

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

***REVISED DRAFT**

Agenda

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

November 8, 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 - October 18, 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: An Ordinance Amending Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule</u>
Action would adopt the proposed changes to the ordinance entitled "Ordinance No. 4: An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule" and direct publication of an ordinance summary. The ordinance would take effect on January 1, 2008. | Adopt |
| 7. | <u>MTS: Increased Authorization for Legal Services</u>
Action would authorize the CEO to enter into contract amendments with the law firm of Best Best & Krieger, LLP (MTS Doc. No. G1071.1-07) for legal services and ratify prior amendments entered into under the CEO's authority. | Approve |
| 8. | <u>MTS: MCS Medium/Small DART Fixed Buses - Contract Award</u>
Action would authorize the CEO to: (1) execute MTS Doc. No. B0478.0-08 with Creative Bus Sales for the provision of up to 20 minibuses utilizing the public agency/state contract with Creative Bus Sales (Specification No. 54309 of State of California Contract No. 1-05-23-16); and (2) transfer remaining funds from CIP 11418 to CIP 11419. | Approve |
| 9. | <u>MTS: Liability Claims Analysis Report</u>
Action would receive the Liability Claims Analysis Report for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI). | Receive |
| 10. | <u>MTS: Taxicab Administration Update</u>
Action would receive an update regarding the Taxicab Administration and approve the continued jitney moratorium. | Approve |
| 11. | <u>MTS: Capital Improvement Program- (CIP)-Funded Revenue Budget Transfers</u>
Action would authorize the CEO to: (1) transfer federal funds in Grant No. CA-90-Y176 from CIP 11417 (MCS Midsize CNG Buses) into fiscal year 2009 CIP to fund preventative maintenance; (2) transfer nonfederal funds from CIPs 11213 (SDTC KMD Building Rehabilitation) and 11240 (SDTC Support Equipment) to CIP 11417; and (3) fund CIPs 11213 and 11240 within the FY 2009 CIP by the amounts transferred. | Approve |
| 12. | <u>MTS: Federal Legislative Representation</u>
Action would: (1) authorize the CEO to execute Task Order No. 3 of the triagency contract with Blank Rome Government Relations, LLP (MTS Doc. No. G0980.0-06) effective upon completion of the signed agreement; and (2) ratify prior amendments entered into under the CEO's authority. | Approve |
| 13. | <u>MTS: Investment Report</u>
Action would receive a report for information. | Receive |
| *14. | <u>MTS: Fareboxes for Contract Services Buses</u>
Action would approve TransNet funds for CIP 11457 (Fare Technology). | Approve |

CLOSED SESSION

24. a. CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8
Property: Assessor Parcel No. 559-117-14, Bay Marina Drive, City of National City, California
Agency Negotiators: Tiffany Lorenzen and Tim Allison
Negotiating Parties: City of National City's Community Development Commission and MRW Group, Inc.
Under Negotiation: Price and Terms of Payment

Possible Action

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- *30. MTS: Route 28 Service Changes Approve
Action would authorize proposed changes to Route 28.

REPORT ITEMS

45. SDTI: FY 07 Year-End Rail Operations Report Receive
Action would receive a report for information.
46. SDTI: Padres Baseball 2007 Year-End Summary Receive
Action would receive a report for information.
60. Chairman's Report Information
61. Audit Oversight Committee Chairman's Report Information
62. Chief Executive Officer's Report Information
63. Board Member Communications
64. Additional Public Comments Not on the Agenda
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65. Next Meeting Date: December 13, 2007
66. Adjournment



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Agenda

11-02-07 A09:44 OUT

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2. Approval of Minutes - October 18, 2007 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. MTS: Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees for 2008 Appoint
Action would appoint less than a quorum of members to an Ad Hoc Nominating Committee (pursuant to MTS Board Policy No. 22 - Rules of Procedure for the Metropolitan Transit System) to make recommendations to the Board with respect to the appointment of members of the Board to serve on MTS and non-MTS committees for 2008.

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during the meeting



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| 14. | <u>MTS: Fareboxes for Contract Services Buses</u>
Action would approve TransNet funds for CIP 1145700 (Fare Technology). | Approve |

CLOSED SESSION

24. a. CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8
Property: Assessor Parcel No. 559-117-14, Bay Marina Drive, City of National City, California
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Negotiating Parties: City of National City's Community Development Commission and MRW Group, Inc.
Under Negotiation: Price and Terms of Payment

Possible Action

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. MTS: Proposed Changes to Route 28
Action would authorize proposed service changes to Route 28 for implementation in January 2008.

Approve

REPORT ITEMS

45. SDTI: FY 07 Year-End Rail Operations Report
Action would receive a report for information.
46. SDTI: Padres Baseball 2007 Year-End Summary
Action would receive a report for information.
60. Chairman's Report
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65. Next Meeting Date: December 13, 2007
66. Adjournment

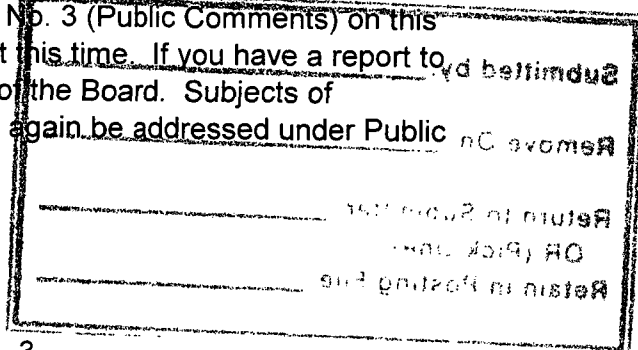
Receive

Receive

Information

Information

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Submitted by: D. Bridge

Remove On 11/8/07

Return to Submitter: G. Williams

OR (Pick One)

Retain in Posting File: _____

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 11/08/07

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:22 a.m.

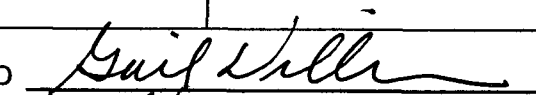
RECONVENE: 9:56 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 10:49 a.m.

BOARD MEMBER (Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>	10:11 a.m. during AI 45	
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"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
ZARATE	<input type="checkbox"/> (Parra) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD



CONFIRMED BY OFFICE OF THE GENERAL COUNSEL



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

October 18, 2007

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

Chairman Mathis called the meeting to order at 9:01 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Lewis moved to approve the minutes of the September 27, 2007, Board of Directors meeting. Mr. Rindone seconded the motion, and the vote was 9 to 0 in favor.

3. Public Comment

Clive Richard: Mr. Richard stated that he would like to know what it costs to run the MTS system.

Dwight Davis: Mr. Davis asked when the construction at 11th & Broadway would stop and complained about the noise. Mr. Peter Tereshuck, SDTI General Manager, reported that this work is related to the Park Boulevard Project and Smart Corner and should be completed within 30 days. Mr. Conan Cheung, MTS Director of Planning and Scheduling, advised Mr. Davis that Route Nos. 41 and 921 will continue to serve the VA Hospital. Mr. Paul Jablonski, MTS CEO, suggested that Mr. Davis have his military acquaintances, who use the hospital, convey to the hospital administration the importance of transit services to their facility.

CONSENT ITEMS

6. MTS: Hazardous Materials Disposal Services – Contract Award (OPS 960.2, 970.2)

Recommend that the Board of Directors authorize the CEO to execute a contract (in substantially the same form as Attachment A of the agenda item – MTS Doc. No. G1098.0-08) with United Pumping Services to provide hazardous materials disposal services for SDTC and SDTI at the Imperial Avenue Division, Kearny Mesa Division, and SDTI.

7. MTS: Investment Report (FIN 300)

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

8. MTS: Adoption of 2008 MTS Executive Committee and Board of Directors Meeting Schedule
(ADM 110.1)

Recommend that the Board of Directors adopt the 2008 Executive Committee and Board of Directors Meeting Schedule (Attachment A of the agenda item).

9. MTS: Increased Authorization for Legal Services (LEG 491)

Recommend that the Board of Directors authorize the CEO to enter into contract amendments with The Law Offices of Wismar & Barber (MTS Doc. No. G1075.2-07, in substantially the same form as Attachment A of the agenda item) for legal services and ratify prior amendments entered into under the CEO's authority.

10. MTS: Uniform Report of DBE Awards or Commitments and Payments (LEG 430)

Recommend that the Board of Directors receive the Uniform Report of Disadvantaged Business Enterprise Awards or Commitments and Payments (Attachment A of the agenda item).

11. MTS: State Transit Assistance Claim Amendment (FIN 340.2)

Recommend that the Board of Directors adopt Resolution 07-14 (Attachment A of the agenda item) amending FY 2007 State Transit Assistance claims.

12. MTS: Engineering Services for H Street Trolley Station Hazardous Waste Contamination Investigation (ADM 160.2)

Recommend that the Board of Directors authorize the CEO to execute Work Order No. 08.06 to MTS contract MTS Document No. G1127.0-08 with Bureau Veritas/Berryman & Henigar, Inc.

13. MTS: Resolution Supporting an Increase in State Funding for Public Transportation and Update on the Status of California Transit Association Litigation (AG 210.9)

Recommend that the Board of Directors (1) approve Resolution No. 07-15 in support of California Transit Association litigation; and (2) receive a report regarding this litigation.

Action on Recommended Consent Items

Public Comment

Clive Richard: Mr. Richard referred to Consent Agenda Item No. 13 and stated that it was unfortunate that MTS had to take this action to get funding approved by the voters for transit. He stated that this is an emergency for MTS, and the lack of funding hurts the person on the street. He stated that he has been sending e-mails to the state conveying that message.

Mr. Young thanked staff for following through with his request for a resolution regarding the state funding issue. Mr. Rindone added that voters have a right to expect these funds to be spent on transit.

Consent Agenda Item No. 8: Mr. Rindone suggested that the proposed meeting schedule for 2008 be amended to add an Executive Committee meeting on October 23 and a Board meeting

on October 30. He pointed out that meetings are easier to cancel than to add to the schedule. He also pointed out that this action could be taken without causing a conflict with the APTA Annual Meeting, which occurs the second week of October.

Mr. Rindone moved to approve Consent Agenda Items No. 6, 7, 8, 9, 10, 11, 12, and 13. Mr. Ewin seconded the motion, and the vote was 13 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

There were no Closed Session items.

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing on Proposed Changes to MTS Bus Service and Fares (SRTP 830)

Mr. Jablonski reported that SANDAG, which has been responsible for setting fares since the passage of Senate Bill 1703, had its public hearing on the fare increases on October 5. He stated that the Board is being asked to amend MTS's policy to reflect the changes that SANDAG is making to its fare ordinance. He stated that approval of MTS's ordinance will make it possible for MTS code enforcement officers to enforce the new fares. He added that the second reading of SANDAG's regional fare ordinance is scheduled for October 19, 2007.

Mr. Jablonski reminded the Board that MTS lost \$15 million as a result of the diversion of state funding for nontransit purposes and an additional \$9.2 million as a result of overprojected sales tax revenues. He stated that budget initiatives to cut costs (including benefit and compensation reductions as well as a hiring freeze) and raise revenues (including increasing advertising) have addressed the \$9.2 million shortfall; however, MTS is now facing an additional shortfall of \$3.5 million caused by further reduced sales-tax-revenue projections. He stated that the Budget Development Committee felt that fare increases were preferable to service cuts more drastic than what is being proposed. Mr. Jablonski stated that in order to achieve \$9.5 million in savings, \$14 million in service would have to be cut because as service is cut, the revenue associated with that service is also lost.

Chairman Mathis reported that MTS has not had a fare increase for four years while North County Transit increases its fares every year. He added that the Board is not unsympathetic to its riders but is doing everything it can.

Mr. Cheung provided detail on the proposed fare changes and service reductions, reporting that some of the service changes involve improving running times, which will generate a savings with no change in service levels. He stated that the recommended service reductions before the Board would result in \$420,000 in savings. He pointed out that the service to SPAWAR, which was the subject of some discussion at the last Board meeting, will only be reduced by one trip and that staff can commit to backfilling that trip if needed. He also reported that UCSD has provided MTS with a layover location for Route Nos. 921/41, which means that service reductions to those two routes are not needed. He also pointed out that the subsidy for DART in Rancho Bernardo and Scripps Ranch, after fares have been accounted for, is \$14.92 per passenger per trip. He reviewed proposed DART alternatives. He stated that staff cannot

guarantee the alternatives presented but added that staff is committed to working with the community to set something up.

Mr. Jablonski reported that SANDAG intends to take the service cuts recommended for Route No. 89, which borders on North County (Carmel Valley), to its Transportation Committee for review in two weeks because it feels this route is regionally significant.

In response to questions from Ms. Atkins and Mr. Emery, Mr. Cheung explained that riders will be able to purchase day passes on any bus or from ticket vending machines. He added that two- three- or four-day passes would have to be purchased from a pass outlet. He also explained that transfers were meant to allow riders to make a complete one-way trip with any transfers necessary to other buses or the trolley without incurring additional fare. He stated that transfers are being abused by people who are using them to make full round trips within the specific transfer window of time or get off at a location for a period of time and then board another bus to complete a trip. He also explained how a rider could use a transfer on a contract services route, where transfers are not stamped by a farebox, to get four hours of service because the transfer gives the rider a default ride to the end of the route. He stated that this does not technically violate any MTS policy but goes against the intention of the transfer. He stated that the transfer system is complex and results in lots of confusion and opportunities for abuse and confrontation between riders and bus operators. He pointed out that the day pass will sell for \$5. He added that the cash fare is \$2.25 one way, or \$4.50 round trip. He also pointed out that transfers account for only 12 percent of MTS's ridership; therefore, eliminating transfers would not impact most of MTS's riders, who use the monthly pass. Chairman Mathis pointed out that this action affects occasional riders more than regular riders.

Mr. Cheung stated that the projected savings from the elimination of transfers totals \$500,000, and MTS will eliminate misuse of the transfer and will end up with a simpler system. He added that SANDAG's consultant used a very complex model that evaluates elasticity to determine the projected savings. He stated that the consultant has substantial experience with this type of study. Ms. Atkins expressed an interest in seeing more detail on this process. In response to a comment by Ms. Downey, Mr. Cheung reported that the projected \$500,000 savings is purely based on the ridership and revenue factors and does not take into account administrative-type savings. Chairman Mathis pointed out that North County Transit has eliminated its transfer program. He added that the program is an administrative challenge.

Chairman Mathis opened the Public Hearing at 9:54 a.m. and described the process for the calling of speakers. He added that, since there were 40 speakers, each speaker would be allowed two minutes to make comments. He also stated that speakers could cede their time to any other speaker who had submitted a Request to Speak.

Ruth Ann Dalley: Ms. Dalley stated that she attended the meeting that was held in Rancho Bernardo to discuss alternatives for DART service. She felt that the community did not receive adequate notification of this meeting. She also stated that MTS does not adequately market its DART service. She pointed out that Ride for Smiles, one of the services discussed at the meeting, has 300 people on its list with 100 on its waiting list. She suggested reducing the number of days the service is provided.

Michelle Beathe: Ms. Beathe stated that better service is needed in East County. She stated that MTS does not care about the community. She stated that she has to leave two to three

hours early in order to arrive at her destination on time. She requested a time extension for Route No. 833. She said that providing better service would result in greater ridership.

Clive Richard: Mr. Richard stated that he was sorry MTS had to deal with this issue and that he would like to hear what other people think MTS can do about it.

Lorraine Leighton: Ms. Leighton ceded her time to the next speaker, Ms. Theresa Quiroz.

Ms. Theresa Quiroz, Citizens for Effective Transportation: Ms. Quiroz stated that, while she is sympathetic to MTS's situation, that does not negate MTS's obligation to follow the law and to the public. She felt the hearings were not well publicized and that they were being held at a time and location that were not convenient to the public. She felt the news media should have been used to announce the public hearing and requested a continuance of this item. She also requested that meetings be set up with the organizations and individuals affected by the changes. She stated there should be a proper flow of ideas on how to forgo or mitigate the recommended changes.

Rose Chapin: Ms. Chapin objected to the loss of the bus stop at the VA Hospital.

Rob Steppke, North Park Planning Committee: Mr. Steppke objected to the elimination of transfers and stated that it will have a significant impact on one-way ridership. He requested a delay in the Board's decision in order to give the public an opportunity to work with staff to identify solutions. He stated that creative solutions are needed.

Robert L. Boone: Mr. Boone stated that the trolleys are always breaking down. He stated that the trolley broke down seven times last month.

Ed Quismorio, SSC San Diego, Naval Base, Pt. Loma: Mr. Quismorio stated that Route No. 28 does not have an adequate span of service and pointed out that some individuals on the base have shifts that end after 5:00 p.m. He stated that the recommended service changes will add 30 minutes to the trip for Coaster passengers. He also stated that Route No. 28 has 26 to 27 passengers by the time it gets to Cabrillo. He also stated that the Navy is adding thousands of people that will generate additional demand for transit services.

Judith O'Boyle, Vice Chair of North Park Planning Committee: Ms. O'Boyle stated that it is regrettable that MTS is experiencing difficulties. She asked if all the problems are attributed to funding or if higher costs and the management practices at MTS are also responsible. She stated that the recommended actions fly in the face of Smart Growth. She stated that the fare increase is pretty equal percentage-wise but the impact on the riders is not. She suggested that those with the ability to pay be charged more. She also suggested getting subsidies from other city agencies such as the Centre City Development Corporation, which represents an area where many lower paid workers use public transportation to get to work downtown. She used the UCSD program as an example of a good transit program and suggested a similar approach with other agencies.

Jack Koch: Mr. Koch referred to the fare increase as a tax increase along with a reduction of service. He requested a continuation of this item.

Linda Smith: Ms. Smith suggested that Board members and staff ride public transit for 60 days. She also suggested that MTS ask Congressman Filner to provide San Diego with more transportation funding for better accessibility. She felt that the expensive buses are being used to provide occasional, mediocre, or bad service. She also asked that MTS develop a program through which members of the community can address issues.

Aida Reyes, Supportive Parents Information Network: Ms. Reyes stated that these changes are hard on the poor who are living on fixed incomes.

Genevra Hill: Ms. Hills did not respond when called to speak.

Brenda Crooks, Naval Health Research Center: Ms. Crooks supported an increase in service on Route No. 28. She pointed out that there are multiple commands with employees who use this service. She stated that additional service is needed so that employees can reach their jobs by 7:00 a.m. She suggested running the route only as far as the cemetery when Cabrillo Monument is not open. She also suggested using shuttles on Route No. 854 because buses are never full. She stated that the transit is the only option for the disabled.

John Swaim: Mr. Swaim stated that MTS is using budget constraints as an excuse to reduce service. He stated it is an affront to poor citizens. He suggested eliminating executives and making the remaining executives ride the bus. He also stated that restrooms and drinking fountains are needed.

Lillian Hanson, San Diego Welfare Warriors: Ms. Hanson stated that low-income people cannot afford the fare increase. She also pointed out that the half-month bus pass is only available for the last half of the month.

Chairman Mathis reported that staff is looking into providing half-month passes for the first half of the month also.

Shin-Shin Ho, International Rescue Committee: Ms. Ho stated that the refugees that she represents cannot afford to pay for a monthly pass. She also stated that communication of transit information is not very effective for people with limited English skills. She also objected to the time of day that public hearings are held.

Joni Halpern, Supportive Parents Information Network: Ms. Halpern stated that MTS is putting poor people at a disadvantage.

Jay Powell, City Heights Community Development Corp.: Mr. Powell called the Board's attention to the one-page summary provided by his organization and placed at each Board member's place. He stated that there are other solutions. He stated that MTS needs to listen to its riders and that there is a disconnect between riders and what the statistics, studies and models say. He suggested more family-friendly fares. He felt that a local commitment to transit would demonstrate to legislators at the state level how important transit is. He suggested the establishment of a transit trust fund to prevent similar funding shortfalls in the future. He stated that his organization would work with MTS to that end.

Mark Carson: Mr. Carson asked how much of the \$500,000 was consultant costs. He stated that transit riders cannot afford a fare increase. He also stated that people who are disabled depend on the bus.

Hilda Chan, Supportive Parents Information Network: She stated that she represents low-income riders who have to commute to work and schools. She stated that these people are being pushed further away from the city by redevelopment. She stated that San Diego's General Plan proposes to mitigate this by using public transportation. She stated that she understood MTS's bind but asked that the families who are being affected by this action be considered. She requested a postponement and that MTS partner with community groups to identify a solution.

Mekaela Gladden, Spokesperson for Briggs Law Corporation, which represents the Citizens for Responsible Equitable Environmental Development: Mr. Gladden stated that the proposed changes have not been subjected to environmental review and presented a letter and corresponding evidence of that fact from Briggs Law Corporation. That letter and evidence was attached to Mr. Gladden's Request to Speak.

Ms. Patricia Fishtein: Ms. Fishtein pointed out that MTS is raising its fare \$1 a day and the state is raising car registrations by \$2 a year. She stated that MTS should use common sense and revamp its transfer program to make it more simple but not eliminate it.

Dwight Davis: Mr. Davis did not respond when called to speak.

Avacelu Tello: Ms. Tello stated that she represented a charter school with 300 students, 80 percent of whom are low income. She stated that the students only get 30 bus passes from the school. She added that she was afraid that students would quit coming to school because they can't afford to ride the bus.

Mayra Jacinta: Ms. Jacinta reiterated Ms. Tello's comments. She asked that the Board think about how it will affect these students.

Ruben Oquita, Supportive Parents Information Network: Mr. Oquita did not respond when called to speak.

Jessica Nolan, Justice Overcoming Boundaries: Ms. Nolan ceded her time to the following speaker.

Paul Hernandez, Chief Programming Officer, MAAC Project: Mr. Hernandez stated that his organization serves the poor and working class. He stated that the increase in fares and elimination of transfers will have a negative impact on the people he represents. He expressed an interest in how the \$500,000 projected savings from the elimination of transfers was developed. He stated he did not understand why staff was not familiar with the details of the modeling process that was used to develop that projection. He stated that these savings will actually be costs born by the poor. He stated that the Board needed to be more informed about the impact of these decisions.

Andrea Domingo: Ms. Domingo objected to the changes to Route No. 89.

Joyce Madrid: Ms. Madrid stated that she lives in City Heights and cannot afford a \$30 bus pass for her child. She stated that someone at MTS gave her a bus pass once. She requested that transfers not be eliminated. She stated that she needs five jobs in order to afford a bus pass.

Monica Fair (No speaker slip): Ms. Fair opposed the elimination of DART service in Scripps Ranch. She stated that she uses the service to go everywhere. She stated that pick-up requests are denied 99 percent of the time because they are booked. She stated that 12 to 25 riders use this service to connect to the bus stop on Black Mountain Road. She pointed out that only three percent of San Diegans used public transportation compared to eight percent in other cities.

Capt. Mark Patton, USN: Captain Patton stated that he did not object when MTS cut one-half of the service to the base last year. He stated that his reward for that behavior was to be subjected to yet another cut. He stated that he is trying to promote the use of public transportation, and MTS is reducing service during peak hours. He requested that MTS work with the base to come up with a better program that will reduce traffic on the peninsula.

Monica Reier, Scripps Ranch Planning Group: Ms. Reier did not respond when called to speak.

James B. Masingill: Mr. Masingill presented a letter (attached to his Request to Speak) detailing his comments regarding the elimination of DART service in Scripps Ranch. He alleged mismanagement by Southland, the DART contractor. He stated that this service is the only viable option for Scripps Ranch residents who choose mass transit. He requested that the decision be delayed in order to permit community organizations a reasonable period of time to work with MTS. He stated that community involvement has not been adequate.

Karina Spilker: Ms. Spilker stated that her children transfer six times per day on the MTS system and objected to the elimination of transfers. She stated that the elimination of transfers will impact her budget. She stated that there are only two children left at their school. She suggested further discussion of this matter.

Connie Soucy, Access to Independence: Ms. Soucy objected to the fare increase and stated that many of those she represents are on SSI or SSDI. She encouraged everyone to ride the bus for 60 days and live on \$856 a month. She stated that many cannot afford to buy a monthly pass. When asked by Chairman Mathis if being able to buy a half-pass would help, she answered in the affirmative.

Patricia Thompson: Ms. Thompson stated that she supported all the previous comments made by public speakers. She stated that she truly relies on the transit system and added that many cannot take jobs because they cannot afford a pass to ride the bus. She suggested offering weekly passes. She stated that MTS needs to be flexible and creative. She stated that the cost of a pass on the first of the month is particularly difficult because other bills, such as rent, as also due on the first.

Marciela Olagues, Supportive Parents Information Network: She stated that the Board should think about how poor people will be affected.

Guy Nmock: Mr. Nmock stated that City Heights residents need to go elsewhere in order to work and therefore depend on transit. He stated that many cannot afford transit and might buy older cars that pollute the air. He also stated that restrooms are needed and added that the proposed actions are borderline discrimination because the upper class is not riding the bus.

Lucia Thayer: Ms. Thayer objected to the service changes proposed for Route No. 28. She also objected to the meeting times because they are inconvenient for working riders. She asked if this was any way to treat people who serve our country.

Lorraine Joosten: Ms. Joosten stated that she represented her 87-year-old mother-in-law, who objects to the elimination of DART service. She stated that alternatives should be in place before DART is discontinued.

Michelle Krug, Citizens for Effective Transportation: Ms. Krug requested that the vote on the fare increase be delayed and that the Board ask the SANDAG Transportation Committee to do the same. She also requested a larger room for public hearings at a reasonable time of day. She stated that MTS needs to form partnerships with its stakeholders. She stated that the Board is making life-quality decisions based on people who live north of I-8 affecting people who are live south of I-94. She stated that people with no other transportation choices are the ones being most affected. She also stated that she had never seen a four-hour transfer as referenced by staff during the presentation on this item.

Carlos J. Aguirre, MAAC Project: Mr. Aguirre did not respond when called to speak.

Captain Patton was asked to return to the podium to answer questions posed by Mr. Faulconer. Mr. Faulconer asked Captain Patton to clarify his request. Captain Patton stated that he was asking for reconsideration of the proposed service cuts for Route No. 28 and added that he felt there were innovative ways that have not yet been considered for making adjustments to this route because of prior security barriers. Captain Patton stated that ridership on this route might increase if the travel times were shorter. Captain Patton stated that no innovative solutions have been sought; that efforts have only been applied to adjusting the current proposal. He indicated a desire to continue to discuss this matter.

Chairman Mathis closed the Public Hearing at 11:18 a.m.

Mr. Brandon Farley, MTS Sr. Transportation Planner, reported that staff had met with Navy and SPAWAR personnel, as directed by the Board, to discuss the recommended Route No. 28 service changes. Mr. Farley reported that staff assured Navy personnel that MTS vehicles will be able to make all the necessary connections after the service changes are implemented. He also reported that a number of ridership counts have been conducted over the past year and no more than 18 passengers at a time were counted on this route. He stated that the vans being recommended to provide this service can accommodate 22 riders. He added that staff advised the Navy that larger vehicles could be reassigned to the route if the ridership counts justify that move.

Mr. Maienschein stated that he would support a delay in the implementation of service changes for Route No. 28 and for DART. He reported that a community meeting had been held to discuss alternative transportation options for DART. He added that individuals who attended the meeting indicated that were open to fare increases and want to discuss this matter further.

He suggested that elimination of DART be delayed for six months until April 2008. He stated that he would take the lead in forming a task force to deal with this matter. Ms. Lorenzen, in response to a question from Mr. Maienschein, stated that there would be no legal consequence as a result of such a delay.

Action Taken

Motion:

Mr. Maienschein moved to delay recommended service changes for DART until April 2008 and to direct staff to work with the community, his office, and SANDAG to identify alternative solutions. Mr. Ewin seconded that motion.

Mr. Emery stated that, when the Comprehensive Operational Analysis (COA) was adopted, he didn't support the continuation of any of the DART services. He stated that the Board's action at that time was to continue the Rancho Bernardo and Scripps Ranch DART for a limited period of time. He pointed out that this would be the second extension of time for this service. He added that this is highly subsidized service at \$15.00 per passenger, per ride, and MTS cannot continue to operate service at such a high subsidy.

Mr. Ewin stated that sales tax projections continue to track downward and added that it is not easy to run a transit system. He suggested that passengers apply pressure at the state level in favor of transportation funding. He stated he will support a delay but not without an end date.

Ms. Atkins assured public speakers that the MTS Board heard what they were saying. She added that the MTS Board has struggled with these issues for over two years. She added that MTS has an incredible staff that is doing a good job and stated that she wanted staff to understand that her position on this issue did not reflect that she doesn't support MTS and staff. She stated that that MTS gets criticized for not providing adequate service and, at the same time, is not able to get the state and federal funding it needs, both for providing service and for capital needs to replace rail, buses, and trolley cars. She added that MTS has not spent enough time doing outreach with the community regarding its budget challenges. She also stated that the service cuts are not being disproportionately applied. Mr. Young stated that he supported Ms. Atkins' comments.

Mr. Roberts asked how the budget would be impacted if the requested delays were approved. Mr. Cliff Telfer, MTS Chief Financial Officer, stated that the fare increase is projected to generate \$250,000 per month in revenue and the implementation of all service cuts is projected to generate \$125,000 per month in savings. Mr. Cheung pointed out that service cuts, according to contractual agreements, can only be implemented in January, June, and September. Mr. Roberts asked how late the service cuts could be approved but still implemented January 1. Ms. Lorenzen stated that a special Board meeting would be required in November in order to implement service cuts January 1. Chairman Mathis pointed out that it may be difficult to get a quorum of the Board during the holidays and asked what benefit such a delay would provide. Ms. Downey stated that the only reason a delay should be approved would be in anticipation of additional funding. Chairman Mathis reiterated that MTS has not implemented a fare increase in four years.

Motion (Amended):

Mr. Faulconer moved to amend Mr. Maienschein's motion to add a 30-day delay to the implementation of Route No. 28 service changes. Ms. Downey seconded the motion.

Mr. Cheung pointed out that this delay will result in postponing the service changes to June because a January 1 implementation could not be achieved. He stated that six months of savings would be lost as a result. He stated that there is a misconception that Route No. 28 would be losing service. He stated that staff is backfilling all of the service, is committed to making the timed transfers, and has added running times to ensure that.

Substitute Motion :

Mr. Rindone moved to (1) conduct a public hearing on the recommended service changes; (2) conduct a public hearing on the recommended fare changes; and (3) approve the service changes for implementation in January 2008 and request that staff review Route No. 28 and DART and come back to the Board if changes are needed. Emery seconded the motion, and the vote was 6 to 7 against, with Ms. Atkins, Mr. Faulconer, Mr. Lewis, Mr. Maienschein, Ms. Downey, Mr. Roberts and Mr. Jones casting the dissenting votes.

Amended Motion Made by Mr. Faulconer and Seconded by Ms. Downey to Delay Implementation of Service Changes for DART until April 2008 and Route No. 28 for 30 Days:
The vote was 7 to 5 in favor, with Mr. Clabby, Mr. Emery, Mr. Ewin, Chairman Mathis, and Mr. Rindone casting the dissenting votes.

Motion:

Mr. Emery moved to approve the remaining service changes. Mr. Ewin seconded the motion, and the vote was 10 to 2 in favor, with Ms. Atkins and Mr. Maienschein casting the dissenting votes.

DISCUSSION ITEMS

30. MTS: An Ordinance Amending Ordinance No. 4, an Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule (ADM 110.3)

The staff presentation on this item was waived. Ms. Tiffany Lorenzen, MTS General Counsel, read the title of "Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule." She pointed out that SANDAG, since the passage of Senate Bill 1703, has been in charge of the Comprehensive Regional Fare Ordinance, and that the proposed amendments simply bring MTS's ordinance into compliance with the regional ordinance and allow MTS officers to enforce the ordinance. She stated that the MTS Board no longer has the authority to set fares.

Public Comment

Theresa Quiroz, Citizens for Effective Transportation: Ms. Quiroz asked why the public was being made to deal with both agencies on the issue of fare increases.

Dan Hesteller, Citizens for Effective Transportation: Mr. Hesteller stated that \$1 for the typical transit rider is not the same as \$1 for the full-fare rider. He alleged improper fact finding regarding the basis of the decision for the fare increase.

Andrew Johnson: Mr. Johnson stated that these decisions are being made by a group of individuals who never ride transit. He stated that the Board doesn't understand that transit is a necessity for many.

Request to Speak Forms were also completed by John Gonzales, Rev. Patricia E. Andrews-Callori, and Fayne. These individuals did not appear when called to speak.

Action Taken

Mr. Ewin moved to (1) read the title of Ordinance No. 4, an Ordinance Establishing an MTS Fare-Pricing Schedule; (2) waive further readings of the ordinance; (3) introduce the ordinance for further consideration at the next Board meeting on November 8, 2007, and (4) direct publication of an ordinance summary. Mr. Rindone seconded the motion, and the vote was 9 to 2 in favor, with Ms. Atkins and Mr. Faulconer casting the dissenting votes.

REPORT ITEMS

45. SDTI: FY 07 Year-End Operations Report (OPS 970.2)

This item was deferred.

Action Taken

No action was taken.

46. MTS: Year-To-Date Operations Budget Status Report Through August 2007 (FIN 310)

The staff presentation on this item was waived.

Action Taken

Mr. Jones moved to receive this report for information. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

60. Chairman's Report

Chairman Mathis reported that he recently attended the APTA Annual Meeting in Charlotte. He stated that there was a lot of discussion about global warming and the ways that transit can mitigate the causes. Mr. Emery, who also attended, added that it was interesting that everyone is now talking about carbon imprints. He stated that he attended a workshop on a program called "Secret Shopper" that has nonemployees do rides on transit in order to evaluate the services. Mr. Clabby, who was also in attendance at the conference, stated that he spent an afternoon riding public transit in Charlotte.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin stated that, in the interest of time, he would send out a written report on Audit Oversight Committee activities.

62. Chief Executive Officer's Report

Mr. Jablonski reported that he was installed as an APTA Board member at the recent APTA Annual Meeting. He also reported that MTS staff was at the meeting to promote next year's annual meeting and EXPO in San Diego. He said that this effort was financially supported by Coca-Cola and was very successful. Mr. Jablonski anticipated that approximately 25,000 people will be attending the meeting in San Diego, which will have a positive financial impact on the city. Mr. Rindone stated that employees of MTS and Board members should participate in next year's meeting as much as possible. He requested that staff provide Board members with the dates of the meeting so the event can be calendared now.

63. Board Member Communications

Mr. Clabby asked when the Budget Development Committee would be meeting to discuss the new sales tax projections and the impact on MTS's budget. Mr. Jablonski stated he would like to evaluate the success of the budget initiatives already implemented and wait for additional information on sales tax projections. He stated the meeting would take place before the end of the year.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments made.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, November 8, 2007, at 9:00 a.m. in the same location.

66. Adjournment

Chairman Mathis adjourned the meeting at 12:20 p.m.

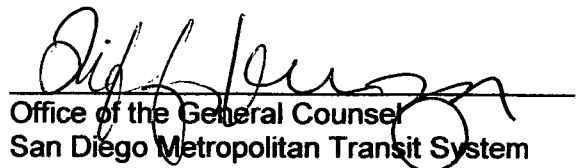


Chairperson
San Diego Metropolitan Transit System
Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 10/18/07

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 12:21 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>	9:08 a.m. during AI 3	12:17 p.m. during AI 60
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 checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>	9:04 a.m. during AI 3	
HANSON-COX	<input type="checkbox"/> (Lewis) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		
MONROE	<input type="checkbox"/> (Downey) <input checked="" type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (McCann) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:22 a.m. during AI 25	11:55 a.m. during AI 25
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		12:15 p.m. during AI 45
YOUNG	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>	9:13 a.m. during Consent Agenda	11:45 a.m. during AI 25
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]



AGENDA ITEM NO.

3

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 any written statement to this form). Communications on hearings and agenda items are generally limited to three 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 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.

