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## Agenda

### **\*\*JOINT MEETING AND FINANCE WORKSHOP\*\***

#### JOINT MEETING OF THE BOARD OF DIRECTORS

for the

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

March 13, 2008

**» » 9:00 a.m. « «**

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

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#### **FINANCE WORKSHOP - 9:00 a.m.**

**ACTION  
RECOMMENDED**

1. Roll Call
2. MTS: FY 2009 Budget Development  
Action would receive the Metropolitan Transit System (MTS) FY 2009 operating budget report and provide guidance.
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. Adjournment

Receive

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.

**BOARD MEETING - Meeting will begin when the Finance Workshop ends.**

4. a. Roll Call
- b. Approval of Minutes - February 21, 2008 Approve
- c. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

**CONSENT ITEMS**

6. SDTI: Radio Communication System Support Services - Contract Amendment Approve  
Action would authorize the CEO to exercise the first of two single-year contract extensions with Bearcom Wireless Worldwide, inc. (Doc. No. C.O.019.1-05) to continue to provide San Diego Trolley, Inc. with radio communication system support services.
7. MTS: Capital Improvement Program-Funded Revenue Budget Transfers Approve  
Action would: (1) transfer federal funds in Grant No. 5307 CA-90-Y474 and nonfederal Transportation Development Act (TDA) funds from Capital Improvement Program (CIP) 11181 (40-Foot Bus Replacement) into the fiscal year (FY) 2008 CIP 11239 (MCS Purchase CNG Buses); (2) transfer federal funds in Grant No. 5307 CA-90-Y474 and nonfederal TDA funds from CIP 11196 (MCS Purchase 40-Foot CNG Buses South Central) into FY 2008 CIP 11239; (3) transfer federal funds in Grant No. 5307 CA-90-Y561 and nonfederal TDA funds from CIP 11238 (SDTC 26 40-Foot Low-Profile Buses) into FY 2008 CIP 11239; (4) transfer federal funds in Grant No. 5307 CA-90-Y313, Grant No. 5307 CA-90-Y474, Grant No. 5307 CA-90-Y474 nonfederal TDA funds, and nonfederal STA funds from CIP 11417 (MCS Purchase 9 Midsize CNG Buses) into FY 2008 CIP 11239; and (5) fund the entire five-year bus contract (MTS Doc. No. G1101.0-07) with New Flyer America, Inc. with the CIP amounts transferred.
8. MTS: South Bay Maintenance Facility Expansion Project Environmental Declaration Addendum Approve  
Action would: (1) declare that the San Diego Association of Governments (SANDAG) is now the lead agency for the project pursuant to Senate Bill 1703 and receive the Final Initial Study/Mitigated Negative Declaration Second Addendum; (2) approve the revised South Bay Maintenance Facility (SBMF) Expansion Project; and (3) transfer funding from East County Bus Maintenance Facility CNG Project to the SBMF Expansion Project.

- |     |   |         |
|-----|---|---------|
| 9.  | <u>MTS: Establishment of Additional Local Agency Investment Fund (LAIF) Account</u><br>Action would approve Resolution No. 08-4 to establish an investment account in the name of San Diego Transit Corporation within the Local Agency Investment Fund (LAIF) administered by the State Treasurer.   | Approve |
| 10. | <u>MTS: Amendments to Assignment of Contract for San Diego Association of Governments' On-Call General Transportation Planning Services (Transportation Management and Design, Inc.)</u><br>Action would authorize the CEO to ratify Amendment No. 1 and execute Amendment No. 2 to MTS Doc. No. G1107.0-07 with Transportation Management and Design, Inc (TMD) as part of the San Diego Association of Governments (SANDAG's) On-Call General Transportation Planning Services Agreement, which was established as a jobs order contract with MTS. Amendment No. 2 would allow MTS to proceed with the AVL Data Validation and ATP Staff Coaching Project and the Trolley Rehabilitation Phasing Study. | Approve |
| 11. | <u>MTS: Printing of MTS Timetables - Contract Award</u><br>Action would authorize the CEO to execute MTS Doc. No. G1144.0-08 with AAA Printing Company to print MTS timetables for a five-year period.  | Approve |

#### CLOSED SESSION

- |    |  |                 |
|----|--|-----------------|
| 24 | a. <u>MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a) Metropolitan Transit System v. San Diego State University (Case No. 37-2007-00083692-CU-WM-CTL)</u> | Possible Action |
|----|--|-----------------|

#### Oral Report of Final Actions Taken in Closed Session

#### NOTICED PUBLIC HEARINGS

25. None.

#### DISCUSSION ITEMS

- |     |  |                 |
|-----|--|-----------------|
| 30. | <u>MTS: Financial Perspective on the Metropolitan Transit System</u><br>Action would receive the white paper and discuss potential next steps. | Possible Action |
|-----|--|-----------------|

#### REPORT ITEMS

- |     |  |         |
|-----|--|---------|
| 45. | <u>SDTI: 2007 Year-End Security Report</u><br>Action would receive a report for information. | Receive |
|-----|--|---------|

- |     |   |             |
|-----|---|-------------|
| 46. | <u>MTS: Service Performance Monitoring Report (Winter 2007 Service Period)</u><br>Action would receive a report for information.  | Receive     |
| 47. | <u>SDTI: Chargers Football 2007 Year-End Summary</u><br>Action would receive a report for information.  | Receive     |
| 48. | <u>MTS: June 2008 Proposed Service Changes</u><br>Action would: (1) receive a report on service changes proposed for June 2008 implementation; and (2) receive an update on efforts to replace Direct Access to Regional Transit (DART) with a community-based alternative.   | Receive     |
| 49. | <u>MTS: San Ysidro Border Reconfiguration Project</u><br>Action would receive a report on the United States General Services Administration's (GSA's) Border Reconfiguration Project.   | Receive     |
| 60. | <u>Chairman's Report</u>  | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u>  | Information |
| 62. | <u>Chief Executive Officer's Report</u>   | Information |
| 63. | <u>Board Member Communications</u>  |             |
| 64. | <u>Additional Public Comments Not on the Agenda</u><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. |             |
| 65. | <u>Next Meeting Date:</u> March 27, 2008  |             |
| 66. | <u>Adjournment</u>  |             |

# DRAFT

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

February 21, 2008

MTS  
1255 Imperial Avenue, Suite 1000, San Diego

### MINUTES

1. Roll Call

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

2. Approval of Minutes

Mr. Rindone moved to approve the minutes of the January 17, 2008, Board of Directors meeting. Ms. Atkins seconded the motion, and the vote was 9 to 0 in favor.

3. Public Comment

There were no public comments under this section of the agenda.

### CONSENT ITEMS

6. MTS: San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Railway Company Board of Directors at its January 22, 2008 Meeting (SDAE 710)

Recommend that the Board of Directors (1) receive the San Diego and Imperial Valley Railroad, Pacific Southwest Railway Museum Association, and Carrizo Gorge Railway, Inc. quarterly reports (Attachment A of the agenda item); and (2) ratify actions taken by the SD&AE Railway Company Board of Directors at its January 22, 2008 meeting.

7. MTS: CCTV Surveillance Equipment Project – Contract Award (CIP 11166)

Recommend that the Board of Directors authorize the CEO to execute a contract (MTS Doc. No. G1157.0-08, in substantially the same format as Attachment A of the agenda item) with Electro Specialty Systems, Inc. for the procurement and installation of closed-circuit television surveillance equipment at the San Diego Trolley, Inc. Maintenance Yard.

8. SDTC: Dissolution of San Diego Transit Leasing Corporation (OPS 960.6)

Recommend that the Board of Directors approve Resolution No. 08-2 granting the CEO the authority to wind up the affairs of San Diego Transit Leasing Corporation.

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 David C. Skyer (MTS Doc. No. G1108.2-07) for legal services (in substantially the same form as Attachment A) and ratify prior amendments entered into under the CEO's authority.

10. MTS: Investment Report (FIN 300)

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

11. MTS: Excess Liability Insurance Renewal (LEG 491)

Recommend that the Board of Directors authorize the CEO to ratify and confirm the placement of the liability insurance policy (limits of \$75 million less a \$2 million self-insurance retention) at an annual cost of approximately \$2,260,000, effective March 1, 2008, through March 1, 2009.

Action on Recommended Consent Items

Mr. Rindone moved to approve Consent Agenda Items No. 6, 7, 8, 9, 10, and 11, and waive the staff report and approve Discussion Item Agenda Item No. 34 - MTS: Substation Rehabilitation Project – Fund Transfer. Ms. Atkins seconded the motion, and the vote was 9 to 0 in favor.

**SPECIAL AWARD:**

*Departure of Conan Cheung, MTS Director of Planning and Scheduling:* Mr. Paul Jablonski, MTS CEO, reported that Mr. Cheung has accepted a position as Deputy Executive Officer at Los Angeles Metropolitan Transit Authority, and this would be his last week as an MTS employee. He briefly discussed Mr. Cheung's career with MTS. He added that his tenure was defined by the Comprehensive Operational Analysis (COA) that was outstanding and done by Conan with heartfelt commitment to public outreach and community involvement.

Mr. Cheung stated that it had been an honor and privilege to serve MTS and added that he owed a lot of his accomplishments to his high-caliber staff members and to his mentor and friend, Mr. Jablonski. He also stated that the Board had always tackled challenges with the utmost intelligence, perseverance, and compassion. He stated that he appreciated all the opportunities he had been given.

Ms. Atkins and Mr. Young presented a City of San Diego Resolution honoring Mr. Cheung that highlighted his work on the COA, his understanding that public outreach was an extremely important element, and instilling these ideas in the employees of the Planning and Scheduling Department. Mr. Young recognized that Mr. Cheung balances decisions regarding service with a human touch.

**NOTICED PUBLIC HEARINGS**  
***(This item was taken out of order)***

25. MTS: Public Hearing on Discontinuance of Route 966 and Restructure of Route 965 (S RTP 830)

Mr. Cheung introduced Mr. Denis Desmond, Senior Transportation Planner, who reviewed route efficiency statistics for Routes 965 and 966. Mr. Desmond pointed out that resources from the

elimination of Route 966 will be used to enhance service on Route 965. He reviewed the specific modifications that would be made to Route 965 and pointed out that most areas served by Route 966 also have access to regional services that operate more frequently.

The Public Hearing was opened at 9:12 a.m.

*Katherine Vienna:* Ms. Vienna stated that six or seven people are usually waiting at the bus stop she uses at 7:00 a.m. in the morning. She added that she has to walk 12 blocks to catch Route 7 on University Avenue or walk another direction up a steep hill to access Route No. 7 or Route 10. She added that seniors cannot wait in the rain and heat to catch Route 114 at the college.

*Clive Richard:* Mr. Richard stated that North Park originally objected to large buses operating through their neighborhood so County Transit, which operated the service at that time, started using minibuses to provide the service. He stated that it was ironic that people who didn't ask for service will have it and those who did ask for service will lose it. He congratulated Mr. Cheung on his new position.

The Public Hearing was closed at 9:23 a.m.

Ms. Atkins reminded the Board that staff recommended during the COA process that Route 966 be discontinued due to its low performance. She added that the recommended action was not taken because of the concern of both herself and the community. She added that this was a really hard decision to make but that it would be hard to defend keeping this route when other more productive routes have been discontinued. She supported the use of the resources from this route to enhance service on Route 965 and the use of more minibuses, which are less intrusive in the neighborhoods they travel through than full-size coaches. She thanked staff for their respect of her constituents. Mr. Roberts agreed that MTS did everything possible to keep Route 966 viable. He stated that the Board is always open to new ideas for making improvements and reiterated Ms. Atkins' recognition that the recommended changes will actually result in improved service. He reminded everyone that MTS is responsible for using the money it has to provide the most effective service to the public. He added that staff will continue to monitor this service. Mr. Monroe expressed support for continued monitoring of service in this area.

Ms. Atkins also asked that staff do everything possible to assist seniors who need information on alternative services. She suggested holding a meeting with North Park citizens, along with the Coordinated Transit Services Agency, to discuss transportation options and stated that she would help with that. Mr. Monroe stated that he would attend this meeting. He pointed out that Susan Christie, a community activist in this community, was unable to attend the Board meeting to make public comment. He stated that she feels that there are opportunities for increasing ridership on this service.

Mr. Jablonski stated MTS has structured its Planning and Scheduling Department so that individual planners are responsible for specific areas of the community in line with MTS's philosophy of community commitment. He added that Ms. Sharon Cooney, MTS Director of Government Affairs and Community Relations, will oversee operations in this department until a replacement is secured for Mr. Cheung. He reported that MTS is doing a national search.

Action Taken

Ms. Atkins moved to (1) conduct a public hearing on the recommended restructuring of Route 965 and discontinuation of Route 966; and (2) approve the changes for implementation in June 2008. Mr. Roberts moved to second the motion, and the vote was 10 to 0 in favor.

Mr. Mathis recognized former MTS Chairman Leon Williams, who was in the audience.

**CLOSED SESSION:**

**24. Closed Session Items (ADM 122)**

The Board convened to Closed Session at 9:33 a.m.

- a. **MTS: PUBLIC EMPLOYEE PERFORMANCE EVALUATION (CHIEF EXECUTIVE OFFICER)**  
Pursuant to California Government Code section 54957
- b. **MTS: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 45956.9(a): Metropolitan Transit System v. San Diego State University (Case No. 37-2007-0083692-CU-WM-CTL)**
- c. **SDTI: CONFERENCE WITH LABOR NEGOTIATORS Pursuant to Government Code Section 54957.6. Agency-Designated Representative - Jeff Stumbo. Employee Organizations: International Brotherhood of Electrical Workers Local 465 and Amalgamated Transit Union Local 1309.**

The Board reconvened to Open Session at 10:58 a.m.

**Oral Report of Final Actions Taken in Closed Session**

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

- a. The Board received a report.
- b. The Board received a report from General Counsel
- c. The Board received a report from and gave direction to the agency negotiator.

**DISCUSSION ITEMS:**

**30. MTS: Public Employee Salary Increase – Chief Executive Officer (ADM 150.3)**

**Public Comment**

*Lorraine Leighton (Clive Richard):* Mr. Richard spoke for Lorraine Leighton, who had to leave the meeting. He said that Ms. Leighton felt that Mr. Jablonski had not proven that his ability was equal to the value of his salary increase.

*Clive Richard:* Mr. Richard stated that MTS might need to look for other ways to save money.

Action Taken

Mr. Young moved to increase the CEO's salary to \$266,200 and award a performance bonus of \$10,000. Ms. Atkins seconded the motion, and the vote was 10 to 0 in favor.

31. MTS: Proposed Amendments to Board Policy No. 22 (Rules of Procedure for the Metropolitan Transit System) (ADM 110.1)

Ms. Lorenzen reviewed the recommendations being proposed for Board Policy No. 22, Rules of Procedure for the Metropolitan Transit System. She reminded Board members that Mr. Young had requested that the Board revisit the composition of the Audit Oversight Committee (AOC). She also reported that Mr. Rindone requested that the Board discuss alternates for the Vice Chair and Transportation Committee representatives on the Executive Committee.

Mr. Monroe stated that alternates on the Executive Committee should be Board members who are experienced with MTS, not Board member alternates from their respective cities. It was agreed that the alternate for the Vice Chair would be his alternate on the Board - Mr. Emery, Chair Pro Tem. It was also agreed that the alternate for the Transportation Committee representative should be his alternate to that committee, which is Chairman Mathis.

Mr. Young stated that he felt that the composition of the AOC should be different from that of the Executive Committee. Mr. Ewin suggested that a decision regarding this matter be deferred since this is a new committee, which he will be leaving next year. Mr. Young suggested that the AOC discuss this matter, in particular how the committee will develop over the next few years.

Mr. Roberts stated that Ms. Atkins and Mr. Ewin have been the most involved and most capable members of this committee and should continue to serve in this capacity. He stated that any committee make-up should start with these two members. He also stated that, if someone on the Board has related experience to offer, the Board should try to find a way to include that person on the committee as well.

Mr. Clabby pointed out a numbering mistake in the policy.

Action Taken

Mr. Rindone moved to approve the proposed amendments to Board Policy No. 22 (Attachment A of the agenda item) including the designation of the Chair Pro Tem as alternate to the Vice Chair on the Executive Committee, and the alternate for the SANDAG Transportation Committee as alternate for the Transportation Committee member on the Executive Committee. Mr. Ewin seconded the motion, and the vote was 9 to 0 in favor with Mr. Mathis abstaining.

32. MTS: FY 2008 Midyear Adjustment and FY 2009 Budget Development (FIN 310)

Mr. Jablonski provided a brief recap of MTS's FY 2008 budget reporting that MTS should do better than expected as a result of the recent fare increase and as a result of economies within MTS's operation. He stated that going into FY 2009, MTS does not anticipate seeing dramatic increases in sales tax revenue, although there may be some increase in State Transit Assistance funding. He anticipated a budget deficit of \$6-7 million.

Mr. Larry Marinesi, MTS Budget Manager reviewed the details of the combined FY 2008 midyear adjustment, the reserve analysis, preliminary operating revenue projections, and

assumptions for miles, hours, and energy. He also reviewed the current status of funding for Sorrento Valley Coaster Connection service, productivity for this service, and potential solutions that are being explored to address the funding dilemma.

In response to a question from Mr. Monroe, Mr. Marinesi explained that the surplus from the FY 2007 budget flowed through MTS's reserve account.

Action Taken

Mr. Clabby moved to (1) approve the combined MTS FY 2008 midyear adjustment, which includes the additional usage of \$1.321 million in nonrecurring revenues to the original budget-approved usage of \$4.137 million in nonrecurring revenues (Resolution No. 08-3, Attachment A of the agenda item); and (2) receive the following MTS reports: FY 2009 Preliminary Operating Revenue, FY 2009 Preliminary Assumptions, and FY 2009 Preliminary Issues/Policy Decisions. Ms. Atkins seconded the motion, and the vote was 8 to 0 in favor.

33. MTS: Vehicle Advertising Services (MKPC 660)

Mr. Rob Schupp, MTS Director of Marketing and Communications, reviewed projections for advertising revenues as outlined in the proposal from Michael Allen Associates, which were 3.2 percent other than the next highest bidder. He stated that the contract with Michael Allen provides an 80/20 split under a bill-and-remit system where MTS would be paid the revenue and would subsequently remit Michael Allen Associates its share. He reviewed the procurement process for this contract.

Action Taken

Ms. Atkins moved to authorize the CEO to award a contract (MTS Doc. No. G1140.0-08 in substantially the same format as Attachment A of the agenda item) to Michael-Alen & Associates for vehicle advertising services (contingent upon not receiving any protests). Mr. Ewin seconded the motion, and the vote was 8 to 0 in favor.

34. MTS: Substation Rehabilitation Project – Fund Transfer (CIP 11421, 11280)

This item was approved under the Consent Agenda as follows:

Action Taken

To forward a request to the San Diego Association of Governments Board of Directors to transfer funds from the High-Voltage Breaker Replacement Project (CIP 1128000) to the Substation Standardization Project (CIP 1142100) as shown in the Fund Transfer Summary (Attachment A of the agenda item).

35. MTS: Financial Perspective on the Metropolitan Transit System (FIN 340)

This item was deferred.

REPORT ITEMS

45. MTS: Service Performance Monitoring Report (Winter 2007 Service Report) (SRTP 830)

This item was deferred.

46. MTS: June 2008 Proposed Service Changes (SRTP 830)

This item was deferred.

60. Chairman's Report

Chairman Mathis made no report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin reminded Board members that, as OAC minutes are approved, they will be faxed to the Board.

62. Chief Executive Officer's Report

Mr. Jablonski made no report.

63. Board Member Communications

*Legal Affairs Seminar:* Ms. Lorenzen reported that she recently attended an APTA Legal Affairs Conference and that she was reporting her attendance to the Board in order to comply with the reporting requirement under Assembly Bill 1234.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, March 13, 2008, at 9:00 a.m. in the same location. Chairman Mathis reminded members that there are two Financial Workshops that start at 8:00 a.m. on April 10 and May 8. He added that there will be a Finance Workshop on March 13 as part of the regular Board meeting.

Mr. Rindone requested that staff send notices to all Board members not present at the meeting regarding the two upcoming Finance Workshops that are going to start at 8:00 a.m.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:40 a.m.

**Filed by:**

**Approved as to form:**

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

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**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): 2/21/08

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

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

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

PUBLIC HEARING: 9:12 a.m.

RECONVENE: 9:23 a.m.

CLOSED SESSION: 9:33 a.m.

RECONVENE: 10:58 a.m.

