



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

May 22, 2008

▶▶ 8:00 a.m. ◀◀

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

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

FINANCE WORKSHOP - 8:00 a.m.

**ACTION
RECOMMENDED**

1. Roll Call
2. MTS: Fiscal Year 2009 Budget Development
Action would receive a report on FY 2009 budget development 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 - May 8, 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. MTS: San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its April 29, 2008, Meeting Ratify
Action would: (1) receive the San Diego and Imperial Valley (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports; and (2) ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on April 29, 2008.
7. MTS: Workers' Compensation Claims Administration Services Approve
Action would authorize the CEO to temporarily extend the contract period of CorVel Enterprise Comp, Inc. d/b/a HRMS (MTS Doc. No. G0843.3-03) through September 1, 2008. During the extended contract period, MTS anticipates issuing a new Request for Proposals (RFP) for Third-Party Administration Services for Workers' Compensation and awarding and executing a new services contract.
8. MTS: Transit Security Grant Program Approve
Action would approve Resolution No. 08-7 authorizing the CEO to submit applications for transit security grants funded by the federal Department of Homeland Security and administered through the State Office of Homeland Security.
9. MTS: ADA Paratransit Vehicle Acquisition Approve
Action would authorize the CEO to execute MTS Doc. No. B0499.0-08 with BusWest to purchase 50 Americans with Disabilities Act (ADA) paratransit vehicles utilizing the public agency/state contract with BusWest (Type II Specification of State of California Contract No. 1-06-23-15).
10. MTS: Regional Transit Management System - Contract Amendment Approve
Action would authorize the CEO to: (1) execute MTS Doc. No. G0867.5-03 with Motorola, Inc. for Regional Transit Management System (RTMS) warranty support services; and (2) MTS Doc. No. G0868.3-03 for reimbursement from North County Transit District (NCTD).

CLOSED SESSION

24. a. SDTC: CONFERENCE WITH LABOR NEGOTIATORS Possible Action
Pursuant to California Government Code Section 54957.6
Agency-Designated Representative - Jeff Stumbo
Employee Organizations - Amalgamated Transit Union Local 1309
and International Brotherhood of Electrical Workers Local 465
- b. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING Possible Action
LITIGATION Pursuant to California Government Code section 54956.9(a)
MTDB v. RV Communities (California Supreme Court Case No. S133786)

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing on FY 2009 Budget-Related Service Changes Approve
Action would: (1) conduct a public hearing on the recommended budget-related service changes for FY 2009; and (2) approve the changes for implementation in June or September 2008.

DISCUSSION ITEMS

30. MTS: Automobile Leasing Services Approve
Action would authorize the CEO to award a contract (MTS Doc. No. G1146.0-08) to Enterprise Fleet Services for nonrevenue automobile leasing services.

REPORT ITEMS

45. MTS: Year-to-Date Operations Budget Status Report Through March 2008 Receive
Action would receive the MTS Year-to-Date Operations Budget Status Report through March 2008.
60. Chairman's Report Information
61. Audit Oversight Committee Chairman's Report Information
62. Chief Executive Officer's Report Information
63. Board Member Communications
64. Additional Public Comments Not on the Agenda
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. Next Meeting Date: June 12, 2008
66. Adjournment

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP**

ROLL CALL

MEETING OF (DATE): 5/22/08

CALL TO ORDER (TIME): 8:03 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:01 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	☒ (Hueso) ☐		
CLABBY	☒ (Selby) ☐		
EMERY	☐ (Cafagna) ☐		☒
EWIN	☒ (Allan) ☐	8:09 a.m.	
FAULCONER	☐ (Hueso) ☐		☒
MAIENSCHIN	☒ (Hueso) ☐	8:45 a.m.	
MATHIS	☒ (Vacant) ☐		
MCCLELLAN	☒ (Hanson-Cox) ☐		
MCLEAN	☒ (Janney) ☐		
MONROE	☒ (Downey) ☐		
RINDONE	☒ (McCann) ☐		
ROBERTS	☒ (Cox) ☐		
RYAN	☐ (B Jones) ☐		☒
YOUNG	☒ (Hueso) ☐	8:22 a.m.	
ZARATE	☐ (Parra) ☐		☒

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Sullivan

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jefferson

NOT TURNED IN TO ACCOUNTING FOR THE PAYMENT OF FEES. ONLY THE ROLL CALL FOR THE FULL BOARD MEETING ON THIS DATE WAS TURNED IN FOR PAYMENT OF FEES.

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 5/22/08

CALL TO ORDER (TIME): 9:11 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:14 a.m.

RECONVENE: 9:29 a.m.

PUBLIC HEARING: 10:02 a.m.

RECONVENE: 11:07 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:44 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	☒ (Hueso) ☐		10:43 a.m. during AI 25
CLABBY	☒ (Selby) ☐		
EMERY	☐ (Cafagna) ☐		☒
EWIN	☒ (Allan) ☐		
FAULCONER	☒ (Hueso) ☐	9:54 a.m. during AI 25	11:35 a.m. during AI 25
MAIENSCHIN	☒ (Hueso) ☐		
MATHIS	☒ (Vacant) ☐		
MCCLELLAN	☒ (Hanson-Cox) ☐		
MCLEAN	☒ (Bragg) ☐		
MONROE	☒ (Downey) ☐		
RINDONE	☒ (McCann) ☐		
ROBERTS	☒ (Cox) ☐		
RYAN	☐ (B. Jones) ☐		☒
YOUNG	☒ (Hueso) ☐		
ZARATE	☐ (Parra) ☐		☒

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jefferson

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

May 8, 2008

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

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

Milestone Event

Chairman Mathis reported that today marked the day the trolley would be surpassing its 500,000,000th rider since the beginning of service in July 1981. He stated that an event would be held at 1:00 p.m. to mark this occasion and that a passenger would be randomly selected to represent the 500,000th rider. He stated that the media would be there and invited Board members to participate.

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the April 24, 2008, MTS Finance Workshop and Board of Directors meeting. Mr. McLean seconded the motion, and the vote was 10 to 0 in favor.

3. Public Comment

Clive Richard: Mr. Richard distributed a handout providing information on Route No. 14 service east of San Diego State University and proposing a schedule for a replacement shuttle for that section of the route. He stated that using a shuttle would be more economical than operating a full-size bus on this portion of the route.

CONSENT ITEM:

6. MTS: Investment Report (FIN 300)

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

Action on Recommended Consent Item

Mr. Emery moved to approve Consent Agenda Item No. 6. Mr. Clabby seconded the motion, and the vote was 9 to 0 in favor.

NOTICED PUBLIC HEARINGS:

There were no noticed public hearings.

CLOSED SESSION:

There were no Closed Session items.

DISCUSSION ITEMS:

30. MTS: MTS Access/ADA Suburban Paratransit Option Year (OPS 980.8)

Ms. Susan Hafner, Director of Contract Services, reviewed the particulars of the existing MTS/Access/ADA Suburban Paratransit contract and the reasons that staff was recommending renewal of an option year. She pointed out that the critical path for a procurement for this service would be over a year. Ms. Hafner added that this provider has on-time performance that exceeds 95 percent and then reviewed how the rates for this service compare with other operators. In response to a question from Mr. McClellan regarding passengers per trip, Ms. Hafner reported that this service carries 2.17 passengers per hour, which compares favorably to other providers. She added that anything over two passengers per hour is considered to be highly productive service in a large urban area.

Action Taken

Mr. Rindone moved to authorize the CEO to execute one option year for each of the following contracts with First Transit, inc.: (1) Americans with Disabilities (ADA) suburban/flex-paratransit services (in substantially the same format as Attachment A of the agenda item – MTS Doc. No. B0338.4-03); and (2) MTS Access services (in substantially the same format as Attachment B of the agenda item – MTS Doc. No. B0368.4-03). Mr. Emery seconded the motion, and the vote was 9 to 0 in favor.

31. MTS: Construction and Maintenance Agreement for Park Boulevard Pedestrian Bridge (SDAE 700)

Ms. Tiffany Lorenzen, MTS General Counsel, advised the Board that she has been working very closely with the city attorney's office to negotiate the Construction and Maintenance Agreement for the Park Boulevard Pedestrian Bridge. She reported that the Centre City Development Corporation (CCDC) is building this bridge across the BNS&F tracks and six light-rail tracks and explained where the bridge would begin and end. She also explained that the provisions of the agreement cover both the construction and maintenance of the bridge. She then reviewed highlights of the agreement. She stated that the \$29,000 that MTS will receive from the City will cover the fair market value of the two easements outlined in the agenda item. She reported that the agreement requires the City to have \$15 million worth of general liability coverage and that MTS's insurance consultant has indicated this is appropriate given the nature of the construction and the project. Ms. Lorenzen stated that the agreement will only be terminated if the City fails to maintain its obligations under the Construction and Maintenance Agreement. She stated that, given the magnitude of the project and the size of the bridge, it was felt that it was appropriate not to include a 30-day termination provision.

In response to a question from Chairman Mathis regarding provisions in the agreement to prevent disruption of MTS light-rail service, Mr. Tim Allison, MTS Real Estate Manager, stated

that the bid package and specifications address this issue, and it is also addressed in the right of entry. Mr. Allison reported that both catenary poles will be relocated prior to construction of the bridge. He confirmed for Chairman Mathis that the bridge is being constructed well above the catenary wire.

In response to a question from Mr. Roberts, Ms. Lorenzen explained that the effected MTS property is very narrow and is not really developable without the adjacent properties and the city street. Mr. Monroe stated that people have been crossing the tracks in an unsafe manner for a long time at this location and expressed support for this project.

Action Taken

Mr. Monroe moved to direct the CEO to execute the Construction and Maintenance Agreement for the Park Boulevard Pedestrian Bridge and the related easements and right-of-entry permits, in substantially the same format as Attachment A of the agenda item. Mr. Ewin seconded the motion, and the vote was 10 to 0 in favor.

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

Ms. Lorenzen reviewed the process that MTS uses to develop a list of qualified attorneys and reported that Wheatley Bingham & Baker is on this list. She reported that the CEO approved the original contract for \$100,000 with Mr. Bingham, who handles MTS's more serious cases. She added that Mr. Bingham is handling multiple cases for MTS that are scheduled to proceed to trial, and the total cost of the legal services will exceed the CEO's authority; therefore, staff is recommending adding \$75,000 to the current contract. Ms. Lorenzen advised Mr. Monroe that she does not provide case listings and related information for attorneys in open session. Mr. Monroe briefly discussed monitoring legal costs more closely given MTS's current financial circumstances and suggested that staff provide more information in future reports of this nature.

Action Taken

Mr. Ewin moved to authorize the CEO to enter into a contract amendment (in substantially the same form as Attachment A – MTS Doc. No. G1111.1-07) with the Law Offices of Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority. Mr. Young seconded the motion, and the vote was 10 to 0 in favor.

REPORT ITEMS:

45. MTS: Status Report on Fare Increase (SRTP 875)

Mr. Mark Thomsen, MTS Senior Transportation Planner, reported on the results of the fare changes that were implemented January 1, 2008. He reviewed the changes that were made and the goals of the adjustments - to raise revenues and simplify a system that consisted of 205 separate types of fares. He stated that fare revenues for January and February of 2008 were 17 percent higher than for the same period a year ago, and that ridership increased 1.4 percent. Mr. Thomsen pointed out that MTS's ridership numbers may have increased in part because of service changes that have been made and because of increases in fuel prices. He added that, because of leap year, there was an additional weekday of ridership included for February of this year. Mr. Thomsen reported that the elimination of transfers has caused monthly passes to become a more attractive option. He stated that the Board will be provided with quarterly updates on this matter.

Mr. Emery felt that the results were pretty remarkable given the short period of time since the fare increases were implemented.

In response to a question from Mr. McClellan, Ms. Sharon Cooney, MTS Director of Government Affairs and Community Relations, reported that the California Transit Association tracks ridership and revenue levels for other transit properties in California but that she did not have those figures at hand. Mr. Thomsen added that MTS's outside consultant projected an increase in ridership of 4.4 percent but that there was no way to identify how much of MTS's ridership and revenue increase was due to outside factors such as the increase in the cost of fuel. He added that transit properties are currently experiencing increases in ridership. In response to a question from Mr. Monroe, Ms. Cooney reported that there were no special events that would have positively influenced ridership numbers during this period of time.

Action Taken

Mr. Ewin moved to receive a report on the initial results of the fare-related changes that MTS introduced on January 1, 2008. Mr. Roberts seconded the motion, and the vote was 10 to 0 in favor.

60. Chairman's Report

The Chairman made no report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin reported that an Audit Oversight Committee will be having another meeting in the near future.

62. Chief Executive Officer's Report

APTA Bus and Paratransit Conference: Mr. Jablonski reported that he recently attended the APTA Bus and Paratransit Conference. He stated that there were a number of meetings on the reauthorization, most specifically regarding rail modernization funds. He stated that everyone is pursuing increased funding for the replacement of aging infrastructure, and San Diego will be competing with large cities such as New York for these funds. He stated that he attended a meeting about the APTA Annual Meeting and Expo, which will be held in San Diego, and that APTA personnel will be making a presentation to the MTS Executive Committee regarding this item. He also reported that Claire Spielberg, MTS Chief Operating Officer – Transit Services, and Bill Burke, SDTI Director of Security, participated on panels during the conference.

63. Board Member Communications

Dates of APTA Annual Meeting in San Diego: In response to a comment from Mr. Rindone, Mr. Jablonski reported that the APTA Annual Meeting will be held October 4 - 8. He stated that Board members will be invited to a VIP kick-off dinner on October 4 that will be attended by local officials and senior APTA staff. Mr. Rindone encouraged Board members to participate in the conference and requested that they be provided with a list of events. Mr. Clabby pointed out that promotional articles about this event are already appearing in transit-related periodicals.

Safe Route to School: Mr. Young thanked staff and Mr. Jablonski for encouraging MTS staff to go into his and Mr. Roberts' districts in support of the Safety Route to School Program. He stated that he was very impressed by MTS staff and the degree of their involvement.

Funding for Transit: In response to a question from Mr. McLean, Chairman Mathis explained that sales tax levels for transportation are approved by voters, and San Diego has not been successful at getting this type of measure passed. He also explained that the State legislature was able to transfer Transportation Development Act spillover funds to the General Fund because of a loophole in the legislation. Ms. Lorenzen reported that the California Transit Association litigated this issue, and the judge ruled that the legislation was not specific enough to prohibit them from doing this. Chairman Mathis added that Proposition 42 legislation, which reserves funds for transit, was written so that the legislature maintained its authority to "borrow" these funds.

64. Additional Public Comments on Items Not on the Agenda

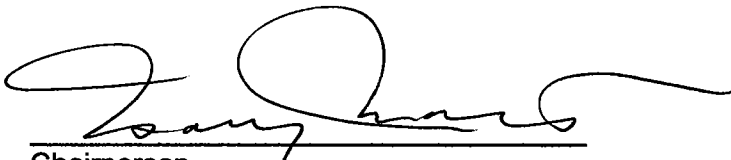
There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, May 22, 2008, with a Finance Workshop starting at 8:00 a.m. followed by the Board meeting.

66. Adjournment

Chairman Mathis adjourned the meeting at 9:45 a.m.



Chairperson
San Diego Metropolitan Transit System

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

[gail.williams/minutes](#)

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 5/8/08

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:45 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	☐ (Hueso) ☐		☒
CLABBY	☒ (Selby) ☐		
EMERY	☒ (Cafagna) ☐		
EWIN	☒ (Allan) ☐		
FAULCONER	☐ (Hueso) ☐		☒
MAIENSCHIN	☐ (Hueso) ☐		☒
MATHIS	☒ (Vacant) ☐		
MCCLELLAN	☒ (Hanson-Cox) ☐		
MCLEAN	☒ (Bragg) ☐		
MONROE	☒ (Downey) ☐		
RINDONE	☒ (McCann) ☐		
ROBERTS	☒ (Cox) ☐		
RYAN	☐ (B. Jones) ☐		☒
YOUNG	☒ (Hueso) ☐		9:41 a.m. during AI 63
ZARATE	☐ (Parra) ☐		☒

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL



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

Agenda

Item No. 2

MTS OPERATORS FINANCE WORKSHOP

FIN 310.1 (PC 50601)

May 22, 2008

SUBJECT:

MTS: FISCAL YEAR 2009 BUDGET DEVELOPMENT

RECOMMENDATION:

That the MTS Board of Directors receive a report on the FY 2009 operating budget and provide guidance.

Budget Impact

None at this time.

DISCUSSION:

FY 09 Budget Recap

The following is a recap of the FY 09 budget:

- MTS's first Budget Development Committee and Finance Workshop meetings took place in February. Within these two meetings, staff discussed and received approval of the FY 08 midyear budget adjustment and discussed preliminary revenues and assumptions for FY 09.
 - The FY 08 \$8.1 million downward projection in Transportation Development Act (TDA) and TransNet was adjusted lower due to a slowing economy and lower-than-expected sales tax receipts. TDA and TransNet were projected to drop an additional \$6.3 million in the second half of FY 08 totaling \$14.4 million compared to fiscal year 2007 levels.
 - To balance the FY 08 midyear budget, it was projected that MTS would have to use a total of \$5.6 million in contingency reserves, which is an increased need of \$1.2 million at midyear.
- In late February and early March, staff detailed passenger, recurring, and nonrecurring revenues and updated FY 09 assumptions.
- In late April, staff presented a budget shortfall of \$6.5 million to the Budget Development Committee, Executive Committee, and MTS Board of Directors. This



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

was due to recurring revenues increasing by only \$537,000 (0.2%) and recurring expenses increasing 3.2% or \$7,081,000. The small increase in recurring revenues is due to declining sales tax projections. The MTS Board of Directors was presented a scenario and options to close this \$6.5 million shortfall, with adjustments to recurring revenue and recurring expenses in four categories: (1) Nonfare Revenue Adjustments, (2) Personnel Adjustments, (3) Fare Adjustments, and (4) Service Adjustments.