(PLEASE PRINT)

Date	2007-11-08		
Name	Clive Richard		
Address	5153 La Dorna ST, San Diego		
Telephone	619.512.4036		
Organization Represented	NONE		
Subject of Your Remarks	GENERAL		
Regarding Agenda Item No.	3		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> 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 speakers with three 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. 4

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

LEG 410 (PC 50101)

November 8, 2007

SUBJECT:

MTS: APPOINTMENT OF AD HOC NOMINATING COMMITTEE FOR
RECOMMENDING APPOINTMENTS TO MTS COMMITTEES FOR 2008

RECOMMENDATION:

That the Board of Directors appoint less than a quorum of members to an Ad Hoc Nominating Committee (pursuant to MTS Board Policy No. 22 - Rules of Procedure for the Metropolitan Transit System) to make recommendations to the Board with respect to the appointment of members of the Board to serve on MTS and non-MTS committees for 2008.

Budget Impact

None.

DISCUSSION:

Each year, the Board makes appointments to various committees, including the Budget Committee, Audit Committee, Executive Committee, Joint Committee on Regional Transit (JCRT), State Route 67/125 Policy Advisory Committee of the San Diego Association of Governments (SANDAG), Taxicab Committee, High-Speed Rail Task Force of SANDAG, Los Angeles-San Diego Rail Corridor Agency (LOSSAN), Accessible Services Advisory Committee (ASAC), and the SANDAG Transportation Committee. Attachment A is a table of committee appointments for 2007.



MTS Board Policy No. 22 specifies that on or before the Board's first meeting in November, the Board shall appoint less than a quorum of members to an Ad Hoc Nominating Committee. The 2006 Ad Hoc Nominating Committee appointed by the Board included Board members Clabby, Emery, and Ewin.

The Ad Hoc Nominating Committee shall review the list of MTS committees and make recommendations to the Board with respect to the appointment of members of the Board to serve on each committee. The Ad Hoc Nominating Committee is also tasked with reviewing the list of outside boards and/or committees and making recommendations to the Board with respect to the appointment of members of the Board to represent MTS on each outside board or committee, except for the Board representative appointed to the SANDAG Transportation Committee, which is appointed by the Executive Committee.

The Ad Hoc Nominating Committee forwards its recommendations for appointments of officers and committee members on or before the first Board meeting in January.

The election procedures to appoint an Ad Hoc Nominating Committee pursuant to Robert's Rules of Order are as follows:

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



Paul C. Jablonski
Chief Executive Officer

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

NOV8-07.4.ADHOCNOMINATINGCOMM.SCOONEY.doc

Attachment: A. Table of MTS Committees for 2007

TABLE OF MTS COMMITTEES FOR 2007

MTS Executive Committee (E/C)	<p>Harry Mathis: Chair</p> <p>Toni Atkins: City of San Diego Representative (Alternate: Ben Hueso)</p> <p>Ernie Ewin: East Cities Representative (Alternate: Dave Allan)</p> <p>Jerry Rindone: South Cities Representative (Alternate: vacant)</p> <p>Ron Roberts: County of San Diego Representative (Alternate: Greg Cox)</p> <p>Bob Emery: Nonvoting Member (E/C Representative on SANDAG Transportation Committee)</p>
Accessible Services Advisory Committee (ASAC)	Tom Clabby: Chair
Ad Hoc Nominating Committee	<p>Ernie Ewin: Chair</p> <p>Tom Clabby</p> <p>Bob Emery</p>
Ad Hoc Railroad Subcommittee	<p>Bob Emery: Chair</p> <p>Harry Mathis: Vice Chair</p> <p>Tom Clabby</p> <p>Jerry Rindone</p>
Audit Committee	Ernie Ewin: Chair
Budget Development Committee	<p>Jerry Rindone: Chair</p> <p>Harry Mathis: Vice Chair</p> <p>Tom Clabby</p> <p>Ron Roberts</p> <p>Tony Young</p>
Joint Committee on Regional Transit (JCRT)	<p>Bob Emery, Harry Mathis, Ernie Ewin</p> <p>(Alternates: Tom Clabby and Brian Maienschein)</p>
Los Angeles--San Diego Rail Corridor Agency (LOSSAN)	<p>Jerry Rindone</p> <p>(Alternate: Harry Mathis)</p> <p>(Second Alternate: Bob Emery)</p>
SANDAG Board	<p>Advisory Member: Harry Mathis</p> <p>(Alternate: Jerry Rindone)</p> <p>(Second Alternate: Bob Emery)</p>
SANDAG High-Speed Rail Task Force	<p>Brian Maienschein</p> <p>(Alternate: Jillian Hanson-Cox)</p>
SANDAG Transportation Committee	<p>Bob Emery</p> <p>(Alternate: Harry Mathis)</p>
SANDAG Regional Planning Committee	<p>Harry Mathis</p> <p>(Alternate: Bob Emery)</p>
Taxicab Committee	Brian Maienschein - Chair



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Agenda

Item No. 6

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

ADM 110.3 (PC 50121)

November 8, 2007

SUBJECT:

MTS: AN ORDINANCE AMENDING ORDINANCE NO. 4, AN ORDINANCE
ESTABLISHING A METROPOLITAN TRANSIT SYSTEM FARE-PRICING SCHEDULE

RECOMMENDATION:

That the MTS Board of Directors adopt the attached proposed changes (Attachment A) to the ordinance entitled: "Ordinance 4: An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule" and direct publication of an ordinance summary. The ordinance would take effect on January 1, 2008.

Budget Impact

The proposed increase of cash fares and monthly passes is anticipated to generate approximately \$4.8 million annually upon full implementation.

DISCUSSION:

This item came before the Board for its first reading at the October 18, 2007, meeting. The purpose of the proposed amendments is to align the MTS ordinance with the San Diego Association of Governments (SANDAG) Comprehensive Fare Ordinance, which governs the fare structure for public transportation services for the entire San Diego region. At its October 19, 2007, meeting, the SANDAG Transportation Committee approved the second reading of the Comprehensive Fare Ordinance.

MTS still maintains its own identical fare ordinance to provide for a mechanism for fare enforcement and issuing citations.



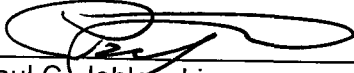
Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB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

The proposed amendments to MTS Ordinance No. 4 are as follows:

1. New provisions for juror fares, including conversion of juror tickets to day passes and establishing new pricing.
2. Eliminate all MTS-to-MTS transfers effective January 1, 2008, and offer the sale of a \$5.00 Regional Day Pass and \$11 Regional Premium Day Pass on board all MTS and North County Transit District (NCTD) buses, at The Transit Store, and at all MTS and NCTD Ticket Vending Machines (TVMs).
3. NCTD Breeze Day Passes and Breeze Monthly Passes would no longer be accepted for full or partial payment of fares on any MTS-operated service. NCTD would no longer issue interagency transfers for any cash or pass passenger transferring to any MTS service.
4. Increase Regional Monthly Pass from \$60.00 to \$64.00 on January 1, 2008, and to \$68.00 on January 1, 2009.
5. Increase the cost of a Regional Senior/Disabled Monthly Pass from \$15.00 to \$16.00 on January 1, 2008, and to \$17.00 effective January 1, 2009.
6. Increase the cost of a Regional Youth Monthly Pass from \$30.00 to \$32.00 on January 1, 2008, and to \$34.00 effective January 1, 2009.
7. Eliminate the bulk discount for universal token purchases and sell all tokens at \$2.25 each effective January 1, 2008.
8. Eliminate the discounted MTS Social Service Day Tripper effective January 1, 2008.
9. Increase MTS local bus fares from \$1.75 to \$2.00 effective January 1, 2008, and to \$2.25 on January 1, 2009.
10. Rename Commuter Express to Premium Express and raise the adult cash fare from \$4.00 to \$5.00 effective January 1, 2008.
11. Rename Commuter Express Pass to Premium Express Pass and increase fare from \$84.00 per month to \$90.00 per month effective January 1, 2008.
12. Increase the MTS College Monthly Pass from \$45.00 to \$51.20 effective January 1, 2008, and to \$54.40 on January 1, 2009.
13. Increase the MTS College Semester Pass from \$1.23 per day to \$1.34 per day effective January 1, 2008, and to \$1.43 effective January 1, 2009.
14. Change the maximum discount for the MTS Eco-Pass Program from 30 percent to 25 percent effective January 1, 2008.
15. Introduce a Regional Premium Day Pass valid for unlimited travel on MTS Premium Express and all other regional transit services except MTS Rural Bus and NCTD COASTER (would receive \$2.00 discount when purchasing single-trip

COASTER ticket). Premium Day passes would be sold at all TVMs, on board all NCTD and MTS vehicles, and at The Transit Store. Premium Day Passes would be issued free upon demand to all MTS Rural bus passengers.

This item is being placed before the Board for its final reading. The proposed revisions of Ordinance No. 4 are provided in Attachment A.



Paul C. Jablonski
Chief Executive Officer

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

NOV8-07.6.ORD4 FARES.TLOREN

Attachment: A. Proposed Amended Codified Ordinance No. 4

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 4
(as amended through ~~12/8/05~~ 11/8/07)

An Ordinance Establishing a Metropolitan Transit System
Fare-Pricing Schedule

Section 4.1: Findings

This Ordinance is adopted to implement a Metropolitan Transit System (MTS) Fare-Pricing Schedule approved by the Metropolitan Transit System Board of Directors and to authorize future modifications or amendments to the schedule to be made by the MTS Board of Directors.

Section 4.2: Definitions

A. Senior - Any person 60 years of age or older. Acceptable proof of senior fare eligibility shall be a Medicare Card, a valid driver's license, a State of California Senior identification card, or an MTS identification card in the MTS area, or a North County Transit District (NCTD) identification card in the NCTD area. This definition applies to persons who seek to purchase and/or use a Senior/Disabled/Medicare Monthly Pass or Senior/Disabled/Medicare cash fare on fixed-route transit or general public demand-responsive services.

B. Disabled - Any person with a permanent or temporary mental or physical disability. Acceptable proof of disabled fare eligibility shall be an MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card. This definition applies to persons who seek to purchase and/or use a Senior/Disabled/Medicare Monthly Pass or Senior/Disabled/Medicare cash fare for fixed-route transit or general public demand-responsive services.

C. Youth - Any person 6-18 years of age (inclusive). Acceptable proof of youth fare eligibility in the MTS area shall be an MTS Youth identification card, a valid driver's license, or current school photo identification card (through high school only). NCTD shall control youth pass eligibility at the point of purchase.

D. College Student - Any person enrolled as a student with a current enrollment for seven units or more in a participating accredited San Diego area post-secondary school.

E. Child - Any person five years of age or under.

F. Bus - Rubber-tired transit vehicles operated by San Diego Transit Corporation, Chula Vista Transit, National City Transit, MTS Contract Services, and NCTD.

G. Trolley - Light rail transit vehicles operated by San Diego Trolley, Incorporated.

H. Local Service - Bus service on local roads serving neighborhood destinations and feeding transit centers in the immediate area.

I. Urban Service - Moderate-speed bus service primarily on arterial streets with frequent stops.

J. Express Service - Bus service with stops only at major transit centers, residential centers and activity centers; has more than six stops outside Centre City or at collector end of route; generally traveling less than 50 percent of the one-way trip miles on freeways and averaging at least ~~42-15~~ miles per hour, with an average passenger trip length of approximately 10.0 miles or under, and uses standard transit buses. ~~Qualifying routes are 20, 30, 50, 70, 150, and 960.~~

~~K. Premium Express Service - Bus service with stops only at major transit centers, residential centers and activity centers; has more than six stops outside Centre City or at collector ends of route; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 15 miles per hour, with an average passenger trip length of over 10.0 miles, and uses standard transit buses. Qualifying routes are 40, 210, 980, and 990.~~

~~LK. Premium Commuter Express - Bus service with stops only at major transit centers, residential centers and activity centers; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10.0 miles, and using commuter coaches. Qualifying routes are 810, 820, 850, 860, and 870.~~

~~ML. Rural Service - Bus service providing limited daily or weekly service linking rural Northeastern and Southeastern San Diego County to a multimodal transit center or major shopping center generally provided on a two-lane highway or roadway with one-way vehicle trip lengths ranging from 15 to 80 miles.~~

~~MN. Centre City San Diego - That portion of downtown San Diego bordered by Laurel Street to Interstate 5 (I-5) on the north, Commercial Street to I-5 on the south, I-5 on the east, and the waterfront on west.~~

~~NO. Station - That fixed site at which the San Diego Trolley stops to load and unload passengers. For the purposes of the Fare-Pricing Schedule, all the stops within Centre City San Diego are considered one station.~~

~~OP. Zone(s) - For bus service, geographical areas defined by fixed boundaries within which particular fares are established. Zone 1 is the central urbanized area of the San Diego region bounded by the Mexican border to the south, the MTS area of jurisdiction limit to the east, the waterfront on the west, and extending north along I-5 to just south of Carmel Valley Road and north along Interstate 15 (I-15) to Los Peñasquitos Canyon. Zone 2 extends from the Zone 1 northern boundaries north to Manchester Street along I-5 and north to Lake Hodges/Pomerado/Highland Valley Road along I-15. Zone 3 extends from the Zone 2 northern boundaries north to Batiquitos Lagoon along I-5 and north to Bear Valley Parkway along I-15. Zone 4 is everything within the MTS area of jurisdiction north of the Zone 3 northern boundary. For trolley service, a zone is the number of stations from the station of boarding that a person may travel for a particular fare. The Centre City zone is considered one station for the purpose of calculating fare zones on the trolley.~~

For ADA complementary paratransit service, a zone is the geographical area defined by fixed boundaries within which particular fares are established. The boundaries for the zones are determined by each of the contracting agencies for the local operator of the paratransit service. The zones are as follows:

- Zone 1 - Central San Diego
- Zone 2 - Mid-County: Poway, Rancho Bernardo, Rancho Peñasquitos, Carmel Mountain Ranch, and Sabre Springs
- Zone 3 - East County: La Mesa, El Cajon, Santee, Lakeside, Lemon Grove, Spring Valley, and parts of Alpine
- Zone 4 - South Bay: Chula Vista, Coronado, National City, Imperial Beach, Palm City, Nestor, Otay Mesa, and San Ysidro

PQ. Transfers - The action by passengers in which they leave one bus or rail vehicle and board a subsequent bus or rail vehicle to complete their trips.

QR. Upgrade - An additional fare required to enhance the value of an original fare (upon transfer) or a pass to travel on a higher-fare service.

RS. ADA Complementary Paratransit Service - Specialized curb-to-curb transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA. Except for commuter bus, commuter rail, or intercity rail systems, each public entity operating a fixed-route system shall provide complementary paratransit or other special service to individuals with disabilities (who cannot access or use fixed-route transit due to a qualifying disability) that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system.

ST. Personal Care Attendant - In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility. The person may be a friend, family member, or paid employee. A personal care attendant is not charged a fare on the ADA complementary paratransit service vehicle on which she/he accompanies the ADA-eligible passenger. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.

TU. Dedicated Transportation Service - In relation to social services agencies or other organizations, a dedicated transportation service is defined as paratransit vehicle usage that is set apart for and guaranteed to an agency for the transportation of its eligible clients. The vehicle, for a particular time frame, is for the definite use of these persons and a ride is unavailable to other eligible persons within the community.

UV. Pass, Tokens, and Ticket Sales Commission - The amount of money that is retained from the retail purchase price by an authorized pass sales outlet on the sale of each monthly pass, token, prepaid ticket, or day tripper pass. The following chart shows the Pass Sales Commissions:

FARE MEDIA	RETAIL PRICE	COMMISSION AMOUNT (\$)	COMMISSION AMOUNT (%)	EFFECTIVE DATE
Monthly Pass	\$56.00	\$0.56	1.0%	7/1/03
Monthly Pass	\$58.00	\$0.58	1.0%	7/1/04
Monthly Pass	\$60.00	\$0.60	1.0%	7/1/05
Monthly Pass	\$64.00	\$0.96\$0.64	1.5%1.0%	7/1/031/1/08
Monthly Pass	\$68.00	\$0.68	1.0%	1/1/09

Monthly Pass Premium	\$90.00	\$1.35	1.5%	1/1/08
Monthly Pass	\$84.00	\$1.26	1.5%	7/1/03
Monthly Pass Senior/Disabled/Medicare	\$16.00	\$0.24	1.5%	1/1/08
Monthly Pass Senior/Disabled/Medicare	\$17.00	\$0.25	1.5%	1/1/09
Monthly Pass Senior/Disabled	\$14.00	\$0.21	1.5%	7/1/03
Monthly Pass Senior/Disabled	\$14.50	\$0.22	1.5%	7/1/04
Monthly Pass Senior/Disabled	\$15.00	\$0.23	1.5%	7/1/05
Monthly Pass Youth	\$32.00	\$0.48	1.5%	1/1/08
Monthly Pass Youth	\$34.00	\$0.51	1.5%	1/1/09
Monthly Pass Youth	\$28.00	\$0.42	1.5%	7/1/03
Monthly Pass Youth	\$29.00	\$0.44	1.5%	7/1/04
Monthly Pass Youth	\$30.00	\$0.45	1.5%	7/1/05
\$2.25 Individual Token	\$2.25	\$0.06N/A	2.5%N/A	1/1/087/1/03
\$2.25 Token 20-Pack	\$45.00	\$0.45	1.0%	1/1/08
\$2.25 Token 11-Pack	\$23.00	\$0.58	2.5%	7/1/03
\$2.25 Token 40-Pack	\$83.60 \$90.00	N/A	N/A7/1/03	1/1/08
One-Day TripperPass	\$5.00	\$0.25	5.0%	1/1/087/1/03
Two-Day TripperPass	\$9.00	\$0.50	5.55%	1/1/087/1/03
Three-Day PassTripper	\$12.00	\$0.75	6.25%	1/1/087/1/03
Four-Day PassTripper	\$15.00	\$1.00	6.67%	1/1/087/1/03
NB San Ysidro \$2.50 Trolley Ticket	\$2.50	\$0.12	5.0%	7/1/03
Hotel Scratch 1-Day TripperOne-Day Pass	\$5.00	\$0.25	5.0%	7/1/031/1/08
Social Services 1-Day Tripper	\$4.18	N/A	N/A	7/1/03

(Section 4.2 amended 12/8/0511/8/07)

Section 4.3: Regional Fare-Pricing Schedule

Section 4.3.1 Regional Passes and Tickets

Section 4.3.1a Adult Monthly Passes

1) Except as provided in Section 4.3.1b, 4.3.1c, and 4.3.1d of this Ordinance, the price of a regional adult monthly pass shall be based on service type and zones. Local, and Urban, and Express bus Bus Zone 1 and Trolley passes shall be \$56.00 (effective 7/1/03), \$58.00 (effective 7/1/04), and \$60.00 (effective 7/1/05) \$64.00 (effective 1/1/08) and \$68.00 (effective 1/1/09). Express and Premium Express passes shall be \$64.00. CommuterPremium Express passes shall be \$90.00\$84.00. The adult monthly pass shall entitle the person to whom the pass is issued to unlimited rides during the month for which the pass is designated on any equal or lower priced regularly scheduled bus and rail service provided by MTS and NCTD, except for COASTER, for which the pass entitles the holder a \$2.00 discount per boarding. Refer to Section 4.10.3 for use on rural services. services provided by San Diego Trolley, Inc.MTS Rail services, BSan Diego Transit Corporation, Chula Vista Transit, National City Transit, MTS Contract Services, and NCTD bus services. Half-price passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

2) Under the Employer-Based Group Sales Pass Program Three-Year Demonstration Program (10/17/02 -- 10/17/05);

Employers may purchase in bulk, discounted monthly adult passes for their employees can be discounted to employers subject to the following conditions:

The discount is available for the advance purchase of 25 or more passes a month for up to three months for a "trial program." Price would be set according to what the price would be for an annual program using the same number of passes per month. Only one "trial program" is allowed per employer. The trial program agreement must be for a specific fiscal year. Advance payment for the total number of Trial Program passes is required. The discount is available for an employer purchasing 300 or more passes for an annual (12 months) program. The program can be pro-rated to accommodate the time left in the fiscal year. The annual program agreement and payment must be for a specific fiscal year. Advance payment for the total number of annual monthly passes is required.

The price of the Employer-Based Group Sales Pass Program will be tiered according to the number of annual regular adult passes purchased. The discount offered shall be as follows:

<u>Proposed Employer-Based Group Sales Pass Program</u>		
<u>Tiered-Discount Table</u>		
<u>Employees Using Transit Per Month</u>	<u>Passes Per Year</u>	<u>Discount</u>
25 to 50	300 to 600	10%
51 to 100	601 to 1,200	15%
101 to 250	1,201 to 3,000	20%
251 or more to 500	3,001 or more to 6,000	25%
501 to 1,000	6,001 to 12,000	30%

(Section 4.3.1a amended 12/8/0511/8/07)

Section 4.3.1b Senior/Disabled/Medicare Monthly Passes

The price of a regional senior/disabled Senior/Disabled/Medicare Monthly Pass is ~~\$14.00 (effective 7/1/03), \$14.50 (effective 7/1/04), and \$15.00 (effective 7/1/05)~~ \$16.00 (effective 1/1/08) and \$17.00 (effective 1/1/09) and shall entitle the senior or disabled passenger to unlimited trips during the month for which the pass is designated on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except rural service (as defined by Section 4.2M2L). Half price passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

Section 4.3.1c Youth Monthly Passes

The price of a youth monthly pass is ~~\$28.00 (effective 7/1/03), \$29.00 (effective 7/1/04), and \$30.00 (effective 7/1/05)~~ \$32.00 (effective 1/1/08) and \$34.00 (effective 1/1/09) and shall entitle the youth passenger to unlimited trips during the month for which the pass is designated on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except rural service (as defined by Section 4.2M2L). Half-priced passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

Section 4.3.1d Day Passes - General Public

The price of a one-day (~~Day Tripper~~) pass Day Pass is \$5.00 and shall entitle the person to whom the pass is issued unlimited rides during the day for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except ~~MTS Contract Services Commuter Express Routes 810, 820, 850, 860, and 870~~ Premium Express services, ADA complementary paratransit services, and rural service).

The price of a two-day (~~Day Tripper~~) pass Day Pass is \$9.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except Premium Express services ~~MTS Contract Services Commuter Express Routes 810, 820, 850, 860, and 870~~, ADA complementary paratransit services, and rural service).

The price of a three-day (~~Day Tripper~~) pass Day Pass is \$12.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except Premium Express services ~~MTS Contract Services Commuter Express Routes 810, 820, 850, 860, and 870~~, ADA complementary paratransit services, and rural service).

The price of a four-day (~~Day Tripper~~) pass Day Pass is \$15.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except Premium Express services ~~MTS Contract Services Commuter Express Routes 810, 820, 850, 860, and 870~~, ADA complementary paratransit services, and rural service).

Section 4.3.1e Group Advance Pass Sales

Group event day passes, valid for one to seven days, may be issued to groups (minimum quantity = 100) only on a 21-day or longer advance sales basis. The price of group event advance sales passes shall be as follows:

One-Day Pass	=	\$4.50
Two-Day Pass	=	\$8.00
Three-Day Pass	=	\$11.00
Four-Day Pass	=	\$14.00
Five-Day Pass	=	\$16.00
Six-Day Pass	=	\$18.00
Seven-Day Pass	=	\$20.00

The group event day pass shall entitle the person to whom the pass is issued unlimited rides during the corresponding number of consecutive days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except rural service (as defined by Section 4.2M2L).

Group event day passes for special events may be purchased in bulk in advance at discounted rates as follows or as otherwise agreed to by the Board:

100-999 passes	=	Full price per pass
1,000-1,999 passes	=	5 percent discount per pass
2,000-2,999 passes	=	10 percent discount per pass
3,000+ passes	=	15 percent discount per pass
4,000+ passes	=	20 percent discount per pass

Section 4.3.1f Classroom Day TripperPass

Classroom Day ~~Passes~~Trippers, valid for one day during nonpeak hours, may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of no more than 17 people (15 youths and two adult chaperons). The price of Classroom Day ~~Trippers~~Passes shall be \$1.50 per person.

Section 4.3.1g College Semester/Monthly Pass

~~MTS shall offer a~~A pass for a college or university school term of 63 or more days ~~that is priced at \$1.20 a day~~\$1.34 a day (effective 1/1/08) and \$1.43 a day (effective 1/1/09), payable in advance, sold only during the term's registration and/or a monthly pass good for a calendar month, priced at ~~\$42.00 (effective 7/1/03), \$43.50 (effective 7/1/04), and \$45.00 (effective 7/1/05)~~\$51.20 a month (effective 1/1/08) and \$54.40 (effective 1/1/09) a month, payable in advance. College semester and monthly passes are valid for travel on all regularly scheduled bus and rail services provided by MTS and NCTD, except for Premium Express, COASTER (for which the passes entitle the holder to a \$2.00), MTS Good on all MTS fixed-route bus and trolley services, Direct Access to Regional Transit (DART), and flex-route services. Not honored on local dial-a-rides or ADA complementary paratransit services and rural services any ADA Complementary Paratransit Services, or Rural Services (as defined by Section 4.2M2L). The semester and monthly college student passes are to be sold only at schools, colleges, and universities that meet the following requirements: accredited by recognized accrediting institution; provide an on-site sales location; track sales to individual students; limit sales to one pass per student currently enrolled with a minimum of seven credit hours; only issue to students with a current school year photo identification card; provide a benefit to each student purchasing the term and/or monthly pass to encourage public transit use; and promote the pass through school information materials. ~~Some services may require upgrade.~~

Section 4.3.1h Hotel Scratch 1-Day~~Day~~ One-Day Pass

~~The Hotel Scratch One-Day Pass is a one-day day pass that is A one-day Day Tripper~~priced at the standard one-day price but with scratch-off instead of punched month, day, and year boxes. ~~Day Tripper~~The Hotel Scratch One-Day Pass has a unique serial number code, and customers may not return or exchange Day Trippers Hotel Scratch One-Day Passes. Only hotels with a pass sales agreement can sell this type of day ~~Tripper~~ pass.

Section 4.3.1i Social Services 1-Day~~Day~~ Tripper

~~A one-day Day Tripper priced at twice a token rate (\$2.09 x 2 = \$4.18), with hole-punched validation, and only sold to qualified social services agencies who agree to dispense Day Trippers according to MTS requirements. Day Trippers have unique serial number codes, and customers may not return or exchange Day Trippers.~~

Section 4.3.1j Northbound Trolley Ticket

~~The Northbound Trolley Ticket, dispensed from the San Ysidro kiosk, is good valid for a one-way northbound trip on the San Diego Trolley for a maximum fare ride of \$2.50 (up to 19 stations from San Ysidro on any San Diego Trolley route). The ticket is punched by the San Ysidro vendor at the point of sale for the hour, minute, month, date, and year of travel and expires 120 minutes after the time punched. This ticket is valid as a transfer to any MTS bus or trolley route, but cash upgrades apply if traveling past 19 stations. The ticket is not good for a return trip towards the border on the San Diego Trolley.~~

Section 4.3.1j San Diego County Juror TicketDay Pass

Upon entering an agreement with MTS that meets MTS requirements, courts located in San Diego County may purchase the following special fare media to be distributed to jurors summoned to jury duty in courts in San Diego County:

Juror Regional Day Pass is valid for all regular MTS and NCTD services. The pre per-day price for this pass shall be 85% of the Regional Day Pass or \$4.25.

The Juror Regional Premium Day Pass valid for travel on MTS and NCTD regular and premium services except two-zone rural bus services. The price of this pass shall be 85% of a Premium Day Pass or \$9.35. Use of this pass for a two-zone rural trip will require payment of a \$5.00 upgrade for adults and \$4.00 for seniors/disabled/Medicare passengers in each direction.

~~The San Diego County Juror Ticket, distributed to prospective jurors at the four San Diego County courthouses, allows the bearer to take one ride on any MTS transit bus or trolley (up to \$4.00 fare) or the NCTD Coaster (up to \$4.75 fare). The rider must validate the ticket before boarding by scratching off the hour, minute, month, date, and year of boarding for MTS bus and trolley routes. Upon boarding an MTS transit bus, the Juror Ticket is surrendered to the driver, and a transfer slip is used. The transfer slip will be valid for up to 90 minutes from the end of the bus route. If the Juror Ticket is used first on a trolley, it is valid for up to 2 hours from the boarding time scratched. It may be used as a transfer to a bus route or another trolley route within 2 hours of the boarding time scratched. If the Juror Ticket is used on an NCTD Coaster train, it must be validated for the Coaster trip at the station platform before boarding. The ticket is good for up to 2 hours from validation and may be used to transfer to an MTS bus or trolley within those 2 hours. A customer may complete a trip if the ticket expires during the trip, but may not transfer to another route once the ticket has expired. Not valid for use on or transfer to special services or ADA complementary paratransit service.~~

Section 4.3.1l San Diego Padres Game Day Pass

~~The Padres Game Day Pass is valid as a general public Day Tripper Pass, as defined in Section 4.3.1.d of this Ordinance, for the entire transit operating service day on days when a San Diego Padres baseball club regular season home game is played at PETCO Park. The Pass is valid for up to a \$2.25 one-way fare. For trips requiring a higher fare, the appropriate upgrade is required. The pass is valid on any day that a regular season home game has been rescheduled at PETCO Park. No refunds or discounts are provided for cancelled games or any game rescheduled as a doubleheader. The pass is not valid on playoff game days or on World Series game days. The Padres Game Day Pass price is calculated by the number of days of validity, multiplied by the Daily Equivalent Rate of the Adult Monthly Pass (Adult Monthly Pass price divided by 22). The Padres Game Day Pass may be sold as a single pass for an entire baseball season or MTS may sell as two~~

separate passes, each valid for approximately one half of a baseball season. This pass is available for a pilot program ending on September 30, 2004.

Section 4.3.1m ~~Centre City San Diego Trolley Only Round-Trip Tickets Pilot Program~~

~~A sponsor may purchase bulk (1,000 or more) quantities of Centre City San Diego only round-trip trolley tickets for distribution to trolley riders. The rate is determined by the advance payment of \$1.32, multiplied by the number of tickets. This rate is available for a pilot program ending on September 30, 2004. Passengers attending a San Diego Padres regular season home game at PETCO Park may ride the San Diego Trolley between any Centre City San Diego trolley station on any day when a San Diego Padres baseball club regular season home game is played at PETCO Park.~~

Section 4.3.2 ~~Regional Transfer Charges and Policies~~

Section 4.3.2a ~~Transfer Upgrades~~

~~Passengers with a valid transfer slip (as defined in Section 4.3.2b) from San Diego Trolley, San Diego Transit, Chula Vista Transit, National City Transit, MTS Contract Services, or NCTD may transfer to a bus or trolley of equal or lower cash fare value free of charge. Passengers with a valid transfer slip from any of the services listed in this section must pay the difference between the lower and higher cash fare when transferring to a bus or trolley with a higher cash fare value. Transfer upgrades range from \$0.25 to \$0.00. There shall be no transfer upgrade charges for senior/disabled passengers except when using a transfer slip to board a DART service, ADA Complementary paratransit service, or Rural Service, in which case an upgrade is required.~~

~~Eligible passengers with a valid transfer slip (as defined in Section 4.3.2b) from an ADA complementary paratransit service vehicle may transfer to a bus or trolley without the payment of a transfer upgrade charge. There will be a payment of a transfer upgrade required from a bus or trolley to an ADA complementary paratransit service as specified in Section 4.3.2c or Rural Service as set forth in Section 4.9.4. An eligible passenger is a person with a disability who has been certified as eligible under the Americans with Disabilities Act of 1990 and the MTS Regional ADA Complementary Paratransit Plan.~~

Section 4.3.2b ~~Transfer Time~~

~~Transfer slips issued from buses and punched by the driver shall be valid until the date and time indicated on the transfer slip (approximately 90 minutes from the end of the bus route, rounded to the higher half-hour). Transfer slips issued from buses and time stamped by the farebox shall be valid for two hours from the time of issue. Transfer slips shall only be issued when a cash fare is paid or a token is relinquished. No transfer slips shall be issued when a monthly or daily pass (as described in Sections 4.3.1a, 4.3.1b, 4.3.1c, 4.3.1d, and 4.3.1e of this Ordinance) is presented. Single-ride and round-trip trolley tickets (as described in Sections 4.4.1 and 4.4.2 of this Ordinance) shall be valid as transfer slips until the date and time indicated on the ticket (two hours from time of purchase).~~

~~Transfer slips issued from ADA complementary paratransit service vehicles shall be valid until the date and time indicated on the transfer slip (the time indicated shall be two hours from the time of drop-off by the ADA paratransit vehicle, to the nearest half-hour). Transfers are not valid for a return trip on the ADA paratransit vehicle.~~

~~Any transfer slip issued when a previously issued transfer slip is presented for fare payment shall be punched for no more time than is remaining on the initial transfer slip unless an upgrade is paid. The initial transfer slip shall be relinquished to the driver.~~

Section 4.3.2c Other Transfer Considerations for ADA Complementary Paratransit Service

- A transfer received upon any fare payment on a fixed-route vehicle will be worth a maximum of \$1.00 toward the payment of the fare upgrade on the ADA complementary paratransit vehicle. The fare upgrade (from the bus or trolley fixed-route to the ADA paratransit service) will only be paid on the ADA paratransit service vehicle, not on the fixed-route vehicle.

- Day Trippers, monthly passes, tokens, or other prepaid fare media (except ADA paratransit tickets) will not be accepted as fare on the ADA paratransit services. Local prepaid fare media or script may be developed by individual operators, but no discounts will be allowed.

Section 4.3.2d Other Transfer Consideration for Dial-A-Ride (DAR) and Direct Access to Rapid Transit (DART)

- Transfer slips issued from DAR, Flex-Route, and DART service vehicles shall be valid until the date and time indicated on the transfer slip (the time indicated shall be 90 minutes from the time of drop-off by the DAR/Flex/DART vehicle, to the nearest half-hour). Transfers are not valid for a return trip on the DAR/Flex/DART vehicle.

Section 4.3.3-2 Regional Monthly Pass Upgrades

Section 4.3.3a 2a Monthly Adult Pass Upgrades

Passengers holding a valid adult-monthly pass as described in Section 4.3.1a must pay a cash upgrade to ride rural services. Holders of Regional Monthly Passes and Premium Regional Monthly Passes shall receive a \$1 discount per zone. Senior/Disabled/Medicare Pass holders shall receive a \$0.50 discount per zone. Refer to Section 4.6.5a for upgrade requirements on DART services, with a higher cash fare value than that for which their pass is valid. Pass upgrades range from \$0.25 to \$9.00 based upon the difference in cash fares.

Section 4.3.3b Senior/Disabled and Youth Pass Upgrades

Except for travel on any DART service, which will require a \$0.50 upgrade, there shall be no cash upgrades required on senior/disabled and youth monthly passes for travel on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this ordinance, except for Rural Service, in which case a cash upgrade is required.

Section 4.3.4-3 Regional Fares for Children

Children, as defined in Section 4.2.E, shall ride for free when accompanied by a fare-paying passenger. This shall be applicable to all fixed-route bus service, trolley service, and rural service.
(Section 4.3 amended 12/8/05)

Section 4.4: San Diego Trolley Fare-Pricing Schedule

Section 4.4.1a One-Way Cash Fares

The price of a one-way cash fare ticket to ride the trolley shall be as follows:

Centre City	=	\$1.25
1 station	=	\$1.50
2 stations	=	\$1.75
3 stations	=	\$2.00
4-10 stations	=	\$2.25
11-19 stations	=	\$2.50
20+ stations	=	\$3.00

A one-way ticket shall entitle the person to whom the ticket is issued: 1 one-way trip in a direction away from the station of issue. The one-way ticket is valid for two hours and must be valid during the entire trolley trip. ~~A valid one-way ticket may be used to transfer to any MTS bus route (upgrade may be required).~~

Section 4.4.1b Round-Trip Cash Fares

The price of a trolley round-trip ticket shall be as follows:

Round-trip 2 @ \$1.00	=	\$2.00 (Senior/Disabled/ <u>Medicare</u> fare)
Round-trip 2 @ \$1.25	=	\$2.50
Round-trip 2 @ \$1.50	=	\$3.00
Round-trip 2 @ \$1.75	=	\$3.50
Round-trip 2 @ \$2.00	=	\$4.00
Round-trip 2 @ \$2.25	=	\$4.50
Round-trip 2 @ \$2.50	=	\$5.00
Round-trip 2 @ \$3.00	=	\$6.00

A round-trip ticket shall entitle the person to whom the ticket is issued: one round-trip, which may be used at any time throughout the operating day. ~~A round-trip ticket shall be accepted on the bus as payment for fare up to the value of the ticket for up to two hours from time of purchase. The passenger shall be allowed to keep the round-trip ticket for use on another bus transfer.~~

Section 4.4.2 Senior/Disabled/Medicare Cash Fares

Senior/~~d~~Disabled/Medicare cash fares for San Diego Trolley, Inc., shall be \$1.00 per one-way trip.