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

ADJOURN: 11:40 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 type="checkbox"/> (Cafagna) <input type="checkbox"/>		<input checked="" type="checkbox"/>
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
FAULCONER	<input type="checkbox"/> (Hueso) <input type="checkbox"/>		<input checked="" type="checkbox"/>
LEWIS	<input checked="" type="checkbox"/> (Hanson-Cox) <input 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 type="checkbox"/> (Bragg) <input checked="" 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"/>	9:12 a.m. during AI 25	11:21 a.m. during AI 32
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		11:30 a.m. during AI 32
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

*Duff Hurns*



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## Agenda

## Item No. 2

### MTS OPERATORS FINANCE WORKSHOP

FIN 310.1

March 13, 2008

#### SUBJECT:

MTS: FY 2009 BUDGET DEVELOPMENT

#### RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) FY 2009 operating budget report and provide guidance.

#### Budget Impact

None at this time.

#### DISCUSSION:

#### FY 2009 PRELIMINARY REVENUE

Attachments A through E provide an updated projection of MTS's projected fiscal year 2008 operating revenues, nonoperating revenues, and statistics. As indicated within Attachment B, the total recurring and nonrecurring revenues (excluding debt service and lease/leaseback revenues) for operating purposes increased \$6,194,000 or 2.9%.

#### Fiscal Year 2009 Preliminary Operating Revenue

Attachment C provides detailed preliminary operating revenue projections by operator for fiscal year 2009, which are based upon the projected operating fiscal year 2009 statistics that include fare adjustments.

Combined passenger revenues are projected to increase \$2,477,000 or 3.3% compared to fiscal year 2008 midyear levels. Internal bus operations are projected to contribute \$737,000, rail operations are projected to produce an additional \$1,166,000, Multimodal



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Operations is projected to add \$530,000, and Chula Vista Transit is projected to add \$47,000.

Advertising income, including advertising and contracted services revenue, is projected to increase by \$944,000 or 64.4%. This is due to the Board approved initiative of advertising on East County and South Bay contracted services revenue vehicles that have the older MTS paint scheme.

Other income decreased \$471,000 (8.0%) primarily due to FY 08 containing \$622,000 of Chula Vista Transit's favorable variance in FY 07. This is partially offset by additional projected interest income.

#### Fiscal Year 2009 Preliminary Nonoperating Revenue

As indicated within Attachment B, recurring and nonrecurring revenues are projected to drop \$2,376,000 or 1.8%. This assumes the stable \$23,200,000 usage of preventative maintenance (operations) rather than capital purchases.

The relatively modest increase is due to the following:

- Federal levels for operating purposes have increased by \$48,000. This is primarily driven by additional Jobs Access and Reverse Commute (JARC) funds secured for fiscal year 2009 (\$138,000) as well as additional federal 5311 funds supporting MTS paratransit services (\$7,000) partially offset by the elimination of 5304 Planning funds that were secured in FY 08 (-\$97,000).
- Transportation Development Act (TDA) revenues are projected to decrease by \$201,000 or -0.3%. As compared to fiscal year 2007 actual funding levels, FY 09 is projected to be \$7.7 million lower.
- MTS has the latest projections for State Transit Assistance (STA) funding for FY 09. These figures are considered preliminary due to historical late changes within this funding source as the State of California looks at options in balancing its own budget. The total projected STA revenue is approximately \$34 million. This is composed of two parts: spillover and formula. The formula funding of STA is projected at approximately \$13.3 million. Spillover funding is estimated at approximately \$21 million. Due to the high volatility of spillover funding, MTS historically has shifted these funds into its Capital Improvement Program. Included within MTS's recurring subsidy revenue at this time is \$13.3 million in formula funding. Staff will continue to monitor the state budget throughout the budgetary process.
- Other state revenues are projected to increase by approximately \$3,000.
- Fiscal year 2009 is the first year of the TransNet II ordinance. With the help of the MTS Board of Directors, this program includes a higher share of recurring revenues for MTS operations (\$4,685,000). This was necessary as MTS lost federal Congestion Mitigation Air Quality funding that was available for the first three years of Mission Valley East operations (-\$5,149,000).
- Other local subsidies are projected to increase by approximately \$39,000 to \$930,000. As will be discussed later, fiscal year 2008 is the last year of the agreement between the Air Pollution Control District (APCD) and MTS for subsidizing the Sorrento Valley Coaster Connection routes (-\$539,000). FasTrak revenues that

subsidize Interstate 15 corridor services will be \$500,000 in FY 09. This funding source was lost in FY 08.

## FISCAL YEAR 2009 UPDATED ASSUMPTIONS/STATISTICS

Attachment E provides the most updated detailed fiscal year 2009 preliminary statistics, including passenger levels, revenue miles, total miles, revenue hours, total hours, and average fares.

## FISCAL YEAR 2009 POLICY ISSUES

Sorrento Valley Coaster Connection/APCD Funding. As described earlier, fiscal year 2008 is the last year of the agreement between the Air Pollution Control District and MTS for subsidizing the Sorrento Valley Coaster Connection routes. This service costs MTS approximately \$1,139,000 per fiscal year to operate and, in fiscal year 2008, MTS received \$539,000 and \$193,000 in subsidy from Air Pollution Control District and the California Department of Transportation, respectively. With the potential elimination of this funding source, MTS staff discussed options on the service with the Budget Development Committee at its meeting on February 29, 2008.

Fiscal Year 2009 Balancing. As discussed at the February Budget Development Committee and MTS Board meetings, staff is expecting a \$6.5 million to \$7 million initial budget shortfall.



Paul C. Jablonski  
Chief Executive Officer

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

MARCH13-08.2.FW.2009 BUDGET.LMARINESI.doc

- Attachments:
- A. Operating Budget Revenue Summary FY 09 – Consolidated Version
  - B. Operating Budget Revenue Summary FY 09 – Functional Version
  - C. Operating Budget Operating Revenue Detail FY 09
  - D. Operating Budget Non Operating Revenue Detail FY 09
  - E. Operating Budget Operating Statistics FY 09

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## OPERATING BUDGET REVENUE SUMMARY FISCAL YEAR 2009

	ACTUAL FY07	BUDGET FY08	PROJECTED FY08	INITIAL FY09 BUDGET	DOLLAR CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>						
PASSENGER REVENUE	72,190,887	73,361,866	75,231,715	77,708,424	2,476,709	3.3%
ADVERTISING REVENUE	1,001,597	955,000	1,466,000	2,410,000	944,000	64.4%
CONTRACT SERVICE REVENUE	44,089	30,000	30,000	30,000	0	-
OTHER INCOME	3,703,953	2,902,179	5,890,848	5,419,775	(471,073)	-8.0%
Total Operating Revenue	76,940,526	77,249,045	82,618,564	85,568,199	2,949,636	3.6%
<b>SUBSIDY REVENUE</b>						
FEDERAL REVENUE	31,668,116	35,828,178	35,918,251	24,495,934	(11,422,317)	-31.8%
TRANSPORTATION DEVELOPMENT ACT (TDA)	79,554,360	77,326,903	72,766,650	70,985,849	(1,780,800)	-2.4%
STATE TRANSIT ASSISTANCE (STA)	11,059,434	9,393,706	9,428,706	13,326,730	3,898,024	41.3%
STATE REVENUE - OTHER	9,419,066	3,562,842	3,467,035	2,100,000	(1,367,035)	-39.4%
TRANSNET	16,237,916	18,507,000	16,794,800	21,479,466	4,684,666	27.9%
OTHER LOCAL SUBSIDIES	1,760,240	1,367,918	967,918	928,918	(39,000)	-4.0%
Total Subsidy Revenue	149,699,132	145,986,547	139,343,360	133,316,897	(6,026,463)	-4.3%
<b>OTHER REVENUE</b>						
OTHER FUNDS	16,948,497	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
OTHER RESERVES (TAXICAB/SD&AE)	136,480	236,717	161,256	0	(161,256)	-100.0%
CONTINGENCY RESERVES	0	4,137,436	5,459,149	0	(5,459,149)	-100.0%
Total Other Revenues	17,084,977	15,789,339	17,035,591	7,588,385	(9,447,206)	-55.5%
<b>GRAND TOTAL REVENUES</b>	<b>243,724,635</b>	<b>239,024,931</b>	<b>238,997,515</b>	<b>226,473,482</b>	<b>(12,524,033)</b>	<b>-5.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATING BUDGET  
REVENUE SUMMARY  
FISCAL YEAR 2009**

	ACTUAL FY07	BUDGET FY08	PROJECTED FY08	INITIAL FY09 BUDGET	DOLLAR CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>						
PASSENGER REVENUE	72,190,887	73,361,866	75,231,715	77,708,424	2,476,709	3.3%
ADVERTISING REVENUE	1,001,597	955,000	1,466,000	2,410,000	944,000	64.4%
CONTRACT SERVICE REVENUE	44,089	30,000	30,000	30,000	-	-
OTHER INCOME	3,703,953	2,902,179	5,890,848	5,419,775	(471,073)	-8.0%
Total Operating Revenue	<u>76,940,526</u>	<u>77,249,045</u>	<u>82,618,564</u>	<u>85,568,199</u>	<u>2,949,636</u>	<u>3.6%</u>
<b>SUBSIDY REVENUE</b>						
FEDERAL REVENUE	23,411,544	24,358,166	24,448,240	24,495,934	47,695	0.2%
TRANSPORTATION DEVELOPMENT ACT (TDA)	78,720,939	75,746,723	71,186,470	70,985,849	(200,620)	-0.3%
STATE TRANSIT ASSISTANCE (STA)	11,059,434	9,393,706	9,428,706	13,326,730	3,898,024	41.3%
STATE REVENUE - OTHER	2,342,362	2,192,858	2,097,051	2,100,000	2,949	0.1%
TRANSNET	16,237,916	18,507,000	16,794,800	21,479,466	4,684,666	27.9%
FEDERAL CMAQ FOR MISSION VALLEY EAST	4,894,342	5,149,292	5,149,292	-	(5,149,292)	-100.0%
OTHER LOCAL SUBSIDIES	1,760,240	1,367,918	967,918	928,918	(39,000)	-4.0%
Total Subsidy Revenue	<u>138,426,777</u>	<u>136,715,663</u>	<u>130,072,476</u>	<u>133,316,897</u>	<u>3,244,421</u>	<u>2.5%</u>
<b>NON RECURRING REVENUES</b>						
OTHER RESERVES (TAXICAB /SD&AE)	136,480	236,717	161,256	-	(161,256)	-100.0%
CONTINGENCY RESERVES	-	4,137,436	5,459,149	-	(5,459,149)	-100.0%
Total Non Recurring Revenues	<u>136,480</u>	<u>4,374,153</u>	<u>5,620,405</u>	<u>-</u>	<u>(5,620,405)</u>	<u>-100.0%</u>
<b>SUBTOTAL RECURRING/NONRECURRING OPERATIONS</b>	<u>215,503,783</u>	<u>218,338,861</u>	<u>218,311,445</u>	<u>218,885,097</u>	<u>573,652</u>	<u>0.3%</u>
<b>DEBT SERVICE/LEASE LEASEBACK REVENUE</b>	<u>28,220,852</u>	<u>20,686,070</u>	<u>20,686,070</u>	<u>7,588,385</u>	<u>(13,097,685)</u>	<u>-63.3%</u>
<b>GRAND TOTAL REVENUES</b>	<u>243,724,635</u>	<u>239,024,931</u>	<u>238,997,515</u>	<u>226,473,482</u>	<u>(12,524,033)</u>	<u>-5.2%</u>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATING BUDGET  
OPERATING REVENUE  
FISCAL YEAR 2009

	ACTUAL FY07	BUDGET FY08	PROJECTED FY08	INITIAL FY09 BUDGET	DOLLAR CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
<b><u>Passenger Revenue</u></b>						
Internal Bus Operations	22,297,629	22,644,928	23,514,897	24,249,129	734,232	3.1%
Rail Operations - Base	27,401,733	28,616,012	28,976,993	30,142,787	1,165,794	4.0%
Rail Operations - MVE	-	-	-	-	-	-
MCS - Fixed route	17,121,003	17,663,366	18,216,940	18,724,038	507,097	2.8%
MCS - Paratransit	1,814,329	1,800,985	1,848,600	1,871,400	22,799	1.2%
Chula Vista Transit	2,681,841	2,636,576	2,674,285	2,721,071	46,786	1.7%
National City Transit	874,353	-	-	-	-	-
Total Passenger Revenue	72,190,887	73,361,866	75,231,715	77,708,424	2,476,709	3.3%
<b><u>Advertising Revenue</u></b>						
Internal Bus Operations	990,945	925,000	925,000	-	(925,000)	-100.0%
Rail Operations - Base	-	-	157,000	-	(157,000)	-100.0%
MCS - Fixed route	-	-	375,000	-	(375,000)	-100.0%
Administration	10,652	30,000	9,000	2,410,000	2,401,000	26677.8%
Total Advertising Revenue	1,001,597	955,000	1,466,000	2,410,000	944,000	64.4%
<b><u>Contract Service Revenue</u></b>						
Internal Bus Operations	44,089	30,000	30,000	30,000	-	-
Total Contract Service Revenue	44,089	30,000	30,000	30,000	-	-
<b><u>Other Income</u></b>						
Internal Bus Operations	117,526	10,000	10,000	10,000	-	-
Rail Operations - Base	652,373	525,500	646,500	612,000	(34,500)	-5.3%
Multimodal Operations - Fixed route	65,583	-	-	-	-	-
Chula Vista Transit	-	-	621,883	-	(621,883)	-100.0%
Administrative	1,289,465	612,810	2,896,560	3,137,838	241,278	8.3%
Land Management	791,189	968,869	930,905	874,937	(55,968)	-6.0%
Taxicab	709,963	685,000	685,000	685,000	-	-
SD&AE	77,853	100,000	100,000	100,000	-	-
Total Other Income	3,703,953	2,902,179	5,890,848	5,419,775	(471,073)	-8.0%
<b>TOTAL OPERATING REVENUE</b>	<b>76,940,526</b>	<b>77,249,045</b>	<b>82,618,564</b>	<b>85,568,199</b>	<b>2,949,636</b>	<b>3.6%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## OPERATING BUDGET

### NON OPERATING REVENUE

#### FISCAL YEAR 2009

	ACTUAL FY07	BUDGET FY08	PROJECTION FY08	INITIAL FY09 BUDGET	DOLLAR CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
FTA 5307 - Planning	11,544	17,500	17,500	17,500	0	-
FTA 5307 - CMAQ MVE	4,894,342	5,149,292	5,149,292	-	(5,149,292)	-100.0%
FTA 5307/5309 - Preventative Maintenance JARC	23,200,000	23,200,000	23,200,000	23,200,000	0	-
FTA 5307 - Debt Service	-	786,513	786,513	924,281	137,768	17.5%
FTA 5311 / 5311(f) - Rural	3,362,230	6,320,720	6,320,720	-	(6,320,720)	-100.0%
FTA 5304 - Planning	200,000	354,153	347,022	354,153	7,132	2.1%
	-	-	97,205	-	(97,205)	-100.0%

Total Federal Funds	31,668,116	35,828,178	35,918,251	24,495,934	(11,422,317)	-31.8%
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### TRANSPORTATION DEVELOPMENT ACT (TDA)

TDA - Article 4.0 MTS Area	73,347,617	70,805,495	66,053,223	66,183,431	130,208	0.2%
TDA - Article 4.0 MTS Area - Debt Service	833,421	1,580,180	1,580,180	-	(1,580,180)	-100.0%
TDA - Article 4.5 (ADA)	3,959,823	4,104,593	3,880,000	3,965,784	85,784	2.2%
TDA - Article 8.0	1,413,499	836,635	1,253,247	836,635	(416,612)	-33.2%

Total TDA Funds	79,554,360	77,326,903	72,766,650	70,985,849	(1,780,800)	-2.4%
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### STATE TRANSIT ASSISTANCE (STA)

State Transit Assistance (STA)	11,059,434	9,393,706	9,428,706	13,326,730	3,898,024	41.3%
Total State Funds	11,059,434	9,393,706	9,428,706	13,326,730	3,898,024	41.3%

### STATE REVENUE - OTHER

Caltrans	178,093	192,858	97,051	100,000	2,949	3.0%
MediCal	2,164,269	2,000,000	2,000,000	2,000,000	0	-
STIP - Debt Service (AFC)	7,076,704	1,369,984	1,369,984	-	(1,369,984)	-100.0%
Total State Funds	9,419,066	3,562,842	3,467,035	2,100,000	(1,367,035)	-39.4%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATING BUDGET**  
**NON OPERATING REVENUE**  
**FISCAL YEAR 2009**

	ACTUAL FY07	BUDGET FY08	PROJECTION FY08	INITIAL FY09 BUDGET	DOLLAR CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
<b><u>TRANSNET</u></b>						
TransNet - 40% Operating Support	15,623,193	17,900,000	16,228,800	20,782,322	4,553,522	28.1%
TransNet - Access ADA	614,723	607,000	566,000	697,144	131,144	23.2%
Total TransNet Funds	16,237,916	18,507,000	16,794,800	21,479,466	4,684,666	27.9%
<b><u>OTHER LOCAL</u></b>						
City of San Diego	428,918	428,918	428,918	428,918	0	-
SANDAG - Inland Breeze	435,809	400,000	-	500,000	500,000	#DIV/0!
APCD	574,433	539,000	539,000	-	(539,000)	-100.0%
Other Local	321,080	-	-	-	(321,080)	-100.0%
Other Local Funds	1,760,240	1,367,918	967,918	928,918	(39,000)	-4.0%
<b><u>LEASE-LEASEBACK / RESERVES</u></b>						
Lease-Leaseback	16,948,497	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
Reserve Utilization	136,480	4,374,153	5,620,405	-	(5,620,405)	-100.0%
Total Lease-Leaseback / Reserves	17,084,977	15,789,339	17,035,591	7,588,385	(9,447,206)	-55.5%
<b>TOTAL NON OPERATING REVENUE</b>	<b>166,784,109</b>	<b>161,775,886</b>	<b>156,378,951</b>	<b>140,905,282</b>	<b>(15,473,669)</b>	<b>-9.9%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## OPERATING BUDGET OPERATING STATISTICS FISCAL YEAR 2009

	BUDGET FY08	PROJECTED FY08	INITIAL FY09 BUDGET	DOLLAR CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
<b>Passenger Levels</b>					
Internal Bus Operations	26,719,679	27,710,841	28,401,733	690,892	2.5%
Rail Operations	35,994,984	38,313,765	40,371,282	2,057,517	5.4%
Multimodal Operations - Fixed Route	21,189,800	21,024,925	21,595,385	570,460	2.7%
Multimodal Operations - Paratransit	601,775	635,828	631,376	(4,452)	-0.7%
Chula Vista Transit	3,446,504	3,509,341	3,600,755	91,414	2.6%
	87,952,743	91,194,700	94,600,531	3,405,832	3.7%
<b>Average Fare</b>					
Internal Bus Operations	0.848	0.849	0.854	0.005	0.6%
Rail Operations	0.795	0.756	0.747	(0.010)	-1.3%
Multimodal Operations - Fixed Route	0.834	0.866	0.867	0.001	0.1%
Multimodal Operations - Paratransit	2.993	2.907	2.964	0.057	1.9%
Chula Vista Transit	0.765	0.762	0.756	(0.006)	-0.8%
	0.834	0.825	0.821	(0.004)	-0.4%
<b>Revenue Miles</b>					
Internal Bus Operations	9,612,949	9,570,407	9,418,313	(152,094)	-1.6%
Rail Operations	7,959,350	7,959,350	8,038,944	79,594	1.0%
Multimodal Operations - Fixed Route	9,196,995	9,068,839	8,994,014	(74,825)	-0.8%
Multimodal Operations - Paratransit	3,339,589	3,431,847	3,281,059	(150,788)	-4.4%
Chula Vista Transit	1,337,454	1,257,157	1,248,224	(8,933)	-0.7%
	31,446,337	31,287,601	30,980,554	(307,047)	-1.0%
<b>Total Miles</b>					
Internal Bus Operations	11,242,665	11,197,376	10,925,243	(272,133)	-2.4%
Rail Operations	8,083,887	8,083,887	8,164,726	80,839	1.0%
Multimodal Operations - Fixed Route	11,025,605	10,793,072	10,759,664	(33,408)	-0.3%
Multimodal Operations - Paratransit	4,306,855	4,410,370	4,213,384	(196,986)	-4.5%
Chula Vista Transit	1,437,715	1,320,014	1,447,940	127,926	9.7%
	36,096,727	35,804,719	35,510,957	(293,762)	-0.8%
<b>Revenue Hours</b>					
Internal Bus Operations	880,612	872,208	861,573	(10,635)	-1.2%
Rail Operations	468,155	468,154	472,835	4,681	1.0%
Multimodal Operations - Fixed Route	821,861	817,107	809,145	(7,962)	-1.0%
Multimodal Operations - Paratransit	198,934	205,725	193,889	(11,836)	-5.8%
Chula Vista Transit	120,475	115,534	117,209	1,675	1.4%
	2,490,037	2,478,728	2,454,651	(24,077)	-1.0%
<b>Total Hours</b>					
Internal Bus Operations	923,353	924,540	913,268	(11,272)	-1.2%
Rail Operations	477,493	477,493	482,268	4,775	1.0%
Multimodal Operations - Fixed Route	867,560	871,845	864,912	(6,933)	-0.8%
Multimodal Operations - Paratransit	255,637	265,351	249,152	(16,199)	-6.1%
Chula Vista Transit	126,349	122,466	124,241	1,775	1.4%
	2,650,392	2,661,695	2,633,841	(27,854)	-1.0%



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

## Agenda

Item No. 6

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

OPS 970.6

March 13, 2008

**SUBJECT:**

**SDTI: RADIO COMMUNICATION SYSTEM SUPPORT SERVICES—CONTRACT  
AMENDMENT**

**RECOMMENDATION:**

That the Board of Directors authorize the Chief Executive Officer (CEO) to exercise the first of two single-year contract extensions with Bearcom Wireless Worldwide, Inc. (Doc. No. C.O.019.1-05—Attachment A) to continue to provide San Diego Trolley, Inc. (SDTI) with radio communication system support services.