1. Nonfare Revenue Adjustments

Options included a short-term funding proposal by the San Diego Association of Governments (SANDAG) of the Sorrento Valley Coaster Connection and an increase to advertising revenue achieved by exercising the five-year option on the CBS Outdoor Shelter Advertising Contract.

2. Personnel Adjustments

The scenario presented included options to eliminate open positions, continue to freeze other positions, make additional staff reductions, and put a cap of 2.5% on the annual merit increase.

3. Fare Adjustments

Staff presented the new trolley fare structure proposal by SANDAG as well as an increase to the senior age eligibility from age 60 to 65.

4. Service Adjustments

The scenario presented included two tiers of route adjustments for FY 09.

- Budget Closure – The MTS Board of Directors provided guidance to implement the proposed scenario and bridge the budget shortfall.
- In early May, the balanced FY 09 operating budget was presented to the Budget Development Committee.

FY 09 Operating Budget

Staff has continued to update budgetary assumptions primarily within operating revenues and energy. The assumptions are detailed below, and the net unfavorable impact totals approximately \$324,000.

The implementation of the proposal presented to the MTS Board of Directors increased recurring revenue by \$2.8 million and decreased recurring expenses by \$4.1 million for a total impact of \$6.9 million.

The combination of updated staff assumptions and Board-directed adjustments brings the MTS operating budget into balance.

FY 09 Revenues

Attachment A summarizes the total operating and nonoperating revenues in a schedule format. As indicated within the schedule, FY 09 combined expenses total \$229.7 million, a decrease from the FY 08 amended budget of \$9.3 million (3.9 percent). Total revenues have been adjusted higher by approximately \$3.2 million from the last draft of the budget. Included in that figure are increases mentioned above of \$1.6 million and \$1.2 million due to fare and nonfare revenue adjustments, respectively.

Staff analysis of the average transit fare after the January 2008 fare increase led to increasing assumed rate by 1.4% increasing passenger revenue by \$349,000. Other subsidies are expected to increase \$97,000 due to a California Department of Transportation (Caltrans) planning grant.

FY 09 Expenses

Attachment B contains the total revenues as detailed above and the total proposed expenses for the 2009 fiscal year. As indicated within the schedule, FY 09 combined expenses total \$229.7 million, a decrease from the FY 08 amended budget of \$9.3 million (3.9 percent). Total expenses have been adjusted lower by \$3.4 million compared to the previous draft that was presented to the MTS Board of Directors. Included in the \$3.4 million are decreases of \$2.4 million in Personnel Adjustments and \$1.7 million in Service Adjustments mentioned above offset by budgetary increases in energy.

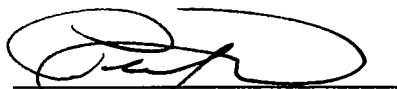
Staff has continued to analyze all energy rate assumptions. Staff previously projected rates for CNG, diesel, and gasoline at \$1.45 per therm, \$2.84 per gallon, and \$3.37 per gallon, respectively. Over the past two weeks, futures have spiked again primarily within diesel and gasoline. As such, staff has again increased the projected rates for compressed natural gas, diesel, and gasoline at \$1.47, \$3.29, and \$3.61, respectively. The approximate impact of these adjusted rates from staff's previous projection was an additional \$1.2 million. This was partially offset by a change in staff's traction power rate assumption. Staff has decreased the kilowatt hour assumption to \$0.158, which is a favorable impact of \$533,000.

As indicated within Attachment C, excluding nonpension bond debt-service expenses, the operational expense increase totals \$3.7 million or 1.7 percent.

Attachment D details each operating division and administrative department in detail. Due to the significant adjustment within the energy rates partially offset by the Board-directed budget-closing adjustments, total operations increased on a consolidated basis by 1.7% compared to FY 08 midyear adjusted levels.

Five-Year Operating Forecast

Attachment E provides a look at MTS operations through FY 13. Passenger revenues are projected to increase by approximately 2.4% over the next four years. Early sales tax projections for FY 10 show a slight increase of approximately 2.5%, which impacts MTS's TDA and TransNet subsidy revenue. Expenses are projected to increase by approximately 3.0% over the following four fiscal years primarily due to expected continued operating expense increases including energy costs.



Paul C. Jablonski
Chief Executive Officer

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

JGardetto/MAY22-08.FW 2.FY 09 BUDGET DEV.LMARINESI.doc

- Attachments:
- A. FY 09 Operating Budget – Revenue Summary
 - B. FY 09 Operating Budget – Revenue/Expense Format
 - C. FY 09 Operating Budget – Revenue/Expense Format (Excluding Debt Service)
 - D. FY 09 Operating Budget – Divisional/Departmental Analysis Format
 - E. FY 09 – FY 2013 Five-Year Operating Forecast

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

	BUDGET FY08	PROJECTED FY08	BUDGET FY09	DOLLAR CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	73,361,866	75,231,715	79,696,081	4,464,366	5.9%
ADVERTISING REVENUE	955,000	1,466,000	3,210,000	1,744,000	119.0%
CONTRACT SERVICE REVENUE	30,000	30,000	28,000	(2,000)	-6.7%
OTHER INCOME	2,902,179	5,890,848	5,482,914	(407,934)	-6.9%
Total Operating Revenue	<u>77,249,045</u>	<u>82,618,564</u>	<u>88,416,995</u>	<u>5,798,431</u>	<u>7.0%</u>
SUBSIDY REVENUE					
FEDERAL REVENUE	24,358,166	24,448,240	25,102,497	654,257	2.7%
TRANSPORTATION DEVELOPMENT ACT (TDA)	75,746,723	71,186,470	70,668,905	(517,564)	-0.7%
STATE TRANSIT ASSISTANCE (STA)	9,393,706	9,428,706	13,326,730	3,898,024	41.3%
STATE REVENUE - OTHER	2,192,858	2,097,051	2,000,000	(97,051)	-4.6%
TRANSNET	18,507,000	16,794,800	21,479,466	4,684,666	27.9%
FEDERAL CMAQ FOR MISSION VALLEY EAST	5,149,292	5,149,292	-	(5,149,292)	-100.0%
OTHER LOCAL SUBSIDIES	1,367,918	967,918	928,918	(39,000)	-4.0%
Total Subsidy Revenue	<u>136,715,663</u>	<u>130,072,476</u>	<u>133,506,516</u>	<u>3,434,040</u>	<u>2.6%</u>
NON RECURRING REVENUES					
CARRYOVERS	4,137,436	5,459,149	-	(5,459,149)	-100.0%
RESERVES (CONTINGENCY/TAXICAB/SD&AE)	236,717	161,256	160,126	(1,130)	-0.7%
Total Non Recurring Revenues	<u>4,374,153</u>	<u>5,620,405</u>	<u>160,126</u>	<u>(5,460,279)</u>	<u>-97.2%</u>
SUBTOTAL RECURRING/NONRECURRING OPERATIONS	<u>218,338,861</u>	<u>218,311,445</u>	<u>222,083,637</u>	<u>3,772,192</u>	<u>1.7%</u>
DEBT SERVICE/LEASE LEASEBACK REVENUE	<u>20,686,070</u>	<u>20,686,070</u>	<u>7,588,385</u>	<u>(13,097,685)</u>	<u>-63.3%</u>
GRAND TOTAL REVENUES	<u>239,024,931</u>	<u>238,997,515</u>	<u>229,672,022</u>	<u>(9,325,493)</u>	<u>-3.9%</u>

Att. A

SAN DIEGO METROPOLITAN TRANSIT SYSTEM OPERATING BUDGET - CONSOLIDATED

FISCAL YEAR 2009

in (\$000's)

	FY08 APPROVED BUDGET	FY08 AMENDED BUDGET	FY09 PROPOSED BUDGET	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% VARIANCE FY09 BUDGET TO FY08 AMENDED
Fare Revenue	\$ 73,362	\$ 75,232	\$ 79,696	\$ 4,464	5.9%
Other Revenue	3,887	7,387	8,721	1,334	18.1%
Total Operating Revenue	\$ 77,249	\$ 82,619	\$ 88,417	\$ 5,798	7.0%
Non-Operating Revenue	161,776	156,379	141,255	(15,124)	-9.7%
Total Revenue	\$ 239,025	\$ 238,998	\$ 229,672	\$ (9,325)	-3.9%
Labor	\$ 63,488	\$ 63,120	\$ 63,433	\$ 313	0.5%
Fringe	38,211	36,826	38,394	1,569	4.3%
Services	16,617	16,999	16,869	(129)	-0.8%
Purchased Transportation	56,550	55,432	55,813	382	0.7%
Materials	7,353	7,586	7,513	(73)	-1.0%
Energy	25,504	28,134	30,466	2,331	8.3%
Risk Management	4,634	4,408	3,619	(789)	-17.9%
General and Administrative	1,105	1,030	1,007	(23)	-2.2%
Vehicle/Facility Lease	446	347	569	222	64.1%
Debt Service	25,117	25,117	11,989	(13,127)	-52.3%
Total Costs	\$ 239,025	\$ 238,998	\$ 229,672	\$ (9,325)	-3.9%
Overhead Allocation	-	0	-	(0)	-100.0%
Total Revenue Less Total Costs	\$ (0)	\$ 0	\$ 0	\$ (0)	-81.2%
Net Operating Subsidy	\$ (161,776)	\$ (156,379)	\$ (141,255)	\$ 15,124	-9.7%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMBINED MTS BUDGET
FISCAL YEAR 2009**

	Net Operating Mid-Year Budget FY08	RTMS AFC LRV	Net Operating Mid-Year Budget FY08	Budget FY09	RTMS AFC LRV	Net Operating Budget FY09	Dollar Variance	Percent Variance
TOTAL OPERATING REVENUES	82,618,564		82,618,564	88,416,995		88,416,995	5,798,430	7.0%
TOTAL NON-OPERATING REVENUE	150,758,546	20,686,070	130,072,476	141,094,901	7,588,385	133,506,516	3,434,040	2.6%
TOTAL RESERVES	5,620,405		5,620,405	160,126		160,126	(5,460,278)	-97.2%
TOTAL COMBINED REVENUES	238,997,515	20,686,070	218,311,445	229,672,022	7,588,385	222,083,637	3,772,192	1.7%
TOTAL PERSONNEL EXPENSES	99,945,676		99,945,676	101,827,356		101,827,356	1,881,681	1.9%
TOTAL PURCHASED TRANSPORTATION	55,431,652		55,431,652	55,813,186		55,813,186	381,534	0.7%
TOTAL OUTSIDE SERVICES	16,998,669		16,998,669	16,869,177		16,869,177	(129,491)	-0.8%
TOTAL MATERIALS AND SUPPLIES	7,586,286		7,586,286	7,512,800		7,512,800	(73,485)	-1.0%
TOTAL ENERGY	28,134,371		28,134,371	30,465,538		30,465,538	2,331,167	8.3%
RISK MANAGEMENT	4,407,912		4,407,912	3,619,090		3,619,090	(788,822)	-17.9%
GENERAL AND ADMINISTRATIVE	1,029,548		1,029,548	1,006,559		1,006,559	(22,989)	-2.2%
DEBT SERVICE	25,116,648	20,686,070	4,430,578	11,989,438	7,588,385	4,401,053	(29,525)	-0.7%
VEHICLE / FACILITY LEASE	346,754		346,754	568,877		568,877	222,123	64.1%
TOTAL OPERATING EXPENSES	238,997,514	20,686,070	218,311,444	229,672,022	7,588,385	222,083,637	3,772,193	1.7%
TOTAL REVENUES LESS TOTAL EXPENSES	1	-	1	0	-	0	(1)	

San Diego Metropolitan Transit System
Total Operating Budget
Fiscal Year 2009
(in \$000's)

	FY 2008 Mid Year Expense Budget	FY 2008 Allocation Differences	Adjusted FY 2008 Amended Expense Budget	FY 2009 Current Expense Budget	Difference	Percent Variance
Operations						
Internal Bus Operations	77,686	-	77,686	78,671	985	1.3%
Rail Operations	54,549	-	54,549	54,670	121	0.2%
Contract Services - Fixed Route	48,518	-	48,518	50,037	1,519	3.1%
Contract Services - Paratransit	12,643	-	12,643	13,194	552	4.4%
Chula Vista Transit	7,353	-	7,353	7,406	53	0.7%
Coronado Ferry	143	-	143	148	4	3.0%
Administrative Pass Through	344	-	344	344	-	0.0%
Combined Operations	201,237	-	201,237	204,470	3,233	1.6%
Other Operations						
Taxicab Administration	724	-	724	828	103	14.3%
San Diego & Arizona Eastern	205	-	205	145	(61)	-29.5%
Combined Other Operations	930	-	930	973	43	4.6%
Administrative						
Board of Directors	100	-	100	112	11	11.2%
BOD Admin	227	-	227	223	(4)	-1.8%
Bus Bench / Bus Shelter	225	-	225	231	6	2.4%
Executive	455	-	455	510	55	12.0%
Finance	1,369	-	1,369	1,345	(24)	-1.7%
Fringes	3,479	-	3,479	3,872	394	11.3%
General	22,228	(20,686)	1,542	1,763	221	14.3%
Human Resources	1,421	-	1,421	1,439	18	1.3%
Information Technology	1,554	-	1,554	1,658	104	6.7%
Land Management	334	-	334	397	62	18.6%
Legal	296	-	296	273	(22)	-7.6%
Marketing	1,484	-	1,484	1,429	(55)	-3.7%
Multimodal Operations	361	-	361	122	(240)	-66.3%
Operations Planning	965	-	965	780	(184)	-19.1%
Procurement	598	-	598	733	134	22.4%
Revenue	-	-	-	-	-	0.0%
Risk	753	-	753	724	(28)	-3.7%
Telephone Information Services	666	-	666	720	54	8.1%
Transit Store	316	-	316	312	(5)	-1.5%
Combined Administrative	36,831	(20,686)	16,145	16,642	497	3.1%
Combined Grand Total	238,998	(20,686)	218,311	222,084	3,773	1.7%

Att. D

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FIVE YEAR FINANCIAL PROJECTIONS
FISCAL YEAR 2009**

	APPROVED BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	PROJECTED FY10	PROJECTED FY11	PROJECTED FY12	PROJECTED FY13
OPERATING REVENUE - BASE	77,249,045	82,618,564	88,416,995	90,385,000	92,393,000	94,452,000	96,563,000
TOTAL OPERATING REVENUES	77,249,045	82,618,564	88,416,995	90,385,000	92,393,000	94,452,000	96,563,000
RECURRING SUBSIDY FUNDING	136,715,663	130,072,476	133,506,517	136,664,861	141,003,418	145,290,418	149,742,418
TOTAL RECURRING REVENUES	213,964,708	212,691,040	221,923,512	227,049,861	233,396,418	239,742,418	246,305,418
BASE COMBINED OPERATOR TRANSP. SERVICES	200,095,928	201,236,531	204,469,691	210,264,734	216,572,676	223,069,856	229,761,952
ADMINISTRATIVE EXPENSES	17,261,287	16,145,066	16,641,404	17,140,646	17,654,866	18,184,512	18,730,047
OTHER ACTIVITIES	981,647	929,847	972,541	991,992	1,011,832	1,032,069	1,052,710
TOTAL RECURRING EXPENSES	218,338,862	218,311,444	222,083,637	228,397,372	235,239,374	242,286,437	249,544,709
ANNUAL RECURRING EXCESS (DEFICIT) OF REVENUE OVER EXPENSES	(4,374,154)	(5,620,404)	(160,125)	(1,347,511)	(1,842,956)	(2,544,019)	(3,239,291)
NON RECURRING REVENUES	4,374,153	5,620,405	160,126	160,000	160,000	160,000	160,000
NET DEBT SERVICE/LEASE REVENUE/(EXPENSE)	-	-	-	-	-	-	-
ANNUAL EXCESS (DEFICIT) OF REVENUES OVER EXPENSES	(1)	1	1	(1,187,511)	(1,682,956)	(2,384,019)	(3,079,291)

Metropolitan Transit System FY 2009 Budget Development

Finance Workshop
May 22, 2008



Fiscal Year 2009 Budget Recap

- February 2008 (1st BDC / 1st Finance Workshop)
 - Reviewed and approved FY 2008 Mid Year Budget
 - \$8.1M downward projection for TDA/TransNet
 - Additional \$6.3M updated projection (\$14.4M total)
 - 20+ initiatives to balance operating budget
 - Used \$5.6M FY 2007 Carryforward to balance budget
 - Reviewed the FY 2009 Prelim Revenues/Assumptions
- Late Feb / Early March 2008 (2nd BDC / FW)
 - Detailed Passenger, Recurring and Nonrecurring revenue projections for FY 2009
 - Updated assumptions
 - Reviewed energy assumptions



Fiscal Year 2009 Budget Recap (cont.)