Section 4.4.3 Tokens

Universal tokens shall be available for \$2.25 each, ~~\$2.00 each in multiples of 11 (\$23.00) or 40 (\$83.60) in multiples of 20 (\$45.00) or 40 (\$90.00), and shall entitle the person holding the universal token to up to a \$2.25 cash fare value trip on any MTS or NCTD regular bus or trolley service except (not including Coaster or ADA paratransit services). Some services may require a cash upgrade in conjunction with the universal token. Some DAR, bus, and trolley services may require a cash upgrade in conjunction with the universal token.~~

(Section 4.4 amended 12/8/0511/8/07)

Section 4.5: San Diego TransitMTS Bus Fare-Pricing Schedule

Section 4.5.1 Cash Fares

Section 4.5.1a Local Services

The price of a trip on ~~San Diego Transit~~MTS local service, as described in Section 4.2H of this Ordinance, shall be ~~\$2.00 (effective 1/1/08) and \$2.25 (effective 1/1/09)~~1.75.

Section 4.5.1b Urban Services

The price of a trip on ~~San Diego Transit~~MTS urban service, as described in Section 4.2I of this Ordinance, shall be \$2.25.

Section 4.5.1c ~~Express, Premium Express, and PremiumCommuter~~ Express Services

The price of a trip on ~~express, premium express service, and premiumcommuter~~ express service, as described in Sections ~~4.2j, 4.2k, and 4.2l~~4.2J and 4.2K of this Ordinance, shall be:

Express	= \$2.50
Premium Express	= \$2.50
CommuterPremium Express	= \$4.00 <u>\$5.00</u>

Section 4.5.1d Senior/Disabled/Medicare Cash Fares

~~The Senior/dDisabled/Medicare cash fares for San Diego Transit shall be \$1.00 except as otherwise provided in Section 4.9 concerning rural service.~~

Section 4.5.2 Special Fares

Section 4.5.2a Shuttle Fare

The price of a trip on shuttle services shall be \$1.00.

Section 4.5.2**a**Tokens

Universal tokens shall be available for \$2.25 each, in multiples of 20 (\$45.00) or 40 (\$90.00) ~~\$2.09 each in multiples of 11 (\$23.00) or 40 (\$83.60)~~, and shall entitle the person holding the universal token to up to a \$2.25 cash fare value trip on any MTS ~~or NCTD regular bus or trolley service except (not including Coaster or ADA paratransit services).~~ Some DAR, bus, and trolley services may require a cash upgrade in conjunction with the universal token.

Section 4.5.2**b**Stadium/Ballpark Bus Fares

The price of a trip on special buses with the primary purpose of traveling to and from events at Qualcomm Stadium or PETCO Park shall be \$5.00 one way and \$8.00 round-trip.

(Section 4.5 renumbered and amended 12/8/0511/8/07)

Section 4.6 MTS Contract Services

~~Section 4.6: MTS Contract Services~~

~~Section 4.6.1 Cash Fares~~

~~Section 4.6.1a Local Services~~

~~_____ The price of a trip on MTS Contract Services local services, as described in Section 4.2H of this Ordinance, shall be \$1.75.~~

~~Section 4.6.1b Urban Services~~

~~_____ The price of a trip on MTS Contract Services urban services, as described in Section 4.2I of this Ordinance, shall be \$2.25.~~

~~Section 4.6.1c Express Services~~

~~_____ The price of a trip on MTS Contract Services express services, as described in Section 4.2J of this Ordinance, shall be \$2.50.~~

~~Section 4.6.1d Premium Express Services~~

~~_____ The price of a trip on MTS Contract Services premium express, as described in Section 4.2K of this Ordinance, shall be \$2.50.~~

~~Section 4.6.1e Commuter Express Services~~

~~_____ The price of a trip on MTS Contract Services Commuter Express, as described in Section 4.2L of this Ordinance, shall be \$4.00.~~

~~Section 4.6.1f Senior/Disabled Cash Fares~~

~~_____ Senior/Disabled cash fares for MTS Contract Services shall be \$1.00; except as otherwise provided in Section 4.9 concerning Rural Service.~~

~~Section 4.6.2 Shuttle Fares~~

~~_____ The price of a trip on MTS Contract Services Routes 871, 872, 873, 877, and 804 shall be \$1.00.~~

~~Section 4.6.3 Tokens~~

~~_____ Universal tokens shall be available for \$2.25 each, \$2.09 each in multiples of 11 (\$23.00) or 40 (\$83.60), and shall entitle the person holding the universal token to up to a \$2.25 cash fare value trip on any MTS or NCTD regular bus or trolley service (not including Coaster or ADA paratransit services). Some DAR, bus, and trolley services may require a cash upgrade in conjunction with the universal token.~~

~~Section 4.6.4 Stadium/Ballpark Bus Fares~~

~~_____ The price of a trip on special buses with the primary purpose of traveling to and from events at Qualcomm Stadium or PETCO Park shall be \$5.00 one way and \$8.00 round trip.~~

Section 4.6.5 Demand-Responsive Cash Fares

Section 4.6.5a General Public Demand-Response Services ~~MTS DART Services~~

The price of a one-way trip on ~~MTS Contract Services demand-response services and flex routes~~ DART services (Scripps Ranch, Rancho Bernardo) shall be as follows:

MTS DART – Regular/Adult	\$3.00
MTS DART – Senior/Disabled/ <u>Medicare</u>	\$1.50

East County Dial-a-Ride Regular/Adult	\$2.25
East County Dial-a-Ride Senior/Disabled	\$1.00

Routes 961-964 (to and from bus stop) Regular/Adult	\$1.75
Routes 961-964 (to and from bus stop) Senior/Disabled	\$1.00
Routes 961-964 (with route deviation) Regular/Adult	\$2.25
Routes 961-964 (with route deviation) Senior/Disabled	\$1.50

Routes 851, 853, 874 (no transfer) Regular/Adult	\$1.00
Routes 851, 853, 874 (no transfer) Senior/Disabled	\$1.00

Routes 851, 853, 874 (with transfer) Regular/Adult	\$1.75
Routes 851, 853, 874 (with transfer) Senior/Disabled	\$1.00

All other prepaid fare media, including senior/disabled/Medicare, upgrade _____ \$0.50

~~Passengers boarding and alighting from bus stops on flex routes shall have a price per trip comparable to local service as described in Sections 4.2H and 4.6.1a.~~

~~*Includes all monthly passes, Day Tripper passes, and all other MTS prepaid fare media.~~

Section 4.6.5b ADA Paratransit Services Cash Fares

The ADA complementary paratransit services, provided in accordance with the ADA, are only available to persons with qualifying disabilities that prevent them from using fixed-route transit services. These services shall have a cash fare of no more than double the predominant adult cash fare in the area of service. Section 4.2.~~P~~O establishes the ADA paratransit zones. The urban zone (Zone 1) shall use the Urban Service fare defined in Section 4.2.I to calculate the MTS Access cash fare of \$4.50 per passenger trip. The three suburban zones (Zones 2, 3, and 4) shall use the Local Service fare defined in Section 4.2.H to calculate the ~~CTS~~ ADA Suburban paratransit cash fare of \$3.50 per passenger trip. Passes are not accepted on ADA paratransit services. ~~Transfers are accepted when an upgrade is paid for the difference in the fare paid for the transfer and the ADA paratransit fare. The upgrade must be paid on the ADA paratransit vehicle.~~ Paying ADA paratransit passengers will be issued (upon request) a Premium Regional Day Pass for use on connecting fixed-route and trolley services. Passengers transferring from ADA paratransit service in Zones 2, 3, or 4 to ADA paratransit service in Zone 1 must pay a \$1.00 upgrade on the Zone 1 vehicle. Full-price (no discount) tickets for ADA paratransit services may be sold to passengers in advance. No passes, tokens, or discounts and no other tickets are accepted on ADA paratransit services. Personal Care Attendants (PCA) required by disabled passengers are not required to pay a fare.

(Section 4.6 amended 12/8/05)

Section 4.7: County Transit System

Section 4.78: Chula Vista Transit

Section 4.7.1 Cash Fares

Section 4.7.1a Local Services

_____The price of a trip on Chula Vista Transit local services, as described in Section 4.2H of this Ordinance, shall be \$1.75.

Section 4.7.1b Urban Services

_____The price of a trip on Chula Vista Transit urban services, as described in Section 4.2I of this Ordinance, shall be \$2.25.

Section 4.7.1c Express Services

_____The price of a trip on Chula Vista Transit express services, as described in Section 4.2J of this Ordinance, shall be \$2.50.

Section 4.7.1d Premium Express Services

_____The price of a trip on Chula Vista Transit premium express services, as described in Section 4.2K of this Ordinance, shall be \$2.50.

Section 4.7.2 Senior/Disabled Cash Fares

_____Senior/Disabled cash fares for Chula Vista Transit shall be \$1.00, as described in Sections 4.2A and 4.2B.

Section 4.7.3 Shuttle Cash Fares

_____The cash fare for Chula Vista Transit shuttles shall be \$1.00 for Route 706 and 706A and free for Route 708.

Section 4.98: National City Transit

Section 4.8.1 Cash Fares

Section 4.8.1a Local Services

_____The price of a trip on National City Transit local services, as described in Section 4.2H of this Ordinance, shall be \$1.75.

Section 4.8.2 Senior/Disabled Cash Fares

_____Senior/Disabled cash fares for National City Transit shall be \$1.00, as described in Sections 4.2A and 4.2B.

Section 4.79: Rural Service

Rural service, as defined in Section 4.2LM, shall have applied to it a 2-zone based fare structure. Zone boundaries shall generally be located on a north-south axis and have zone boundaries at Ramona (Ramona Station), Alpine (Tavern Road and Alpine Boulevard), and the Tecate border crossing (Tecate Road and Thing Road). Passenger trips remaining within 1 zone shall have applied to them the 1-zone based fare.

Section 4.79.11- and 2-Zone One-Way Cash Fares

The 1-zone cash fare shall be \$5 for each one-way trip. The 2-zone cash fare shall be \$10 for each one-way trip.

Section 4.79.2 One-Way Senior/Disabled/Medicare Cash Fare

Senior/~~Disabled~~/Medicare cash fares shall be 50 percent of the regular cash fare: 1-zone senior/~~disabled~~/Medicare cash fare shall be \$2.50 for each one-way trip. The 2-zone cash fare shall be \$5 for each one-way trip.

Section 4.79.3 Prepaid Monthly or Daily Pass Upgrade Required

Passengers exhibiting a valid MTS or North County Transit District Monthly Adult or Youth Pass, College Semester Pass, or Daily Pass shall be provided a \$1 discount per zone for rural service: the 1-zone cash upgrade shall be \$4 for each one-way trip. The 2-zone cash upgrade shall be \$8 for each one-way trip. Senior/~~Disabled~~/Medicare passengers exhibiting a valid Senior/Disabled/Medicare Monthly Pass shall be given a \$.50 cent discount per zone: the 1-zone cash upgrade shall be \$2.00 for each one-way trip. The 2-zone cash upgrade shall be \$4 for each one-way trip.

Section 4.109.4 ~~Use of MTS or North County Transit District Transfer Slips Upgrade Required:~~

~~Passengers exhibiting a valid MTS or North County Transit District Transfer Slip while boarding shall be provided a \$1 discount per zone for Rural Service: the 1-zone cash upgrade shall be \$4 while the 2-zone cash upgrade shall be \$8. Senior/disabled passengers exhibiting valid transfer shall be given a 50 percent discount per zone: the 1-zone cash fare shall be \$2 while the 2-zone cash upgrade shall be \$4.~~

Section 4.79.54 Other Fare Media

- Tokens shall be accepted at face value of \$2.25; change will not be provided in instances where token value exceeds required fare.

- A San Diego County Juror Premium pass ~~Ticket~~ is valid for travel for ~~one~~ 1-zone rural bus service. Use of this pass for a 2-zone rural trip requires payment of a \$5.00 upgrade (\$4.00 for senior/disabled/Medicare) in each direction. ~~shall be accepted at cash value up to \$4.00; change will not be provided in instances where potential value exceeds required fare.~~

- Transfers from ADA complementary service shall not require an upgrade.

(Section 4.109 ~~renumbered and amended and added~~ 12/8/05 11/8/07)

| Section 4.10-8 Special Fares

~~Each agency~~MTS shall be allowed to adjust fares for special events with the approval of the General Manager~~MTS~~ Chief Executive Officer.

(Section 4.110 renumbered and amended 11/8/0712/8/05)

| Section 4.11 9 Other Metropolitan Transit System Operators and Special Cash Fares

| Section 4.119.1 Cash Fares

Any special fares of any operator in the region not listed within this Ordinance shall be included in the Uniform Fare Structure Agreement.

(Section 4. 911 renumbered 11/8/0712/8/05)

| Section 4.102: Public Notice

Before the expiration of fifteen (15) days after its passage, a summary of this Ordinance shall be published once with the names and members voting for and against the same in a newspaper of general circulation published in the County of San Diego.

(Section 4.102 renumbered 11/8/0712/8/05)

| Section 4.113: Effective Date of Ordinance

This Ordinance shall become effective 30 days from and after the date of its final passage.

(Section 4.113 renumbered 11/8/0712/8/05)

| JGarde/10-23-07

Amended: 12/8/05

Amended: 1/15/04

Amended: 11/13/03

Amended: 05/22/03

Amended: 04/10/03

Amended: 10/17/02

Amended: 06/14/01

Amended: 05/10/01

Amended: 08/10/00

Amended: 07/13/00

Amended: 05/13/99

Amended: 02/26/98

Repealed & Readopted: 7/17/97

(operative - 11/23/97)

Amended: 04/28/94

Amended: 01/13/94

Amended: 07/08/93

Amended: 02/11/93

Repealed & Readopted: 05/28/92

Amended: 01/09/92

Repealed & Readopted: 03/14/91

Amended: 09/27/90

Amended: 05/10/90

Repealed & Readopted: 02/23/89

Amended: 11/10/88

Repealed & Readopted: 02/25/88

Amended: 12/10/87

Amended: 10/09/86

Amended: 04/24/86

Amended: 03/01/86

Repealed & Readopted: 12/05/85

Amended: 07/11/85

Amended: 05/23/85

Amended: 10/04/84

Amended: 07/19/84

Repealed & Readopted: 02/27/84

Amended: 07/25/83

Amended: 07/11/83

Repealed & Readopted: 05/24/82

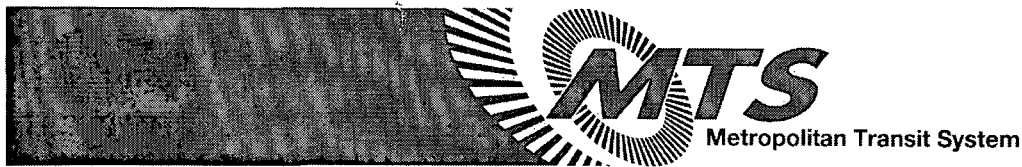
Amended: 10/05/81

Amended: 07/08/81

Amended: 06/30/81

Adopted: 06/08/81

Amended: 11/8/07



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.

LEG 491 (PC 50633)

November 8, 2007

SUBJECT:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into contract amendments with the law firm of Best Best & Krieger, LLP (MTS Doc. No. G1071.1-07) for legal services (in substantially the same form as Attachment A) and ratify prior amendments entered into under the CEO's authority.

Budget Impact

Not to exceed \$100,000 for the law firm of Best Best & Krieger, LLP. Recommended amounts are contained within the FY 2008 budget.

DISCUSSION:

On January 18, 2007, the Board approved a list of qualified attorneys for general liability and workers' compensation for use by MTS, San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC) (hereinafter referred to as the Agencies) staffs on an as-needed basis. Thereafter, MTS began to contract with approved attorneys for various amounts depending upon current and anticipated needs.

Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000. Mr. Beach has multiple cases that are or have proceeded to trial, and the total cost of their legal services will exceed the CEO's \$100,000 authority.



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

The law firm of Best Best & Krieger, LLP is currently under contract with the Agencies for \$100,000. Attorney Bruce Beach has successfully assisted MTS in a number of general legal liability, land use, and eminent domain cases. Invoices for current services recently received exceed current contract authority due to legal defense costs.

The CEO has approved contracts up to the \$100,000 authority level. Board ratification of the prior contracts/amendments is also requested.



Paul C. Jablonski
Chief Executive Officer

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

NOV8-07.7.LEGAL SVCS.JDOW.doc

Attachment: A. Draft MTS Doc. No. G1071.1-07

November 8, 2007

DRAFT

MTS Doc. No. G1071.1-07
LEG 491 (PC 50633)

Mr. Bruce Beach
Best Best & Krieger, LLP
655 West Broadway, 15th Floor
San Diego, CA 92101

Dear Mr. Beach:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G1071.0-07: LEGAL SERVICES – GENERAL
LEGAL LIABILITY

This letter will serve as Amendment No. 1 to MTS Doc. No. G1071.0-07. This contract amendment authorizes additional costs not to exceed \$100,000 for professional services. The total value of this contract, including this amendment, is \$200,000. Additional authorization is contingent upon MTS approval.

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,

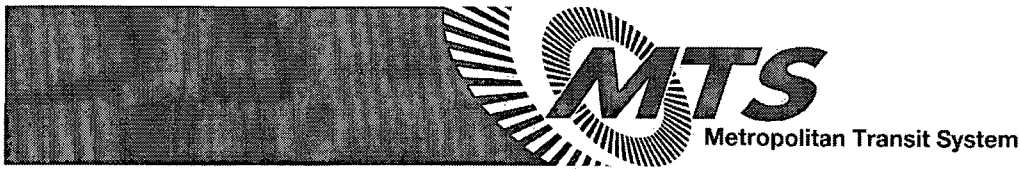
Accepted:

Paul C. Jablonski
Chief Executive Officer

Bruce Beach
Best Best & Krieger, LLP

NOV8-07.7.AttA.BBK LEGAL SERVICES.JDOW.doc

Date: _____



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.

CIP 11419

November 8, 2007

SUBJECT:

MTS: MCS MEDIUM/SMALL DART FIXED-ROUTE BUSES - CONTRACT AWARD

RECOMMENDATION:

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

1. execute MTS Doc. No. B0478.0-08 (in substantially the same format as Attachment A) with Creative Bus Sales for the provision of up to 20 minibuses utilizing the public agency/state contract with Creative Bus Sales (Specification No. 54309 of State of California Contract No. 1-05-23-16); and
2. transfer the remaining funds of \$341,773 from CIP 11418 to CIP 11419.

Budget Impact

Expenditure of \$2,256,773 in funds during fiscal year (FY) 2008 from the capital projects (as noted in the table below).

DISCUSSION:

Included within the capital program for FY 2008 are funds for replacement of minibus fixed-route transit vehicles. Additionally, there is remaining FY 06/07 funding from the purchase of ADA minibuses from CIP 11418 (Contracted Bus Operations ADA Small Vehicles) that would be transferred to CIP 11419 (MCS Medium/Small DART Fixed Buses) and utilized to supplement the order.



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 chart below shows the breakout of the amount of funding by project code and year:

FISCAL YEAR 2006/07	FISCAL YEAR 2008
CIP 11418	CIP 11419
\$341,773	\$1,915,000

The total funding available above is \$2,256,773, which would allow for the purchase of up to 20 minibuses. MTS could procure these vehicles from the competitively bid public agency/state contract with Creative Bus Sales (Specification No. 54309 of State of California Contract No. 1-05-23-16).

The minibus fixed-route project is currently operating with agency-owned 2000 and 2001 vehicles. These vehicles are programmed for a five-year service life and, therefore, FY 2008 would be the appropriate year to replace the fleet. The current DART fixed-minibus fleet is comprised of 25 vehicles (primarily made up of Type III minibuses, two Type II minibuses, and one van), and has served its useful life and purpose over the past 6 to 7 years. With changes brought on by the Comprehensive Operational Analysis, it is now necessary to upgrade to more heavy-duty vehicles that can carry more passengers and maintain the utilities associated with a minibus.

In order to comply with California Air Resources Board (CARB) regulations, staff recommends purchasing Type VII minibuses that use unleaded gasoline. Unleaded gasoline vehicles meet air quality standards and operate effectively. The Type VII minibus has a satisfactory performance record and would provide the agency with at least five years of useful life. As vehicles are replaced, they would be disposed of via MTS's Bus Division auction process.

Additionally, Vehicle Technical Consultants (a vehicle inspection firm) has completed a preaward audit to ensure compliance with all Federal Motor Vehicle Safety Standards and Buy America requirements. This inspection firm would be on the production line to inspect the minibuses to ensure that MTS gets a quality product.

Staff believes that the replacement of up to 20 minibus fixed-route vehicles in FY 2008 would be a prudent, strategic capital expense in order to save operating costs due to the increasing likelihood of costly, major component failures on the aging vehicle fleet. This procurement would allow additional older and higher-mileage vehicles to be replaced over the next year.



Paul C. Jablonski
Chief Executive Officer

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

NOV8-07.8.MINIBUS CONTRACT AWARD.STRANSUE.doc

Attachment: A. Draft MTS Doc. No. B0478.0-08

STANDARD PROCUREMENT AGREEMENT

DRAFT

Doc. No. B0478.0-07
 CONTRACT NUMBER
 CIP 11419
 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.

Name: Creative Bus Sales Address: 13501 Benson Avenue
 Form of Business: Corporation Chino, CA 92710
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 909-465-5528
 Authorized person to sign contracts: Mike Dirnberger Commercial Sales Representative
 Name Title

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

Provide up to 20 El Dorado National Aero Elite 290 Type VII medium-duty buses (per MTS requirements) purchased from the State of California Contract No. 1-05-23-16 as amended and in accordance with the MTS Standard Procurement Agreement, including the Federal Requirements and forms, general contract provisions, quality assurance provisions, warranty requirements, and Creative Bus Sales' Proposal dated May 23, 2007, based on State of California Contract No. 1-05-23-16. If there are any inconsistencies between the General Contract Provisions, Creative Bus Sales' Proposal, Standard Procurement Agreement, including Standard Conditions Procurement, the following order of precedence will govern the interpretation of this contract:

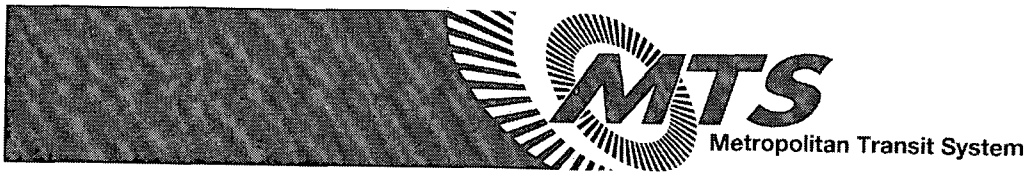
1. General Contractual Provisions, including Creative Bus Sales Proposal.
2. Standard Procurement Agreement, including Standard Conditions Procurement.
3. State of California Contract No. 1-05-23-16 as amended.

This is a firm fixed-price contract not subject to escalation. The total cost for this procurement shall not exceed \$2,256,773.00, which includes sales tax, training, and delivery. This contract is subject to a financial assistance agreement between MTS and the U.S. Department of Transportation and the State of California. Delivery shall be completed no later than June 30, 2008. Note: This contract is for the purchase and delivery of 18 minibuses with an option to purchase an additional 2 minibuses should remaining funding be available at a later date.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$2,256,773.00	CIP 11419 - MCS Medium/Small DART Fixed (961-965) Buses	2008

By: _____
 Chief Financial Officer Date



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

Agenda

Item No. 9

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

LEG 491

November 8, 2007

SUBJECT:

MTS: LIABILITY CLAIMS ANALYSIS REPORT

RECOMMENDATION:

That the Board of Directors receive the Liability Claims Analysis Report (Attachment A) for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI).

Budget Impact

No budget impact resulting from receiving Claims Analysis Report. Future-incurred reserve claim costs should be noted for potential future budgetary impacts. A claim reserve is an estimate of the potential expense to the corporation based on currently available information. Upon final disposition of a claim, any necessary budget actions exceeding authority levels would require Board authorization.

DISCUSSION:

This report is the eighth since the decision to utilize third-party administrators (TPAs) was put into effect in March 2002. The analysis report encompasses loss information data from MTS, SDTC, and SDTI. McDowell Adjusting Company (McDowell) has been contracted to act as the TPA involving third-party liability claims, and CorVel Enterprise Comp. Inc./Hazelrigg Risk Management Services (Hazelrigg) is the TPA involving workers' compensation claims.



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.

Summary

The Liability Claims Analysis Report (Attachment A) identifies pertinent information regarding claims management, such as the number of claims, claim payouts, and unfunded incurred liabilities for MTS, SDTC, and SDTI through June 2007.

The liability claims administrator has processed a total of 409 unique liability claims with loss dates prior to March 2002. One hundred percent of those claims have been closed. A total of 3,221 unique claims have been submitted to the TPA since March 2002 for processing. Of those claims, 95 percent (3,046) of those claims have been closed. During fiscal year 2007, a total of 539 unique liability claims occurred. Utilizing the same methodology to exclude nonliability claims from the tracked data, this frequency amount is essentially the same as the amount in fiscal year 2006.

Incurred future reserve liability costs are established by the TPA. The reserve estimates for specific claims may be adjusted as claims are incurred and developed allowing for any unforeseen growth of claims costs over time.

Along with claims severity, claims frequency is the dominant factor that affects the overall cost of liability claims management. Special effort was made to identify and categorize unique nonliability-related claims. SDTC and SDTI both continue to experience a flat or very minor decrease in the monthly claims frequency. The modest fluctuation is not considered statically significant. For all agencies during the last 12 months, the average monthly total of unique claim incidents has decreased from 46 to 44.9.

The review of unique open claims indicates that falls on board vehicles and at transit centers account for 31% of the open claims, followed by vehicle collisions, noted at 30%.

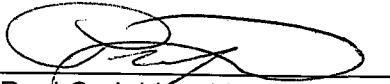
The liability claims TPA costs varied little between FY 06 and FY 07. Claims administration continues to be a significant claims expense cost (21%). Fiscal year 2007 claims administration service costs for all agencies totaled over \$387,407 (MTS - \$12,208; SDTC - \$210,286; SDTI - \$164,913). The goal for FY 07 to include the research and development to establish an in-house Third-Party Liability Claims Department was completed and put in place effective October 2007.

Along with McDowell as the claims administrator for third-party liability tort claims, Hazelrigg continues as the TPA for workers' compensation claims management. For workers' compensation, the frequency of combined agency indemnity claims is showing a downward trend. The overall claim count frequency also has shown a slight decrease trend. The issue of claims closure continues to be emphasized with the TPA. The average cost per claim measured over the last four fiscal years has decreased from \$9,594 to \$5,060. This is a positive trend reflecting claims management as well as the nature of claim types.

The overall cost for litigation appears to have increased as measured by the posting of attorney billings. This measurement is related to the cutoff date for billing accruals and may vary from year to year. Overall, a dollar range increase of around 30% was experienced. This overall increase amount was calculated to be \$218,110. The significant majority increase in legal costs was seen on the liability tort claim side where

an increase of over 49% was noted. A portion of this increase can be attributed to hourly rate changes as a result of new legal contracts. A breakdown between agencies for tort-related litigation was 3%-MTS, 56%-SDTC, and 41%-SDTI. The workers' compensation legal cost remained nearly flat compared with FY 06.

Management and the Risk Department are always working hard to decrease claims costs. For fiscal year 2006, a new medical provider network was implemented exclusively for work-related injuries. The medical provider network is designed to permit maximum control over medical costs associated with claims while providing quality choices for our employees. Enhanced management of medical treatment may be having the desired result of a decrease of workers' compensation medical as well as litigation costs. The measurable results of this implementation should continue during fiscal year 2008.



Paul C. Jablonski
Chief Executive Officer

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Attachment: A. Liability Claims Analysis Report

MTS / SDTC / SDTI LIABILITY CLAIMS ANALYSIS

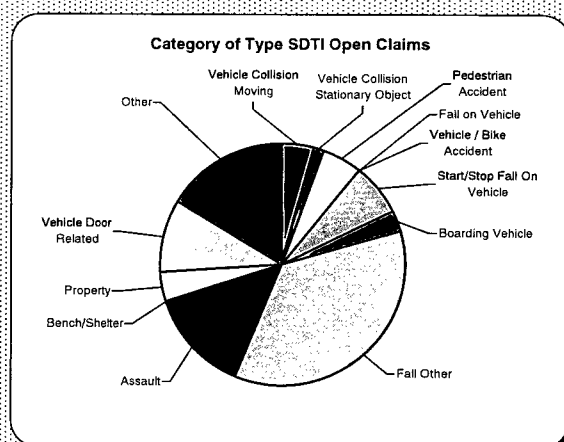
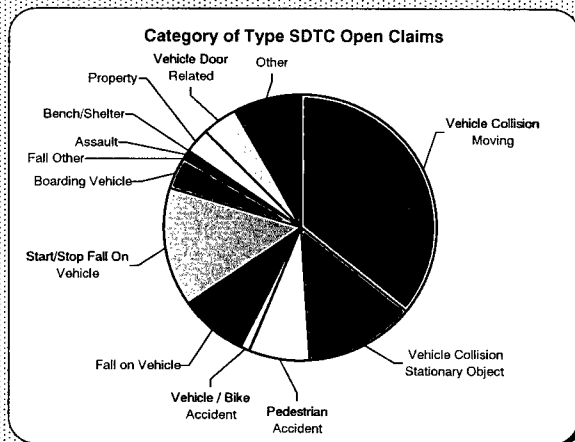
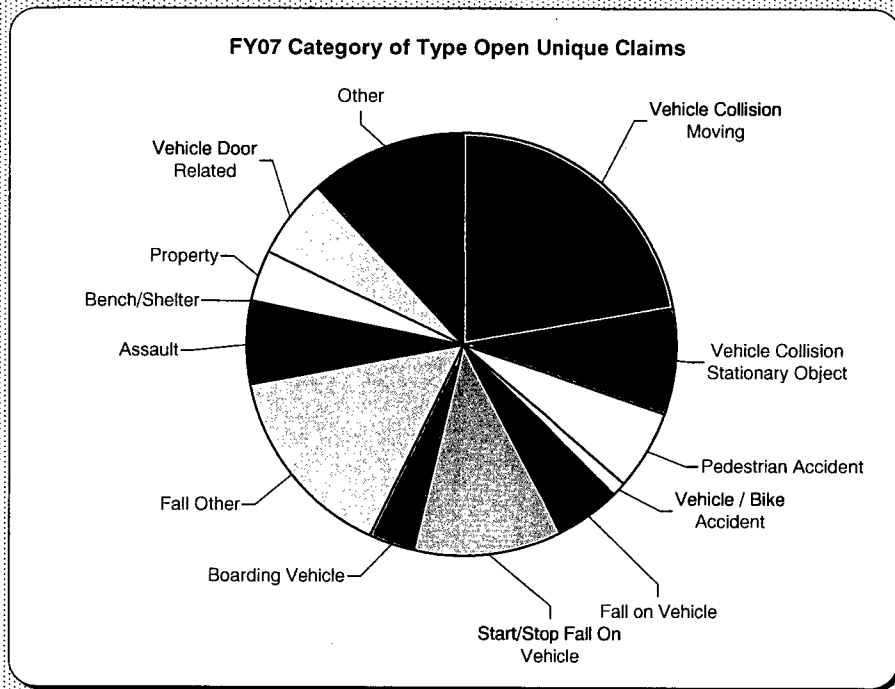
Unique Non-Subrogation/Collection - Compiled Data Captured: 07/24/06
(Attachment A)

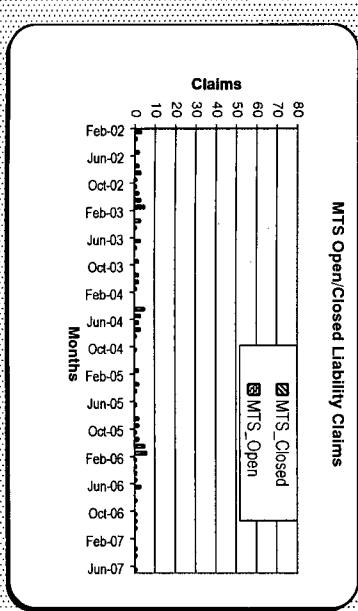
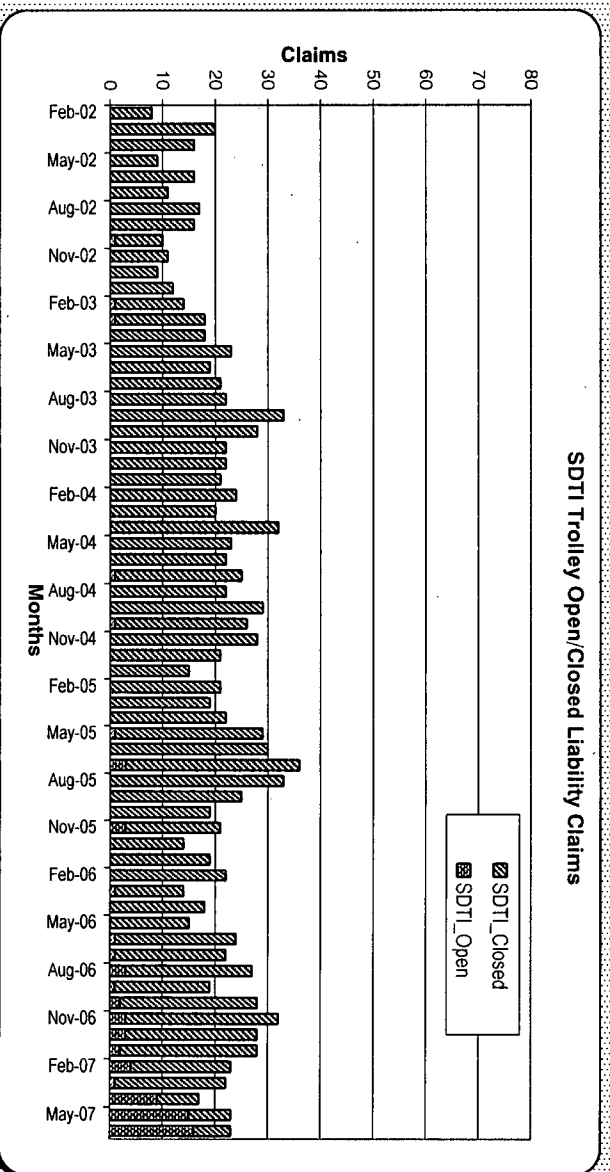
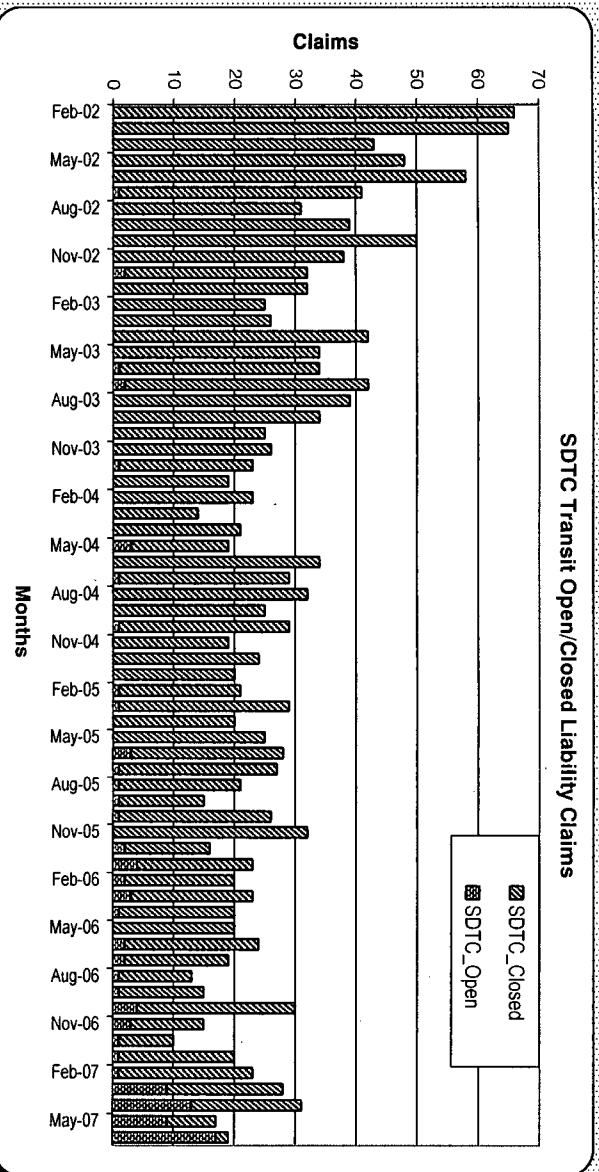
LIABILITY UNIQUE CLAIMS COUNT OPEN / CLOSED					
PERIOD	CATEGORY	MTS	SDTC	SDTI	TOTAL
Assumed Files Pre 03/01/02	Open Files	0	0	0	0
	Closed Files	9	328	72	409
	Sub-Total Files	9	328	72	409
Files Since 03/01/02	Open Files	7	96	72	175
	Closed Files	81	1669	1296	3,046
	Sub-Total Files	88	1765	1368	3,221
Complete Status 06/30/07	Open Files	7	96	72	175
	Closed Files	90	1997	1368	3,455
	Total Files	97	2093	1440	3,630