**Budget Impact**

The total cost of \$29,706.00 would come from SDTI's FY 2008 operating budget (Radio Communication System Maintenance line item 270 53620).

**DISCUSSION:**

In March 2005, SDTI awarded a radio communication system support services contract (Doc. No. C.O.019.0-05) to Bearcom Wireless Worldwide, Inc. The total contract was not to exceed \$99,000.00 over a three-year period with an option for two single-year extensions.

The three-year base period (during which the original schedule of unit prices for various services was to remain unchanged per contract terms) expires in March 2008. The original contract allowed for an option for two single-year extensions to be exercised at SDTI's discretion. The unit prices for services can be adjusted but the increase cannot




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.

exceed the San Diego Urban Consumer Price Index over the previous three years per contract terms.

The quality of services by Bearcom Wireless Worldwide, Inc. is highly satisfactory, and the contractor is efficient and responsive to the needs of SDTI; therefore, SDTI staff recommends the continuation of radio communication system support services from Bearcom Wireless Worldwide, Inc. for one more year by exercising the first of the two one-year extension options.

As required by the contract terms, SDTI has negotiated unit-price adjustments for the one-year extension of these services. The contractor has agreed to keep the same schedule of unit prices in the original bid in 2005 for this contract (Attachment A-2). Staff feels that these prices are very reasonable and recommends approval of this extension.



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Paul G. Jablonski  
Chief Executive Officer

Key Staff Contact: Wayne Terry, 619.595.4906, [wayne.terry@sdmts.com](mailto:wayne.terry@sdmts.com)

MARCH13-08.6.RADIO SYSTEM CONTRACT AMD.RDESAI.doc

Attachment: A. Draft MTS Doc. No. C.O.019.1-05 (with letter and cost proposal)

DRAFT

March 13, 2008

SDTI Doc. No. C.O.019.1-05  
OPS 970.6

Mr. Larry Hammond  
Contract Services Manager  
Bearcom Wireless Worldwide, Inc.  
4506A Federal Boulevard  
San Diego, CA 92102

Dear Mr. Hammond:

Subject: AMENDMENT NO. 1 TO SDTI DOC. NO. C.O.019.0-05 – ONE-YEAR CONTRACT  
EXTENSION

This letter will serve as Amendment No. 1 to SDTI Doc. No. C.O.019.0-05.

#### SCOPE OF SERVICES

Provide SDTI radio communication system support services in accordance with the terms and conditions of the original SDTI Radio Communication Support Services Agreement.

#### SCHEDULE

This amendment extends the contract terms to March 9, 2009.

#### PAYMENT

The payment schedule for various services as defined in the original contract shall remain unchanged for this one-year extension period. The monthly cost for all services shall not exceed \$2,475.50, and the total cost of all work during this one-year extension period shall not exceed \$29,706.00.

All other terms and conditions of the original Radio Communication System Support Services Agreement shall apply.

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

Sincerely,

Accepted:

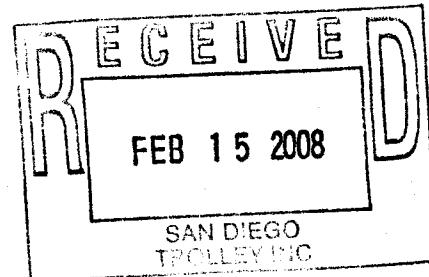
Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Larry Hammond  
Bearcom Wireless Worldwide, Inc.

MARCH13-08.6.AttA.RADIO SYST  
AMD CO0191-05.RDESAI.doc

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

Attachments: Letter and Cost Proposal



January 30, 2008

E. Wayne Terry  
Vice President of Operations  
San Diego Trolley, Inc.  
1255 Imperial Ave., Ste. 900  
San Diego, CA 92101-7492

This letter is to confirm our intent to accept a one (1) year extension to the maintenance agreement between Bearcom and San Diego Trolley with no rate changes.

Please feel free to contact me with any questions or concerns at 619-453-5396.

Respectfully,

A handwritten signature in black ink, appearing to read "Rick Andrews", with a long horizontal flourish extending to the right.

Rick Andrews  
General Manager

*Contract renewal*

A handwritten signature in black ink, appearing to read "Rick Andrews", with a long horizontal flourish extending to the right.

# COST PROPOSAL

## SDTI RADIO COMMUNICATION SUPPORT SERVICES

PER MONTH

PER MONTH

	Description	Qty.	Unit Price*	Extended Price
1	HT1250 Portable Radio	38	\$ 4.00	\$ 152.00
2	HT1000 Portable Radio	206	\$ 3.25	\$ 669.50
3	MT1000 Portable Radio	27	\$ 3.22	\$ 87.72
4	Radius P200 Portable Radio	15	\$ 3.22	\$ 48.72
5	GP300	4	\$ 3.25	\$ 13.00
6	PC1H3 GE Phoenix Mobile Radio	12	\$ 2.00	\$ 24.00
7	CDM1250 Mobile Radio	44	\$ 2.25	\$ 99.00
8	Max-Trac Mobile Radio	217	\$ 2.25	\$ 488.25
9	Multi-Unit Charger	23	\$ 4.00	\$ 92.00
10	Desktop Rapid Charger	21	\$ .50	\$ 10.50
11	Central Electronic Bank	1	\$ 45.00	\$ 45.00
12	CentraCom Console	3	\$ 20.00	\$ 60.00
13	MSR 2000 with Coded ID	8	\$ 30.00	\$ 240.00
14	SpectraTac Comparator	7 <sup>2.00</sup>	\$ 20.00	\$ 140.00
15	T1903 Remote	1	\$ 6.00	\$ 6.00
16	T1605 Remote	1	\$ 6.00	\$ 6.00
17	Satellite Receiver	30	\$ 9.00	\$ 270.00
18	MDC Decoder	5	\$ 4.66	\$ 23.30
19	Trucks/Auto Mobile Radio antenna removal and reinstallation	10**	\$ 12.50	\$
20			\$	\$
21	Extra work hourly labor rate	***	\$ 60.00/Hr.	N/A

# COST PROPOSAL

## SDTI RADIO COMMUNICATION SUPPORT SERVICES

EXTENDED  
PER MONTH

22			\$	\$ 2,475. <sup>00</sup>
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\*Cost of repair / maintenance per item per month.

\*\* This will not be included in monthly payment. It will be paid if and when services are rendered.

\*\*\* Extent and frequency of this work is unknown at this time (see section 3, item 8).

[Signature] 3-7-05 Grand Total \$2,475.<sup>00</sup>/MONTH  
Authorized Officer's Signature Date

LARRY HAMMOND CONTRACT SERVICE MANAGER  
Authorized Officer's Name and Title

BEARCOM WIRELESS WORLDWIDE  
Company Name and Address

619-263-2159  
Company Telephone Number



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

CIPs 11181, 11196,  
11238, 11239, 11417

March 13, 2008

### SUBJECT:

MTS: CAPITAL IMPROVEMENT PROGRAM-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-Y474 of \$1,192,080 and nonfederal Transportation Development Act (TDA) of \$298,020 from Capital Improvement Program (CIP) 11181 (40-Foot Bus Replacement) totaling \$1,490,100 into the fiscal year (FY) 2008 CIP 11239 (MCS Purchase CNG Buses);
2. transfer federal funds in Grant No. 5307 CA-90-Y474 of \$40,000 and nonfederal TDA funds of \$10,000 from CIP 11196 (MCS Purchase 40-Foot CNG Buses South Central) totaling \$50,000 into FY 2008 CIP 11239;
3. transfer federal funds in Grant No. 5307 CA-90-Y561 of \$6,928,000 and nonfederal TDA funds of \$1,732,000 from CIP 11238 (SDTC 26 40-Foot Low-Profile Buses) totaling \$8,660,000 into FY 2008 CIP 11239;
4. transfer federal funds in Grant No. 5307 CA-90-Y313 of \$12,000, Grant No. 5307 CA-90-Y474 funds of \$217,680, Grant No. 5307 CA-90-Y474 nonfederal TDA funds of \$57,420, and nonfederal STA funds of \$2,127,882 from CIP 11417 (MCS Purchase 9 Midsize CNG Buses) totaling \$2,414,982 into FY 2008 CIP 11239; and



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

5. fund the entire five-year bus contract (MTS Doc. No. G1101.0-07) with New Flyer America, Inc. with the CIP amounts transferred (per Attachment A).

#### Budget Impact

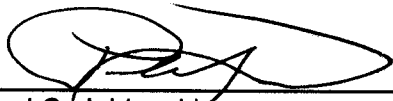
There are no net budgetary impacts to all respective projects. The transfers would allow the use of all funds that would otherwise be split between several project numbers.

#### DISCUSSION:

CIP 11239 was funded in MTS FY 2008 CIP to purchase 40-foot buses for MTS Contract Services (MCS). Several other projects received funding to purchase buses for San Diego Transit, Inc. and MCS. The newly acquired contract with New Flyer America, Inc. encompasses the purchase of all 40-foot buses for the next five years. As CIPs 11181, 11196, 11238, and 11417 are all for the procurement of 40-foot buses, MTS staff would like to streamline the internal process that utilizes this contract and, therefore, staff recommends the following:

- transfer \$1,490,100 from CIP 11181 into the FY 2008 CIP 11239;
- transfer \$50,000 from CIP 11196 into the FY 2008 CIP 11239;
- transfer \$8,660,000 from CIP 11238 into the FY 2008 CIP 11239; and
- transfer \$2,414,982 from CIP 11417 into the FY 2008 CIP 11239;

These transfers would allow MTS staff to track the purchase of the buses and funding in a more efficient manner with no impact to project delivery.

  
\_\_\_\_\_  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Cliff Telfer, 619.557.4532, [cliff.telfer@sdmts.com](mailto:cliff.telfer@sdmts.com)

MARCH13-08.7.CIP TRANSFERS.LFOWLER.doc

Attachment: A. Budget Transfer Summary

## BUDGET TRANSFER SUMMARY

CIP NO.	PROJECT NAME	BUDGETS		
		<i>Existing</i>	<i>Proposed</i>	<i>Change</i>
11181	40-foot Bus Replacement	\$1,490,100	\$0	(\$1,490,100)
11196	MCS Purchase 40-foot CNG Buses	\$50,000	\$0	(\$50,000)
11238	SDTC 26 40-foot CNG Low-Profile Buses	\$8,660,000	\$0	(\$8,660,000)
11417	MCS Midsize CNG Buses	\$2,414,982	\$0	(\$2,414,982)
11239	MCS 40-foot CNG Buses	\$11,310,000	\$23,925,082	\$12,615,082



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## Agenda

Item No. 8

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

CIP 10485

March 13, 2008

**SUBJECT:**

**MTS: SOUTH BAY MAINTENANCE FACILITY EXPANSION PROJECT  
ENVIRONMENTAL DECLARATION ADDENDUM**

**RECOMMENDATION:**

That the Board of Directors:

1. declare that the San Diego Association of Governments (SANDAG) is now the lead agency for the project pursuant to Senate Bill 1703 and receive the Final Initial Study/Mitigated Negative Declaration Second Addendum (Attachment A);
2. approve the revised South Bay Maintenance Facility (SBMF) Expansion Project; and
3. transfer funding from East County Bus Maintenance Facility CNG Project to the SBMF Expansion Project.

**Budget Impact**

The SBMF Expansion Project (CIP 1048500) budget would increase from \$8,132,922 to \$10,432,922 and the East County Bus Maintenance Facility CNG Project (CIP 1142700) would decrease from \$3,251,260 to \$951,260.

**DISCUSSION:**

The purpose of this agenda item is to provide an update on the SBMF Expansion Project (Attachment B) and amend the environmental documents so that they include the full



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.

build-out of the project. There are two parcels of the SBMF that have not yet been purchased—one of the parcels (at 3630 Main Street in El Cajon) was previously removed from the project due to environmental concerns in 2003. The environmental concerns have all been mitigated, and the County of San Diego has deemed the site's hazardous issues to be closed. Further studies were conducted by MTS in 2005-2006 regarding the full SBMF expansion plan, and both the 3630 Main Street parcel and the parcel not acquired to date at 3650 Main Street (the north parcel of SAVON Self-Storage) need to be acquired to meet the full build-out goal to accommodate a fleet of 160 to 190 buses.

### Background

MTS purchased the South Bay Maintenance Facility in December 1992, and it became operational in January 1993. The facility (four acres) was originally planned for a storage capacity of 80 to 90 buses. As a result of the addition of two compressed natural gas (CNG) fueling stations, loss of employee parking in the surrounding area, and additional routes operating out of the facility, the ideal design capacity is now 160 to 190 buses. Property was acquired from 2001 to 2003 to increase the site size to approximately six acres as part of the SBMF Expansion Project, which would comfortably accommodate 130 to 140 buses. However, the South Bay facility currently houses 155 buses and approximately 500 employees and is extremely crowded. The property expansion has not been completed due to funding limitations and environmental issues.

### California Environmental Quality Act (CEQA) Initial Study/Mitigated Negative Declaration

MTS has been successful in acquiring four of the six parcels. The two parcels remaining will not adversely affect the environmental impacts and mitigations previously identified in the original 2001 Final Initial Study/Mitigated Negative Declaration and in the addendum conducted in 2003. MTS, via the San Diego Association of Governments (SANDAG), contracted with Helix Environmental Planning, Inc. to review the study and prepare an addendum that ensures that both remaining parcels are fully covered in the study. A second addendum (Attachment A) has been prepared in accordance with CEQA requirements. Review of the previous studies indicates that there are no new significant environmental impacts or substantial increases in the severity of previously identified significant environmental impacts as a result of the modifications to the SBMF Expansion Project. The second addendum has been prepared to provide the environmental clearance of the revised project under CEQA. SANDAG's Board of Directors will be taking action to adopt the findings of the second addendum as the lead agency.


### National Environmental Policy Act of 1969 (NEPA) Categorical Exclusion for SBMF Modifications

In 2001, MTS provided the Federal Transit Administration (FTA) with documents to support a categorical exclusion for the SBMF Expansion Project—no official action is required by SANDAG or MTS to modify those documents. The documents from 2001 include five of the six parcels originally targeted for acquisition, including the 3630 Main Street parcel. The sixth parcel to be added to the NEPA categorical exclusion project description is the parcel at 3650 Main Street (the north parcel of

SAVON Self-Storage). The change in project description for the SBMF Expansion Project categorical exclusion will be handled via letter to the FTA's regional office.

Transfer of Project Funds

The East County Maintenance Facility is being reconsidered for possible alternative fueling scenarios, including natural gas and gasoline-hybrid power sources. A capital project exists with \$3.25 million in funding for the future East County Facility CNG fuel station. Staff has identified an opportunity to acquire property for the South Bay Maintenance Facility. As a result, staff is recommending that \$2.3 million of that funding be shifted to the South Bay Maintenance Facility for right-of-way acquisition in order to purchase the 3630 Main Street parcel. The funding shift would also allow for some minor projects at that parcel for security lighting, fencing/walls, and site improvements to comply with the environmental mitigation.

  
\_\_\_\_\_  
Paul C. Jablonski  
Chief Executive Officer

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

MARCH13-08.8.SBMF PROJ ENVIRON DECL.EHURWITZ.doc

Attachments: A. Final Initial Study/Mitigated Negative Declaration Second Addendum **(Board Only)**  
B. SBMF Expansion Project Acquisition Status

## SOUTH BAY MAINTENANCE FACILITY EXPANSION PROJECT ACQUISITION STATUS

PARCEL NUMBER	CURRENT OWNER	PRIOR OWNER	ADDRESS	SIZE ACRES	CEQA ORIGINAL FIS/MND	CEQA ADDENDUM ONE	CEQA ADDENDUM TWO	NEPA CAT. EXCLUSION	PURCHASE DATE	FUNDING AVAILABLE
CURRENT MTS PROPERTY										
623-250-21	MTS	Shirey	3650A Main	1.35	1992	NA	NA	1992	1992	YES
623-250-22	MTS	Shirey	3650A Main	2.72	1992	NA	NA	1992	1992	YES
623-250-20	MTS	Duk	3620 Main	0.55	2001	NA	NA	2001	2001	YES
623-250-19	MTS	Wells	3610 Main	0.42	2001	NA	NA	2001	2003	YES
623-250-26	MTS	Wells	3620 Main	0.57	2001	NA	NA	2001	2003	YES
623-250-24	MTS	H&T USA, Ltd.	3648 Main	0.69	2001	NA	NA	2001	2002	YES
CURRENT SIZE				6.30						
FUTURE ACQUISITIONS										
623-250-25	Zoura	Yaikan	3630 Main	1.49	2001	Not Included	2008	2001	TBD	YES
623-250-23	Luciani	Luciani	3650 Main	2.83	Not Included	2003	2008	2008	TBD	NO
TOTAL BUILD-OUT SIZE				10.62						

SBMF EXPANSION ACQUISITION  
2.20.08



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## Agenda

Item No. 9

### JOINT MEETING OF THE BOARD OF DIRECTORS of the

FIN 340

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

March 13, 2008

#### SUBJECT:

MTS: ESTABLISHMENT OF ADDITIONAL LOCAL AGENCY INVESTMENT FUND (LAIF)  
ACCOUNT

#### RECOMMENDATION:

That the Board of Directors approve Resolution No. 08-4 (Attachment A) to establish an investment account in the name of San Diego Transit Corporation within the Local Agency Investment Fund (LAIF) administered by the State Treasurer.

#### Budget Impact

There is no net budgetary impact.

#### DISCUSSION:

MTS invests excess funds in an LAIF account that currently pays a favorable rate of interest. The MTS account has reached the \$40,000,000 per-agency investment limit permitted by LAIF administrative rules. A second account is required to invest additional funds in LAIF, which permits only one account per agency. SDTC previously had an LAIF account that was closed last year, and LAIF is prepared to reopen the account upon receipt of this approved resolution; therefore, staff is requesting Board approval of Resolution No. 08-4.

  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Cliff Telfer, 619.557.4532, [cliff.telfer@sdmts.com](mailto:cliff.telfer@sdmts.com)

MARCH13-08.9.LAIF INVEST ACCT. LMUSENGO.doc

Attachment: A. Resolution No. 08-4



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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 08-4

Resolution Approving Establishment of Additional LAIF Investment Account  
in the Name of San Diego Transit Corporation

WHEREAS, section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund (LAIF) in the State Treasury for the deposit of money of a local agency for the purposes of investment by the State Treasurer; and

WHEREAS, the existing LAIF account in use by the Metropolitan Transit System (MTS) has reached the statutory limit as established by the State Treasurer, and MTS desires an investment outlet for additional funds; and

WHEREAS, LAIF administrative rules and regulations permit only one account for each agency;  
and

WHEREAS, San Diego Transit Corporation had an active LAIF investment account until January 2007;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby authorize the deposit and withdrawal of San Diego Transit Corporation monies in the Local Agency Investment Fund in the State Treasury in accordance with MTS Policy No. 30 and the provisions of section 16429.1 of the California Government Code for the purpose of investment as stated therein and verification by the State Treasurer's Office of all banking information provided in that regard.