- April 2008 (3rd BDC / Executive Committee / FW)

Presented a budget shortfall of \$6.5M

Presented budget closure scenario

Non-fare revenue

Personnel

Fare revenue

Service adjustments

MTS Board provided guidance on budget closure



FY09 Operating Budget - Excluding Nonpension Debt in (000's)

	Projected FY 2008	Budget FY 2009	Variance	Variance Percentage
TOTAL REVENUES				
Operating Revenues	82,619	88,417	5,798	7.0%
Non Operating Revenues	130,072	133,507	3,434	2.6%
Reserve Usage	5,620	160	(5,460)	-97.2%
Combined Revenues	218,311	222,084	3,772	1.7%
TOTAL EXPENSES				
Personnel Expenses	99,946	101,827	1,882	1.9%
Purchased Transportation	55,432	55,813	382	0.7%
Outside Services	16,999	16,869	(129)	-0.8%
Materials and Supplies	7,586	7,513	(73)	-1.0%
Energy	28,134	30,466	2,331	8.3%
Risk Management	4,408	3,619	(789)	-17.9%
General and Administrative	1,030	1,007	(23)	-2.2%
Debt Service	4,431	4,401	(30)	-0.7%
Vehicle/Facility Lease	347	569	222	64.1%
Combined Expenses	218,311	222,084	3,772	1.7%
Total Revs Less Exps	0	0	(0)	

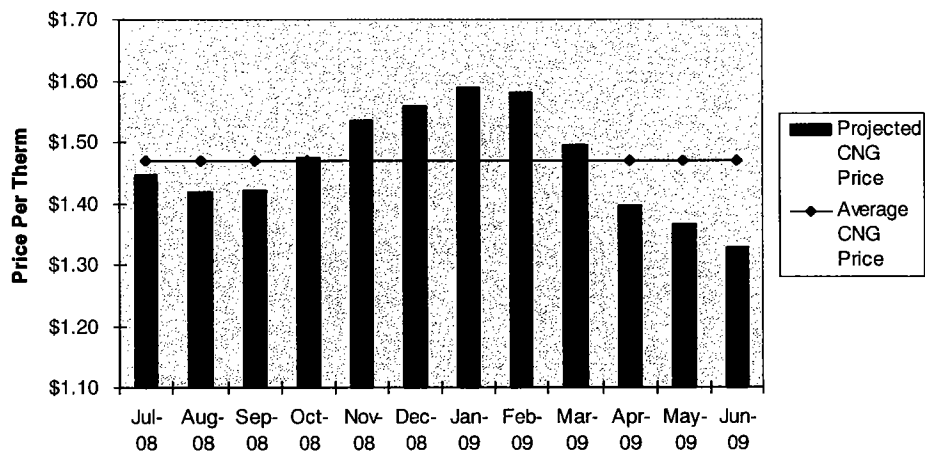


FY09 Operating Budget - Budget Closure
in (000's)

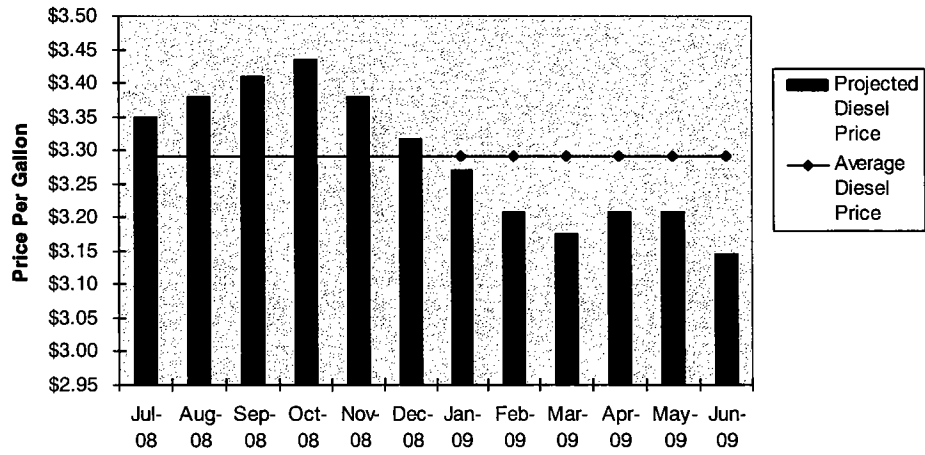
Budget shortfall	\$ (6,544)
Other assumption adjustments	
Fare revenue forecast Bus Operations	349
Planning Grant	97
Energy assumptions updated	(621)
SDTC Pension update - actuary	(225)
Other expense updates	76
Implemented budget closure scenario	
Increased recurring revenue	\$ 2,781
Decreased recurring expenses	4,087
Total adjustments	\$ 6,544
Balance	\$ 0



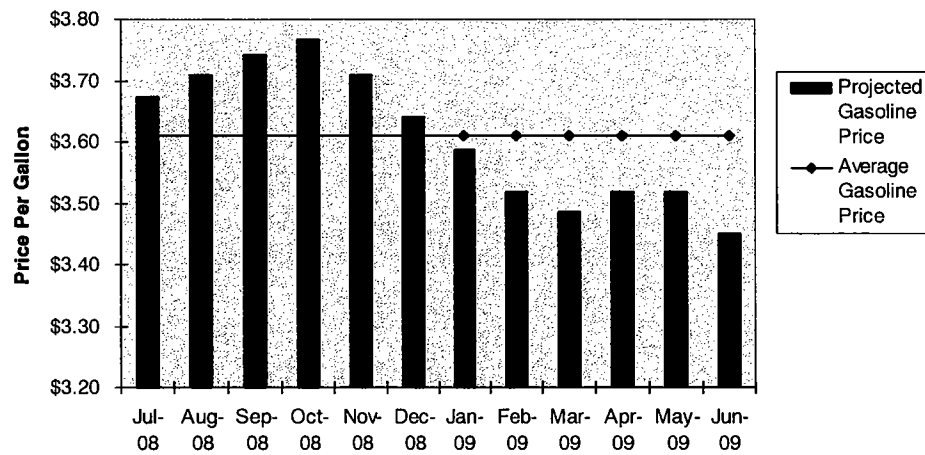
FY09 CNG Projection



FY09 Diesel Projection



FY09 Gasoline Projection



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Fiscal Year 2009

Energy Impact on Operations

MTS FY09 Budgeted Cost Per Mile

CNG	\$ 0.684	Gasoline	\$ 0.605
Diesel	\$ 1.321	Electricity	\$ 0.348

Historic Energy Rates

	FY05	FY06	FY07	FY08	FY09
	Actual	Actual	Mid Year	Mid Year	Projected
CNG	\$ 1.062	\$ 1.307	\$ 1.220	\$ 1.290	\$ 1.470
Diesel	\$ 1.681	\$ 2.324	\$ 2.270	\$ 2.620	\$ 3.290
Gasoline			\$ 2.750	\$ 3.250	\$ 3.610
Electricity			\$ 0.1458	\$ 0.1658	\$ 0.1581

FY09 Budgetary Impact (in \$000's)

Energy Expenses

FY08	\$ 28,134	
FY09	\$ 30,421	
Impact	\$ 2,287	8.1%

*Total Operating Budget \$3.7M (17%)



Other Preliminary Assumptions

Other Projections (000's)

	FY08	FY09	Variance	Variance
	Projection	Budget		Percentage
• Revenue Miles	31,288	30,568	(720)	-2.3%
• Total Miles	35,805	35,049	(756)	-2.1%
• Revenue Hours	2,479	2,425	(53)	-2.1%
• Total Hours	2,662	2,603	(59)	-2.2%
• Passenger Boardings	91,195	94,097	2,902	3.2%



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET
FIVE YEAR PROJECTIONS - SUMMARY
in (000's)**

	Proposed Budget FY 2009	Projected FY 2010	Projected FY 2011	Projected FY 2012	Projected FY 2013
Total Recurring Revenues	221,924	227,050	233,396	239,742	246,305
Total Recurring Expenses	222,084	228,397	235,239	242,286	249,545
Non Recurring Revenues	160	160	160	160	160
Net Debt Service	-	-	-	-	-
Net Operating Subsidy	0	(1,188)	(1,683)	(2,384)	(3,079)



Fiscal Year 2009 Action Items

- Personnel
- Sorrento Valley Coaster Connection
- Shelter advertising (CBS Outdoor)
- Trolley fare changes
- Service adjustments



Operating Budget: FY09 - FY13
Budget Closure Scenario & Options (in \$000's)

	FY 09 Impact	FY 10 Impact	FY 11 Impact	FY 12 Impact	FY 13 Impact
Staff Reduction/Open Positions Elim	1,784	1,784	1,784	1,784	1,784
Additional Frozen Positions	211	-	-	-	-
Merit Increase Cap at 2.5%	322	-	-	-	-
Other Adjustments	108	108	108	108	108
Total Personnel Adjustments	2,425	1,892	1,892	1,892	1,892

* This is in addition to the 8.5 frozen positions carried forward from FY 2008



**Sorrento Valley Coaster Connection Short-Term Funding
Proposal by SANDAG**

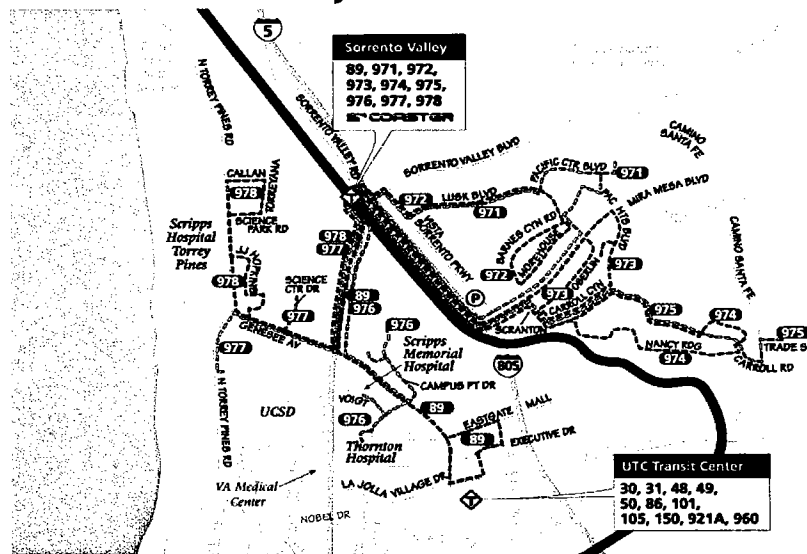
FY 09 Coaster Connection Budget

	<u>Full Year Operation</u>	<u>9-Month</u>
<u>Operation</u>		
Total Operating Cost (MTS estimate)	\$ 1,050,000	\$ 790,000
Coaster Connection Fare (based on \$1.00 each way fare)	\$194,000	\$113,200
MTS TDA (assumes funding at current levels)	\$300,000	\$ 300,000
MTS Share of Coaster Fare (assumes continuation of current revenue sharing allocation)	\$103,500	\$ 77,600
JARC ((\$57,000 in unallocated urban JARC + \$243 K in rural JARC)	\$300,000	\$ 300,000
Balance Needed:	\$152,500	<\$ 800>

* - Assumes a September Implementation



Sorrento Valley Coaster Connections



SVCC Statistics by Route

Route	Destination	Trips	Passengers		~ Cost FY2009	Subsidy	
			Day	Trip		Annual	Per Psgr
971	Pacific Center	10	129	13	\$102,600	\$87,765	\$2.68
972	Lusk/Scranton	** 11	219	20	\$225,400	\$200,215	\$3.60
973	S. Pacific Heights	10	98	10	\$103,200	\$91,930	\$3.69
974	Nancy Ridge	10	83	8	\$103,200	\$93,655	\$4.44
975	Carroll Mesa	10	63	6	\$102,100	\$94,855	\$5.93
976	Campus Point	10	86	9	\$104,500	\$94,610	\$4.33
977	Torrey Pines S	10	62	6	\$104,000	\$96,870	\$6.15
978	Torrey Pines N	10	97	10	\$102,300	\$91,145	\$3.70
89	University City	10	63	6	\$102,700	\$95,455	\$5.97
Total: FY2009 Base		91	900	10	\$1,050,000	\$946,500	\$4.14
With \$1 Fare			722	8		\$767,753	\$4.19
+ COASTER Increase			657	7		\$784,737	\$4.70



CBS Outdoor Shelter Advertising Contract

Current Advertising Contract

- 479 Total Shelters within MTS System
- No Revenue Sharing
- Ability to bill CBS up to \$150K per year for administration costs
- Contract includes one more five-year option beginning in FY 2009

Proposed Advertising Contract

- Exercise five-year option
- Contractor has developed three options on revenue generation / shelter improvement
 1. \$3 million upon execution of option, with no future payments
 2. \$1 million upon execution of option and \$600,000 per year for a total of \$4 million
 3. Any combination of revenue and new street furniture in amounts to be negotiated.
- BDC / MTS Board recommends Option 3 - mix of furniture and revenue



Trolley Fare Adjustment Options

Zones		Fare	Change in:	
			Fare Revenue (in \$000s)	Ridership
0	Downtown	\$ 1.75	\$1,882	-1.0%
	Each Line	\$ 2.25		
	(No free transfers)			
Entire	Downtown	\$ 1.75	\$1,882	-1.0%
Trolley	2 Hour Time Transfer	\$ 2.50		
System				



Trolley TVM Sales by Fare Component (Feb 2008)

Fare Component		Fare	Sales	
		OW / RT	Total	% Total
Zone	Downtown	\$1.25 / \$1.25	8,883	2%
	1 Station	\$1.50 / \$3.00	39,792	10%
	2 Stations	\$1.75 / \$3.50	25,049	6%
	3 Stations	\$2.00 / \$4.00	40,021	10%
	4-10 Stations	\$2.25 / \$4.50	104,250	27%
	11-19 Stations	\$2.50 / \$5.00	41,648	11%
	20+ Stations	\$3.00 / \$6.00	3,395	1%
Other	S/D		53,826	14%
	Token		4,068	1%
	Day Passes			
	- 1-Day		62,303	16%
	- Premium		10	0%
	- Other		5,141	1%
Total			388,386	100%



Additional SANDAG Regional Fare Proposals

Senior/Disabled/Medicare

- Set cash fare at 50% of adult fare
- Create monthly S/D/M Premium Pass priced at 25% of PE Pass rate

SVCC - Charge \$1 fare (S/D/M: \$0.50)

- Offer \$40 monthly COASTER Pass supplement (S/D/M: \$10)

ADA - Set price at 2X fixed route rate (maximum allowable)

Regional Passes (with Compass Card)

- Change monthly pass to 30 Day Pass (rolling)
- Change half month pass to 14 Day Pass (rolling)
- Add COASTER & SVCC to Premium Express Pass



FY09 SERVICE ADJUSTMENTS

TIER 1

NO PUBLIC HEARING IS REQUIRED:

Route		FY09 Budgetary Savings	Annualized Savings
8/9	WKDY: Disc last 4 trips (23:00, 23:30, 24:00, 24:30)	\$56,700	\$68,254
8/9	SSH: Begin pm 30min freq earlier (-7 trips)+disc 5 late trips	80,523	97,153
916/917	SSH: Operate with minibuses (transfer Veolia>Southland)	64,147	64,147
PREM EXP	WKDY: 3 New Holidays Only: No svc 810,820,850,860,870	22,581	22,581
		\$223,950	\$252,135

PUBLIC HEARING IS REQUIRED:

Route		FY09 Budgetary Savings	Annualized Savings
14	WKDY: Reduce hours to 6a-7p, reduce freq to 60min	\$583,957	\$702,963
25*	SSH: Discontinue	45,534	54,938
30	WKDY: Re-route through LJ Colony	(405,949)	(488,678)
30	SSH: Re-route through LJ Colony	(100,966)	(121,817)
48/49	WKDY: Discontinue	471,138	567,152
48/49	SSH: Discontinue	149,892	180,848
		\$743,607	\$895,406



FY09 SERVICE ADJUSTMENTS

Tier 2

NO PUBLIC HEARING IS REQUIRED

Route		FY09 Budgetary Savings	Annualized Savings
1	SUN: Reduce freq to 60min post7p	\$37,178	\$44,765
105	SUN: Reduce freq to 60min	54,882	66,082
105	WKDY: Shortline @ Clairemont Sq post7p	32,400	39,003
105	SSH: Shortline @ Clairemont Sq post7p	14,127	17,044
115	WKDY: Reduce freq to 60 min post6p	68,662	82,654
120	SUN: Red freq to 60 min pre9aPost6p, Sharp shrtln post7p	44,149	53,159
832	SSH: Reduce freq to 60min	28,236	34,067
850/860	WKDY: Discontinue two combined trips	81,747	98,406
992	WKDY: Reduce freq to 15 min	111,182	133,840
		\$472,562	\$569,021

PUBLIC HEARING IS REQUIRED

Route		FY09 Budgetary Savings	Annualized Savings
83*	SAT: Discontinue	\$18,090	\$21,876
871/872*	SSH: 7a-7p only and reduce freq to 60min	\$108,444	\$130,840
923	SSH: Discontinue	\$95,347	\$115,039
		\$221,881	\$267,755



Fiscal Year 2009 Calendar of Budgetary Process

6/12/2008 MTS Public Hearing and Board Adoption
6/13/2008 Draft Balanced Budget to SANDAG Board
6/27/2008 Final Approval of SANDAG TC



Metropolitan Transit System FY 2009 Budget Development

Finance Workshop
May 22, 2008





AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

Date 5-22-08Name (PLEASE PRINT) Chuck LurgerhausenAddress 5308 Monroe Ave. Apt 124
San Diego, CA 92115Telephone 619-546-5610

Organization Represented (if any) _____

Subject of your remarks: 2008 MS WalkAgenda Item Number on which you request to speak #3

Your comments are presenting a position of: SUPPORT



OPPOSITION

**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



**1.
May 22, 2008
MTSB mtg.
AGENDA ITEM #3 (Public Comment)**

**Chair Mathis, Board members, Staff, and other fellow citizens.
Chuck Lurgerhausen of 5308 Monroe Ave. #124 which is in the SDSU
neighborhood of San Diego. 92115
Phone 619-546-5610**

**Am happy to be here today as my health was challenged at the end
of last year and the start of this year. All is well now and will be back
to fund raising for the 2009 MS Walk in the fall so keep your money
safe until then.**

Thanks for listening and the opportunity to speak



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.

SDAE 710 (PC 50771)

May 22, 2008

SUBJECT:

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 APRIL 29, 2008, MEETING

RECOMMENDATION:

That the Board of Directors:

1. receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports (Attachment A); and
2. ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on April 29, 2008.

Budget Impact

None.

DISCUSSION:

Quarterly Reports

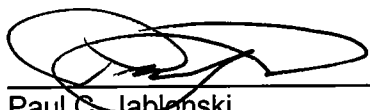
Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV, Museum, and Carrizo have provided the attached quarterly reports of their operations during the first quarter of calendar year 2008 (Attachment A).