LIABILITY LOSS PAYOUTS					
PERIOD	EXPENSE AREA	MTS	SDTC	SDTI	TOTAL
Assumed Files Pre 03/01/02	Loss Payments	\$10,000	\$2,369,080	\$3,145,919	\$5,524,999
	Legal & Defense Expenses	\$47,158	\$1,695,958	\$879,255	\$2,622,372
	Claims Mgmt.	\$8,223	\$861,326	\$202,884	\$1,072,432
	Sub-Total Claim Costs	\$65,381	\$4,926,364	\$4,228,058	\$9,219,803
Files Since 03/01/02	Loss Payments	\$25,947	\$1,245,914	\$391,114	\$1,662,975
	Legal & Defense Expenses	\$62,468	\$657,926	\$631,478	\$1,351,872
	Claims Mgmt.	\$37,346	\$1,186,587	\$612,976	\$1,836,909
	Sub-Total Claim Costs	\$125,761	\$3,090,427	\$1,635,568	\$4,851,756
Complete Status 06/30/07	Loss Payments	\$35,947	\$3,614,994	\$3,537,033	\$7,187,974
	Legal & Defense Expenses	\$109,627	\$2,353,884	\$1,510,733	\$3,974,244
	Claims Mgmt.	\$45,568	\$2,047,913	\$815,860	\$2,909,341
	Total Claim Costs	\$191,142	\$8,016,791	\$5,863,626	\$14,071,559

UNIQUE LIABILITY CLAIMS - OPEN / CLOSED PER MONTH								
Open / Closed Claims Per Month	DOL Month	SDTC Transit Open	SDTC Transit Closed	SDTI Trolley Open	SDTI Trolley Closed	MTS Open	MTS Closed	Month Totals
Jul-03		2	40	0	21	0	1	64
Aug-03		0	39	0	22	0	0	61
Sep-03		0	34	0	33	0	2	69
Oct-03		0	25	0	28	0	0	53
Nov-03		0	26	0	22	0	2	50
Dec-03		1	22	0	22	0	2	47
Jan-04		0	19	0	21	0	1	41
Feb-04		0	23	0	24	0	0	47
Mar-04		0	14	0	20	0	0	34
Apr-04		0	21	0	32	0	5	58
May-04		3	16	0	23	0	3	45
Jun-04		0	34	0	22	0	2	58
Jul-04		1	28	1	24	0	3	57
Aug-04		0	32	0	22	0	1	55
Sep-04		0	25	0	29	0	0	54
Oct-04		1	28	1	25	0	1	56
Nov-04		0	19	0	28	0	0	47
Dec-04		0	24	0	21	0	0	45
Jan-05		0	20	0	15	1	1	37
Feb-05		1	20	0	21	0	0	42
Mar-05		1	28	0	19	0	2	50
Apr-05		0	20	0	22	0	1	43
May-05		0	25	1	28	0	0	54
Jun-05		3	25	0	30	0	1	59
Jul-05		1	26	3	33	0	0	63
Aug-05		1	20	0	33	0	2	56
Sep-05		1	14	0	25	0	2	42
Oct-05		1	25	0	19	0	1	46
Nov-05		0	32	3	18	0	2	55
Dec-05		2	14	0	14	1	4	35
Jan-06		4	19	0	19	0	6	48
Feb-06		2	18	0	22	0	1	43
Mar-06		3	20	1	13	0	1	38
Apr-06		1	19	0	18	1	0	39
May-06		0	20	0	15	0	1	36
Jun-06		2	22	1	23	1	2	51
Jul-06		2	17	1	21	0	0	41
Aug-06		1	12	3	24	0	1	41
Sep-06		1	14	1	18	0	0	34
Oct-06		4	26	2	26	1	0	59
Nov-06		3	12	3	29	0	1	48
Dec-06		1	9	3	25	0	1	39
Jan-07		1	19	2	26	0	0	48
Feb-07		1	22	4	19	0	0	46
Mar-07		9	19	1	21	0	1	51
Apr-07		13	18	9	8	1	0	49
May-07		9	8	15	8	0	0	40
Jun-07		17	2	16	7	1	0	43
Total Claims		97	1734	74	1302	7	84	3298

FY07 CATEGORY OF TYPE OPEN UNIQUE CLAIMS				
TYPE CLAIM	MTS	SDTC	SDTI	AGENCY Total
Vehicle Collision Moving	2	35	3	40
Vehicle Collision Stationary Object		13	1	14
Pedestrian Accident		7	4	11
Vehicle / Bike Accident	1	1		2
Fall on Vehicle	1	8		9
Start/Stop Fall On Vehicle	1	14	5	20
Boarding Vehicle		4	2	6
Fall Other	1		26	27
Assault		1	10	11
Bench/Shelter				0
Property	1	3	3	7
Vehicle Door Related		4	7	11
Other	1	8	12	21
TOTAL	8	98	73	179

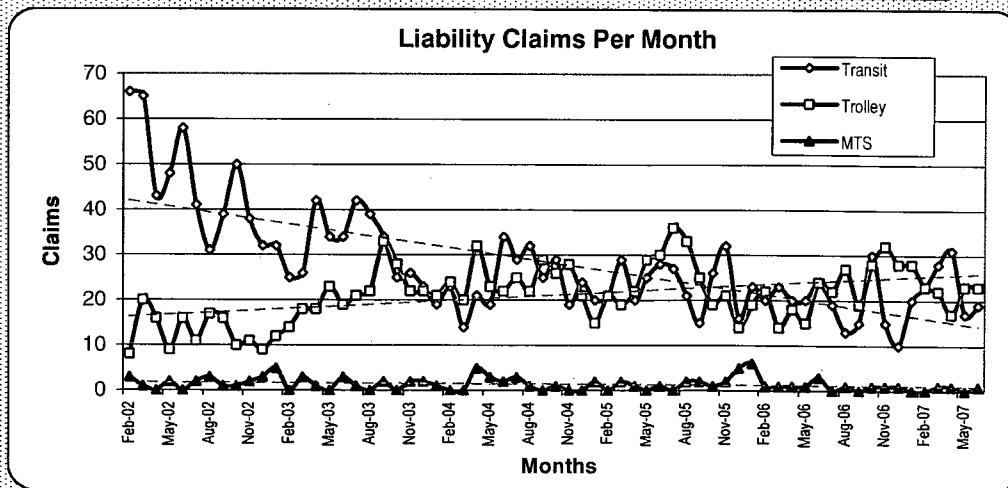


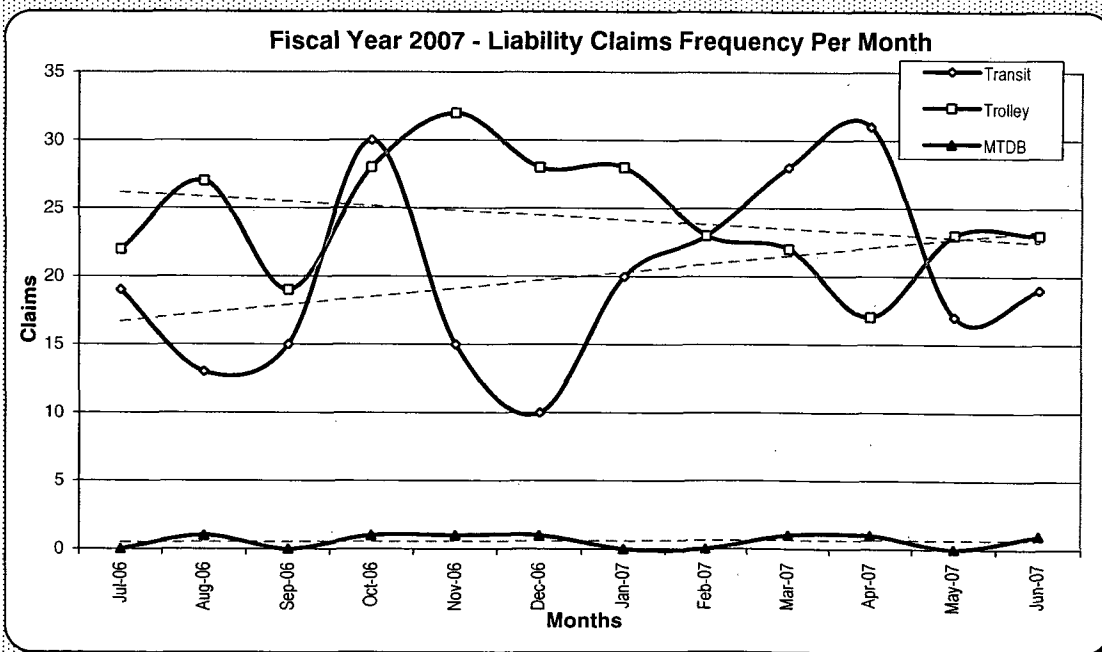
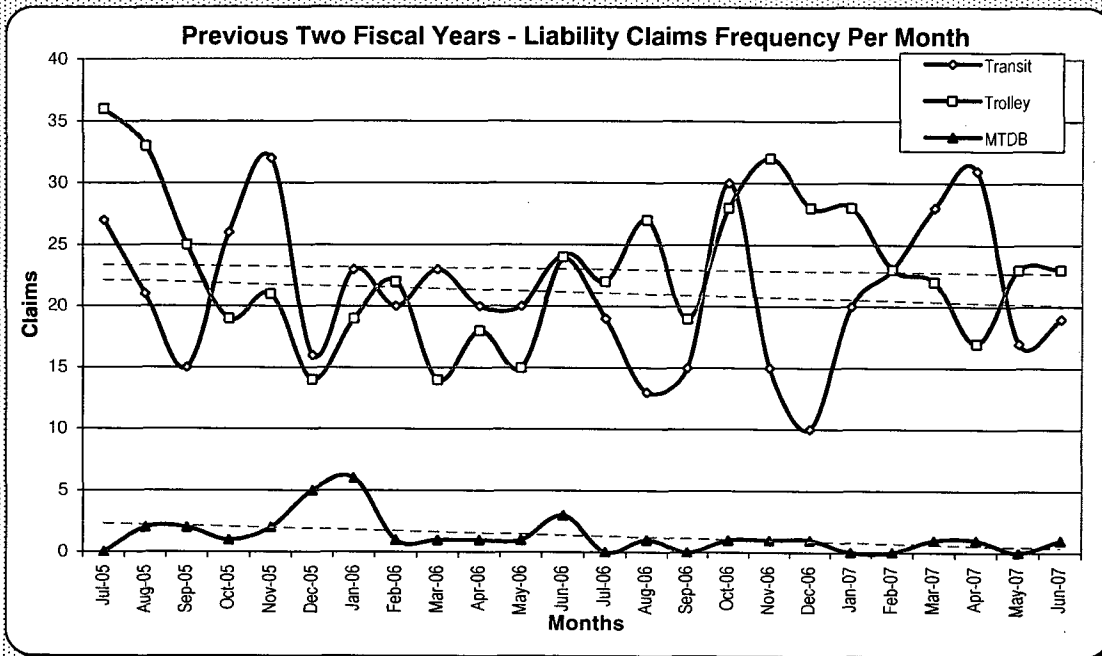


Unique Non-Subrogation/Collection - Compiled Data Captured: 07/23/07
(Attachment A)

* Control Limit ± 3 Standard Deviation

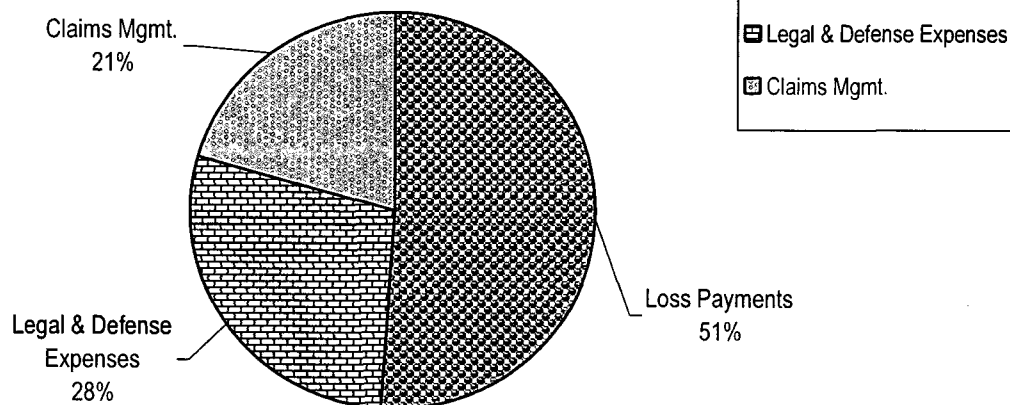
LIABILITY CLAIMS PER MONTH								
Claims Per Month	DOL Month	SDTC Transit	%	SDTI Trolley	%	MTS	%	Month Totals
	Jul-03	42		21		1		64
	Aug-03	39		22		0		61
	Sep-03	34		33		2		69
	Oct-03	25		28		0		53
	Nov-03	26		22		2		50
	Dec-03	23		22		2		47
	Jan-04	19		21		1		41
	Feb-04	23		24		0		47
	Mar-04	14		20		0		34
	Apr-04	21		32		5		58
	May-04	19		23		3		45
	Jun-04	34		22		2		58
	Jul-04	29		25		3		57
	Aug-04	32		22		1		55
	Sep-04	25		29		0		54
	Oct-04	29		26		1		56
	Nov-04	19		28		0		47
	Dec-04	24		21		0		45
	Jan-05	20		15		2		37
	Feb-05	21		21		0		42
	Mar-05	29		19		2		50
	Apr-05	20		22		1		43
	May-05	25		29		0		54
	Jun-05	28		30		1		59
	Jul-05	27		36		0		63
	Aug-05	21		33		2		56
	Sep-05	15		25		2		42
	Oct-05	26		19		1		46
	Nov-05	32		21		2		55
	Dec-05	16		14		5		35
	Jan-06	23		19		6		48
	Feb-06	20		22		1		43
	Mar-06	23		14		1		38
	Apr-06	20		18		1		39
	May-06	20		15		1		36
	Jun-06	24		24		3		51
	Jul-06	19		22		0		41
	Aug-06	13		27		1		41
	Sep-06	15		19		0		34
	Oct-06	30		28		1		59
	Nov-06	15		32		1		48
	Dec-06	10		28		1		39
	Jan-07	20		28		0		48
	Feb-07	23		23		0		46
	Mar-07	28		22		1		51
	Apr-07	31		17		1		49
	May-07	17		23		0		40
	Jun-07	19		23		1		43
Total Claims		1831	55.5%	1376	41.7%	91	2.8%	3298
Arithmetic Mean July 2003-June 2005		25.8		24.0		1.2		51.1
Total Claims		1,831		1,376		91		3,298
Average Monthly		28.2		21.2		1.4		50.7
Standard Deviation		11.6		6.4		1.4		10.3
* Upper Control Limit		63.0		40.2		5.6		81.8
* Lower Control Limit		-6.6		2.1		-2.8		19.7





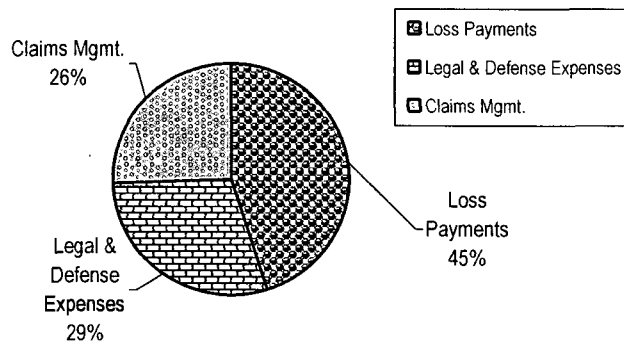
TOTAL
\$14,071,559

Liability Claims Payouts - Agencies Total



MTS \$191,142

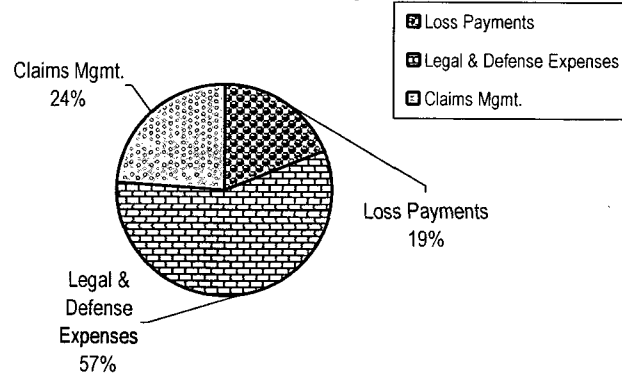
Liability Claims Payouts - SDTC



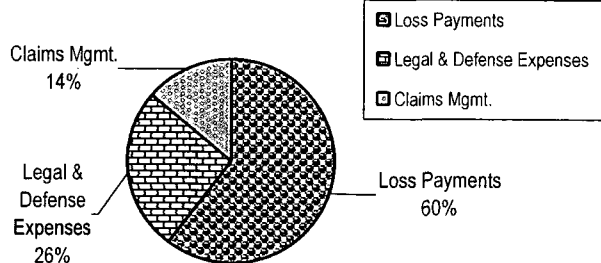
SDTC \$8,016,791

SDTI \$5,863,626

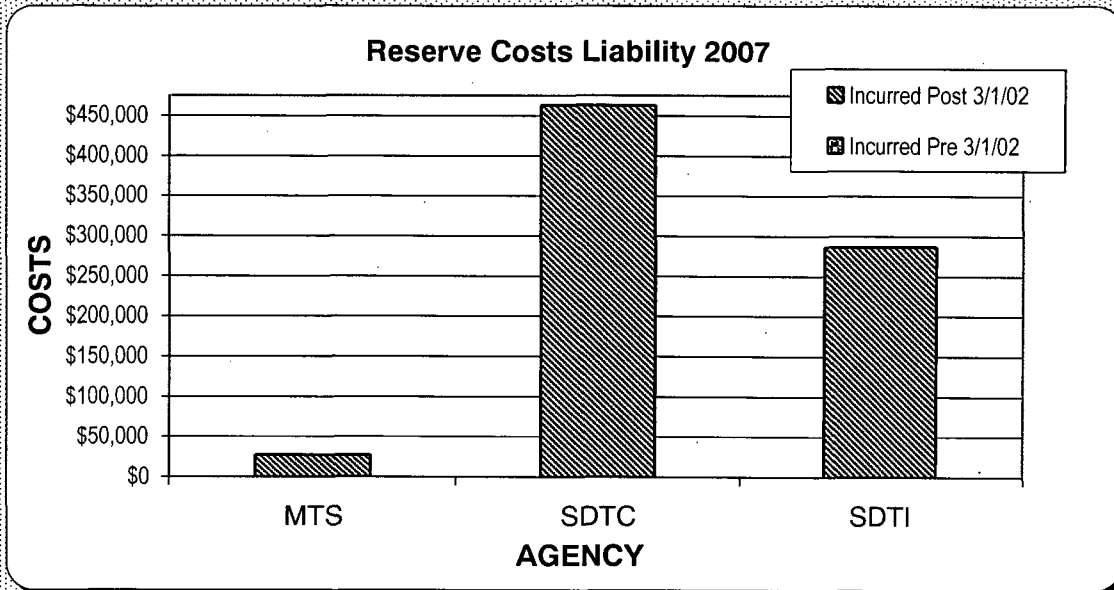
Liability Claims Payouts - MTS



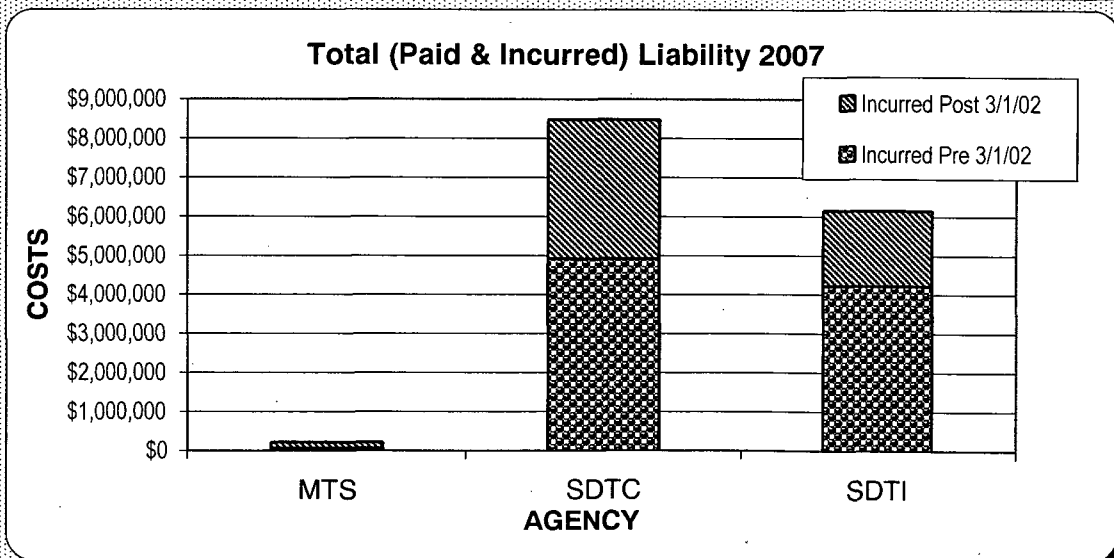
Liability Claims Payouts - SDTI



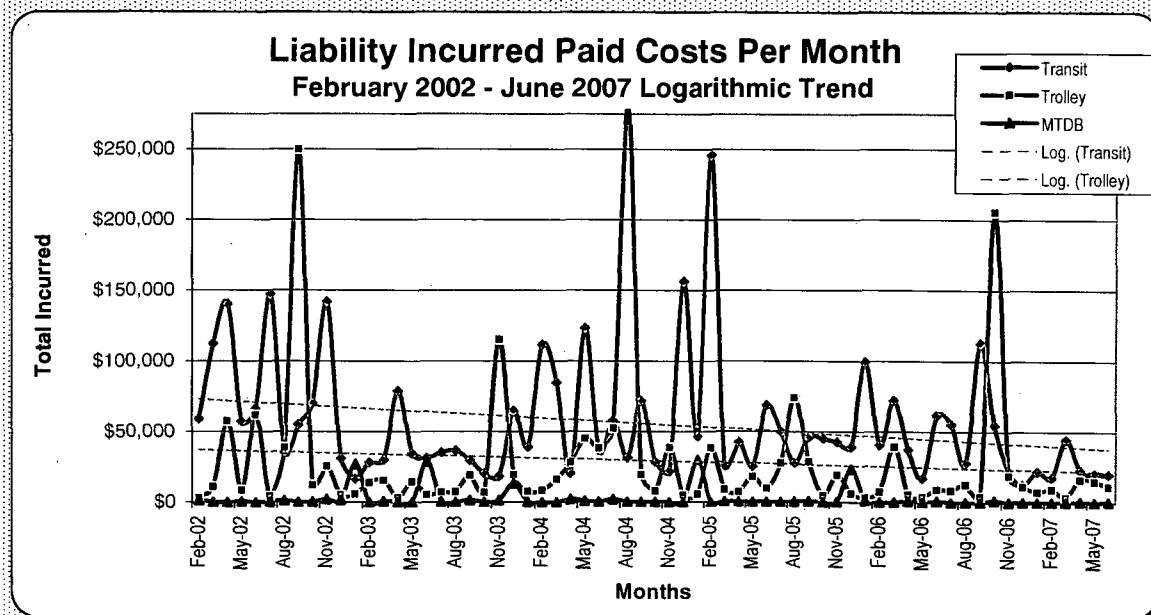
INCURRED RESERVE CLAIMS COSTS					
PERIOD	RESERVE COSTS	MTS	SDTC	SDTI	TOTAL
Pre 03/01/02	Sub-Total Reserve Costs	\$0	\$0	\$0	\$0
Since 03/01/02	Sub-Total Reserve Costs	\$27,372	\$463,034	\$286,952	\$777,357
Complete 06/30/07	Total Reserve Costs	\$27,372	\$463,034	\$286,952	\$777,357



TOTAL (PAID & INCURRED) CLAIMS COSTS					
PERIOD	INCURRED COSTS	MTS	SDTC	SDTI	TOTAL
Pre 03/01/02	Sub-Total Incurred Costs	\$65,381	\$4,926,364	\$4,228,058	\$9,219,803
Since 03/01/02	Sub-Total Incurred Costs	\$153,133	\$3,553,461	\$1,922,520	\$5,629,113
Complete 06/30/07	Total Incurred Costs	\$218,514	\$8,479,824	\$6,150,578	\$14,848,916



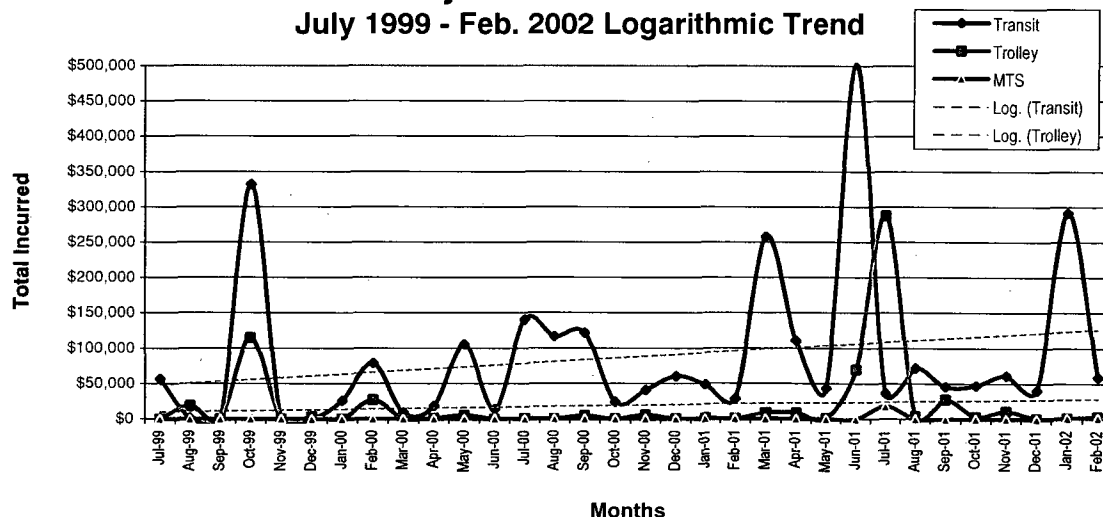
LIABILITY CLAIMS INCURRED PAID COSTS PER DATE OF LOSS MONTH								
Incurred Per Month	DOL Month	Incurred SDTC Transit	%	Incurred SDTI Trolley	%	Incurred MTS	%	Month Totals
	Jul-03	\$35,112		\$7,039		\$401		\$42,553
	Aug-03	\$36,449		\$7,408		\$0		\$43,857
	Sep-03	\$29,602		\$19,008		\$1,628		\$50,237
	Oct-03	\$20,163		\$6,901		\$0		\$27,064
	Nov-03	\$18,202		\$115,372		\$1,318		\$134,892
	Dec-03	\$64,765		\$19,200		\$13,462		\$97,427
	Jan-04	\$39,004		\$7,718		\$460		\$47,182
	Feb-04	\$111,672		\$8,325		\$0		\$119,997
	Mar-04	\$84,710		\$16,268		\$0		\$100,979
	Apr-04	\$20,417		\$28,189		\$2,363		\$50,968
	May-04	\$123,274		\$45,111		\$813		\$169,197
	Jun-04	\$36,778		\$38,352		\$338		\$75,467
	Jul-04	\$57,657		\$52,517		\$2,081		\$112,255
	Aug-04	\$31,550		\$279,770		\$188		\$311,507
	Sep-04	\$71,725		\$19,597		\$0		\$91,321
	Oct-04	\$28,341		\$7,948		\$131		\$36,420
	Nov-04	\$21,692		\$38,909		\$0		\$60,601
	Dec-04	\$156,531		\$5,103		\$0		\$161,634
	Jan-05	\$46,467		\$5,684		\$30,118		\$82,268
	Feb-05	\$245,990		\$38,627		\$0		\$284,617
	Mar-05	\$25,690		\$8,897		\$394		\$34,981
	Apr-05	\$42,524		\$7,004		\$150		\$49,678
	May-05	\$25,281		\$17,888		\$0		\$43,168
	Jun-05	\$68,605		\$9,696		\$313		\$78,614
	Jul-05	\$49,828		\$27,618		\$0		\$77,447
	Aug-05	\$27,755		\$74,004		\$375		\$102,134
	Sep-05	\$46,055		\$28,848		\$856		\$75,759
	Oct-05	\$45,165		\$5,026		\$175		\$50,366
	Nov-05	\$42,583		\$19,843		\$643		\$62,868
	Dec-05	\$39,380		\$6,326		\$23,850		\$69,556
	Jan-06	\$99,525		\$3,615		\$1,650		\$104,790
	Feb-06	\$40,576		\$7,429		\$131		\$48,136
	Mar-06	\$72,267		\$39,263		\$200		\$111,729
	Apr-06	\$37,282		\$5,667		\$1,100		\$44,049
	May-06	\$16,983		\$3,840		\$244		\$21,067
	Jun-06	\$61,497		\$9,087		\$1,125		\$71,709
	Jul-06	\$55,207		\$8,473		\$0		\$63,680
	Aug-06	\$27,849		\$12,722		\$181		\$40,752
	Sep-06	\$112,804		\$4,003		\$0		\$116,807
	Oct-06	\$54,720		\$205,868		\$1,700		\$262,288
	Nov-06	\$22,091		\$19,037		\$325		\$41,453
	Dec-06	\$12,183		\$11,399		\$275		\$23,857
	Jan-07	\$21,880		\$7,535		\$0		\$29,415
	Feb-07	\$17,541		\$9,302		\$0		\$26,842
	Mar-07	\$44,534		\$3,531		\$244		\$48,309
	Apr-07	\$22,711		\$16,288		\$600		\$39,598
	May-07	\$20,114		\$15,046		\$0		\$35,160
	Jun-07	\$19,907		\$11,438		\$600		\$31,945
Total Incurred		\$3,588,167	63.6%	\$1,902,722	33.7%	\$154,738	2.7%	\$5,645,627
Arithmetic Mean								
February 2002-June								
2007		\$55,203		\$29,273		\$2,381		\$86,856



HISTORIC - LIABILITY CLAIMS INCURRED COSTS PER DOL MONTH								
Incurred Per Month	DOL Month	Incurred SDTC Transit	%	Incurred SDTI Trolley	%	Incurred MTS	%	Month Totals
	Jul-99	\$56,644		\$0		\$0		\$56,644
	Aug-99	\$1,240		\$18,762		\$0		\$20,002
	Sep-99	\$365		\$0		\$0		\$365
	Oct-99	\$332,104		\$114,971		\$0		\$447,075
	Nov-99	\$0		\$0		\$0		\$0
	Dec-99	\$0		\$3,370		\$0		\$3,370
	Jan-00	\$25,890		\$0		\$0		\$25,890
	Feb-00	\$78,932		\$26,857		\$0		\$105,790
	Mar-00	\$8,801		\$84		\$0		\$8,885
	Apr-00	\$17,931		\$1,119		\$0		\$19,050
	May-00	\$105,144		\$5,020		\$0		\$110,164
	Jun-00	\$13,515		\$0		\$0		\$13,515
	Jul-00	\$140,828		\$245		\$0		\$141,073
	Aug-00	\$116,434		\$0		\$0		\$116,434
	Sep-00	\$121,551		\$4,121		\$0		\$125,672
	Oct-00	\$23,521		\$0		\$0		\$23,521
	Nov-00	\$40,640		\$5,527		\$0		\$46,168
	Dec-00	\$60,419		\$71		\$0		\$60,490
	Jan-01	\$48,582		\$772		\$0		\$49,354
	Feb-01	\$28,335		\$0		\$0		\$28,335
	Mar-01	\$257,857		\$8,242		\$0		\$266,099
	Apr-01	\$110,605		\$8,379		\$213		\$119,196
	May-01	\$43,618		\$892		\$0		\$44,511
	Jun-01	\$503,339		\$69,948		\$0		\$573,288
	Jul-01	\$36,491		\$287,627		\$18,279		\$342,396
	Aug-01	\$72,212		\$4,043		\$0		\$76,255
	Sep-01	\$45,837		\$27,870		\$0		\$73,707
	Oct-01	\$47,125		\$3,110		\$209		\$50,445
	Nov-01	\$61,459		\$10,986		\$0		\$72,446
	Dec-01	\$40,243		\$612		\$0		\$40,855
	Jan-02	\$291,373		\$1,202		\$1,237		\$293,811
	Feb-02	\$58,934		\$3,236		\$1,605		\$63,775
Total Incurred		\$2,789,971	82.1%	\$607,066	17.9%	\$21,543	0.6%	\$3,397,037
Total Incurred Costs		\$2,789,971		\$607,066		\$21,543		\$3,418,580
Arithmetic Mean February 2002-June 2004		\$87,187		\$18,971		\$673		\$106,831

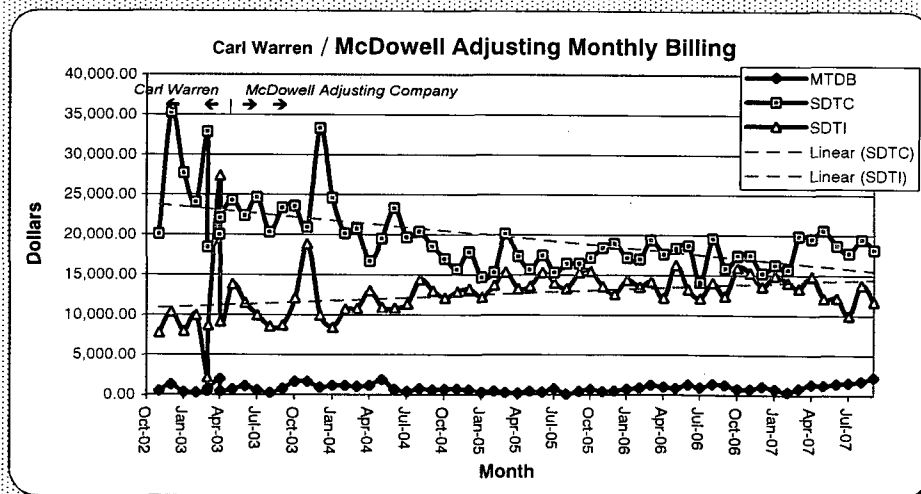
July 1999 - February 2002

Historic - Liability Incurred Paid Costs Per Month
July 1999 - Feb. 2002 Logarithmic Trend