BE IT FURTHER RESOLVED, that the following San Diego Transit Corporation officers or their successors in office shall be authorized to order the deposit or withdrawal of monies in the LAIF:

Paul Jablonski, General Executive Officer  
Tiffany Lorenzen, Counsel  
Cliff Telfer, Chief Financial Officer  
Tom Lynch, Controller  
Linda Musengo, Finance Manager

PASSED AND ADOPTED by the Board of Directors this \_\_\_\_ day of \_\_\_\_\_ 2008, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

---

Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

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Office of the General Counsel  
San Diego Metropolitan Transit System

MARCH13-08.9.LAIF INVEST ACCT. LMUSENGO.doc



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
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## Agenda

Item No. 10

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

SRTP 805

March 13, 2008

### SUBJECT:

MTS: AMENDMENTS TO ASSIGNMENT OF CONTRACT FOR SAN DIEGO  
ASSOCIATION OF GOVERNMENTS' ON-CALL GENERAL TRANSPORTATION  
PLANNING SERVICES (TRANSPORTATION MANAGEMENT AND DESIGN, INC.)

### RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer (CEO) to ratify Amendment No. 1 (Attachment A) and execute Amendment No. 2 (Attachment B) to MTS Doc. No. G1107.0-07 with Transportation Management and Design, Inc (TMD) as part of the San Diego Association of Governments (SANDAG's) On-Call General Transportation Planning Services Agreement, which was established as a jobs order contract with MTS. Amendment No. 2 would allow MTS to proceed with the AVL Data Validation and ATP Staff Coaching Project and the Trolley Rehabilitation Phasing Study.

#### Budget Impact

The amount of contract Amendment No. 2 would be \$145,000. Of that amount, \$65,000 would be assigned to the AVL Data Validation and ATP Staff Coaching Project to be paid by MTS budget line item 50451-53114, and \$80,000 would be assigned to the Trolley Rehabilitation Phasing Study to be paid by MTS Capital Improvement Program (CIP) No. 11248 (SANDAG CIP No. 1210001 Blue Line Stations). Amendment No. 1 assigned \$20,000 from the contract to MTS for scheduling assistance.



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:

On April 13, 2007, SANDAG and MTS conducted and completed a competitive procurement process for general on-call transportation planning services that is available to MTS through a job order contract process under SANDAG Contract No. 5000776. The original amount of this contract was \$30,000.

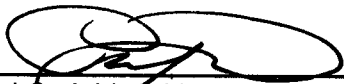
On November 21, 2007, the agreement was amended (Attachment A) for an additional \$20,000 to provide MTS scheduling assistance for January 2008 service changes.

Contract Amendment No. 2 would allow MTS to execute an agreement with TMD to assist with the AVL Data Validation and ATP Coaching Project needs as well as move forward with the Trolley Rehabilitation Phasing Study.

The AVL Data Validation and ATP Coaching Project would:

1. determine the extent to which a sustainable process is in place that would feed MTS schedulers with valid running time data that could be readily imported in Hastus ATP;
2. validate the current AVL data through a variety of statistical analytical methods focused on standard deviation; and
3. review current MTS data processing methods, storage, and retrieval systems currently in place for converting AVL data into ATP format.

The Trolley Rehabilitation Phasing Study would include developing a long-term vision and plan for the trolley system and reviewing an implementation plan for various network improvements, which would include rehabilitation of the Blue and Orange Lines and fleet.



Paul G. Jablonski  
Chief Executive Officer

Key Staff Contact: Mike Daney, 619.515.0932, [mike.daney@sdmts.com](mailto:mike.daney@sdmts.com)

MARCH13-08.10.TMD AMD2.MDANEY.doc

Attachments: A. MTS Doc. No. G1107.1-07  
B. MTS Doc. No. G1107.2-07

 ORIGINAL

Project Number: Various  
Contract Number: 5000776  
MTS Doc. #G1107.1-07

**Amendment 1 to Assignment of Contract For  
San Diego Association of Government's  
On-Call General Transportation Planning Services  
(Transportation Management and Design, Inc.)**

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THIS AMENDMENT 1 TO ASSIGNMENT AND ASSUMPTION OF CONTRACT FOR ON-CALL GENERAL TRANSPORTATION SERVICES is made and entered into on this \_\_\_\_ day of November 2007, between the San Diego Association of Governments (SANDAG), a regional public agency (hereinafter "Assignor"), the Metropolitan Transit System (MTS), a California public agency (hereinafter "Assignee"), and Transportation Management and Design, Inc. (Contractor), in view of the following recitals which are a substantive part of this Amendment:

WHEREAS, under the original Agreement Assignor entered into an On-Call General Transportation Services Contract with Contractor on April 13, 2007, for SANDAG Contract Number 5000776; and

WHEREAS, under the original Assignment Assignor assigned, transferred and set over unto Assignee a \$35,000 portion all of Assignor's interest in its contract for On-Call General Transportation Services, Contract Number 5000776, effective May 1, 2007, a copy of which is incorporated here in by reference; and

WHEREAS, Assignee has requested and Assignor has agreed that the Assignment be amended to transfer and additional \$20,000 of the value of Contract Number 5000776 to Assignee:

NOW THEREFORE, the parties agree as follows.

1. The maximum amount of the Assignment from the Assignor to the Assignee shall be increased from \$35,000 to \$55,000.
2. This Amendment 1 to Assignment may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Amendment 1 to 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 Amendment 1 to Assignment.

All other provisions of said Amendment 1 to Assignment not amended herein shall remain in full force and effect.

THE EFFECTIVE DATE OF THIS AMENDMENT 1 TO ASSIGNMENT IS on or after November 21, 2007.

IN WITNESS WHEREOF, Assignor, Assignee, and Contractor have caused this Amendment 1 to Assignment to be executed and delivered as of the date first set forth above.

**SAN DIEGO ASSOCIATION OF GOVERNMENTS**

By:   
Bob Leiter, Director of Planning

Approved as to form:

By:   
Office of General Counsel

**METROPOLITAN TRANSIT SYSTEM**

By:   
Paul Jablonski, Chief Executive Officer

Approved as to form:

By:   
Office of General Counsel

Contractor hereby consents to Amendment 1 to the Assignment of SANDAG Contract Number 5000776 from Assignor to Assignee. Consent granted and effective as of this \_\_\_\_\_ of November 2007.

**TRANSPORTATION MANAGEMENT AND DESIGN, INC.**

By: \_\_\_\_\_  
Print Name/Title and Sign

By: \_\_\_\_\_  
Bob Leiter, Director of Planning

Approved as to form:

By: \_\_\_\_\_  
Office of General Counsel

**METROPOLITAN TRANSIT SYSTEM**

By: \_\_\_\_\_  
Paul Jablonski, Chief Executive Officer

Approved as to form:

By: \_\_\_\_\_  
Office of General Counsel

Contractor hereby consents to Amendment 1 to the Assignment of SANDAG Contract Number 5000776 from Assignor to Assignee. Consent granted and effective as of this \_\_\_\_ of November 2007.

**TRANSPORTATION MANAGEMENT AND DESIGN, INC.**

By: Russell Chisholm, President Russell Chisholm  
Print Name/Title and Sign

**Project Number:** Various

**Contract Number:** 5000776

**MTS Document Number:** G1107.2-07

**Amendment 2 to Assignment of Contract For  
San Diego Association of Government's  
On-Call General Transportation Planning Services  
(Transportation Management and Design, Inc.)**

---

THIS AMENDMENT 2 TO ASSIGNMENT AND ASSUMPTION OF CONTRACT FOR ON-CALL GENERAL TRANSPORTATION SERVICES is made and entered into on this 31st day of January 2008, between the San Diego Association of Governments (SANDAG), a regional public agency (hereinafter "Assignor"), the Metropolitan Transit System (MTS), a California public agency (hereinafter "Assignee"), and Transportation Management and Design, Inc. (Contractor), in view of the following recitals which are a substantive part of this Amendment:

WHEREAS, under the original Agreement Assignor entered into an On-Call General Transportation Services Contract with Contractor on April 13, 2007, for SANDAG Contract Number 5000776; and

WHEREAS, under the original Assignment Assignor assigned, transferred and set over unto Assignee a \$35,000 portion all of Assignor's interest in its contract for On-Call General Transportation Services, Contract Number 5000776, effective May 1, 2007, a copy of which is incorporated herein by reference; and

WHEREAS, on November 21, 2007, the Agreement was amended to transfer an additional \$20,000 of the value of Contract Number 5000776 to Assignee for On-Call General Transportation Services; and

WHEREAS, Assignee has requested and Assignor has agreed to enter into Amendment 2 to the Agreement to transfer an additional \$145,000 of the value of Contract Number 5000776 to Assignee:

NOW THEREFORE, the parties agree as follows.

1. The maximum amount of the Assignment from the Assignor to the Assignee shall be increased from \$55,000 to \$200,000.
2. This Amendment 2 to Assignment may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Amendment 2 to 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 Amendment 2 to Assignment.

All other provisions of said Amendment 2 to Assignment not amended herein shall remain in full force and effect.

THE EFFECTIVE DATE OF THIS AMENDMENT 2 TO ASSIGNMENT IS on or after January 31, 2008.

IN WITNESS WHEREOF, Assignor, Assignee, and Contractor have caused this Amendment 2 to Assignment to be executed and delivered as of the date first set forth above.

**SAN DIEGO ASSOCIATION OF GOVERNMENTS**

By: \_\_\_\_\_  
**Bob Leiter, Director of Planning**

Approved as to form:

By: \_\_\_\_\_  
**Office of General Counsel**

**METROPOLITAN TRANSIT SYSTEM**

By: \_\_\_\_\_  
**Paul Jablonski, Chief Executive Officer**

Approved as to form:

By: \_\_\_\_\_  
**Office of General Counsel**

Contractor hereby consents to Amendment 2 to the Assignment of SANDAG Contract Number 5000776 from Assignor to Assignee. Consent granted and effective as of this 31st day of January 2008.

**TRANSPORTATION MANAGEMENT AND DESIGN, INC.**

By: \_\_\_\_\_  
**Print Name/Title and Sign**



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101  
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## Agenda

Item No. 11

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation and  
San Diego Trolley, Inc.

MKPC 640

March 13, 2008

### SUBJECT:

MTS: PRINTING OF MTS TIMETABLES - CONTRACT AWARD

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1144.0-08 (in substantially the same format as Attachment A) with AAA Printing Company to print MTS timetables for a five-year period.

#### Budget Impact

AAA Printing Company's bid prices per year are as follows:

➤	Year 1	\$281,217.78
➤	Year 2	\$295,161.88
➤	Year 3	\$309,854.28
➤	Year 4	\$325,351.41
➤	Year 5	\$341,556.29

This contract would cover a five-year period, and the total cost would not exceed \$1,553,141.64. The cost is based on the estimated annual quantities of timetables budgeted annually under MTS bus and rail operations using local funding.

### DISCUSSION:

#### Background

MTS Policy No. 52 (Procurement of Goods and Services) requires a formal competitive bid process for procurements of goods and services exceeding \$100,000.

On December 12, 2007, MTS issued an Invitation for Bids (IFB) to interested parties for printing MTS timetables. In an effort to consolidate procurements, this solicitation combined printing timetables for MTS bus operations, Access and Americans with



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.

Disabilities Act (ADA) services, and rail operations. The schedules or timetables (as they are often referred to) contain fare information, the times when buses and trolleys will be at each stop, and a map of the routes. The timetables are printed in both English and Spanish.

Five bids were received on January 29, 2008 (see Bid Summary - Attachment B). AAA Printing Company was the lowest responsive, responsible bidder for the five-year period at \$1,553,141.64; therefore, pursuant to MTS policy, staff recommends award of the contract to AAA Printing Company.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contacts: Jim Byrne 619.238.0100, Ext. 6420, [jim.byrne@sdmts.com](mailto:jim.byrne@sdmts.com)  
Dan McCaslin, 619.238.0100, Ext. 7035, [daniel.mccaslin@sdmts.com](mailto:daniel.mccaslin@sdmts.com)

MARCH13-08.11.TIMETABLES.CAQUINO.doc

Attachments: A. Draft Agreement for AAA Printing Company  
B. Bid Summary

## STANDARD SERVICES AGREEMENT

DRAFT

G1144.0-08  
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2008, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: AAA Printing Company.Address: 1315 BroadwayForm of Business: Corporation  
(Corporation, partnership, sole proprietor, etc.)El Cajon, CA 92021Telephone: 619-447-7468

Authorized person to sign contracts: David Bueltel Owner  
Name Title

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

Provide printing of timetables for MTS and its bus and rail operations as stipulated in MTS's Invitation for Bid (IFB) for Printing of MTS Timetables, MTS Doc. No. G1144.0-08; including Addendum No. 1, MTS's Responses to Written Questions/Clarifications; and in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement, Safety Department's SOP (SAF-016), and AAA Printing Company's Bid Proposal dated 1/29/08. If there are inconsistencies between the IFB and Addendum, Responses to Questions/Clarifications, Standard Procurement Agreement, and/or the Standard Conditions Procurement, and Federal Requirements the following order of precedence will govern the interpretation of this contract:

1. MTS's Printing of MTS Timetables IFB, Addendum No. 1, MTS's Responses to Written Questions/Clarifications, and AAA Printing Company's Bid Proposal dated 1/29/08.
- 1.
2. Standard Procurement Agreement, including the Standard Conditions Procurement.

This contract shall remain in effect for five years effective April 1, 2008 thru March 31, 2013. Total contract amount shall not exceed \$1,553,141.64.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<b>\$1,553,141.64</b>	Various	08-13

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

Date



Metropolitan Transit System

Purchasing Department  
100 16<sup>th</sup> Street  
San Diego, CA 92101  
619.238.0100 FAX 619.696.7084

Att. B, AI 11, 3/13/08

## BID SUMMARY

MTS IFB NO. G1144-.0-08  
Printing of MTS Timetables

COMPANY NAME	BID AMOUNT
<b>AAA Printing Company *</b> 1315 Broadway El Cajon, CA 92021	\$ 1,553,141.64
<b>Economy Print &amp; Image **</b> 7515 Metropolitan Dr. San Diego, CA 92108	\$ 2,153,663.17
<b>Express Printing</b> 4202 Sorrento Valley Blvd., Suite S San Diego, CA 92121	\$ 2,170,511.74
<b>Birmingham Press</b> 9330 Carroll Park Dr. San Diego, CA 92121	\$ 2,462,463.81
<b>Diego &amp; Son Printing</b> 2104 National Ave. San Diego, CA 92113	\$ 3,194,842.45

\* Lowest responsive, responsible bidder

\*\* Nonresponsive bidder

B-1



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.



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## Agenda

Item No. 30

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

FIN 340

March 13, 2008

SUBJECT:

MTS: FINANCIAL PERSPECTIVE ON THE METROPOLITAN TRANSIT SYSTEM

RECOMMENDATION:

That the Board of Directors receive the white paper and discuss potential next steps.

Budget Impact

None.

Executive Committee Recommendation

At its meeting on February 14, 2008, the Executive Committee recommended forwarding this item to the Board of Directors.

DISCUSSION:

On December 6, 2007, the Executive Committee discussed MTS's overall funding challenges as part of the review of the Fiscal Year 2009 Capital Improvement Program. Members of the Executive Committee urged staff to prepare a white paper detailing the agency's current financial challenges and some potential solutions.

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, [sharon.cooney@sdmts.com](mailto:sharon.cooney@sdmts.com), 619.557.4513

MARCH13-08.30.FINAN WHITEPAPER.SCOONEY.doc

Attachment: A. Financial Perspective on the MTS



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## **Pursuing Sustainability: A Financial Perspective on the Metropolitan Transit System**

Prepared by the Staff of the Metropolitan Transit System

January 2008

*Like all government services and amenities, public transportation is not self-supporting. While transit is funded in part with customer fares and other income generated from its assets, it survives predominantly through a variety of local, state, and federal taxpayer subsidies. Maintaining a sustainable transit system in San Diego is a shared goal, which will require the efforts of all stakeholders. This paper provides an overview of funding challenges facing the Metropolitan Transit System (MTS) and outlines some potential ways to assist the agency on its road to sustainability.*

### **Background**

MTS provides transit services to 3,240 square miles of San Diego County, an area that encompasses ten cities, the international border, and much of the unincorporated county. Each day, more than 270,000 passengers rely on MTS's bus, paratransit, and trolley fleets to get them to their destinations. MTS is experiencing a nearly 6 percent increase in the number of riders overall (with a nearly 10 percent increase on rail), and the quality of service has improved. The rapid increase in riders is occurring for several reasons: services have improved as a result of efficiencies implemented as part of the Comprehensive Operational Analysis (COA), the regional population continues to grow, and the cost of motor fuel has pushed people to rethink their commute choices.

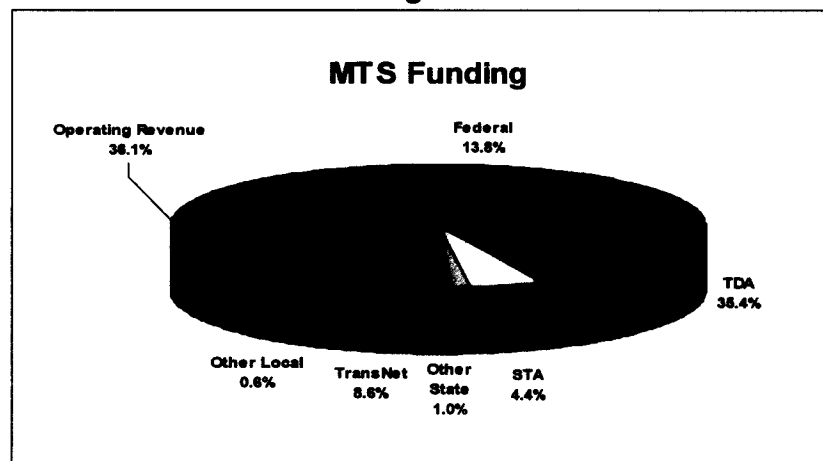
Compare the nearly 6 percent annual increase in riders with the fact that MTS has operated the service under a budget that only increases annually at the rate of inflation (3.1 percent). In addition, quality of service has improved. From 2006 to 2007, on-time performance increased by 6 percent while subsidy per passenger dropped by nearly 5 percent. The conclusion is that efficiencies implemented at MTS have resulted in getting more, better-quality service for less money. Yet despite its efforts to cut the cost of operations, MTS is facing a financial crisis that could jeopardize its ability to continue to provide this invaluable service.

### **The Nature of Public Transportation Funding**

MTS's first objective is to increase the number of customers served by public transportation, yet this goal can run counter to maintaining the system's financial

viability because riders themselves only pay for a small portion of the cost to operate service. The percentage of the cost of a ride covered by customer fares (fare box recovery) is high for the MTS system relative to other similar operations nationwide, yet at 35 percent, it covers little more than one-third of the cost of a ride (Figure 1). When transit service expands or the number of riders increases to a point that requires more buses or trains to run on an existing route, the taxpayer money needed to subsidize the service also increases. In addition, if service is stretched to serve areas with lower demand where ridership will be low, the fare box recovery drops and the subsidy needs to increase to cover the difference.

**Figure 1**



Fare revenue is complemented by several much smaller sources of income associated with MTS assets and contracts. Approximately 1.5 percent of MTS's annual revenue comes from the aggregate of such things as advertising, concessionaires, entry fees, leases, interest, interagency agreements, and joint development. While these types of smaller funding streams are helpful, they cannot grow enough to make up for significant losses in other categories of funding.

The bulk of MTS's funding comes from a variety of local, state, and federal subsidy programs. These programs usually come with restrictions on funding usage—whether for operating service, rehabilitating or replacing existing infrastructure, or expanding capacity through the construction of new infrastructure. There has historically been a public bias toward funding capital over operations and toward funding capacity-enhancing infrastructure projects over rehabilitation or replacement of existing infrastructure. Limitations built into funding programs present a challenge when attempting to meet the community's needs. The funding bias toward “new” capital projects makes it difficult to maintain the 108 miles of trolley tracks and catenaries, 52 stations, 5 bus maintenance facilities, 15-acre trolley yard, 725 buses, and 134 light rail vehicles while at the same time keeping the service rolling.

The following are some of the primary sources of MTS funding. Each of these is impacted by factors that cause them to be vulnerable to fluctuations at any time.

