed.

Paul C. Jablonski
Chief Executive Officer

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

SEPT13-07.10.DISSION OF SDT LEASING CORP.TLOREN.doc

Attachment: A. Resolution No. 07-11



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.

SAN DIEGO TRANSIT CORPORATION

RESOLUTION NO. 07-11

A Resolution Approving the Dissolution of San Diego Transit Leasing Corporation

WHEREAS, San Diego Transit Leasing Corporation (SDLC) was created for the transfer of assets from the City of San Diego (City) to San Diego Transit Corporation (SDTC);

WHEREAS, the purpose for which SDLC was created has been completed and the assets (if any) have been transferred from the City to SDTC;

WHEREAS, members of the SDTC Board of Directors were elected as the members of SDLC in June 1967;

WHEREAS, the members of the San Diego Metropolitan Transit System (MTS) Board became the Board of Directors for SDTC in October 2003;

WHEREAS, SDTC has determined that it is in the best interest of SDLC and its members to wind up and dissolve the corporation;

WHEREAS, the officers and directors of SDTC are authorized and directed to take appropriate measures to wind up and dissolve this corporation;

WHEREAS, the written consent of the members of this corporation necessary for adoption of the plan of complete liquidation described in these resolutions and for the election to wind up and dissolve the corporation of the corporation is hereby given, and the officers and directors of SDTC are authorized and directed to take such other measures as are necessary or appropriate to wind up and dissolve SDLC;

WHEREAS, a final tax return shall be filed with the State Franchise Tax Board;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that SDTC approves the dissolution of San Diego Transit Leasing Corporation and grants the officers of SDTC the power to take all necessary and proper steps to effect the same.

PASSED AND ADOPTED by the SDTC Board of Directors this ____ day of _____ 2007 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

SEPT13-07.10.AttA.RESO 07-11.TLOREN.doc



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 11191

September 13, 2007

SUBJECT:

MTS: IAD/KMD VACUUM SYSTEM REPLACEMENT PROJECT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to award a contract to Peachez, Inc., dba Air Management Systems, in substantially the same form as Attachment A, for the IAD/KMD Vacuum System Replacement Project.

Budget Impact

Estimated Budget Impact: \$440,000. Funding for this project is budgeted in CIP 11191 leaving an available balance of \$30,096 for all line items including contingency.

DISCUSSION:

An Invitation for Bids (IFB) for the IAD/KMD Vacuum System Replacement capital project was issued on June 19, 2007. The project was advertised but due to the extensive amount of specialty work involved with the project mail outs were significantly lower than normal. A Letter of Interest was directly mailed to 9 contractors including 1 Disadvantaged Business Enterprise contractor. A prebid conference was held on July 10, 2007, and site visits were conducted. Sealed bids were due on July 24, 2007, and three bids were received.

An investigation of responsiveness and responsibility was conducted in accordance with MTS Policy No. 52 (Procurement of Goods and Services) and a bid summary prepared (Attachment B).



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.

After evaluating the bids, fully reviewing the prices compared to the Engineer's Estimate, and satisfying a thorough check of responsibility, staff recommends that MTS award the contract to Peachez, Inc., dba Air Management Systems, the lowest responsive and responsible bidder, for a total bid amount of \$440,000.

A Notice of Intent to Award was issued on August 14, 2007. On August 22, 2007, within the 15-day response time, a letter of protest was received from an unsuccessful bidder that the lowest bidder was a foreign company and could not comply with Buy America provisions. This claim was incorrect, and a response denying the protest was issued. The protest period ended September 10, 2007.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Frank Toth, 619.238.0100, Ext. 6511, frank.toth@sdmts.com

SEPT13-07.11.IAD KMD VACUUM PROJECT.BCalmes.doc

Attachments: A. Bid Summary
B. Draft Contract MTS Doc. No. B0493.0-08



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

BID SUMMARY

METROPOLITAN TRANSIT SYSTEM IAD/KMD VACUUM REPLACEMENT PROJECT CIP 11191

Bids Due to MTS: July 24, 2007, at 2:30 p.m.

Totals

Peachez Incorporated dba Air Management Systems* 9302 Bond Avenue El Cajon, CA 92021	\$440,000.00 *
N/S Corporation 235 West Florence Avenue Inglewood, CA 90301	\$477,400.00
Peterson Hydraulics, Incorporated 13509 Raymond Avenue Gardena, CA 90247	\$499,800.00

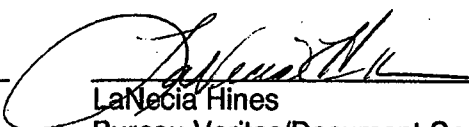
Engineer's Estimate: \$453,400.00

*Apparent low bid.

^Contractor calculation error; revised correct total shown.

#Nonresponsive bid.


 Matt Britten
 Bureau Veritas/Project Engineer


 LaNecia Hines
 Bureau Veritas/Document Specialist

LHines
 BS-11191-MTS-IAD/KMD VACUUM REPLACEMENT PROJECT.MBRITT
 7/25/07

cc: MTS: Tiffany Lorenzen, Kent Tsubakihara, Ben Calmes, Frank Toth, Cliff Telfer, Melissa Fernandez

SANDAG: Jim Linthicum, John Haggerty, Bill Prey, Brad Helgason, Matt Britten, LaNecia Hines

STANDARD CONSTRUCTION AGREEMENT

DRAFT

Doc. No. B0493.0-08
 CONTRACT NUMBER
 CIP 11191

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2007, 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: Peachez, Inc., dba Air Management Systems Address: 9302 Bond Avenue

Form of Business: Corporation El Cajon, CA 92021
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 619.390.7803

Authorized person to sign contracts: Clint Walker President
 Name Title

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

Demolition of existing vacuum systems, removal and disposal of concrete and asphalt concrete, procurement and installation of festoon vacuum system, concrete pavement and curb, welded strut channel support system, vacuum system piping and electrical, procurement of all materials, and perform all other work necessary to complete the work in accordance with the Project CIP 11191 plans and Special Provisions. The total contract value shall not exceed \$440,000.

METROPOLITAN TRANSIT SYSTEM (MTS)	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Print Name: _____
	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$440,000.00</u>	<u>IAD/KMD Vacuum System Replacement Project (CIP 11191)</u>	<u>2008</u>

By: _____ Date
 Chief Financial Officer



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.

OPS 970.6

September 13, 2007

SUBJECT:

MTS: LIGHT RAIL VEHICLE WINDOW FILM INSTALLATION AND MAINTENANCE –
CONTRACT AWARD

RECOMMENDATION:


That the Board of Directors authorize the Chief Executive Officer (CEO) to execute an agreement (MTS Doc. No. L0807.0-08) with Lakeside Paint and Body Shop for nine months with two 1-year options to supply and install light rail vehicle (LRV) window film on 134 vehicles.

Budget Impact

Funding for the total cost not to exceed \$323,669.08 would come from the FY 08 LRV Maintenance Budget line item (LRV Vandalism Parts 356 54510), which is 80% federally funded and 20% locally funded.

DISCUSSION:

San Diego Trolley, Inc.'s (SDTC) solicited and opened Invitations for Bids on August 1, 2007, to provide antigraffiti window film and installation services for the LRV Maintenance Department. Two responsive bids were received in response to the solicitation (see Bid Summary, Attachment B). Lakeside Paint and Body Shop was the lowest responsive, responsible bidder for the services; therefore, staff recommends award of the contract to Lakeside Paint and Body Shop.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Marco Yniguez, 619.238.6494, marco.yniguez@sdmts.com

SEPT13-07.12.LRV WINDOW FILM.MYNIGUEZ.doc

Attachments: A. MTS Doc. No. L0807.0-08
B. Bid Summary



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

DRAFT

STANDARD SERVICES AGREEMENT

MTS Doc. No. L0807.0-08
 CONTRACT NUMBER
 OPS 970.6
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2007, 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: Lakeside Paint and Body Shop Address: 9786 Los Coches Road
 Form of Business: Corporation Lakeside, CA 92040
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: (619) 561-0187
 Authorized person to sign contracts: George Toth Owner
 Name Title

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

To provide installation of antigraffiti window film for a fleet of 134 light rail vehicles (LRVs) for a nine-month base period with two 1-year options exercisable at the sole discretion of San Diego Trolley, Inc. (SDTI). During this period, the Contractor will be required to replace all damaged window film reported to them by SDTI; as stipulated in MTS's Request for Bids, MTS Doc. No. L0807.0-07, and in accordance with the Standard Services Agreement (including Standard Conditions Services and Federal Requirements). The start date for the antigraffiti window film contract will begin on October 1, 2007, and will continue for a nine-month base period that will end on June 30, 2008. The Contractor will bill MTS monthly, and payment terms will be net 30 days. The total cost will not exceed \$323,669.08.

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
\$ 121,737.38	35654510	08
\$ 117,071.00	35654510	09
\$ 84,860.70	35654510	10

By: _____
Chief Financial Officer Date

(____ total pages, each bearing contract number)

SEPT13-07.12.AttA.AGMT WINDOW FILM.MYNIGUEZ.doc

BID SUMMARY - ANTI-GRAFFITI RE-BID IFB 2007

MTS DOC. NO. L0807.0-08

Updated: 8/20/2007

GROUP A - LABOR INSTALLATION GRAND TOTALS:

	LAKESIDE PAINT & BODY SHOP	ARCHITECTUAL FILM DESIGN
Year 1 (9-Mo. Base Period):	\$ 74,704.50	\$ 109,035.00
Year 2:	\$ 70,200.00	\$ 152,649.00
Year 3:	\$ 46,200.00	\$ 172,284.00
GRAND TOTAL:	\$ 191,104.50	\$ 433,968.00

GROUP B - MATERIAL GRAND TOTALS:

	LAKESIDE PAINT & BODY SHOP	ARCHITECTUAL FILM DESIGN
Year 1 (9-Mo. Base Period):	\$ 47,032.88	\$ 46,082.52
Year 2:	\$ 46,871.00	\$ 63,284.59
Year 3:	\$ 38,660.70	\$ 64,414.67
GRAND TOTAL:	\$ 132,564.58	\$ 173,781.78

GRAND TOTALS (BOTH A&B) ALL THREE YEARS:

	LAKESIDE PAINT & BODY SHOP	ARCHITECTUAL FILM DESIGN
GRAND TOTAL:	\$ 323,669.08	\$ 607,749.78

Att. B, AI 12, 9/13/07



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

OPS 920.5

September 13, 2007

SUBJECT:

MTS: REBUILT ALLISON TRANSMISSIONS AND CUMMINS NATURAL GAS ENGINE
IN-FRAME OVERHAULS – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute two 3-year contracts with two 1-year options (MTS Doc. Nos. B0490.0-08 and B0491.0-08, Attachment A) with:

1. United Transmission Exchange, Inc. for rebuilt Allison transmissions; and
2. Cummins Cal Pacific, LLC for Cummins natural gas engine in-frame overhauls.

Budget Impact

The total contract cost including California sales tax for United Transmission Exchange, Inc. for rebuilt Allison transmissions would not exceed \$2,331,854.39. The total contract cost including California sales tax for Cummins Cal Pacific, LLC for Cummins natural gas engine in-frame overhauls would not exceed \$3,145,591.29.

The funding for these contracts is allocated on an annual basis in the operating budget of MTS Bus and Multimodal Operations under the vehicle maintenance line item. The operating budget is comprised of federal, state, and local-acquired funding including fare revenue.



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 mailed out solicitations to 14 prospective bidders on June 26, 2007. The solicitation was for three years with two 1-year options and was divided into two repair groups to maximize competition. Group I was for rebuilt Allison transmissions, and Group II was for Cummins natural gas engine in-frame overhauls. The bid allows the flexibility for MTS to award both groups collectively to a single contractor or separately to different contractors. On August 7, 2007, MTS received two bids for each of the groups (Attachment B, Bid Summary). The lowest responsive, responsible bid for Group I for rebuilt Allison transmissions was from United Transmission Exchange, Inc. at \$2,331,854.39. The lowest responsive, responsible bidder for Group II for Cummins engine in-frame overhauls was Cummins Cal Pacific, LLC at \$3,145,591.29. Staff is recommending separate contract awards to the lowest responsive, responsible bidder in each repair group.

Allison Transmissions

MTS bus has approximately 700 Allison transmissions in its fleet. These transmissions are rebuilt at approximately 300,000 miles. The contractor is required to pick up the transmission core from the MTS facility, overhaul it to the manufacturer's specifications, conduct a dynamometer test, and deliver it back to MTS. Each overhauled transmission carries a two-year warranty on parts and labor. MTS anticipates rebuilding approximately 70 transmissions per year and would request transmission overhauls on an as-needed basis during the term of the contract.

Cummins Natural Gas Engines

MTS bus has approximately 225 Cummins natural gas engines in its fleet. These engines require an in-frame overhaul at approximately 325,000 miles. MTS would deliver a bus to the contractor for overhaul on an as-needed basis. The contractor would perform the in-frame overhaul to Original Equipment Manufacturing specifications and deliver it back to MTS. Each overhauled engine carries a two-year warranty on parts with labor covered for the first year only. MTS anticipates overhauling approximately 40 engines per year on an as-needed basis during the term of the contract.



Paul G. Jablonski
Chief Executive Officer

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

SEPT13-07.13.REBUILT TRANS ENG OVERHAUL.MCERAGIOLI.doc

Attachments: A. MTS Doc. Nos. B0490.0-08 and B0491.0-08
B. Bid Summary

DRAFT

STANDARD PROCUREMENT AGREEMENT

Doc. No. B0490.0-08
 CONTRACT NUMBER
 OPS 920.5
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2007, 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: United Transmission Exchange, Inc. Address: 24147 East 6th Street
 Form of Business: Corporation San Bernardino, CA 92410
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 909.384.8140
 Authorized person to sign contracts: Adrian Downs General 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 MTS rebuilt Allison transmissions (HT/HTB 748, B400R, B500R) for three years with two 1-year options as stipulated in MTS's Invitation for Bids (Doc. No. B0490.0-07) including 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 United Transmission Exchange's (UTE'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, Responses to Approved Equals/Clarifications, SDTC Safety Program, and UTE's bid.
2. Standard Procurement Agreement, including the Standard Conditions Procurement and Federal Requirements.

This contract shall be effective October 1, 2007 through September 30, 2010; option years may be exercised in 2011 and 2012. The total cost of this contract shall not exceed \$2,331,854.38.

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
\$423,190.00	312-53810 / 322-53810	08

By: _____ Date _____
 Chief Financial Officer

(_____ total pages, each bearing contract number)

SEPT13-07.13.AttA.UNITED TRANS EXCHG.MCERAGIOLI.doc

DRAFT

STANDARD PROCUREMENT AGREEMENT

Doc. No. B0491.0-08

CONTRACT NUMBER

OPS 920.5

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2007, 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: Cummins Cal Pacific, LLC

Address: 310 North Johnson Avenue

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

El Cajon, CA 92019

Telephone: 619.593.3093

Authorized person to sign contracts: Bruce Hagemann Operations 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 MTS Cummins compressed natural gas (CNG) engine in-frame overhauls for three years with two 1-year options as stipulated in MTS's Invitation for Bids (Doc. No. B0490.0-07), 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 Cummins Cal Pacific's (Cummins') 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, Responses to Approved Equals/Clarifications, SDTC Safety Program, and Cummins' bid.
2. Standard Procurement Agreement, including the Standard Conditions Procurement and Federal Requirements.

This contract shall be effective October 1, 2007 through September 30, 2010; option years may be exercised in 2011 and 2012. The total cost of this contract shall not exceed \$3,145,591.29.

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
<u>\$561,539.60</u>	<u>312-53810 / 322-53810</u>	<u>08</u>

By: _____ Date _____
Chief Financial Officer

(_____ total pages, each bearing contract number)

SEPT13-07.13.AttA.UNITED TRANS EXCHG.MCERAGIOLI.doc

BID SUMMARY RE-BID REBUILT TRANSMISSION IFB 2007

MTS DOC. NO. B0490.0-07
Updated: 8/20/2007

GRAND TOTALS

GROUP I	UNITED TRANS.	CUMMINS CAL - No Bid	COMPLETE COACH WORKS
Sub-total Year 1:	\$ 423,190.00	\$ -	\$ 519,480.00
Sub-total Year 2:	\$ 433,190.00	\$ -	\$ 569,338.80
Sub-total Year 3:	\$ 441,340.00	\$ -	\$ 624,117.00
Sub-total Year 4 (Option Yr. 1):	\$ 448,840.00	\$ -	\$ 684,366.80
Sub-total Year 5 (Option Yr. 2):	\$ 459,240.00	\$ -	\$ 750,692.80
Core Charge Total:	\$ 2,500.00	\$ -	\$ 2,730.00
Sub-Total:	\$ 2,208,300.00	\$ -	\$ 3,150,725.40
7.75 % CA Sales Tax:	\$ 171,143.25	\$ -	\$ 244,181.22
Sub-Total:	\$ 2,379,443.25	\$ -	\$ 3,394,906.62
Payment Terms _____, otherwise Net 30 (Subtract):	\$47,588.87	\$ -	\$0.00
GRAND TOTAL BID AMOUNT (Basis of Award):	\$ 2,331,854.39	\$ -	\$ 3,394,906.62

GROUP II	UNITED TRANS. - No Bid	CUMMINS CAL	COMPLETE COACH WORKS
Sub-total Year 1:	\$ -	\$ 561,539.60	\$ 799,080.40
Sub-total Year 2:	\$ -	\$ 571,065.60	\$ 828,386.00
Sub-total Year 3:	\$ -	\$ 580,877.20	\$ 859,284.80
Sub-total Year 4 (Option Yr. 1):	\$ -	\$ 590,983.20	\$ 892,008.40
Sub-total Year 5 (Option Yr. 2):	\$ -	\$ 601,392.40	\$ 926,686.80
Sub-Total:	\$ -	\$ 2,905,858.00	\$ 4,305,446.40
7.75 % CA Sales Tax:	\$ -	\$ 239,733.29	\$ 333,672.10
Payment Terms _____, otherwise Net 30 (Subtract):	\$ -	\$ -	\$ -
GRAND TOTAL BID AMOUNT (Basis of Award):	\$ -	\$ 3,145,591.29	\$ 4,639,118.50

NOTE: United Transmission Exchange payment terms 2% net 20.
Cummins Cal is using El Cajon Tax @ 8.25%



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

Agenda

Item No. 14

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

ADM 110.2 (PC 50121)

September 13, 2007

SUBJECT:

MTS: AMEND POLICY NO. 52 – PROCUREMENT OF GOODS AND SERVICES

RECOMMENDATION:

That the Board of Directors authorize General Counsel to amend MTS Policy No. 52
“Procurement of Goods and Services” as recommended.

Budget Impact

None.

DISCUSSION:

In May of 2007, MTS underwent a comprehensive Federal Transit Administration (FTA) procurement audit. The auditors examined 50 different procurements and compared them to federal rules and regulations to analyze compliance. MTS scored 93 out of 100 on the audit.

As part of the review, the auditors prepare recommendations for improvements that can be made to the procurement process. One of those recommendations was to clarify some inconsistencies in Policy No. 52 “Procurement of Goods and Services.” Attached you will find proposed amendments to Policy No. 52 consistent with the auditors’ recommendations. Staff is seeking authorization to amend the policy as recommended.

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

Paul C. Jablonski
Chief Executive Officer

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

SEPT13-07.14.POLICY52.TLOREN.doc

Attachment: A. Proposed Changes to Policy No. 52



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.



Att. A, AI 14, 9/13/07

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

Policies and Procedures

No. 52

SUBJECT:

Board Adoption: 6/22/06

PROCUREMENT OF GOODS AND SERVICES

PURPOSE:

To establish a unified procedure for acquiring all goods and services.

BACKGROUND:

Included in MTS's enabling legislation are various provisions regulating procurement. Section 120222 sets forth the requirements for purchasing goods and services utilizing all sources of funds. In order to maximize the use of federal, state, local, and private funds and to maintain a competitive posture in seeking supplemental federal funds, the Board shall have the authority to establish and use a flexible contracting process to maximize its efficient use of public monies. With that in mind, any procurement that involves the use of federal funds must also conform to the Code of Federal Regulations, Volume 49, Part 18, Federal Transit Administration Circular 4220.1E, and any successors thereof.

This policy applies to MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) (collectively the "Agencies").

POLICY:

52.1 Procurement Types

- A. Materials, Supplies, or Equipment. Except in cases when an article of a specified brand or trade name is the only article that will properly meet the needs of the Agencies, or in an emergency declared by the vote of two-thirds of the membership of the Board of Directors, all contracts for the acquisition or lease of materials, supplies, or equipment, in an amount of one hundred thousand dollars (\$100,000), or in excess of that amount as authorized by the Board, shall be made or entered into with the lowest responsible bidder meeting specifications. For purposes of determining the lowest bid, the amount of sales tax shall be excluded from the total amount of the bid.
- B. Services (Excluding Architectural, Landscape Architectural, Engineering, Environmental, Land Surveying Services, and Construction Project

Member Agencies:

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

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

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

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at sdcommute.com

Management Services). Except in cases of an emergency declared by the vote of two-thirds of the membership of the Board of Directors, the Agencies shall for all contracts for the acquisition of services that exceed one hundred thousand dollars (\$100,000), that will not be performed by another public agency and that are not within the category of services defined in Section 4525 of the Government Code (contracts with private architects, engineers, land surveying, and construction management), solicit bids in writing and award the contract in a competitive procurement process that is in the best interest of the Board, including, but not limited to, a negotiated procurement that may or may not evaluate price as a consideration.

When the expected amount of the service contract is less than two thousand five hundred dollars (\$2,500) staff shall certify that the price is fair and reasonable prior to paying the invoice. When the expected amount of the service contract exceeds ~~five~~two thousand five hundred dollars (\$~~52,950~~00) and does not exceed one hundred thousand dollars (100,000), the Agencies shall seek a minimum of three quotations, either written or oral, to permit comparison of prices or other terms.

- C. Architectural, Landscape Architectural, Engineering, Environmental, Land Surveying Services, and Construction Project Management Services. The Board shall award contracts for architectural, landscape architectural, engineering, environmental, land-surveying services, and construction project management services that are in excess of one hundred thousand dollars (\$100,000) in accordance with the provisions of Chapter 10 (commencing with Section 4525) of Division 5 of Title 1 of the Government Code and the federal Brooks Act (if federally funded).
- D. Construction Services. Contracts for construction in excess of fifty thousand dollars (\$50,000) shall be awarded to the lowest responsible bidder submitting a responsive bid after formal competitive bidding, except in an emergency declared by the vote of two-thirds of the membership of the Board of Directors. If the expected construction contract exceeds \$1,000 and does not exceed fifty thousand dollars (\$50,000), the Agencies shall seek a minimum of three quotations, either written or oral, to permit comparison of price and award the contract to the bidder who submitted the lowest bid. If no bids are received, the project may be performed by a negotiated process.

52.2 Procurement Methodology

The Agencies may use any procurement method authorized for state or local agencies under state or federal law, including, but not limited to, a competitive negotiation process in accordance with the provisions of Article 7.5 (commencing with Section 20216) of Chapter 1 of Part 3 of Division 2 of the California Public Contracts Code. The Agencies shall maintain these acquisition and contracting guidelines and comply with those guidelines in the procurement of all goods and services. Failure to do so will be grounds for disciplinary action up to and including termination.