**McDowell Adjusting Company & Carl Warren
Calculated Monthly Invoiced Billing**

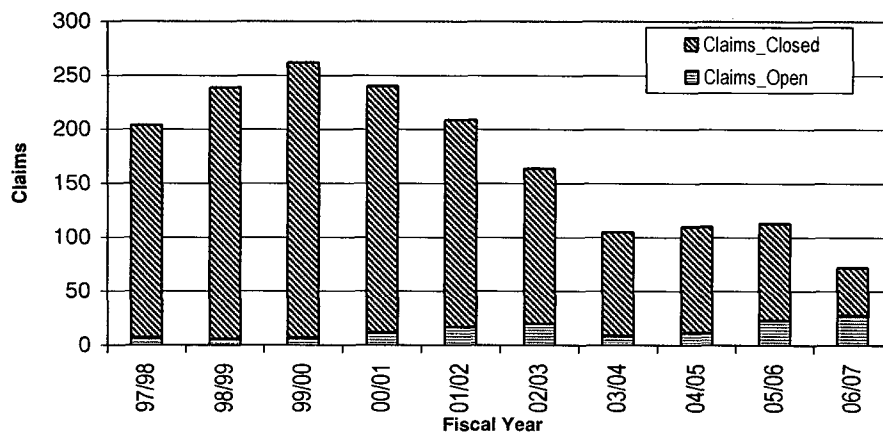
	MTDB	SDTC	SDTI	Monthly Total
Jul-04	381.25	19,671.25	11,337.50	31,390.00
Aug-04	752.50	20,353.75	14,387.50	35,493.75
Sep-04	610.00	18,558.75	12,988.75	32,157.50
Oct-04	685.00	16,998.00	12,111.25	29,794.25
Nov-04	736.25	15,655.50	12,876.40	29,268.15
Dec-04	612.50	17,821.25	13,207.50	31,641.25
Jan-05	311.25	14,676.25	12,201.25	27,188.75
Feb-05	456.25	\$15,329	\$13,696	29,481.00
Mar-05	300.00	\$20,101	\$15,331	35,732.25
Apr-05	183.75	17,326.25	13,250.25	30,760.25
May-05	431.25	15,666.25	13,591.00	29,688.50
Jun-05	318.75	17,442.50	15,308.00	33,069.25
Jul-05	781.25	15,293.75	13,996.25	30,071.25
Aug-05	100.00	16,410.00	13,318.75	29,828.75
Sep-05	431.25	16,450.00	15,300.50	32,181.75
Oct-05	675.00	17,166.25	15,471.00	33,312.25
Nov-05	387.50	18,410.00	13,578.00	32,375.50
Dec-05	487.50	18,942.50	12,622.50	32,052.50
Jan-06	718.75	17,151.25	14,408.75	32,278.75
Feb-06	893.75	16,996.25	13,562.50	31,452.50
Mar-06	1,250.00	19,418.75	14,206.25	34,875.00
Apr-06	1,006.25	17,627.50	12,172.00	30,805.75
May-06	831.25	18,345.25	16,264.25	35,440.75
Jun-06	1,268.75	18,682.50	13,236.50	33,187.75
Jul-06	936.25	14,115.00	12,117.00	27,168.25
Aug-06	1,375.00	19,546.25	14,080.00	35,001.25
Sep-06	1,231.25	15,846.25	12,381.75	29,459.25
Oct-06	756.25	17,413.75	15,911.25	34,081.25
Nov-06	750.00	17,476.25	15,314.00	33,540.25
Dec-06	1,093.75	15,246.25	13,585.25	29,925.25
Jan-07	768.75	16,255.00	14,937.50	31,961.25
Feb-07	406.25	15,686.25	14,060.25	30,152.75
Mar-07	837.50	19,864.25	13,341.25	34,043.00
Apr-07	1,381.25	19,564.50	14,895.00	35,840.75
May-07	1,225.00	20,567.50	12,123.00	33,915.50
Jun-07	1,446.25	18,705.00	12,166.35	32,317.60
Jul-07	1,556.25	17,763.75	9,984.50	29,304.50
Aug-07	1,758.75	19,477.50	13,847.50	35,083.75
Sep-07	2,245.00	18,198.75	11,753.75	32,197.50
MTDB	SDTC	SDTI		
Total	52,982.39	1,204,661.07	770,219.65	2,027,863.11
Monthly Average	868.56	19,748.54	12,626.55	33,243.66



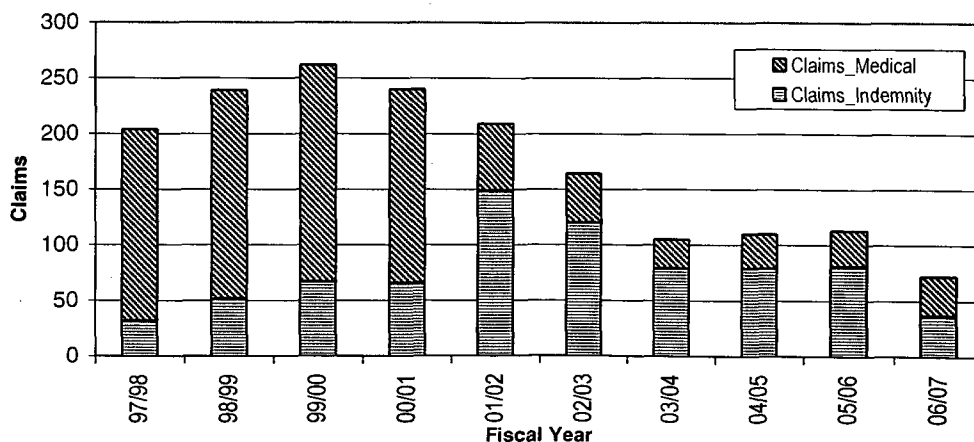
San Diego Transit Corporation's Workers' Compensation Claims Summary Report Cumulative Results by Fiscal Year as of Month End, June 2007

YEAR		97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	10YR Totals
Indemnity (Time Loss) Claims		32	52	67	66	149	120	79	79	81	37	762
	Open	7	6	7	12	17	20	9	12	23	19	132
	Closed	25	46	60	54	132	100	70	67	58	18	630
Medical Only Claims		172	187	195	174	60	44	26	31	32	35	956
	Open	0	0	0	0	0	0	0	0	0	9	9
	Closed	172	187	195	174	60	44	26	31	32	26	947
Total Claims	Open	7	6	7	12	17	20	9	12	23	28	141
	Closed	197	233	255	228	192	144	96	98	90	44	1,577
	Combined	204	239	262	240	209	164	105	110	113	72	1,718
Percentage Closed		97%	97%	97%	95%	92%	88%	91%	89%	80%	61%	92%

**SDTC Workers' Compensation Claims
[Open / Closed] 1998 - 2007**

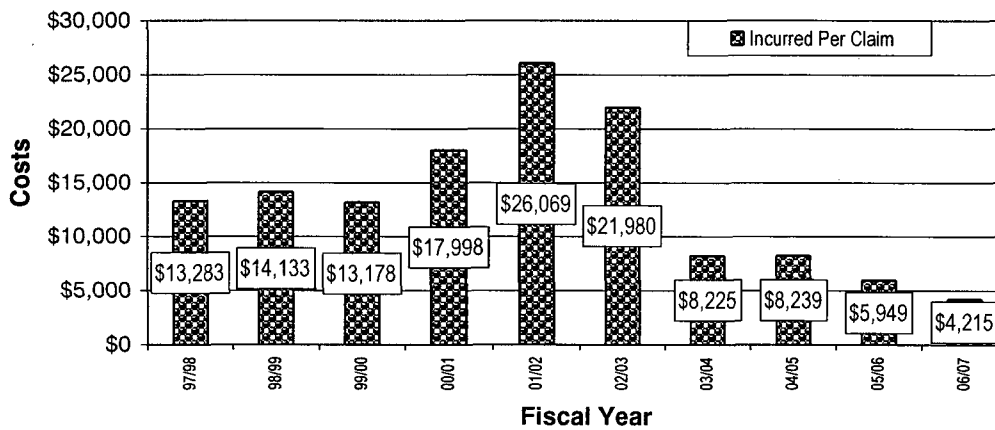
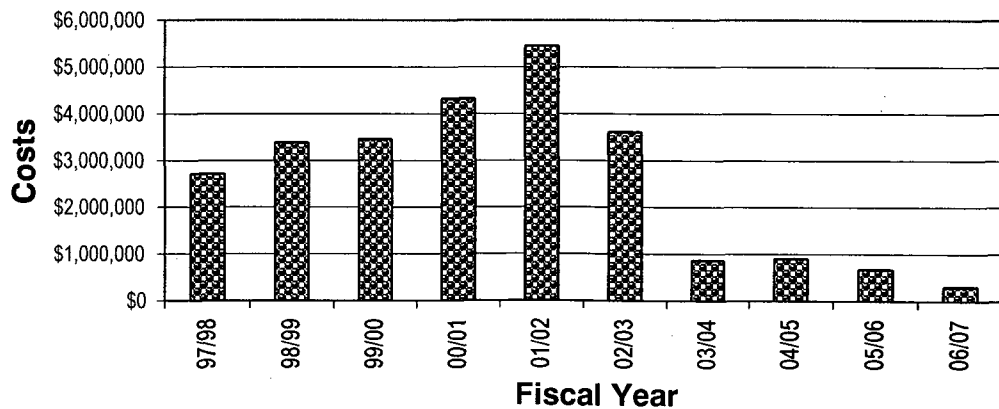


**SDTC Workers' Compensation Claims
[Time Loss Indemnity / Medical Only]
1998 - 2007**



SDTC WORKERS' COMPENSATION COSTS

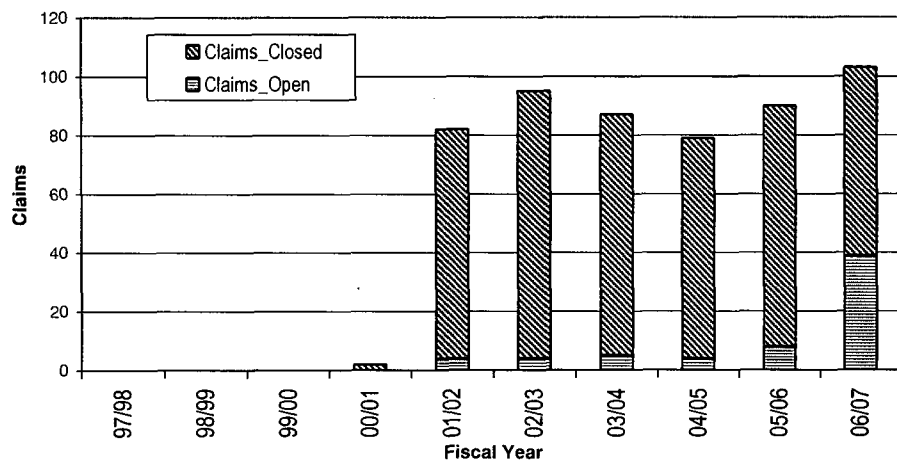
	YEAR	97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	10YR Totals
Medical	Paid(\$)	\$1,055,679	\$1,230,963	\$1,459,989	\$1,769,771	\$2,046,820	\$1,426,611	\$303,732	\$325,224	\$239,430	\$62,295	\$9,920,514
	Outstanding (\$)	\$49,521	\$73,633	\$92,691	\$143,382	\$144,823	\$162,898	\$59,305	\$71,694	\$100,423	\$88,196	\$986,566
	Med Inc (\$)	\$1,105,200	\$1,304,596	\$1,552,680	\$1,913,153	\$2,191,643	\$1,589,509	\$363,037	\$396,918	\$339,853	\$150,491	\$10,907,080
Indemnity	Paid(\$)	\$1,373,460	\$1,843,152	\$1,697,236	\$2,051,438	\$2,589,989	\$1,546,364	\$381,049	\$307,587	\$161,100	\$57,531	\$12,008,906
	Outstanding(\$)	\$123,620	\$86,370	\$80,444	\$230,624	\$449,358	\$313,004	\$36,485	\$142,804	\$89,176	\$48,478	\$1,600,363
	Ind Inc (\$)	\$1,497,080	\$1,929,522	\$1,777,680	\$2,282,062	\$3,039,347	\$1,859,368	\$417,534	\$450,391	\$250,276	\$106,009	\$13,609,269
Expenses	Paid(\$)	\$90,946	\$138,075	\$102,996	\$103,451	\$172,408	\$112,773	\$58,041	\$33,351	\$41,431	\$9,851	\$863,323
	Outstanding (\$)	\$16,414	\$5,699	\$19,267	\$20,789	\$44,974	\$43,043	\$25,013	\$25,606	\$40,711	\$37,149	\$278,665
	Total Exp. (\$)	\$107,360	\$143,774	\$122,263	\$124,240	\$217,382	\$155,816	\$83,054	\$58,957	\$82,142	\$47,000	\$1,141,988
Total Paid(\$)		\$2,520,085	\$3,212,190	\$3,260,221	\$3,924,660	\$4,809,217	\$3,085,748	\$742,822	\$666,162	\$441,961	\$129,677	\$22,792,743
Total Outstanding (\$)		\$189,555	\$165,702	\$192,402	\$394,795	\$639,155	\$518,945	\$120,803	\$240,104	\$230,310	\$173,823	\$2,865,594
Total Incurred(\$)		\$2,709,640	\$3,377,892	\$3,452,623	\$4,319,455	\$5,448,372	\$3,604,693	\$863,625	\$906,266	\$672,271	\$303,500	\$25,658,337
Total Incurred Per File		\$13,283	\$14,133	\$13,178	\$17,998	\$26,069	\$21,980	\$8,225	\$8,239	\$5,949	\$4,215	\$14,935

**SDTC Workers' Compensation Incurred
Average Cost Per Claim 1998 - 2007**

**SDTC Workers' Compensation Total Incurred Annual
Costs 1998 - 2007**


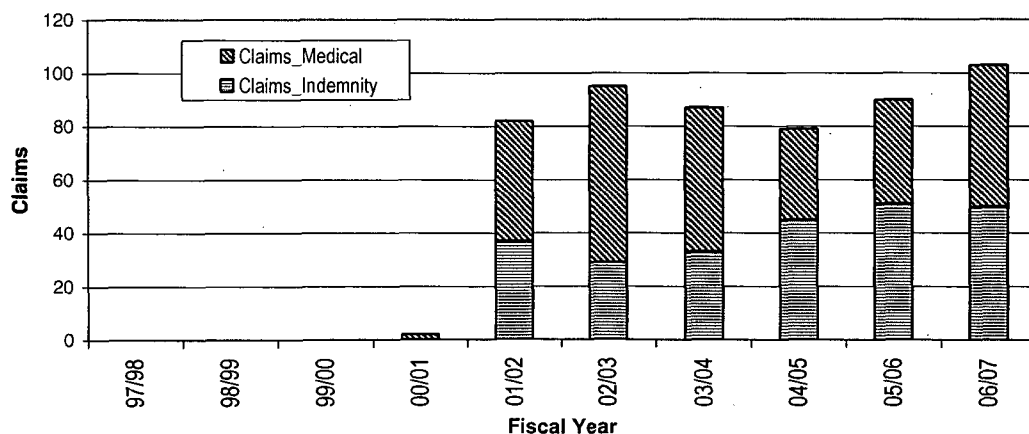
San Diego Trolley Incorporated Workers' Compensation Claims Summary Report Cumulative Results by Fiscal Year as of Month End, June 2007

YEAR		97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	6YR Totals
Indemnity (Time Loss) Claims		0	0	0	0	37	29	33	45	51	50	245
	Open					4	4	5	4	8	27	52
	Closed					33	25	28	41	43	23	193
Medical Only Claims		0	0	0	2	45	66	54	34	39	53	293
	Open				0	0	0	0	0	0	12	12
	Closed				2	45	66	54	34	39	41	281
Total Claims	Open	0	0	0	0	4	4	5	4	8	39	64
	Closed	0	0	0	2	78	91	82	75	82	64	474
	Combined	0	0	0	2	82	95	87	79	90	103	538
Percentage Closed					100%	95%	96%	94%	95%	91%	62%	88%

SDTI Workers' Compensation Claims [Open / Closed] 2001 - 2007

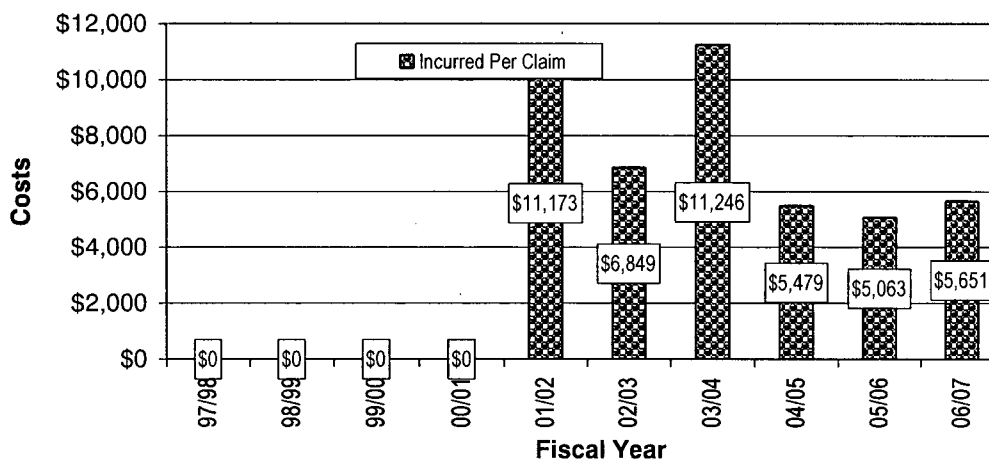


SDTI Workers' Compensation Claims [Time Loss Indemnity / Medical Only] 2001 - 2007

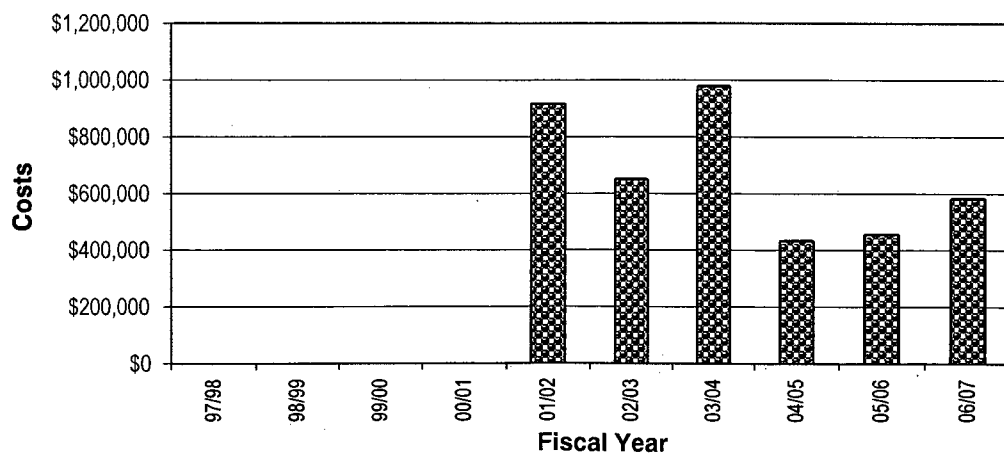


SDTI WORKERS' COMPENSATION COSTS												
	YEAR	97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	6YR Totals
Medical	Paid(\$)					\$350,027	\$238,129	\$336,011	\$125,316	\$139,289	\$150,463	\$1,339,235
	Outstanding (\$)					\$14,423	\$9,156	\$50,022	\$39,962	\$25,940	\$101,689	\$241,192
	Med Inc (\$)	\$0	\$0	\$0	\$0	\$364,450	\$247,285	\$386,033	\$165,278	\$165,229	\$252,152	\$1,580,427
Indemnity	Paid(\$)					\$507,501	\$376,891	\$397,595	\$208,776	\$224,448	\$235,351	\$1,950,562
Time Loss	Outstanding(\$)					\$20,803	\$10,038	\$132,634	\$38,147	\$41,372	\$74,976	\$317,970
	Ind Inc (\$)	\$0	\$0	\$0	\$0	\$528,304	\$386,929	\$530,229	\$246,923	\$265,820	\$310,327	\$2,268,532
Expenses	Paid(\$)					\$18,069	\$11,930	\$47,536	\$15,933	\$18,133	\$8,263	\$119,864
	Outstanding (\$)					\$5,331	\$4,545	\$14,634	\$4,736	\$6,488	\$11,280	\$47,014
	Total Exp.(\$)	\$0	\$0	\$0	\$0	\$23,400	\$16,475	\$62,170	\$20,669	\$24,621	\$19,543	\$166,878
Total Paid(\$)		\$0	\$0	\$0	\$0	\$875,597	\$626,950	\$781,142	\$350,025	\$381,870	\$394,077	\$3,409,661
Total Outstanding (\$)		\$0	\$0	\$0	\$0	\$40,557	\$23,739	\$197,290	\$82,845	\$73,800	\$187,945	\$606,176
Total Incurred(\$)		\$0	\$0	\$0	\$0	\$916,154	\$650,689	\$978,432	\$432,870	\$455,670	\$582,022	\$4,015,837
Total Incurred Per File					\$0	\$11,173	\$6,849	\$11,246	\$5,479	\$5,063	\$5,651	\$7,464

**SDTI Workers' Compensation Incurred
Average Cost Per Claim 2001 - 2007**



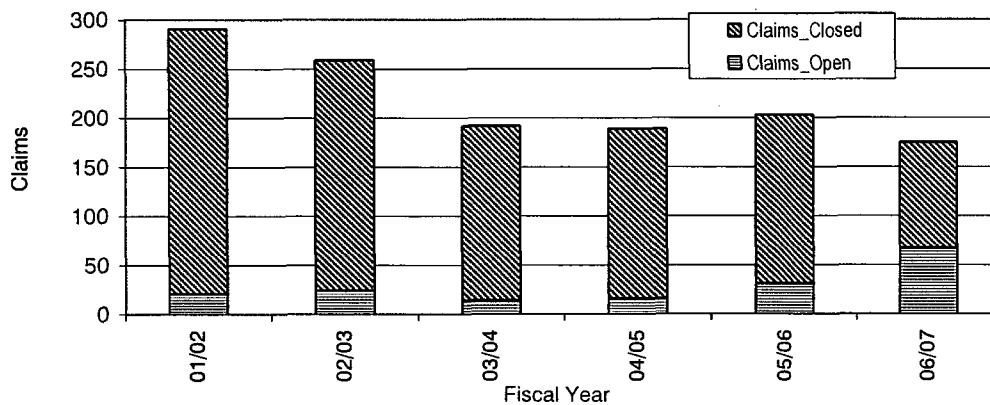
**SDTI Workers' Compensation Total Incurred
Annual Costs 2001 - 2007**



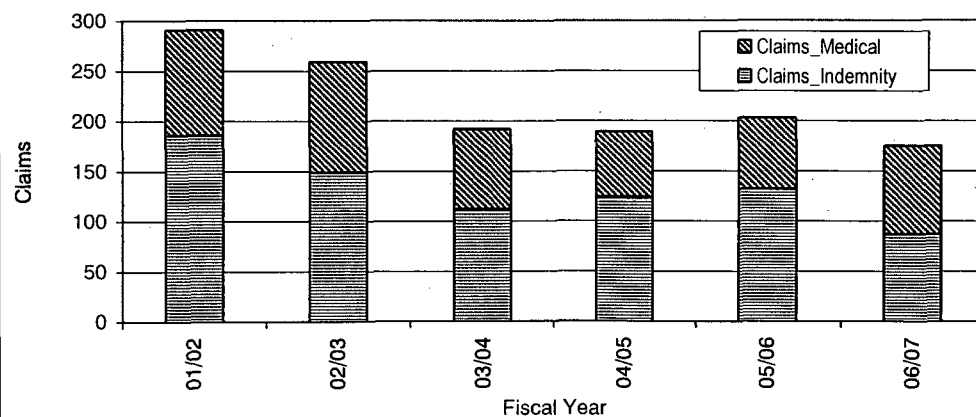
Agency Workers' Compensation Claims Summary Report Cumulative Results by Fiscal Year as of Month End, June 2007

YEAR						01/02	02/03	03/04	04/05	05/06	06/07	6YR Totals
Indemnity (Time Loss) Claims						186	149	112	124	132	87	790
	Open					21	24	14	16	31	46	152
	Closed					165	125	98	108	101	41	638
Medical Only Claims						105	110	80	65	71	88	519
	Open					0	0	0	0	0	21	21
	Closed					105	110	80	65	71	67	498
Total Claims	Open					21	24	14	16	31	67	173
	Closed					270	235	178	173	172	108	1,136
	Combined					291	259	192	189	203	175	1,309
Percentage Closed						93%	91%	93%	92%	85%	62%	87%

Agency Workers' Compensation Claims
[Open / Closed] 2002 - 2007

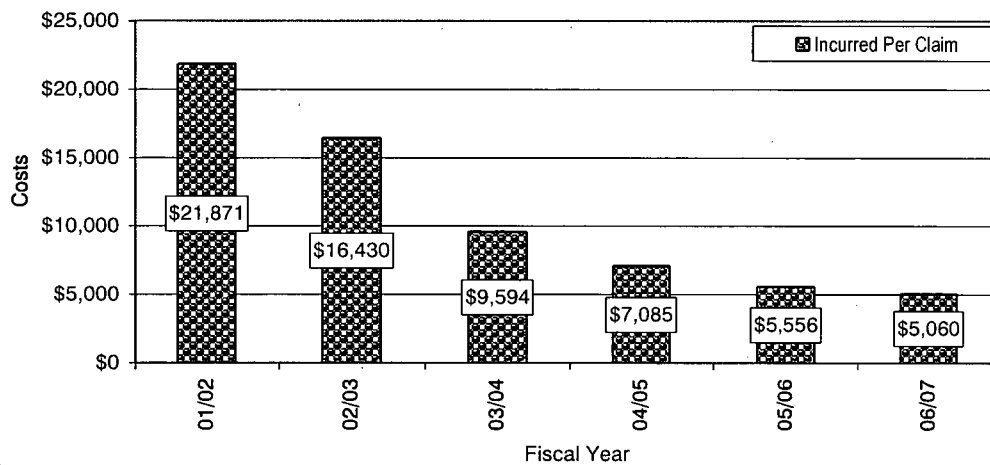


Agency Workers' Compensation Claims
[Time Loss Indemnity / Medical Only]
2002 - 2007

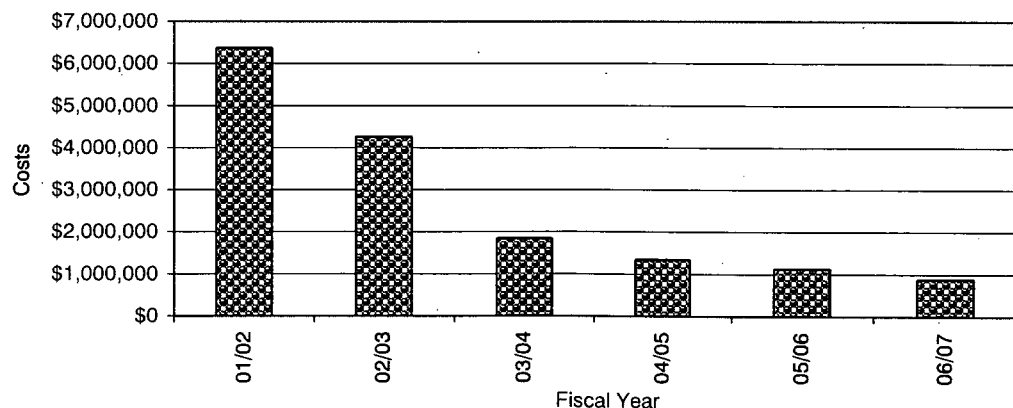


AGENCY WORKERS' COMPENSATION COSTS											
	YEAR				01/02	02/03	03/04	04/05	05/06	06/07	6YR Totals
Medical	Paid(\$)				\$2,396,847	\$1,664,740	\$639,743	\$450,540	\$378,719	\$212,758	\$5,743,347
	Outstanding (\$)				\$159,246	\$172,054	\$109,327	\$111,656	\$126,363	\$189,885	\$868,531
	Med Inc (\$)				\$2,556,093	\$1,836,794	\$749,070	\$562,196	\$505,082	\$402,643	\$6,611,878
Indemnity Time Loss	Paid(\$)				\$3,097,490	\$1,923,255	\$778,644	\$516,363	\$385,548	\$292,882	\$6,994,182
	Outstanding(\$)				\$470,161	\$323,042	\$169,119	\$180,951	\$130,548	\$123,454	\$1,397,275
	Ind Inc (\$)				\$3,567,651	\$2,246,297	\$947,763	\$697,314	\$516,096	\$416,336	\$8,391,457
Expenses	Paid(\$)				\$190,477	\$124,703	\$105,577	\$49,284	\$59,564	\$18,114	\$547,719
	Outstanding (\$)				\$50,305	\$47,588	\$39,647	\$30,342	\$47,199	\$48,429	\$263,510
	Total Exp.(\$)				\$240,782	\$172,291	\$145,224	\$79,626	\$106,763	\$66,543	\$811,229
Total Paid(\$)					\$5,684,814	\$3,712,698	\$1,523,964	\$1,016,187	\$823,831	\$523,754	\$13,285,248
Total Outstanding (\$)					\$679,712	\$542,684	\$318,093	\$322,949	\$304,110	\$361,768	\$2,529,316
Total Incurred(\$)					\$6,364,526	\$4,255,382	\$1,842,057	\$1,339,136	\$1,127,941	\$885,522	\$15,814,564
Total Incurred Per File					\$21,871	\$16,430	\$9,594	\$7,085	\$5,556	\$5,060	\$12,081

Agency Workers' Compensation Incurred
Average Cost Per Claim 2002 - 2007

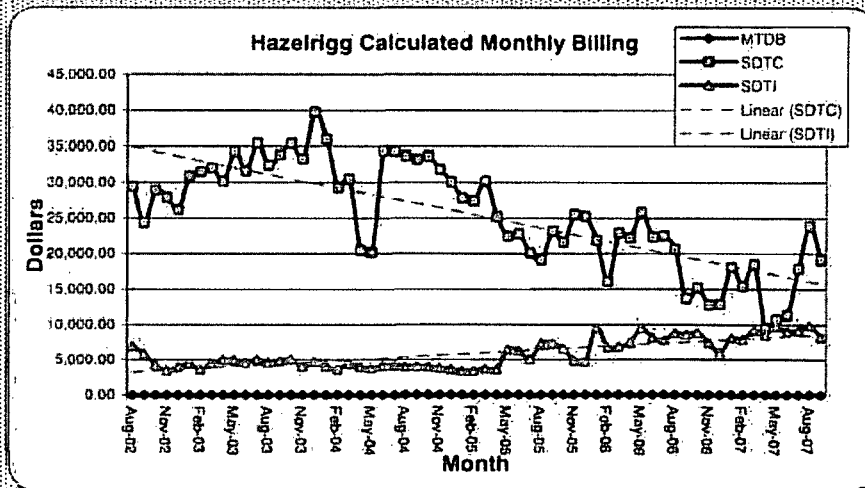


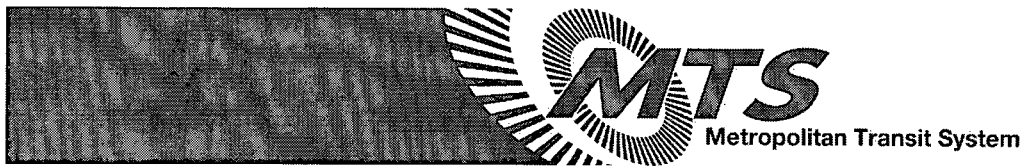
Agency Workers' Compensation Total Incurred
Annual Costs 2002 - 2007



Hazelrigg Risk Management Services Calculated Monthly Billing

	MTDB	SDTC	SDTI	Monthly Total
Jul-04	0.00	\$34,255	\$4,247	\$38,502
Aug-04	0.00	\$33,657	\$4,042	\$37,699
Sep-04	0.00	\$33,199	\$4,071	\$37,270
Oct-04	0.00	\$33,621	\$4,035	\$37,656
Nov-04	0.00	\$31,778	\$3,841	\$35,619
Dec-04	0.00	\$30,081	\$3,843	\$33,925
Jan-05	0.00	\$27,708	\$3,418	\$31,127
Feb-05	0.00	\$27,397	\$3,393	\$30,790
Mar-05	0.00	\$30,190	\$3,787	\$33,977
Apr-05	0.00	\$25,203	\$3,811	\$28,814
May-05	0.00	\$22,472	\$6,414	\$28,886
Jun-05	0.00	\$22,781	\$6,300	\$29,081
Jul-05	0.00	\$20,095	\$5,065	\$25,160
Aug-05	0.00	\$19,137	\$7,359	\$26,495
Sep-05	0.00	\$23,157	\$7,320	\$30,478
Oct-05	0.00	\$21,604	\$6,830	\$28,434
Nov-05	0.00	\$25,478	\$4,860	\$30,337
Dec-05	0.00	\$25,222	\$4,744	\$29,966
Jan-06	0.00	\$21,899	\$9,592	\$31,491
Feb-06	0.00	\$16,122	\$6,754	\$22,877
Mar-06	0.00	\$22,967	\$6,901	\$29,868
Apr-06	0.00	\$22,234	\$7,385	\$29,619
May-06	0.00	\$25,827	\$9,553	\$35,380
Jun-06	0.00	\$22,381	\$8,150	\$30,531
Jul-06	0.00	\$22,542	\$7,770	\$30,312
Aug-06	0.00	\$20,667	\$8,838	\$29,503
Sep-06	0.00	\$13,674	\$8,618	\$22,292
Oct-06	0.00	\$15,254	\$8,925	\$24,179
Nov-06	0.00	\$12,794	\$7,426	\$20,219
Dec-06	0.00	\$12,884	\$5,969	\$18,853
Jan-07	0.00	\$18,154	\$8,144	\$26,298
Feb-07	0.00	\$15,479	\$7,918	\$23,397
Mar-07	0.00	\$18,549	\$9,314	\$27,862
Apr-07	0.00	\$9,526	\$8,523	\$18,049
May-07	0.00	\$10,715	\$9,810	\$20,525
Jun-07	0.00	\$11,337	\$9,115	\$20,452
Jul-07	0.00	\$17,934	\$9,237	\$27,171
Aug-07	0.00	\$23,931	\$9,974	\$33,905
Sep-07	0.00	\$19,141	\$8,235	\$27,376
Oct-07				\$0
Nov-07				\$0
Dec-07				\$0
Jan-08				\$0
Feb-08				\$0
Mar-08				\$0
Apr-08				\$0
May-08				\$0
Jun-08				\$0
MTDB:		SDTC:	SDTI:	
Total Sum	0.00	\$1,569,410	\$367,459	\$1,936,869
Monthly Average	0.00	\$25,313	\$5,927	\$31,240





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.

TAXI 502, 590.10

November 8, 2007

SUBJECT:

MTS: TAXICAB ADMINISTRATION UPDATE

RECOMMENDATION:

That the Board of Directors receive an update regarding the Taxicab Administration and approve the continued jitney moratorium.

Budget Impact

None.

DISCUSSION:

The purpose of this item is to update the Board regarding the current status of Taxicab Administration projects.