- *Transportation Development Act (TDA)*. TDA, which is the largest source of MTS subsidy revenue, is generated from a ¼ percent local sales tax that was created by the state legislature in the 1970s to help local communities maintain public transportation. TDA is the most flexible form of revenue since it can be used for capital or operating expenses; however, as a sales tax, it is linked to the local economy and is therefore volatile.
- *Federal Revenue Programs*. The next largest source of MTS subsidy is federal revenue, which derives from a number of programs authorized by the Surface Transportation Act (SAFETEA-LU) and appropriated each year by Congress. Rules for use of these funds are restrictive and include an 80 percent match. Congress has appropriated transit funds at the levels authorized under SAFETEA-LU for the past three years, but this is not guaranteed.
- *TransNet*. TransNet provides public transportation in San Diego County with about 1/3 of a ½ percent local sales tax. MTS receives a portion of that funding for transit operations and for certain capital projects that are considered to be capacity-enhancing. Transit's TransNet portion is shared by MTS, North County Transit District (NCTD), and San Diego Association of Governments (SANDAG). Like TDA, TransNet is a sales tax and can shift dramatically with the local economy.
- *State Transit Assistance (STA)*. STA, which is the largest state subsidy program for transit, derives its revenue from the state sales tax on gasoline, and agencies that qualify for STA can use it for either operations or capital expenses. MTS receives approximately 4.6 percent of the statewide total. Based on various voter-approved initiatives, such as Proposition 42 (2002) and Proposition 1A (2006), this funding must be appropriated for transit purposes unless borrowed during a fiscal crisis. The funding is linked to gasoline sales, which have trended upward in recent years, but the funds have been repeatedly "borrowed" or diverted by the state for other purposes.
- *State Transportation Improvement Program (STIP)*. Half of all gas taxes dedicated to transit are allocated through the STIP. This program provides funding to regional planning agencies like SANDAG based on their project submittals. This funding is only available for capacity-enhancing projects such as light rail expansion or technology advancements. MTS has been successful in the past at receiving this funding, but it is not guaranteed since it requires a state appropriation and a regional submittal. In addition, statements from the current Administration indicate that they perceive that the Proposition 1B funds are a replacement for the gas tax contribution to the Public Transportation Account, an account that funds the transit portion of the STIP. The State is currently involved in litigation regarding the matter of the use of transit gas tax funds for General Fund purposes.

Restrictions on use, requirements for matches, the need for annual appropriation for state and federal funding, and volatility associated with sales tax contribute to uncertainty in the MTS budget. These factors also make it difficult to meet the competing needs of operating service, maintaining or replacing existing facilities and vehicles, and expanding infrastructure.

## **Funding Challenges**

Three years ago, MTS developed a structurally balanced operating budget and turned its attention to the challenge of an underfunded capital budget for rehabilitation and replacement of older infrastructure. Too much of the existing revenue was limited in its use to capacity-enhancing or expansion projects to adequately address the problem of maintaining an established and aging infrastructure. System expansion is a priority for the region in order to meet the growing demand for alternative transportation, and projects funded through TransNet and other programs like the STIP have been steadily expanding operations. However, there has not been enough funding to pay for the types of projects like vehicle replacements and rehabilitation of light rail track and catenaries that are essential for maintaining the system in working order.

A five-year projection of capital needs indicates that there continues to be a considerable unmet need. In early 2007, with the passage of Proposition 1B (2006) and its dedicated and flexible source of capital funding, and the inclusion of Trolley's Blue and Orange Line Improvement Project in the TransNet Early Action Program (December, 2006), the outlook for transit funding appeared to be stabilizing. However, as previously discussed, the Proposition 1B funds may simply replace other state funding, which would mean that improvements to the trolley would continue to be underfunded. Table 1 (on the following page) demonstrates a \$171 million shortfall in capital over five years, but this number is based on the assumption that Proposition 1B and TransNet II will fully fund Blue and Orange Line rehabilitation and low-floor vehicles system wide. If this assumption is not valid, then the five-year unmet need is closer to \$500 million.

Uncertainty also jeopardizes the stability of MTS's operating budget. Sales tax revenue growth began to decline rapidly in 2007 as the economy slowed. By the summer of 2007, MTS grappled with an unbudgeted \$9.2 million drop in subsidy from TransNet and TDA, \$8.1 million of which impacted the Fiscal Year 2008 budget. Through the summer and fall of 2007, MTS set about bridging the budgetary gap with nearly 20 measures meant to shrink costs and increase revenue. New advertising, hiring freezes, cuts in management benefits, creative property management, service cuts, and fare increases combined to help stabilize the operating budget.

This month, MTS learned that growth has not only slowed; sales tax receipts have begun to decline from Fiscal Year 2007 levels. Third quarter sales tax receipts declined 0.4 percent from 2006 levels, and predictions are that Fiscal Year 2008 sales tax will decrease a total of 2.9 percent from 2007 levels. The impact of small percentage decreases on public transportation is staggering. An additional \$6.3 million budgetary

gap on top of the previously addressed \$8.1 million must now be filled for the current budget year, and only a 2.2 percent rebound is projected for Fiscal Year 2009. The measures initiated late in 2007 will not absorb the additional decrease in subsidy.

In addition, the State has continued to divert funding which could be used as operating assistance and to help pay for desperately needed capital improvements. In Fiscal Year 2008, the State diverted nearly \$1.3 billion from the Public Transportation Account into nontransit programs. The Administration's proposed Fiscal Year 2008-2009 budget would similarly divert another \$596 million from the Public Transportation Account. The effect of this proposal is significant: based on MTS's share of STA, this diversion equates to an approximate \$27 million loss to MTS. To put this in perspective, \$27 million could purchase 67 new buses. Table 1 does not take into consideration potential state diversions of dedicated transit funding.

**Table 1**  
**Capital Improvement Program (CIP)**  
**Fiscal Years 2009 - 2013**

	Proposed FY09	Projected FY10	Projected FY11	Projected FY12	Projected FY13	FY09 to FY13
<b>Total Revenues</b>						
Recurring Dedicated CIP Revenues	57,425.0	59,722.0	62,110.9	64,595.3	67,179.1	311,032.4
Other Nonrecurring Revenues	13,211.8	-	-	-	-	13,211.8
<b>Total Capital Revenues</b>	<b>70,636.8</b>	<b>59,722.0</b>	<b>62,110.9</b>	<b>64,595.3</b>	<b>67,179.1</b>	<b>324,244.2</b>
<b>Less: "Off-the-Top" Expenses</b>						
SANDAG Planning Studies	(772.7)	(803.6)	(835.8)	(869.2)	(904.0)	(4,185.3)
Preventative Maintenance	(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	(145,000.0)
<b>Total "Off-the-Top" Expenses</b>	<b>(29,772.7)</b>	<b>(29,803.6)</b>	<b>(29,835.8)</b>	<b>(29,869.2)</b>	<b>(29,904.0)</b>	<b>(149,185.3)</b>
<b>Adjusted Available CIP Revenues</b>	<b>40,864.1</b>	<b>29,918.4</b>	<b>32,275.1</b>	<b>34,726.1</b>	<b>37,275.2</b>	<b>175,058.9</b>
<b>Total Project Needs</b>	<b>101,322.6</b>	<b>86,154.8</b>	<b>53,095.0</b>	<b>61,685.2</b>	<b>44,250.8</b>	<b>346,508.4</b>
<b>Total Deficit</b>	<b>(60,458.5)</b>	<b>(56,236.4)</b>	<b>(20,819.9)</b>	<b>(26,959.1)</b>	<b>(6,975.6)</b>	<b>(171,449.5)</b>
<b>% of Funding / Needs</b>	<b>40.3%</b>	<b>34.7%</b>	<b>60.8%</b>	<b>56.3%</b>	<b>84.2%</b>	<b>50.5%</b>
<b>Accumulated Deficit</b>	<b>(60,458.5)</b>	<b>(116,694.9)</b>	<b>(137,514.8)</b>	<b>(164,473.9)</b>	<b>(171,449.5)</b>	
<b>Accumulated % Funding / Needs</b>	<b>40.3%</b>	<b>37.8%</b>	<b>42.8%</b>	<b>45.6%</b>	<b>50.5%</b>	

\* CIP excludes Blue Line Rehabilitation and LRV purchases that will be funded with Infrastructure Bond / TNET II

As an agency, MTS has been economizing for several years. Fat has been cut from the budget. Creative approaches to generating nonfare revenue have been implemented. Transit routes and schedules have been streamlined or cut. Fares have been increased. Given the degree of the problem, the fact that the budget is already lean from previous cuts in expenses and that reserves are minimal for a \$240 million budget, the fact that fares have already been increased significantly, and the fact that capital replacement and rehabilitation needs must be addressed, two avenues for filling the

additional \$6.3 million gap in the Fiscal Year 2008 budget appear to remain: substantial service cuts or identification of new revenue resources.

## **Bridging the Gap**

The region's roadmap for future transportation growth, the Regional Transportation Plan (RTP), identifies the need to increase public transportation use in the future in order to maintain acceptable levels of mobility. A policy of continual service contraction runs counter to this plan. Therefore, it would appear that broad service cuts are not the best solution for fixing budgetary deficits caused by economic downturns. This paper will identify some possible ways to expand the available funding for transit.

- *Prioritize Transit Service Operations When Funding Is Discretionary.* In certain cases, a region has the discretion to focus funding to meet external pressures. For instance, statutory authorization for TDA specifies off-the-top allocations for bicycle improvements and transit planning. The percentage of TDA used for transit planning is discretionary up to 3 percent and up to 2 percent for bicycle improvements. TDA provides that the regional planning agency has the discretion to determine if those off-the-top allocations could better serve the current needs of the community by being put into transit service instead. SANDAG has programmed the full 3 percent for transit planning and 2 percent for bicycle programs allowable by law and revised Fiscal Year 2008 allocations for transit planning and bicycle programs, respectively, are \$3.5 million and \$2.3 million.
- *Balance New Construction with Maintenance of Existing Infrastructure and Service.* The region has perhaps the most discretion with the TransNet program of funding since it is an entirely local program. With few exceptions, the region's decision makers at SANDAG could make changes to the way funding is allocated. TransNet II includes a list of projects to be constructed and a Plan of Expenditure, which was devised with only preliminary analysis of what the projects might entail. The Plan of Expenditure could be reviewed to identify areas in which economies could free up some funding to be used to fund transit service. For instance, bus shelters identified for rapid bus projects could be scaled back and the funding diverted to transit service or rehabilitation of existing infrastructure. If at-grade bus stops were just scaled down from \$440,000 each to \$300,000 each, an estimated \$12.7 million could be diverted to other transit programs while still maintaining a significant improvement compared to the waiting environments enjoyed by transit riders today.
- *Recognize Actual Cost and Identify Sufficient Funding to Operate When Constructing New Transit Facilities.* Since public transportation can only cover a portion of its operating costs through fares, any new construction projects will need to have additional public subsidy to maintain operations into the future. In recognition of this fact, SANDAG has programmed Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the initial three years of new service

operation of Mission Valley East Trolley and the Sprinter, which is the maximum allowable by federal guidelines. In addition, TransNet's Plan of Expenditure includes some funding for ongoing operations. However, it is already clear that the \$1.5 million set aside for annual operation of transit services along the Interstate 15 corridor is insufficient to maintain the new facilities and buses while at the same time operating the expanded service called for in the plan. The 50 percent decline in FasTrak revenues, which have historically been used to fund transit service in this corridor, exacerbates the problem.

- *Apply Federal and State Grants to Priority Needs First.* There are a number of competitive state and federal grant programs for which public transportation operations and capital maintenance are eligible. If maintaining transit service is given highest priority in the application process, then the focus of regional applications would be on projects that can fit the guidelines of the program while still helping to backfill a local need. The goal of moving more people should take precedence when choosing projects for regional submittal to the state for funding and when an award is at SANDAG's discretion. An example of an opportunity to practice this type of prioritization is with the federal Jobs Access Reverse Commute (JARC) Program. No other eligible form of transportation could carry as many people as existing reverse-commute fixed bus routes. When those routes are funded through the JARC Program, additional funds are made available to increase transit service elsewhere.
- *Emphasize the Need for Full-Funding of State and Federal Transit Programs.* Agencies in San Diego continue to lobby together for the region's fair share of funding from the state and federal governments. Advocacy on behalf of full funding of public transportation programs would need to be continued if the goals of the RTP are to be met.
- *Consider Transit When Creating Transportation Impact Programs, Dedicated Sales Tax Initiatives, or Other New Funding Sources.* The RTP indicates that significant increases in public transportation would be needed to meet minimal mobility needs; public transportation is likely to decline without newly identified funding. Transportation impact fees, dedicated sales tax initiatives, new fees, and other suggestions have been discussed to augment the public revenues available in the region. If public transportation is a regional priority, then it should be considered for future funding programs.



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## Agenda

Item No. **45**

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

OPS 970.11  
(PC 50102)

March 13, 2008

### SUBJECT:

MTS: 2007 YEAR-END SECURITY REPORT

### RECOMMENDATION:

That the Board of Directors receive a report for information.

#### Budget Impact

None.

### DISCUSSION:

Statistics related to security incidents concerning the transit system are compiled by staff based on reports generated by security personnel and Code Compliance inspectors. This information is augmented by reports from local police authorities and is then compiled, summarized, and submitted to the Board of Directors on a midyear and year-end basis. The final 2007 year-end report covers the period from January 1, 2007, through December 31, 2007.

#### Swarm Enforcement

In order to maximize available resources in ways that afford the department the most visibility to the riding public, a "Swarm" detail was created. Operationally, Swarm is a rolling special enforcement unit with a specific purpose to enforce ordinances, monitor quality-of-life on trains and in stations, observe and report crimes (such as graffiti and vandalism), respond to patrons' complaints, and gather intelligence information relative



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to gang activity, potential problems, or any other conditions noted that may adversely affect the safe and secure operations throughout the system.

During the daily details in 2007, 1,060,302 patrons were contacted by Swarm units. There were a total of 10,146 patrons in violation of MTS ordinances. Citations (7,851), verbal warnings (1,768), and written warnings (378) were issued. Of the citations written, 7,204 were for fare evasion. Including fare evasion citations, written warnings and verbal warnings, a .88% fare evasion rate was witnessed by this unit during the calendar year.

#### C Street Problem-Oriented Policing (POP) Project

The C Street POP Project brought together a select number of Transit Enforcement officers and San Diego Police officers who devoted special attention to the trains and stations along the C Street business corridor through to the Park & Market Trolley Station. The project was closely monitored by the San Diego City Attorney's Office, which prosecutes offenders and issues stay-away orders to chronic violators and was designed to address chronic offenders and quality-of-life issues in the area. During this reporting period, there were very few arrests and very few problems encountered.

Most chronic offenders have ceased illegal activity in this area for a number of reasons. Chronic offenders who have been contacted during the POP Project are aware of MTS's authority to arrest wanted individuals and book them into county jail. Another factor is the effectiveness of SWARM details in identifying and eliminating problem areas and thus supplementing enforcement needs in the corridor.

#### Department of Homeland Security Grant Funds

FY 2005 - In concert with the U.S. Department of Homeland Security, the project funds totaling \$1.3 million will be used for improving security of the Newton Street train yard. In late 2007, MTS applied for and was granted an extension to complete the physical security enhancements. A contract has been awarded and the projected completion date is June 2008. Improvements will include security fencing, closed-circuit television (CCTV), spike strips, and access control.

FY 2006 - In November of 2006, the Governor's Office of Homeland Security received approval from the U.S. Department of Homeland Security for funding under the FY 06 Infrastructure Protection Program. Consequently, MTS was awarded \$563,000 for the rail division and \$682,500 for the bus division. For rail, the projects will include enhanced security at four stations - America Plaza, Imperial Transfer Station, Old Town Transit Center, and San Diego State University. Bus projects will include additional security at two of the critical bus yards - Imperial Avenue Division and Kearny Mesa Division. MTS will contribute 25% in additional funds toward each award. Preliminary planning work has begun, and the project will be completed by the end of 2008.

FY 2007 - In May 2007, the Governor's Office of Homeland Security received approval from the U.S. Department of Homeland Security for funding under the FY 07 Transit Security Grant Program. A total of \$55,071 was awarded to MTS to be used for training related to terrorist attacks on rail and bus. The funds must be used by June 2010, and planning is well underway.

Under a separate grant application, MTS requested \$1,285,000, with matching funds from MTS of \$400,000, in order to expand and enhance the existing onboard CCTV system. This will be a multiphased project that will ultimately allow operators to remotely view all CCTV systems at stations and on board trains and buses from the Operations Control Center (OCC). The funds will be used to retrofit 44 buses that have existing onboard CCTV with wireless remote viewing capability and install CCTV and wireless remote access on 60 LRVs. MTS is expecting formal notification of award in February 2008.

### Training

Training is a dynamic process in the Transit Enforcement Department with ongoing classes, seminars, guest speakers, written directives, and other coaching media. In the second half of 2007, several significant training presentations were completed.

In September the entire department participated in scenario training dealing with dangerous and unruly patrons. A total of four scenarios were presented to officer teams, and in each case a resolution was required. The scenarios were actual incidents that previously occurred on our system. At the end of each session, a critique was conducted to analyze the results.

Also in September, four supervisors attended an off-site seminar pertaining to Weapons of Mass Destruction for Tactical Commanders presented by the Department of Homeland Security.

In keeping with our emphasis on homeland security, staff attended a presentation by the Department of Homeland Security entitled Private Sector Counterterrorism Awareness Workshop.

Two supervisors successfully completed a 12-week internal class entitled Management Training for Supervisors.

Other tactical training completed in this period included Bike Patrol Training, Understanding Gangs and Current Gang Trends, Cross Border Violence and Investigation Techniques, and multiagency canine training at the local cruise ship terminal.

On a continuing basis, pertinent information received from law enforcement and Homeland Security agencies is circulated to all enforcement personnel to keep them informed of current or developing situations that may affect MTS operations.

### Passenger Inspections

During calendar year 2007, inspections were:

Rail	9,774,817 – 26.54% of ridership
Bus	26,075,859 – 100% of ridership

### 2007 Fare Evasion Rate – 1.80% - Special Enforcement Unit (SEU)

In addition to regular inspections, MTS conducts Special Enforcement Unit Sweeps (SEUs). During calendar year 2007, inspectors and officers contacted 265,251 passengers during 47 scheduled sweeps. Of the passengers inspected, 4,776 passengers did not comply with the published fare structure. Annual statistics from

these special fare evasion inspections indicate an average fare evasion rate of only 1.80%.

Of the 4,776 who were not in fare compliance, 3,810 were issued citations and 966 were required to purchase an upgraded fare in order to meet compliance requirements. A total of \$1,826.20 in revenue was collected from patrons who were required to purchase or upgrade fares when found in noncompliance.

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

#### Multiagency and Special Enforcement Operations

A joint special enforcement operation was conducted in August with the San Diego Sheriff's Office and the La Mesa and El Cajon Police Departments to target violators between Spring Street Station and El Cajon Transit Center. Over 2,000 contacts were made resulting in 73 citations, 11 warnings, and 2 arrests for illegal drug possession.

In September, a joint operation with the San Diego Police Department and the Public Utilities Commission took place at the San Ysidro Transit Center. A total of 6 citations were issued for various MTS ordinances, and 3 transport vans were impounded for operating without proper permits.

Illegal transient camps along the MTS rail rights-of-way cause unsafe conditions, potential theft activity, and hazards for trains operating in the areas of these camps. Working with various law enforcement agencies during the month of November, sweeps were conducted to remove illegal camps on the Green, Orange, and Blue Lines. Illegal weapons were confiscated from the camps and turned over to police.

Also in the month of November, the San Diego City Attorney's Office informed MTS that "Stay Away" orders were issued to numerous chronic offenders in the San Ysidro area. These orders were the direct result of special details conducted by MTS Transit Enforcement and San Diego Police Department in our continuing efforts to maintain safety and security at the San Ysidro Transit Center.

Transit Enforcement is very much involved with the Border Transportation Council and meets on a regular basis with the organization to discuss and resolve border issues. Other agencies include the Border Patrol, San Diego Police Department, Immigration and California Highway Patrol. Measureable results for this reporting period include the confiscation of ten transport vans used by illegal "wildcatters" who smuggle human cargo from the border area. Twelve other buses were removed from the bus bays for operating without proper permits.

In December, select supervisors attended a safety seminar presented by San Diego City Schools Police. Racial tension training for students, gang awareness training and mitigation measures, and after-school loitering and measures to dissipate were taught.