A. General Provisions

- (i) The Chief Executive Officer shall have the authority to approve all procurements up to \$100,000. The Board of Directors shall approve all procurements in excess of \$100,000. The Chief Executive Officer shall notify the Board of all contracts executed within his or her authority at the next Board of Directors meeting.
- (ii) All purchases of any kind shall be documented by a purchase order or written contract if they are in excess of \$500.
- (iii) All purchases of any kind shall be procured in accordance with the MTS Procurement Manual and these procurement requirements. Any deviations therefrom must have prior Board of Directors approval.
- (iv) The Board of Director's Equal Employment Opportunity Plan will be incorporated by reference in all service contracts.
- (v) A project may not be split into multiple contracts for the purpose of avoiding the necessity of the approval of the Board of Directors or of avoiding any of these procurement requirements.
- (vi) The Agencies shall disclose to the Board of Directors any protest, potential or actual conflicts of interest, and unusual cost provisions associated with any proposed contractor or bidder.

B. Procurements Involving Federal Funds. Any procurement which involves the use of federal funds must conform to the Code of Federal Regulations, Volume 49, Part 18, Federal Transit Administration (FTA) Circular 4220.1E, and any successors thereof. All applicable federal certifications and clauses must be included in the final contract document.

- (i) For purchases up to \$2,500 involving federal funds staff shall certify that the price is fair and reasonable prior to paying the invoice.
- (ii) For purchases in excess of \$2,500 involving federal funds, a written contract or purchase order must be used in order to attach all applicable federal requirements and certifications.
- ~~(ii)~~(iii) The Board of Director's Disadvantaged Business Enterprise (DBE) Program shall be incorporated by reference in all service contracts.
- (iii) Competitive bids of goods and services estimated to cost more than \$2,500 but less than \$100,000 shall be procured as follows:
 - a. The Agencies shall seek a minimum of three quotations, which may be either written or oral, that would permit price and other terms to be compared.

- b. Contracts shall be awarded to the lowest responsible bidder or the most qualified bidder or proposer depending upon the procurement methodology utilized; i.e., price, price and qualifications, or qualifications only.
- (iv) Competitive bids of goods and services estimated to cost more than \$100,000 shall be formally advertised and bid as follows:
 - a. Notice of the goods or services needed shall be published at least once in a newspaper of general circulation in San Diego County and in community newspapers as appropriate in San Diego County at least two weeks before the opening date. The notice shall state the time and place for receiving and opening sealed bids. Notice shall also be published in one or more DBE-certified newspapers and in such other minority newspapers as appropriate in San Diego County.
 - b. Notice shall also be sent to contractors and bidders previously known to be interested in providing the supplies, equipment, or materials, including small and emerging businesses on MTS's various interested party lists and to appropriate DBE contractors listed in the MTS DBE Directory.
 - c. Contracts shall be awarded to the lowest responsible bidder or the most qualified bidder or proposer depending upon the procurement methodology utilized; i.e., price, price and qualifications, or qualifications only.
 - d. In some situations, these procedures may not be feasible for products and materials that are undergoing rapid technological changes or for the introduction of new technologies into the Agencies' operations; i.e., specialized rail transit equipment, computers, telecommunications equipment, fare collection equipment, microwave equipment, and other related electronic equipment and apparatus, and of rail cars. In those circumstances, the Agencies may request a waiver of any of these procurement provisions by a vote of two-thirds of the membership of the Board of Directors.

C. Procurements Involving State or Local Funds

- (i) For purchases up to \$2,500 involving state or local funds, staff shall certify that the price is fair and reasonable prior to paying the invoice.
- (ii) Competitive bids of goods and services estimated to cost more than \$2,500 but less than \$100,000 shall be procured as follows:
 - a. The Agencies shall seek a minimum of three quotations, which may be either written or oral, that would permit prices and other terms to be compared.

- b. Contracts shall be awarded to the lowest responsible bidder or the most qualified bidder or proposer depending upon the procurement methodology utilized; i.e., price, price and qualifications, or qualifications only.
- (ii) Competitive bids of goods and services estimated to cost more than \$100,000 shall be formally advertised and bid as follows:
 - a. Notice of the goods or services needed shall be published at least once in a newspaper of general circulation in San Diego County and in community newspapers as appropriate in San Diego County at least two weeks before the opening date. The notice shall state the time and place for receiving and opening sealed bids.
 - b. Notice shall also be sent to suppliers previously known to be interested in providing the supplies, equipment, or materials, including small and emerging businesses on MTS's various interested party lists.
 - c. Contracts shall be awarded to the lowest responsible bidder or the most qualified bidder or proposer depending upon the procurement methodology utilized; i.e., price, price and qualifications, or qualifications only.
 - d. In some situations, these procedures may not be feasible for products and materials that are undergoing rapid technological changes or for the introduction of new technologies into the Agencies' operations; i.e., specialized rail transit equipment, computers, telecommunications equipment, fare collection equipment, microwave equipment, and other related electronic equipment and apparatus, and of rail cars. In these circumstances, the Agencies may request a waiver of any of these procurement provisions by a vote of two-thirds of the membership of the Board of Directors.

D. Procurement of Construction Services (Public Works?)

- (i) (i) — All public works contracts (as that term is defined by the California Labor Code and the federal Davis Bacon Act) valued at over \$1,000 shall be subject to the payment of federal and/or state prevailing wages, whichever is higher. Public works contracts funded solely with federal funds valued over \$2,000 shall be subject to the payment of federal prevailing wage. Public works contracts may be bid as either a service or construction contract depending on the type of work being performed.
- (ii) For construction contracts estimated to cost \$12,000 or less, staff shall seek a minimum of three bids that may be either written or oral to

permit prices and other terms to be compared. (prevailing wage above 1K?) certify that the price is fair and reasonable prior to paying the invoice.

- (ii) For construction contracts estimated to cost more than \$12,000 but less than \$50,000, written Notices Inviting Bids (NIBs) will be sent to a minimum of three qualified bidders by mail or facsimile on the same date. The bid period will be a minimum of seven calendar days unless approved by the Chief Executive Officer. When possible, NIBs should be sent to at least two certified DBE firms for federally funded projects. The NIB will contain the time and location for receiving and opening bids. The contract will be awarded to the lowest responsive and responsible bidder.
- (iii) For construction contracts estimated to cost more than \$50,000, the following procedures shall apply:
 - a. Public notice shall be given by publication once a week for at least two consecutive weeks, at least three weeks before the day set for receiving bids, as follows in a newspaper of general circulation, published in San Diego County; in a trade paper of general circulation published in Southern California devoted primarily to the dissemination of contract and building news among contractors and building materials supply firms (optional for projects estimated to cost less than \$100,000); and in at least one DBE-certified newspaper for federally funded projects.
 - b. Bidders listed on the Agencies' Bidder List with appropriate experience shall be notified. Appropriate DBEs listed in the current DBE Directory will be notified of any work advertised under this policy for federally funded projects.
 - c. The notice shall state the time and place for receiving and opening sealed bids. The notice shall describe, in general terms, the work to be done and that the bids will be required for the entire project.
 - d. The Agencies shall, for all prospective contractors whose bid would exceed \$500,000, adopt and apply a uniform qualification system for rating bidders on the basis of a standard experience questionnaire and financial statement verified under oath in respect to the contracts upon which each bidder is qualified to bid. A contractor may request to be prequalified for a predetermined contract amount prior to bidding. Any contractor requesting a prequalification rating will be required to reimburse all costs incurred by the Agencies in evaluating the contractor's qualifications. In no event shall any bidder be awarded a contract if such contract award would

result in the bidder having, under contract, work in excess of that authorized by his or her prequalification rating.

- e. The Agencies shall furnish each bidder with a standard proposal form, to be filled out, executed, and submitted as his or her bid. All bids shall be submitted in a sealed envelope accompanied by one of the following forms of bidder's security: cash, a cashier's check, certified check, or a bidder's bond executed by an admitted surety insurer and made payable to the Agencies. A bid shall not be considered unless accompanied by one of the forms of bidder's security. Bidder's security shall be at least 10 percent of the amount bid. Late bids shall not be accepted after the time and date designated in the notice.
- f. A bid may be withdrawn any time prior to the time fixed in the notice for bid opening by written request to the Chief Executive Officer. The request shall be executed by the bidder or his designated representative. Bids shall not be withdrawn after the time fixed for public opening.
- g. On the day specified in the notice, the Agencies shall publicly open sealed bids and announce the apparent lowest bidder(s).
- h. After the bids are publicly opened, the Agencies shall review all bids in order to determine which bidder is the lowest, responsive and responsible bidder. The term "lowest, responsive and responsible bidder" shall mean the lowest monetary bidder whose bid is responsive and who is responsible to perform the work required by the contract documents. The Agencies may investigate the responsibility and qualifications of all bidders to whom the award is contemplated for a period not to exceed 60 days after the bid opening. The 60-day review period may be extended by the Chief Executive Officer with written concurrence by the affected bidders.
- i. The Agencies reserve the right to reject any or all bids and to waive any irregularity. No bid shall be binding upon the Agencies until after the contract is signed by both the contractor and the Agencies.
- j. Determination of Responsiveness. The lowest monetary bidder's bid will be evaluated by the Agencies in order to determine whether or not that bid is responsive. The term "responsive" is defined by California law, but generally means that the bid has been prepared and submitted in accordance with the requirements of the Invitation to Bid (ITB) and bid documents. These requirements shall generally include, but not be limited to, the following:

- Proposal and Cost Proposal - with bid amounts filled in.
- Designation of Subcontractors - including dollar amounts.
- Designation of DBE Suppliers and DBE Subcontractors - including dollar amounts for federally funded projects.
- Acknowledgment of Addenda.
- Contractor's License Requirements.
- Ability to Meet Minimum Insurance Requirements.
- Public Contract Code 10162 Questionnaire.
- Bidder's Bond.
- Noncollusion Affidavit.
- Certification of Restrictions on Lobbying (federally funded projects).
- Disclosure of Lobbying Activities (federally funded projects).

k. Determination of Responsibility. If the lowest monetary bidder's bid is responsive, then the bidder's qualifications will be evaluated by the Agencies to determine whether or not the bidder is responsible to perform the work required by the contract documents. The term "responsible" is defined by California law, but generally means that the bidder is able to demonstrate that it possess: (1) the capacity to perform the work required by the contract documents with respect to financial strength, resources available, and experience; and (2) the integrity and trustworthiness to complete performance of the work in accordance with the contract documents. The Agencies shall review "responsibility" of bidders based upon factors set forth below for all contracts in excess of \$500,000:

- Financial Requirements
 - Contractors shall have evidence of the availability of working capital that exceeds the contract bid price by a factor of 10;
 - The largest value of all work any bidding contractor has had under contract over a previous similar time frame as the subject

contract shall meet or exceed the total amount bid;

- The dollar value of at least one of the previous individual contracts listed shall be at least 50 percent of the dollar value bid on the Agencies' contract; and
- The contractor shall have successfully completed contracts during the previous five years that together exceeds five times the annual value of the Agencies' contract.

- Experience Requirements

- The contractor must demonstrate organization experience on work similar to the Agencies' contract by submitting a list, covering at least the previous five years, of all projects of any type that have been completed or are under construction. The list shall contain a name, title, address, and phone number for staff to contact to verify the contract details;
- The contractor shall demonstrate individual experience by submitting a list of all officers, superintendents, and engineers who will be involved in the Agencies' contract. These key personnel shall have at least three years' experience on contracts where the work is similar to the Agencies' contract and shall have been employed by the contractor for at least two years before the Agencies' contract bidding date. The individuals listed shall have been involved at the same level of responsibility on successfully completed contracts during the previous five years that together exceeds the value of the Agencies' contract. A resume for each individual listed shall include the name, title, address, and phone number of an individual or organization who can verify the individual's experience;
- The contractor shall submit a summary of all claims made in the last five years arising out of previous contracts listed (this summary shall include all claims by owner against bidder or bidder against owner, and the final status of each claim);

- The contractor shall state whether or not they have defaulted on a construction project within the last two years;
- The contractor shall list any violation of the Apprenticeship Requirements under a State Business and Professions Code or Labor Code found by an appropriate authority within the last two years;
- The contractor shall state whether they have been found guilty of failure to pay required prevailing wages on a public contract within the last two years;
- The contractor shall state whether they have been formally found to be a nonresponsible bidder, for reasons other than being nonresponsive, by a public agency within the last two years;
- The contractor shall list how many construction projects the bidder will be working on in conjunction with the Agencies' contract;
- The contractor shall state whether they have ever been terminated by an owner or client or rejected from bidding in a public works project in the last five years;
- The contractor shall state whether a surety ever completed any portion of the work of the bidder's project within the last five years;
- The contractor shall state whether the bidder, any officer of such bidder, or any employee of such bidder who has a proprietary interest in such bidder, has ever been disqualified, removed, or otherwise prevented from bidding on or completing a federal, state, or local government project because of a violation of a law or safety regulation, and if so, explain the circumstances; and
- For all items identified above, the contractor shall provide the name of owner, title of project, contract amount, location of project, date of contract, and name of bonding company.

- Reporting Forms. In order to demonstrate that the Agencies' financial and experience requirements are met, the contractor shall submit, when requested, a standard experience questionnaire and financial statement verified under oath that shall meet the requirements adopted herein. Failure to provide accurate information relative to its financial status or experience may result in the debarment of the contractor from future work. Questionnaires and financial statements shall not be considered public records nor open for public inspection.
- l. Review of Submittals and Supplemental Information. The Agencies will make a determination of responsibility based upon information submitted by bidders, and, if necessary, interviews with previous owners, clients, design professionals, or subcontractors with whom the bidder has worked. If a nonresponsive or nonresponsible bidder submits additional evidence, then that additional evidence shall be considered by the Agencies in making the recommendation to the Board of Directors regarding determination of the lowest responsive and responsible bidder and award of the contract. The Board's decision shall be final.
- m. Award or Rejection of Bids
- If the Agencies find that the lowest monetary bidder submitted a responsive bid and that the bidder is responsible, then that bidder shall be deemed the apparent lowest responsive and responsible bidder. If the Agencies find that the lowest monetary bidder's bid is not responsive or that the lowest monetary bidder is not responsible, then the Agencies may review the responsiveness and responsibility of the next lowest monetary bidder. If the Director finds that the next lowest monetary bidder is responsive and responsible, then that next low bidder shall be deemed the apparent lowest responsive and responsible bidder. The Agencies may continue to review the responsiveness and responsibility of the next low monetary bidders until the lowest monetary bidder, which is also responsive and responsible, is found and deemed lowest responsive and responsible bidder. In the event that one or more low monetary bidders are found to be nonresponsive or nonresponsible, those bidders will be given notice and a reasonable opportunity to present additional evidence to the Agencies within five working days after the bidder receives the notice.
- (i) The Chief Executive Officer may award a Limited Notice to Proceed (LNTP) to the apparent lowest responsive and responsible bidder for an amount not to exceed \$250,000 prior to the award of the construction

contract if he or she determines that the award of an LNTP is justified in order for work to commence promptly.

- (ii) If it is for the best interest of the Agencies, the Board of Directors may, on refusal or failure of the successful bidder to execute the contract, award it to the second-lowest, responsive and responsible bidder. If the second-lowest, responsive and responsible bidder fails to execute the contract, the Agencies may likewise award it to the third-lowest responsible bidder.
 - (iii) On the failure or refusal of any bidder to execute the contract, his bidder's security shall be forfeited.
 - (iv) The successful bidder must furnish a performance bond and a payment bond equal to 100 percent of the contract price. Failure to furnish the required bonds shall constitute failure to execute the contract.
 - (v) The Board has the right at any time prior to award to reject any or all bids and readvertise the project.
- n. Return of Bidder's Security. The Agencies may withhold the bidder's security of the second- and third-lowest, responsive and responsible bidders until the contract has been finally executed. The Agencies shall, upon request, return cash, cashier's checks, and certified checks submitted by all other unsuccessful bidders within ten days after the contract is awarded, and their bidder's bonds shall be of no further effect.

E. Procurement of Architectural, Landscape Architectural, Engineering, Environmental, Land-Surveying Services, and Construction Project Management Services

- (i) Competitive bids of architectural, landscape architectural, engineering, environmental, land surveying, and construction project management services estimated to cost less than \$100,000 shall be procured as follows:
 - a. The Agencies shall seek a minimum of three quotations, which may be either written or oral, that would permit prices and other terms to be compared.
 - b. Contracts shall be awarded to the lowest qualified bidder or the most qualified bidder or proposer depending upon the procurement methodology utilized; i.e., price and qualifications or qualifications only.
- (ii) Competitive bids of architectural, landscape architectural, engineering, environmental, land surveying, and construction project management services estimated to cost more than \$100,000 shall be formally advertised and bid in accordance with the provisions of Chapter 10

(commencing with Section 4525) of Division 5 of Title 1 of the Government Code and if federally funded in accordance with the Brooks Act.

52.3 Protests

A person who submits or who plans to submit a proposal or bid in response to a procurement solicitation may protest any acquisition conducted in accordance with this section as follows:

- A. Protests based on the content of the procurement solicitation shall be filed with the Board within ten calendar days after the procurement solicitation is first advertised. The Chief Executive Officer or his/her designee shall issue a written decision on the protest prior to opening of the procurement solicitation. A protest may be renewed by refiling the protest with the Board of Directors within 15 calendar days after the mailing of the notice of the intent to award.
- B. Any bidder may protest the intent to award on any ground not based upon the content of the procurement solicitation by filing a protest with the Board within 15 calendar days after the mailing of the notice of the intent to award.
- C. All protests shall contain a full and complete written statement specifying in detail the grounds of the protest and the facts supporting the protest. Protestors shall have an opportunity to appear and be heard before the Board prior to the opening of the procurement solicitation in the case of protests based on the content of the procurement solicitation or prior to final award in the case of protests based on other grounds or the renewal of protests based on the content of the procurement solicitation.
- D. The decision of the protest by the Board shall be in writing and constitutes a final administrative decision for purposes of judicial review pursuant to Section 1094.6 of the Code of Civil Procedure.

52.4 Procurement Special Provisions

- A. After rejecting bids received under Section 52.2 above, the Board of Directors may determine and declare, by a two-thirds vote of all of its members, that in its opinion, the supplies, equipment, or materials may be purchased at a lower price in the open market. The Agencies may then proceed to purchase these supplies, equipment, or materials in the open market without further observance of Section 52.2.
- B. After solicitation of bids under Section 52.2 above, the Board of Directors may determine and declare by a majority vote that it has not received a responsive bid. The Agencies may then proceed to purchase the supplies, equipment, or materials in the open market without further observance of Section 52.2.
- C. Upon determining that immediate remedial measures to avert or alleviate damage to, or to repair or restore damaged or destroyed property of, the Agencies are necessary in order to ensure that the facilities of the Agencies are available to serve the transportation needs of the general public or to

comply with any state or federal regulation with respect to the operation of public transportation services, and upon determining that available remedial measures, including procurement in compliance with Section 52.2 is inadequate, the Chief Executive Officer may authorize the expenditure of money previously appropriated by the Board specifically for the direct purchases of goods and services without observance of Section 52.2. In such a case, the Chief Executive Officer shall submit to the Board a full report explaining the necessity for that action at the next meeting of the Board.

- D. Upon a finding by two-thirds of all members of the Board of Directors that a purchase in compliance with Section 52.2 does not constitute a method of procurement adequate for the operation of Board of Directors' facilities or equipment, the Agencies may procure prototype equipment or modifications in an amount sufficient to conduct and evaluate operational testing without further observance of Section 52.2.
- E. Notwithstanding Section 52.2, the Board of Directors may direct the purchase of any supply, equipment, or materials without observance of Section 52.2 upon a finding by two-thirds of all members of the Board of Directors that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating, repairing, or replacing supplies, equipment, or materials that are in use, including upgrades or migrations of proprietary intellectual property. For all procurements under \$100,000, the Chief Executive Office may approve sole-source procurements with appropriate documentation.
- F. Provisions in any federally funded contract concerning DBEs shall not be subject to negotiation with the successful bidder.

JGarde/
POLICY.52.PROCUREMENT OF GOODS SERVICES

Original Policy Enacted on 6/22/06.



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Agenda

Item No. 15

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

FIN 300 (PC 50601)

September 13, 2007

SUBJECT:

MTS: INVESTMENT REPORT

RECOMMENDATION:

Receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A is a report of MTS investments as of July 2007; it is broken into two columns—the first column relates to investments restricted for capital support or debt service, and the second column is the unrestricted portion.

As the schedule shows, the overwhelming bulk of investments are restricted primarily for debt service for payments on the 1989/1990 and 1995 lease and leaseback transactions.

The second column (unrestricted assets) provides the working capital for MTS operations for employee payroll and vendors' goods and services.



Paul O. Jablonski
Chief Executive Officer

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

SEPT13-07.15.INVESTMENT RPT.LMUSENGO.doc

Attachment: A. Investment Report



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.

**San Diego Metropolitan Transit System
Investment Report
7/31/2007**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Avg. Rate of Return</u>
<u>Cash and Cash Equivalents</u>	\$ 546,073	15,776,726	4.56%
<u>Investments - Working Capital</u>		39,896,879	5.23%
<u>Cash - Restricted for Capital Support</u>	5,764,306		N/A
<u>Investments - Restricted for Debt Service</u>	138,373,294	-	4.54%
Total Cash and Investments	\$ 144,683,673	\$ 55,673,606	

Controller: _____

Date: _____



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Agenda

Item No. 30

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

AG 230.11

September 13, 2007

SUBJECT:

MTS: SUPER LOOP TRANSIT PROJECT UPDATE

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

Executive Committee Recommendation

At its meeting on September 6, 2007, the Executive Committee recommended forwarding this item to the Board for approval.

DISCUSSION:

Staff from the San Diego Association of Governments (SANDAG) will present a report on the status of the Super Loop Transit Project.

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

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Christine Rychel at SANDAG, 619.699.1971, cry@sandag.org
Conan Cheung at MTS, 619.515.1933, conan.cheung@sdmts.com

SEPT13-07.30.SUPER LOOP.CRYCHEL.doc

Attachment: A. Super Loop Transit Project Update



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.



September 6, 2007

SUPER LOOP TRANSIT PROJECT

File Number 1041502

Introduction

The Super Loop Transit Project is a new circulator transit route providing frequent, higher-speed transit service with state-of-the-art vehicles and upgraded transit stop amenities within the North University City area of San Diego. The proposed project would provide access to University Towne Centre, La Jolla Village Square, University of California at San Diego, Executive Way/Genesee Avenue office parks, Nobel Park and Library, and research facilities. Key elements of the Super Loop, a *TransNet* Early Action Project, are the incorporation of traffic priority treatments to improve travel times. The *TransNet* Extension provides funding for Super Loop capital improvements as well as funding for operations and maintenance.

The Super Loop Transit Project is just starting its final design phase. An Initial Study/Negative Declaration (IS/ND) was prepared for the project in accordance with the California Environmental Quality Act (CEQA). The conclusion of the Final IS/ND is that the proposed project would not have a significant effect on the environment. The SANDAG Transportation Committee adopted the final IS/ND on August 3, 2007.

Discussion

Project Description

The Super Loop is an 8-mile bidirectional loop route that includes 15 new bus stations. The alignment and station locations (Attachment 1) include traffic priority treatments to improve speed and reliability. The proposed key treatments include transit signal priority, queue jumper lanes, and new turn lanes.