Permit Issuance

As mandated by San Diego City Policy No. 500-02 (Attachment A), the Taxicab Administration is in the final phases of issuing 135 additional taxicab permits. On December 13, 2007, a taxicab driver lottery will occur following the MTS Board meeting. This lottery will issue 15 taxicab permits to eligible taxicab drivers. After this phase, MTS Taxicab Administration will have issued 125 of the authorized 135 taxicab permits. The methodology for the issuance of the final 10 taxicab permits (i.e. an auction) is being reviewed by City of San Diego staff at this time.



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.

Taxicab Administration Contracts

Currently, Taxicab Administration has contracts to regulate private-hire transportation for the Cities of San Diego, El Cajon, Santee, Lemon Grove, Imperial Beach, Poway, and La Mesa. All contracts are set to expire on June 30, 2008. Staff is in the process of notifying all of the involved cities requesting their approval on an additional 5-year agreement.

City of San Diego staff has met with MTS to initiate renewal discussions and agendize the contract extension some time in spring 2008. The issue of MTS regulating pedicabs as part of the new agreement has also been discussed. Due to the more extensive lead time necessary to change legislative authority and regulatory processes, MTS staff is recommending that pedicab issues not be included in the contract at this time. A potential contract amendment could be approved at a later date if the parties desire.

Vehicle Inspections

The San Diego County Sheriff's Office Licensing Division has requested that MTS Taxicab Administration staff conduct vehicle inspections on behalf of the County's jurisdiction. As staff is in the early stages of the discussions, it is unknown if a mutually beneficial agreement can be developed. As with all aspects of the Taxicab Administration, these additional vehicle inspections would be performed at full-cost recovery.

Jitney Operations

In September 1994, the Board of Directors placed a moratorium on jitney operations within the 600, 700, and 800 blocks of East San Ysidro Boulevard with the understanding that when additional facilities were built, the moratorium would be reviewed. The moratorium was imposed as the result of increased vehicle congestion and illegal operators.

At the time that the moratorium was imposed, there were 12 jitney vehicles owned by 8 operators permitted to operate 16 routes. Currently, Taxicab Administration licenses 12 vehicles owned by 10 operators operating 9 routes within the San Ysidro Transportation Circle.

Upon completion of the transportation center, staff began reviewing jitney operations within the area and found that due to traffic-pattern changes, most of the routes were either no longer used or no longer correct. In an effort to build a consensus, staff met with all of the current jitney operators to discuss the options of either lifting the moratorium or leaving it in place. Staff and the operators are in favor of leaving the moratorium in place and are considering staying within the moratorium limits using the following criteria:

1. Continue the moratorium until a time when a more extensive traffic survey can be completed.
2. MTS staff to issue additional routes within the current moratorium requirements without adding additional vehicles to the jitney fleet, thereby permitting the

maximum allowable companies to operate within the San Ysidro Transportation Circle.

3. Issue the routes in a lottery in which each participant would receive only one ticket (no double entries). A company would be eligible to win only one route and must add that route to an existing vehicle.
4. Only 3 of the existing 10 companies have routes within the transportation circle. A total of 5 routes would be issued in the lottery thus staying within the moratorium requirements. The 3 companies that have routes within the transportation circle would not be eligible to participate in the lottery.

Upon approval of this item, staff would proceed to initiate a jitney lottery based on the above-listed requirements.



Paul C. Jablonski
Chief Executive Officer

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

NOV8-07.10.TAXI UPDATE.SHAFFNER

Attachment: A. San Diego City Policy No. 500-02

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

SUBJECT: TAXICAB PERMITS
 POLICY NO.: 500-02
 EFFECTIVE DATE: December 6, 2006

BACKGROUND:

Regulation of taxicab service is in the interest of providing the citizens and visitors to the City of San Diego with a good quality local transportation service. Towards this end, the City finds it desirable to regulate the issuance of taxicab permits.

PURPOSE:

To establish a policy for the issuance of additional taxicab permits, for the purpose of expanding the taxi industry to meet growing demand for taxi service throughout the City, and providing opportunity for both existing and new taxi operators and for experienced drivers.

POLICY:

The City will periodically issue additional taxicab permits based on a formula. The formula will take into account changes in civilian population and visitation.

New permits will be issued on a full cost recovery basis. Three methods of issuance will be used:

1. 50% of new permits are issued using a Request for proposal (RFP) process, in which qualified persons, companies, businesses, corporations and other entities may submit proposals meeting specified requirements. Proposers will be evaluated based on experienced, financial viability and proposed quality and level of service and other relevant factors.
2. 25% of new permits are issued by lottery to experienced drivers.
3. 25% of new permits are issued by auction to highest bidders.

The process through which permits are issued will limit the concentration of permits. No permits will be issued or transferred to any person, company, business, corporation, or other entity if such issuance or transfer would result in any permit holder having an interest in more than 40% of the existing permits. New permits shall not be transferred for a period of five years after issuance. No single permit will be issued or transferred to any person, company, business, corporation, or other entity if such issuance or transfer would result in single permit holders in aggregate having interest in more than 40% of the existing permits.

IMPLEMENTATION:

Increases in the number of taxicab permits will be based on a formula to be computed annually. This formula will be applied after a transitional period during which 135 additional permits will be issued. Permits issued during the transitional period shall be distributed using RFP, lottery and auction processes. With the issuance of the 135 additional permits, there will be 1,005 outstanding permits. The Implementation Guidelines are attached and incorporated as a part of this Council Policy.

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

Any permits returned by permit holders will be re-issued in conjunction with issuance of new permits.

HISTORY:

“Taxicabs - Certificates of Convenience and Necessity”

Adopted by Resolution R-172292 08/21/1962

Amended by Resolution R-216590 08/11/1976

Amended by Resolution R-217293 12/15/1976

Amended by Resolution R-222474 12/19/1978

Repealed by Resolution R-258090 03/14/1983

“Taxicabs - Permits”

Added by Resolution R-260636 05/07/1984

Amended by Resolution R-261739 10/15/1984

Amended by Resolution R-271307 06/28/1988

Amended by Resolution R-295355 08/06/2001

Amended by Resolution R-302130 12/06/2006

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

IMPLEMENTATION GUIDELINES FOR
COUNCIL POLICY 500-02, "TAXICAB PERMITS"

A. PROCESS FOR ISSUANCE

The following guidelines and procedures should be observed with respect to the issuance of taxicab permits by RFP process, lottery and auction.

1. RPF Process to Taxi Operators.

A point system shall be used in this process, as many may submit proposals, and the City should benefit from the best service provider as determined by the proposers scoring the most points. Minimum point requirements must be attained to qualify.

Process is funded through up-front application fees. A Selection Committee shall be formed to administer this process. The Selection Committee will be comprised of administrators from MTDB and the City. Consultants familiar with the regulatory aspects of the taxicab industry and San Diego may be hired to serve on this committee in an advisory role. The Selection Committee should include other community and business representatives who are not affiliated with the taxi industry and have business management and accounting background. The Selection Committee will issue a RFP and hold a pre-bid conference.

Eligibility:

Taxi operators providing centralized fleet ownership through an individual, a partnership, a corporation, a driver association or a joint venture offering access through a central dispatch system and demonstrating an operational management system for cabs. New operators as well as existing operators will be eligible.

Applicants can apply for multiple blocks, but the Selection Committee may not award more than one block to one applicant, provided that such issuance would not result in any permit holder having an interest in more than 40% of the total active permits.

Proposal Requirements:

Proposals requesting blocks of five or more permits must include a management business plan that addresses all the following:

Experience of the operator/firm

- Must meet current operator requirements in MTDB Ordinance 11.

Responsible management individual for the operator

- Recent and relevant direct experience managing all aspects of a demand-responsive operation similar in scope and complexity to service proposed.

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

Maintenance personnel

- Hours of operation
- Certification of personnel
- Staffing plans

Reservations and dispatch operations

- General policies and procedures, training, method of receiving customer calls, making reservations (advanced and immediate), dispatching and telephone techniques used to accommodate the trip while ensuring efficient operation of the system in serving passengers
- Communication department staffed 24 hours a day
- Radio frequencies or any alternative communications' means to be used and authorization by licensee and access usage
- Taxi dispatch equipment such as computerized dispatch systems
- Use of GPS in 50% or more of the fleet – minimum
- Dispatch response time standards

Facilities

- Existing and proposed administrative, maintenance, dispatch, vehicle storage facilities suitable to accommodate a project of this scope and complexity

Implementation plan

- Comprehensive and detailed plan showing all start-up tasks (e.g., hiring and training personnel, facilities preparation and vehicle preparation). Plan should allow for flexibility and include contingency plans

System management plan

- Comprehensive and detailed plan showing staffing, equipment commitment, staff responsibilities, management plan and quality control to ensure continued high-quality taxicab services
- Must accept credit cards (safety – cashless system)
- Detailed program for handling complaints
- Record keeping reporting (response time, complaints and other service data)
- Performance standards that proposer will meet and remain in compliance

Organization chart

Vehicle requirements and maintenance plan

Safety inspection compliance

Safety program

- Internal safety training and safe driving program, including hiring criteria, new hire training, ongoing training, accident/incident procedures, and wheelchair loading and securing
- Detailed driver training program

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

Criteria for hiring/retaining drivers

- Driver qualification – 21 years of age, qualify for a sheriff's card
- Driver classroom training – 16 hours minimum
- Driver appearance

Performance surety/insurance/financial viability program

- Insurance requirements – minimum \$300,000 cab liability
- Letter from financial institution stating that proposer has the resources to fund business plan as proposed for 90 days

References

- Three required

RFP Evaluation Criteria:

A key issue in the RFP process is the basis for selecting awardees. The Selection Committee is to exercise its discretion to use and/or modify the RFP proposal requirements set forth, and evaluate proposals using criteria that address qualifications as well as on-going monitoring and evaluation of proposers' level or quality of service and accountability.

Permits issued to taxi operators through the RFP process will be reviewed periodically for compliance with the level and quality of service set forth in each taxi operator's proposal. The methodology for this review will be part of each proposal. Permits of taxi operators not meeting the terms set forth in their proposals will revert to the City for reissuance through the RFP process. Such operators may first be issued a warning and given a defined amount of time to correct deficiencies and no additional permits may be requested via RFP until brought into compliance.

2. RFP Process to Individual Drivers.

Eligibility: Applicants should be limited to drivers who are not permit holders and current permit.

Criteria for Selection:

- 1) Experience
- 2) Driving record
- 3) Additional factors, such as experience of driving in San Diego and letters of recommendations

The Selection Committee is to exercise its discretion as to reviewing and developing a selection criteria and assigning points to proposals.

Accountability: Current taxicab regulations.

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

3. Lottery to Individual Drivers

Eligibility: Drivers are eligible if they are not permit holders and have at least five years of experience driving a taxicab in San Diego.

Entrants will only be able to win a single permit award through lottery. Permit holders shall be required to drive the cab a minimum of 175 shifts per year and may lease the cab for the remaining shifts.

4. Auction

Eligibility: Taxi operators providing centralized ownership, dispatch and management of cabs will be eligible to submit bids.

Procedure: Permits will be auctioned individually to the highest bidder.

There should be no limit as to how many permits one person/entity can win, provided that such issuance would not result in any permit holder having an interest in more than 40% of the total active permits. Revenue from the auctions shall be used for the administration and enforcement of taxicab regulations' purposes. MTDB working with the City shall identify alternative funding sources should auction revenues cease to meet staffing and regulatory needs.

B. FORMULA

The Formula will be computed as follows:

$$\frac{(\% \text{ growth in population} + \% \text{ growth in hotel room nights occupied})}{2} \times (\text{Current number of permits})$$

All changes are calculated on two year rolling average.

Issue additional permits when formula yields an increase of at least 40 additional permits.

C. TRANSITIONAL PERIOD

Round 1 – Summer/Fall 2001

Immediately issue 75 permits as follows:

- 50 permits through RFP process in blocks of 20, 20, 5, 5
- 10 permits through RFP process to individuals
- 15 permits by lottery to individual drivers

Round 2 – Fall 2002

Issue 60 permits as follows:

- 20 permits through RFP process to operators in blocks of 10, 5, 5
- 15 permits through RFP process to individuals

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

CURRENT

- 15 permits by lottery to individual drivers
- 10 permits by auction

Summer of 2003

Review of the process, the monitoring system and report by MTDB.

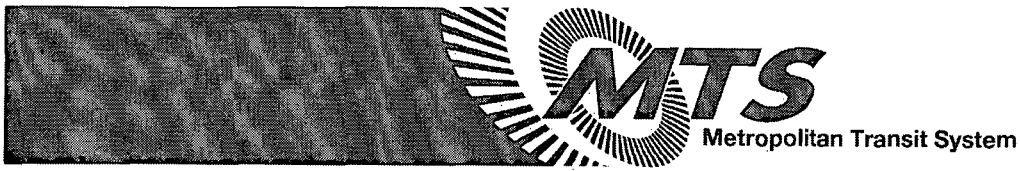
Fall of 2003

Permits issued on the basis of the formula

D. TRANSFERABILITY

Transferability of new permits shall be as follows:

- Permits issued by RFP (blocks and individuals) are transferable after five years
- Permits issued by lottery are transferable after five years
- Permits issued by auction are transferable after five years



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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 11147, 11213, 11240

November 8, 2007

SUBJECT:

MTS: CAPITAL IMPROVEMENT PROGRAM- (CIP)-FUNDED REVENUE BUDGET
TRANSFERS

RECOMMENDATION:

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

1. transfer federal funds in Grant No. 5307 CA-90-Y176 totaling \$637,800 from CIP 11417 (MCS Midsize CNG Buses) into the fiscal year (FY) 2009 CIP to fund preventative maintenance;
2. transfer nonfederal funds from CIPs 11213 (SDTC KMD Building Rehabilitation) totaling \$500,000 and CIP 11240 (SDTC Support Equipment) totaling \$137,800 to CIP 11417; and
3. fund CIP Nos. 11213 and 11240 within the FY 2009 CIP by the amounts transferred.

Budget Impact

There are no net budgetary impacts to all respective projects by the beginning of FY 2009. The transfers would allow the use of federal 5307 funds that would otherwise be ineligible.



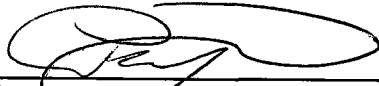
Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

DISCUSSION:

CIP 11417 was partially funded in MTS's FY 2007 CIP with federal 5307 funds (Grant No. 5307 CA-90-Y176). The grant for these funds was originally identified for lease payments for revenue vehicles. As CIP 11417 is a revenue vehicle procurement project, MTS staff has recently learned that the use of these federal funds are not permissible for the procurement of these vehicles but could be used to fund preventative maintenance activities; therefore, staff recommends the following:

- transfer \$637,800 from CIP 11417 into the FY 2009 CIP to fund preventive maintenance;
- transfer nonfederal funds totaling \$500,000 and \$137,800 from CIP Nos. 11213 and 11240, respectively, into CIP 11417; and
- fund CIP Nos. 11213 and 11240 totaling \$500,000 and \$137,800, respectively, in the FY 2009 CIP.

These transfers would allow MTS to capture all available grant funding with no impact to project delivery.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Lisa Fowler, 619.557.4510, lisa.fowler@sdmts.com

NOV8-07.11.CIP TRANSFERS.LFOWLER



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Agenda

Item No. 12

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

LEG 490

November 8, 2007

SUBJECT:

MTS: FEDERAL LEGISLATIVE REPRESENTATION

RECOMMENDATION:

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

1. execute Task Order No. 3 (Attachment A) of the triagency contract with Blank Rome Government Relations, LLP (MTS Doc. No. G0980.0-06) effective upon completion of the signed agreement; and
2. ratify prior amendments entered into under the CEO's authority.

Budget Impact

Recommended amounts are contained within the fiscal year 2008 budget. Not to exceed \$100,000 for Blank Rome Government Relations, LLP.

DISCUSSION:

As part of the consolidation of the region's transportation agencies, the San Diego Association of Governments (SANDAG) initiated a joint procurement for federal legislative services in 2005. The purpose of the joint procurement was to enhance the federal advocacy efforts of North County Transit District (NCTD), SANDAG, and MTS. The MTS Board approved funding for a contract with the chosen firm, Blank Rome Government Relations, LLP (Peter Peyser, Principal), on October 27, 2005. Based on the joint agreement and with the CEO's concurrence, SANDAG authorized Task Order No. 2 in October 2006.



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 contract with Blank Rome includes a one-year base contract with four option years. Each of the first two years was secured at a cost of \$144,000 of which MTS was responsible for \$36,000, NCTD for \$36,000, and SANDAG for \$72,000. The cost for the third task order is \$147,888 based on the agreed-upon Consumer Price Index escalation. MTS's share for the third task order is \$36,972.



Paul C. Jablonski
Chief Executive Officer

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

NOV8-07.12.BLANKROME.COONEY

Attachment: A. Draft Agreement

DRAFT

MTS Doc. No. G0980.0-06

Work Order No. 08.03

**AGREEMENT FOR SERVICES BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND
BLANK ROME GOVERNMENT RELATIONS, LLC**

TASK ORDER 3 — SANDAG AGREEMENT 5000276 — OWP 7000900

1. Under the Agreement between the San Diego Association of Governments ("SANDAG"), North County Transit District (NCTD), Metropolitan Transit System (MTS), and Blank Rome Government Relations, LLC ("Consultant"), dated November 1, 2005, Consultant is responsible for providing services and deliverables described in the Scope of Work and the Activity and Payment Schedule attached as Exhibits A and B to the Agreement. All of the terms of said Agreement are hereby incorporated herein by reference.
2. Task Order 3 authorizes Consultant to continue to perform work on the Federal Legislative Representation Services (hereinafter referred to as the "Project") according to the terms of the Agreement.
3. The term of performance for this Task Order is November 1, 2007, through October 31, 2008. SANDAG shall not pay for services rendered by Consultant on this Task Order after October 31, 2008.
4. Consultant shall be paid an amount not to exceed \$147,888 for work performed on the Project pursuant to this Task Order.
5. This Assignment may be executed and delivered by facsimile signature, and a facsimile signature shall be treated as an original. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Assignment.

The persons below executed this Task Order effective this _____ day of October, 2007.

SAN DIEGO ASSOCIATION
OF GOVERNMENTS

BLANK ROME GOVERNMENT RELATIONS,
LLC

EXECUTIVE DIRECTOR (or designee)

PETER A. PEYSER, JR.
Senior Principal

APPROVED AS TO SUFFICIENCY OF FORM AND
LEGALITY:

Legal Counsel for SANDAG

METROPOLITAN TRANSIT SYSTEM

NORTH COUNTY TRANSIT DISTRICT

PAUL C. JABLONSKI
Chief Executive Officer

KAREN KING
Executive Director

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Office of General Counsel

Legal Counsel



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Agenda

Item No. 13

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

FIN 300 (PC 50601)

November 8, 2007

SUBJECT:

MTS: INVESTMENT REPORT

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

The attached schedule (Attachment A) is a report of MTS investments as of September 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 unrestricted assets.

As the schedule shows, the overwhelming bulk of investments are restricted primarily for debt service related to 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.

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: Tom Lynch, 619.557.4538, tom.lynch@sdmts.com

NOV8-07.13.INVESTMT RPT.LMUSENGO.doc

Attachment: A. Investment Report

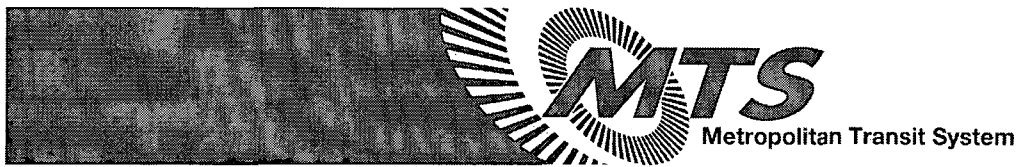


**San Diego Metropolitan Transit System
Investment Report
9/30/2007**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Avg. Rate of Return</u>
<u>Cash and Cash Equivalents</u>	\$ 9,935,839	34,947,167	4.118%
<u>Investments - Working Capital</u>	-	39,887,263	5.23%
<u>Cash - Restricted for Capital Support</u>	5,764,306	-	N/A
<u>Investments - Restricted for Debt Service</u>	137,811,279	-	4.00%
Total Cash and Investments	\$ 153,511,424	\$ 74,834,431	

Controller: _____

Date: _____



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Agenda

Item No. 14

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

CIP 11457

November 8, 2007

SUBJECT:

MTS: FAREBOXES FOR CONTRACT SERVICES BUSES

RECOMMENDATION:

That the Board of Directors approve \$4.5 million in TransNet funding for Capital Improvement Program (CIP) 1145700 (Fare Technology).

Budget Impact

This action would provide additional revenue for the MTS FY 08 CIP and would increase CIP 1145700 (Fare Technology) by \$4.5 million bringing the total for this project to \$47.4 million.

DISCUSSION:

At its March 2007 meeting, the San Diego Association of Governments (SANDAG) Board of Directors approved programming \$163.7 million in 2006 State Transportation Improvement Program (STIP) augmentation funds that became available with the passage of Proposition 1B in November 2006. An exchange of STIP and TransNet funds was also approved that allowed SANDAG to submit larger capacity-increasing projects to the California Transportation Commission for the STIP augmentation exercise and reduce the administrative burden on SANDAG by managing the smaller transit-related projects locally. While \$4.5 million of the total was originally recommended for Regional Transportation Management System implementation, with the recently approved fare increase, staff recommends that this funding be programmed to accelerate implementation of the new farebox technology on all buses.



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 \$4.5 million for the Automated Fare Collection System would allow MTS to extend implementation of the new farebox system to all Contract Services buses. This extension was anticipated in the original project procurement contingent upon funding availability.

A handwritten signature in black ink, appearing to read 'Paul G. Jablonski', is positioned above a horizontal line.

Paul G. Jablonski
Chief Executive Officer

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

NOV8-07.14.FAREBOXES.SCOONEY.doc



AGENDA ITEM NO.

24 A

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 any written statement to this form). Communications on hearings and agenda items are generally limited to three 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 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.

(PLEASE PRINT)

Date	11/8/07
Name	IVAR LEETMA
Address	922 WEST 28 TH ST NAI-CITY
Telephone	619 474 1450
Organization Represented	MARINA GREENWAY DEV. CO.
Subject of Your Remarks	PROPERTY ACQUISITION
Regarding Agenda Item No.	24 a
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> 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 speakers with three 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.



Agenda

Item No. 30

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

SRTP 830

November 8, 2007

SUBJECT:

MTS: PROPOSED CHANGES TO ROUTE 28

RECOMMENDATION:

That the Board of Directors approve the proposed service changes to Route 28 for implementation in January 2008.

Budget Impact

If approved, implementation of the proposed service changes is expected to result in an annual operating subsidy savings of \$122,000.

DISCUSSION:

Route 28 provides 30-minute frequency service between Old Town Transit Center and Point Loma via Rosecrans Street with three variations of the route (A - to Shelter Island, B - to the Navy Submarine Base (Sub Base), and C - to the Cabrillo National Monument (Monument)). The proposal is to terminate all Route 28 trips at Shelter Island with service along the segments between the Sub Base and Monument replaced with a minibus shuttle seven days a week. Schedules would be implemented permitting easy connectivity between Route 28 and the shuttle with trips departing for either the Sub Base or Monument approximately each hour. Connectivity at the Old Town Transit Center with other services, particularly the North County Transit District (NCTD) Coaster, is also taken into consideration.

At the October 18 public hearing on service changes, the MTS Board directed staff to work with the Navy and Space and Naval Warfare Systems Center (SPAWAR) personnel to refine the service proposal. A meeting was held on



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Tuesday, October 30, 2007, with Captain Patton, Command Master Chief Chmielewski, and others from Naval Base Point Loma and employees of SPAWAR. During the meeting, MTS staff presented a modification to the proposed shuttle schedule that backfills the two early-morning peak trips (roughly departing Old Town at 6:18 a.m.) to the Sub Base and SPAWAR that are currently provided on Route 28. Consensus was reached that this modification was an acceptable compromise to all parties at the meeting. As a result, staff anticipates a letter of support from Captain Patton for this revised service proposal.



Paul C. Jablonski
Chief Executive Officer

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

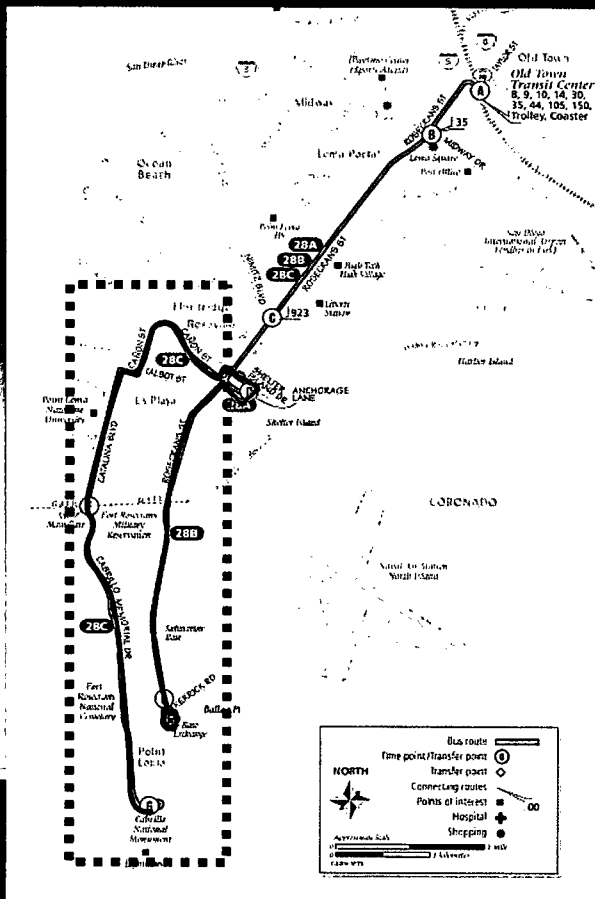
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Metropolitan Transit System

Route 28

November 8, 2007





Route 28

Replace segments to Cabrillo
National Monument and Sub Base
with minibus service

50 Daily Passengers Affected

\$122,063 Annual Subsidy

\$7.96 Subsidy per Passenger

20.6 Passengers per Hour

11% Farebox Recovery Rate

Fixed-Route System Averages:

\$1.69 Subsidy per Passenger

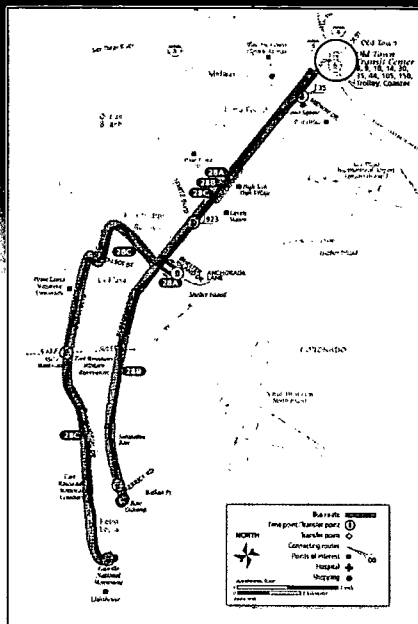
27.96 Passengers per Hour

34% Farebox Recovery Rate

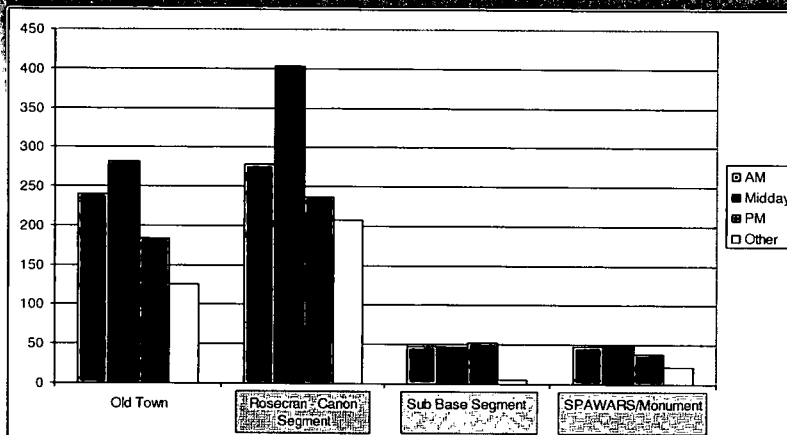


Route 28

Replace segments to Cabrillo National Monument and Sub Base with minibus service



• Need to maintain midday service



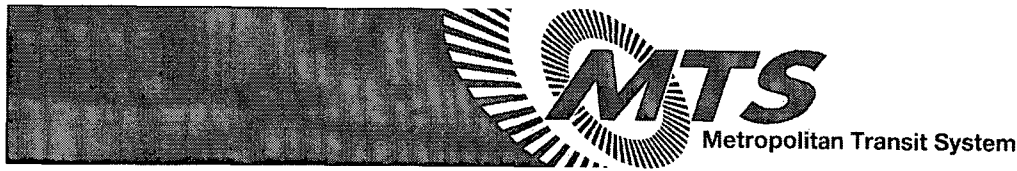
Route 28

Replace segments to Cabrillo National Monument and Sub Base with minibus service

Shuttle Proposal			Current Route 28	
Sub Base	SPAWARS	Cabrillo Mnmt	Sub Base	SPAWARS
ARRIVE			ARRIVE	
6:52	6:32		6:42	6:40
	7:11			7:09
7:38			7:46	
8:24	8:05		8:46	8:13
9:23	8:52	8:58	9:46	9:13
10:23	9:52	9:58	10:44	10:13
11:23	10:52	10:58	11:44	11:13
12:23				
	11:52	11:58		12:13
1:52	12:52	12:58	12:44	
	1:21	1:27		1:13
2:53			1:44	
3:54	2:22	2:28	2:44	2:13
	3:23	3:29		3:11
4:55			3:43	
	4:24	4:30		4:12
5:55			4:43	
	5:24	5:30		5:12
			5:43	
				6:12
			6:43	
				7:12

Current Route 28			Shuttle Proposal	
SPAWARS	Sub Base	Cabrillo Mnmt	SPAWARS	Sub Base
DEPART			DEPART	
6:50	6:58		6:32	6:52
7:30			7:15	
	7:59			7:46
8:31			8:05	
	8:59	8:58	9:04	8:33
9:31				
	9:58	9:58	10:04	9:33
10:31				
	10:58	10:58	11:04	10:33
11:31				
	11:57	11:58	12:04	11:33
12:30	12:57	12:58	1:04	12:33
1:30		1:27	1:33	
	1:57			2:02
2:28		2:28	2:34	
	2:53			3:03
3:26		3:29	3:35	
	3:48			4:04
4:24		4:30	4:36	
	4:53			5:05
5:29		5:30	5:36	
	5:56			6:05
6:33				
	7:02			
7:33				





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Agenda

Item No. 45

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

OPS 970.2

November 8, 2007

SUBJECT:

SDTI: FY 07 YEAR-END RAIL OPERATIONS REPORT

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

This report provides information pertaining to the status of San Diego Trolley, Inc.'s (SDTI's) rail operations and maintenance for FY 07. An overview of statistical information will be presented followed by a brief discussion of accomplishments during the fiscal year.

TRANSPORTATION

Ridership

The annual ridership for FY 07 was fixed at 35,114,385, representing an increase of 3.6% over the previous fiscal year (35,114,385 vs. 33,829,833). This number is attributed to the ever-increasing public use of trolley service for work, travel, and special events and escalating gas prices. Daily ridership to the San Diego State University (SDSU) campus (using a comparable reporting period) is up 21.7% over FY 06 (9,531 vs. 7,459).



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Accidents Per 100,000 Train Miles

SDTI has again achieved one of the lowest accident rates among light rail agencies in the state in addition to reducing the number of accidents experienced. During FY 07 (commencing on July 1, 2006), there were 3,297,475 train miles operated. A comparison of accidents per 100,000 miles in FY 07 and FY 06 (.5 versus .7) demonstrates an increase in safe train miles operated. The total number of accidents during the fiscal year was 16 representing .5 accidents per 100,000 miles operated. Of the 16 accidents reported, only one was considered preventable.

Operating Rule Infractions

SDTI experienced 99 operating rule infractions while operating 3,297,475 train miles in FY 07 as opposed to 95 incidents in FY 06. This figure represents a 4% increase in infractions from (95 vs. 99). Staff remains diligent in their efforts to reverse this trend, including the use of refined training modules, enhanced student evaluations, ongoing supervisory interaction, and oversight in the field. Note: This places work hours between infractions at FY 07 2,727 vs. FY 06 2,820, although there were 2,103 more work hours scheduled in FY 07.

Complaints

SDTI experienced 440 complaints in FY 07 comparing favorably to FY 06 when 550 were recorded (323 vs. 440 per revenue train hour).

Schedule Adherence/On-Time Performance

SDTI scheduled 171,853 regular train trips in FY 07. Of the number scheduled, 171,787 were operated for a schedule adherence of 99.96%. Of those trips operated, 96.6% were on time (within five minutes of schedule). Staff continually monitors system operations, trip times, and ridership patterns so as to implement timely responses to events that may occur in a rail environment where even minor delays can impact the trip times of multiple trains and delay numerous passengers. Monitoring ridership patterns and making appropriate adjustments to train-consist size (the number of LRVs) is important and required to balance passenger comfort against the economies of service provided.

Lift Service

Total wheelchair ridership during FY 07 reached 84,032, representing a 6.5% increase over FY 06 (84,032 vs. 78,664). The new low-floor S70 LRV allows four disabled riders per LRV as opposed to the two-rider maximum per train on the U2 LRVs and three-rider maximum per train on the SD-100 LRVs.

Special Events Service

During FY 07, SDTI provided service to 159 special events, including 77 Padres games, 17 Chargers games, the Holiday Bowl, Street Scene, Comic-Con, and Oktoberfest. Total attendance at these 159 events was reported to be 4,291,373 with 682,782 (15.9%) using the trolley for transportation. There were over 4,510 train trips operated to support special events service to these events, and revenue from manual ticket sales was down 15.5% as compared to FY 06 (\$989,824 vs. \$1,171,710). Note: Chargers game attendance was up 12% over FY 06 with a corresponding increase in ridership as a percentage of the gate 25.2% vs. 23.6%.

LRV MAINTENANCE DEPARTMENT

Car Miles Between Service Failures

The LRV Maintenance Department has instituted numerous fleet tasks (component inspections/repair) throughout the year in an effort to ensure maximum efficiency and reliability with the LRV fleet. The fleet incorporates three series of Siemens vehicles beginning with 71 U2 LRVs (22 to 27 years old), 52 SD-100 LRVs (12 years old), and 11 S70 LRVs (introduced in 2005) to support Green Line service. Differing maintenance training and service programs for each series of vehicle requires that personnel maintain a high degree of technical knowledge in a variety of areas associated with the maintenance of electrical and mechanical components of each vehicle. The LRV Maintenance Department remains focused on preventative maintenance programs to address the most common component defects, enhance maintenance procedures, and reduce equipment failures and service delays. Based on the National Transit Database (NTD) criteria for vehicle miles between service failures, the LRV Maintenance Department recorded 94,214 train miles between service failures.

LRV Body Restoration and Painting Program

An aggressive body restoration and painting program continued to address the exterior appearance of the U2 LRV fleet. In FY 07, a total of eight U2 LRVs received extensive body restoration and finish paint, which brings the total number restored to 66. In the U2 fleet, the five remaining vehicles will not be restored and, as an alternative, will receive a Board-approved advertisement wrap. The current contract was renewed in FY 08, and a similar restoration program has been initiated on the SD-100 LRV fleet.

WAYSIDE MAINTENANCE DEPARTMENT

Maintenance programs and inspection activities specific to the track structure, safety, ride quality, signaling, grade-crossing safety and general system maintenance continued throughout the year. These programs are initiated annually to ensure a safe operating environment is consistently maintained. The Wayside Maintenance Department continued to improve on its preventive maintenance programs with the implementation of

training modules associated with signaling, traction power, and station electrical. An enhanced substation and catenary inspection program has significantly reduced the frequency of system failures involving these critical wayside components. The FY 07 goal to replace cross ties and track tamping was exceeded with a total of 1,274 crossties changed and eight miles of track resurfaced and aligned on the Blue Line.