Two special enforcement operations were conducted with the El Cajon Police Department at the Arnele Street Station. El Cajon Police requested these special details as a result of complaints of theft and gang activity at a nearby shopping mall. Information had been received that gang members, from outside of the city, were riding the trolley to Arnele and then committing crimes in and around the vicinity. During this detail 4,923 patrons were contacted, 88 were cited and 4 received written warnings.

### Closed-Circuit Television (CCTV)

CCTV is a proven crime deterrent as well as a positive forensic tool in solving crimes and assisting law enforcement agencies. CCTV is presently functioning at 15 stations including:

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

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

Future expansion includes the A and C train yards in San Diego using federal grant money. Also, through federal grants funds, two S70 light rail vehicles have been equipped with onboard CCTV systems consisting of six cameras per car.

CCTV at The Smart Corner (City College Station) will be operational in January 2008.

The entire CCTV system is widely used by Transit Enforcement officers and various law enforcement agencies for evidentiary purposes that have resulted in numerous court convictions. While not quantifiable directly, the system is a value-added crime-deterrent security measure.

### Canine Teams

Three teams are now certified for explosives detection for MTS. The teams remain active responding to calls of suspicious packages, bags and suitcases left throughout the MTS system. They have also been called to respond to bomb threats as well to assist San Diego Police in explosives detection. The teams have been very successful in maintaining the safety of the system and the surrounding areas.

Ongoing and intense training is very important to the success of these teams. Training includes exercises both on and off property. In order to build the strength of the canines'

skills, training takes place in unfamiliar areas, such as cruise ship terminals, movie theatres, empty U.S. Customs offices, and warehouses.

Exposure to all types of environments that they may encounter, with and without explosives, is important for the canines. It is also beneficial to work with other more experienced canine handlers and trainers.

One joint agency training session took place in December in Corona, California. This was a rare opportunity to train with large amounts of explosives. Agencies in attendance included Corona Police, U.S. Customs, Ontario Airport Police, Los Angeles Sheriffs, California Highway Patrol, Federal Bureau of Investigations (FBI), Bureau of Alcohol, Tobacco and Firearms (ATF), Drug Enforcement Administration (DEA), and Los Angeles Metropolitan Transit Security.

In addition, the FBI and Harbor Police sponsored training for primary explosives, which took place in October at the Cruise Ship Terminal on Harbor Drive and permitted the Transportation Security Administration (TSA) to use SDTI's Stores warehouse to conduct a training mission of a canine team from the San Diego Harbor Police.

#### Community Outreach

In July, staff attended the San Ysidro Community Meeting. Various topics, such as passports, gangs, and border crossings, were discussed by agencies including the U. S. Border Patrol, Customs, and the San Diego Police Department.

Also in July, staff attended a tabletop meeting at Qualcomm Stadium to discuss, plan, and practice evacuation procedures in the case of an earthquake or other serious incident at the stadium during a major sporting event. Qualcomm staff, San Diego Fire, National Football League (NFL) representatives, and Elite Security were also in attendance.

Operation Lifesaver presentations continue in conjunction with the MTS Marketing Department. For instance, in August, K9 Officer Izzarelli gave a presentation to 30 developmentally disabled adults between the ages of 18 and 40 and 10 instructors. Officers also participated in a National Walk to School event at Horton Elementary School and a bike and helmet donation event at Grace Perkins Elementary School where 65 first graders were given bikes and helmets that were donated by San Diego Trolley.

For five days In October, approximately 20 officers coordinated efforts at the Qualcomm Stadium Station for temporary relief to those affected by the Firestorms. Each day, MTS officers assisted between 300 and 500 fire victims who had never used the trolley by assisting with directions and providing a safe environment in and around the station. Officers also assisted San Diego Police Officers with the removal of unauthorized persons from the area.

#### No Smoking Ordinance

In January 2007, the MTS Board of Directors adopted a new ordinance restricting smoking in and around MTS property.

In June, enforcement staff began giving verbal warnings for smoking in and around MTS property. On July 1, staff began issuing written warnings to those in violation. On July 15, 2007, staff began issuing Notice to Appear Citations. For the six months during

2007 that the violations were enforced, 1,309 patrons were contacted for smoking, 394 were issued written warnings, and 915 were issued citations.

#### Fingerprinting

Fingerprinting was recently authorized by the Board of Directors. Authority was requested due to the unwilling nature of some contacts to sign for receipt of their citation. Courts will not accept or process citations without a signature. Code Compliance Supervisors obtained fingerprinting kits and began using them in August after a Standard Operation Procedure was developed. While it is still early, Code Compliance Supervisors have had success with fingerprinting when a signature could not otherwise be obtained.

#### Trespassing – Old Town Transit Center

The frequency of trespassing at the Old Town Transit Center has resulted in unsafe conditions for patrons. The specific location for such behavior is the northwest portion of the platforms and the third track on which the Coaster normally operates.

A significant number of directional signs have been posted in the station encouraging transit patrons to use the pedestrian underpass as the primary path of travel between the west bus bays and the parking lot area and the Coaster/Trolley boarding platforms. This action, in conjunction with relocating the stopping point of the Green Lines trains, has significantly reduced the number of patrons using the Taylor Street sidewalk.

More recently, cautionary signs have been placed at the north end of the west platform prohibiting trespassing as a shortcut to Taylor Street.

Since November, Transit Enforcement personnel began closely monitoring this location and are taking enforcement action as necessary. In November, 35 citations and one written warning were issued for MTS Ordinance No. 13.5A (Entering Transit Property Not Open to Public). In December, 25 citations and 2 written warnings were issued.

### INCIDENTS

#### San Diego Trolley, Inc.

In 2006, San Diego Trolley experienced 1,515 Part II arrests and 151 reports of Part I Incidents (.44 Part I incidents per 100,000 passengers).

With an additional 2.5 million passengers in 2007, the percentage of Part I incidents increased very slightly to 173 (.47 Part I Incidents per 100,000 passengers). Part II arrests in 2007 were 1,795.

Twenty-seven of the 173 Part I Incidents reported for San Diego Trolley in 2007 did not occur at a trolley station or onboard a trolley. These incidents occurred on rights-of-way or at grade crossings.

Seventeen stations experienced no Part I incidents during 2007. Fourteen stations reported only 1 Part I incident. Only 16 stations reported between 5 and 13 Part I incidents in 2007. Details are illustrated in the accompanying attachments.

San Diego Transit Corporation

San Diego Transit Corporation experienced 122 Part II arrests and 16 reports of Part I incidents in 2007. In 2006, there were 102 Part II arrests and 6 reports of Part I incidents.

Contract Services

MTS Contract Services experienced 43 Part II arrests and 2 reports of Part I incidents in 2007. In 2006, there were 38 Part II arrests and 2 reports of Part I incidents.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Bill Burke, 619.595.4947, [Bill.Burke@sdti.sdmts.com](mailto:Bill.Burke@sdti.sdmts.com)

MARCH13-08.45.SEC RPT.SMURPHY.doc

- Attachments:
- A. Board FTA 405 Reports (January - December 2007 SDTI)
  - B. Board FTA 405 Reports (January - December 2006 SDTI)
  - C. Board FTA 405 Reports (January - December 2007 SDTC)
  - D. Board FTA 405 Reports (January - December 2006 SDTC)

☐ Form not applicable  
 NTD ID ☐☐☐☐  
☐ Form 005 Included

# San Diego Trolley 405 Report

01/01/2007 To 12/31/2007

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

Mode ☐

Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items			In Vehicle	In Station	Other Transit Prop.
<b>Location San Diego Trolley</b>					
<b>Part I Offenses (Reports)</b>					
<b>Violent Crime</b>	<b>Inc Inv</b>	<b>Arrests</b>			
Homicide	1	0	Patrons 0	0	1
			Employees 0	0	0
			Others 0	0	0
Forcible rape	0	0	Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Robbery	41	15	Patrons 14	24	4
			Employees 0	0	0
			Others 0	1	0
Aggravated assault	25	9	Patrons 7	9	2
			Employees 1	0	0
			Others 4	7	1
<b>Property Crime</b>	<b>Inc Inv</b>	<b>Arrests</b>			
Burglary	1	0		0	1
Larceny/theft	83	6	Patrons 3	14	27
			Employees 0	0	1
			Others 1	8	30
Motor vehicle theft	22	0	Patrons 0	2	17
			Employees 0	0	0
			Others 0	0	0
Arson	0	0		0	0
<b>Part II Offenses (Arrests)</b>					
	<b>Inc Inv</b>	<b>Arrests</b>			
Other assaults	93	63	16	45	2
Vandalism	376	116	25	71	20
Sex offenses	15	9	2	3	4
Drug abuse violations	319	308	23	248	37
Driving under the influence	4	4	0	0	4
Drunkenness	236	234	50	166	18
Disorderly conduct	794	725	188	513	24
Trespassing	255	224	0	22	202
Fare evasion	20,371	17,534	12,972	4,560	2
Curfew & loitering laws	119	112	4	95	13
<b>Total Transit Property Damage</b>			<b>\$ 142,951.80</b>		
Report Run Date			Report Run Time		
02/19/2008			12:32:03PM		

400-37

<input type="checkbox"/> Form not applicable NTD ID <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="checkbox"/> Form 005 Included		<h2 style="margin: 0;">San Diego Trolley 405 Report</h2> <p style="margin: 0;">01/01/2006 To 12/31/2006</p> <p style="margin: 0; font-size: small;">Based on the Uniform Crime Reporting Handbook</p>		Required from transit agencies serving UZAs of 200,000 or more population.  Mode <input type="text"/> <input type="text"/> Type of Service <input type="text"/> <input type="text"/>	
<b>Security Items</b>		<b>In Vehicle</b>	<b>In Station</b>	<b>Other Transit Prop.</b>	
<b>Location San Diego Trolley</b>					
<b>Part I Offenses (Reports)</b>					
<b>Violent Crime</b>	<b>Inc Inv</b>	<b>Arrests</b>			
Homicide	1	0			
			Patrons	0	0
			Employees	0	0
			Others	0	2
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	31	10			
			Patrons	19	13
			Employees	0	0
			Others	1	1
Aggravated assault	19	7			
			Patrons	5	4
			Employees	0	0
			Others	2	3
<b>Property Crime</b>	<b>Inc Inv</b>	<b>Arrests</b>			
Burglary	3	2			
Larceny/theft	75	10			
			Patrons	7	10
			Employees	0	0
			Others	0	1
Motor vehicle theft	22	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
			Patrons	0	0
<b>Part II Offenses (Arrests)</b>					
<b>Other assaults</b>	<b>Inc Inv</b>	<b>Arrests</b>			
Other assaults	85	57	13	40	4
Vandalism	461	76	20	51	5
Sex offenses	7	3	1	1	1
Drug abuse violations	339	348	23	301	24
Driving under the influence	8	8	0	0	8
Drunkenness	175	174	37	128	9
Disorderly conduct	657	617	183	414	20
Trespassing	202	180	0	3	177
Fare evasion	16,700	16,024	12,713	3,310	1
Curfew & loitering laws	59	52	0	51	1
<b>Total Transit Property Damage</b>			<b>\$ 143,110.85</b>		
Report Run Date			Report Run Time		
02/19/2008			02:10:28PM		

☐ Form not applicableNTD ID ☐ ☐ ☐ ☐☐ Form 005 included**San Diego Transit 405 Report**

01/01/2007 To 12/31/2007

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

Based on the Uniform Crime Reporting Handbook

Security Items		In Vehicle	In Station	Other Transit Prop.
<b>Location San Diego Transit</b>				
<b>Part I Offenses (Reports)</b>				
<b>Violent Crime</b>	<b>Inc Inv</b>	<b>Arrests</b>		
Homicide	0	0	Patrons 0	0
			Employees 0	0
			Others 0	0
Forcible rape	0	0	Patrons 0	0
			Employees 0	0
			Others 0	0
Robbery	3	0	Patrons 1	3
			Employees 0	0
			Others 0	0
Aggravated assault	10	4	Patrons 1	7
			Employees 2	0
			Others 3	2
<b>Property Crime</b>	<b>Inc Inv</b>	<b>Arrests</b>		
Burglary	0	0	0	0
Larceny/theft	3	1	Patrons 2	0
			Employees 0	0
			Others 0	1
Motor vehicle theft	0	0	Patrons 0	0
			Employees 0	0
			Others 0	0
Arson	0	0	0	0
<b>Part II Offenses (Arrests)</b>				
	<b>Inc Inv</b>	<b>Arrests</b>		
Other assaults	25	4	3	1
Vandalism	19	4	2	2
Sex offenses	3	0	0	0
Drug abuse violations	33	32	0	16
Driving under the influence	0	0	0	0
Drunkenness	33	32	8	19
Disorderly conduct	74	39	1	35
Trespassing	0	0	0	0
Fare evasion	12	5	2	3
Curfew & loitering laws	7	6	0	5
<b>Total Transit Property Damage</b>			<b>\$ 585.94</b>	
<b>Report Run Date</b>				
<b>Report Run Time</b>				
<b>02/19/2008</b>				
<b>12:32:03PM</b>				

☐ Form not applicableNTD ID ☐☐ Form 005 Included**San Diego Transit 405 Report**

01/01/2006 To 12/31/2006

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

Based on the Uniform Crime Reporting Handbook

Security Items		In Vehicle	In Station	Other Transit Prop.
Location San Diego Transit				
<b>Part I Offenses (Reports)</b>				
Violent Crime	Inc Inv	Arrests		
Homicide	1	1	Patrons 0	1 0
			Employees 0	0 0
			Others 0	0 0
Forcible rape	0	0	Patrons 0	0 0
			Employees 0	0 0
			Others 0	0 0
Robbery	1	0	Patrons 0	1 0
			Employees 0	0 0
			Others 0	0 0
Aggravated assault	4	3	Patrons 1	2 0
			Employees 1	0 0
			Others 1	0 0
Property Crime	Inc Inv	Arrests		
Burglary	0	0		0 0
Larceny/theft	0	0	Patrons 0	0 0
			Employees 0	0 0
			Others 0	0 0
Motor vehicle theft	0	0	Patrons 0	0 0
			Employees 0	0 0
			Others 0	0 0
Arson	0	0		0 0
<b>Part II Offenses (Arrests)</b>				
	Inc Inv	Arrests		
Other assaults	15	4	2	2 0
Vandalism	25	9	4	5 0
Sex offenses	2	1	1	0 0
Drug abuse violations	36	39	1	22 16
Driving under the influence	0	0	0	0 0
Drunkenness	13	13	0	7 6
Disorderly conduct	47	20	5	12 3
Trespassing	5	1	0	0 1
Fare evasion	7	7	4	3 0
Curfew & loitering laws	10	8	0	1 7
Total Transit Property Damage			\$ 2,005.06	
Report Run Date		Report Run Time		
02/19/2008		02:10:28PM		

400-37



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
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## Agenda

Item No. 46

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

S RTP 830 (PC 50451)

March 13, 2008

### SUBJECT:

MTS: SERVICE PERFORMANCE MONITORING REPORT (WINTER 2007 SERVICE PERIOD)

### RECOMMENDATION:

That the Board of Directors receive a report on the performance of bus and trolley services for the service change period between September 2, 2007, and January 27, 2008).

#### Budget Impact

None.

### DISCUSSION:

MTS Policy No. 42 establishes a process for evaluating existing transit services based on the following vision for MTS services:

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



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 policy also states that services will be evaluated annually as well as after each regularly scheduled service change. While the annual report provides a comprehensive evaluation of service performance against adopted targets, the service period reports present initial results of service changes and provide an early indication of significant trends. The analysis also provides a basis for tracking the progress of performance throughout the year. This report represents the service evaluation for the fall 2007 service period (September 2, 2007, through January 27, 2008).

## DEVELOP A CUSTOMER-FOCUSED AND COMPETITIVE SYSTEM

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

### *Average Weekday Passengers*

ROUTE CATEGORIES	FALL 05	FALL 06	FALL 07	CHG 05-06	CHG 06-07
Premium Express	1,029	909	948	-11.7%	4.4%
Express	7,356	7,306	7,050	-0.7%	-3.5%
Light Rail	101,998	106,728	119,287	4.6%	11.8%
Urban Frequent	96,631	108,024	110,087	11.8%	1.9%
Urban Standard	42,808	38,357	37,539	-10.4%	-2.1%
Circulator	5,301	4,166	3,956	-21.4%	-5.1%
Rural	171	111	150	-35.4%	35.1%
Demand-Responsive	1,234	1,311	1,315	6.2%	0.3%
AVG WEEKDAY PASSENGERS	256,530	266,913	280,332	4.0%	5.0%

Average weekday ridership increased 5% (13,419 passengers) between fall 2006 and fall 2007. (Note: the Comprehensive Operational Analysis [COA] projected an increase of 8,700 passengers per day.) The greatest increase was experienced in the light rail and premium express route categories, while express and circulator services decreased at the greatest rate. While the decrease in ridership in fall 2006 on the rural services may bear relation to the major changes made to that service earlier in the year, the statistics are amplified by the relative volume of the ridership on these routes.

### *Passengers Per Revenue Hour*

ROUTE CATEGORIES	FALL 05	FALL 06	FALL 07	CHG 05-06	CHG 06-07
Premium Express	18.9	18.4	20.9	(2.8%)	13.7%
Express	19.9	21.7	23.2	9.1%	7.1%
Light Rail	197.7	208.0	224.1	5.2%	7.8%
Urban Frequent	31.3	31.4	32.8	0.3%	4.5%
Urban Standard	25.1	23.0	23.1	(8.1%)	0.1%
Circulator	16.8	17.3	14.6	2.8%	(15.5%)
Rural	2.9	5.0	6.3	72.0%	24.6%
Demand-Responsive	2.1	2.2	2.1	4.7%	(4.6%)
MTS SYSTEM	39.9	40.5	42.6	1.7%	5.0%

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

Overall passengers per revenue hour for the system improved by 5% from 40.5 to 42.6 for the service period. Premium Express service again showed the best improvement recovering from a decline to show a 13.7% growth. Light rail showed continued improvement through fall 2007. Fixed-route bus service maintained an improvement from fall 2006 to fall 2007.

### *Passengers Per In-Service Hour*

ROUTE CATEGORIES	FALL 06	FALL 07	CHG 06-07
Premium Express	14.3	19.3	35.2%
Express	27.4	28.7	5.1%
Light Rail	233.9	261.4	11.8%
Urban Frequent	38.7	38.6	-0.1%
Urban Standard	32.2	29.4	-8.5%
Circulator	29.7	22.8	-23.5%
Rural	3.6	5.4	51.1%
Demand-Responsive	N/A	N/A	N/A
MTS System	54.0	55.2	2.3%

Passengers per in-service hour represents a more accurate picture of productivity because in-service hours only include hours of operations dedicated to transporting passengers and does not include recovery time. The route categories overall have shown growth with trends that mirror those of the passenger per revenue hour statistic. The amplified change on rural services is again relative to the numerical size of the statistic.

### *On-Time Performance*

ROUTE CATEGORIES	SEP-06	JAN-07	JUN-07	SEPT-07
Premium Express	68%	90%	64%	79%
Express	72%	84%	82%	81%
Light Rail	95%	97%	97%	96%
Urban Frequent	80%	81%	84%	84%
Urban Standard	83%	79%	83%	85%
Circulator	87%	88%	95%	88%
Rural	N/A	N/A	N/A	N/A
Demand-Responsive	N/A	N/A	N/A	N/A
MTS SYSTEM	81%	82%	85%	85%

MTS system-wide on-time performance has maintained its on-time performance of 85% from summer to fall 2007 service periods. This represents a 5% improvement over fall 2006. Urban frequent routes are slightly lower than their target of 85% while all other fixed-route bus services are below their target of 90%. Light rail service maintains its high on-time performance of 96%.

## DEVELOP AN INTEGRATED SYSTEM

The significant service changes implemented during the fall 2007 service period include:

- Combining Routes 25, 926, and 927 through Linda Vista, Tierrasanta, and Serra Mesa.
- Restructuring Route 120 from Downtown San Diego to Kearny Mesa via Fashion Valley.
- New Saturday service on Route 83 in Mission Hills.
- Sunday service reductions in Chula Vista.

### *Frequency at Major Transfer Points*

- Additional connection opportunities on Routes 25 and 120 through Linda Vista more than offset the Route 25 frequency reductions from 30 minutes to 60 minutes.
- Sunday frequency reductions in Chula Vista were implemented to help address the FY 2008 budget deficit. As a result, connection opportunities were reduced.

### *Span of Service Consistency*

- New Saturday service on Route 83 provides additional span of service through Mission Hills.