As currently planned, the Super Loop would initially operate seven days a week with 10-minute headways during the peak periods and 15-minute headways during off-peak times. Service would be provided from 5 a.m. to 10 p.m., seven days a week.

Station amenities will include distinctive, lighted shelters. Benches, information kiosks, and landscaping will be included in the station design. Next Bus message signs are being considered at key locations.

This project includes the purchase of new distinctive vehicles. Metropolitan Transit System (MTS) is procuring the vehicles for the Super Loop project. These vehicles will have a sleek aerodynamic body design, large windows, and easy boarding through multiple doors and low floors. The propulsion system will be an alternative fuel compressed natural gas (CNG) or hybrid electric vehicle.

Public Outreach

The public involvement program for the environmental and preliminary engineering phase of work consisted of individual stakeholder meetings, focus groups, outreach flyers, public workshops, University Community Planning Group (UCPG) meetings, an open house, and presentations to University of California at San Diego (UCSD) committees. Two public workshops were held on March 22, 2006, to provide information on the project and solicit community input. The project was presented to the UCPG on May 16, 2006 and a project update was provided to the UCPG on May 8, 2007. An Open House that focused on the station design process was held on July 11, 2007. A project development team was convened on a bi-monthly basis to review all aspects of project development. The project development team will continue to meet through final design, construction, and project implementation. MTS serves as a member of the project development team.

In addition, the Super Loop Transit Project and station concepts were presented to the UCSD Campus Community Planning Committee (CCPC) and Design Review Board (DRB). The latest station design concept was endorsed by CCPC in June 2007 and DRB in July 2007.

Based upon public outreach to date, there is strong support for the project and a desire to implement it as soon as possible.

Station Concept

The Super Loop station features a signature canopy that balances the functional and identity needs of the Super Loop service. The canopy is centrally located within each station defining the weather-protected passenger seating and waiting area. Passenger amenities such as seating, passenger services information, and branded signage are located within the canopy zone. The concentration of all passenger service and information within the canopy environment makes for a clean, easily understood station for the waiting passenger. Advertising kiosks are placed at each end of the station and oriented perpendicular to vehicular traffic for maximum exposure. The station provides a strong presence along the city streetscape.

The station structure is 52 feet long and supported by three columns. Because of its scale, the canopy aesthetic has been developed with minimal mass allowing for maximum transparency within the station area. The structural support is made of stainless steel and was selected for its ease of maintenance and sustainability. The canopy roof is set at 12 feet above the roadway and provides sun screen coverage and protection in inclement weather. The canopy roof is made up of translucent glass panels with an internal ceramic frit and coating that provides shading. The translucent glass panels are framed by stainless steel members and the glass panels hang below the truss.

Lighting in the station roof is provided by light emitting diodes (LEDs) in blue color. Compact fluorescent tubes in white color are located at the top of the windscreen and direct light onto the platform. The directional light minimizes glow outside the station area.

The station platform is 70 foot long and 10 foot wide. It is a part of the city sidewalk, with pedestrian and passenger circulation both moving through the station zone. The station platform area is alternating medium and dark gray concrete pavers, which enhances the identity of the each station site along the city street.

Branding Concept

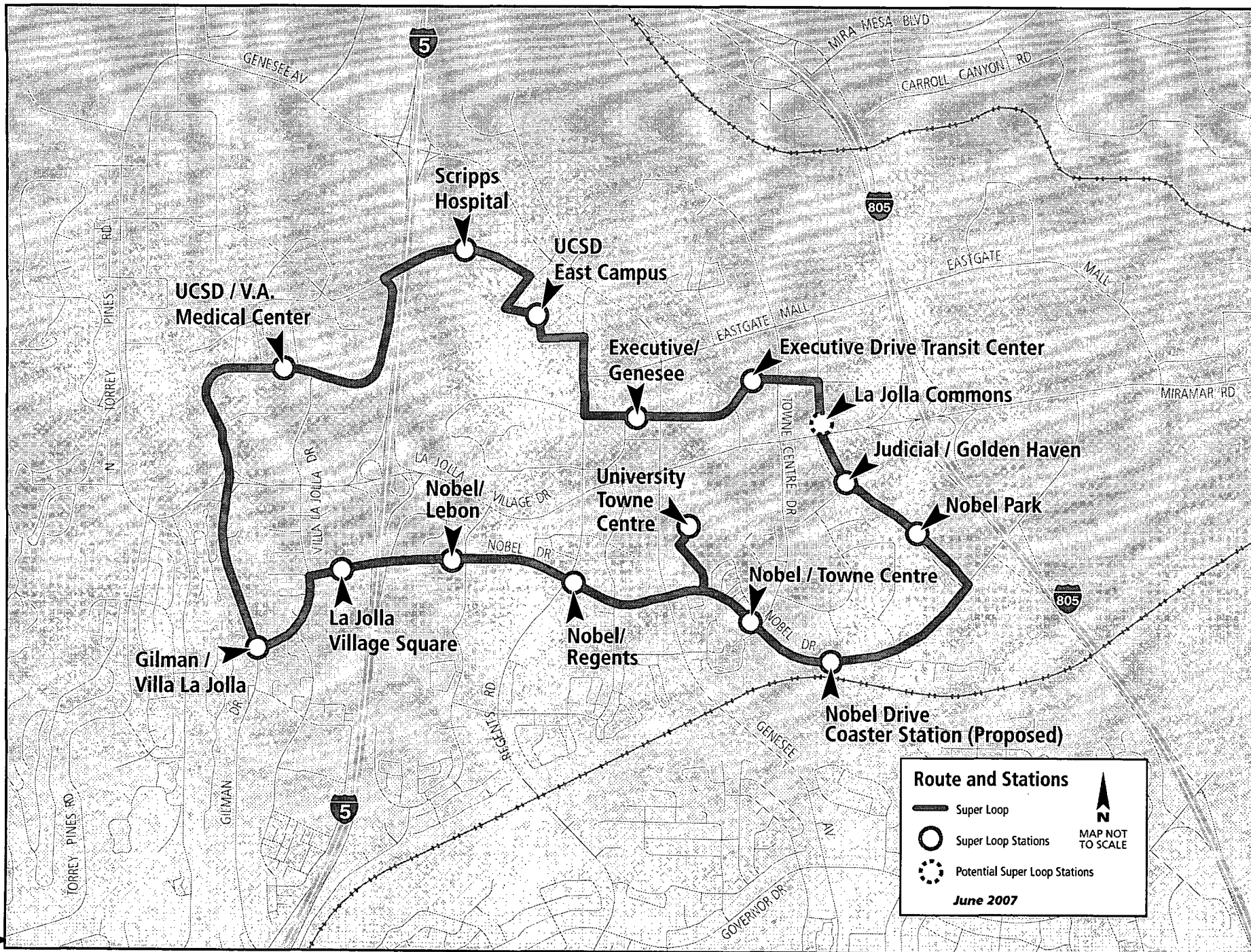
SANDAG and MTS are working together on branding that identifies Super Loop as a different level of service yet compatible within the MTS family of service. The goal of the branding scheme is to maintain the integrity of the MTS brand while making the Super Loop service recognizable and distinct.

Future Activities

The preliminary engineering for the Super Loop was completed in late August 2007. Final design is anticipated to be completed by late 2007. Construction would then begin with the start of operations scheduled for late 2008. MTS will operate Super Loop.

Attachment: 1. Super Loop – Routes and Stations

SANDAG Staff Contact: Christine Rychel, (619) 699-1971, cry@sandag.org



A-4





Super Loop Transit Project

MTS Board of Directors

September 13, 2007

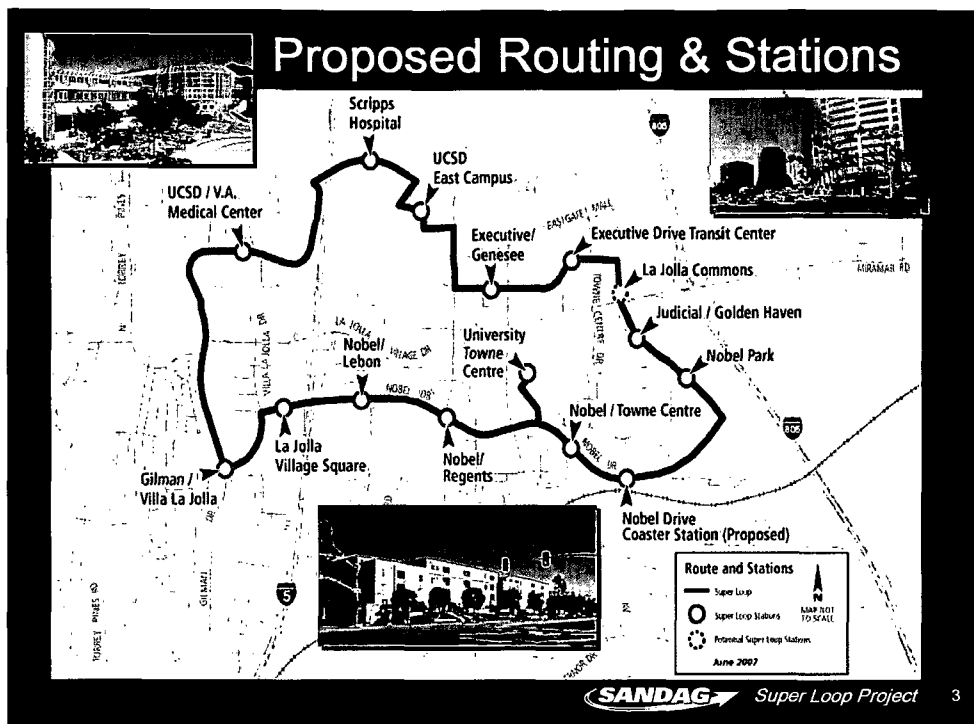
1

Super Loop Transit Project

- *TransNet* Early Action Project
 - Capital
 - Operating
- Environmental Completed
- Final Design
- North University City
- Bus Circulator
 - 8 miles
 - 15 stations



Super Loop Project 2



Project Elements

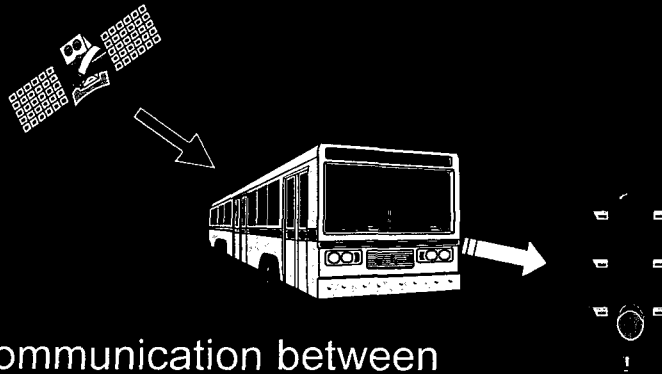
- Simple, direct loop routing
- Station spacing
- Frequent service
- Distinctive vehicles
- Upgraded station amenities

Priority Treatments

- Queue Jumpers
- New turn lanes
- New traffic signals
- Traffic signal priority



Transit Signal Priority



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

[illegible]

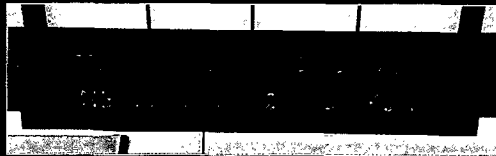
- Bi-directional service
- 5 AM to 10 PM daily
- 10 minute peak
- 15 minute off-peak
- 4,330 riders per day – Year 2030

Vehicles

- MTS Procurement
- MTS Specifications
- Super Loop Requirements
 - Alternative fuel / propulsion system
 - 35 feet long
 - Front and rear doors

Station Amenities

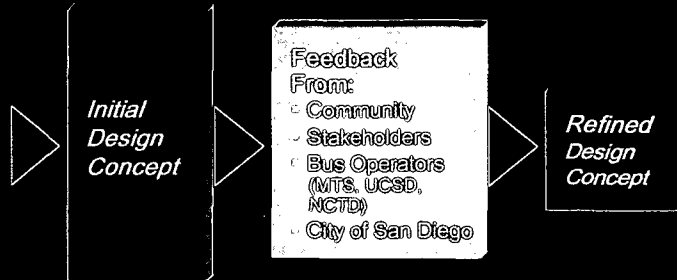
- Distinct shelters with lighting
- Benches
- Landscaping
- “Next Bus” message signs
- Information kiosks



Station Design Process

Initial Stakeholder Consultation

- Open House
- Outreach Meetings
- Focus Groups



Initial Stakeholder Consultation

- | | |
|--|---------------------|
| ▪ Stakeholder Interviews and Focus Groups | Nov 2005 – Mar 2006 |
| ▪ Project Open House | March 2006 |
| ▪ UCPG Board Meeting | May 2006 |
| ▪ Project Development Team
MTS, NCTD, Caltrans, City of San Diego | Bi-monthly |
| ▪ UCSD | On-going |

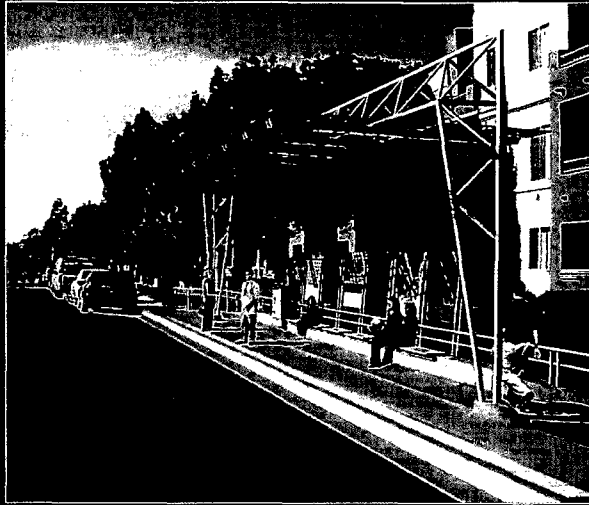
Community Desire: Reflect the University City Community Character

- “Simple and Clean”
- “Modern / High Tech”
- “Open / Transparent ”
- “Elegant”
- “Integrated”

Station Design Considerations

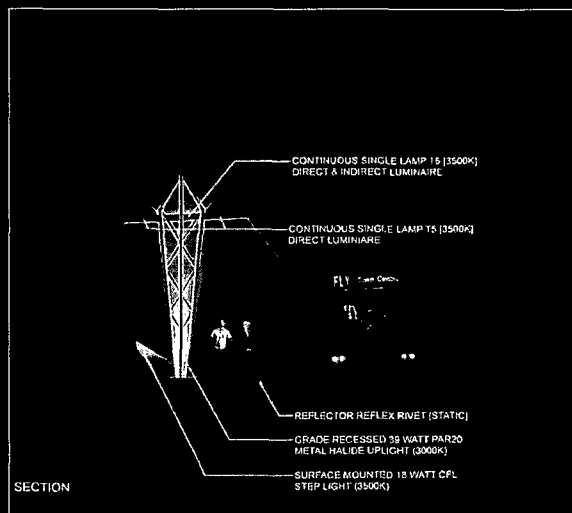
- Easy for All Passengers to Use
- Protect from Sun and Rain
- Provide Ample Seating
- Provide Clear Sight Lines for Safety
- Provide Lighting for Nighttime Security
- Prevent Bird Roosting
- Easy to Maintain

Initial Design Concept Community Feedback:



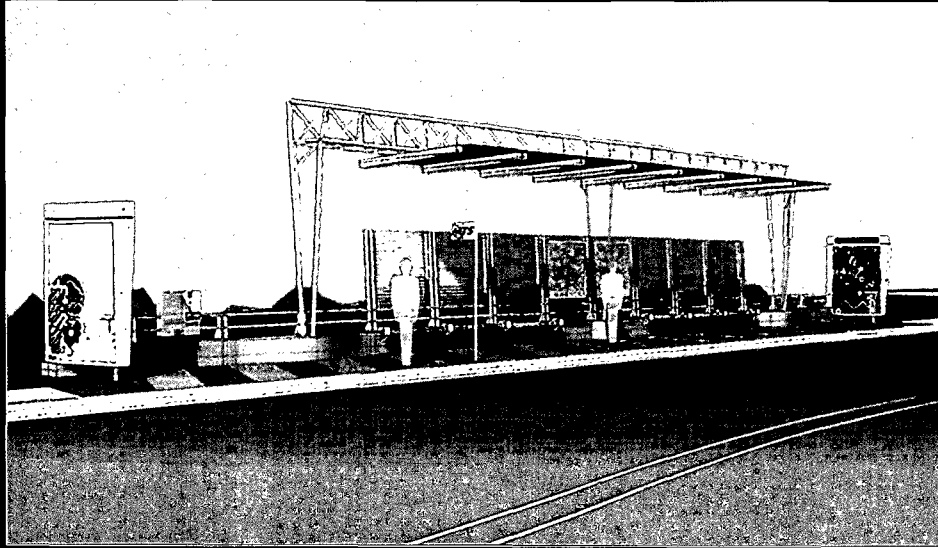
- “Reduce scale”
- “Reduce overhang”
- “Simplify structure”
- “Provide accessible seating”

Initial Design Concept Community Feedback:



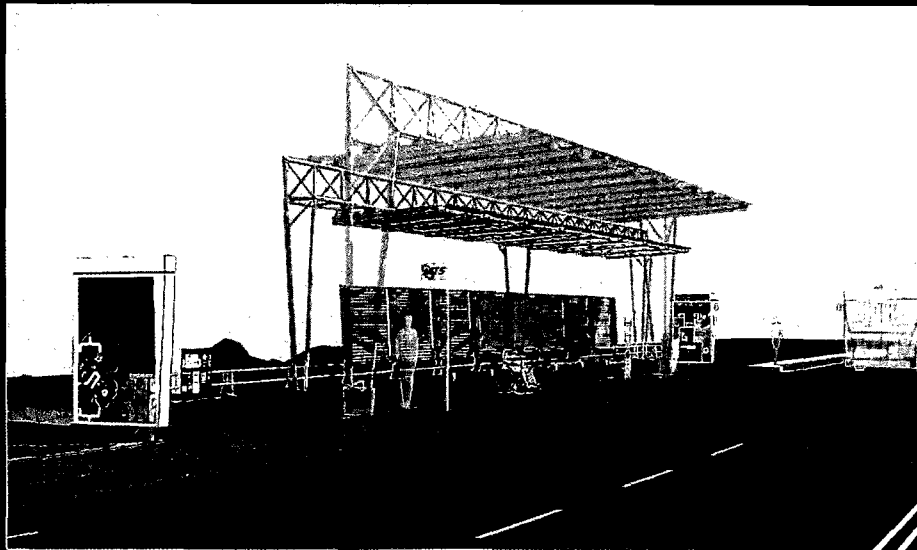
- “Reduce lighting impacts”

Canopy Design

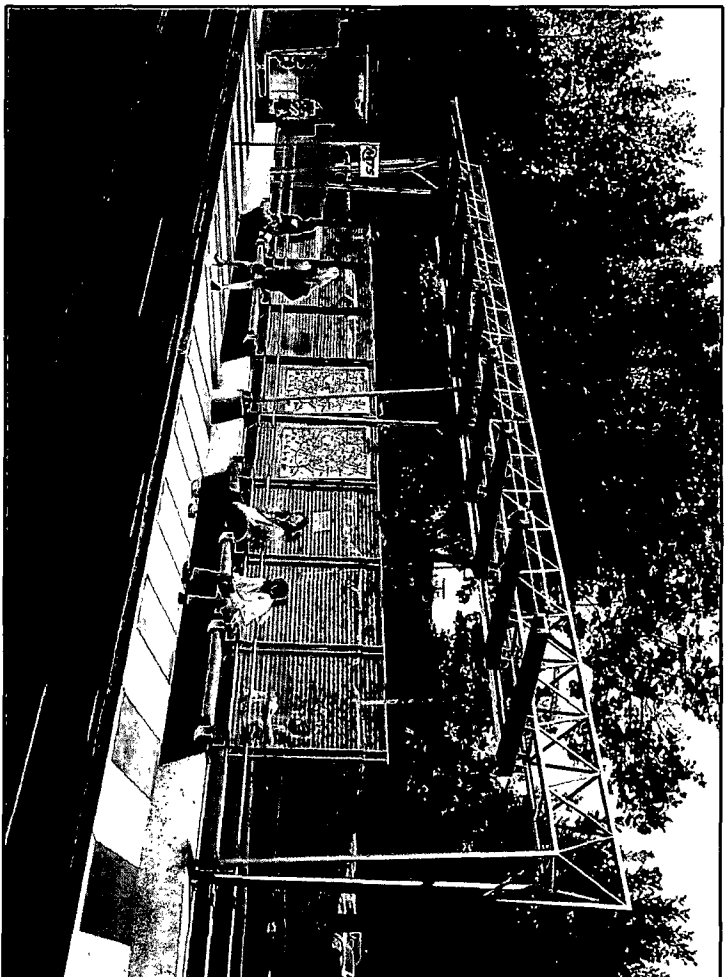


SANDAG Super Loop Project 17

Canopy Comparisons



SANDAG Super Loop Project 18



Design Concept Feedback

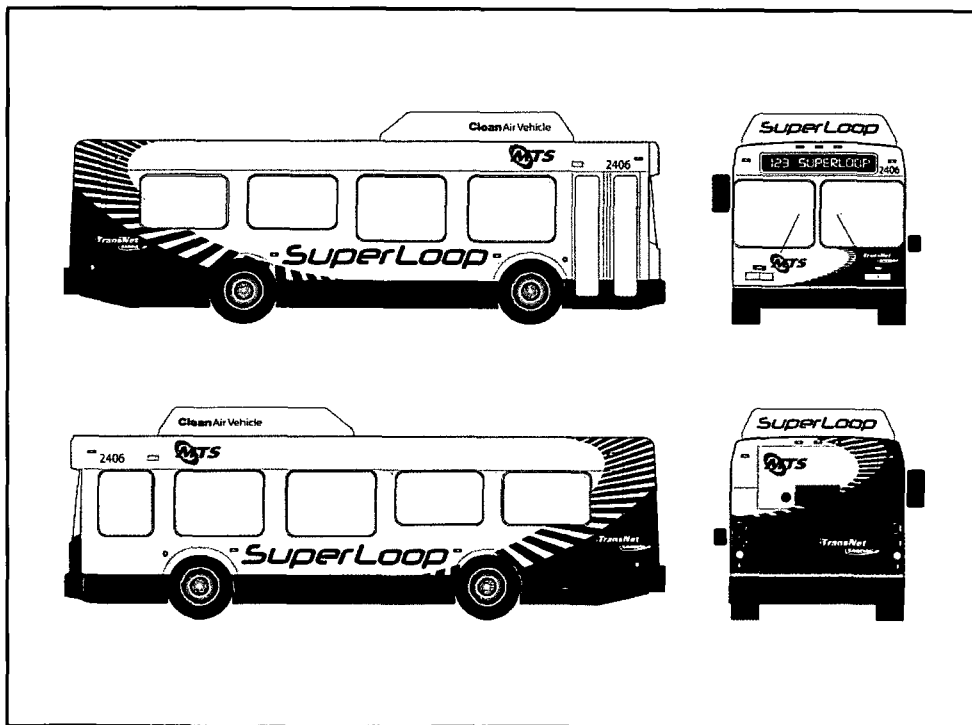
- UCSD
 - Design Review Board (DRB) July 12
 - Campus Architect and Staff On-going
- SANDAG Accessibility Committee July 9, 2007
- Station Design Open House July 11, 2007
- Project Development Team Bi-monthly

Branding

- Focus Groups
- MTS – SANDAG Collaboration
- Branding Concept

Branding Goals

- Create unique, different look
- Consistent with community identity
- Identify with MTS family
- Unify look with “MTS red” color
- Incorporate MTS branding elements



Next Steps

- Station & Branding
 - MTS Board
 - SANDAG Transportation Committee
- Agreements
 - MTS, City, CT, UCSD
- Fare Structure

Next Steps

- Complete Final Design
- Complete Construction
- Begin Operations



Super Loop Transit Project

MTS Board of Directors

September 13, 2007

27



9:31

30

AGENDA ITEM NO.