Paul C. Jablonski
Chief Executive Officer



Key Staff Contact: Wayne Terry, 619.595.4906, wayne.terry@sdmts.com

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San Diego Trolley

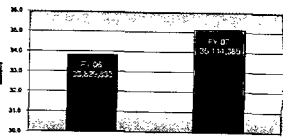


FY 07 Year End Operating Report



Board of Directors Meeting
November 8, 2007

Ridership

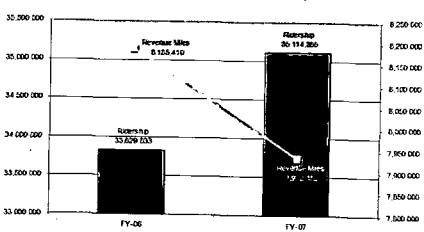
- Annual Ridership in FY-07: 35,114,385
- Increase of 3.6% from FY-06
- SDSU ridership up 21.7% (9,531 vs. 7,459)







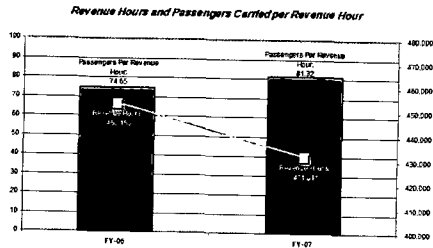
Operating Efficiency

Revenue Miles and Ridership



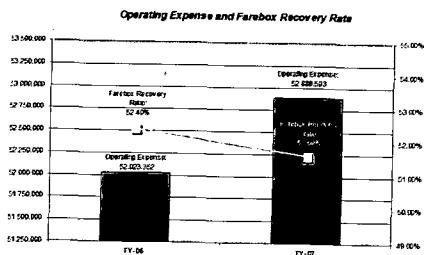
Operating Efficiency



MTS



Operating Efficiency



MTS



Transportation Department

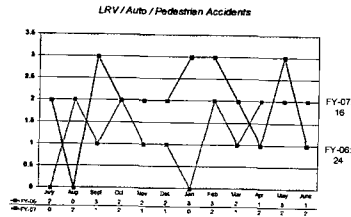
FY-07

MTS



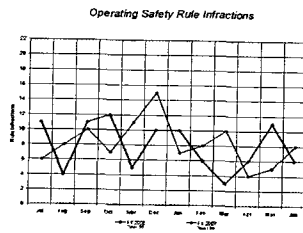
Accidents

- Accidents in FY-07: 16 (eight fewer than FY-06)
- Train Miles in FY-07: 3,297,475
- Accidents per 100K miles: 0.5 accidents



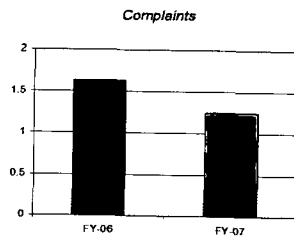
Operating Rule Infractions

- Operating Rule Infractions in FY-07: 99
- Operating Work Hours Between Infractions: 2,727
- Work Hours Increased in FY-07 by 2,103



Customer Complaints

- Complaints in FY-07: 440 (decreased from 550 in FY-06)
- Complaints per 100,000 passengers carried: 1.25 in FY-07 vs. 1.63 in FY-06



Schedule Adherence

- Train Trips scheduled: 171,853
- Train Trips operated: 171,787
- Schedule Adherence: 99.96% (trains scheduled vs. trains operated)
- Percentage operated on-time: 96.6% (trains operated within five (5) minutes or less of scheduled time)



Lift Service

- Wheelchair Ridership in FY-07: 84,032
- Increase of 6.5% from FY-06
- New low-floor LRVs carry four disabled riders per LRV, as opposed to two (2) rider maximum on U2 trains and three (3) maximum per SD-100 train



Train Operator Program

- Board-approved department staffing in FY-07: 100 full-time, 51 part-time
- Program enrollees: 47
- Graduated: 30
- Still employed from FY-07 classes: 27
- Train Operators with less than 3 years experience: 64 (42%)



Special Events Service

- Special Events serviced: 159
- Additional ridership: 682,782
- Special Event Train trips: 4,510
- Additional revenue: \$989,824
- Charger attendance was up 12%, and gate is 25.2% vs. 23.6% over 2006



LRV Maintenance Department

FY-07



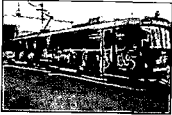
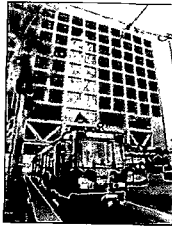
Car Miles Between Service Failures

- Three series of Siemens Light Rail Vehicles
- Different training and service required for each LRV type requiring a high degree of technical knowledge
- FY 07 train miles between assists or service failures was recorded at 94,214

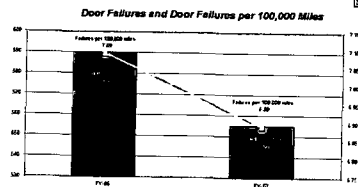


LRV Body Restoration and Painting Program

- FY 07: 8 U2 LRVs Restored
- Total U2 LRVs Restored: 66 of 71
- Remaining five (5) U2s will be wrapped



Door Failures



Maintenance Management and Scheduling Efficiencies

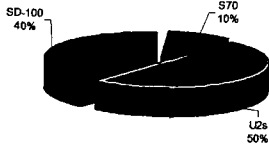
- Savings over FY-06 with shift adjustment: \$205,000

Overtime in FY 07 vs. FY 06			
	Budget	Hours per Pay Period	Hours per Week
FY 06	\$484,020	465	232
FY 07	\$247,048	237	118



Hours Dispersed by Car Type

Percentage of Time and Staffing
Spent on Vehicle Type



MTS



Maintenance Facility "C" Improvements

Monorail
Crane

Overhead
Platform



MTS



Wayside Maintenance Department

FY-07

MTS



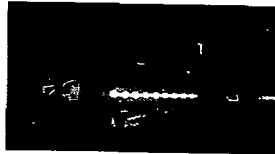
Maintenance Programs

- Cross ties replaced: 1,274
- South Line Rail Realignment: over 8 miles of rail resurfaced and aligned



Rail Grinding

- Specialized equipment that grinds rail surface, removing flow and corrugation, as well as improving ride quality
- Improves rail wear
- Extends useful life of rail



Revenue Department

FY-07



Cubic Corporation Fare Vending Machines

- The Revenue Department coordinated installation of 94 new CUBIC ticket vending machines in FY-07
- New CUBIC ticket vending machines were installed at every station

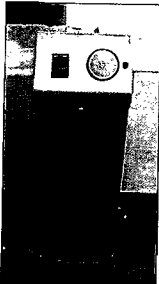


MTS



Platform Card Interface Device / Smart Card

- The Revenue Department introduced new PCID technology
- Smart Card readers installed at 47 locations in FY-07 (30% of total)



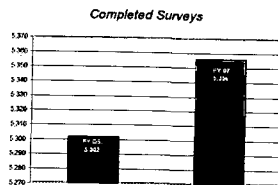
MTS



Ridership Surveys

Information taken during survey:

- Date
- Terminal Time
- Train #
- Direction
- Car Surveyed
- Fare Type
- Counted but not surveyed
- Number of Cars on Train



MTS



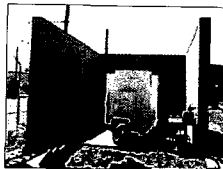
Code Compliance / Security Department

FY-07



The K-9 Team

- Explosives Bunker
 - Store explosives for K-9 Bomb Detection team training



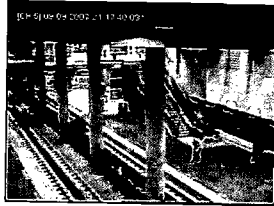
CCTV Installation

- New CCTV installations at
 - H Street station
 - E Street station
 - Palomar Street station
 - San Ysidro



CCTV Installation

- New CCTV installations at
 - H Street station
 - E Street station
 - Palomar Street station
 - San Ysidro



MTS



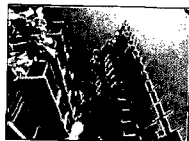
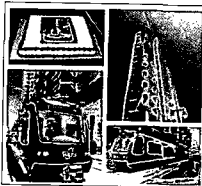
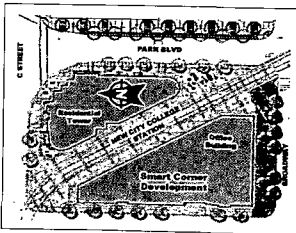
Major / Minor Changes

FY-07

MTS



City College / Smart Corner



MTS



City College / Smart Corner

- Placed into service on June 27, 2007
- Temporary station on C at 10th and 11th
- Mixed use development
- Operations/Construction – no accidents
- Daily ridership – 4,000



Park Blvd. Improvements

- Project cost: \$30 million
- Project began: 2003
- Park to Bay link
- Park and Market Station
- Project benefits: new track, ballast, ties and crossover switch installations, concrete trackway and roadway, sidewalk widening, landscaping and storefront enhancements
- New crossover installation on C Street



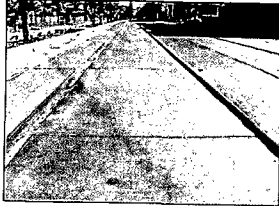
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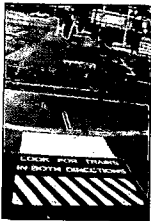


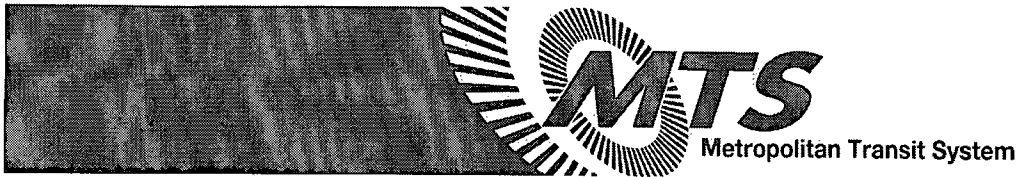
Broadway Wye Rail Replacement

- Special Operations over two weekends
- New rail installation to enhance ride quality
- New guard rail
- Tie replacement
- Track welding
- Signal work at crossing approaches



Old Town Transit Center – Directional Signage Improvements





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Agenda

Item No. **46**

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

OPS 970.2

November 8, 2007

SUBJECT:

SDTI: PADRES BASEBALL 2007 YEAR-END SUMMARY

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION:

The 2007 San Diego Padres baseball season marked the fourth year of Major League Baseball at the downtown ballpark. This also was the tenth year of light rail transit (LRT) service to Padres baseball games since the opening of the Mission Valley West line segment in late 1997. To date, more than 2.9 millions fans have used LRT to attend Padres baseball games at Qualcomm Stadium and PETCO Park.

The 2007 season generated positive ridership statistics in several categories including attendance, ridership, and ridership as a percentage of attendance. We also maintained a steady level of loyal fans who continue to use the Trolley as their preferred mode of travel to games. The 2007 season also saw a continuation of operational refinements in an effort to control costs.



Attendance and Ridership Recap

	<u>2006</u>	<u>2007</u>
No. of Games	84	81
Overall Attendance	2,325,880	2,437,990 (up 5%)
Attendance per Game	26,759	30,099 (up 12%)
No. of Games Below 20K 58%)	12	5 (down
No. of Games Above 40K 900%)	1	10 (up
Overall Ridership	325,336	347,922 (up 7%)
Average Ridership	3,873	4,295 (up 11%)
Average Gate %	14.0%	14.3%

Ticket Booth Revenue – Ballpark Summary

Ticket sales were conducted for all 81 games in 2007. For high-attendance games, manual sales were conducted at as many as 13 locations (Opening Day). For midweek or low-attendance games, sales locations were reduced to four. The average amount collected per game increased 4% to \$4,260 compared to \$4,108 last year.

Cost Recovery

As part of an annual cost-recovery exercise, a six-game series was chosen to obtain numbers from high-attendance weekend games as well as lower-attendance weeknight games. The sample includes a three-game, Monday-through-Wednesday series against the Arizona Diamondbacks and three-game, Friday-through-Sunday series against the Los Angeles Dodgers.

All operating costs generated by the event service were considered, including car miles, staffing levels, and contract services. Revenue sources include manual tickets sales and estimated revenue from ticket vending machines (TVMs). The TVM figures were established based upon sales averages by day of the week and comparing sales on nonevent dates with the dates in the sample.

Padres Six-Game Sample

- Average Attendance29,810
- Average Ridership4,242
- Gate %14.2%
- Average Revenue Collected per Rider\$3.25 (estimate)
- Average Gross Revenue\$13,796 (estimate)
- Average Operating Costs\$9,565
- Average Net Revenue\$4,231 (estimate)

Using these figures, based on the level of service offered, the current breakeven point for a typical baseball game at PETCO Park is approximately **2,943** passengers (note: 2007 season average = 4,295).


OPERATING COST/REVENUE COMPARISON
Six-Game Series

Category	Revenue	Expenses
Ticket sales (Booth)	\$22,545.00	
Ticket sales (TVM)	\$58,233.00	
Coaster	\$1,998.00	
Security (TSS)		(\$3,831.00)
Security (Heritage)		(\$10,977.00)
Transportation Department		(\$23,161.00)
Car Miles (Traction Power)		(\$11,677.00)
Revenue Department		(\$4,892.00)
Facilities Department		(\$2,851.00)
Total Expenses:		(\$57,389.00)
Total Revenues:	\$82,776.00	
Net-Operating Rev. 6-Game Series:	\$25,387.00	
Net Operating Rev. per Game:	\$4,231.00	

Season Summary

The 2007 season marked the fourth year that SDTI provided service to baseball games at PETCO Park. Overall, the season was considered successful. Ridership, as a percentage of the gate, remained consistent through the year averaging between 12% and 15% for most games. Another factor that affected gate percentages included five midweek day games (17% average gate percentage) due to reduced downtown parking availability. Concurrent events at Qualcomm Stadium (Chargers, Sky Show) represented the opposite end of the spectrum averaging less than 12% of the gate. These trends are consistent with decreased parking availability in the ballpark area increasing ridership as a percentage of the gate while reduced parking availability in the Mission Valley corridor due to multiple events results in a lower gate percentage at the ballpark.

A full season breakdown by game is contained in Attachment A.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tom Doogan, 619.595.4984, tom.doogan@sdti.sdmts.com

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Attachment: A. Attendance/Ridership Summary

Attendance / Ridership Summary

DAY	DATE	GAME #	TEAM	GAME ATT (GATE)	CUMULATIVE ATT	CUMULATIVE ATT 2006	% DIFF 06 - 07	GAS	IMP	TOTAL RIDERS	GATE %	CUM TOT RIDERS	CUM TOT RIDERS 2006	% DIFFER 06 - 07	COMMENTS
FRI	4/6	1	COLORADO	42,509	42,509	39,848	6.7%	3,068	3,361	6,429	15.1%	6,429	6,316	1.8%	7:05pm Opening Day (Caps)
SAT	4/7	2	COLORADO	36,216	78,725	49,245	59.9%	2,118	3,018	5,136	14.2%	11,565	7,919	46.0%	7:05pm Military Opening Night
SUN	4/8	3	COLORADO	22,501	101,226	69,171	46.3%	1,079	1,678	2,757	12.3%	14,322	10,377	38.0%	1:05pm Easter
MON	4/9	4	SAN FRAN	28,877	130,103	99,714	30.5%	1,836	2,170	4,006	13.9%	18,328	14,879	23.2%	7:05pm
TUE	4/10	5	SAN FRAN	26,990	157,093	126,721	24.0%	1,692	2,111	3,803	14.1%	22,131	18,692	18.4%	7:05pm
WED	4/11	6	SAN FRAN	28,628	185,721	152,233	22.0%	1,916	2,600	4,516	15.8%	26,647	22,178	20.2%	7:05pm (incl. 450 SDSU Charter)
WED	4/18	7	ARIZONA	22,783	208,504	177,244	17.6%	1,283	1,754	3,037	13.3%	29,684	25,505	16.4%	7:05pm
THU	4/19	8	ARIZONA	27,150	235,654	213,103	10.6%	2,033	2,814	4,847	17.9%	34,531	30,961	11.5%	12:35pm 2 for 1 Day
FRI	4/27	9	LOS ANGELES	42,091	277,745	248,369	11.8%	3,748	4,262	8,010	19.0%	42,541	36,292	17.2%	7:05pm Hoffman Desk Clocks
SAT	4/28	10	LOS ANGELES	39,940	317,685	277,500	14.5%	3,019	3,624	6,643	16.6%	49,184	40,307	22.0%	7:05pm Mexico Opening Night
SUN	4/29	11	LOS ANGELES	40,377	358,062	293,261	22.1%	2,561	4,180	6,741	16.7%	55,925	42,486	31.6%	1:05pm Gloves for Kids
MON	4/30	12	WASHINGTON	16,517	374,579	309,884	20.9%	966	1,333	2,299	13.9%	58,224	44,816	29.9%	7:05pm
TUE	5/1	13	WASHINGTON	15,677	390,256	324,543	20.2%	860	1,214	2,074	13.2%	60,298	46,975	28.4%	7:05pm PLNC game prior
WED	5/2	14	WASHINGTON	17,786	408,042	357,691	14.1%	891	1,685	2,576	14.5%	62,874	51,849	21.3%	7:05pm
FRI	5/11	15	ST. LOUIS	35,947	443,989	396,971	11.8%	2,502	2,478	4,980	13.9%	67,854	57,771	17.5%	7:05pm 70's Retro Night; Concert
SAT	5/12	16	ST. LOUIS	40,264	484,253	429,443	12.8%	2,281	2,827	5,108	12.7%	72,962	61,883	17.9%	7:05pm T-shirts
SUN	5/13	17	ST. LOUIS	32,749	517,002	462,615	11.8%	1,996	2,596	4,592	14.0%	77,554	67,010	15.7%	1:05pm Kids' Helmets
MON	5/14	18	CINCINNATI	16,579	533,581	496,187	7.5%	1,002	1,447	2,449	14.8%	80,003	71,284	12.2%	7:05pm
TUE	5/15	19	CINCINNATI	22,879	556,460	530,894	4.8%	1,411	1,965	3,376	14.8%	83,379	76,013	9.7%	7:05pm
WED	5/16	20	CINCINNATI	20,606	577,066	551,363	4.7%	1,260	1,350	2,610	12.7%	85,989	78,871	9.0%	7:05pm
TUE	5/22	21	CUBS	23,163	600,229	569,304	5.4%	1,449	1,764	3,213	13.9%	89,202	81,602	9.3%	7:05pm
WED	5/23	22	CUBS	24,531	624,760	585,307	6.7%	1,592	1,609	3,201	13.0%	92,403	83,724	10.4%	7:05pm
THU	5/24	23	CUBS	28,165	652,925	601,900	8.5%	1,900	2,177	4,077	14.5%	96,480	86,369	11.7%	7:05pm
FRI	5/25	24	MILWAUKEE	29,238	682,163	623,027	9.5%	1,955	2,115	4,070	13.9%	100,550	89,459	12.4%	7:05pm Beanie Caps
SAT	5/26	25	MILWAUKEE	31,732	713,895	644,502	10.8%	1,791	2,461	4,252	13.4%	104,802	92,338	13.5%	7:05pm Fireworks
SUN	5/27	26	MILWAUKEE	33,906	747,801	664,592	12.5%	1,921	2,745	4,666	13.8%	109,468	94,839	15.4%	1:05pm Photo Day
TUE	6/5	27	LOS ANGELES	27,941	775,742	702,095	10.5%	1,919	1,777	3,696	13.2%	113,164	100,580	12.5%	7:05pm
WED	6/6	28	LOS ANGELES	28,991	804,733	730,589	10.1%	1,719	1,965	3,684	12.7%	116,848	104,992	11.3%	7:05pm
THU	6/7	29	LOS ANGELES	37,474	842,207	765,068	10.1%	2,658	2,594	5,252	14.0%	122,100	109,455	11.6%	7:05pm
FRI	6/8	30	SEATTLE	40,350	882,557	785,513	12.4%	2,916	3,656	6,572	16.3%	128,672	111,938	14.9%	7:05pm BP Jerseys
SAT	6/9	31	SEATTLE	33,254	915,811	804,088	13.9%	2,268	2,052	4,320	13.0%	132,992	114,594	16.1%	7:05pm Fireworks
SUN	6/10	32	SEATTLE	30,270	946,081	821,710	15.1%	1,865	2,614	4,479	14.8%	137,471	117,519	17.0%	1:05pm Kids' Yo-yos
TUE	6/19	33	BALTIMORE	32,251	978,332	849,091	15.2%	2,010	2,511	4,521	14.0%	141,992	121,164	17.2%	7:05pm
WED	6/20	34	BALTIMORE	24,252	1,002,584	871,562	15.0%	1,517	1,452	2,969	12.2%	144,961	124,182	16.7%	7:05pm
THU	6/21	35	BALTIMORE	34,612	1,037,196	897,761	15.5%	2,753	3,951	6,704	19.4%	151,665	127,207	19.2%	12:35pm 2 for 1 Day
FRI	6/22	36	BOSTON	42,480	1,079,676	924,530	16.8%	3,435	1,650	5,085	12.0%	156,750	130,749	19.9%	7:05pm 80's Retro Night; Concert; Catenary Incident
SAT	6/23	37	BOSTON	42,318	1,121,994	951,125	18.0%	2,607	2,232	4,839	11.4%	161,589	135,320	19.4%	7:05pm Negro League Pins
SUN	6/24	38	BOSTON	42,294	1,164,288	977,753	19.1%	2,574	2,968	5,542	13.1%	167,131	139,741	19.6%	1:05pm Kids' Trading Cards
MON	7/2	39	FLORIDA	21,309	1,185,597	1,014,527	16.9%	1,344	1,405	2,749	12.9%	169,880	145,164	17.0%	7:05pm
TUE	7/3	40	FLORIDA	31,678	1,217,275	1,041,568	16.9%	2,086	2,166	4,252	13.4%	174,132	148,929	16.9%	7:05pm Fireworks
WED	7/4	41	FLORIDA	23,063	1,240,338	1,068,645	16.1%	1,522	1,599	3,121	13.5%	177,253	152,496	16.2%	6:05pm Friends Ride Free
THU	7/5	42	FLORIDA	26,519	1,266,857	1,097,816	15.4%	1,850	1,615	3,465	13.1%	180,718	157,060	15.1%	12:35pm 2 for 1 Day
FRI	7/6	43	ATLANTA	34,516	1,301,373	1,130,776	15.1%	2,498	2,256	4,754	13.8%	185,472	161,716	14.7%	7:05pm San Diego Chicken
SAT	7/7	44	ATLANTA	37,607	1,338,980	1,154,349	16.0%	2,674	3,174	5,848	15.6%	191,320	165,111	15.9%	12:55pm Beach Blankets

Attendance / Ridership Summary

DAY	DATE	GAME #	TEAM	GAME ATT (GATE)	CUMULATIVE ATT	CUMULATIVE ATT 2006	% DIFF 06 - 07	GAS	IMP	TOTAL RIDERS	GATE %	CUM TOT RIDERS	CUM TOT RIDERS 2006	% DIFFER 06 - 07	COMMENTS
SUN	7/8	45	ATLANTA	35,155	1,374,135	1,189,941	15.5%	2,499	2,503	5,002	14.2%	196,322	170,679	15.0%	5:05pm Kids' Floppy Hats
MON	7/16	46	NY METS	31,551	1,405,686	1,204,550	16.7%	1,902	2,409	4,311	13.7%	200,633	172,504	16.3%	7:05pm
TUE	7/17	47	NY METS	29,083	1,434,769	1,243,199	15.4%	1,893	2,359	4,252	14.6%	204,885	177,965	15.1%	7:05pm
WED	7/18	48	NY METS	29,095	1,463,864	1,277,251	14.6%	1,886	2,405	4,291	14.7%	209,176	181,857	15.0%	7:05pm
THU	7/19	49	PHILADELPHIA	27,123	1,490,987	1,316,275	13.3%	1,946	2,232	4,178	15.4%	213,354	187,676	13.7%	7:05pm
FRI	7/20	50	PHILADELPHIA	32,511	1,523,498	1,351,200	12.8%	2,068	2,303	4,371	13.4%	217,725	192,248	13.3%	7:05pm Gwynn Retro Visors
SAT	7/21	51	PHILADELPHIA	32,572	1,556,070	1,377,259	13.0%	2,582	2,812	5,394	16.6%	223,119	196,072	13.8%	7:05pm Tribute to T. Gwynn
SUN	7/22	52	PHILADELPHIA	32,978	1,589,048	1,399,469	13.5%	2,308	2,668	4,976	15.1%	228,095	198,726	14.8%	1:05pm Kids' Mini-bats
TUE	7/31	53	ARIZONA	26,085	1,615,133	1,426,577	13.2%	1,725	2,206	3,931	15.1%	232,026	202,214	14.7%	7:05pm
WED	8/1	54	ARIZONA	25,338	1,640,471	1,449,111	13.2%	1,007	2,269	3,276	12.9%	235,302	206,070	14.2%	7:05pm
THU	8/2	55	ARIZONA	29,952	1,670,423	1,483,330	12.6%	2,436	2,607	5,043	16.8%	240,345	210,269	14.3%	12:35pm 2 for 1 Day
FRI	8/3	56	SAN FRAN	41,361	1,711,784	1,510,507	13.3%	3,242	2,846	6,088	14.7%	246,433	214,105	15.1%	7:05pm Floppy Hats
SAT	8/4	57	SAN FRAN	39,207	1,750,991	1,532,385	14.3%	2,644	2,743	5,387	13.7%	251,820	217,536	15.8%	7:05pm Fireworks
SUN	8/5	58	SAN FRAN	37,490	1,788,481	1,565,077	14.3%	2,622	2,981	5,603	14.9%	257,423	221,651	16.1%	1:05pm Kids' Hot Wheels
TUE	8/14	59	COLORADO	25,372	1,813,853	1,600,363	13.3%	1,652	1,965	3,617	14.3%	261,040	225,455	15.8%	7:05pm
WED	8/15	60	COLORADO	30,261	1,844,114	1,629,102	13.2%	1,843	2,311	4,154	13.7%	265,194	229,303	15.7%	7:05pm
THU	8/16	61	COLORADO	23,871	1,867,985	1,654,777	12.9%	1,693	1,858	3,551	14.9%	268,745	232,674	15.5%	7:05pm
FRI	8/17	62	HOUSTON	27,847	1,895,832	1,681,053	12.8%	1,922	1,795	3,717	13.3%	272,462	236,293	15.3%	7:05pm Concert
SAT	8/18	63	HOUSTON	38,922	1,934,754	1,708,037	13.3%	2,348	2,512	4,860	12.5%	277,322	239,768	15.7%	7:05pm Sports Bags
SUN	8/19	64	HOUSTON	29,729	1,964,483	1,731,072	13.5%	1,737	3,219	4,956	16.7%	282,278	243,457	15.9%	1:05pm Kids' Backpacks
MON	8/27	65	ARIZONA	21,996	1,986,479	1,761,859	12.7%	1,287	1,895	3,182	14.5%	285,460	247,843	15.2%	7:05pm
TUE	8/28	66	ARIZONA	19,843	2,006,322	1,787,892	12.2%	1,325	1,391	2,716	13.7%	288,176	251,575	14.5%	7:05pm
WED	8/29	67	ARIZONA	23,484	2,029,806	1,813,945	11.9%	1,272	1,924	3,196	13.6%	291,372	254,668	14.4%	7:05pm
THU	8/30	68	ARIZONA	24,990	2,054,796	1,843,336	11.5%	1,228	1,932	3,160	12.6%	294,532	258,626	13.9%	7:05pm
FRI	8/31	69	LOS ANGELES	40,091	2,094,887	1,873,529	11.8%	2,810	2,881	5,691	14.2%	300,223	262,260	14.5%	7:05pm T-shirts
SAT	9/1	70	LOS ANGELES	38,372	2,133,259	1,906,712	11.9%	2,428	2,855	5,283	13.8%	305,506	266,524	14.6%	7:05pm Fireworks
SUN	9/2	71	LOS ANGELES	35,074	2,168,333	1,935,740	12.0%	2,302	3,081	5,383	15.3%	310,889	270,345	15.0%	1:05pm Kids' Pennants
FRI	9/14	72	SAN FRAN	27,836	2,196,169	1,967,966	11.6%	1,766	1,921	3,687	13.2%	314,576	274,640	14.5%	7:05pm 90's Retro Night; concert
SAT	9/15	73	SAN FRAN	38,068	2,234,237	1,993,924	12.1%	2,198	2,983	5,181	13.6%	319,757	278,216	14.9%	7:05pm Padres Caps
SUN	9/16	74	SAN FRAN	25,967	2,260,204	2,020,183	11.9%	1,471	2,115	3,586	13.8%	323,343	280,725	15.2%	1:05pm Kids' T-shirts
MON	9/17	75	PITTSBURGH	23,494	2,283,698	2,037,664	12.1%	1,211	1,968	3,179	13.5%	326,522	283,141	15.3%	7:05pm
TUE	9/18	76	PITTSBURGH	23,849	2,307,547	2,058,575	12.1%	1,360	1,841	3,201	13.4%	329,723	286,083	15.3%	7:05pm
WED	9/19	77	PITTSBURGH	21,210	2,328,757	2,082,510	11.8%	1,115	1,650	2,765	13.0%	332,488	289,245	15.0%	7:05pm
THU	9/20	78	PITTSBURGH	20,415	2,349,172	2,110,829	11.3%	1,663	1,819	3,482	17.1%	335,970	292,966	14.7%	12:35pm 2 for 1 Day
FRI	9/21	79	COLORADO	27,827	2,376,999	2,135,910	11.3%	1,738	1,969	3,707	13.3%	339,677	296,314	14.6%	7:05pm Team Photo Calendars
SAT	9/22	80	COLORADO	30,311	2,407,310	2,170,952	10.9%	1,528	1,753	3,281	10.8%	342,958	301,690	13.7%	7:05pm Fireworks
SUN	9/23	81	COLORADO	30,680	2,437,990	2,210,478	10.3%	2,034	2,930	4,964	16.2%	347,922	305,964	13.7%	1:05pm Kids' Lunch Boxes
		82			2,437,990	2,247,732	8.5%			-		347,922	309,949	12.3%	
		83			2,437,990	2,285,703	6.7%			-		347,922	316,996	9.8%	
		84			2,437,990	2,325,880	4.8%			-		347,922	325,336	6.9%	
			GRAND TOTALS	2,437,990		2,247,732	4.8%	159,036	188,886	347,922	14.3%		Season 325,336	6.9%	
			Per Game Averages	30,099		26,759	12.5%	1,963	2,332	4,295			3,873	10.9%	Avg. thru 38 games to date

Padres Baseball

2007 Year-End Summary

Board of Directors Meeting
November 8, 2007



Attendance & Ridership Statistics

	2006 84 Dates	2007 81 Dates	
• Attendance:	2.3 million	2.4 mil.	↑ 5%
• Attendance Per Game:	26,759	30,099	↑ 12%
• Ridership:	325,336	347,922	↑ 7%
• Ridership Per Game:	3,873	4,295	↑ 11%
• Gate Percentage	14.0%	14.3%	↑ <1%



Padres Baseball

2007 Year-End Summary

Board of Directors Meeting
November 8, 2007



Attendance & Ridership Statistics

	2006 84 Dates	2007 81 Dates	
• Attendance:	2.3 million	2.4 mil.	↑ 5%
• Attendance Per Game:	26,759	30,099	↑ 12%
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• Ridership Per Game:	3,873	4,295	↑ 11%
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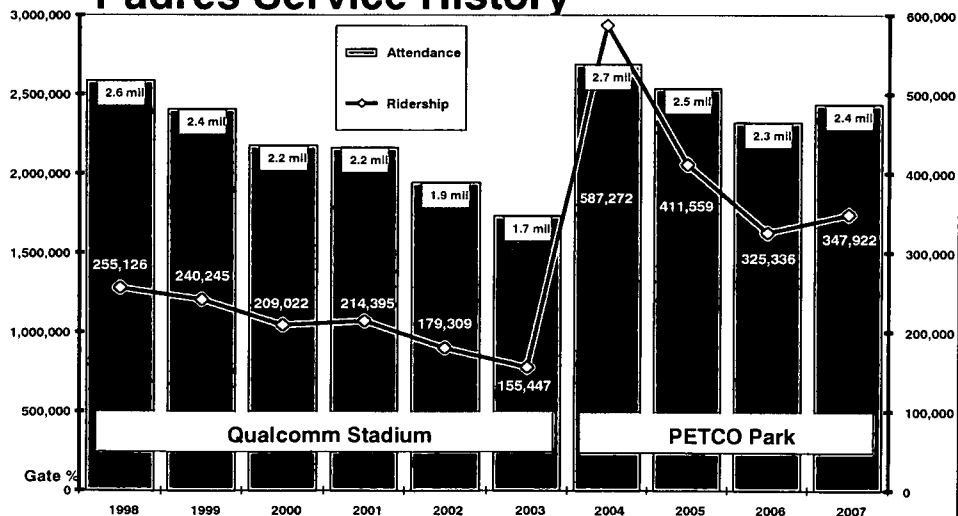


Significant Milestones

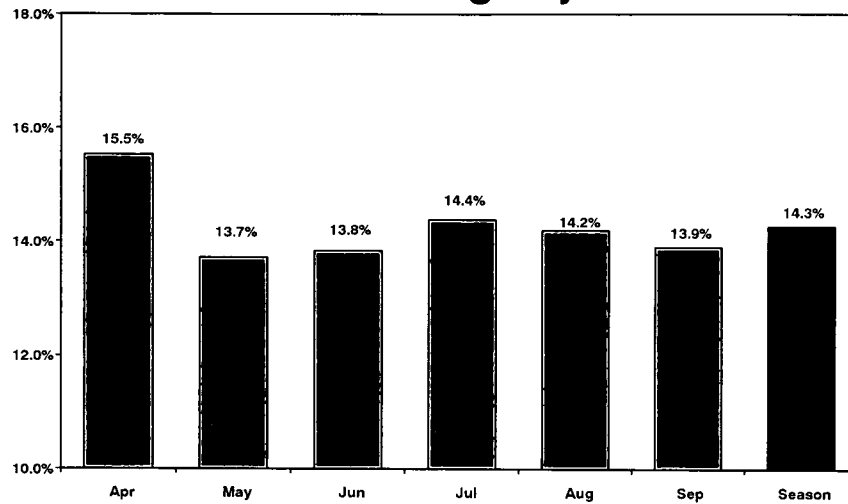
- Total ridership to Padres games since the opening of PETCO Park exceeded 1.5 million (as of July 4, 2007 vs. Florida; 290th game)
- 2007 marked the 10th year of LRT service to Padres baseball (6 yrs. @ Qualcomm; 4 yrs. @ PETCO)
- In total, just under 6 million passenger trips have been recorded to and from Padres baseball games since the start of the 1998 season



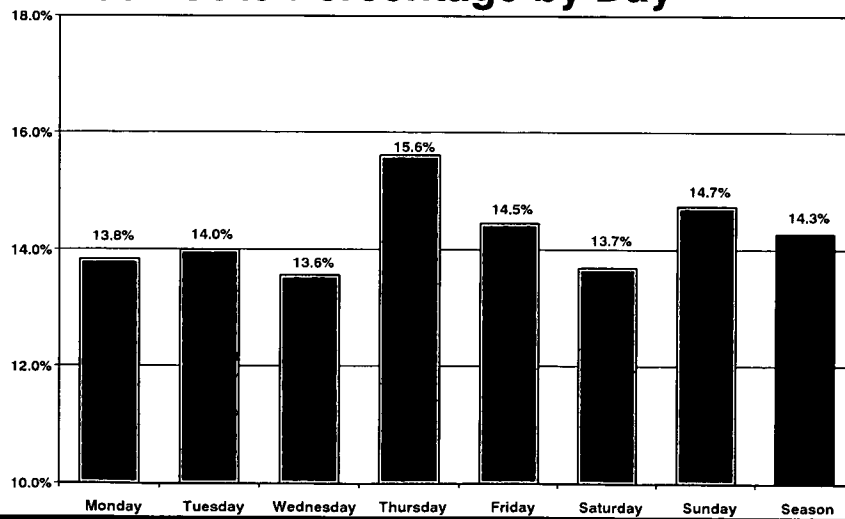
Padres Service History



2007 Gate Percentage by Month



2007 Gate Percentage by Day



Cost Recovery

Category	Revenue	Expenses	Averages
Ticket sales (Booth)	\$22,545		\$3,742
Ticket sales (TVM)	\$58,233		\$9,705
Coaster	\$1,998		\$333
Security (TSS)		(\$3,831)	(\$638)
Security (Heritage)		(\$10,977)	(\$1,829)
Transportation Dept.		(\$23,161)	(\$3,860)
Car Miles (Traction power)		(\$11,677)	(\$1,946)
Revenue Dept.		(\$4,892)	(\$815)
Facilities Dept.		(\$2,851)	(\$475)
TOTAL EXPENSES		(\$57,389)	(\$9,565)
TOTAL REVENUE	\$82,776		\$13,796
NET OPERATING REVENUE (6 GAMES)		\$25,387	\$4,231



Season Summary

- 2007 marked the 4th year of service to PETCO Park and the 10th year service to Padres baseball overall
- Ridership as a percentage of the gate remained relatively consistent, averaging between 12% and 15% for most games
- Outside factors affecting parking availability continue to have a measurable effect on ridership





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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

November 8, 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 October 6, 2007, through October 29, 2007.