### *Transfer Opportunities (improve the number of routes at major transfer points)*

- The restructuring of Routes 25, 926, and 927 provides additional connectivity to major destinations, such as Fashion Valley, Sharp Hospital, Stonecrest Shopping Center, and Kearny Mesa Transit Center.
- Restructuring of Route 120 also provides better connections from feeder routes to the regional limited-stop service.

## DEVELOP A SUSTAINABLE SYSTEM

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

### *In-Service Miles*

OPERATOR	SEPTEMBER		DIFFERENCE	
	Calendar Year 2006	Calendar Year 2007	Number	Percent
MTS Bus	187,611	185,380	(2,231)	(1.2%)
MTS Contract Service Fixed Route	201,480	201,917	437	0.2%

FY 2008 budget-related service reductions implemented in fall 2007 resulted in a net reduction in bus in-service miles.

### *In-Service Hours*

OPERATOR	FALL		DIFFERENCE	
	Calendar Year 2006	Calendar Year 2007	Number	Percent
MTS Bus	13,496	13,779	283	2.1%
MTS Contract Service Fixed-Route	13,885	14,342	457	3.3%

In-service hours increased from fall 2006 to fall 2007 as a result of the COA implementation and adjustments to running times for schedule reliability. Budget impacts as a result of the increased hours only pertain to MTS bus operations as contract services are paid on a per-mile basis only.

### *Peak Vehicle Requirement*

OPERATOR	SEP-06	JAN-07	JUN-07	SEPT-07
MTS Bus	191	195	200	199
MTS Contract Service Fixed-Route	245	244	242	243

The peak vehicle requirement increased from fall 2006 to fall 2007 as a result of COA implementation and to improve service reliability; however, as of summer 2007, the statistic has stabilized indicating that the resource investment to implement the COA and improve services has fortunately hit a plateau.

### *In-Service Speeds*

OPERATOR	FALL		DIFFERENCE	
	Calendar Year 2006	Calendar Year 2007	Number	Percent
MTS Bus	13.9	13.5	(0.4)	(0.3%)
MTS Contract Service Fixed-Route	14.5	14.1	(0.4)	(0.3%)

In-service speeds declined 0.3% for overall bus operations due to increased running times to account for a slower operating environment as a result of increased traffic, wheelchair boardings, and other variables. This statistic is expected to improve as the San Diego Association of Governments' bus rapid transit projects are implemented.

### *In-Service/Total Miles*

OPERATOR	FALL		DIFFERENCE	
	Calendar Year 2006	Calendar Year 2007	Number	Percent
MTS Bus	89.4%	89.2%	(0.3%)	(0.3%)
MTS Contract Service Fixed-Route	N/A	N/A	N/A	N/A

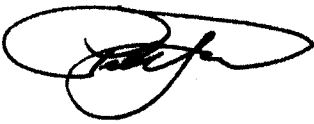
In-service miles per total miles is only calculated for MTS bus operations as the contract is responsible for bus and driver assignments (run cutting), which determines total

mileage. As evident in the data, MTS bus operations have maintained good scheduling efficiencies from fall 2006 to fall 2007.

*In Service/Total Hours*

OPERATOR	FALL		DIFFERENCE	
	Calendar Year 2006	Calendar Year 2007	Number	Percent
MTS Bus	77.3%	77.8%	0.4%	0.6%
MTS Contract Service Fixed-Route	N/A	N/A	N/A	N/A

As with the mileage statistic, in-service hours per total hours can only be calculated for MTS bus operations. Again, this statistic shows maintenance of high scheduling efficiencies from fall 2006 to fall 2007.



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## Agenda

Item No. 47

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

OPS 970.2

March 13, 2008

### SUBJECT:

SDTI: CHARGERS FOOTBALL 2007 YEAR-END SUMMARY

### RECOMMENDATION:

That the Board of Directors receive a report for information.

#### Budget Impact

None.

### DISCUSSION:

The 2007 Chargers football season represented the tenth complete year that San Diego Trolley, Inc. (SDTI) has provided special service to Chargers games at Qualcomm Stadium. Service was also provided to the final three games of the 1997 season after the opening of the Mission Valley West extension in November 1997.

#### Season Highlights

The 2007 season was significant in several respects and, overall, staff believes service for the 2007 Chargers season was very successful. 2007 marked the third season for Green Line operations to Qualcomm Stadium providing direct service to the games from East County locations.



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Staff further believes that a significant level of core fans choose to take the Trolley due to reliability and convenience for post-game egress where in all cases crowds are dispersed in an hour and 15 minutes or less.

#### Attendance and Ridership Summary


The following represents the 2007 football season figures in comparison with the 2006 season for the entire 11-game season:

	<u>2006</u>	<u>2007</u>
Overall Attendance:	709,531	703,331 (down 1%)
Attendance per Game	64,503	63,939
Overall Ridership	178,922	173,340 (down 3%)
Average Ridership	16,266	15,758
Average Gate %	25.2%	24.6%
Overall Manual Sales	\$451,406	\$442,903 (down 2%)
Average Manual Sales	\$41,037	\$40,264

#### Summary Highlights

Some of the noteworthy highlights for the exhibition, regular season, and play-off games include the following:

- All 11 games, including exhibitions, exceeded the 13,000 mark in ridership (previous mark was 11,000 in 2006).
- The team hosted a home play-off game for the second consecutive year.
- The regular season concluded with a Monday night game on Christmas Eve which was challenging for the staff.
- 2007 ridership statistics remained consistent with the ridership and revenue patterns experienced in 2006.
- Ridership to the games changed slightly to 80% from the west and 20% from the east from 2006 when the split was (75%-25%).
- New signage, regular use of serpentine barriers, and the placement of the jumbo television monitor for post-game entertainment has contributed significantly to a more positive customer experience.

  
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Attachment: A. Attendance/Ridership Summary **(Board Only)**



Metropolitan Transit System

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## Agenda

Item No. 48

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

SRTP 830

March 13, 2008

**SUBJECT:**

MTS: JUNE 2008 PROPOSED SERVICE CHANGES

**RECOMMENDATION:**

That the Board of Directors:

1. receive a report on service changes proposed for June 2008 implementation; and
2. receive an update on efforts to replace Direct Access to Regional Transit (DART) with a community-based alternative.

Budget Impact

None with this action. Implementation of the service changes in this report is expected to result in an annual operating subsidy savings of \$920,000.

**DISCUSSION:**

Minor Budget-Related Service Reductions

Changes to MTS bus and trolley services are implemented three times a year in the fall, winter, and summer. These regularly scheduled service changes provide an opportunity to:

- (1) improve the routing, operation, and schedules of the transit system consistent with service evaluation and customer comments;



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- (2) implement changes as a result of service plans, including implementing new services;
- (3) optimize service according to the MTS service vision; and
- (4) adjust service levels according to budget constraints.

The next scheduled dates for implementing transit service changes are Sunday, June 15, and Monday, June 16, 2008.

MTS Policy No. 42 states that any service change affecting more than 25% of a route's weekly in-service miles or hours is considered a "major service change" and requires a properly noticed public hearing prior to Board action. Any changes that affect less than 25% of a route's weekly in-service miles or hours are considered "minor service changes" and therefore do not require a noticed public hearing. This report provides information on minor service changes to the routes listed on Attachment A. These changes will be implemented in June 2008 to help address the ongoing budget deficit.

On average, the deleted service carries seven passengers per revenue hour and costs about \$5.81 in subsidy per passenger. Overall, the minor service reductions are anticipated to save \$920,000 in annual operating subsidies. Specific changes include the following:

- Route 14 – This route serves communities between Old Town and La Mesa. Changes would move the eastern terminus to Lake Murray Boulevard and Baltimore Street midweek and to San Diego State University (SDSU) on weekends, reduce midday service to hourly frequency, cut every other trip back to 70th Street Trolley Station, and reduce weekday and Sunday spans.
- Route 20 – Route 20 operates along Broadway as far west as Front Street. This change would truncate service at the City College Trolley Station. Route 20 riders that are currently traveling through the City College Trolley Station would still be able to connect to a variety of other routes along Broadway (Routes 2, 7, 15, 30, 50, 150, 901, 923, and 929). In addition, the Trolley's Blue and Orange Lines operate along C Street, one block north of Broadway.
- Route 25 – This route serves Fashion Valley, Linda Vista, Serra Mesa, Tierrasanta, and Kearny Mesa. Minor reductions in span are recommended.
- Route 855 – Changes would remove service on this route north of the Spring Street Trolley Station in La Mesa.
- Route 874/875 – This bidirectional loop service in El Cajon would reduce service on Sundays.
- Route 871/872 – This bidirectional loop in El Cajon would reduce service on weekends.
- Route 923 – This service from Ocean Beach to Downtown San Diego would have shorter spans (no service after 7 p.m.).

### Update on Efforts to Replace Rancho Bernardo/Scripps Ranch DART with a Community-Based Alternative

Due to the nature of the services (door-to-door paratransit services), DART performs at a level well below that of regular fixed-route bus services. The average subsidy per one-way trip is \$14.92, and the fare box recovery rate is roughly 9% (this compares to a \$1.69 subsidy per passenger and 34% fare box recovery rate on fixed-route services). DART serves an average of 38 passengers per day. The discontinuation of DART would save \$146,000 in annual operating subsidies.

Discontinuation of the Rancho Bernardo/Scripps Ranch DART service was originally proposed at the September 27, 2007, Board meeting. At that meeting, the Board directed staff to look for alternative community-based options to replace DART service. City of San Diego District 5 and MTS staffs met with the community to develop an alternative transportation program to replace DART.

The following are efforts conducted by MTS and District 5 staffs:

- Community Forum (October 17, 2007) – Rancho Bernardo Library
- Presentation to Jewish Family Services (October 28, 2007) – North County Inland Center
- Community Forum (December 5, 2007) – Rancho Bernardo Library
- Meeting with City of San Diego staff, Jewish Family Service (operators of Rides & Smiles voluntary transportation program), ACT Executive Board, and Chief Executive Officer (CEO) (January 17, 2008)
- Survey of DART riders to determine viability of alternative program (week of January 21, 2008)
- Presentation to Scripps Ranch Planning Group (February 7, 2008)

MTS staff worked with the community and approached two organizations to develop the replacement program, including:

- (1) All Congregations Together (ACT) - operator of a community-based transportation program in southeastern San Diego
- (2) Jewish Family Services - operator of Rides & Smiles, a volunteer-based transportation program in the Rancho Bernardo area

MTS's goal was to help generate momentum for the establishment of a community-based transportation program that would operate similarly to ACT's operation in southeast San Diego. ACT is able to sell time on the buses to senior citizen homes that act as coordinators for group trips.

To determine if such a program in the Rancho Bernardo and Scripps Ranch areas is viable, MTS conducted a survey of existing DART passengers during the week of January 21, 2008. Unfortunately, the results of the survey show very dispersed trip patterns, which are not effectively served by the proposed transportation alternative as efficiencies in combining trips cannot be achieved. In order for an organization to break even on such a program, the fare would have to increase to levels far beyond that of which riders would be willing to pay therefore making it difficult for organizations to commit without a revenue guarantee. Based on results of our efforts, staff will provide a recommendation to the Board in April 2008 regarding DART service.



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Attachment: A. Minor Budget-Related Service Reductions

**ATTACHMENT A  
MINOR BUDGET-RELATED SERVICE REDUCTIONS**

**FY 2009 SERVICE CHANGE PROJECTIONS**

ROUTE	WEEKDAY SERVICE CHANGE	DAILY			ANN SUBSIDY SAVINGS	PASSENGERS/ REV HOUR	SUBSIDY/ PASSENGER
		REV MILES	REV HOURS	PASSENGERS			
25	Minor reductions in span.	(24)	(1.40)	(10)	(\$29,055)	7	\$11.44
14	Reductions: - Move eastern term to Lake Murray/Baltimore - Cut every other trip back to 70th Street - Reduce midday frequencies to hourly - Reduce night service	(353)	(25.18)	(150)	(\$363,593)	6	\$9.54
855	Cut North of Spring St. Trolley	(106)	(10.60)	(86)	(\$116,111)	8	\$5.32
923	Discontinue weekday service after 7 p.m. (4 in/5 out)	(74.7)	(6.75)	(95)	(\$73,925)	14	\$3.08
20	Move downtown terminal to Smart Corner (10th/C-Broadway)		(12.35)	(162)	(\$157,667)	13	\$3.83
	<b>Weekday Subtotal</b>	<b>(558)</b>	<b>(56.28)</b>	<b>(503)</b>	<b>(\$740,351)</b>	<b>N/A</b>	<b>\$5.80</b>
ROUTE	WEEKEND SERVICE CHANGE	DAILY			SUBSIDY	PASSENGERS/ REV HOUR	SUBSIDY/ PASSENGER
		REV MILES	REV HOURS	PASSENGERS			
25	Minor reductions in span.	(10)	(1.00)	(4)	(\$5,327)	4	\$12.00
14	Reductions: - Move eastern term to SDSU - Reduce night service by 1 round-trip	(85)	(6.70)	(100)	(\$36,143)	15	\$3.26
855	Cut North of Spring Street Trolley	(47)	(3.71)	(43)	(\$21,869)	12	\$4.58
874/875	Cut some 30-minute service Sunday only	(56)	(4.96)	(8)	(\$15,926)	2	\$17.93
871/872	Cut some 30-minute service Saturday & Sunday	(53)	(6.15)	(4)	(\$29,625)	1	\$66.72
923	Discontinue SS&H service after 7 p.m.	(66.4)	(6.0)	(42)	(\$33,005)	7	\$7.08
20	Move downtown terminal to Smart Corner (10th/C-Broadway)		(6.42)	(75)	(\$36,759)	12	\$4.42
	<b>Weekend Subtotal</b>	<b>(318)</b>	<b>(35)</b>	<b>(276)</b>	<b>(\$178,653)</b>	<b>8</b>	<b>\$5.83</b>
	<b>TOTAL</b>	<b>(876)</b>	<b>(91)</b>	<b>(779)</b>	<b>(\$919,003)</b>	<b>N/A</b>	<b>\$5.81</b>



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## Agenda

Item No. 49

JOINT MEETING OF THE BOARD OF DIRECTORS  
for the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

ADM 124

March 13, 2008

**SUBJECT:**

MTS: SAN YSIDRO BORDER RECONFIGURATION PROJECT

**RECOMMENDATION:**

That the Board of Directors receive a report on the United States General Services Administration's (GSA's) San Ysidro Border Reconfiguration Project.

Budget Impact

None.

**DISCUSSION:**

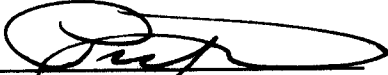
The San Ysidro Port of Entry is the busiest land port in the hemisphere. The Port of Entry currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day. The San Diego Association of Governments (SANDAG) predicts an increase in vehicle traffic at San Ysidro of up to 70% by 2030. SANDAG's recent study indicates that substantial regional economic impacts will continue to result from increasing wait times at the border. The United States Customs and Border Protection Agency determined that the existing outdated, 30-year-old facility can no longer support enforcement activities and must be expanded and reconfigured to improve passenger and vehicular processing, increase operational efficiency, provide greater officer and public safety, decrease operations and maintenance costs, and improve the traveler experience.



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The GSA has been working with stakeholders in the area to gain feedback on options for reconfiguring the crossing. MTS staff has participated in discussions with the GSA and the project's designers and provided a whitepaper that explained transit uses at the border and the potential impact the reconfiguration could have on transit users and pedestrians (Attachment A). Staff will provide a report on the proposed plan.

The GSA proposal is to phase various improvements as funding becomes available. Currently the project has been allocated \$190 million. That allocation would be used to fund Phase 1A (Attachment B).



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Attachments: A. San Ysidro Border Reconfiguration Project Whitepaper  
B. GSA Design of Phase 1A



## Proposed Reconfiguration of the San Ysidro Port of Entry and Regional Transit Needs

Prepared by the Staff of the San Diego Metropolitan Transit System

January, 2008

*This paper was prepared to assist the United States General Services Administration (GSA) in its design of a reconfigured Port of Entry at the San Ysidro international border. MTS appreciates the GSA's active involvement of the public in the process, and looks forward to future collaboration.*

### Background

The Metropolitan Transit System (MTS) maintains a multi-modal transit facility/station at the San Ysidro Port of Entry (SYPOE). Light-rail (the Trolley) and local, intercity, and regional bus service is provided to this station, which is located east of Interstate-5, immediately adjacent to pedestrian Port of Entry into the United States from Mexico. MTS also provides direct local and regional bus service for those heading into Mexico on the west side of Interstate-5 on Camiones Way. Passengers using the Trolley to head into Mexico are required to use the existing pedestrian bridge that spans the width of the GSA inspection facilities to Camiones Way.

Transit rider activity at the SYPOE is substantial. On a typical day MTS carries 22,000 to 29,000 passengers to and from the border. Most of the passengers using transit at San Ysidro are originating from or destined to Mexico. The table below summarizes MTS rider activity at the border crossing.

**San Ysidro Port of Entry**

	<b>Boardings</b>	<b>Alightings</b>	<b>Total</b>
Trolley Blue Line	10,500-13,500	8,500-10,800	19,000-24,300
Route 929	755	731	1,486
Route 932	935	1,305	2,240
<b>Total</b>	<b>12,200-15,200</b>	<b>10,500-12,800</b>	<b>22,700-29,000</b>

Rider activity is high at the SYPOE because transit services are extremely convenient. According to U.S. Customs, in Fiscal Year 2006 a total of 7.26 million pedestrians passed northward at the San Ysidro border crossing. Average daily pedestrian flow ranged from approximately 20,000 to 25,000 per day. Based on these numbers it appears a large majority of pedestrians entering the United States board MTS services.

### **San Diego Trolley**

The San Diego Trolley is a successful system and has one of the highest ridership levels among national light-rail systems. The Blue Line, which links the SYPOE to areas north, carries a large portion of MTS's system ridership and the San Ysidro Station experiences the greatest number of boardings in the system.

Currently, the Blue Line operates at capacity during peak periods and is nearing capacity during off peak periods. The Blue Line is limited in its ability to expand service because of existing infrastructure constraints. Currently, station platform lengths and rail signal spacing hinder the ability to provide more frequent service and longer trains. Seven minutes is the highest frequency that can be obtained and operated today. Train length on the Blue Line is limited to three-cars, which has a total capacity of 300 passengers because the platform at San Ysidro is shorter than the length of a four-car train.

Anticipated growth in Trolley demand at the SYPOE indicates a need for increased frequency of train service and a longer platform at San Ysidro. The following improvements would be recommended:

**Longer Platforms:** In order to accommodate four-car trains the station platform will need to be no less than 360 feet long. This does not include any sidewalk crossing areas for pedestrians at the end of a train, nor the train stop mechanism located at the end of the track. The current usable track and platform length is approximately 310 feet. Approximately 50 additional feet are needed to accommodate four-car trains.

**Additional Platform/Siding:** The San Ysidro Trolley Station is a terminal for all Blue Line trains. An additional platform siding is needed for train layover, recovery and storage in order to improve frequency of service.

### **Local and Corridor Bus Service**

The SYPOE and Transit Station is serviced by two of MTS's more productive bus routes, Routes 929 and 932. The end terminal for both of these routes is located on the west side of Interstate 5 on Camiones Way, at the entrance point to Mexico. The departing terminal heading north into San Diego is located at the San Ysidro Station, adjacent to the Trolley platform. Both routes operate on a fifteen-minute frequency, Monday through Friday and twenty-minute frequency on weekends. Route 929 provides service between the SYPOE and Downtown San Diego, via San Ysidro Blvd, Willow Rd, 3<sup>rd</sup> Ave in Chula Vista, Highland Ave in National City. This Route carried just under 2.8 million passengers in 2007. Route 932 provides service between the SYPOE and the 8<sup>th</sup> Street Trolley Station in National City, via San Ysidro

Boulevard, Beyer Boulevard, Broadway in Chula Vista and National City Boulevard in National City. This route carried 2.1-million passengers in 2007.

### **Other Transit Considerations**

Other transit related operators, notably privately-owned bus lines, local jitney services and other vehicles-for-hire, use the San Ysidro Transit Center. Because of limited capacity at this bus facility and the physical constraints of the location, there is very limited opportunity to grow the system and improve the convenience of using transit for those choosing to cross the border on foot and use an alternative means of transportation to the private automobile.

Long-haul bus service, jitney service, non-emergency medical transport, and taxi cab operations each have a substantial presence. Additionally, the frequency of drop-offs and pick-ups of pedestrians at the border crossing is significant. Each of these activities vies for limited space with one another and with numerous illegal operators.