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 2007-09-13
Name (PLEASE PRINT) Clive Richard
Address 5153 La Dorna St.
San Diego, CA 92115
Telephone 609-867-7049
Organization Represented (if any) _____

Subject of your remarks: _____

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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





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

Agenda

Item No. 31

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

CIP 11245, 11153

September 13, 2007

SUBJECT:

MTS: BUDGET TRANSFERS AND CONSTRUCTION CONTRACT AWARD FOR THE
MTS MILLS BUILDING IMPROVEMENT PROJECT

RECOMMENDATION:

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

1. approve transferring funds from the Fiscal Years 2007 and 2008 Capital Improvement Program (as shown in Attachment A) to fully fund the MTS Mills Building Improvement Project;
2. transfer funds to the budget line items (as shown in Attachment B);
3. waive the applicable provisions of Policy No. 52 "Procurement of Goods and Services" and authorize the CEO to utilize the County of San Diego's Job Order Contracting process to award a construction contract to Davis and Adams Inc. for the construction of the MTS Mills Building Improvement Project for an amount not to exceed \$650,000;
4. authorize the CEO to purchase office furniture on the open market through Maxon for an amount not to exceed \$200,000; and
5. waive MTS Policy No. 52 "Procurement of Goods and Services" for the construction and furniture contracts.

Budget Impact

\$917,140 from various grants for Miscellaneous Operating Capital included in the Fiscal Years 2007 and 2008 Capital Improvement Program would be added to the Mills Building Improvement Project budget (as shown in Attachment A).



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.

Executive Committee Recommendation

At its meeting on September 6, 2007, the Executive Committee recommended forwarding this item to the Board for approval.

DISCUSSION:

Background

MTS has outgrown its offices in the Mills Building and is now limited on how to manage operations—the Mills Building Improvement Project would solve this problem. For example, Procurement Department staff (currently nine employees) should be moved to the MTS building to improve operational efficiency since this would allow them to work more effectively with the staff of the Finance Department. However, space limitations in the Mills Building currently prohibit this move.

Moreover, MTS lacks office space for anticipated future growth in departments such as Planning or for the needs of handling risk management in house. Temporary space is also needed for outside auditors during their annual audit and for special projects in the future. Finally, storage and file space are inadequate to meet the needs of operations.

The recommended improvements would provide more cubicles and reduce the number of walled offices with single occupancies. Cubicles would allow for a higher occupancy per square foot of space. This configuration would also provide a more efficient use of power sources by centralizing cabling and equipment. Power, data, and communications wiring and connectivity would be also be upgraded in the areas affected by the project.

MTS Policy No. 52 provides, “[c]ontracts for construction in excess of fifty thousand dollars (\$50,000) shall be awarded to the lowest responsible bidder submitting a responsive bid after formal competitive bidding, except in an emergency declared by the vote of two-thirds of the membership of the Board of Directors.”

This project (construction and cubicle furniture) was competitively bid in February 2007. The lowest overall bidder failed to meet the terms of the cubicle furniture specifications. The lowest responsive bidder was Davis and Adams. Based on the overall bid prices, MTS exercised its discretion to cancel all bids.

The County of San Diego utilizes a Job Order Contracting Program. This innovative program allows the County to contract with preapproved contractors in various building trades. The County’s experience using the Job Order Contracting Program has been excellent and has reduced the overall cost of many projects. Under the provisions of our enabling legislation, MTS may enter into contracts directly with any other government agency (Cal. Pub. Util. Code §120221). The cost of projects administered through the Job Order Contracting Program is determined by an independent, industry-approved, unit price book that was developed and is maintained by the Gordian Group. Staff has learned that Davis and Adams is a preapproved Job Order Contracting Program contractor who could be utilized to complete the building remodel at a lower price. Davis and Adams has agreed to beat the costs outlined by the Gordian Group by 2%. The cost to design and construct this project would not exceed \$650,000. This price is lower than the lowest responsible bidder from the original competitive bid.

MTS Policy No. 5 provides “[a]fter rejecting bids received under Section 52.2 above, the Board of Directors may determine and declare, by a two-thirds vote of all of its members,

that in its opinion, the supplies, equipment, or materials may be purchased at a lower price in the open market. The Agencies may then proceed to purchase these supplies, equipment, or materials in the open market without further observance of Section 52.2." The line item bids for the furniture ranged from \$193,404.00 to \$276,494.00. By canceling the bids and purchasing the furniture directly, MTS can save approximately \$16,000. Therefore, staff recommends that MTS contract directly with the furniture manufacturer instead of using Davis and Adams. The cost of the furniture that meets our specifications would be \$200,000.

On the remainder of the project, \$110,000 has already been expended in preaward design, engineering, and administrative support. Additional construction contingency, construction management, and administrative costs are anticipated to be no greater than \$207,163 and should be considerably less. These costs are included in the final project budget of \$1,167,163.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jeff Stumbo, 619.557.4509, jeff.stumbo@sdmts.com
Kent Tsubakihara, 619.238.0100, Ext. 496, Kent.Tsubakihara@sdmts.com

SEPT13-07.31.MILLS BLDG REMODEL.JSTUMBO.doc

Attachments: A. Available Funding
B. Budget Summary
C. Sample Contract

AVAILABLE FUNDING
MILLS BUILDING IMPROVEMENT PROJECT

CURRENTLY PROGRAMMED	DESCRIPTION	AMOUNT	GRANT STATUS
11153-various	CURRENT FUNDING	\$250,023	APPROVED
11200-46200	MISC. OPERATING CAPITAL (FY 07)	\$725,000	AVAILABLE BALANCE
11200-46230	MISC. OPERATING CAPITAL (FY 08)	\$192,140	AVAILABLE BALANCE
TOTAL		\$1,167,163	

MILLS BUILDING PROCUREMENT

BUDGET SUMMARY

LINE ITEM	DESCRIPTION	AMOUNT
0200	Procurement	\$200,000
1000	Construction General	\$650,000
3800	Contingency	\$207,163
	TOTAL	\$1,057,163

STANDARD SERVICES AGREEMENT

DRAFT

Doc. No. G1123.0-08
 CONTRACT NUMBER
 CIP 11245
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2007, 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: Maxon Furniture, Inc. Address: 660 SW 39th Street, Suite 150

Form of Business: Corporation Renton, WA 98057
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 800-876-4274

Authorized person to sign contracts: Mark Jordan V.P. of Sales and Marketing
 Name Title

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

Maxon to provide and install systems furniture as per the Scope of Work and components parts list. The furniture is to be provided and installed in accordance with a four-part, phased construction plan to remodel the MTS 9th and 10th floor offices. This construction plan requires specified furniture to be ordered and delivered to the job site when needed and in no case delivered or installed late causing a delay in construction. Construction delays due to late delivery and/or installation of the systems furniture will be subject to liquidated damages in the amount of \$600 per construction work day.

This document shall comprise the entire agreement between Maxon and MTS. Any changes to this agreement shall be made in accordance with the changes clause herein.

The total amount of this agreement shall not exceed \$200,000 without prior consent from MTS.

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
\$200,000.00	CIP 11245	08

By: _____ Date
 Chief Financial Officer



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

Agenda

Item No. 45

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

OPS 970.11
(PC 50102)

September 13, 2007

SUBJECT:

MTS: SEMIANNUAL SECURITY REPORT (JANUARY THROUGH JUNE 2007)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Statistics related to security incidents concerning the transit system are compiled by staff based on reports generated by security personnel and Code Compliance inspectors. This information is augmented by reports from local police authorities and is then compiled, summarized, and submitted to the Board of Directors on a midyear and year-end basis. The semiannual report covers the period from January 1, 2007, through June 30, 2007.

C Street Problem-Oriented Policing (POP) Project

The C Street POP Project brings together a select number of Transit Enforcement officers and San Diego Police officers who devote special attention to the trains and stations from along the C Street business corridor to, on some occasions, the 12th and Imperial Transfer Station. The project is closely monitored by the San Diego City Attorney's Office, which prosecutes offenders and issues stay-away orders to chronic violators. While previously focused specifically on the downtown corridor, last year the



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project was expanded to the Park & Market Station. Additionally, San Diego Police Officers have allowed, on a case-by-case basis, arrests at other nearby areas surrounding the Imperial Transfer Station and SDTC's Imperial Avenue Depot.

Statistics for this reporting period are as follows:

- 17 Consumption of an alcoholic beverage in a prohibited area
- 11 Possession of (less than 1 ounce of) marijuana
- 3 Possession of narcotic paraphernalia
- 2 Willfully resisting, obstructing, or delaying a public officer
- 1 Possession of controlled substance
- 1 Vandalism
- 1 Battery against a transit employee
- 1 Possession of hypodermic syringe

Department of Homeland Security Grant Funds

FY 2002. This grant was awarded for the purpose of conducting emergency preparedness drills. Four drills were completed within the performance period of the grant. Remaining funds were used in a pilot project for onboard closed-circuit televisions (CCTVs). Two of the new S70 light rail vehicles (LRVs) were equipped with six interior cameras that record to an onboard hard drive that is capable of storing videos for up to five days. Two buses were equipped with seven onboard cameras and a hard drive that is capable of storing videos for up to five days. The program is still in the testing phase and will be evaluated for expansion in the future.

FY 2005. In concert with the U.S. Department of Homeland Security, the project funds totaling \$1.3 million will be used for improving security of the Newton Street train yard. In the second half of 2006, a consulting and engineering firm was hired through the San Diego Association of Governments (SANDAG). The consultants have completed a preliminary comprehensive enhanced security plan that will go out for bid in segments with the first being security fencing followed by bids for CCTV and access control. The performance period for this grant ends December 31, 2007.

FY 2006. In November of 2006, the Governor's Office of Homeland Security received approval from the U.S. Department of Homeland Security for funding under the FY 06 Infrastructure Protection Program. Consequently, MTS was awarded \$563,000 for the rail division and \$682,500 for the bus division. For rail, the projects will include enhanced security at four stations - America Plaza, Imperial Transfer Station, Old Town Transit Center, and San Diego State University. Bus projects will include additional security at two of the critical bus yards - Imperial Avenue Division and Kearny Mesa Division. MTS will contribute 25% in additional funds toward each award. Work on these grants will commence following the completion and closeout of the FY 05 grant projects.

FY 2007. In May 2007, the Governor's Office of Homeland Security received approval from the U.S. Department of Homeland Security for funding under the FY 07 Transit Security Grant Program. A total of \$55,000 was awarded to MTS with a requirement that the funds be used for security training relating to terrorists attacks against rail and bus. The initial application for the grant funds specified security training. MTS will pursue using the money for another emergency preparedness drill involving multiple agencies. It is felt that this would provide the best scenario for training and is also a more cost-effective method to expend the funds.

Training

In February, the SDMTS Security Department, in collaboration with the University of Tennessee Law Enforcement Innovation Center and the Department of Homeland Security, presented a course entitled "Transit Terrorist Tools and Tactics" to Code Compliance inspectors, security personnel, and participants from various local law enforcement agencies. The course taught security and law enforcement how to prevent, deter, and respond to terrorist attacks in a mass transit environment. The course also included a drill scenario at the Grantville Trolley Station allowing students to utilize specific types of state-of-the-art technology, such as portable X-ray machines and other mobile-detection devices.

In June, three Code Compliance supervisors attended a high-level management course entitled "Honoring the Badge" presented by the Josephson Institute and sponsored by the Chula Vista Police Department. The main theme of the course emphasized building and maintaining public trust, ethics and professionalism. As a requirement, the participants will apply some of the principles learned to the department in the near future.

Other tactical training completed during this reporting period included Elements of Crimes, Search and Seizure, Handling Hostile Citizens, Arab Culture and Religion, and Improvised Explosive Devices.

Passenger Inspections

During the first six months of 2007, the percentage of passengers inspected was:

Rail	16,717,656 carried – 27.86% of ridership inspected
Bus	13,213,632 carried – 100% of ridership inspected

Fare Evasion Rate – 1.86%

One hundred percent of passengers at randomly selected trolley stations and on trains passing through these stations were inspected for fare compliance.

During this reporting period, inspectors and officers contacted 160,721 passengers during 27 scheduled Special Enforcement Unit sweeps system wide. Of the passengers inspected, 2,993 passengers did not comply with the published fare structure. Statistics from these special fare evasion inspections indicate a fare evasion rate of 1.86%.

Of the 2,993 who were not in fare compliance, 2,519 were issued citations and 474 were allowed to purchase an upgraded fare in order to meet compliance requirements. A total of \$979.95 in revenue was collected from patrons who were allowed to purchase or upgrade fares when found in noncompliance.

In addition to fare compliance, officers made arrests for quality-of-life violations, such as possession of alcohol and illegal substances.

Closed-Circuit Television (CCTV)

CCTV is a proven crime deterrent as well as a positive forensic tool in solving crimes and assisting law enforcement agencies. CCTV is presently functioning at 14 stations including:

1. Old Town Transit Center (12 cameras)
2. Euclid Avenue Station (8 cameras)
3. Fashion Valley Transit Center (5 cameras)
4. Qualcomm Stadium Station (16 cameras)
5. 47th Street Station (5 cameras)
6. El Cajon Transit Center (2 cameras)
7. San Diego State University Station (18 cameras)
8. Alvarado Medical Center Station (5 cameras)
9. 5th & C Street Station (8 cameras)
10. Bayfront/E Street Station (10 cameras)
11. H Street Station (10 cameras)
12. Palomar Street Station (8 cameras)
13. San Ysidro Intermodal Station (19 cameras)
14. Spring Street Station (1 camera)
15. City College – installed (will be operational shortly)

Most stations have a combination of fixed and pan-tilt-zoom (PTZ) cameras. The PTZ cameras have the capability of rotating to capture a wide-area view and can zoom/tilt to capture view-specific views. Fixed cameras are aimed at specific targets, such as platforms and heavily populated patron areas. All cameras record to a digital video recorder (DVR) and have the capability of retaining 15 days of recorded history. The Euclid Avenue Station has a 30-day recording capacity. CCTV systems are viewed on monitors in the Operations Control Center that is staffed with security personnel during train operating hours. San Diego State University is monitored on 24/7 basis at the on-campus security station.

Future expansion includes the A and C train yards in San Diego. In La Mesa, expansion includes the Amaya Station and additional cameras for Spring Street. In addition, through federal grant funds, two S70 LRVs have been equipped with onboard CCTV systems consisting of six cameras per LRV.

Outside Agency Collaborative Details

- San Diego Police Department - Southern Division

In February, MTS Enforcement participated in a multiagency detail at the San Ysidro Transit Center. This detail targeted illegal solicitors of local and interstate transportation of patrons. Agencies that participated in the detail were SDPD, California Public Utilities Commission, San Diego City Attorney's Office, and MTS Transit Enforcement. A total of 129 arrests were made. One vehicle was impounded, and numerous cell phone and tickets used for illegal soliciting were impounded.

- Lemon Grove Sheriff

In March, the Lemon Grove Sheriff's Gang Suppression Team, along with MTS Enforcement, conducted a zero-tolerance detail at the Lemon Grove Trolley platform and bus stop area. A total of 26 arrests were made, including 6 felonies and 8 misdemeanors.

- San Diego Transit Detail

In March, a ride-along bus detail was conducted. The purpose of this exercise was to check patron eligibility with use of Senior/Disabled/Medicare (SDM) passes. During the detail, 122 SDM passes were inspected—62 SDM passes and 15 youth passes were presented without proper identification, and 6 patrons were removed from busses for possessing open containers of alcoholic beverages.

Canine Teams

In 2006, three explosive-detection canine teams were funded through a five-year Cooperative Agreement with the Transportation Security Administration (TSA). MTS currently deploys two teams. The third team, a replacement for one handler who left the employment of MTS, who is currently in training at Lackland Airforce Base in San Antonio, Texas, will complete the required training and be certified by the TSA in August of 2007.

The teams have participated in several joint operations during this reporting period searching the downtown library, the courthouse perimeter, automobiles, trolleys, bus stops, backpacks, etc. Of special note was a request from the U.S. Secret Service to have an MTS canine unit search the presidential vehicles during a visit by Vice President Cheney.

MTS canine units have partnered with other agency's canine units for joint training at the San Diego Airport, San Diego Harbor Police, John Wayne Airport in Orange County, Orange County Sheriff's Department, California Highway Patrol, Immigration/Customs, and the North County COASTER.

Two canine units attended a quarterly bomb investigators meeting in June. The focus was on Afghanistan improvised explosive devices, and a PowerPoint presentation was made by FBI Agent Jim Murphy. Representatives from the Alcohol, Tobacco and Firearms (ATF), Oceanside Sheriff and Bomb, San Diego Fire, etc. were also in attendance.

Community Outreach

As a part of the Department's community relations effort, one of the canine teams presented an Operation Lifesaver Program at the Euclid Educational and Cultural Center. In attendance were approximately 30 developmentally disabled children of various ages. Another canine team attended the annual Lemon Grove Rotary Club Health and Safety Fair and presented information regarding rail and bus safety in addition to handing out MTS safety brochures and promotional items.

The Transit Enforcement Department is also represented on the Governor's Safe School Passage Partnership Committee. This program is a gang violence prevention effort through the California Attorney General's Office to assist communities to provide safe streets for school age children. The program brings schools, law enforcement, businesses, and citizens together to assess crime and gang activity in local areas and create solutions for the prevention of these activities.

This department was very much involved in the Euclid and Imperial Avenue Citizen's Action Group and was instrumental in eliminating crime and quality-of-life issues in and around bus stops using undercover teams and making arrests for drug and alcohol use.

Department representatives regularly attend the Border Transportation Council and San Ysidro Community meetings to discuss relevant issues such as criminal activity, enforcement strategies, gang activity, and other citizen concerns. Information received from these organizations is beneficial to our security operations in San Ysidro with regard to appropriate resource deployment.

Swarm Enforcement

In order to maximize available resources in ways that afford the department the most visibility to the riding public, the "Swarm" detail has continued. Operationally, Swarm is a rolling special enforcement unit with a specific purpose to enforce ordinances, monitor quality-of-life on trains and in stations, observe and report crimes (such as graffiti and vandalism), respond to patron complaints, and gather intelligence information relative to gang activity, potential problems, or any other conditions noted that may adversely affect the safe and secure operations throughout the system. This period, Swarm was affected by the implementation of the plainclothes details. Deep Blue Line (south) and shallow Orange Line have seen a diminished amount of crime due to this focus.

During the daily details in the months of January through June 2007, 682,506 patrons were contacted by Swarm units. There were a total of 7,071 persons in violation of MTS ordinances, and 1,215 were issued citations. Of the citations, 1,119 were for fare evasion. Including fare evasion citations and warnings, a 1% fare evasion rate was witnessed by this unit during the six-month period.

San Diego Trolley Inc.

San Diego Trolley, Inc. experienced 910 Part II arrests and 80 reports of Part I incidents during the first half of 2007. In the first six months of 2006, there were 853 Part II arrests and 84 reports of Part I Incidents.

San Diego Transit Corporation

San Diego Transit Corporation experienced 55 Part II arrests and 8 reports of Part I incidents in the first six months of 2007. In the first half of 2006, there were 51 Part II arrests and 2 reports of Part I incidents.

Contract Transportation Services

MTS Contract Services experienced 21 Part II arrests and 1 report of Part I incidents for this period in 2007. In the same period in 2006, there were 19 Part II arrests and no reports of Part I incidents.

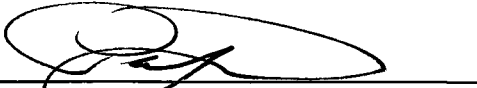
Bus statistics differ from rail statistics based on the fact that each bus has a bus operator with an open cab in close proximity to the patrons to ensure that patrons have a valid fare before boarding and to address situations before they escalate. The bus operator can request police assistance to remedy the problem in a timely fashion without the need for MTS security response.

In June, a Threat and Vulnerability Assessment was completed for MTS Contract Services, Veolia Transportation Services, Inc., and Laidlaw Transit Services, Inc. The goal of the survey was to create a working document containing security enhancement recommendations based on realistic vulnerabilities prioritized in concert with existing threat levels.

No Smoking Ordinance

In January 2007, the MTS Board of Directors adopted a new ordinance restricting smoking in and around MTS property. During this reporting period, staff moved forward with development of "No Smoking" signs for posting in transit vehicles, at bus stops, and on transit property. In the interim, enforcement staff cautioned persons observed smoking that in the near future, smoking will not be allowed and may result in a citation.

In June, enforcement staff began issuing verbal warnings for smoking in and around MTS property. On July 1, staff began giving written warnings to those in violation. On July 15, 2007, staff began issuing Notice to Appear Citations. Complete statistics will be presented in the next report to the Board.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Bill Burke, 619.595.4947, Bill.Burke@sdti.sdmts.com

SEPT13-07.45.SEMI SECURITY RPT.BBURKE.doc

- Attachments:
- A. Board FTA 405 Reports (1/06 – 12/06 & 1/07 – 12/07 SDTI)
 - B. Board FTA 405 Reports (1/06 – 12/06 & 1/07 – 12/07 SDTC)

☐ Form not applicableNTD ID ☐☐ Form 005 Included

San Diego Trolley, Inc.

405 Report

Reporting Period: 1/1/06 - 6/30/06

Based on the Uniform Crime Reporting Handbook

Required from transit agencies serving UZAs of 200,000 or more population.

Mode ☐Type of Service ☐

Security Items			In Vehicle	In Station	Other Transit Prop.
Location SDTI					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	1	0	Patrons 0	0	0
			Employees 0	0	0
			Others 0	2	0
Forcible rape	0	0	Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Robbery	14	4	Patrons 11	5	0
			Employees 0	0	0
			Others 0	0	0
Aggravated assault	6	0	Patrons 1	1	0
			Employees 0	0	0
			Others 1	0	4
Property Crime	Inc Inv	Arrests			
Burglary	2	0	0	2	0
Larceny/theft	47	6	Patrons 4	2	35
			Employees 0	0	0
			Others 0	0	6
Motor vehicle theft	14	0	Patrons 0	0	14
			Employees 0	0	0
			Others 0	0	0
Arson	0	0	0	0	0
Part II Offenses (Arrests)					
Other assaults	48	30	7	19	4
Vandalism	297	39	9	29	1
Sex offenses	5	3	1	1	1
Drug abuse violations	209	217	16	186	15
Driving under the influence	5	5	0	0	5
Drunkenness	108	107	27	78	2
Disorderly conduct	357	334	112	212	10
Trespassing	106	97	0	1	96
Fare evasion	8,871	8,482	6,831	1,651	0
Curfew & loitering laws	21	21	0	20	1
Total Transit Property Damage					
			\$ 119,576.62		
Report Run Date					
08/27/2007		Report Run Time		12:25:45PM	
		Reporting Period		01/01/2006 To 06/30/2006	

☐ Form not applicableNTD ID ☐☐ Form 005 Included

San Diego Trolley, Inc.