SD&AE Property Matters

Under its adopted policy for dealing with the SD&AE Railway, the MTS Board of Directors must review all property matters acted on by the SD&AE Board. At its meeting of April 29, 2008, the SD&AE Board:

- received a report on the following documents processed by staff:
 - S200-08-346: Right of entry permit to SDG&E for underground installations in the City of San Diego near Sampson and Schley Streets.
 - S200-08-347: Professional services contract with Donna & Desmond Associates to appraise billboards on SD&AE right-of-way.
 - S200-08-348: Right of entry permit to Lemon Grove to repair the Broadway Crossing.
 - S200-08-349: Right of entry permit to Geotek for soils investigation in the trolley yard.
 - S200-08-350: Right of entry permit to Stuart Engineering for utility investigations in the trolley yard.
 - S200-08-355: Right of entry permit to Aguirre and Associates for surveying at the Grossmont Station.
 - S200-08-356: Right of entry permit to Testing Engineers for soils investigations near 32nd Street in San Diego.
 - S200-08-358: Right of entry permit to Nasland Engineering to survey utilities near Coronado Ave in San Diego.
 - S200-08-360: Right of entry permit to HP Communications/AT&T for underground work at Anita Street in Chula Vista;
- approved issuing a license to JMI Realty/ Marriott Hotels for the construction of tiebacks in railroad right-of-way and authorizing the quitclaim of catenary pole infrastructure after relocation out of an easement on JMI's property.



Paul C. Jablonski
Chief Executive Officer

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

MAY22-08.6.SDAE REPORTS.TLOREN.Doc

Attachment: A. Operators' Quarterly Reports



AGENDA

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

SDAE 710.1
(PC 50771)

San Diego & Arizona Eastern
Railway Company

A Nevada Nonprofit
Corporation

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

BOARD OF DIRECTORS
Ray Stephens, Chairman
Peter Jespersen
Paul Jablonski

OFFICERS
Paul Jablonski, President
Ray Stephens, Secretary
Alejandro De La Torre,
Treasurer

OF COUNSEL
Tiffany Lorenzen

April 29, 2008

9:00 a.m.

Executive Committee Room
James R. Mills Building
1255 Imperial Avenue, 10th Floor

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

RECOMMENDED ACTION

1. Approval of the Minutes of January 22, 2008
Action would approve the SD&AE Railway Company minutes of January 22, 2008. Approve
2. Statement of Railway Finances (Linda Musengo)
Action would receive a report for information. Receive
3. Report on San Diego and Imperial Valley (SD&IV) Railroad Operations (Matt Domen)
Action would receive a report for information. Receive
4. Report on Pacific Southwest Railway Museum (Jim Lundquist)
Action would receive a report for information. Receive
5. Report on the Desert Line (Byron Wear)
Action would receive: (1) a report for information; (2) an update on the status of six derailed tank cars; (3) an update on the status of all payments made to SD&AE; (4) an update on the status of the bridge and tunnel repairs; and (5) an update on the destroyed center beam car near Campo. Possible Action
6. Real Property Matters (Tim Allison) Possible Action
 - a. Summary of SD&AE Documents Issued Since January 22, 2008
Action would receive a report for information: Receive

- | | | |
|-----|--|-----------------|
| 7. | <u>Marriott Ballpark Village Request for License and Quitclaim (Tim Allison)</u>
Action would approve issuing a license to JMI Realty/ Marriott Hotels for the construction of tiebacks in railroad right-of-way and authorize the quitclaim of catenary pole infrastructure after relocation out of an easement on JMI's property. | Approve |
| 8. | <u>Agreement for Operation of Passenger Excursion Services and for Custody and Control of a Portion Of San Diego & Arizona Eastern (SD&AE) Railway Company Right-of-Way as Between SD&AE and the Pacific Southwest Railway Museum (PSRM) (Tiffany Lorenzen)</u>
Action would (1) direct PSRM to provide profit and loss statements and tax returns for 2005, 2006, and 2007 to Tiffany Lorenzen and the Board for review and consideration of the operating fee to be charged to PSRM; and (2) authorize one last temporary extension of the existing contract until the next SD&AE meeting. If the financial information is not provided and PSRM does not bring its account current, the operating agreement will not be renewed. | Approve |
| 9. | CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION SIGNIFICANT EXPOSURE TO LITIGATION Pursuant to California Government Code section 54956.9(b) <u>(One Potential Case) (Tim Allison)</u> | Possible Action |
| 10. | Old Business | |
| 11. | New Business | |
| 12. | Public Comments | |
| 13. | Next Meeting Date: July 22, 2008 | |
| 14. | Adjournment | |

Agenda

Item No. 2

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

SDAE 710.1 (PC 50771)

April 29, 2008

SUBJECT:

STATEMENT OF RAILWAY FINANCES

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

Improvements in the fund balance since the last report result from the reclassification of prior years' receipts from San Diego and Imperial Valley Railroad that were recorded to San Diego Trolley, Inc. and MTS in error.

APRIL29-08.2.FINANCIAL STMT
w att.LMUSENGO.doc

Attachment: A. SD&AE Quarterly Financial Results

Attachment A

SD&AE OPERATING STATEMENT FY 2008

	Q1	Q2	Q3	YTD
REVENUE				
Right of entry permits	\$ 5,000	\$ 8,650	\$ 2,850	\$ 16,500
Lease income	5,047	8,568	17,587	31,202
1. SD&IV 1% freight fee	-	38,720	106,331	145,051
2. Joint use fee	-	-	89,000	89,000
Carrizo Gorge			1,062	1,062
Other income	570	5,696	(741)	5,525
TOTAL REVENUE	10,617	61,634	216,089	288,340
EXPENSES				
Admin wages	16,636	15,753	14,471	46,861
Workers' compensation	1,005	1,005	836	2,845
3. Professional services	3,898	10,631	53,987	68,517
Outside services	1,250	-	-	1,250
Telephone	145	-	-	145
Insurance premium	10,533	10,373	10,122	31,028
Other miscellaneous expense	543	845	342	1,730
Depreciation	-	-	-	-
TOTAL EXPENSES	34,010	38,607	79,758	152,375
NET LOSS	\$ (23,393)	\$ 23,027	\$ 136,331	\$ 135,965

Reserve balance 2007	\$ 448,354
Allocated interest earnings - estimated	1,785
Operating profit (loss)	135,965
Improvement expense 2008	-
Reserve balance 2008 - estimated	\$ 586,104

1. SD&IV 1% freight fee consists of the following:	
SD&IV 1% freight fee calendar year 2007 recorded in SD&AE in March 2008	37,170.33
SD&IV 1% freight fee calendar year 2006 recorded in SD&AE in November 2007	38,719.90
SD&IV 1% freight fee calendar year 2005 previously recorded to San Diego Trolley transferred to SD&AE in January 2008	38,244.85
SD&IV 1% freight fee calendar year 2001 previously recorded to MTS, transferred to SD&AE in January 2008	30,916.03
	\$145,051.11
2. SD&IV joint use fee calendar 2001 previously recorded to MTS transferred to SD&AE in January 2008	\$ 89,000.04
3. Professional services consists of the following:	
Bureau Veritas	9,118.45
Wiggins Group	12,898.36
Osmose Railroad Services - Bridge Inspection	35,000.00
Anderson & Brabant - Real Estate Appraisal	5,000.00
AP accrual March	6,500.00
	\$ 68,516.81

Agenda

Item No. 3

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

SDAE 710.1 (PC 50771)

April 29, 2008

SUBJECT:

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

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

Attachment: Periodic Report for the 1st Quarter of 2008



April 17, 2008

SD&AE Board
C/O MTS
1255 Imperial Avenue, Suite 1000
San Diego, California 92101

Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company; activities of interest for the 1st Quarter of 2008 are listed as follows:

1. Labor

At the end of March 31, 2008 the San Diego & Imperial Railroad had 13 employees:

- 1 General Manager
- 1 Trainmaster
- 1 Manager - Marketing & Sales
- 1 Office Manager
- 1 Mechanical Employee
- 2 Maintenance of Way Employees
- 6 Transportation Specialists

2. Marketing

In the 1st Quarter of 2008 versus 2007, US lumber and paper carloads declined. Mexican traffic remained steady, with a slight increase in LPG and grain.

3. Reportable Injuries/Environmental

Through year to date, March 31, 2008, there were no FRA Reportable injuries on the SDIY Railroad.

Days FRA Injury Free: 6337

Days FRA Incident Free: 8711

4. Summary of Freight

	2008	2007	2006
Total rail carloads that moved by SDIY Rail Service in the quarter.	1792	1,938	1,815
Total railroad carloads Terminating/Originating Mexico in the quarter.	1432	1,550	1,452
Total railroad carloads Terminating/Originating El Cajon, San Diego, National City, San Ysidro, California in the quarter.	360	388	363
Total customers directly served by SDIY in the quarter	12	12	12
Regional Truck trips that SDIY Railroad Service replaced in the quarter	11,648	12,597	11,797

Respectfully,

Pete Jespersen

General Manager

Agenda

Item No. 4

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

SDAE 710.1 (PC 50771)

April 29, 2008

SUBJECT:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: First Quarter Report for 2008

Pacific Southwest Railway Museum

4695 Nebo Drive
La Mesa, CA 91941-5259

April 14, 2008

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

FIRST QUARTER REPORT FOR 2008

Here are the highlights for this quarter:

1. Using all volunteer crews, in the first quarter, we ran 42 passenger trains carrying 2,987 passengers with no FRA reportable accidents or incidents. Our check for the 1st quarter 2008 revenue is being sent under separate cover.
2. Our Tecate trains remain very popular. As spring weather comes along, they become even more popular.
3. We ran our annual special train from Campo to Garcia, the outskirts of Tijuana. It's amazing the growth seen along the line.
4. The securing of the Campo Depot area remains unsolved. In speaking with the CZRy personal at Campo, they are unable to keep the gate closed because their customers use our road to reach them. Meanwhile, the MTS buses and our entire site are open to all. We will work on a solution to secure our property.

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

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

5. We have been approached by the Campo Band Indians and we are looking into possible joint promotions with them. This could involve a potential extension of our trains about five miles further east, and constructing a balloon track on Reservation lands. In addition, we have been considering special passenger trains to HiPass and Jacumba, possibly including food. Either extension of service involves only one bridge (over Hwy 94) at MP 77.27. This bridge was inspected by both the SD&AE and PSRM had found to be in good repair. How can we proceed to extend our operating agreement to include these destinations?

Sincerely,

Jim Lundquist

President, Pacific Southwest Railway Museum

Agenda

Item No. 5

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

SDAE 710.1 (PC 50771)

April 29, 2008

SUBJECT:

REPORT ON THE DESERT LINE

RECOMMENDATION:

That the SD&AE Board of Directors receive:

1. a report for information;
2. an update on the status of six derailed tank cars;
3. an update on the status of all payments made to SD&AE;
4. an update on the status of the bridge and tunnel repairs; and
5. an update on the destroyed center beam car near Campo.

Budget Impact

None.

5-DESERTLINE.doc

Attachment: 1st Quarter Report for 2008



Periodic Report

to the San Diego & Arizona Eastern Railway Company

1st Quarter 2008

© 2008
Carrizo Gorge Railway, Inc.

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

© 2008 Carrizo Gorge Railway, Inc.

CONTENTS

1st QUARTER 2008 ACTIVITIES

Periodic Report

Appendix A– MOW Summary

Appendix B– Desert Line Track Rehabilitation Offset Financial Summary

Appendix C- Desert Line Freight Revenues Financial Summary



CARRIZO GORGE RAILWAY, INC.

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

Phone (619) 938-1943

Fax (619) 561-4367

April 29, 2008

Board of Directors, Metropolitan Transit System
Board of Directors, San Diego & Arizona Eastern Railway
1255 Imperial Avenue
San Diego, CA 92101

Pursuant to our reporting agreement, the Summary of the 1st Quarter Activity for 2008 is provided for your review and approval.

PERIODIC REPORT

1. Labor

As of March 31, 2008, the *Carrizo Gorge Railway* had 21 employees to cover overall administration and operation in the U.S. on the Desert Line.

- 5 Administration (covers U.S.A. and Mexico)
 - 1 General Manager
 - 1 Marketing
 - 2 Revenue Freight Administrators
 - 5 Maintenance-of-Way
 - 1 Mechanical
 - 3 Train Service
 - 3 Railroad Police

2. Marketing

The Carrizo Gorge Railway marketing team continues to seek new business as the Tijuana and Tecate industrial base continues to expand. Revenue Freight Volumes for the 1st Quarter of 2008 dropped by 7.1% over revenue freight volumes for the 1st Quarter of 2007. However, as a result of our expanded marketing effort we anticipate a considerable increase of customer activity throughout 2008 in the movement of plastic pellets, beach pebble rock and other commodities. In addition, efforts of Carrizo Gorge Railway to provide a connection to Ferromex in Mexicali, BC will result in the movement of Cemex concrete and concrete block through the Desert Line.

3. Tecate – Tijuana Shortline

Carrizo Gorge Railway is the rail freight operator for the State of Baja California, México and interchanges railcars with the San Diego & Imperial Valley Railroad (SD&IV) at San Ysidro. There are 30 personnel dedicated to freight service south of the border:

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

4. Desert Line

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

Carrizo Gorge Railway is moving forward with Desert Line Bridge Repairs.

5. Reportable Injuries / Environmental Incidents

There were no reportable injuries during the 1st Quarter of 2008.

There were no reportable accidents in the 1st Quarter of 2008.

There were no environmental incidents during the 1st Quarter of 2008.

6. Freight Activity

From Jan 1, 2008 to March 31, 2008

MOW Sand carloads moved on the Desert Line	0
Revenue Sand carloads moved on the Desert Line	0
Revenue Freight carloads moved to/from Seeley via interchange with <i>UPRR</i> , on the Desert Line	60
Revenue Freight carloads terminating / originating in México to/from San Ysidro via interchange with <i>SD&IV</i> Railroad	1420
Total Overall 1st Quarter 2008 Freight Carloads Moved:	1480

7. Mission to Mexico III

Carrizo Gorge Railway executives participated in the 45 member delegation of San Diego Regional Chamber of Commerce Mexico III Mission to Mexico City in early April with other government and private sector representatives from San Diego and Tijuana to promote a variety of cross border infrastructure efforts. Delegation Meetings were held with numerous business leaders and government officials including the United States Ambassador to Mexico, Mexican Senators, Cabinet Secretaries and President Felipe Calderon.

Respectfully,

Armando Freire
President
Carrizo Gorge Railway, Inc.

Byron Wear
Vice President
Carrizo Gorge Railway, Inc.

Carrizo Gorge Railway, Inc.

Appendix A
M.O.W. SUMMARY



DESERT LINE
January, February & March 2008

TRACK

Ties Installed	216 each
Bridge Ties Installed	10 each
Straighten Ties	58 each
Rail Change Out	152.5 feet
Angle Bar Repair, Broken or Cracked (60lb)	13 each
Repair Open Joints	6 each
Repair broken angle bars	4 each
Track surfaced	275
	feet
Track spikes - new	10 kegs
Repair broken angle bars	4 each

BRIDGE & TUNNEL

Bridge MP 66.8

Carrizo Gorge Railway crews installed three 14 foot stringers on the East end of bridge, installed 6 regular ties at approaches outside of bridge, installed 4 pieces to secure East and West end of wall, lifted low spot, installed 2 bridge ties to correct joint tie defect center of bridge and installed 2 center crack 90# angle bars,

GENERAL RIGHT OF WAY

Weed and Brush Control	1500 feet
------------------------	-----------

Appendix B
OFFSET FINANCIAL SUMMARY



DESERT LINE REHABILITATION

January, February & March 2008

There was no production or commercial sale of sand from M.O.W. activity on the Desert Line during 1st Quarter 2008

Appendix C
FINANCIAL SUMMARY

DESERT LINE FREIGHT REVENUE

January, February & March 2008

REVENUE FREIGHT HAULED

Railcar loads from / to <i>UP</i> Interchange, Seeley	60
---	----

TRACK USE FEES

Interchange freight to / from *UPRR* over Desert Line

<i>SD&AE / MTS</i> 1%	\$ 180.00
---------------------------	-----------

<i>SD&IV / RailAmerica</i> 6.9%	\$ 1,242.00
-------------------------------------	-------------

<i>SD&IV / Rail America Diversion Fee</i>	\$ 7,200.00
---	-------------



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

Agenda

Item No. 7

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

LEG 491 (PC 50633)

May 22, 2008

SUBJECT:

MTS: WORKERS' COMPENSATION CLAIMS ADMINISTRATION SERVICES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to temporarily extend the contract period of CorVel Enterprise Comp, Inc. d/b/a HRMS (in substantially the same format as Attachment A - MTS Doc. No. G0843.3-03) through September 1, 2008. During the extended contract period, MTS anticipates issuing a new Request for Proposals (RFP) for Third-Party Administration Services for Workers' Compensation and awarding and executing a new services contract.

Budget Impact

None. No additional costs for professional services beyond budgeted encumbered funds are anticipated.

DISCUSSION:

Following an RFP process, the initial contract for Workers' Compensation Claim Administration Services with Hazelrigg Risk Management Services was approved and awarded in March 2003 for a three-year period totaling \$1,456,200. Two subsequent optional one-year service period amendments were approved and executed, which extended the original term and approved additional costs of \$656,330. The final amendment also acknowledged a name change to CorVel Enterprise Comp, Inc. d/b/a HRMS.



An RFP to provide Third-Party Administration Services for Workers' Compensation was issued in May 2008. A proposal due date is scheduled for June 2008, and intent to award is set for July 21, 2008. A presentation to MTS Board is anticipated on August 21, 2008, with a contract effective date of September 1, 2008.

A temporary extension of the existing contract is necessary in order to maintain the services during the bid process. The extension is for additional time only. Previously encumbered funds have not been spent due to a lower-than-projected number of claims. The current contract rates are being honored by Corvel during the temporary extension.