#### *Long-Haul Bus Operators*

Long-haul operations consist of Greyhound style services picking up and dropping off travelers from outside the region. Currently, the depot or terminal location for these operations occurs to the immediate east of the San Ysidro Transit Center. Bus access is provided via a driveway across the north end of the station and wraps around to the south behind a building fronting the transit center. Pull-in and pull-out style bus parking is provided; however, a 90-foot diameter cul-de-sac enables buses to make safe turns.

In addition, there is a location within the transit circle designated for use by a Mexican shuttle service provider.

#### *Jitney Operations*

Jitney services are private for-profit bus operators. Demand for jitney services at the border crossing is high. Typical patron travel behavior upon exiting the port of entry facility is to use a jitney service to access outlet stores and swap meets that are in the immediate area selling products that are only available in the United States. Jitneys have designated areas for pick up in the transit circle at San Ysidro Boulevard and at Camiones Way.

As many as eight jitney operators are expected to be operating in the transit circle in the near future. They share two stands or parking stalls within the transit circle. Sharing the stall is by cooperative agreement among the operators and is regulated by MTS. Currently, a jitney vehicle is allowed to remain at the stand for no more than 15 minutes, at which time they must depart and complete their route.

Jitney vehicles are stationed outside of the transit center on north bound East San Ysidro Boulevard north of Camino de la Plaza.

### *Taxicab Operations*

Taxicabs have two clear functions at the border crossing, either picking up persons exiting the SYPOE processing building or dropping riders at the southern terminus of Camiones Way. Currently, curb space for 30 taxicab stalls are designated and positioned in the eastbound direction on the Camino de la Plaza bridge over Interstate 5. This position provides a needed unobstructed line-of-sight to three taxicab stands within the transit center adjacent to the Port of Entry. Line-of-sight enables taxi operators to view the availability of the three taxicab stands and mitigates the need for needless trips into the station in search of an open stall. Presently, MTS regulates taxicab right of use into the transit center. MTS also works with the City of San Diego to designate taxicab stands in the public right-of-way.

Taxicab drop-offs by and large occur at the end of Camiones Way as this is the closest drop-off location for persons entering Mexico.

### *Non Emergency Medical Transport*

There are a large number of non-emergency transport vehicles that pick up and drop off at the border at a location in the transit circle. These vehicles carry passengers interested in receiving non-emergency medical services on either side of the border.

### *Drop-Off & Pick-Up by Private Auto*

Many persons crossing the border in either direction have pre-arranged to be picked-up or are dropped off to cross. There is no pre-set designated location where these activities occur, and this contributes to overall congestion around the transit circle at San Ysidro Boulevard. However, drop-offs are efficiently handled at the end of Camiones Way. Pick-ups occur scattered throughout the area and on occasion occur along curb space that is otherwise unoccupied on the east side of Interstate 5. Consideration should be given to accommodating these types of activities in the new design.

## **Project Impacts On Transit**

There are three areas that transit currently interfaces with pedestrians crossing to and from Mexico.

- 1) Camiones Way Drop Off Area – the area located at the end of Camiones Way near the pedestrian entrance into Mexico.
- 2) San Ysidro Boulevard Transit Center – the main transit facility, which includes bus and trolley platforms, is located on the east side of Interstate 5 just north of the entrance into the United States from Mexico.
- 3) Inter-City Bus Terminal -- this area is located on the east side of Interstate 5, directly behind the Mc Donald's building.

Each of these identified areas contributes to making transit accessible and easy to use and helps to maintain operational efficiency. Changes to the SYPOE will impact the dynamics of the existing facilities and how the border is served in the future. The proposed border reconfiguration provides a perfect opportunity to improve the existing facilities and function of transit in San Ysidro, which will ultimately improve access and mobility at the border overall.

#### *Camiones Way Drop-off Area*

One of the larger impacts resulting from the planned SYPOE reconfiguration is the elimination of Camiones Way. As previously noted, Camiones Way provides convenient access for border crossers heading into Mexico from various modes of transportation (jitneys, taxis, private bus, drop offs and city buses). Camiones Way also provides a necessary turn around area and layover location for existing bus routes 929 and 932. Without this turn around area, neither route would be able to serve the west side of Interstate 5 at San Ysidro, where transit riders exit the bus to walk into Mexico.

Under the preliminary conceptual proposals for the SYPOE reconfiguration, transit that currently operates on Camiones Way would be relocated to a new intermodal station located on the south side of Camino De La Plaza across from the south Interstate 5 off-ramp. Aside from the fact that funding for this proposed facility is not identified, this facility would greatly lengthen the walking distance to the border and significantly reduce capacity for all modes of transportation compared to what is available today. Because of this negative impact, the relocation of these bus services should be reconsidered.

In the event that relocation is necessary, expanding the capacity of the new intermodal facility and improving pedestrian access from it to Mexico needs to be addressed. An additional bus stop as part of the "Pedestrian Park", located just west of Interstate 5 on the Camino De La Plaza Bridge, should be considered. Providing an additional stop at this location would help mitigate some of the impacts associated with the relocation of the Camiones Way drop-off area and transit station and the subsequent loss of the close proximity to the entrance gates into Mexico.

#### *San Ysidro Boulevard Transit Center*

The existing San Ysidro Boulevard Transit Center is the main point of contact with transit for pedestrians crossing from Mexico into the United States. However, the existing facility is already considered inadequate and does not reflect the extent of the activity or the importance of this Port of Entry. The design of the transit center should reflect its significance to the region and cross-border activities, and should be heavily integrated into the new design of the GSA facility.

Although the planned GSA facility does not alter the existing transit center bus or Trolley facilities, it will alter the pedestrian pathway into Mexico, which will likely and significantly impact trolley and bus ridership. Currently, all passengers alighting the bus or trolley heading into Mexico exit the transit facility and head south to the existing pedestrian bridge that crosses east/west over the existing GSA inspection facilities.

The existing distance of this walk between the Trolley platform and the front gate of Mexico is roughly 2,030 feet, just short of a half mile (see more details in Table 1.2 below). However, for most pedestrians crossing the bridge from the Trolley, their walk continues once across the border. The first opportunity for these pedestrians to meet a private vehicle or access public transit on the Mexico side is roughly an additional 800 feet. All pedestrians heading south into Mexico would currently use this bridge and walk this distance. Increasing this distance anymore than what it is today would negatively impact existing Trolley or bus passengers headed into Mexico and would make transit less attractive.

Another advantage to the existing bridge is that it keeps pedestrians away from arterial streets and existing vehicular congestion. With the changes indicated in preliminary conceptual drawings, pedestrians would be required to cross San Ysidro Boulevard and Trolley Court at the existing location of the Interstate 5 and 805 on-ramp to access a new pedestrian bridge that spans from the east to the west side of Interstate 5. During peak periods, there are between 3,600 and 4,000 passenger offs from Trolley and MTS buses alone and an unknown number of pedestrians arriving by other means. If the pedestrian pathway is changed as conceived in the preliminary drawings, all of these pedestrians will likely be crossing through the San Ysidro Boulevard/Trolley Court intersection to access the new pedestrian bridge. MTS recommends that extra consideration be given to improving this intersection to safely accommodate the large volume of pedestrians.

#### *Inter-City Bus Terminal*

The inter-city bus terminal plays an integral role in the daily lives of pedestrians crossing the Border headed to areas outside of San Diego or into Mexico. This facility currently provides lay-over for roughly 30 different private long-haul bus operators, which carry roughly 2000 to 4000 passengers daily. Although there are no direct impacts to this facility resulting from the new GSA plan, the existing facility at this location is significantly inadequate to accommodate the growing demand for inter-city bus services. In addition, the bus traffic from this facility filters into the San Ysidro Boulevard/Trolley Court intersection, which is already heavily impacted. MTS and GSA could look at new opportunities with the expansion of the GSA facility to improve the terminal and its location.

**Southbound Walking Distance**  
(feet)

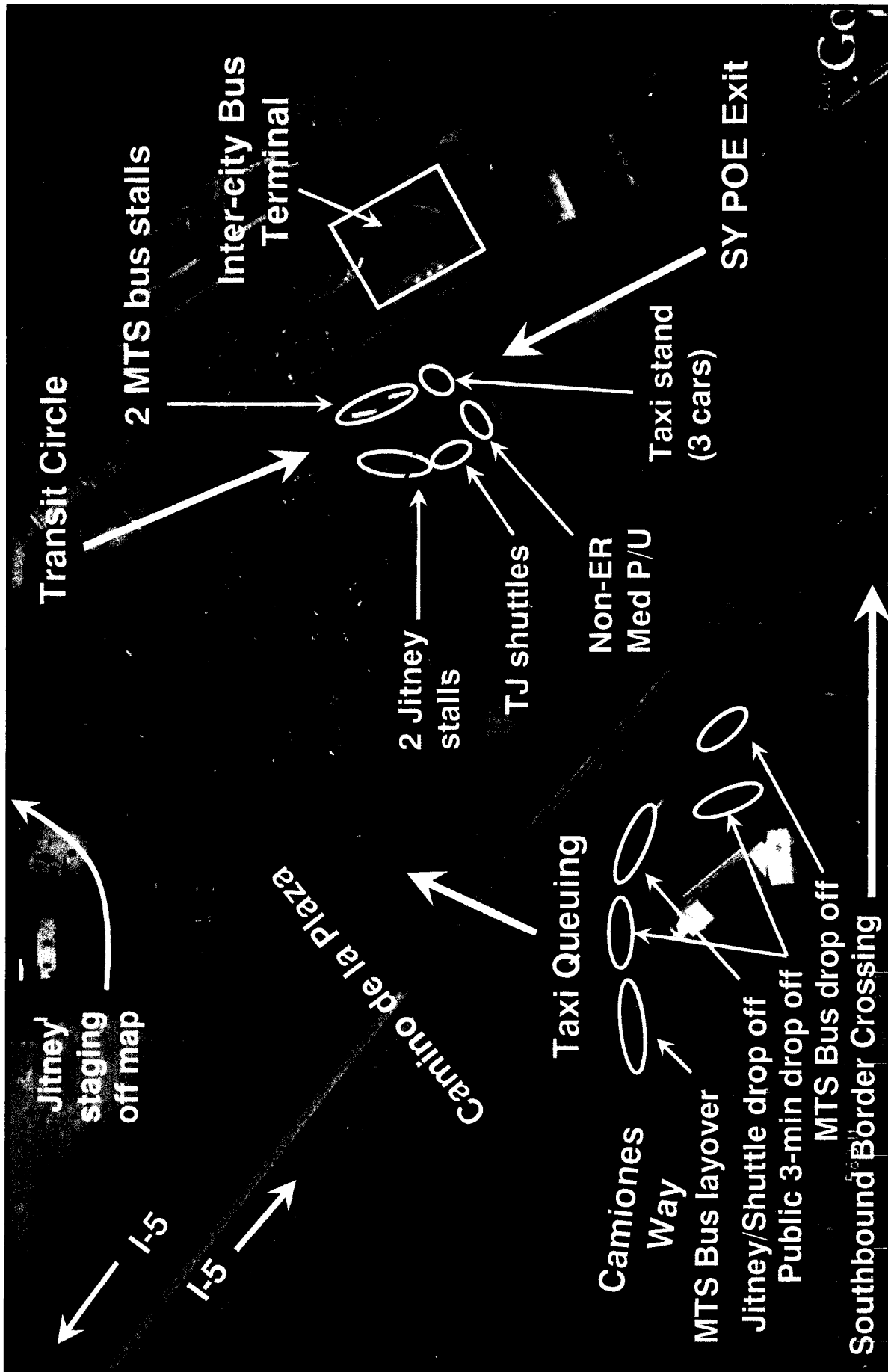
	<b>Existing</b>	<b>Proposed (estimate)</b>	<b>Change (estimate)</b>
<b>From Trolley Station</b> (8,500-10,800 MTS riders)	2,030	2,170	+ 140
<b>From Camiones Way</b> (Over 2,000 MTS riders)	330	1,030 to 1,400	+ 700 to 1,170

Taxicab, Jitney and drop-off/pick-up rider activity not available.

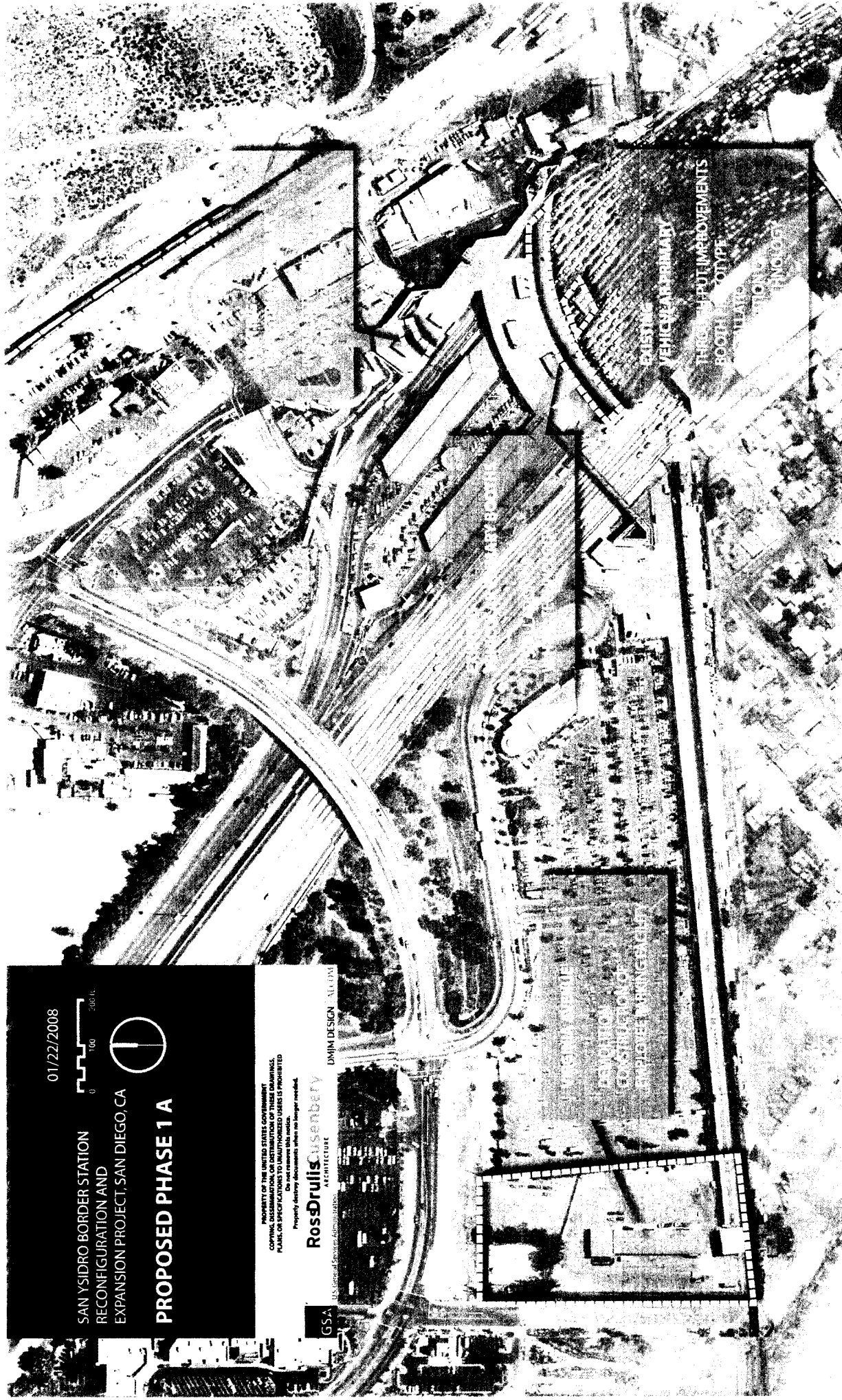
### **Summary Comments**

Vehicular congestion at the San Ysidro Port of Entry is the primary reason for the proposed reconfiguration project, and increasing pedestrian and transit use should be viewed as consistent with the federal government's goal. Making transit more attractive will help to mitigate auto traffic congestion. Unfortunately, existing transit and pedestrian facilities at the border are already inadequate for current demand. At the very least, the reconfiguration project should not negatively impact the pedestrian and transit uses at the border. However, it is in the best interest of the GSA, MTS and the community to incorporate transit and pedestrian access improvements into the scope of the reconfiguration project. Such improvements would move individuals away from vehicular travel and toward pedestrian or transit crossings, reduce vehicular traffic, reduce the cost and time associated with processing border crossers, and enhance the efficiency of federal activities.

Attachments: Transit Activities Map of Border Crossing  
Phased Implementation Design for Reconfiguration Project (Prepared for GSA)




**U.S. GOVERNMENT PRINTING OFFICE**



01/22/2008

0 100 200 ft



SAN YSIDRO BORDER STATION  
RECONFIGURATION AND  
EXPANSION PROJECT, SAN DIEGO, CA

**PROPOSED PHASE 1 A**

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## Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

March 13, 2008

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 February 12, 2008, through March 3, 2008.

[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

**March 13, 2008**

## Contracts

BUREAU VERTAS	ENGINEERING SERVICES FOR SD&AE	\$10,000.00
SANDAG	MTS/SANDAG MOU FOR RESIDENT ENGINEER	\$10,000.00
CCRT PROPERTIES	FIRST AMENDMENT TO AMEND PARKING AGREEMENT	\$57,600.00
SIEMENS ENERGY	SUBSTATION TRANSFORMER	\$63,318.00
UNION SWITCH	SIX POWER-SWITCH MACHINES	\$91,650.00
LAW OFFICES OF R.MARTIN BOHL	LEGAL SERVICES-LAND USE	\$50,000.00

Agenda Item No. 62  
Chief Executive Officer's Report

March 13, 2008

Purchase Orders

OFFICEDESIGNS. COM	REPLACE WORN CHAIRS	\$629.00
DELL COMPUTER CORP	COMPUTER PURCHASE	\$23,272.63
FRANKLIN COVEY	7 HABITS SIGNATURE CLASS	\$4,200.80
DIARIO SAN DIEGO	PADRES SUPPLEMENT	\$608.00
SD BUSINESS JOURNAL	TRANSPORTATION SUPPLEMENT	\$1,900.00
INC. WESTAIR GASES	WELDING MACHINE	\$2,107.59
A GOLD ARC INC COMPANY PASCO	INSTALL ADA DOUBLE SLIDER DOOR	\$8,522.03
INC DSR DOOR SERVICE & REPAIR	INSTALL CAMERA- INTERCOM	\$3,746.00
SAN DIEGO POSTAL AND SHIPPING	YEARLY MAINTENANCE AGREEMENT	\$778.00
SONIC WALL NORTH AMERICA	DYNAMIC SUPPORT 24x7	\$1,145.00
NUMARA	ANNUAL SUPPORT AGREEMENT	\$3,925.00
CIRCLE GRAPHICS	LATINO FILM FESTIVAL	\$778.50
COAST UNITED ADVERTISING	BUS BENCH PRODUCTION	\$2,499.00
BORDEAUX PRINTERS INC	BUS CARDS	\$2,037.55
VISIBLE INK	SWIPES FOR COCA-COLA MACHINE	\$1,508.50
DIMENSIONAL SILKSCREEN	BUS STOP INFO KIOSK	\$1,609.14
DIMENSIONAL SILKSCREEN	DECAL FOR KIOSK	\$716.54
SAN DIEGO FRICTION PRODUCTS	DUAL WHEEL DOLLY	\$3,878.78
HD INDUSTRIES	INSERT WITH BOLT	\$4,141.97
CITY CHEVROLET	REVENUE CARGO VAN	\$29,458.80

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Chief Executive Officer's Report

March 13, 2008

Work Orders

PGH WONG	CONSTRUCTION MANAGEMENT SERVICES	\$34,674.24
BUREAU VERITAS	ENGINEERING SERVICES-RELOCATION-A ST. SUBSTATION	\$10,000.00
BUREAU VERITAS	ENGINEERING SERVICES FOR BALLPARK	\$5,000.00
BUREAU VERITAS	ENGINEERING SERVICES MTS ROE'S	\$10,000.00
KIMLEY HORN	PROVIDE GENERAL ENGINEERING SERVICES	\$50,000.00
BERRYMAN	AMENDMENT 1 TO 08 09 PROF. SERVICE	\$5,020.00
LAN ENGINEERING CORP	CONSTRUCTION MGMT SEVC SECURITY PROJECT	\$2,764.24
BUREAU VERITAS	ENGINEERING SERVICES FOR SD&AE	\$10,000.00
KIMLEY HORN	PROVIDE GENERAL ENGINEERING SERVICES	\$50,000.00