405 Report

Reporting Period: 1/1/07 - 6/30/07

Based on the Uniform Crime Reporting Handbook

Required from transit agencies serving UZAs of 200,000 or more population.

Mode ☐Type of Service ☐

Security Items	In Vehicle	In Station	Other Transit Prop.
Location SDTI			
Part I Offenses (Reports)			
Violent Crime	Inc Inv	Arrests	
Homicide	1	0	
			Patrons 0 0 1
			Employees 0 0 0
			Others 0 0 0
Forcible rape	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Robbery	20	10	
			Patrons 8 11 1
			Employees 0 0 0
			Others 0 0 0
Aggravated assault	10	3	
			Patrons 3 1 1
			Employees 0 0 0
			Others 3 4 0
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	38	3	
			Patrons 1 8 16
			Employees 0 0 1
			Others 1 6 6
Motor vehicle theft	11	0	
			Patrons 0 1 9
			Employees 0 0 0
			Others 0 0 0
Arson	0	0	
			0 0 0
Part II Offenses (Arrests)			
Other assaults	43	34	
Vandalism	210	76	
Sex offenses	7	3	
Drug abuse violations	194	191	
Driving under the influence	1	1	
Drunkenness	86	85	
Disorderly conduct	431	401	
Trespassing	87	71	
Fare evasion	11,585	10,259	
Curfew & loitering laws	51	48	

Total Transit Property Damage

\$ 69,190.41

Report Run Date

Report Run Time

Reporting Period

08/27/2007

12:25:31PM

01/01/2007 To 06/30/2007

Required from transit agencies serving UZAs of 200,000 or more population.

☐ Form not applicable

NTD ID ☐ ☐ ☐ ☐

☐ Form 005 Included

San Diego Transit Corp.

405 Report

Reporting Period: 1/1/06 - 6/30/06

Based on the Uniform Crime Reporting Handbook

Mode ☐

Type of Service ☐

Security Items	In Vehicle	In Station	Other Transit Prop.
Location SDTC			
Part I Offenses (Reports)			
Violent Crime	Inc Inv	Arrests	
Homicide	1	1	
			Patrons 0 1 0
			Employees 0 0 0
			Others 0 0 0
Forcible rape	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Robbery	1	0	
			Patrons 0 1 0
			Employees 0 0 0
			Others 0 0 0
Aggravated assault	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Motor vehicle theft	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Arson	0	0	
Part II Offenses (Arrests)			
Other assaults	8	1	
Vandalism	7	3	
Sex offenses	1	1	
Drug abuse violations	19	21	
Driving under the influence	0	0	
Drunkenness	7	7	
Disorderly conduct	20	9	
Trespassing	3	0	
Fare evasion	3	3	
Curfew & loitering laws	8	6	

Total Transit Property Damage	\$ 150.00
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Report Run Date	Report Run Time	Reporting Period
08/27/2007	12:25:45PM	01/01/2006 To 06/30/2006

☐ Form not applicableNTD ID ☐☐ Form 005 Included

San Diego Transit Corp.

405 Report

Reporting Period: 1/1/07 - 6/30/07

Based on the Uniform Crime Reporting Handbook

Required from transit agencies serving UZAs
of 200,000 or more population.Mode ☐Type of Service ☐

Security Items	In Vehicle	In Station	Other Transit Prop.
Location SDTC			
Part I Offenses (Reports)			
Violent Crime	Inc Inv	Arrests	
Homicide	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Forcible rape	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Robbery	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Aggravated assault	7	4	
	Patrons	1	5
	Employees	2	0
	Others	3	1
Property Crime	Inc Inv	Arrests	
Burglary	0	0	0
Larceny/theft	1	0	
	Patrons	1	0
	Employees	0	0
	Others	0	0
Motor vehicle theft	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Arson	0	0	0
Part II Offenses (Arrests)			
Other assaults	8	3	2
Vandalism	11	3	1
Sex offenses	2	0	0
Drug abuse violations	28	28	0
Driving under the influence	0	0	0
Drunkenness	14	13	6
Disorderly conduct	22	7	1
Trespassing	0	0	0
Fare evasion	9	3	2
Curfew & loitering laws	0	0	0
Total Transit Property Damage			
		\$ 431.44	
Report Run Date			
08/27/2007		Report Run Time	12:25:31PM
		Reporting Period	01/01/2007 To 06/30/2007

MTS

Semi-annual Security Report January – June 2007

Presented by

*William Burke
Director of Transit System Security*

September 13, 2007



Passenger Inspections - Rail **January – June 2007**

- 16,717,656 passengers carried
- 27.86% of passengers inspected
- 98.14% in compliance



Passengers Carried – Bus

January – June 2007

- 13,213,632 passengers carried
- 17% Cash fare
- 78% Other fare (pass/token/jury/transfer)
- 5% Free ride



Special Enforcement Unit - Rail

In Conjunction with San Diego Sheriff's, El Cajon Police,
La Mesa Police and the Gang Suppression Unit



Special Enforcement Unit – Rail

January – June 2007



160,721 inspected

2,993 not in compliance

474 allowed to upgrade

1.86% evasion rate



Special Enforcement - Bus



SWARM – Rail

January – June 2007

682,506 patrons contacted
5,565 not in fare compliance

- Special Detail began March 2006
- Elevated concentration on real-time problems
- Fluid in number of officers, locations, and length of detail - adjusted "on the spot"
- Preemptory elimination of problems
- Received positive comments from patrons



MTS Ordinance 13.10 No Smoking

Restricts smoking within:

- 25' from a bus stop
- 25' from a trolley station
- 25' from a transit facility



- Officers began verbally enforcing on June 1st
- Officers began issuing Written Warnings on June 15th
 - to date approximately 175 Written Warnings have been issued
- Officers began issuing Citations on July 1st
 - to date approximately 200 Citations have been issued



Part I Incidents - Rail

January – June 2006 vs. 2007

	2006	2007
Homicide	01	01
Forcible Rape	00	00
Robbery	14	20
Aggravated Assault	06	10
Burglary	02	00
Theft	47	38
Motor Vehicle Theft	14	11
Arson	00	00



Part II Arrests - Rail

January – June 2006 vs. 2007

	2006	2007
Other Assaults	30	34
Vandalism	39	76
Sex Offenses	03	03
Drug Abuse Violations	217	191
DUI	05	01
Drunkenness	107	85
Disorderly Conduct	334	401
Trespassing	97	71
Curfew and Loitering	21	48



Emergency Preparedness

Onboard Surveillance - Bus/Rail

- Onboard CCTV Surveillance testing is complete
- SDTC is moving forward with installation
- SDTI will move forward as funding permits



Emergency Preparedness

LRVs

3003 & 3004



Two Exterior View
Cameras

Onboard Surveillance - Rail

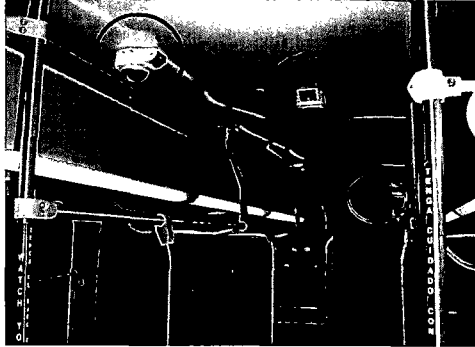


Four Interior View Cameras



Emergency Preparedness

Onboard Surveillance - Bus



Five interior cameras



Two exterior cameras

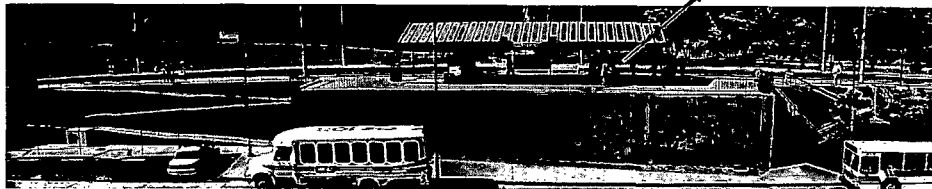


CCTV - SentryScope

Spring Street - Daytime

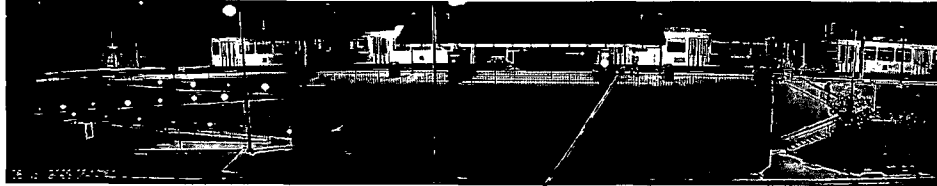
Review of CCTV footage has proven effective in a case of a woman claiming sexual assault

After review of the footage, it was determined that the incident never occurred



CCTV - SentryScope

Spring Street – Night time



U.S. Department of Homeland Security

National Explosives Detection Canine Team Program
Joint Training Exercise at the SDTI Maintenance Facility Yard



U.S. Department of Homeland Security

National Explosives Detection Canine Team Program

Joint Training with:

Department of Homeland Security Federal Police

California Highway Patrol



U.S. Department of Homeland Security

*MTS Handler Armando Izzarelli
and K9 Partner Rony*



U.S. Department of Homeland Security



Izzarelli and Rony



CHP Handler Frank Fernandez and K9 Partner Manny



University of Tennessee Terrorism Training



Josephson Institute Training “Honoring the Badge”

- High level management course
- Sponsored by Chula Vista Police Department
- Focus on:
 - Ethics
 - Decision making and problem solving
 - Exercising discretion
 - Maintaining public trust
 - Professionalism



Governor's Safe School Passage Partnership Committee

- Multi-agency collaborative effort (schools, law enforcement, transit agencies, businesses, parents and citizens)
- Protecting students from gang-related crimes and violence on their way to and from school
- MTS representative attends monthly subcommittee meetings, providing input and feedback
- Currently working with Gomper's Charter and Montgomery Middle schools



Operation Lifesaver

Facts

- Approximately every two hours in the United States, a person or vehicle is hit by a train
- About half of all crossing collisions occur at highway-rail intersections with flashing lights and/or gates



Operation Lifesaver

MTS's Part...

- Trained and certified volunteer speakers provide free safety presentations for various professions and for all age groups
- Provide educational brochures and videos, safety oriented coloring books for children and training information



End





San Diego Metropolitan Transit System

Part I Incidents by City

City: Chula Vista

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>BAYFRONT/E ST STA</u>	0	0	0	0	0	0	0	0	0
<u>H ST STA</u>	0	0	0	0	0	0	1	0	1
<u>PALOMAR ST STA</u>	0	0	0	1	0	3	0	0	4
Part I Incidents by City Total	0	0	0	1	0	3	1	0	5

Agenda Item No. 45
9/13/07

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: Chula Vista

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>BAYFRONT/E ST STA</u>	1	1	0	1	0	1	7	2	334	0	347
<u>H ST STA</u>	0	0	0	0	0	2	11	1	396	0	410
<u>PALOMAR ST STA</u>	0	4	0	13	0	1	23	0	589	14	644
Part II Arrests by City Total	1	5	0	14	0	4	41	3	1,319	14	1,401

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Chula Vista

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>BAYFRONT/E ST STA</u>	23	0	23
<u>H ST STA</u>	34	0	34
<u>PALOMAR ST STA</u>	31	0	31
Miscellaneous Other and Weapons Offenses Incidents by City Total	88	0	88

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part I Incidents by City

City: El Cajon

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/Theft	Vehicle Theft	Arson	Total
ARNELE AVE STA	0	0	1	0	0	0	0	0	1
EL CAJON TRANSIT CENTER	0	0	0	0	0	1	1	0	2
GILLESPIE FIELD/WELD STA	0	0	0	0	0	0	0	0	0
Part I Incidents by City Total	0	0	1	0	0	1	1	0	3

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: El Cajon

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>ARNELE AVE STA</u>	0	0	0	2	0	0	1	0	9	0	12
<u>EL CAJON TRANSIT CENTER</u>	1	0	0	4	0	6	13	2	223	2	251
<u>GILLESPIE FIELD/WELD STA</u>	0	0	0	4	0	0	0	0	14	0	18
Part II Arrests by City Total	1	0	0	10	0	6	14	2	246	2	281

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: El Cajon

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>ARNELE AVE STA</u>	0	0	0
<u>EL CAJON TRANSIT CENTER</u>	36	0	36
<u>GILLESPIE FIELD/WELD STA</u>	1	0	1
Miscellaneous Other and Weapons Offenses Incidents by City Total	37	0	37

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part I Incidents by City

City: La Mesa

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/Theft	Vehicle Theft	Arson	Total
<u>70TH ST STA</u>	0	0	1	0	0	5	0	0	6
<u>AMAYA DR STA</u>	0	0	0	1	0	3	1	0	5
<u>GROSSMONT CENTER STA</u>	0	0	3	0	0	1	0	0	4
<u>LA MESA BLVD STA</u>	0	0	3	0	0	2	0	0	5
<u>SPRING ST STA</u>	0	0	0	0	0	4	1	0	5
Part I Incidents by City Total	0	0	7	1	0	15	2	0	25

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: La Mesa

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>70TH ST STA</u>	0	0	0	0	0	0	0	0	22	0	22
<u>AMAYA DR STA</u>	2	4	0	3	0	0	8	3	139	2	161
<u>GROSSMONT CENTER STA</u>	0	3	0	4	0	4	9	1	185	0	206
<u>LA MESA BLVD STA</u>	0	0	0	1	1	1	4	0	87	0	94
<u>SPRING ST STA</u>	3	0	0	1	0	2	6	1	101	0	114
Part II Arrests by City Total	5	7	0	9	1	7	27	5	534	2	597

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: La Mesa

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>70TH ST STA</u>	3	0	3
<u>AMAYA DR STA</u>	17	0	17
<u>GROSSMONT CENTER STA</u>	18	0	18
<u>LA MESA BLVD STA</u>	8	0	8
<u>SPRING ST STA</u>	20	0	20
Miscellaneous Other and Weapons Offenses Incidents by City Total	66	0	66

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part I Incidents by City

City: Lemon Grove

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/Theft	Vehicle Theft	Arson	Total
<u>LEMON GROVE DEPOT</u>	0	0	0	0	0	0	0	0	0
<u>MASSACHUSETTS AVE STA</u>	0	0	1	1	0	1	1	0	4
Part I Incidents by City Total	0	0	1	1	0	1	1	0	4

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: Lemon Grove

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>LEMON GROVE DEPOT</u>	0	0	0	4	0	4	11	0	233	0	252
<u>MASSACHUSETTS AVE STA</u>	1	1	0	5	0	1	4	7	120	2	141
Part II Arrests by City Total	1	1	0	9	0	5	15	7	353	2	393

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Lemon Grove

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>LEMON GROVE DEPOT</u>	13	0	13
<u>MASSACHUSETTS AVE STA</u>	15	0	15
Miscellaneous Other and Weapons Offenses Incidents by City Total	28	0	28

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part I Incidents by City

City: National City

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/Theft	Vehicle Theft	Arson	Total
<u>24TH ST STA</u>	0	0	0	0	0	0	0	0	0
<u>8TH ST STA</u>	0	0	0	0	0	0	3	0	3
Part I Incidents by City Total	0	0	0	0	0	0	3	0	3

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: National City

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>24TH ST STA</u>	0	1	0	8	0	0	7	0	239	3	258
<u>8TH ST STA</u>	0	1	0	2	0	1	8	1	341	0	354
Part II Arrests by City Total	0	2	0	10	0	1	15	1	580	3	612

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: National City

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>24TH ST STA</u>	13	0	13
<u>8TH ST STA</u>	42	0	42
Miscellaneous Other and Weapons Offenses Incidents by City Total	55	0	55

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part I Incidents by City

City: Other

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>EMPLOYEE PERSONAL RESIDENCE</u>	0	0	0	0	0	1	0	0	1
<u>FRANCIS ST XROSSING</u>	0	0	0	1	0	0	0	0	1
<u>GROSSMONT SUMMITT</u>	0	0	0	0	0	1	0	0	1
<u>HILL ST CROSSING</u>	0	0	0	0	0	1	0	0	1
<u>SEVERIN DR GRADE CROSSING</u>	0	0	0	0	0	2	0	0	2
<u>VERNON STREET CROSSING</u>	0	0	0	0	0	1	0	0	1
Part I Incidents by City Total	0	0	0	1	0	6	0	0	7

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.



San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>1341 COMMERCIAL AVE (B BUILDING)</u>	0	0	0	3	0	0	0	0	0	0	3
<u>24TH ST BRIDGE</u>	0	0	0	0	0	0	0	0	0	0	0
<u>27TH ST CROSSING</u>	0	0	0	0	0	1	0	0	0	0	1
<u>33RD & K ST</u>	0	1	0	0	0	0	0	0	0	0	1
<u>43RD ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>62ND ST CROSSING</u>	0	0	0	0	0	0	1	0	0	0	1
<u>66TH ST PED CROSSING</u>	0	0	0	0	0	1	0	0	0	0	1
<u>ANITA ST CROSSING</u>	0	0	0	0	0	0	1	0	0	0	1
<u>A-YARD</u>	0	0	0	0	0	0	0	1	0	0	1
<u>BRDWAY @ LEMON GROVE (CROSSWALK)</u>	0	0	0	0	0	0	0	0	1	0	1
<u>C ST @ FRONT</u>	0	0	0	0	0	0	0	1	0	0	1
<u>CIVIC CENTER XING (DRIVE)</u>	0	0	0	0	0	0	0	0	0	0	0
<u>COMMERCIAL @ 16TH</u>	0	0	0	0	0	0	0	0	1	0	1
<u>C-YARD</u>	0	0	0	0	0	1	0	1	0	0	2

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.



San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>ELM ST CROSSING</u>	0	0	0	0	0	0	2	1	0	0	3
<u>FLETCHER PKWY OVERPASS</u>	0	0	0	0	0	0	0	0	0	0	0
<u>FRANCIS ST XROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>HIGHWAY 94 BRIDGE</u>	0	0	0	0	0	0	0	0	0	0	0
<u>HILL ST CROSSING</u>	0	0	0	0	0	0	0	1	0	0	1
<u>HORTON ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>I-805 BRIDGE</u>	0	0	0	0	0	0	0	0	0	0	0
<u>J ST XROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>L ST XROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>MOSS ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>PALOMAR ST CROSSING</u>	0	0	0	0	0	0	0	3	0	1	4
<u>SAMPSON ST CROSSING</u>	1	0	0	0	0	0	0	0	0	0	1
<u>SAN YSIDRO BL</u>	0	0	0	0	0	0	0	0	0	0	0
<u>SD&IV YARD (SAN DIEGO)</u>	0	0	0	0	0	0	0	1	0	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.



San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>SDSU EAST PORTAL ENTRANCE</u>	0	0	0	0	0	0	1	0	0	0	1
<u>SDSU WEST PORTAL ENTRANCE</u>	0	0	0	0	0	0	0	0	0	0	0
<u>SEVERIN DR GRADE CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>SIGSBEE ST CROSSING</u>	0	0	0	0	0	0	0	1	0	0	1
<u>SWEETWATER CHANNEL BRIDGE</u>	0	1	0	0	0	0	0	0	0	0	1
<u>VERNON STREET CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>VOID</u>	0	0	0	0	0	0	0	0	0	0	0
<u>WARING RD</u>	0	0	0	0	0	0	0	0	0	0	0
<u>WATER ST BRIDGE</u>	0	0	0	0	0	0	0	0	0	0	0
<u>WEST PARK AVE CROSSING</u>	0	0	0	0	0	1	0	0	0	0	1
Part II Arrests by City Total	1	2	0	3	0	4	5	10	2	1	28

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: Other

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>1ST AVE CROSSING</u>	1	0	1
<u>22ND @ K ST</u>	1	0	1
<u>24TH ST BRIDGE</u>	1	0	1
<u>2700 BELT ST</u>	1	0	1
<u>27TH ST CROSSING</u>	1	0	1
<u>5TH @ C ST</u>	1	0	1
<u>5TH AVE XING</u>	1	0	1
<u>62ND ST CROSSING</u>	1	0	1
<u>9TH FLOOR SDTI RECEPTION AREA</u>	1	0	1
<u>ANITA ST CROSSING</u>	1	0	1
<u>A-YARD</u>	2	0	2
<u>BRDWY @ LEMON GROVE (CROSSWALK)</u>	12	0	12
<u>C ST @ 5TH</u>	1	0	1
<u>C ST @ 7TH</u>	1	0	1
<u>C ST @ FRONT</u>	1	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: Other

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>C ST @ UNION</u>	2	0	2
<u>C-BUILDING (INSIDE)</u>	5	0	5
<u>C-BUILDING (OUTSIDE PERIM)</u>	1	0	1
<u>CIVIC CENTER DR XING (SBAY)</u>	2	0	2
<u>COMMERCIAL @ 16TH</u>	1	0	1
<u>G ST CROSSING (AT KETTNER)</u>	1	0	1
<u>HILL ST CROSSING</u>	1	0	1
<u>IMPERIAL @ PARK</u>	2	0	2
<u>INDIA ST CROSSING</u>	2	0	2
<u>MARKET ST CROSSING (@ PARK BL)</u>	1	0	1
<u>MURRAY DR CROSSING</u>	1	0	1
<u>NAPA @ FRIARS RD</u>	1	0	1
<u>PARK BLVD (12TH) @ ISLAND</u>	1	0	1
<u>PARK BLVD (12TH) @ J ST</u>	1	0	1
<u>RAIL CT (NEAR SAN YSIDRO STA)</u>	8	0	8

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: Other

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>SAN YSIDRO BL</u>	2	0	2
<u>SD&IV YARD (SAN DIEGO)</u>	1	0	1
<u>SD&IV YARD ACCESS CROSSING</u>	1	0	1
<u>SDSU TRANSIT CTR (NOT IN STATION)</u>	1	0	1
<u>SWEETWATER CHANNEL BRIDGE</u>	0	1	1
<u>VOID</u>	6	0	6
Miscellaneous Other and Weapons Offenses Incidents by City Total	68	1	69

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.