Paul C. Jablonski
Chief Executive Officer

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

MAY22-08.7.WORKERS COMP SVCS.JDOW.doc

Attachment: A. MTS Doc. No. G0843.3-03

DRAFT

May 22, 2008

MTS Doc. No. G0843.3-03
LEG 491 (PC 50633)

Mr. Gordon Clemons
CorVel Enterprise Comp, Inc. d/b/a HRMS
2010 Main Street, Suite 600
Irvine, CA 92614-7272

Dear Mr. Clemons:

Subject: AMENDMENT NO. 3 TO MTS DOC. NO. G0843.0-03: WORKERS' COMPENSATION
CLAIMS ADMINISTRATION

This letter will serve as Amendment No. 3 to MTS Doc. No. G0843.0-03. This contract amendment authorizes no additional costs for professional services. The total value of this contract including this amendment remains at \$2,112,530. This amendment extends the contract term month to month to cover the anticipated period through September 1, 2008, and reflects the contract name change. All terms, requirements, and provisions as indicated in the Standard Conditions Services contract remain in effect. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Gordon Clemons
CorVel Enterprise Comp, Inc. d/b/a HRMS

MAY22-08.8.AttA.WORKERS COMP.JDOW

Date: _____



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

Agenda

Item No. 8

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

AG 210.9 (PC 50102)

May 22, 2008

SUBJECT:

MTS: TRANSIT SECURITY GRANT PROGRAM

RECOMMENDATION:

That the Board of Directors approve Resolution No. 08-7 (Attachment A) authorizing the Chief Executive Officer (CEO) to submit applications for transit security grants funded by the federal Department of Homeland Security and administered through the State Office of Homeland Security.

Budget Impact

None.

DISCUSSION:

Resolution No. 08-7 would authorize filing applications with and requesting reimbursements from the California Office of Homeland Security (OHS) and would satisfy grant application requirements for the fiscal year 2007 Transit Security Grant Program. MTS's allocation for fiscal year 2007 is \$1,200,000; the funds would be used to enhance security at MTS trolley stations and on MTS buses and trolleys.

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

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Nancy Dall, 619.557.4537, nancy.dall@sdmts.com

MAY22-08.8.TRANSITSECGRANTPROG.NDALL.doc

Attachment: A. Resolution No. 08-7



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 08-7

Resolution Approving the Submittal of Applications and Requests for Reimbursements
for Fiscal Year 2007 Transit Security Grant Program Funding, TSGP 2007-RL-T7-K111

WHEREAS, the San Diego Metropolitan Transit System (MTS) is a public entity established under the laws of the State of California for the purpose of providing transportation services in the County of San Diego who desires to apply for and obtain funding for transit security purposes.

NOW, THEREFORE, BE IT RESOLVED that the Chief Executive Officer is hereby authorized to execute any actions necessary for the purpose of obtaining federal financial assistance provided by the federal Department of Homeland Security and subgranted through the State of California, Office of Homeland Security.

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:

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

Office of the General Counsel
San Diego Metropolitan Transit System



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

Agenda

Item No. 9

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

CIP 11418

May 22, 2008

SUBJECT:

MTS: ADA PARATRANSIT VEHICLE ACQUISITION

RECOMMENDATION:

That the Board of Directors to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0499.0-08 (in substantially the same form as Attachment A) with BusWest to purchase 50 Americans with Disabilities Act (ADA) paratransit vehicles utilizing the public agency/state contract with BusWest (Type II Specification of State of California Contract No. 1-06-23-15).

Budget Impact

Expenditure of up to \$3,266,259.50 in funds during FY 08 from funding allocated to capital project CIP 11418.

Executive Committee Recommendation

At its meeting on May 15, 2008, the Executive Committee recommended forwarding this item to the Board of Directors for approval.

DISCUSSION:

Staff is requesting authorization to award a contract to BusWest (a division of Los Angeles Freightliner) for 50 ADA paratransit vehicles. Each vehicle would replace another that is at least two years and 50,000 miles past the recommended/standard useful life.



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 State of California regularly competitively bids out contracts for various vehicles statewide thereby incorporating an economy of scale, which reduces the cost per unit. The cost per vehicle to MTS would be \$65,325.19, and the aggregate vehicle build for all 50 would be \$3,266,259.50 including the procurement fee. Meanwhile, other project funding would be used to obtain third-party vehicle inspectors, administrative expenses, and personnel. Remaining funds subsequent to the completion of the vehicle acceptance could be reallocated to other capital projects to be determined.

The ADA paratransit vehicles are built on a Ford chassis and operate with a 6.8-liter unleaded engine. They are certified by the California Air Resources Board (CARB) as meeting all applicable California and local (Air Pollution Control District) emission requirements.

The anticipated delivery of the vehicles should be completed by November 30, 2008.



Paul C. Jablonski
Chief Executive Officer

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

MAY22-08.9.ADA PARATRANSIT.MCALDER.doc

Attachment: A. Draft MTS Doc. No. B0499.0-08

STANDARD PROCUREMENT AGREEMENT

DRAFT

Doc. No. B0499.0-08
 CONTRACT NUMBER
 CIP 11418
 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, a California public agency, and the following.

Name: BusWest Address: 21107 South Chico Street

Form of Business: Corporation Carson, CA 90745
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 310.984.3996

Authorized person to sign contracts: Brent Phillips Commercial Sales Representative
 Name Title

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

Provide up to 50 E450 Starcraft Allstar Type II medium-duty Americans with Disability Act (ADA) paratransit vehicles (per MTS requirements) purchased from the State of California Contract No. 1-06-23-15 as amended and in accordance with the MTS Standard Procurement Agreement, including the Federal Requirements and forms, general contract provisions, quality assurance provisions, warranty requirements, and BusWest's Price Proposal dated January 28, 2008, based on State of California Contract No. 1-06-23-15. If there are any inconsistencies between the General Contract Provisions, BusWest's Price Proposal, Standard Procurement Agreement, including Standard Conditions Procurement, the following order of precedence will govern the interpretation of this contract:

1. General Contractual Provisions, including BusWest's Price Proposal.
2. Standard Procurement Agreement, including Standard Conditions Procurement.
3. State of California Contract No. 1-06-23-15 as amended.

This is a firm fixed-price contract not subject to escalation. The total cost for this procurement shall not exceed \$3,266,259.50, which includes sales tax, training, and delivery. This contract is subject to a financial assistance agreement between MTS and the U.S. Department of Transportation and the State of California. Delivery shall be completed no later than November 30, 2008.

METROPOLITAN TRANSIT SYSTEM (MTS)		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Print Name: _____
		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$3,266,259.50</u>	<u>CIP 11418-1300</u>	<u>2008</u>

By: _____
 Chief Financial Officer

Date
 MAY22-08.31.AttA.ADA BUSWEST CONTRACT.MCALDER.doc



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

Agenda

Item No. 10

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

CIP 10940

May 22, 2008

SUBJECT:

MTS: REGIONAL TRANSIT MANAGEMENT SYSTEM – CONTRACT AMENDMENT

RECOMMENDATION:

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

1. execute MTS Doc. No. G0867.5-03 (in substantially the same format as Attachment A) with Motorola, Inc. for Regional Transit Management System (RTMS) warranty support services; and
2. MTS Doc. No. G0868.3-03 (in substantially the same format as Attachment B) for reimbursement from North County Transit District (NCTD).

Budget Impact

The amount of \$702,711, with an MTS cost of \$423,280 and NCTD cost of \$279,431, would be funded through operating funds from each respective agency and paid in two equal installments of \$351,355.50 on July 1, 2008, and January 1, 2009, for the 12-month warranty support period.

Executive Committee Recommendation

At its meeting on May 15, 2008, the Executive Committee recommended forwarding this item to the Board of Directors for approval.



DISCUSSION:

Background Information

RTMS is an expandable, multioperator transit management system that includes:

- wireless voice and data communications;
- Global Positioning System-based automatic vehicle location (AVL) functions;
- computer-aided dispatch (CAD) for system performance monitoring and incident reporting.
- performance and security monitoring (route and schedule adherence);
- security and vehicle alerts;
- customer information (message boards);
- automatic transfer requests;
- automatic passenger counting; and
- integration with other Intelligent Transportation Systems (ITS), scheduling, maintenance, fare collection, and regional ITS.

Amendment No. 5

Staff recommends executing an amendment to the above-referenced contract to renew the annual warranty period for an additional 12 months via the Motorola, Inc. Service Agreement. The current warranty period will expire on June 30, 2008. The charge for warranty services is based upon the original competitively bid contract awarded by the Board on April 24, 2003. The total cost of the Motorola Service Agreement is \$702,711. MTS's share of the cost is \$423,280, which would be paid with operating funds in the FY 09 budget.

Funds Transfer Agreement

As part of the original contract award, MTS and NCTD executed a funds transfer agreement (MTS Doc No. G0868.0-03), which provided for the MTS contract execution and NCTD cost sharing. As some of the above-referenced change orders affect NCTD's cost share, an amendment to this agreement in the amount of \$279,431 is needed. Therefore, staff recommends that the Executive Committee forward a recommendation to the Board of Directors to approve MTS Doc. No. G0867.5-03 for RTMS warranty support services and MTS Doc. No. G0868.3-03 for reimbursement from NCTD.



Paul C. Jablonski
Chief Executive Officer

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

MAY22-08.10.RTMS.DBOSSERT.doc

Attachments: A. MTS Doc. No. G0867.5-03
B. MTS Doc. No. G0868.3-03

May 22, 2008

MTS Doc. No. G0867.5-03
CIP 10940

Mr. Howard Chercoe
 Director of Systems Integration
 Motorola, Inc.
 6450 Sequence Drive
 San Diego, CA 92121

DRAFT

Dear Mr. Chercoe:

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. G0867.0-03: REGIONAL TRANSIT
 MANAGEMENT SYSTEM

This letter shall serve as Amendment No. 5 to MTS Doc. No. G0867.0-03 and as a response to the Motorola Service Agreement No. S0001009876.

SCOPE OF SERVICES

Motorola shall deliver the warranty service in accordance with the Motorola Customer Support Plan, corresponding transmittals, system design, and operational requirements as noted in approved project documents and during discussions.

SCHEDULE

The scope of services, as described above, shall extend through June 30, 2009.

PAYMENT

This total cost of this amendment shall not exceed \$702,711. The total adjusted cost of the contract shall not exceed \$20,784,460.50 without prior written approval from MTS. The following is a list of contract actions to date.

<u>Action</u>	<u>Total</u>
Initial Contract	19,176,856
Amendment No. 1	10,336
Amendment No. 2	678,384
Amendment No. 3	99,712
Amendment No. 4	119,461.50
Amendment No. 5	702,711.00
Amended Contract Total	20,787,460.50

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

Sincerely,

Accepted:

Paul C. Jablonski
 Chief Executive Officer

 Howard Chercoe
 Motorola, Inc.

MAY22-08.32.AttA.RTMS G0867.5-03.DBOSSERT.doc

Date: _____

Enc: Motorola Service Agreement
 Motorola Customer Support Plan

cc: Scott Clayton, Motorola

DRAFT

May 22, 2008

MTS Doc. No. G0868.3-03
CIP 10940

Ms. Karen King
Executive Director
North County Transit District
810 Mission Avenue
Oceanside, CA 92054

Dear Ms. King:

Subject: AMENDMENT NO. 3 TO MTS DOC. NO. G0868.0-03; FUND TRANSFER
AGREEMENT

The Metropolitan Transit System (MTS) and the North County Transit District (NCTD) hereby agree to amend the Fund Transfer Agreement for Regional Transit Management System (MTDB Doc. No. G0868.0-03) per the following:

Add:

9. *NCTD agrees to reimburse MTS for an amount not to exceed \$279,431 for costs pertaining to services provided by Motorola Corporation under Amendment No. 5.*

Detail

On behalf of NCTD, MTS executed five amendments to the Motorola Corporation contract for deployment of the Regional Transit Management System. The amendments include services and/or equipment for both NCTD and MTS. Listed below is an abbreviated table identifying those specific elements and costs pertaining to NCTD.

AMENDMENT	CHANGE ORDER	COST
MTS Doc. No. G0867.5-03	12- month extension of warranty	279,431
	Original Contract	\$7,521,488.50
	Adjusted Contract Amount	\$7,800,919.50

The total increase of the Motorola amendment is \$702,711 with NCTD's cost totaling \$279,431 and MTS's cost totaling \$423,280.

The amendment of these items brings NCTD's total obligation under the Fund Transfer Agreement to \$7,800,919.50. All other conditions remain unchanged and in effect. If you agree with the above, please sign below and return the document marked "original" to the Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Karen King
Executive Director

MAY22-08.32.AttB.RTMS G0868.3-03.DBOSSERT.doc

Date: _____



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

Agenda

Item No. 25

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

S RTP 830

May 22, 2008

SUBJECT:

MTS: PUBLIC HEARING ON FY 2009 BUDGET-RELATED SERVICE CHANGES

RECOMMENDATION:

That the Board of Directors:

1. conduct a public hearing on the recommended budget-related service changes for FY 2009; and
2. approve the changes for implementation in June or September 2008.

Budget Impact

If approved, implementation of the proposed service changes is expected to result in an annual operating subsidy savings of \$1.81 million.

DISCUSSION:

Cuts in state transit funding, lower sales tax revenues, and sharply increased fuel costs have been the primary drivers in a projected \$6.5 million MTS budget shortfall for fiscal year 2009. During the budget development process, the MTS Board of Directors provided guidance in resolving this significant shortfall, including:

- Nonfare revenue adjustments
- Personnel reductions
- Trolley fare adjustments
- Service reductions



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.

Although some service reductions were ultimately needed to bridge the budgetary gap, minimizing impacts on service was a key objective.

Service reductions are anticipated to yield approximately \$1.81 million in FY 09 subsidy savings comprised of:

- **\$1.11 million** as part of this public hearing, including:
 - Discontinuation of Direct Access to Regional Transit (DART) services in June 2008 (\$146,000)
 - Discontinuation of Route 48/49 and replacement with a revised Route 30 (\$105,000)
 - \$482,000 in span and frequency reductions to Routes 14 and 871/872
 - \$116,000 in FY 09 subsidy savings by discontinuing weekend service on Routes 25, 83, and 923
- **\$697,000** in minor service adjustments—primarily span and frequency reductions on weekend services.

Proposed Service Changes

The following are proposed service changes to be considered as part of the May 22, 2008, public hearing (Attachment A):

- Route 14 – Route 14 operates between Old Town Trolley Station and La Mesa, via Hotel Circle, Mission Valley, Grantville, Allied Gardens, SDSU, and 70th Street/Lake Murray Boulevard. Effective in June 2008, service will operate hourly seven days a week—approximately between 6 a.m. and 9 p.m. A peak-hour overlay on weekdays will provide 30-minute frequency during morning and afternoon rush hours. This proposal would reduce the weekday service to hourly all day and would discontinue night service (after 7 p.m.).

Because it serves eight trolley stations on its east-west path, Route 14 operates primarily as a feeder between local neighborhoods and the nearest station rather than a regional line-haul route. Among all MTS urban and local routes, Route 14 has the highest subsidy per passenger (\$6.42) and among the lowest productivity (12.5 passengers/hour). The level of service proposed would bring Route 14 in line with other community shuttle routes that operate hourly from morning through early evening.
- Route 25 – On weekends, Route 25 connects Fashion Valley with Linda Vista and the Sharp and Children's Hospitals area in Serra Mesa. In September 2007, Route 120 was extended into Linda Vista and operates on nearly the identical routing as Route 25. Since that time, Route 25 ridership has dropped substantially as more passengers use the regional Route 120; however, Route 120 does not serve the northwestern corner of Linda Vista (Comstock and Osler Streets). Weekday service would be retained here on Route 25, but weekend service would be lost.

- Routes 30 and 48/49 – Route 48/49 provides bidirectional loop service through the Golden Triangle, including University Towne Centre (UTC), La Jolla Colony, and University of California, San Diego (UCSD). Its largest constituency by far is UCSD students accessing school from off-campus housing in La Jolla Colony and along La Jolla Village Drive. Route 30 is an urban line-haul route between downtown and UTC, via Old Town, Pacific Beach, La Jolla, and UCSD. It currently travels directly between UCSD and UTC on La Jolla Village Drive.

This proposal would discontinue Route 48/49 and replace the La Jolla Colony segment with a revised Route 30. This area, which is Route 48/49's most productive, would receive a net increase in service, due to Route 30's 15-minute, all-day weekday frequency. La Jolla Village Drive, which would lose service from both Routes 30 and 48/49, would still be served by Routes 41, 150, and 921 in addition to North County Transit District's (NCTD's) Route 101.

- Route 83 – This minibus shuttle route provides weekday service between Mission Hills, Downtown, and Hillcrest on an hourly headway. In September 2006, trial Saturday service was started to gauge the demand for a permanent implementation. Now serving fewer than 8 passengers per hour on Saturdays, it is recommended that the trial service be ended in September 2008.
- Route 871/872 – Weekend service on this bidirectional loop route in western El Cajon is proposed to be reduced from a 30-minute to a 60-minute frequency and to be operated from 7:00 a.m. to 7:00 p.m. This frequency is in line with almost every other route operating in El Cajon on weekends.

This shuttle route serves South Magnolia Avenue, Ballantyne Street, the East County Regional Center, Parkway Plaza, and the El Cajon Transit Center. Before 7:00 a.m. and after 7:00 p.m., riders that need to access the El Cajon Transit Center will be able to take routes traveling on Washington Avenue (874/875), East Main Street (815), Madison Avenue (864), and Broadway (848, 874/875).

- Route 923 – This route operates seven days per week between Ocean Beach and Downtown San Diego via Voltaire Street and North Harbor Drive. The proposal is to discontinue weekend service. Ocean Beach would retain weekend service on Route 35 linking it to the Old Town Transit Center. The area losing weekend service, and without MTS-provided alternative fixed-route service, is generally along a 2-mile segment of Point Loma that includes Voltaire Street, Chatsworth Boulevard, and Macaulay Street.

Approximately 412 passengers ride Route 923 on a weekend day. On average, 16.2 passengers board the service each hour. It is estimated that approximately 25% of affected riders will shift their trips to other services to complete their trips.

- DART - DART operates as a curb-to-curb dial-a-ride service for the general public in Rancho Bernardo and Scripps Ranch. These services are recommended for discontinuation because they carry the fewest passengers per hour (2.1 and 3.8, respectively) and have the highest subsidy per passenger (\$22.55 and \$11.67) of all non-ADA or rural services.