[gail.williams/agenda item 62](#)



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.

Agenda Item 62
Chief Executive Officer's Report

November 8, 2007

Contracts

Organization	Subject	Amount
CITY OF SAN DIEGO RDA	GRANT DEED FOR SMART CORNER	\$0.00
FUEL SOLUTIONS, INC	CONSULTING SERVICES	\$8,780.00
LIEBMAN, QUIGLEY, SHEPPARD	LEGAL SERVICES - GENERAL LIABILITY	\$25,000.00
CEMENT CUTTING, INC.	RIGHT OF ENTRY TO TRENCH ALONG WONDERBREAD	\$1,000.00
BEST BEST & KRIEGER, LLP	LEGAL SERVICES CONTRACT FOR PRICE CO.	\$5,000.00
SAN DIEGO GAS & ELECTRIC	RIGHT OF ENTRY PERMIT - SABRE SPRINGS ELECTRIC	\$0.00
WASHINGTON INFRASTRUCTURE SERV	CONSTRUCTION MGMT SERVICES FOR MVE	\$0.00
WASHINGTON INFRASTRUCTURE SERV	CONSTRUCTION MGMT SERVICES FOR STEAMLINE INSPECTION	\$55,789.22
WASHINGTON INFRASTRUCTURE SERV	REIMBURSEMENT FOR OFFICE RELOCATION COSTS	\$59,771.44
PARSONS BRINCKERHOFF CONSTRUCTION	CONSTRUCTION MGMT SERVICES FOR SAN YSIDRO-PHASE 2	\$52,000.00
PARSONS BRINCKERHOFF CONSTRUCTION	CONSTRUCTION MGMT SERVICES FOR SAN YSIDRO	\$2,100.00
WASHINGTON INFRASTRUCTURE SERV	CONSTRUCTION MGMT SERVICES-SAFETY INCENTIVE PROGRAM	\$40,000.00
CEMENT CUTTING, INC.	PROPERTY OWNER ACKNOWLEDGMENT FOR RIGHT OF ENTRY	\$0.00

November 8, 2007

[illegible]

Agenda Item No. 62
Chief Executive Officer's Report

November 8, 2007

Work Orders

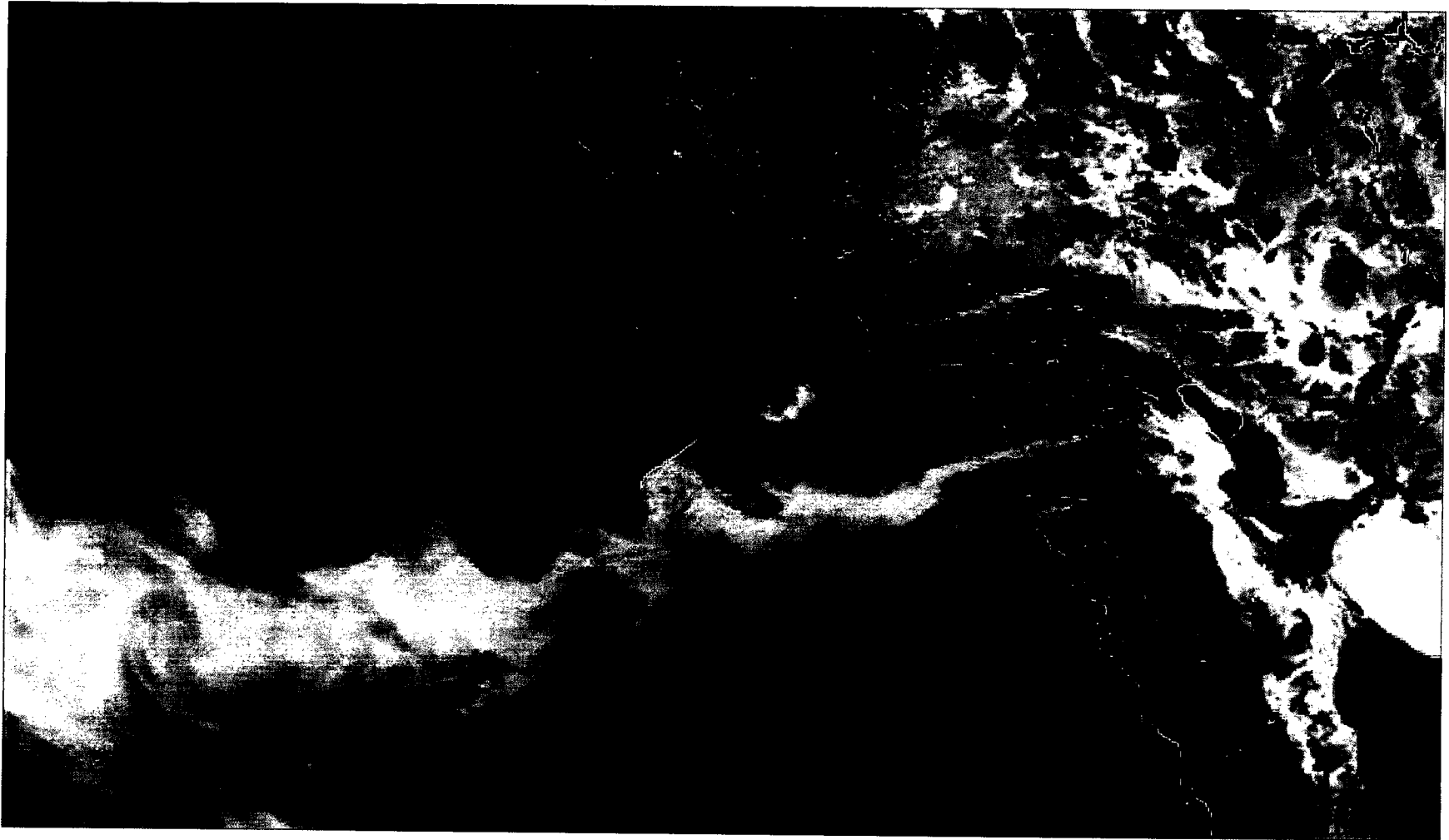
Organization	Subject	AMOUNT
BERRYMAN & HENIGAR	GENERAL ENGINEERING SERVICES FOR BIDDING	\$5,811.00
BERRYMAN & HENIGAR	PROPERTY SURVEYING FOR YARD	\$6,246.00
WASHINGTON GROUP INTERNATIONAL	CONSTRUCTION MGMT SERVICES FOR MVE LITIGATION	\$168,082.00

Metropolitan Transit System

Special Services Provided During
the Wildfire Emergency
October 2007



NASA photo taken on Oct. 21, 2007



MTS Bus Response - Oct 22nd

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- Our Rte 20 service was truncated to Black Mtn. Road with the closure of I-15. Partial service to the North County Fair would be re-established on Oct. 24th.







MTS



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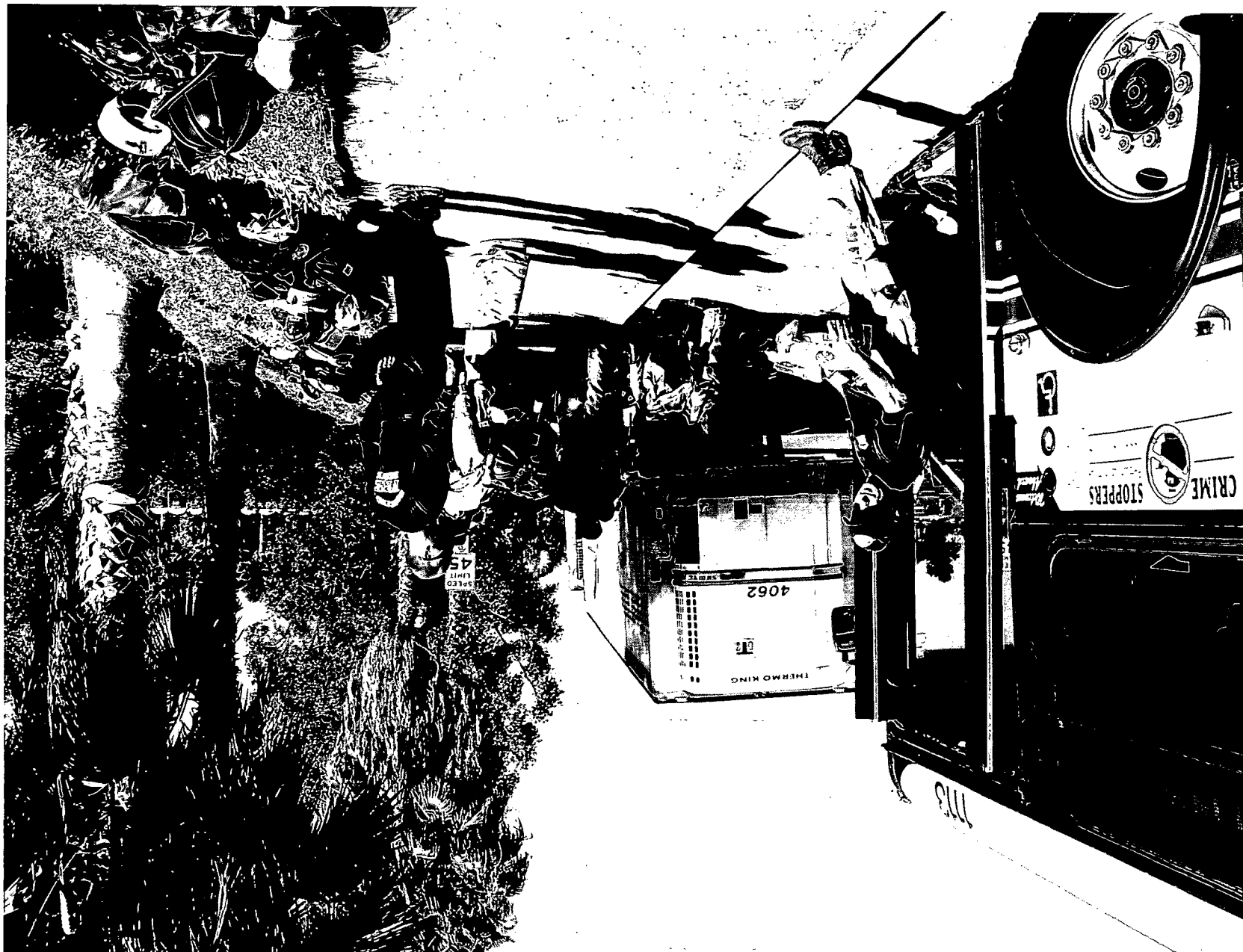
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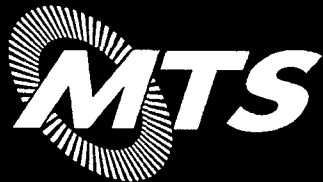


MTS



MTS Bus Response - October 24th and 25th

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MTS Bus Response - Summary

- Our entire team of operators, maintenance personnel, trainers, dispatchers and field supervisors worked together and performed flawlessly in getting vehicles in/out of locations covered in ash and smoke. The fire crews were extremely grateful for our transport capabilities and the professionalism of our staff. We fulfilled every request for transport and our operators and staff volunteered to drive these special services. We did our part to ensure that all emergency crews were deployed.
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MTS Communications

- Added Web banner to alert riders of service changes
- Updated Web site twice daily or as needed
- Added links to fire related resources
- Provided information to our telephone operators
- Responded to 9,000 information requests



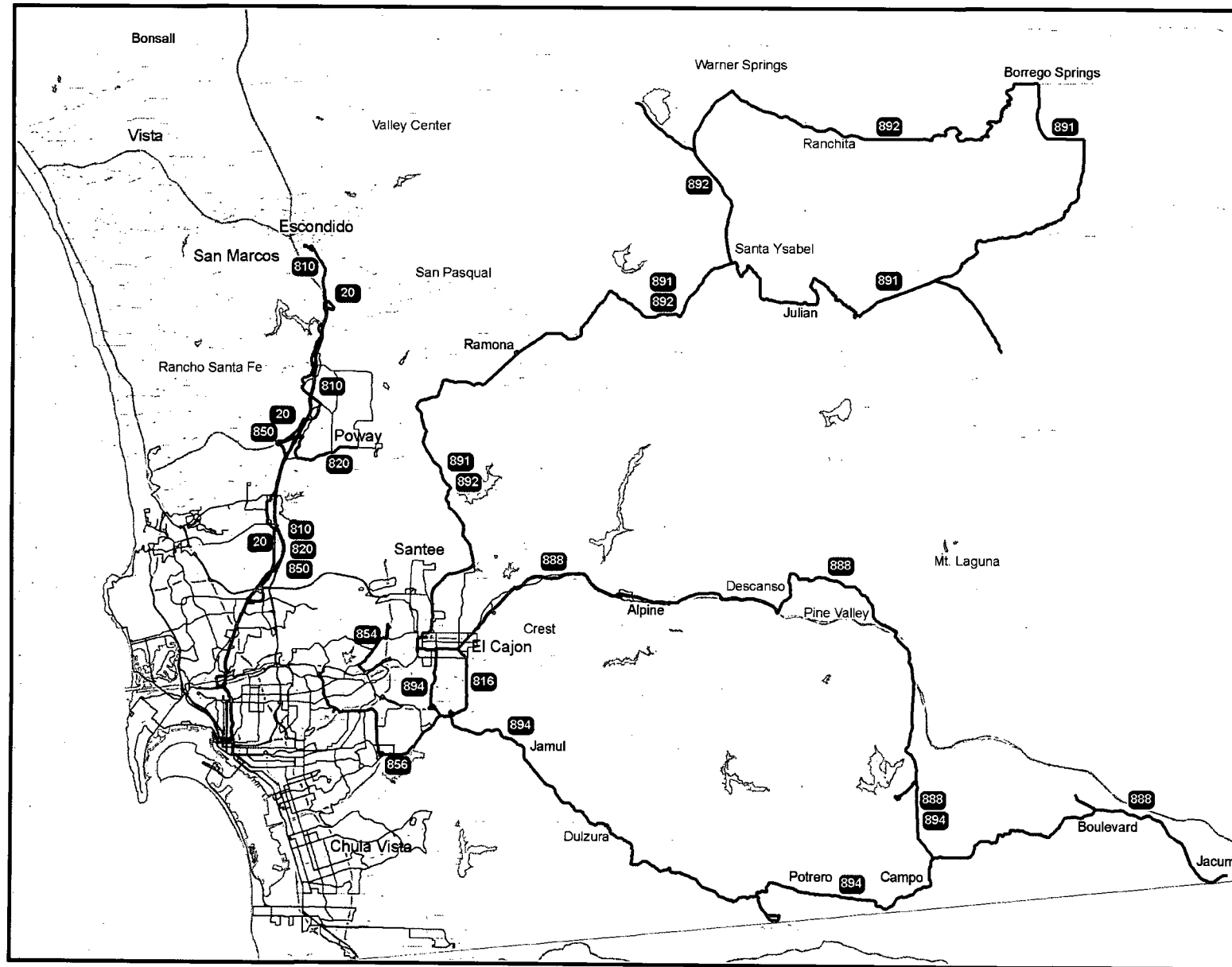


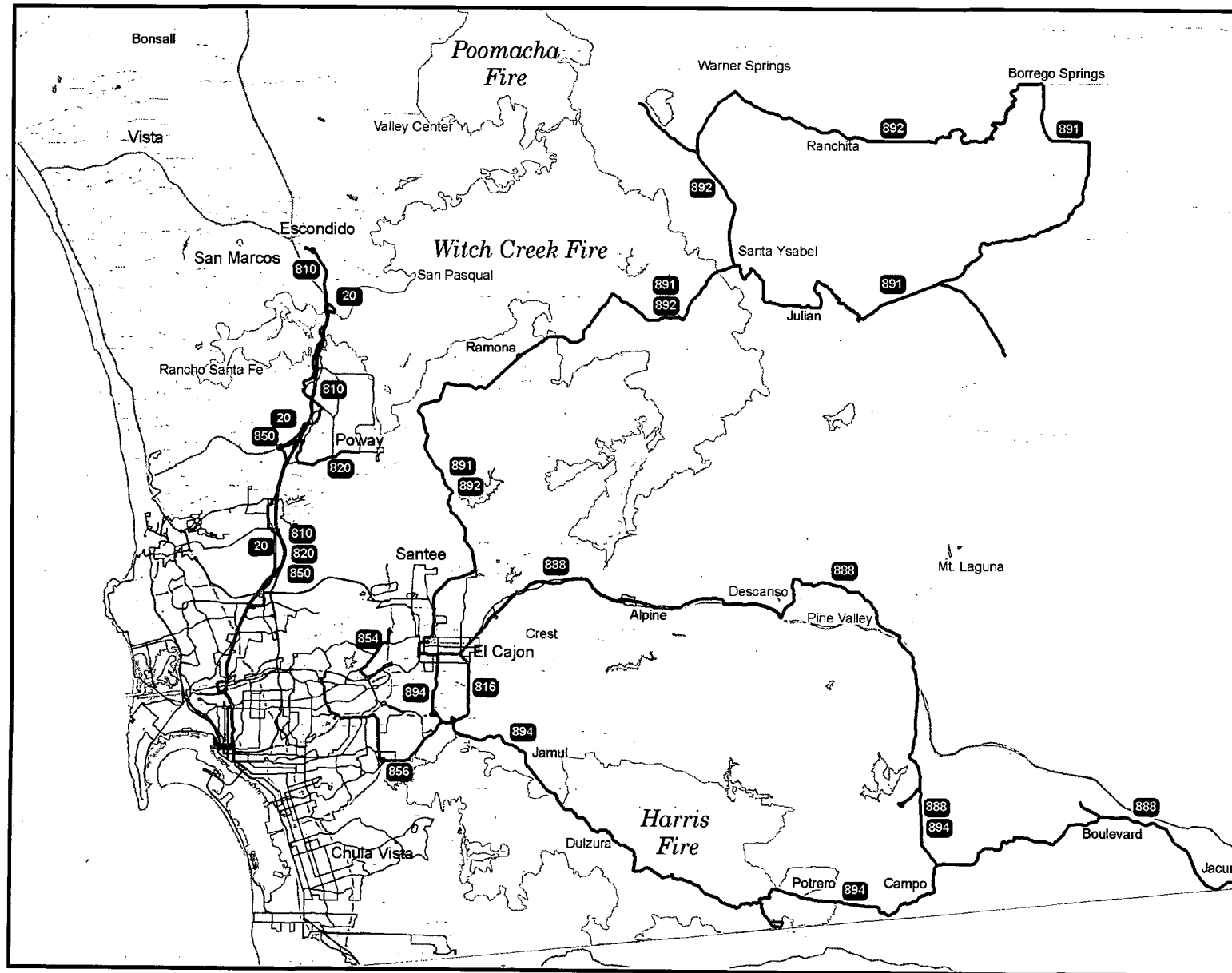


MTS Contract Services

- The fires, road closures and evacuations significantly impacted the contracted routes. We were unable to provide service on Routes 810, 816, 820, 850, 854, 856, 888 and 894 for the entire week of Oct 21-27.
- The ADA service operated on a limited schedule for passengers with a critical need to be transported.
- Our ADA service vehicles, with the assistance of NCTD's "The Lift" were utilized for evacuations in Rancho Bernardo to the Del Mar Racetrack.
- Poway Transit provided evacuation services for a convalescent hospital in Gateway Park in Poway to the evacuation center at Mira Mesa High School.







MTS – Rail Impacts



MTS – Rail Services

- Overall, no impact on operating services
- All scheduled trips operated over 5 day period
- Minimum employee call-offs due to fire related evacuations – all trips filled
- Breathing masks distributed to all personnel



MTS – Rail Services (cont.)

- All heavy field maintenance assignments delayed due to air quality, essential work performed
- Modified train consists on all Orange and Blue Line trains due to lower ridership, 3-car trains operated as 2-cars
- Overall ridership declined approx. 35%
- Total ridership declined approx. 142,000 over 5 days



MTS – Rail Services (cont.)

- Revenue collected down 28%
- Communication site on Mt. San Miguel (owned by others) totally burned. All trolley communication equipment lost. No impact on capability as primary communications transferred to Pt. Loma site.



Mt. San Miguel Communication Building



MTS – Rail Services (cont.)

- LRV HVAC filters changed on entire fleet to eliminate residual particulate matter.
- No employees lost homes





Automobile Club of Southern California

Insurance/Financial | Travel | Automotive | Member Services | Discounts

Upfront/Legislative Update

There They Go Again!

California shifts funding from transportation project once more

As we've noted before, Governor Arnold Schwarzenegger and the California legislature just can't seem to keep their hands off transportation funds. The state adopted its 2007-08 budget in August (a near-record 51 days late), and as Ronald Reagan might have said, "There you go again!"

This year's budget dedicated \$1.5 billion in gasoline sales taxes (as guaranteed by Proposition 1A) and, to date, allocated more than \$11 billion of Proposition 1B bond funds to transportation projects. And, in general, by our assessment, the state has done a good job selecting transportation projects.

However, in an imaginative and not especially scrupulous bit of political sleight of hand, the governor and legislature took back \$1.3 billion in other transportation funding—mostly at the expense of public transit—which nearly negates the \$1.5 billion guaranteed under Proposition 1A.

Here's how they pulled it off: Under an arcane 35-year-old state law, when gasoline prices rise faster than the rate of inflation, the excess sales tax revenue, or "spillover," is dedicated to public transit funding. In some years, there's no spillover. Recently, however, because of high gas prices, there's been a lot—and sometimes it's gone to transit, like it's supposed to.

But not this time. This year, \$827 million in spillover gasoline sales taxes plus \$475 million in other public transportation funds ended up in the state's General Fund.

How could that happen? Because the spillover money isn't protected by Proposition 1A. Now, you'd think the voters' intent was clear: The state should spend more money, not less, to reduce traffic congestion.

But state leaders still aren't getting the message. They not only redirected \$1.3 billion to pay for General Fund obligations, they also tried to make that money look like transportation spending. This is how the shell game worked:

- \$948 million was allocated to pay for general-obligation transportation bond costs that were supposed to have been paid from the General Fund.
- \$129 million was allocated to transport the developmentally disabled to regional centers, relieving the social welfare system of that cost.
- \$99 million was allocated for school bus service; formerly, this was paid from education funds.
- Astoundingly, gasoline sales taxes will be used to repay \$83 million in gasoline sales taxes previously taken for General Fund use.

The California Transit Association, representing the state's public transit operators, is suing to prevent these actions. But it's not only transit that's at risk. Our roads become more congested when transit can't do its share, and cutbacks in transit funding can delay highway projects when funding is shifted to backfill the shortfall in transit.

Caltrans, it should be noted, ends up about 20 percent (\$2.2 billion) better off this year than last year because of money from transportation bonds. Local agencies would have done well, too, except for the diverted \$1.3 billion. Some projects at risk include the Exposition and Gold Line light rail extensions in Los Angeles County, the State Route 91 freeway widening and

Metrolink station expansion in Orange County, and transit operations throughout the state.

Is this any way to protect and expand our critical transportation systems? We don't think so, and we'll continue to make our displeasure known. You might want to as well. Our new transportation website, aaa-calif.com/roadahead, shows you how.

[Return to Top](#)

You are reading the November/December 2007 issue of *Westways*. Some information contained in this publication is time-sensitive, and the terms of some offers (cruise or vacation packages, for example) or services (provisions for roadside assistance, for example) might have been superseded by subsequent information and might no longer apply.

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2008 TRANSIT CONFERENCES INTEREST SURVEY FORM

Please complete the following survey to indicate APTA meetings you may like to attend in 2008. Completing this survey simply indicates that you *may* be interested in attending. When preliminary conference materials are received, we will contact you. You can decide at that point in time if you wish to attend that particular conference.

This form should be returned to Gail Williams, Clerk of the Board. If you wish to fax this form to Gail, her fax number is 619-234-3172.

If you are not interested in attending any conferences, please draw a line through the page and return it to Gail.

Name: _____

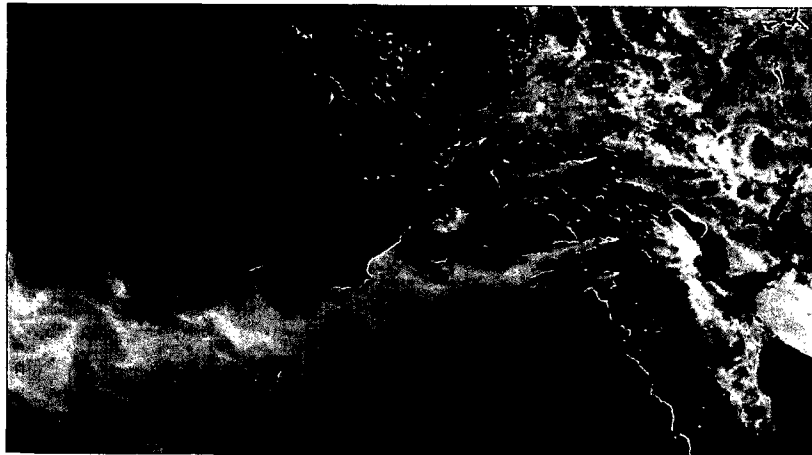
Conference	Dates:	Location:	Please (x) to Indicate Interest
APTA Legislative Conference	March 9-11 (Sun-Tues)	Washington, D. C.	_____
APTA Bus & Paratransit Conf.	May 4-7 (Sun-Wed)	Austin, TX	_____
APTA Rail Conference	June 1-4 (Sun-Wed)	San Francisco, CA	_____
APTA Board Members Seminar	July 19-22 (Sat-Tues)	Seattle, WA	_____
APTA Annual Meeting	October 5-8 (Sun-Wed)	San Diego, CA	_____

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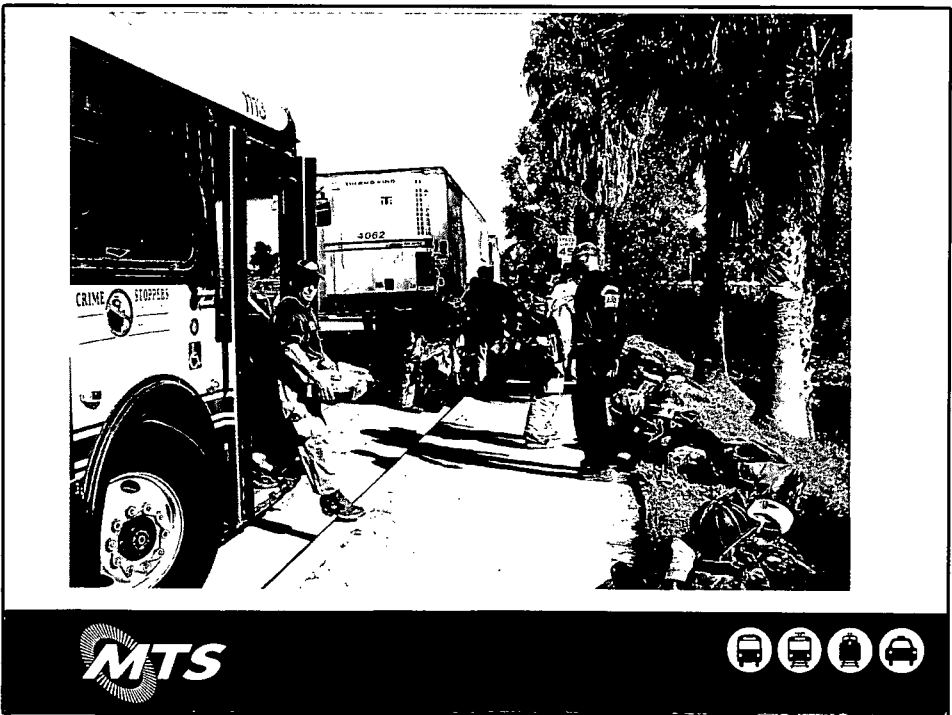
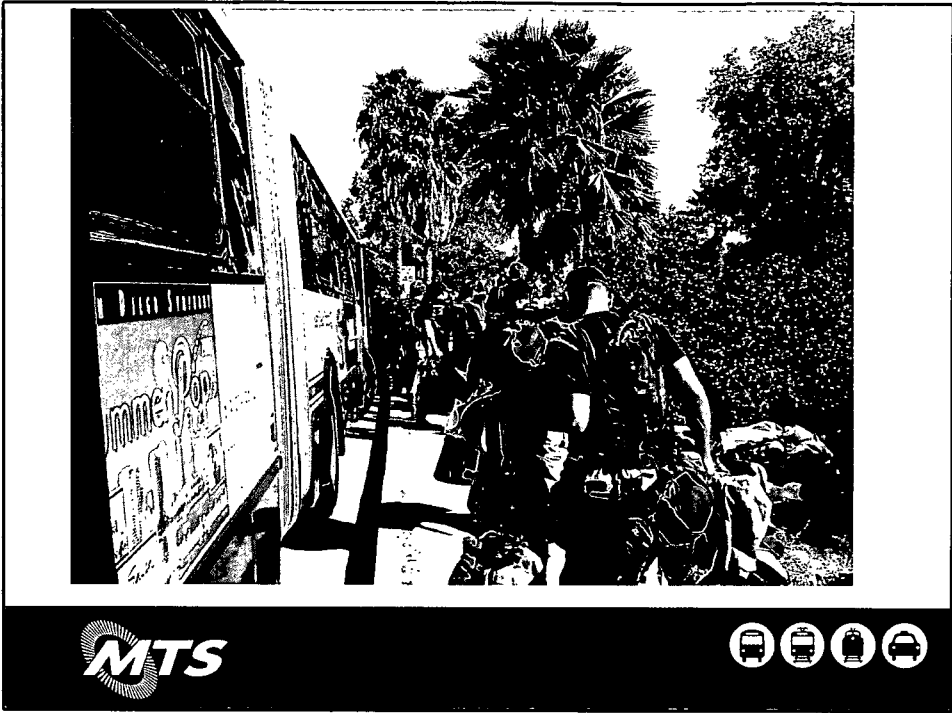




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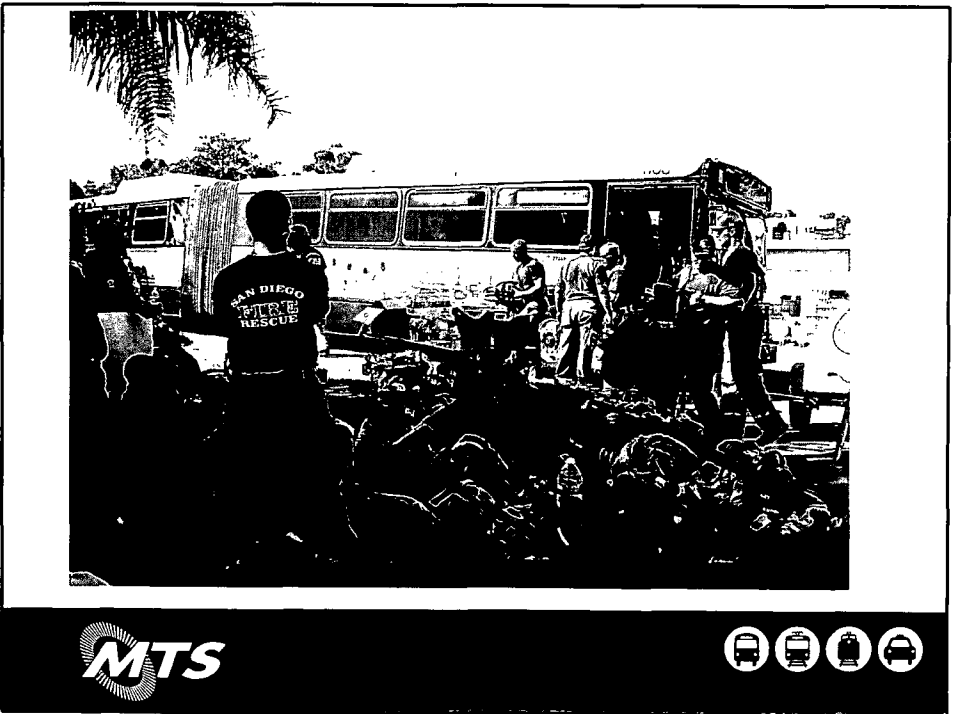
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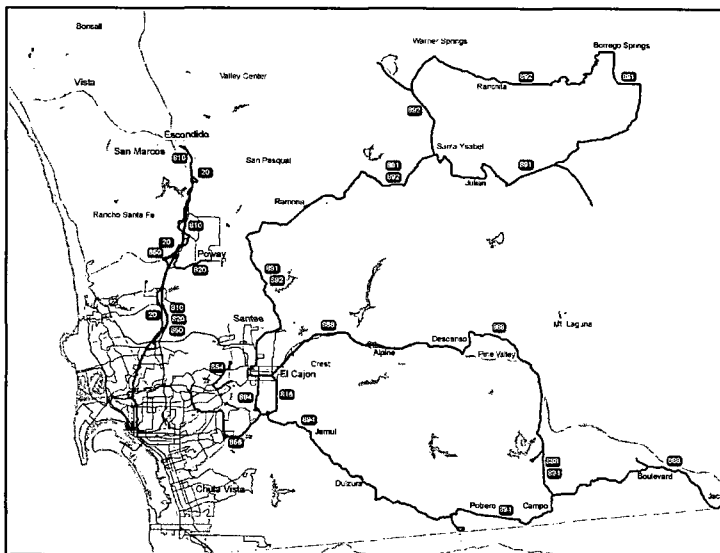
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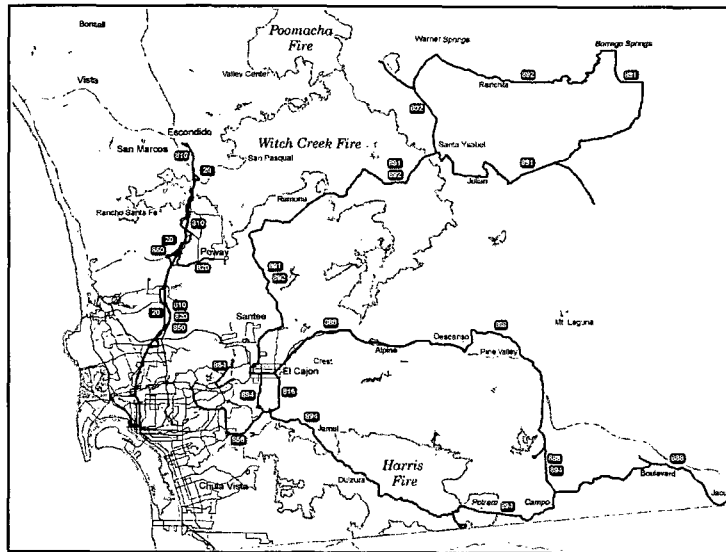




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