San Diego Metropolitan Transit System

Part I Incidents by City

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>12TH & IMPERIAL TERMINAL</u>	0	0	0	0	0	0	0	0	0
<u>12TH & IMPERIAL TRANSFER STA</u>	0	0	0	0	0	0	0	0	0
<u>25TH & COMMERCIAL STA</u>	0	0	1	0	0	0	0	0	1
<u>32ND & COMMERCIAL STA</u>	0	0	2	2	0	0	0	0	4
<u>47TH ST STA</u>	0	0	1	1	0	0	0	0	2
<u>5TH AVE STA</u>	0	0	0	0	0	0	0	0	0
<u>ALVARADO MED CTR STA</u>	0	0	0	0	0	0	0	0	0
<u>AMERICA PLAZA TRANSFER STA</u>	0	0	0	0	0	0	0	0	0
<u>BARRIO LOGAN STA</u>	0	0	0	0	0	0	0	0	0
<u>BEYER STA</u>	1	0	0	0	0	0	1	0	2
<u>CITY COLLEGE STA</u>	0	0	1	0	0	0	0	0	1
<u>CIVIC CENTER STA</u>	0	0	0	0	0	0	0	0	0
<u>CONV CENTER WEST STA</u>	0	0	0	0	0	0	0	0	0
<u>COUNTY CTR/LITTLE ITALY STA</u>	0	0	0	0	0	0	0	0	0
<u>ENCANTO/62ND ST STA</u>	0	0	1	1	0	1	0	0	3

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part I Incidents by City

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/Theft	Vehicle Theft	Arson	Total
<u>EUCLID AVE STA</u>	0	0	0	0	0	0	0	0	0
<u>FASHION VALLEY TRANSIT CTR</u>	0	0	0	0	0	0	0	0	0
<u>FENTON PARKWAY STA</u>	0	0	0	0	0	0	0	0	0
<u>GASLAMP/CONV CENTER STA</u>	0	0	0	0	0	1	0	0	1
<u>GRANTVILLE STA</u>	0	0	0	0	0	1	0	0	1
<u>HARBORSIDE STA</u>	0	0	0	1	0	0	0	0	1
<u>HAZARD CENTER STA</u>	0	0	0	0	0	0	0	0	0
<u>INTERNATIONAL BORDER STA</u>	0	0	0	0	0	0	0	0	0
<u>IRIS AVE STA</u>	0	0	1	0	0	1	1	0	3
<u>MARKET ST STA (PARK BL & MARKET STA)</u>	0	0	1	0	0	0	0	0	1
<u>MIDDLETOWN/PALM STA</u>	0	0	0	0	0	0	0	0	0
<u>MISSION SAN DIEGO STA</u>	0	0	0	0	0	0	0	0	0
<u>MISSION VALLEY CTR STA</u>	0	0	1	0	0	0	0	0	1
<u>MORENA/LINDA VISTA STA</u>	0	0	0	0	0	1	0	0	1
<u>OLD TOWN TRANSIT CENTER</u>	0	0	1	1	0	3	0	0	5

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part I Incidents by City

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/Theft	Vehicle Theft	Arson	Total
<u>PACIFIC FLEET STA</u>	0	0	0	0	0	0	0	0	0
<u>PALM AVE STA</u>	0	0	0	0	0	1	1	0	2
<u>RIO VISTA STA</u>	0	0	1	0	0	0	0	0	1
<u>SAN YSIDRO STA</u>	0	0	0	0	0	0	0	0	0
<u>SANTA FE DEPOT</u>	0	0	0	0	0	0	0	0	0
<u>SDSU TRANSIT CTR STA</u>	0	0	0	0	0	1	0	0	1
<u>SEAPORT STA</u>	0	0	0	0	0	0	0	0	0
<u>STADIUM STA</u>	0	0	0	0	0	0	0	0	0
<u>WASHINGTON ST STA</u>	0	0	0	0	0	1	0	0	1
Part I Incidents by City Total	1	0	11	6	0	11	3	0	32

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>12TH & IMPERIAL TERMINAL</u>	1	2	0	6	0	3	0	1	28	0	41
<u>12TH & IMPERIAL TRANSFER STA</u>	1	4	0	22	0	12	43	0	492	5	579
<u>25TH & COMMERCIAL STA</u>	0	4	0	1	0	1	10	0	136	0	152
<u>32ND & COMMERCIAL STA</u>	1	21	0	13	0	0	17	1	232	0	285
<u>47TH ST STA</u>	2	0	1	4	0	3	11	9	190	0	220
<u>5TH AVE STA</u>	1	0	1	7	0	9	16	0	167	1	202
<u>ALVARADO MED CTR STA</u>	0	0	0	0	0	0	0	0	94	0	94
<u>AMERICA PLAZA TRANSFER STA</u>	0	0	0	1	0	0	7	0	139	2	149
<u>BARRIO LOGAN STA</u>	2	1	1	11	0	1	4	0	284	0	304
<u>BEYER STA</u>	0	2	0	4	0	0	5	0	455	0	466
<u>CITY COLLEGE STA</u>	1	2	0	5	0	2	20	0	248	0	278
<u>CIVIC CENTER STA</u>	5	0	0	1	0	3	16	1	140	0	166
<u>CONV CENTER WEST STA</u>	0	0	0	1	0	1	0	0	11	0	13
<u>COUNTY CTR/LITTLE ITALY STA</u>	0	0	0	2	0	1	5	0	268	0	276

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>ENCANTO/62ND ST STA</u>	3	1	0	2	0	1	14	0	258	0	279
<u>EUCLID AVE STA</u>	3	1	0	5	0	2	12	0	170	4	197
<u>FASHION VALLEY TRANSIT CTR</u>	0	0	0	0	0	0	0	0	108	0	108
<u>FENTON PARKWAY STA</u>	0	0	0	0	0	0	0	0	65	0	65
<u>GASLAMP/CONV CENTER STA</u>	0	0	0	1	0	0	2	1	15	0	19
<u>GRANTVILLE STA</u>	0	1	0	1	0	1	3	1	52	0	59
<u>HARBORSIDE STA</u>	0	0	0	1	0	1	6	0	341	0	349
<u>HAZARD CENTER STA</u>	0	0	0	1	0	1	1	0	68	1	72
<u>INTERNATIONAL BORDER STA</u>	0	0	0	0	0	0	0	0	0	0	0
<u>IRIS AVE STA</u>	1	9	0	13	0	1	13	25	761	0	823
<u>MARKET ST STA (PARK BL & MARKET STA)</u>	0	7	0	12	0	2	9	0	260	1	291
<u>MIDDLETOWN/PALM STA</u>	0	0	0	2	0	0	1	0	216	0	219
<u>MISSION SAN DIEGO STA</u>	0	0	0	0	0	0	3	0	35	0	38
<u>MISSION VALLEY CTR STA</u>	0	0	0	1	0	0	1	0	73	0	75

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>MORENA/LINDA VISTA STA</u>	0	1	0	1	0	0	2	0	167	0	171
<u>OLD TOWN TRANSIT CENTER</u>	2	1	0	1	0	5	20	2	151	2	184
<u>PACIFIC FLEET STA</u>	0	1	0	0	0	0	2	1	144	0	148
<u>PALM AVE STA</u>	0	1	0	3	0	0	10	1	603	5	623
<u>RIO VISTA STA</u>	1	0	0	0	0	0	0	0	68	0	69
<u>SAN YSIDRO STA</u>	1	0	0	4	0	3	21	0	399	1	429
<u>SANTA FE DEPOT</u>	0	0	0	3	0	2	0	0	89	0	94
<u>SDSU TRANSIT CTR STA</u>	0	0	0	3	0	1	3	0	91	0	98
<u>SEAPORT STA</u>	0	0	0	2	0	1	0	0	15	0	18
<u>STADIUM STA</u>	0	0	0	0	0	0	4	0	39	0	43
<u>WASHINGTON ST STA</u>	0	0	0	2	0	1	2	0	152	0	157
Part II Arrests by City Total	25	59	3	136	0	58	283	43	7,224	22	7,853

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>12TH & IMPERIAL TERMINAL</u>	13	0	13
<u>12TH & IMPERIAL TRANSFER STA</u>	125	0	125
<u>25TH & COMMERCIAL STA</u>	13	0	13
<u>32ND & COMMERCIAL STA</u>	18	0	18
<u>47TH ST STA</u>	15	0	15
<u>5TH AVE STA</u>	40	0	40
<u>ALVARADO MED CTR STA</u>	1	0	1
<u>AMERICA PLAZA TRANSFER STA</u>	19	0	19
<u>BARRIO LOGAN STA</u>	18	0	18
<u>BEYER STA</u>	24	0	24
<u>CITY COLLEGE STA</u>	27	0	27
<u>CIVIC CENTER STA</u>	20	0	20
<u>CONV CENTER WEST STA</u>	1	0	1
<u>COUNTY CTR/LITTLE ITALY STA</u>	22	0	22
<u>ENCANTO/62ND ST STA</u>	14	0	14

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>EUCLID AVE STA</u>	25	0	25
<u>FASHION VALLEY TRANSIT CTR</u>	9	0	9
<u>FENTON PARKWAY STA</u>	4	0	4
<u>GASLAMP/CONV CENTER STA</u>	6	0	6
<u>GRANTVILLE STA</u>	2	0	2
<u>HARBORSIDE STA</u>	11	0	11
<u>HAZARD CENTER STA</u>	7	0	7
<u>INTERNATIONAL BORDER STA</u>	0	0	0
<u>IRIS AVE STA</u>	37	0	37
<u>MARKET ST STA (PARK BL & MARKET STA)</u>	20	0	20
<u>MIDDLETOWN/PALM STA</u>	11	0	11
<u>MISSION SAN DIEGO STA</u>	2	0	2
<u>MISSION VALLEY CTR STA</u>	2	0	2
<u>MORENA/LINDA VISTA STA</u>	9	0	9
<u>OLD TOWN TRANSIT CENTER</u>	153	0	153

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: San Diego

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>PACIFIC FLEET STA</u>	5	0	5
<u>PALM AVE STA</u>	30	0	30
<u>RIO VISTA STA</u>	1	0	1
<u>SAN YSIDRO STA</u>	40	0	40
<u>SANTA FE DEPOT</u>	7	0	7
<u>SDSU TRANSIT CTR STA</u>	13	1	14
<u>SEAPORT STA</u>	2	0	2
<u>STADIUM STA</u>	3	0	3
<u>WASHINGTON ST STA</u>	10	0	10
Miscellaneous Other and Weapons Offenses Incidents by City Total	779	1	780

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part I Incidents by City

City: Santee

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>SANTEE TOWN CENTER</u>	0	0	0	0	0	1	0	0	1
Part I Incidents by City Total	0	0	0	0	0	1	0	0	1

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



San Diego Metropolitan Transit System

Part II Arrests by City

City: Santee

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>SANTEE TOWN CENTER</u>	0	0	0	0	0	0	1	0	1	2	4
Part II Arrests by City Total	0	0	0	0	0	0	1	0	1	2	4

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Santee

From: 01/01/2007 To: 06/30/2007

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>SANTEE TOWN CENTER</u>	2	0	2
Miscellaneous Other and Weapons Offenses Incidents by City Total	2	0	2

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



AGENDA ITEM NO.

9:13

45

1

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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

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 2007-09-13
Name (PLEASE PRINT) Clive Richard
Address 5153 Calhoun St.
San Diego, CA 92115-1536
Telephone 619-867-7049
Organization Represented (if any) _____

Subject of your remarks: _____

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

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

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



FY 2007 ANNUAL ROUTE STATISTICS

9/13/07

Updated: 9/12/2007

Route	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery
1	4,080	27.7	\$1.92	31.6%
2	5,128	38.0	\$1.18	42.0%
3	5,757	42.6	\$0.97	47.0%
4	2,272	34.1	\$1.64	33.2%
5	2,512	40.1	\$1.04	44.9%
6	1,879	30.8	\$1.53	36.0%
7	10,788	44.4	\$0.90	49.2%
8	1,905	26.6	\$2.31	26.9%
9	1,595	23.8	\$2.38	26.7%
10	3,937	31.2	\$1.75	33.4%
11	8,114	33.2	\$1.89	31.3%
13	2,938	32.9	\$1.71	33.3%
14	1,176	12.5	\$6.42	11.7%
15	4,048	31.0	\$1.56	35.5%
18	137	10.3	\$3.47	19.6%
20	3,858	22.1	\$3.80	18.7%
25	337	20.2	\$1.35	38.7%
27	1,230	22.8	\$2.05	30.8%
28	1,261	25.2	\$0.95	46.4%
30	5,452	24.3	\$3.05	21.1%
31	1,081	13.8	\$5.74	14.1%
35	1,409	27.3	\$0.38	68.3%
41	3,353	30.7	\$2.26	24.9%
44	3,081	31.2	\$1.85	32.5%
48/49	808	20.9	\$1.08	44.7%
50	1,329	22.1	\$3.15	21.0%
83	233	18.2	\$1.59	34.8%
105	1,356	22.6	\$3.60	19.8%
115	1,516	13.1	\$1.19	25.2%
120	2,690	27.1	\$2.09	28.4%
150	1,271	25.7	\$3.20	17.1%
210	283	24.7	\$3.69	18.8%
510 (Blue Line)	59,256	257.9	\$0.46	62.9%
520 (Orange Line)	23,231	138.7	\$1.40	35.9%
530 (Green Line)	21,550	174.0	\$1.11	41.3%
603	1,195	45.6	\$0.48	57.4%
701	2,140	24.4	\$1.29	36.8%
702/704	2,108	28.0	\$1.51	34.0%
705	778	23.8	\$1.28	35.3%
707	246	27.7	\$1.67	31.2%
709	3,398	34.4	\$0.87	47.0%
712	2,416	30.3	\$0.92	47.3%
810	354	18.4	\$7.18	27.2%
815	1,332	40.0	\$0.20	81.7%
816	1,009	24.9	\$1.26	40.8%
820	162	20.3	\$6.05	30.7%
832	258	21.2	\$2.13	29.0%
833	276	21.2	\$2.02	30.2%
834	80	22.3	\$2.32	27.3%
844/845	612	13.9	\$2.38	30.6%
848	1,185	22.6	\$1.55	36.0%
850	223	29.8	\$3.35	44.5%
851	269	18.2	\$1.13	43.0%
854	743	13.1	\$3.67	19.2%

Route	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery
855	907	22.8	\$1.74	33.4%
856	1,897	24.7	\$1.82	32.4%
860	202	23.5	\$4.67	36.5%
864	1,648	19.5	\$3.54	19.8%
870	37	10.8	\$10.26	20.7%
871/872	870	16.5	\$1.59	35.4%
874/875	1,678	22.5	\$1.78	32.9%
878	182	18.6	\$1.54	35.6%
888	18	3.2	\$45.96	8.5%
891	17	2.3	\$57.00	6.9%
892	15	2.3	\$59.57	6.7%
894	80	6.9	\$16.72	20.3%
901	3,410	23.0	\$2.32	28.1%
904	122	14.8	\$1.47	32.8%
905	1,445	26.2	\$2.00	36.0%
916/917	682	17.5	\$2.69	21.3%
921	959	19.3	\$1.84	35.1%
923	958	14.0	\$2.27	31.0%
926/927	232	11.1	\$4.96	14.8%
928	885	19.4	\$2.71	22.1%
929	8,142	32.7	\$0.70	53.5%
932	6,801	34.4	\$0.66	55.3%
933/934	7,449	34.6	\$1.07	42.7%
936	1,713	25.4	\$1.13	40.7%
955	4,736	37.1	\$0.62	55.8%
960	358	25.0	\$2.52	29.7%
961/962/963	2,488	26.3	\$1.18	41.9%
964	539	13.2	\$2.51	25.3%
965	277	14.0	\$2.32	26.8%
966	54	8.5	\$4.37	16.3%
967	164	16.1	\$1.93	30.5%
968	167	16.5	\$1.91	30.7%
992	1,072	14.8	\$1.87	34.8%
MTS ACCESS	590	2.0	\$40.17	16.2%
RB DART	11	2.1	\$22.55	6.0%
SR DART	27	3.8	\$11.67	11.0%
SVCC	822	14.8	\$3.49	12.2%
SVCC Cal Trans (Rt 89)	136	11.7	\$4.22	3.8%

SERVICE CATEGORY	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery
Premium Express	977	20.9	\$5.72	32.0%
Express	7,098	22.4	\$3.68	18.8%
Light Rail	104,037	198.5	\$0.81	49.0%
Urban Frequent	106,978	31.9	\$1.42	37.1%
Urban Standard	37,539	22.6	\$1.80	29.9%
Circulator	4,194	16.9	\$2.24	25.5%
Rural	130	5.7	\$21.41	16.6%
Demand-Responsive	627	2.2	\$22.23	16.1%

MODE	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery
Light Rail	104,037	198.5	\$0.81	49.0%
Fixed Route Bus	156,786	27.9	\$1.65	33.5%
Demand-Responsive	627	2.2	\$22.23	16.1%
Rural	130	5.7	\$21.41	16.6%



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San Diego, CA 92101-7490
619.231.1466, FAX 619.234.3407

Agenda

Item No. 46

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

SRTP 830 (PC 50451)

September 13, 2007

SUBJECT:

MTS: ANNUAL SERVICE PERFORMANCE MONITORING REPORT

RECOMMENDATION:

That the Board of Directors receive a report on the annual performance of bus and trolley services for FY 2007.

Budget Impact

None.

DISCUSSION:

On June 23, 2005, the MTS Board of Directors approved the following vision for MTS services.

A VISION FOR MTS SERVICES

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



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

MTS Policy No. 42 establishes a process for evaluating existing transit services based on these vision statements. The policy also states that services will be evaluated annually as well as after each regularly scheduled service change. This report represents the annual service evaluation for FY 2007.

Attachments A and B identify the key performance indicators and targets used in the annual service evaluation process. In addition, to ensure that transit services are evaluated against other similar services, routes are designated into seven service categories based on route characteristics (as presented in Attachment C).

Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

- **Total Passengers** - *Percent change in passengers should equal or exceed percent change in average daily traffic within the MTS urban network area*

Route Categories	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
Premium Express	262,666	73,161	254,099	4.0%	(7.0%)
Express	2,052,569	2,135,309	2,077,456	4.0%	(2.7%)
Light Rail	29,336,362	33,829,833	35,114,385	15.3%	3.8%
Urban Frequent	30,351,134	30,582,865	34,464,253	0.8%	12.7%
Urban Standard	12,718,910	13,670,763	12,065,895	7.5%	(11.7%)
Circulator	1,740,602	1,695,443	1,279,247	(2.6%)	(24.5%)
Rural	59,753	41,909	24,323	(29.9%)	(42.0%)
Demand-Responsive	337,300	351,040	372,619	4.1%	6.1%
Total MTS Passengers	76,859,296	82,580,323	85,652,277	7.4%	3.7%
Avg. Daily Traffic (MTS Area)	45,444,586	45,452,895	45,196,107	0.0%	(1.0%)

System-wide ridership increased 3.7 percent (3,071,954 passengers) between FY 2006 and FY 2007. The greatest increase was experienced in the "Urban Frequent" route category, while "Circulators" and "Rural" services decreased at the greatest rate. These trends reflect the strategies of the recently implemented Comprehensive Operational Analysis (COA).

In comparison, Average Daily Traffic (ADT) within the MTS area decreased 1.0 percent (1,027,150) during the same time period illustrating that transit ridership in the MTS area has increased despite a decrease in overall vehicular travel.

- **Average Weekday Passengers** - *Improve ratio between ridership and average daily traffic within the MTS urban network area*

Route Categories	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
Premium Express	1,007	1,046	977	3.9%	-6.6%
Express	7,043	7,318	14,059	3.9%	92.1%
Light Rail	87,590	100,593	104,037	14.8%	3.4%
Urban Frequent	93,800	95,127	106,384	1.4%	11.8%
Urban Standard	34,800	41,860	38,148	20.3%	(8.9%)
Circulator	5,405	5,357	4,214	(0.9%)	(21.3%)
Rural	189	140	93	(25.7%)	(33.6%)
Demand-Responsive	1,220	1,264	1,090	3.5%	(13.7%)
Avg Weekday Passengers	231,054	252,706	269,004	9.4%	6.4%

Avg. Daily Traffic (MTS Area)	0.51%	0.56%	0.60%	9.0%	7.0%
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Average weekday ridership increased 6.4 percent (16,298 passengers) between FY 2006 and FY 2007. (Note: the COA projected an increase of 8,700 passengers per day.) The greatest increase was experienced in the "Express" and "Urban Frequent" route categories, while "Circulators" and "Rural" services decreased at the greatest rate.

Transit's percent of Average Daily Traffic (ADT), or mode split, within the MTS area also increased during the same time period from 0.56 percent to 0.60 percent. While a mode split of 0.60 percent may not appear to be significant, it represents a 7.0 percent rate of increase despite meager investment in transit.

- **Passengers per Revenue Hour** – *Improve route category average*

Route Categories	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
Premium Express	17.7	19.0	20.9	7.6%	10.0%
Express	19.1	20.2	22.4	5.6%	10.9%
Light Rail	212.7	190.6	198.5	(10.4%)	4.1%
Urban Frequent	30.9	31.2	31.9	0.8%	2.5%
Urban Standard	21.8	24.5	22.6	12.8%	(7.7%)
Circulator	16.3	16.4	16.9	0.9%	2.6%
Rural	2.8	3.3	5.7	17.9%	73.4%
Demand-Responsive	2.1	2.2	2.2	2.9%	1.7%
MTS System	36.3	39.0	40.0	7.5%	2.3%

Passengers per revenue hour is an industry standard for assessing service productivity. Revenue hours include the time that vehicles are transporting passengers (in service) as well as the recovery time at the end of each trip.

Overall, passengers per revenue hour for the system improved by 2.3 percent from 39.0 to 40.0. Light rail improved 4.1 percent following a 10.4 percent decline from FY 2005 to FY 2006. Fixed-route bus service improved from 27.4 to 28.0 passengers, or 1.9 percent, from FY 2006 to FY 2007.

- **Passengers per In Service Hour – Improve route category average**

Route Categories	FY 2007
Premium Express	18.2
Express	28.8
Light Rail	228.0
Urban Frequent	38.1
Urban Standard	30.7
Circulator	32.6
Rural	3.2
Demand-Responsive	N/A
MTS System	52.9

Passengers per in-service hour represents a more accurate picture of productivity because in-service hours only include hours of operations dedicated to transporting passengers and does not include recovery time. This statistic is only available for FY 2007, but it will continue to be collected. As a baseline for future comparisons, system-wide passengers per in-service hour is 52.9 with fixed-route bus averaging 35.1 and light rail at 228.0.

- **Passenger Load Factor – No more than 20% of revenue hours exceeding one standee per 4 ft² on local street operation (55 passengers on a standard bus, and 90 passengers on an articulated bus) and seated capacity on freeway operations and minibus service**

Route	% In-Service Hours Overcrowded
7	0.01%
20	0.04%
28	1.31%
35	0.98%
709	1.55%
712	2.72%
833	1.59%
834	11.08%
844/845	1.95%
856	0.28%
874/875	0.27%
929	0.08%
932	0.77%
933/934	1.04%
960	3.33%
992	2.14%

Sixteen routes experienced minor overcrowding; however, none of them exceeded the limit even when calculated using the more stringent in-service hours vs. revenue hours. The majority of routes that experienced overcrowding were in the East County and South Bay areas. Route 834 in Santee experienced the greatest overcrowding with 11.08% in-service hours impacted. This route uses a 26-passenger minibus and experiences heavy loads during school bell times. Therefore, it is recommended that a larger vehicle be used for Route 834 if possible.

-
- **On-Time Performance – 85% for Urban Frequent, and 90% for all other route categories**
-

Route Categories	Jun-06	Sep-06	Jan-07	Jun-07
Premium Express	81%	68%	90%	64%
Express	63%	72%	84%	82%
Light Rail	96%	95%	97%	97%
Urban Frequent	76%	80%	81%	84%
Urban Standard	81%	83%	79%	83%
Circulator	92%	87%	88%	95%
Rural	N/A	N/A	N/A	N/A
Demand-Responsive	N/A	N/A	N/A	N/A
MTS System	79%	81%	82%	85%

MTS system-wide on-time performance has improved 7.6 percent over the past four service changes from 79% to 85% on time. Urban frequent routes are slightly lower than their target of 85% while all other fixed-route bus service averages 85%, which is 5 percent below their target. Light rail service maintains its high on-time performance of 97%.