An initial public hearing was held for this purpose in October 2007, but was postponed until spring 2008 at Board direction. Staff worked with community groups to attempt to find a replacement service but was unsuccessful.

Title VI Analysis

Recent Federal Transit Administration guidance for Title VI of the federal Civil Rights Act and related federal regulations provides for an analysis to be done to determine if there is a discriminatory impact on people of limited means or minority racial groups prior to the implementation of significant system-wide service changes. Agencies are required to perform a self-assessment. MTS staff has conducted the self-assessment using a template provided by the FTA. The report is attached (Attachment C). Based on its analysis, staff concluded that the service changes proposed for Board approval do not have a disproportionate adverse effect on minority and low-income populations.

The results validated the planning strategy of avoiding service reductions that could significantly affect low-income and minority riders. While any adjustments will affect some number of passengers, the budget-related cuts proposed would have less impact (in some cases substantially so) on low-income and minority communities than the readily possible alternatives, such as reductions on other routes or fare increases.

Public Testimony

A Take One flyer (Attachment B) notifying the public of the May 22, 2008, public hearing was posted onboard vehicles and on www.sdmts.com beginning May 7. A public notice was also posted in two newspapers of general circulation as required by Board policy. Interested parties are requested to contribute their comments in the public hearing process. In addition to the testimony received at the hearing itself, there is an opportunity to comment in advance via mail, e-mail, or telephone voice mail. Those comments are transcribed and provided on the day of the public hearing for Board consideration (Attachment D).



Paul C. Jablonski
Chief Executive Officer

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

MAY22-08.25.FY 09 SVC CHGS.SCOONEY.doc

Attachments: A. Proposed Budget-Related Reductions for 6/08 & 9/08 Implementation
B. Take One
C. Title VI (Environmental Justice, and LEP) Analysis
D. Transcription of Public Comments Received (**provided the day of the Public Hearing**)

PROPOSED BUDGET-RELATED SERVICE REDUCTIONS FOR JUNE & SEPTEMBER 2008 IMPLEMENTATION

Route	Description	Daily Pgms Lost	Annual Savings		FY09 Savings		Performance Statistics	
			Operating Cost	Subsidy	Operating Cost	Subsidy	Subsidy /Passenger	Passengers /Revenue Hour
FREQUENCY & SPAN REDUCTIONS								
14	Weekdays: Reduce hours to 6a-7p; reduce freq.	175	\$606,359	\$485,087	\$503,707	\$402,966	\$2.23	22.4
871/872	Sat/Sun/Hol.: Reduce hours to 7a-7p; reduce freq.	20	\$119,832	\$95,866	\$99,321	\$79,456	\$6.91	7.2
WEEKEND SERVICE DISCONTINUATION								
25	Sat/Sun/Hol.: Discontinue	15	\$50,316	\$40,253	\$41,704	\$33,363	\$3.42	10.6
83	Saturday: Discontinue	50	\$18,857	\$16,029	\$15,594	\$13,254	\$4.82	8.0
923	Sat/Sun/Hol.: Discontinue	309	\$120,757	\$84,288	\$100,087	\$69,861	\$1.84	16.2
SERVICE DISCONTINUATION								
DART	Discontinue	39	\$161,093	\$146,832	\$161,093	\$146,832	\$14.92	3.1
GOLDEN TRIANGLE RESTRUCTURE								
30	Re-route through La Jolla Colony		(\$561,705)	(\$421,279)	(\$466,403)	(\$349,802)		
48/49	Discontinue		\$719,700	\$548,057	\$597,550	\$455,027		
Total Major Budget Related Service Adjustments		608	\$1,235,210	\$995,133	\$1,052,652	\$850,957		



THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST.
To request this notice in an alternative format, please call (619) 231-1466.
 The Metropolitan Transit System operators adhere to a nondiscrimination policy with regard to both services and facilities.

Public Hearing for MTS Service Adjustments

Due to lower sales tax revenue, increases in fuel costs, and reduced subsidies from the State, MTS projects an operating deficit of more than \$6 million in the fiscal year beginning July 1, 2008. To balance the budget, MTS proposes to reduce staff, restructure trolley fares, enhance non-fare revenue and adjust bus services.

Many of the service adjustments require the consideration and approval of the MTS Board of Directors after a public hearing. Your options for providing input in the public hearing process are:

Attend: MTS PUBLIC HEARING on Thursday, May 22, 2008 at 9 a.m.
 Metropolitan Transit System at the 12th & Imperial Transit Center
 1255 Imperial Ave., 10th Floor, Downtown San Diego, CA 92101
Telephone: (619) 595-4912 (Voicemail)
E-Mail: mts.planning@sdmts.com
Mail: MTS Public Hearing Comments, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101

Comments by telephone, e-mail, or mail must be received at MTS by 1 p.m., Wednesday, May 21, 2008, for consideration by the MTS Board at the public hearing.

No decisions will be made until public testimony is received and considered. If approved, all changes would take effect in September 2008 (except DART). Route adjustment proposals are as follows:

Route:	Description:
14	Weekday frequency would be reduced to hourly & service on all days would be discontinued after 7 p.m.
25	All weekend service would be discontinued. Weekend service between Fashion Valley, Linda Vista, and Health Center Drive would remain available on Routes 41 and 120.
30	All trips would be re-routed between the VA Hospital and UTC Transit Center to serve La Jolla Colony, including Nobel Drive, Regents Road, Arriba Street, and Palmilla Drive.
48/49	All service would be discontinued and replaced as follows: Service to La Jolla Colony would be operated by a revised Route 30, providing service every 15 minutes in both directions on weekdays and every 30 minutes on weekends. Service on La Jolla Village Drive would remain available on Routes 41, 101, 150, and 921.
83	The Saturday trial service would be discontinued due to low ridership.
871/872	Weekend service would be reduced to operate 7 a.m.–7 p.m. only and with a 60-minute frequency in each direction.
923	All weekend service would be discontinued. Weekend service between Ocean Beach and Downtown would remain available via Route 35 and a transfer with Route 30 or the Blue Line Trolley at Old Town.
DART	All DART service in Rancho Bernardo and Scripps Ranch would be discontinued in June 2008. Alternate services would be Routes 20 and 845 in Rancho Bernardo or Route 964A in Scripps Ranch.

San Diego Metropolitan Transit System
Title VI, Environmental Justice, and Limited English Proficiency
Analysis of Proposed Service Changes

The San Diego Metropolitan Transit System (MTS) faces a budgetary funding deficit of over \$6 million in FY2009. The causes are primarily increased energy costs, low sales tax revenues, and reduced funding from the State of California. MTS proposes to bridge the gap between revenues and expenditures through reducing labor costs, increasing non-subsidy revenues, and adjusting services. This Title VI analysis addresses the major service adjustments proposed for FY2009, which will be voted on by the MTS Board of Directors after a Public Hearing on May 22, 2008.

1) What service and/or fare changes does MTS propose? Please describe the nature of the change, the bases or rationale for the change, the modes of service impacted, and the communities affected by the change.

MTS proposes changes to nine routes/services, including one route addition (Route 30), three deletions (Route 48/49, Scripps Ranch DART, and Rancho Bernardo DART), three reductions of days of operation (Routes 25, 83, and 923), and two reductions in hours of operation and headway (Routes 14 and 871/872).

Route 14

Nature of Change: It is proposed that weekday service on Route 14 be reduced to an hourly headway all day, and that the span of service be reduced to 6am-7pm, seven days a week.

Basis for Change: Route 14 has a very high subsidy per passenger (\$6.42), low passengers per hour (12.5), and low farebox recovery (11.7%). It is the lowest performing directly-operated MTS route. MTS is precluded by California Assembly Bill 117 from contracting the route for a lower cost structure. However, even as a contracted route, its productivity would likely be a basis for service reduction.

Mode of Service Impacted: Motorbus

Communities Affected: Mission Valley, Grantville, Allied Gardens, College Area, La Mesa

Route 25

Nature of Change: It is proposed that weekend service on Route 25 be discontinued.

Basis for Change: Since its implementation, most of the Route 25 weekend routing has been duplicated by another MTS route (Route 120), which provides more frequent service and better connections. Most weekend Route 25 passengers have migrated to the Route 120.

Mode of Service Impacted: Motorbus

Communities Affected: Linda Vista, Serra Mesa, Mission Valley

Routes 30 and 48/49:

Nature of Change: Route 48/49 is proposed for discontinuation. Route 30 is proposed to be modified to cover the portion of Route 48/49 not otherwise covered by existing services.

Basis for Change: Most of Route 48/49 duplicates other existing services. MTS anticipates a substantial net budgetary savings of over \$100,000 by making this adjustment.

Mode of Service Impacted: Motorbus

Communities Affected: University City

Route 83

Nature of Change: It is proposed that Saturday service on Route 83 be discontinued.

Basis for Change: Route 83 operates Monday-Friday. A trial of Saturday service was initiated in September 2007 to gauge demand and performance. After ten months in service, the Saturday service on Route 83 has a very low productivity, fewer than 6 passengers per hour. The recommendation, therefore, is to end the trial service.

Mode of Service Impacted: Motorbus

Communities Affected: Mission Hills, Hillcrest, Downtown

Route 871/872

Nature of Change: It is proposed that weekend service on Route 871/872 be reduced to an hourly headway all day, and that the span of service be reduced to 7am-7pm.

Basis for Change: This proposal would provide for necessary budget savings with minimum impact to passengers. Most of Route 871/872 has an overlay of other fixed-route services (Routes 815, 816, 833, 848, 864, and 874/875). A small portion of Route 871/872 with low ridership would not have a nearby alternative, but would maintain Route 871/872 service at a lower frequency and reduced span.

Mode of Service Impacted: Motorbus

Communities Affected: El Cajon

Route 923

Nature of Change: It is proposed that weekend service on Route 923 be discontinued.

Basis for Change: Weekend service on Route 923 has a subsidy per passenger of \$1.85, a farebox recovery of 30.2%, and carries 16.2 passengers per hour.

Mode of Service Impacted: Motorbus

Communities Affected: Ocean Beach, Point Loma, Downtown

Scripps Ranch DART

Nature of Change: Scripps Ranch DART is proposed for discontinuation.

Basis for Change: This general public demand-response service serves very few passengers (<30/day), has a high subsidy per passenger (\$11.67), low farebox recovery (11.0%), and low passengers per hour (3.8).

Mode of Service Impacted: Demand Response

Communities Affected: Scripps Ranch

Rancho Bernardo DART

Nature of Change: Rancho Bernardo DART is proposed for discontinuation.

Basis for Change: This general public demand-response service serves very few passengers (<20/day), has a high subsidy per passenger (\$22.55), low farebox recovery (6.0%), and low passengers per hour (2.1).

Mode of Service Impacted: Demand Response

Communities Affected: Rancho Bernardo

2) What are the impacts of the service changes on minority and/or low income communities?

Route changes. An analysis was completed to assess the potential impacts on low-income and minority communities by comparing the percentage of census tracts considered low-income and minority (2000 U.S. Census) through which the routes travel to the entire MTS service area average. The results are shown in the figure below.

Figure 1: None of the proposed changes take place in Census tracts where the total minority and low-income population is greater than the MTS service area average.

LOW-INCOME AND/OR MINORITY (LIM) TOTAL						
	CENSUS TRACTS SERVED			LIM POPULATION IN CENSUS TRACTS SERVED		
	LIM	TOTAL	PCT LIM	LIM	TOTAL	PCT LIM
14	3	25	12%	44,708	115,388	39%
25	6	16	38%	39,842	79,559	50%
30	5	32	16%	45,466	127,190	36%
48/49	3	8	38%	17,921	38,450	47%
83	1	9	11%	9,280	29,797	31%
871/872	4	10	40%	20,526	42,819	48%
923	4	15	27%	15,152	48,933	31%
DART - RB	0	8	0%	10,442	43,458	24%
DART - SR	0	5	0%	4,569	19,269	24%
TOTAL	19	103	18%	160,609	437,560	37%
SERVICE AREA	205	452	45%	1,045,459	2,017,735	52%

Span of service. Span of service reductions are under consideration for Routes 14 and 871/872. The San Diego Association of Governments (SANDAG) conducts the statistical transit surveys for MTS. The surveys previously done for either of the routes with proposed changes were conducted before a major system restructuring in FY2007, and therefore the results would not be applicable to the current service model.

However, Routes 14 and 871/872 perform as local circulators in the communities through which they travel. They serve primarily as feeder services into the nearest Trolley stations. Observations indicate that neither of these routes demonstrates substantial regional ridership. As the areas served are both below the countywide average for LIM communities, as determined by either census tract or population, changes to either of these routes would be unlikely to disproportionately affect minority or low-income riders.

3) What are the transit alternatives available for riders who would be impacted by proposed service changes?

Route 14

Alternatives: Routes 1, 6, 13, 928, Trolley.

Cost comparison: Monthly pass holders and senior/disabled would have no cost impact.

Adult cash-paying passengers would pay \$0.25 more if they utilized certain alternatives, as Route 14 has a base fare of \$2.00 and some alternatives have a base fare of \$2.25.

Depending on the origin and destination, passengers may have to transfer to complete the same trip; this would have a cost impact on all cash paying passengers, as MTS does not offer free or discounted transfers.

Travel Time comparison: Travel times would have 'no impact' to a moderate negative impact, depending on the time of travel and the origin and destination points. As the proposal is primarily a reduction in frequency, the same trips would still be available but at a reduced number of opportunities. For passengers with a flexible schedule or passengers that already utilize the trips that would remain, there would be no travel time impact.

Route 25

Alternatives: Routes 41, 44, 120.

Cost comparison: Monthly pass holders and senior/disabled would have no cost impact. Adult cash-paying passengers would pay \$0.25 more if they utilized the alternatives, as Route 25 has a base fare of \$2.00 and the alternatives have a base fare of \$2.25. Depending on the origin and destination, many (if not most) passengers would eliminate a transfer in their trip, which would have a positive cost impact on all cash paying passengers, as MTS does not offer free or discounted transfers.

Travel Time comparison: Travel times would have 'no impact' to a moderate negative impact, depending on the origin and destination points. Points close to alternative routes would have no impact. Other trips may have an origin or destination up to .5 miles from an alternative route, and therefore have a moderate negative travel time impact.

Routes 30 and 48/49:

Alternatives: Route 30 in La Jolla Colony; Routes 41, 101, 150, and 921 on La Jolla Village Drive.

Cost comparison: Monthly pass holders and senior/disabled would have no cost impact. Adult cash-paying passengers would pay up to \$0.50 more if they utilized an alternative, as Route 48/49 has a base fare of \$2.00 and the alternatives have a base fare of \$2.00 to \$2.50. Depending on the origin and destination, passengers may eliminate a transfer in their trip or may have to transfer to complete the same trip; this would have a positive or negative cost impact on all cash paying passengers, as MTS does not offer free or discounted transfers.

Travel Time comparison: Because the alternatives operate more frequently than Route 48/49, and because Route 30 with a better frequency would replace a portion of Route 48/49, travel times would have a minor to moderate positive impact, depending on the origin and destination.

Route 83

Alternatives: Routes 3, 10, 11, 120, and/or Trolley. Some alternatives may require additional non-transit travel distance of up to one mile.

Cost comparison: Monthly pass holders and senior/disabled would have no cost impact. Adult cash-paying passengers would pay \$0.25 more if they utilized an alternative, as Route 83 has a base fare of \$2.00 and the alternatives have a base fare of \$2.25. Depending on the origin and destination, passengers may have to transfer to complete the same trip; this would have a cost impact on all cash paying passengers, as MTS does not offer free or discounted transfers.

Travel Time comparison: Travel times would have a moderate to major negative impact, depending on the origin and destination points. Points close to alternative routes would have a moderate impact, as most trips would require the use of two alternate routes which, while all offer better frequency than Route 83, they would also require a transfer. Other trips may have an origin or destination up to a mile from an alternative route, and therefore have a major negative travel time impact.

Route 871/872

Alternatives: Routes 815, 816, 833, 848, 864, and 874/875. Some alternatives may require additional non-transit travel distance of up to 1/3 of a mile.

Cost comparison: Monthly pass holders and senior/disabled would have no cost impact. Adult cash-paying passengers would pay more if they utilized an alternative, as Route 871/872 has a base fare of \$1.00 and the alternatives have a base fare of \$1.75. Depending on the origin and destination, passengers may have to transfer to complete the same trip; this would have a cost impact on all cash paying passengers, as MTS does not offer free or discounted transfers.

Travel Time comparison: Travel times would have 'no impact' to a moderate negative impact, depending on the time of travel and the origin and destination points. As the proposal is primarily a reduction in frequency, the same trips would still be available but at a reduced

number of opportunities. For passengers with a flexible schedule or passengers that already utilize the trips that would remain, there would be no travel time impact.

Route 923

Alternatives: Routes 28, 35, and/or Trolley. Some alternatives may require additional non-transit travel distance of up to 1.25 miles.

Cost comparison: Monthly pass holders and senior/disabled would have no cost impact. Depending on the origin and destination, passengers may have to transfer to complete the same trip; this would have a cost impact on all cash paying passengers, as MTS does not offer free or discounted transfers. We anticipate that a substantial amount of the cash-paying ridership would incur this additional cost. Still, the majority of passengers use pre-paid fare media, users of which would not incur any additional cost.

Travel Time comparison: Travel times would have a moderate to major negative impact, depending on the origin and destination points. Points close to alternative routes would have a moderate impact, as most trips would require the use of two alternate routes which, while all offer better frequency than Route 923, they would also require a transfer. Other trips may have an origin or destination up to 1.25 miles from an alternative route, and therefore have a major negative travel time impact.

Scripps Ranch DART

Alternatives: No practical transit alternatives exist for most of Scripps Ranch. A corner of the area is served by Route 964A.

Cost comparison: N/A

Travel Time comparison: N/A

Rancho Bernardo DART

Alternatives: No practical transit alternatives exist for most of Rancho Bernardo. Select corridors of the area are served by Routes 20 and 845.