-
- **Mean Distance between Failures – Improve operator average**
-

Operator	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
MTS Bus	11,726	23,229	14,727	98.1%	(36.6%)
MTS Contract Services FR	11,178	10,660	7,010	(4.6%)	(34.2%)
MTS Contract Services DR	11,446	10,562	29,567	(7.7%)	179.9%
MTS Rail	2,400,863	8,294,893	229,433	245.5%	(97.2%)

Over the time period reviewed, there have been efforts from operations and maintenance staff to standardize the classification of vehicle failure/road-call reporting, and for proper collection methods, in an effort to be consistent with FTA reporting requirements. As such, the statistics and related trends are not truly reflective of the progress of the maintenance of MTS's service fleet as data collected previously contained inaccurate definitions. However, there is considerable improvement by each of the services as there are now fully functional and monitored preventative maintenance programs for each division. In addition, there is increased vehicle reliability with the addition of new vehicles, particularly in demand-response and minibus services.

• **Accidents per 100,000 Miles – Improve operator average**

Operator	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
MTS Bus	2.95	3.76	3.28	27.2%	(12.8%)
MTS Contract Services	2.18	1.86	2.19	(15.1%)	18.2%
MTS Rail	0.40	0.30	0.17	(25.1%)	(42.2%)

In general, from FY 2005 to FY 2007 the fluctuation in accidents was minimal. Continued operator retraining and improved driver safety-awareness programs and materials contributed to keeping incident levels low.

• **Missed Trips per 100,000 Trips – Improve operator average**

Operator	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
MTS Bus	95.0	173.7	170.9	82.8%	(1.6%)
MTS Contract Services FR	48.1	49.8	73.9	3.6%	48.2%
MTS Contract Services DR	63.1	103.2	71.3	63.6%	(30.9%)
MTS Rail	73.3	49.9	38.4	-31.9%	(23.1%)

MTS bus has shown a significant increase in the number of missed trips over the period FY 2005 to FY 2007. There was also a substantial increase in the number of trips missed on fixed-route contract bus services.

Demand-response services show an overall improvement in performance, despite a marked increase in the number of missed trips in FY 2006, and MTS rail shows a steady decline in the number of trips lost. This is another category whose definitions have been revised to be consistent with those of the FTA and, as such, data definitions within the reported figures differed prior to FY 2007.

• **Comments per 100,000 Passengers – Improve operator average**

Operator	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
MTS Bus	17.1	13.0	11.5	-23.9%	(12.1%)
MTS Contract Services FR	5.5	4.2	7.1	-24.1%	68.8%
MTS Contract Services DR	25.5	20.2	17.0	-20.8%	(15.8%)
MTS ADA Services	0.06%	0.05%	0.05%	-18.8%	8.0%

There is a steady decrease in the number of complaints per 100,000 passengers over each of the services with the exception of fixed-route contract services, which increased in the last fiscal year. This may be related to a number of changes in the system, including the reassignment of routes to new contractors.

Develop an Integrated System

As a result of the COA, network connections have been changed at major transfer points. While some connections have been lost, more have been improved. This year's evaluation of system integration will set the basis for future years. The following measures are tracked to ensure that customers are provided with the maximum travel flexibility while using MTS transit services.

- **Frequency at Major Transfer Points - *Improve number of routes with 15-minute or better frequencies***

- Broadway at 3rd/4th/5th Avenues – As part of the COA, duplicative service was reduced on Broadway either by rerouting onto adjacent streets such as Market or truncating routes at the first major downtown transit hub the route reaches. Routes providing east/west service along the State Route 94 (SR 94) corridor have traditionally been too rich in service along Broadway. Those routes have been either redirected to Market Street (Route 11) to provide better coverage or consolidated or terminated on the east side of downtown (Route 5). Conversely, regional routes along the Interstate 15 (I-15) corridor north and south have been enhanced with better frequencies along Broadway.
- El Cajon Transit Center – While many of the services remain at 30 minute base frequencies in El Cajon, efforts were made to provide 15-minute service on major corridors such as Broadway and Main Street.
- Euclid Avenue Transit Center – While frequencies running east/west through Euclid Avenue Transit Center were maintained, the COA enhanced service frequencies along the north/south corridor of Fairmont and Euclid Avenues with the Route 13. This change provides greater flexibility for both north/south and east/west travel.
- Fashion Valley Transit Center – Fashion Valley frequencies were improved heading in all directions, including service south to Downtown (Routes 120/20), north to University City via Linda Vista (Route 41), and east/west through Mission Valley (Route 14).
- I-15 Transit Plazas – Service was improved along El Cajon Boulevard while all other service frequencies remained generally the same.
- Iris Avenue Trolley Station – Service frequencies were enhanced at Iris Avenue Trolley Station heading north to downtown (Routes 901, 929, and 932), south to the international border (Route 929), and east to Otay Mesa (Route 905).
- Kearny Mesa Transit Center – Kearny Mesa experiences similar frequencies going in all directions.
- Old Town Transit Center – Old Town service frequencies were noticeably improved westbound on Route 8/9, northbound on Routes 44 and 150, and southbound on Route 150. Service to Point Loma, however, decreased in frequency.

- San Diego State University – Frequencies were improved on routes serving El Cajon Boulevard (Route 15 and College Avenue Routes 856/936).
- University Town Center – Frequencies were noticeably improved on express services to Old Town and Downtown San Diego (Routes 30, 150), as well as through south University City and Linda Vista (Route 41). However, express service through Clairemont was reduced during the base day.

• **Span of Service Consistency** - *Improve for routes that share common transfers*

- Broadway at 3rd/4th/5th Avenues – Despite the reduction in the number of routes serving Broadway, the number of routes that start service at or before 5:00 a.m. and end after 12:00 a.m. increased from 7 to 8 routes.
- El Cajon Transit Center – Late-night service spans have been reduced slightly in El Cajon due to unproductive trips. However, morning trips on most routes continue to begin roughly at 6:00 a.m. or earlier.
- Euclid Avenue Transit Center – In general, service spans were increased about 45 minutes earlier and later (5:00 a.m. to 11:30 p.m.) and made more consistent for routes serving Euclid Avenue Transit Center.
- Fashion Valley Transit Center – Service spans at Fashion Valley are fairly consistent pre- and post-COA with the exception of the Green Line that operates additional late-night trips from Old Town.
- I-15 Transit Plazas – While service begins roughly at the same time (between 4:30 a.m. and 5:30 a.m.), it operates about 30 to 45 minutes later at night.
- Iris Avenue Trolley Station – Service spans at Iris Avenue Trolley Station are fairly consistent pre- and post-COA.
- Kearny Mesa Transit Center – Service spans at Kearny Mesa are fairly consistent pre- and post-COA.
- Old Town Transit Center – While service begins roughly at the same time, some routes, including Routes 8/9 and 10, operate more than 45 minutes later at night. In addition, the Green Line operates additional late-night trips eastbound.
- San Diego State University – Service spans on most routes are generally the same with the exception of Route 15 with a few earlier-morning and later-night trips as well as the Green Line that operates additional late night trips from Old Town.

- University Town Center – Service spans at UTC are fairly consistent pre- and post-COA.

• **Transfer Opportunities - *Improve number of routes at major transfer points***

- Broadway at 3rd/4th/5th Avenues – As a result of the COA, service levels on Broadway have been rationalized according to demand. While service heading in all directions continues to be provided at high frequencies and long spans, the number of routes serving this transfer location was reduced from 19 to 14.
- El Cajon Transit Center – While the routes have been restructured, the number of routes serving El Cajon Transit Center have not changed.
- Euclid Avenue Transit Center – While the routes have been restructured, the number of routes serving Euclid Avenue Transit Center have not changed.
- Fashion Valley Transit Center – The only change to the routes serving Fashion Valley is the elimination of Route 990 providing peak-hour service along SR 163 and I-15. This change was made because of duplication with other services, such as Routes 20 and 120.
- I-15 Transit Plazas – The only change to the routes serving I-15 Transit Plazas is the addition of Route 210. While this route replaces Route 70 service from University Avenue, it is a new service to the El Cajon Boulevard Transit Plaza.
- Iris Avenue Trolley Station – While the routes have been restructured, the number of routes serving Iris Avenue Trolley Station have not changed.
- Kearny Mesa Transit Center – The only change to the routes serving Kearny Mesa Transit Center is the elimination of Routes 210 and 990 providing peak-hour service along SR 163 and I-15. This change was made because of low productivity and duplication with other services, such as Routes 20 and 120.
- Old Town Transit Center – The only change to the routes serving Old Town Transit Center is the addition of Route 150 providing express service along I-15 between Downtown San Diego and University City.
- San Diego State University – While the routes have been restructured, the number of routes serving San Diego State University have not changed.
- University Town Center – The only change to the routes serving Old Town Transit Center is the addition of Route 89 providing service to Sorrento Valley Coaster Station and Del Mar Highlands during peak hours.

Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed as efficiently as possible, and do not exceed budgetary constraints.

- **In-Service Miles - *Not to exceed budget***

Operator	FY 2007		Difference	
	Actual	Budget	Number	Percent
MTS Bus	9,583,365	9,615,535	(32,170)	(0.3%)
MTS Contract Service FR	10,618,998	10,596,092	22,906	0.2%
MTS Rail	7,932,153	8,342,580	(410,427)	(4.9%)

In FY 2007, actual scheduled in-service miles were slightly below budget for fixed-route bus service and about 5 percent below budget for light rail service.

- **In-Service Hours - *Not to exceed budget***

Operator	FY 2007		Difference	
	Actual	Budget	Number	Percent
MTS Bus	694,859	649,213	45,646	7.0%
MTS Contract Service FR	737,298	722,894	14,404	2.0%
MTS Rail	438,168	466,284	(28,116)	(6.0%)

For MTS bus, actual scheduled in-service hours for FY 2007 exceeded the original FY 2007 budget by 7.0 percent due to adjustments to running times for schedule reliability for newly implemented COA services. However, with improved scheduling efficiencies, total hours (in service + recover + out-of-service deadheads and pulls) were only 4.8 percent above budget. MTS fixed-route contract services also saw an increase in in-service hours over budget. However, since contract services is paid on a mileage basis, increases in hours does not directly impact budget. MTS rail in-service hours were below budget by about 6.0 percent.

- **Peak Vehicle Requirement - *Not to exceed budget***

Operator	June 2006	Sept 2006	Jan 2007	Chg Jun-Sept	Chg Sept-Jan
MTS Bus	194	191	195	(1.5%)	2.1%
MTS Contract Services FR	223	235	227	5.4%	(3.4%)
MTS Rail	106	100	100	(5.7%)	0.0%

While the peak vehicle requirement increased from June to September 2006 as part of COA implementation phasing, it has since declined for fixed-route services combined (MTS bus + contract services) by 4 buses, or 1 percent, as a result of more efficient allocation of buses and a reduction in peak-hour express service, including Routes 40, 70, and 980/990. MTS rail operations have also experienced a decline in car requirements from June 2006 to January 2007. This statistic is expected to increase as SANDAG Bus Rapid Transit (BRT) projects are implemented.

- **In-Service Speeds - Improve operator average**

Operator	June 2006	Sept 2006	Jan 2007	Chg Jun-Sept	Chg Sept-Jan
MTS Bus	14.0	13.9	13.7	(0.7%)	(1.4%)
MTS Contract Services FR	N/A	14.0	14.0	N/A	0.0%
MTS Rail	21.8	21.1	21.1	(3.1%)	0.0%

In-service speeds declined for MTS bus operations due to deletion of some express services (Routes 40 and 70) as well as increased running times to account for a slower operating environment as a result of increased traffic, wheelchair boardings, and other variables. MTS contract service fixed-route and MTS rail have maintained speeds over that last two service change periods. This statistic is expected to improve as SANDAG BRT projects are implemented.

- **In Service/Total Miles - Improve operator average**

Operator	June 2006	Sept 2006	Jan 2007	Chg Jun-Sept	Chg Sept-Jan
MTS Bus	89%	90%	92%	1.1%	2.2%
MTS Contract Services FR	N/A	N/A	N/A	N/A	N/A
MTS Rail	N/A	N/A	N/A	N/A	N/A

In-service miles per total miles is only calculated for MTS bus operations as the contract is responsible for bus and driver assignments (run cutting), which determines total mileage; MTS rail does not incur out-of-service mileage. As evident in the data, MTS bus scheduling efficiencies have improved over the fiscal year from 89 percent of total miles being in service to 92 percent of miles.

- **In Service/Total Hours - Improve operator average**

Operator	June 2006	Sept 2006	Jan 2007	Chg Jun-Sept	Chg Sept-Jan
MTS Bus	79%	78%	78%	(1.3%)	0.0%
MTS Contract Services FR	N/A	N/A	N/A	N/A	N/A
MTS Rail	N/A	N/A	N/A	N/A	N/A

As with the mileage statistic, in-service hours per total hours can only be calculated for MTS bus operations. While the scheduling efficiency has decreased for MTS bus, it has since increased back to 79 percent as of the June 2007 service change period.

- **Farebox Recovery Ratio - TDA requirement of 31.9 percent system wide for fixed-route (excluding regional routes that have a 20 percent requirement)**

	June 2006	Sept 2006	Jan 2007	Chg Jun-Sept	Chg Sept-Jan
MTS (excluding Premium Exp)	36%	37%	37%	2.9%	(0.1%)
Premium Express	31%	31%	32%	0.7%	2.0%

For both system wide and premium express services, farebox recovery ratios continue to exceed the Transportation Development Act (TDA) target and are improving.

• **Subsidy per Passenger - Improve route category average**

Route Categories	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
Premium Express	\$5.71	\$5.70	\$5.72	(0.2%)	0.3%
Express	\$4.61	\$4.33	\$3.68	(6.1%)	(15.1%)
Light Rail	\$0.74	\$0.80	\$0.81	7.7%	1.6%
Urban Frequent	\$1.55	\$1.46	\$1.42	(6.0%)	(2.4%)
Urban Standard	\$2.10	\$1.86	\$1.75	(11.1%)	(6.0%)
Circulator	\$2.44	\$2.58	\$2.47	5.6%	(4.1%)
Rural	\$23.42	\$1.29	\$1.41	(9.1%)	0.5%
Demand-Responsive	\$20.33	\$20.60	\$22.23	1.3%	7.9%
<i>Fixed-Route Bus Average</i>	<i>\$1.89</i>	<i>\$1.76</i>	<i>\$1.65</i>	<i>(6.6%)</i>	<i>(6.7%)</i>
MTS System	\$1.55	\$1.46	\$1.40	(5.8%)	(4.1%)

Overall, system-wide subsidy per passenger has improved from \$1.55 in FY 2005 to \$1.40 in FY 2007. For fixed-route bus service, subsidy per passenger decreased from \$1.89 in FY 2005 to \$1.65 in FY 2007, while light rail increased from \$0.74 to \$0.81 during the same time period.



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Attachments: A. Key Performance Indicators
B. FY 2007 Performance Targets
C. Key Route Statistics

Key Performance Indicators

			System	Operator	Route Category	Route
CUSTOMER FOCUSED/COMPETITIVE	PRODUCTIVITY	Total Passengers	X*		X*	X*
		Average Weekday Passengers	X	X	X	X
		Passengers/Revenue Hour	X		X	X
		Passengers/In-Service Hour	X		X	X
	QUALITY	Passenger Load Factor	X*		X*	X*
		On-Time Performance	X	X	X	X
		Mean Distance between Failures		X		
		Accidents/100,000 Miles		X		
		Missed Trips/100,000 Trips		X		
		Comments/100,000 Passengers		X	X	X
INTEGRATED	CONNECTIVITY	Frequency at Major Transfer Points	X			
		Span-of-Service Consistency	X			
		Transfer Opportunities	X			
SUSTAINABLE	RESOURCES	In-Service Miles	X	X		
		In-Service Hours	X	X		
		Peak Vehicle Requirement	X	X		
	EFFICIENCY	In-Service Speeds	X	X		
		In Service/Total Miles	X	X		
		In Service/Total Hours	X	X		
		Farebox Recovery Ratio	X		X	X*
		Subsidy/Passenger	X		X	X*

Notes

X* - Annual evaluation only

X – Target set at this level

**Attachment B
FY 2007 Performance Targets**

		Performance Indicator	Level of Analysis	Target
CUSTOMER FOCUSED/COMPETITIVE	PRODUCTIVITY	Total Passengers	System wide	<ul style="list-style-type: none"> Percent change in passengers should equal or exceed percent change in average daily traffic within the MTS urban network area
		Average Weekday Passengers	System wide	<ul style="list-style-type: none"> Improve ratio between ridership and average daily traffic within the MTS urban network area
		Passengers/Revenue Hour	Route Category	<ul style="list-style-type: none"> Improve route category average
		Passengers/In-Service Hour	Route Category	<ul style="list-style-type: none"> Improve route category average
	QUALITY	Passenger Load Factor	Route Category	<ul style="list-style-type: none"> No more than 20% of revenue hours exceeding one standee per 4 ft² on local street operation (55 passengers on a standard bus, and 90 passengers on an articulated bus), and seated capacity on freeway operations and minibus service
		On-Time Performance	Route Category	<ul style="list-style-type: none"> 85% for Urban Frequent, and 90% for all other route categories
		Mean Distance between Failures	Operator	<ul style="list-style-type: none"> Improve operator average
		Accidents/100,000 Miles	Operator	<ul style="list-style-type: none"> Improve operator average
		Missed Trips/100,000 Trips	Operator	<ul style="list-style-type: none"> Improve operator average
		Comments/100,000 Passengers	Operator	<ul style="list-style-type: none"> Improve operator average
	INTEGRATED CONNECTIVITY	Frequency at Major Transfer Points	System wide	<ul style="list-style-type: none"> Improve number of routes with 15-minute-or-better frequencies
		Span of Service Consistency	System wide	<ul style="list-style-type: none"> Improve for routes that share common transfers
		Transfer Opportunities	System wide	<ul style="list-style-type: none"> Improve number of routes at major transfer points
SUSTAINABLE	RESOURCES	In-Service Miles	Operator	<ul style="list-style-type: none"> Not to exceed budget
		In-Service Hours	Operator	<ul style="list-style-type: none"> Not to exceed budget
		Peak Vehicle Requirement	Operator	<ul style="list-style-type: none"> Not to exceed budget
	EFFICIENCY	In-Service Speeds	Operator	<ul style="list-style-type: none"> Improve operator average
		In-Service/Total Miles	Operator	<ul style="list-style-type: none"> Improve operator average
		In-Service/Total Hours	Operator	<ul style="list-style-type: none"> Improve operator average
		Farebox Recovery Ratio	System wide	<ul style="list-style-type: none"> TDA requirement of 31.9 percent system wide for fixed-route (excluding regional routes that have a 20 percent requirement)
		Subsidy/Passenger	Route Category	<ul style="list-style-type: none"> Improve route category average

**Attachment C
Network Connectivity**

Major Transfer Point*	Jan-June 2006				Sept 2007-Jan 2008			
	Routes	Weekday		Weekend Service	Routes	Weekday		Weekend Service
		Base Frequency	Service Span*			Base Frequency	Service Span*	
Broadway @ 3rd/4th/5th Avenue	2	12	5:30a - 12:15a	Y	2	12	5:00a - 12:45a	Y
	3	15	5:45a - 11:15p	Y	3	15	5:15a - 12:00a	Y
	5	30	5:00a - 10:30p	Y				
	7	12	4:45a - 1:00a	Y	7	12	4:45a - 1:30a	Y
	11	15	5:15a - 11:00p	Y				
	15/115	15	4:45a - 12:15a	Y	15	15	4:45a - 12:15a	Y
	16	30	5:45a - 8:45p	Y				
	20	15	4:30a - 8:00p	Y	20	15	4:45a - 8:15p	Y
	25	30	5:30a - 11:00p	Y	120	15	5:45a - 11:00p	Y
	30	30	5:15a - 6:15p	N	30	15	5:00a - 12:00a	Y
	40	peak only		N				
	50	30	5:00a - 6:15p	N	50	60	5:00a - 6:25p	N
	70	peak only		N				
	150	peak only		N	150	60	6:00a - 6:00p	N
	210	peak only		N	210	peak only		N
	901/902/903	30	5:30a - 1:15a	Y	901	15	5:15a - 1:15a	Y
	922/923	45	5:45a - 6:00p	N	923	30	5:30a - 10:20p	Y
	929/932	15	5:15a - 1:15a	Y	929	15	5:00a - 1:30a	Y
	992	12	5:00a - 12:45a	Y	992	12	5:00a - 12:00a	Y
El Cajon Transit Center	15/115	15	4:45a - 11:00p	Y	115	30	6:00a - 9:17p	Y
	815	30	6:00a - 9:15p	Y	815/816	15	5:45a - 9:15p	Y
	848	30	5:30a - 9:15p	Y	848	30	5:30a - 9:45p	Y
	858	30	5:30a - 10:30p	Y				
	864	30	5:30a - 10:45p	Y	864	30	5:30a - 10:00p	Y
	867	6 r/t per day		Y				
	870	peak only		N	870	peak only		N
	871/872	30	6:00a - 9:45p	Y	871/872	30	6:00a - 9:45p	Y
	873	30	6:00a - 9:15p	Y				
					874/875	30	7:30a - 9:15p	Y
					878	30	9:15a - 6:45p	Y
					888	Mon and Fri only		N
	889	5 r/t per day		N				
					891/892	Thur and Fri only		N
	894	4 r/t per day		Y	894	3 r/t per day		N
	Green Line	15	5:15a - 11:15p	Y	Green Line	15	5:15a - 11:30p	Y
	Orange Line	15	5:00a - 1:00a	Y	Orange Line	15	5:00a - 1:00a	Y
Euclid Avenue Transit Center	3	15	5:15a - 10:45p	Y	3	15	5:00a - 11:30p	Y
	4	30	6:00a - 11:15p	Y	4	30	5:00a - 11:30p	Y
	5	30	5:45a - 10:45p	Y	5	15	5:00a - 11:15p	Y
	13	30	5:30a - 6:00p	Y	13 NB	15	5:15a - 11:00p	Y
	603	30	6:30a - 7:30p	Y	13 SB	15	5:15a - 8:45p	Y
	16/916	30	5:45a - 9:30p	Y	916/917	30	5:00a - 10:00p	Y
	955	15	5:30a - 11:15p	Y	955	15	5:30a - 11:30p	Y
	960	peak only		N	960	peak only		N
	Orange Line	15	4:15a - 1:15a	Y	Orange Line	15	4:15a - 1:15a	Y
Fashion Valley Transit Center	6	30	6:00a - 11:00p	Y	6	15	6:00a - 11:15p	Y
	14	45	5:45a - 5:45p	Y	14	30	5:30a - 10:00p	Y
	20	15	5:00a - 11:30p	Y	20	30	5:00a - 11:30p	Y
	25	30	6:00a - 10:30p	Y	25/120	15	7:15a - 8:15p	Y
	41	30	5:30a - 10:45p	Y	41	15	5:30a - 11:15p	Y
	928	30	5:30a - 9:45p	Y	928	30	5:30a - 9:45p	Y
	990	peak only		N				
	Green Line	15	4:15a - 1:00a	Y	Green Line	15	4:15a - 1:45a	Y
I-15 Transit Plazas	1	30	5:30a - 11:15p	Y	1	15	5:30a - 12:00a	Y
	15/115	15	4:30a - 12:30a	Y	15	15	4:30a - 12:30a	Y
	7	12	5:00a - 1:30a	Y	7	12	4:30a - 2:00a	Y
	908	15	5:15a - 10:00p	Y	10	15	5:30a - 10:45p	Y
					210	peak only		N
	960	peak only		N	960	peak only		N
	965	30	6:00a - 8:00p	N	965	30	5:15a - 9:00p	Y
					966	peak only		N

Major Transfer Point*	Jan-June 2006				Sept 2007-Jan 2008			
	Routes	Weekday		Weekend Service	Routes	Weekday		Weekend Service
		Base Frequency	Service Span*			Base Frequency	Service Span*	
Iris Trolley Station	901	30	:30a - 12:00a	Y	901	15	4:30a - 12:00a	Y
	905	30	5:00a - 7:00p	N	905	30	5:00a - 7:15p	Y
	929	20	:30a - 12:15a	Y	929	15	4:30a - 12:15a	Y
	932	20	4:30a - 9:30p	Y	932	15	4:30a - 11:45a	Y
	933/934	15	:45a - 12:30a	Y	933/934	15	4:45a - 12:30a	Y
Kearny Mesa Transit Center	Blue Line	15	4:45a - 1:00a	Y	Blue Line	15	4:45a - 1:00a	Y
	20	15	5:15a - 11:15p	Y	20	15/30	5:15a - 11:15p	Y
	25	30	5:15a - 6:45p	Y	120/928	15/30	5:30a - 10:30p	Y
	27	30	5:45a - 7:45p	Y	27	30	5:45a - 8:15p	Y
	210	peak only		N				
	870	peak only		N	870	peak only		N
	927	60	5:45a - 9:45p	Y	25	60	7:15a - 7:15p	N
	960	peak only		N	960	peak only		N
Old Town Transit Center	990	peak only		N				
	5	30	5:15a - 10:15p	Y	105	30	5:15a - 10:15p	Y
	6	30	5:45a - 10:45p	Y	14	30	5:45a - 10:45p	Y
	9	30	5:45a - 10:45p	Y	8/9	15	5:15a - 12:30a	Y
	26/28	15	5:45a - 10:15p	Y	28	30	5:45a - 10:45p	Y
	34	15	5:30a - 12:30a	Y	30	15	5:15a - 12:45a	Y
	35	30	5:45a - 10:45p	Y	35	30	5:45a - 10:45p	Y
	44	30	5:45a - 10:45p	Y	44	15	5:45a - 11:00p	Y
	908	15	6:00a - 11:00p	Y	10	15	6:00a - 11:45p	Y
					150	60	6:15a - 7:00p	N
San Diego State University	Blue Line	15	4:45a - 12:45a	Y	Blue Line	15	4:45a - 11:45p	Y
	Green Line	15	4:45a - 12:00a	Y	Green Line	15	4:45a - 1:00a	Y
	11	15	4:45a - 10:15p	Y	11	15	4:45a - 10:30p	Y
	13	30	5:45a - 6:15p	Y	14	30	5:45a - 10:30p	Y
	115	30	6:01a - 10:15p	Y	15	15	4:30a - 11:15p	Y
					115	30	6:00a - 10:00p	Y
	936	30	6:00a - 10:15p	Y	856/936	15	5:30a - 10:15p	Y
University Town Centre	955	15	5:00a - 11:00p	Y	955	15	5:00a - 11:00p	Y
	Green Line	15	4:45a - 11:45p	Y	Green Line	15	4:45a - 1:30a	Y
	5	30	5:30a - 9:45p	Y	105	30	5:15a - 10:45p	Y
	30	30	5:45a - 6:45p	N	*30	15	5:45a - 11:45p	Y
	31/931	30	5:30a - 8:30p	Y	31	30	5:45a - 8:00p	N
	34	15	5:45a - 11:45p	Y	*See Route 30 Above			
	41	30	6:00a - 10:15p	Y	41	15	6:00a - 11:00p	Y
					48/49	30	5:30a - 9:45p	Y
	50	30	5:45a - 6:00p	N	50	60	5:15a - 6:30p	N
					89	peak only		N
	101	30		Y	101	30	5:30a - 10:45p	Y
	150	peak only		N	150	60	6:00a - 6:30p	N
	310	peak only		N				
	921	peak only		N	921	30	6:15a - 7:30p	Y
	960	peak only		N	960	peak only		N

Notes:

* Estimated to nearest quarter hour based on relevant service direction

FY 2007 ANNUAL ROUTE STATISTICS

9/13/07

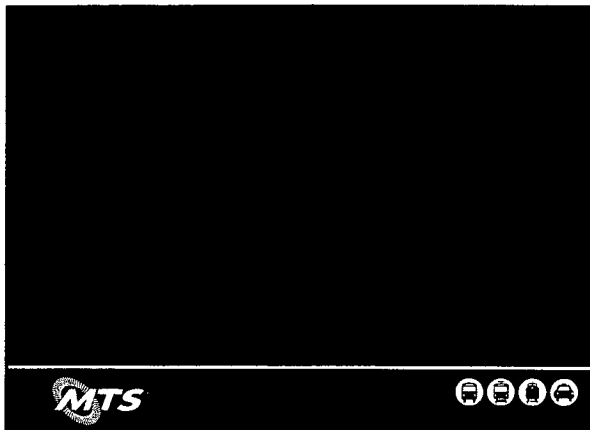
Updated: 9/12/2007

Route	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery
1	4,080	27.7	\$1.92	31.6%
2	5,128	38.0	\$1.18	42.0%
3	5,757	42.6	\$0.97	47.0%
4	2,272	34.1	\$1.64	33.2%
5	2,512	40.1	\$1.04	44.9%
6	1,879	30.8	\$1.53	36.0%
7	10,788	44.4	\$0.90	49.2%
8	1,905	26.6	\$2.31	26.9%
9	1,595	23.8	\$2.38	26.7%
10	3,937	31.2	\$1.75	33.4%
11	8,114	33.2	\$1.89	31.3%
13	2,938	32.9	\$1.71	33.3%
14	1,176	12.5	\$6.42	11.7%
15	4,048	31.0	\$1.56	35.5%
18	137	10.3	\$3.47	19.6%
20	3,858	22.1	\$3.80	18.7%
25	337	20.2	\$1.35	38.7%
27	1,230	22.8	\$2.05	30.8%
28	1,261	25.2	\$0.95	46.4%
30	5,452	24.3	\$3.05	21.1%
31	1,081	13.8	\$5.74	14.1%
35	1,409	27.3	\$0.38	68.3%
41	3,353	30.7	\$2.26	24.9%
44	3,081	31.2	\$1.85	32.5%
48/49	808	20.9	\$1.08	44.7%
50	1,329	22.1	\$3.15	21.0%
83	233	18.2	\$1.59	34.8%
105	1,356	22.6	\$3.60	19.8%
115	1,516	13.1	\$1.19	25.2%
120	2,690	27.1	\$2.09	28.4%
150	1,271	25.7	\$3.20	17.1%
210	283	24.7	\$3.69	18.8%
510 (Blue Line)	59,256	257.9	\$0.46	62.9%
520 (Orange Line)	23,231	138.7	\$1.40	35.9%
530 (Green Line)	21,550	174.0	\$1.11	41.3%
603	1,195	45.6	\$0.48	57.4%
701	2,140	24.4	\$1.29	36.8%
702/704	2,108	28.0	\$1.51	34.0%
705	778	23.8	\$1.28	35.3%
707	246	27.7	\$1.67	31.2%
709	3,398	34.4	\$0.87	47.0%
712	2,416	30.3	\$0.92	47.3%
810	354	18.4	\$7.18	27.2%
815	1,332	40.0	\$0.20	81.7%
816	1,009	24.9	\$1.26	40.8%
820	162	20.3	\$6.05	30.7%
832	258	21.2	\$2.13	29.0%
833	276	21.2	\$2.02	30.2%
834	80	22.3	\$2.32	27.3%
844/845	612	13.9	\$2.38	30.6%
848	1,185	22.6	\$1.55	36.0%
850	223	29.8	\$3.35	44.5%
851	269	18.2	\$1.13	43.0%
854	743	13.1	\$3.67	19.2%

Route	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery
855	907	22.8	\$1.74	33.4%
856	1,897	24.7	\$1.82	32.4%
860	202	23.5	\$4.67	36.5%
864	1,648	19.5	\$3.54	19.8%
870	37	10.8	\$10.26	20.7%
871/872	870	16.5	\$1.59	35.4%
874/875	1,678	22.5	\$1.78	32.9%
878	182	18.6	\$1.54	35.6%
888	18	3.2	\$45.96	8.5%
891	17	2.3	\$57.00	6.9%
892	15	2.3	\$59.57	6.7%
894	80	6.9	\$16.72	20.3%
901	3,410	23.0	\$2.32	28.1%
904	122	14.8	\$1.47	32.8%
905	1,445	26.2	\$2.00	36.0%
916/917	682	17.5	\$2.69	21.3%
921	959	19.3	\$1.84	35.1%
923	958	14.0	\$2.27	31.0%
926/927	232	11.1	\$4.96	14.8%
928	885	19.4	\$2.71	22.1%
929	8,142	32.7	\$0.70	53.5%
932	6,801	34.4	\$0.66	55.3%
933/934	7,449	34.6	\$1.07	42.7%
936	1,713	25.4	\$1.13	40.7%
955	4,736	37.1	\$0.62	55.8%
960	358	25.0	\$2.52	29.7%
961/962/963	2,488	26.3	\$1.18	41.9%
964	539	13.2	\$2.51	25.3%
965	277	14.0	\$2.32	26.8%
966	54	8.5	\$4.37	16.3%
967	164	16.1	\$1.93	30.5%
968	167	16.5	\$1.91	30.7%
992	1,072	14.8	\$1.87	34.8%
MTS ACCESS	590	2.0	\$40.17	16.2%
RB DART	11	2.1	\$22.55	6.0%
SR DART	27	3.8	\$11.67	11.0%
SVCC	822	14.8	\$3.49	12.2%
SVCC Cal Trans (Rt 89)	136	11.7	\$4.22	3.8%

SERVICE CATEGORY	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery
Premium Express	977	20.9	\$5.72	32.0%
Express	7,098	22.4	\$3.68	18.8%
Light Rail	104,037	198.5	\$0.81	49.0%
Urban Frequent	106,978	31.9	\$1.42	37.1%
Urban Standard	37,539	22.6	\$1.80	29.9%
Circulator	4,194	16.9	\$2.24	25.5%
Rural	130	5.7	\$21.41	16.6%
Demand-Responsive	627	2.2	\$22.23	16.1%

MODE	Avg. Weekday Passengers	Passengers/ Revenue Hour	Subsidy per Passenger	Farebox Recovery
Light Rail	104,037	198.5	\$0.81	49.0%
Fixed Route Bus	156,786	27.9	\$1.65	33.5%
Demand-Responsive	627	2.2	\$22.23	16.1%
Rural	130	5.7	\$21.41	16.6%



Evaluation Criteria				
<ul style="list-style-type: none"> Total Passengers Average Weekday Passengers Passengers/Revenue Hour Passengers/In Service Hour 	<ul style="list-style-type: none"> Passenger Load Factor On Time Performance Mean Distance between Failures Accidents/100,000 Miles Missed Trips/100,000 Trips Comments/100,000 Passengers 	<ul style="list-style-type: none"> Frequency at Major Transfer Points Span of Service Consistency Transfer Opportunities 	<ul style="list-style-type: none"> In Service Miles In Service Hours Peak Vehicle Requirement 	<ul style="list-style-type: none"> In Service Speeds In Service/Total Miles In Service/Total Hours Farebox Recovery Ratio Subsidy/Passenger



Performance Targets		
Total Passengers	Systemwide	Percent change in passengers should equal or exceed percent change in average daily traffic within the MTS urban network area
Average Weekday Passengers	Systemwide	Improve ratio between ridership and average daily traffic within the MTS urban network area
Passengers/Revenue Hour	Route Category	Improve route category average
Passengers/In Service Hour	Route Category	Improve route category average
Passenger Load Factor	Route Category	No more than 20% of revenue hours exceeding one standing per 4 ft ² on local street operation (55 passengers on a standard bus, and 90 passengers on an articulated bus), and seated capacity on freeway operations and minibuses service
On Time Performance	Route Category	85% for Urban Frequent, and 90% for all other route categories
Mean Distance between Failures	Operator	Improve operator average
Accidents/100,000 Miles	Operator	Improve operator average
Missed Trips/100,000 Trips	Operator	Improve operator average
Comments/100,000 Passengers	Operator	Improve operator average



Performance Targets

Frequency at Major Transfer Points	Systemwide	Improve number of routes with 15 min or better frequencies
Span of Service Consistency	Systemwide	Improve for routes that share common transfers
Transfer Opportunities	Systemwide	Improve number of routes at major transfer points
In Service Miles	Operator	Not to exceed budget
In Service Hours	Operator	Not to exceed budget
Peak Vehicle Requirement	Operator	Not to exceed budget
In Service Speeds	Operator	Improve operator average
In Service/Total Miles	Operator	Improve operator average
In Service/Total Hours	Operator	Improve operator average
Farebox Recovery Ratio	Systemwide	TDA requirement of 31.9 percent systemwide for fixed route (excluding regional routes which have a 20 percent requirement)
Subsidy/Passenger	Route Category	Improve route category average



Productivity and Quality

Route Categories	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
Premium Express	262,666	273,181	254,099	4.0%	(7.0%)
Express	2,052,569	2,135,309	2,077,456	4.0%	(2.7%)
Light Rail	29,336,362	33,629,833	35,114,385	15.3%	3.8%
Urban Frequent	30,351,134	30,582,865	34,464,253	0.8%	12.7%
Urban Standard	12,718,910	13,670,783	12,065,895	7.5%	(11.7%)
Circulator	1,740,602	1,695,443	1,279,247	(2.6%)	(24.5%)
Rural	59,753	41,909	24,323	(29.9%)	(42.0%)
Demand-Responsive	337,300	351,040	372,619	4.1%	6.1%
Total MTS Passengers	78,859,296	82,580,323	85,652,277	7.4%	3.7%
Avg. Daily Traffic (MTS Area)	45,444,586	45,462,695	45,196,107	0.0%	(1.0%)

• Ridership increased 3.7% while ADT decreased 1.0%



Productivity and Quality

Route Categories	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
Premium Express	1,007	1,046	977	3.9%	-6.6%
Express	7,043	7,318	7,403	3.9%	1.2%
Light Rail	87,590	100,583	104,037	14.6%	3.4%
Urban Frequent	93,800	95,127	106,384	1.4%	11.8%
Urban Standard	34,800	41,560	38,148	20.3%	(8.9%)
Circulator	5,405	5,357	4,214	(0.9%)	(21.3%)
Rural	189	140	93	(25.7%)	(33.6%)
Demand-Responsive	1,220	1,264	1,080	3.5%	(13.7%)
Avg Weekday Passengers	231,054	252,706	269,004	9.4%	6.4%
Avg. Daily Traffic (MTS Area)	0.51%	0.56%	0.60%	9.0%	7.0%

• Avg. Weekday Ridership increased 6.4% and mode split increased 7.0%



Productivity and Quality

Route Categories	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
Premium Express	17.7	19.0	20.9	7.6%	10.0%
Express	19.1	20.2	22.4	5.6%	10.9%
Light Rail	212.7	190.6	198.5	(10.4%)	4.1%
Urban Frequent	30.9	31.2	31.9	0.8%	2.5%
Urban Standard	21.8	24.5	22.6	12.8%	(7.7%)
Circulator	16.3	16.4	16.9	0.9%	2.6%
Rural	2.8	3.3	5.7	17.9%	73.4%
Demand-Responsive	2.1	2.2	2.2	2.9%	1.7%
MTS System	36.3	39.0	40.0	7.5%	2.3%

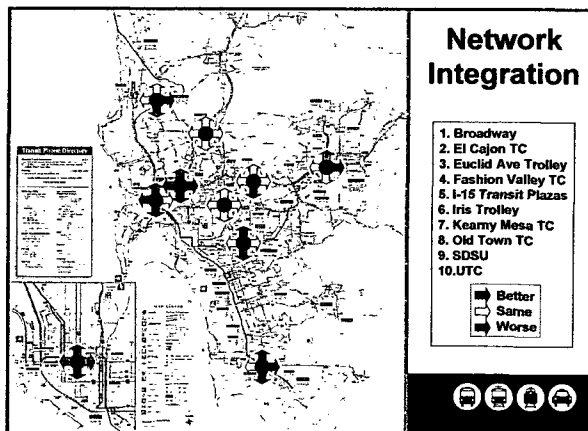
- Fixed Route Bus improved from 27.4 to 28.0 passengers, or 1.9%,
- Light Rail improved from 190.6 to 198.5 passengers, or 4.1%



Productivity and Quality

Route Categories	Jun-06	Sep-06	Jan-07	Jun-07
Premium Express	81%	68%	90%	64%
Express	63%	72%	84%	82%
Light Rail	96%	95%	97%	97%
Urban Frequent	76%	80%	81%	84%
Urban Standard	81%	83%	79%	83%
Circulator	92%	87%	88%	95%
Rural	N/A	N/A	N/A	N/A
Demand-Responsive	N/A	N/A	N/A	N/A
MTS System	79%	81%	82%	85%

- MTS Systemwide On Time Performance continues to improve



Sustainability and Efficiency

Operator	FY 2007		Difference	
	Actual	Budget	Number	Percent
MTS Bus	9,583,365	9,615,535	(32,170)	(0.3%)
MTS Contract Service FR	10,618,998	10,596,092	22,906	0.2%
MTS Rail	7,932,153	8,342,580	(410,427)	(4.9%)

Operator	FY 2007		Difference	
	Actual	Budget	Number	Percent
MTS Bus	694,859	649,213	45,646	7.0%
MTS Contract Service FR	737,298	722,894	14,404	2.0%
MTS Rail	438,168	466,284	(28,116)	(6.0%)

- In Service Miles and Hours decreased for Rail
- In Service Miles decreased for FR Bus, but In Service Hours increased 7.0% (Total Hours reduced through scheduling efficiencies)



Sustainability and Efficiency

Route Categories	FY 2005	FY 2006	FY 2007	Chg 05-06	Chg 06-07
Premium Express	\$5.71	\$5.70	\$5.72	(0.2%)	0.3%
Express	\$4.81	\$4.33	\$3.68	(6.1%)	(15.1%)
Light Rail	\$0.74	\$0.80	\$0.81	7.7%	1.6%
Urban Frequent	\$1.55	\$1.46	\$1.42	(6.0%)	(2.4%)
Urban Standard	\$2.10	\$1.86	\$1.75	(11.1%)	(6.0%)
Circulator	\$2.44	\$2.58	\$2.47	5.6%	(4.1%)
Rural	\$23.42	\$21.29	\$21.41	(9.1%)	0.5%
Demand-Responsive	\$20.33	\$20.60	\$22.23	1.3%	7.9%
Fixed-Route Bus Average	\$1.89	\$1.76	\$1.65	(6.6%)	(6.7%)
MTS System	\$1.55	\$1.48	\$1.40	(5.8%)	(4.1%)

- Systemwide Subsidy per Passenger continues to decrease



9:13



AGENDA ITEM NO.

46

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 2007-09-13
 Name (PLEASE PRINT) Clive Richard
 Address 5153 La Dorna St
San Diego, CA 92115-1530
 Telephone 619.867.7049
 Organization Represented (if any) _____

Subject of your remarks: _____

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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





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Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

September 13, 2007

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period August 6, 2007, through September 3, 2007.

[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.

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Chief Executive Officer's Report

September 13, 2007

Purchase Orders

Organization	Subject	AMOUNT
MULTICARD SYSTEMS	COLOR RIBBON KIT FOR TRANSIT STORE	\$2,348.95
AAA PRINTING COMPANY	TROLLEY TIMETABLE	\$13,379.70
RIDOUT PLASTICS	TIMETABLE/BROCHURE	\$1,500.00
INTEGRATED OFFICE SYSTEMS	YEAR ONE OF 2-YEAR MAINTENANCE SERVICES AGREE.	\$10,555.46
BORDEAUX PRINTERS INC	CHARGER STADIUM BROCHURE	\$2,428.84
GONZALEZ WHITE CONSULTING	PREVAILING WAGE ANALYSIS	\$2,000.00
BROWN & BIGELOW	MTS SAFE DRIVER LAPEL PINS	\$968.98
THE ADCENTIVE GROUP	CHIP CLIPS FOR CUSTOMER APPRECIATION PROMOTION	\$1,504.63
BROWN & BIGELOW	CUSTOM RED METALLIC PENCILS	\$823.57
TOSHIBA DIRECT	LAPTOPS FOR K9 FIELD OPERATIONS	\$3,447.22
WAVECREST CYBERBLOCK	ANNUAL SOFTWARE SUPPORT LICENSING	\$3,460.00
BUSINESS OBJECTS AMERICAS	BUSINESS OBJECTS/CRYSTAL ENTERPRIZE LICENSING	\$6,504.75
WEST COAST CABLING	STATION-TO-STATION RECORDING FOR MILLS/IAD FACILITIES	\$5,064.25
MESA PRESS	ADS FOR FALL SEMESTER	\$1,250.00
PEACHTREE BUSINESS PRODUCTS	SIGNS FOR POSTING IN STATIONS	\$998.40
IMAGE SCENE	MTS BANNER FOR EXTERIOR OF SDSU STATION	\$2,131.75
ALLIED REFRIGERATION	BUS MAINTENANCE TOOLS	\$9,751.38
GROSSMONT COLLEGE	BLACK-AND-WHITE ADS FOR GROSSMONT COLLEGE	\$768.00
USD VISTA	BLACK-AND-WHITE ADS FOR USD	\$1,306.30
CORPORATE LOGO WEAR	TABLECLOTH EMBROIDERED FOR MARKETING	\$1,296.06
PHONE SUPPLEMENTS	PLANTRONICS HEADSETS FOR TELEPHONE INFORMATION	\$489.45
THE UCSD GUARDIAN	BLACK-AND-WHITE ADS FOR UCSD	\$3,870.00
SHARP REES-STEALY MEDICAL	FLU SHOTS AT \$20 EACH	\$6,000.00
IMAGE SCENE	VINYL BANNERS, SINGLE SIDED	\$2,229.18
NIMLOK-SAN DIEGO	POP-UP DISPLAY WITH GRAPHICS	\$3,683.04
SAN DIEGO CITY COLLEGE	1/4-PAGE BLACK-&-WHITE ADS	\$1,500.00
SKYLINE SAN DIEGO	GRAPHIC PANELS FOR BANNER	\$935.27
SOUTHWESTERN COLLEGE	1/4-PAGE BLACK AND WHITES ADS	\$990.00
BROWN & BIGELOW	BOOKMARKS FOR APTA ANNUAL MEETING PROMOTION	\$4,563.88

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Purchase Orders

PEARSON FORD	TWO TRANSPORATION VEHICLES	\$49,250.46
THE DAILY AZTEC	BLACK-AND-WHITE ADS	\$7,200.00
DAY WIRELESS SYSTEMS	REPLACEMENT RADIO RECEVIERS	\$32,542.43
CDW GOVERNMENT INCORPORATED	PANASONIC TOUGH BOOK (LAPTOP)	\$11,190.59

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Chief Executive Officer's Report

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Work Orders

There were no Work Orders approve for this time period.