Cost comparison: N/A

Travel Time comparison: N/A

- 4) What, if any measures would MTS take to avoid, minimize, or mitigate any adverse effects of the service and/or fare change on minority and low-income populations? What, if any enhancements or offsetting benefits would MTS implement in conjunction with the service and/or fare change?**

None of the proposed route changes take place in Census tracts where the total minority and low-income population is greater than the service area average. As the areas served are both below the countywide average for LIM communities, as determined by either census tract or population, changes to either of these routes would be unlikely to disproportionately affect minority or low-income riders. Therefore, no offsetting or mitigation measures are specifically programmed to avoid, mitigate, or minimize effects of the proposed changes on minority or low-income populations.

- 5) Would the proposed service and/or fare change have a disproportionately high and adverse effect on minority and low-income populations?**

No. None of the proposed route changes would have a disproportionately high and adverse effect that would be predominately borne by a minority and low-income population, or would be suffered by the minority and low-income population in an appreciably more severe manner or greater in magnitude than the adverse effect that will be suffered by the non-minority and non-low-income population. The proposed changes all occur in Census tracts where the total minority and low-income population is lower than the service area average. The areas served by the affected routes are all below the countywide average for minority and low-income communities

- 6) What steps does MTS plan to take to seek out and consider the viewpoints of minority and low-income populations in the course of conducting public outreach and involvement activities?**

MTS has printed and distributed 90,000 "Take One" flyers that are posted on all MTS bus and trolley vehicles. Additionally, a Notice of Public Hearing was posted in the San Diego Daily Transcript, a newspaper of general circulation in the MTS area, and in the Voice and Viewpoint, a minority-owned newspaper.

MTS will receive feedback and input in four ways for the Public Hearing regarding these proposals: 1) The Public Hearing will be held during a regularly noticed public meeting, with a pre-published agenda. The MTS Board of Directors will listen to public comments during the hearing. Recognizing that the Public Hearing will be held on a weekday and many interested parties, especially working low-income populations, are unable to attend, MTS will also accept public testimony via: 2) telephone hotline; 3) email; and 4) U.S. Mail. Comments received via the last three methods are transcribed and provided to the Board of Directors for their consideration at the public hearing.

7) Does MTS believe that it is necessary to disseminate information on the service changes/fare increases that is accessible to Limited English Proficient persons? If so, what steps to provide information in languages other than English does MTS propose?

Due to the high percentage of Spanish-speaking persons that use MTS services, MTS finds it necessary to publish all public materials in English and Spanish. All public information materials related to these proposals have been published and provided in both English and Spanish (see Take One below). The information is also on the MTS website, www.sdmts.com, in English and Spanish.

Publicado 5/5/08-5/22/08

Post 5/8/08-5/22/08

TOME UNO

ESTA INFORMACIÓN ESTA DISPONIBLE EN DIFERENTES FORMATOS. Para solicitar esta información en un formato diferente, por favor llame al (619) 231-1466.

Los operadores del Metropolitan Transit System siguen una política que prohíbe la discriminación con respecto a los servicios e instalaciones.

Audiencia pública para los ajustes en el servicio de MTS

Debido a la disminución de los ingresos de impuestos sobre las ventas, los aumentos drásticos en los costos del combustible y la reducción de los subsidios del estado, ha conllevado a un déficit operativo de MTS de más de \$6 millones proyectado para el próximo año fiscal de 2009. MTS propone abordar este déficit primeramente mediante reducciones de personal, una reestructuración de la tarifa del trolley, ingresos adicionales de publicidad, y algunos ajustes de los servicios de autobús.

Algunas propuestas requerirán la consideración y aprobación de la Junta Directiva de MTS luego de una audiencia pública. Sus opciones para brindarnos su opinión en el proceso de audiencia pública son:

Presencial: AUDIENCIA PÚBLICA DE MTS el jueves 22 de mayo de 2008, a las 9:00 a.m.

Metropolitan Transit System at 12th & Imperial Transit Center

1255 Imperial Ave., 10th Floor, San Diego, CA 92101

(619) 595-4912 (Correo de voz)

Línea directa: mts.planning@sdmts.com

Correo electrónico: mts.planning@sdmts.com

Correo postal: MTS Public Hearing Comments, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101

Los comentarios por vía telefónica, correo electrónico o postal para consideración de la Junta de MTS en la audiencia pública se recibirán en MTS hasta la 1:00 p.m. del miércoles 21 de mayo de 2008.

No se tomarán decisiones hasta que no se haya recibido y considerado el testimonio del público. Si se aprueban, todos los cambios tendrán efecto en septiembre de 2008 (con excepción del DART). Las propuestas de ajuste de las rutas son las siguientes:

Ruta:	Descripción:
14	La frecuencia de lunes a viernes se reducirá a una vez cada hora, y se suspenderán todos los viajes después de las 7 p.m.
25	Se suspenderá todo el servicio de fines de semana. El servicio de fines de semana entre Fashion Valley, Linda Vista y Health Center Drive se mantendrá disponible en las rutas 41 y 120.
30	Todos los viajes se redirigirán entre VA Hospital y UTC Transit Center para prestar servicio a La Jolla Colony, incluyendo Nobel Drive, Regents Road, Arriba Street y Palmilla Drive.
48/49	Todo el servicio se suspenderá y reemplazará de la siguiente manera: El servicio a La Jolla Colony funcionaría por una Ruta 30 modificada, brindando servicio cada 15 minutos en ambas direcciones de lunes a viernes y cada 30 minutos los fines de semana. El servicio en La Jolla Village Drive seguiría disponible en las rutas 41, 101, 150 y 921.
83	Los sábados se suspenderá el servicio debido a la reducida cantidad de pasajeros.
871/872	El servicio los fines de semana se reducirá de 7 a.m. a 7 p.m. solamente, y con una frecuencia de 60 minutos en cada dirección.
923	Se suspenderá todo el servicio los fines de semana. El servicio los fines de semana entre Ocean Beach y Downtown seguiría disponible a través de la Ruta 35 y un trasbordo a la Ruta 30 o al Blue Line Trolley en Old Town.
DART	Se suspenderán todos los servicios DART a Rancho Bernardo y Scripps Ranch en junio del 2008. Los servicios alternativos serían las Rutas 20 y 845 en Rancho Bernardo o la Ruta 964A en Scripps Ranch.

TAKE ONE

THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST. To request this notice in an alternative format, please call (619) 231-1466.

The Metropolitan Transit System operators adhere to a nondiscrimination policy with regard to both services and facilities.

Public Hearing for MTS Service Adjustments

Due to lower sales tax revenue, increases in fuel costs, and reduced subsidies from the State, MTS projects an operating deficit of more than \$6 million in the fiscal year beginning July 1, 2008. To balance the budget, MTS proposes to reduce staff, restructure trolley fares, enhance non-fare revenue and adjust bus services.

Many of the service adjustments require the consideration and approval of the MTS Board of Directors after a public hearing. Your options for providing input in the public hearing process are:

Attend: MTS PUBLIC HEARING on Thursday, May 22, 2008 at 9 a.m.

Metropolitan Transit System at the 12th & Imperial Transit Center

1255 Imperial Ave., 10th Floor, Downtown San Diego, CA 92101

Telephone: (619) 595-4912 (Voicemail)

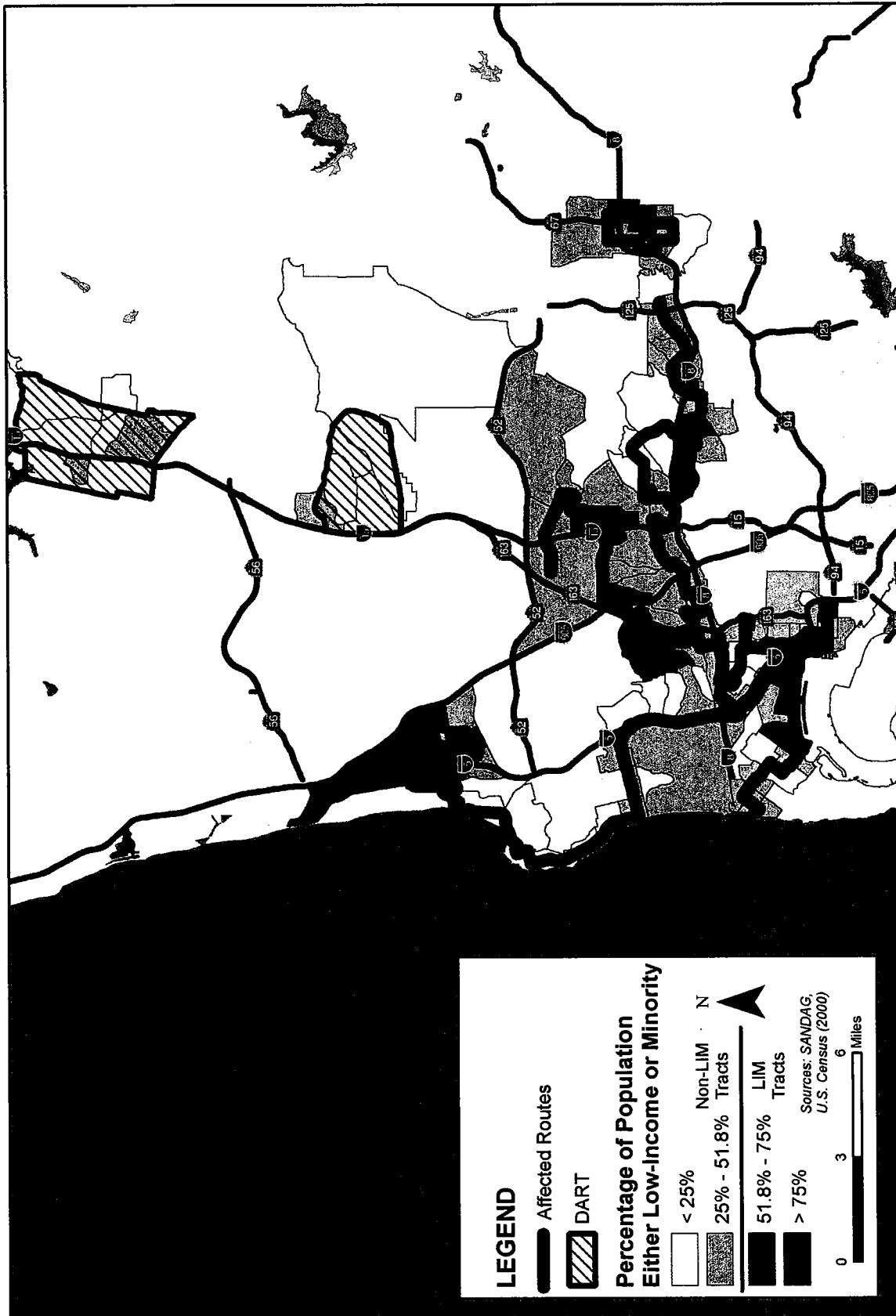
E-Mail: mts.planning@sdmts.com

Mail: MTS Public Hearing Comments, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101

Comments by telephone, e-mail, or mail must be received at MTS by 1 p.m., Wednesday, May 21, 2008, for consideration by the MTS Board at the public hearing.

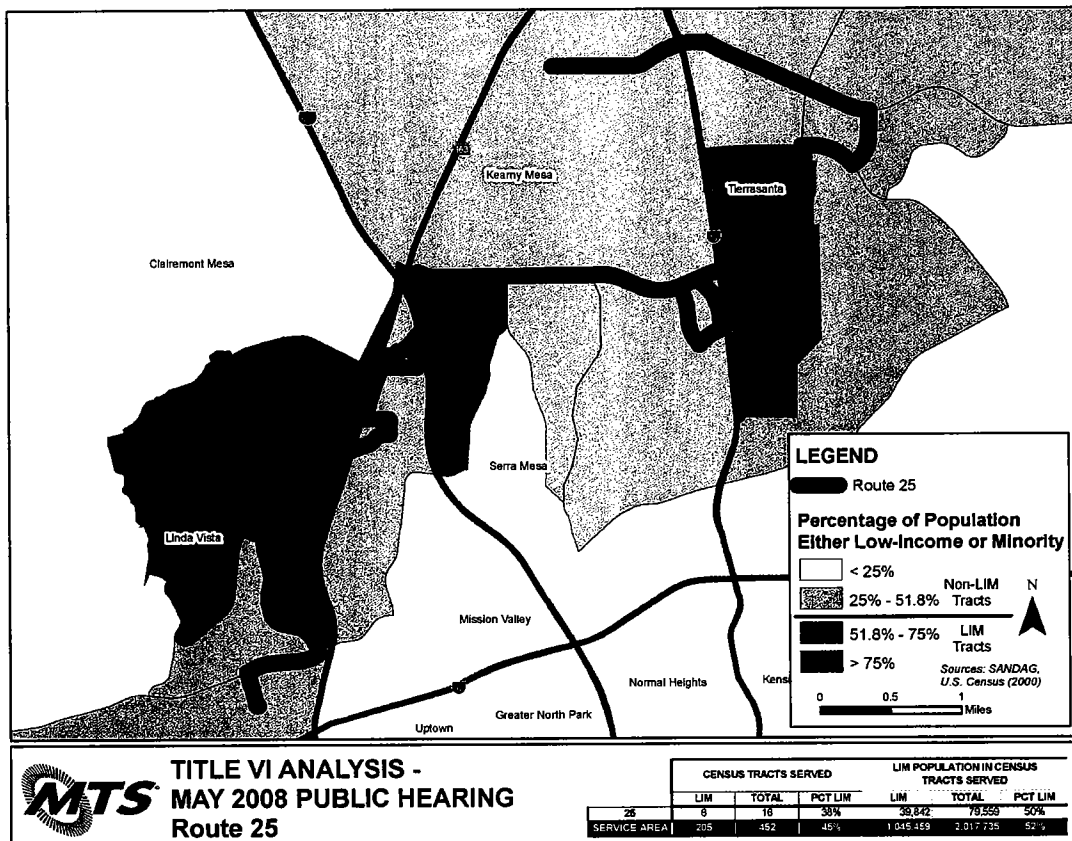
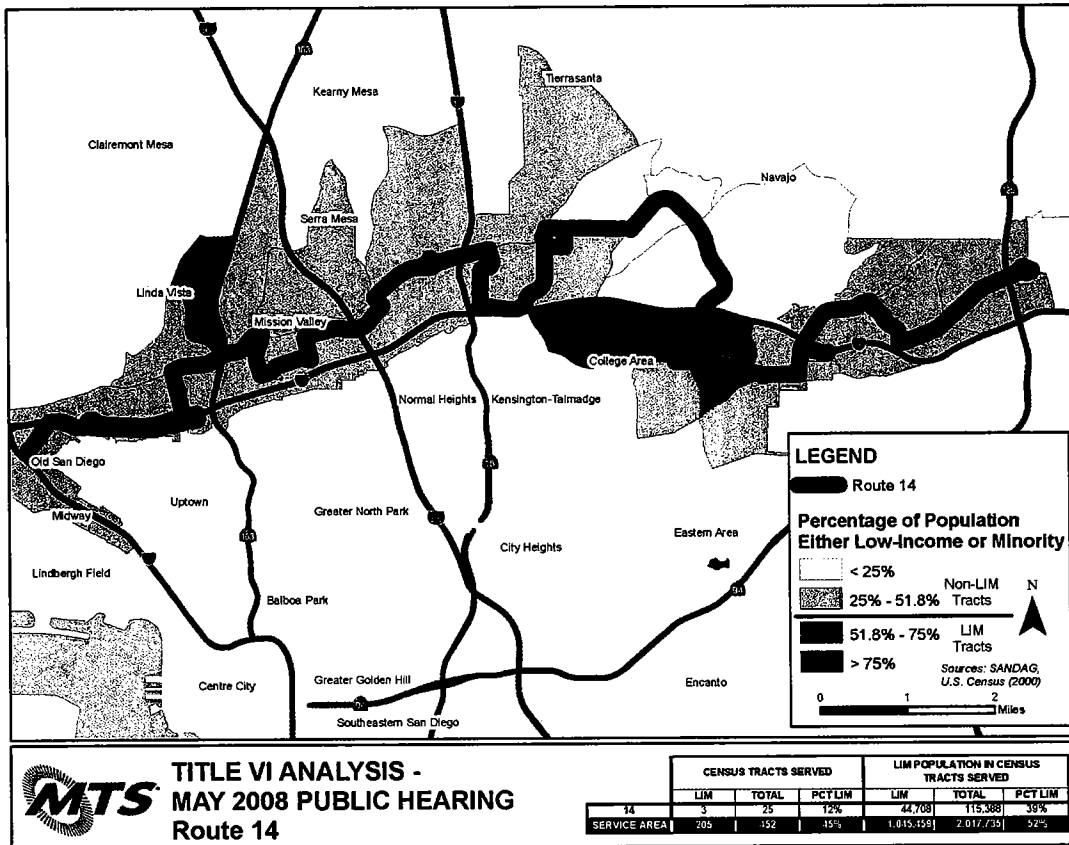
No decisions will be made until public testimony is received and considered. If approved, all changes would take effect in September 2008 (except DART). Route adjustment proposals are as follows:

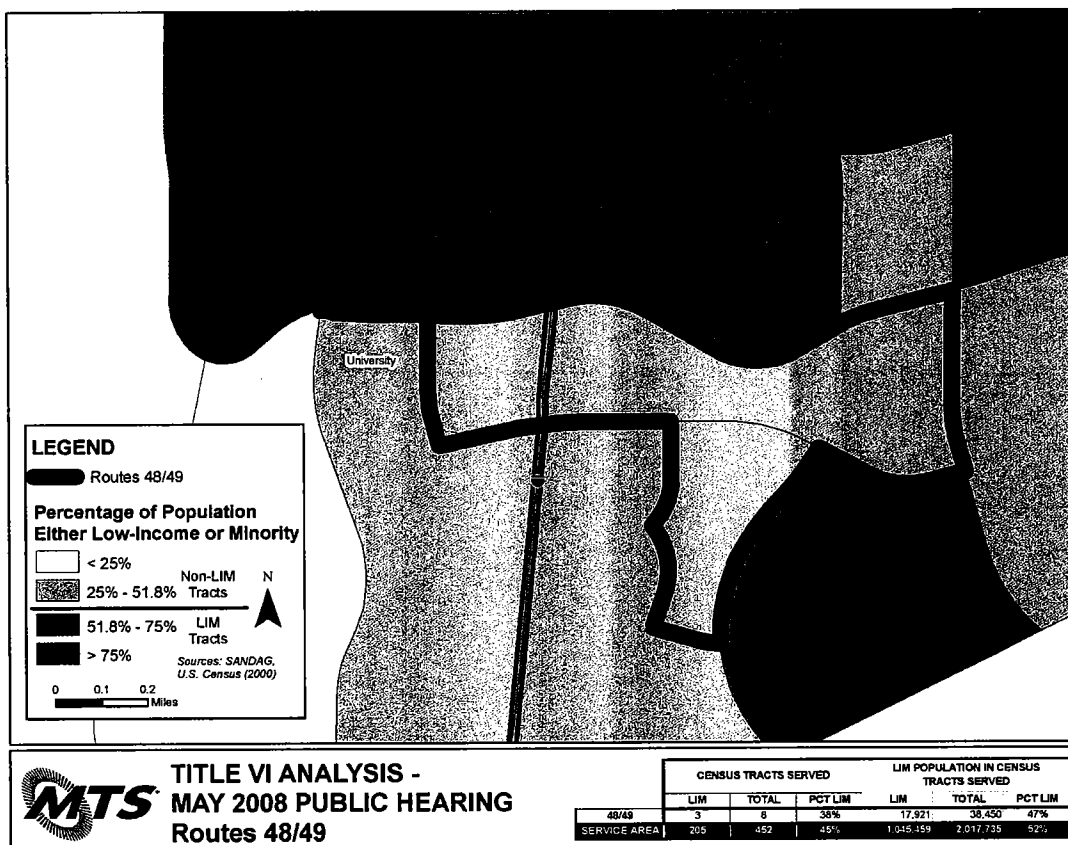
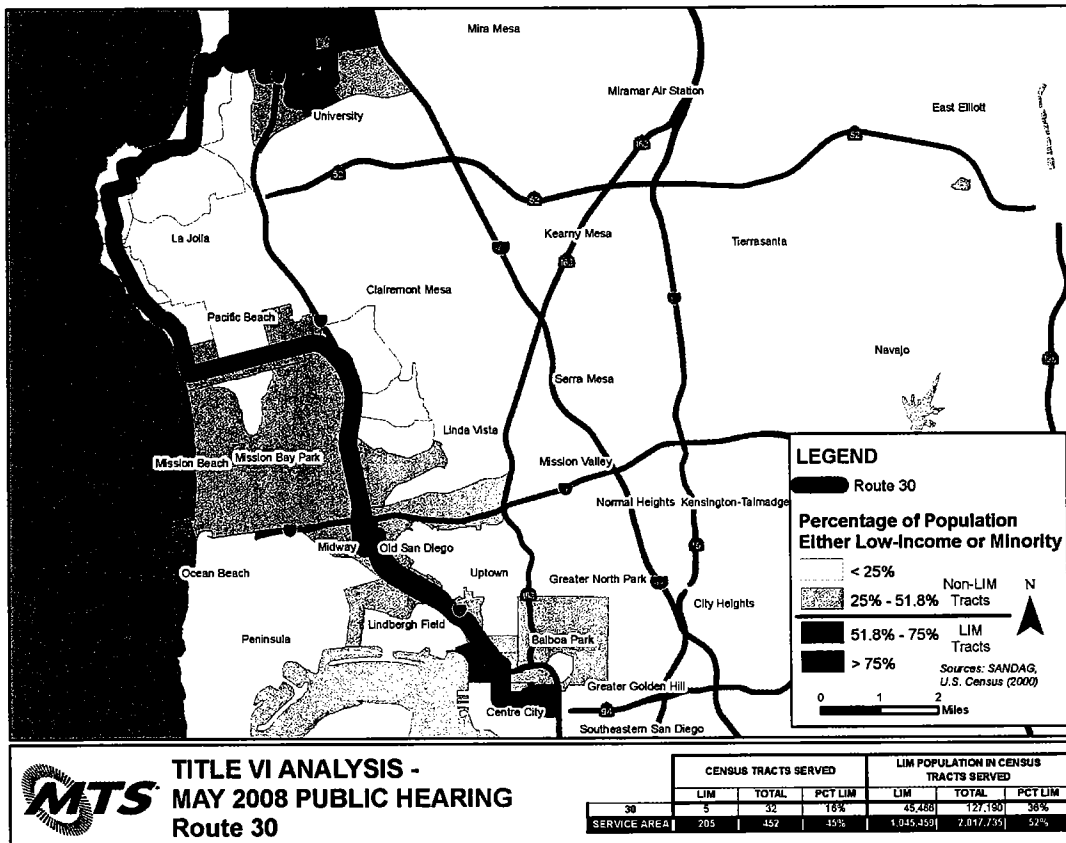
Route:	Description:
14	Weekday frequency would be reduced to hourly & service on all days would be discontinued after 7 p.m.
25	All weekend service would be discontinued. Weekend service between Fashion Valley, Linda Vista, and Health Center Drive would remain available on Routes 41 and 120.
30	All trips would be re-routed between the VA Hospital and UTC Transit Center to serve La Jolla Colony, including Nobel Drive, Regents Road, Arriba Street, and Palmilla Drive.
48/49	All service would be discontinued and replaced as follows: Service to La Jolla Colony would be operated by a revised Route 30, providing service every 15 minutes in both directions on weekdays and every 30 minutes on weekends. Service on La Jolla Village Drive would remain available on Routes 41, 101, 150, and 921.
83	The Saturday trial service would be discontinued due to low ridership.
871/872	Weekend service would be reduced to operate 7 a.m.-7 p.m. only and with a 60-minute frequency in each direction.
923	All weekend service would be discontinued. Weekend service between Ocean Beach and Downtown would remain available via Route 35 and a transfer with Route 30 or the Blue Line Trolley at Old Town.
DART	All DART service in Rancho Bernardo and Scripps Ranch would be discontinued in June 2008. Alternate services would be Routes 20 and 845 in Rancho Bernardo or Route 964A in Scripps Ranch.

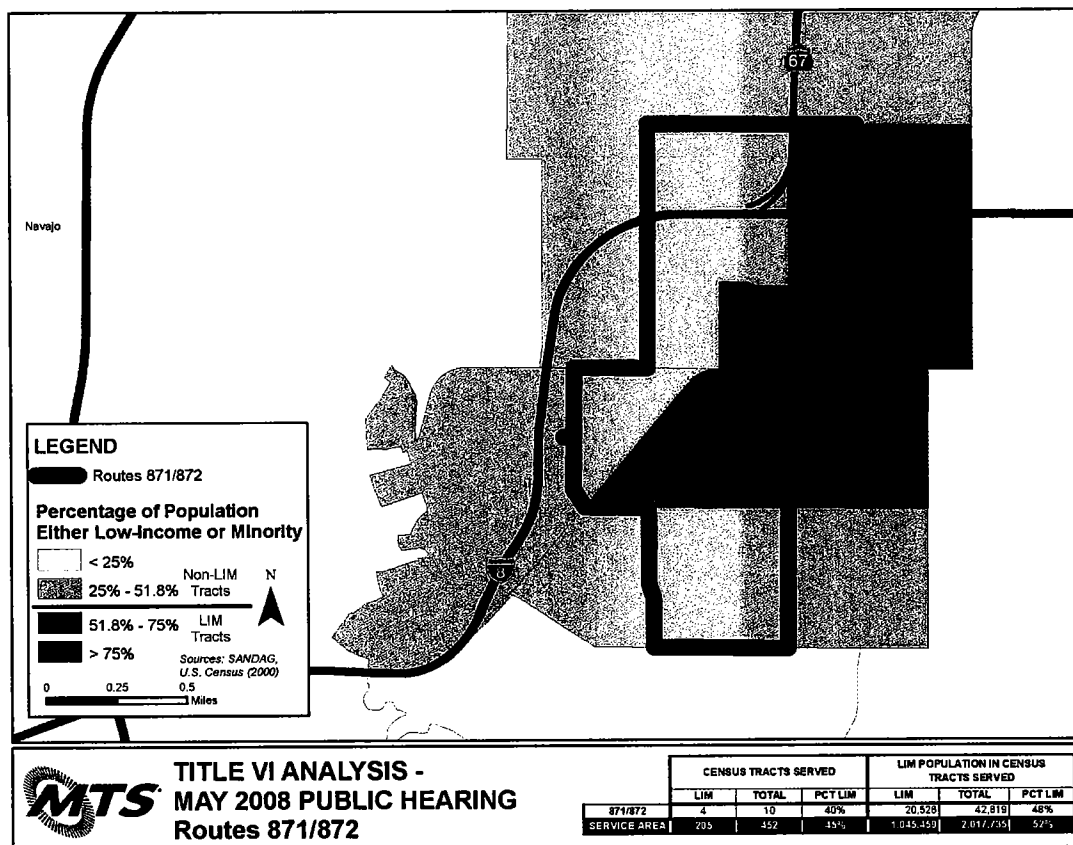
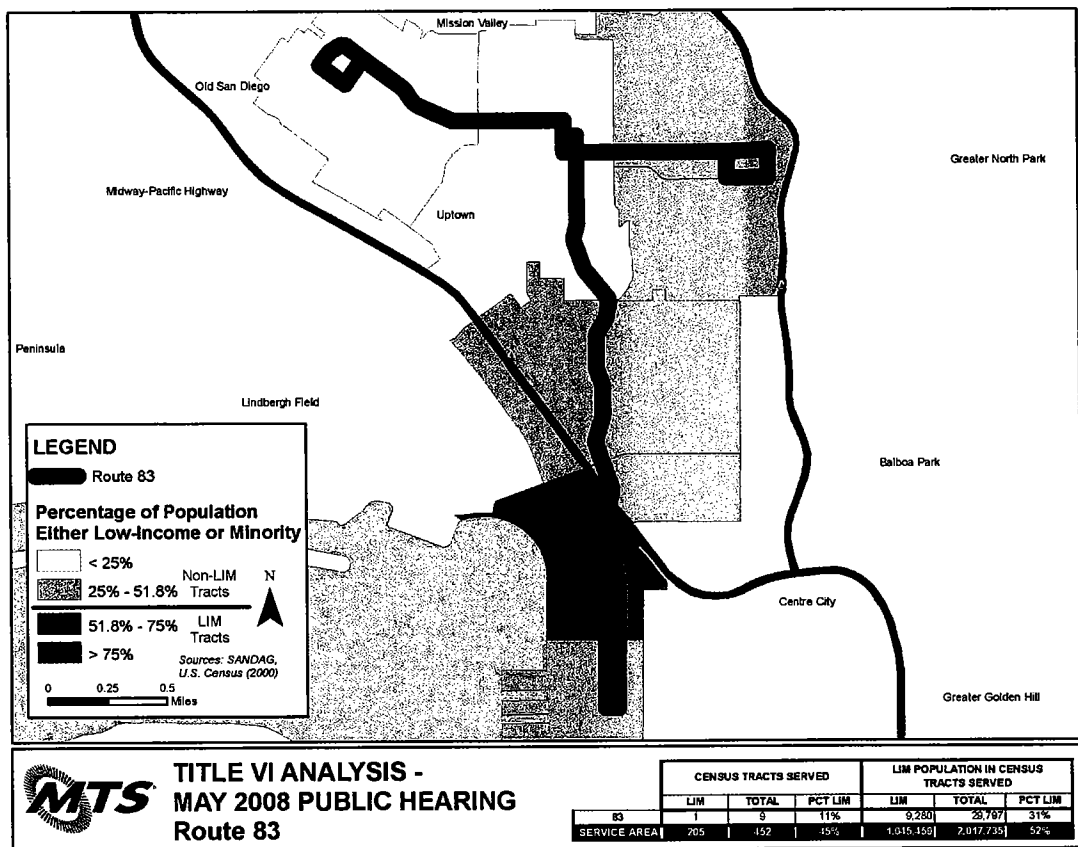


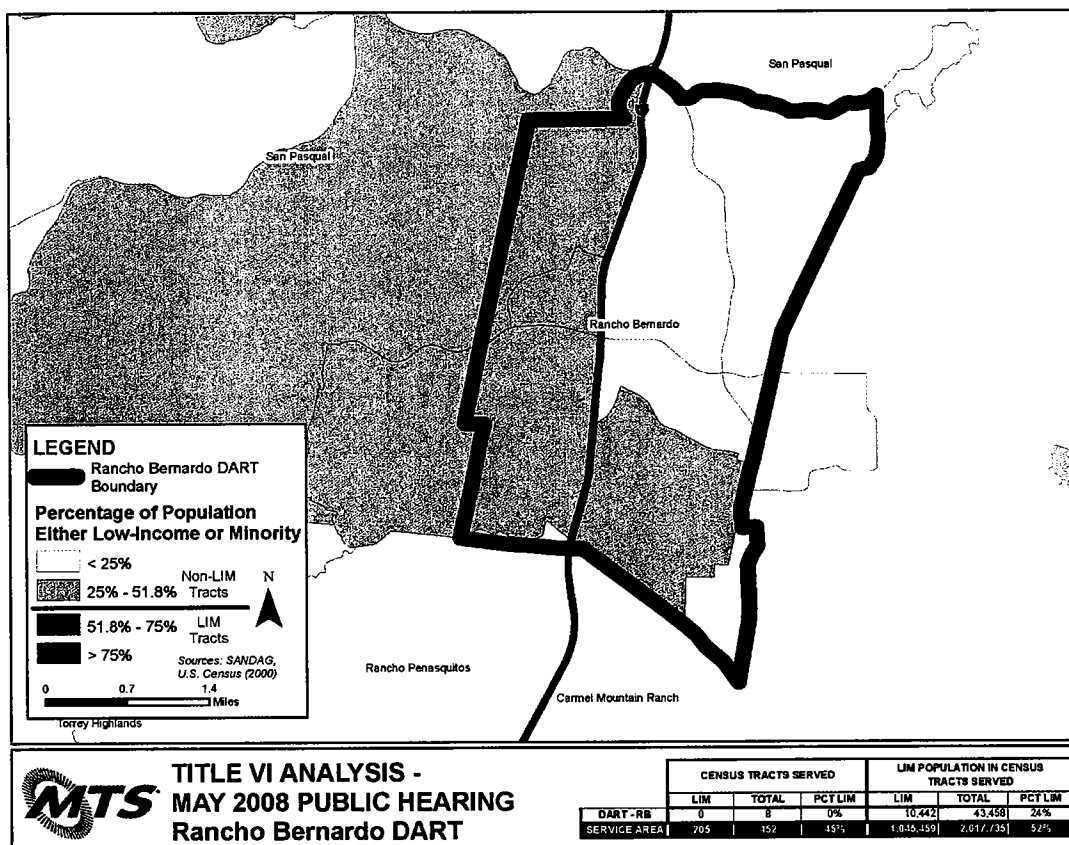
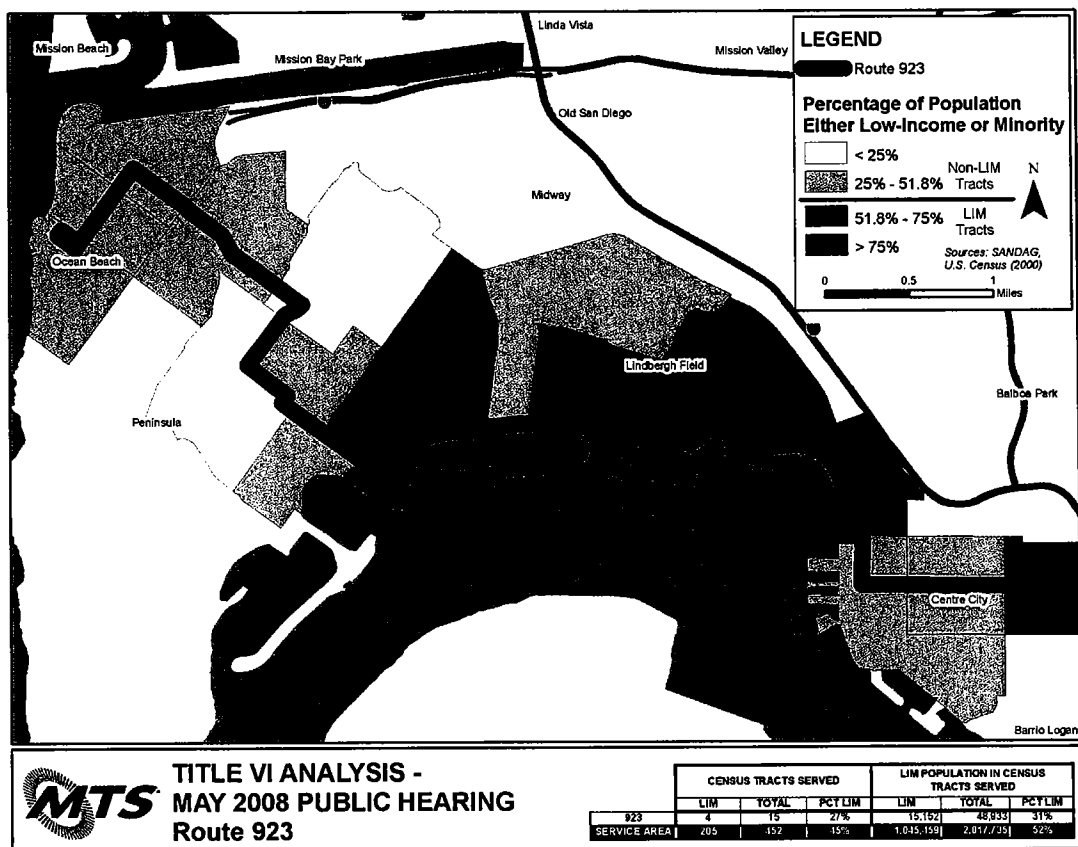
**TITLE VI ANALYSIS -
MAY 2008 PUBLIC HEARING
Affected Routes**

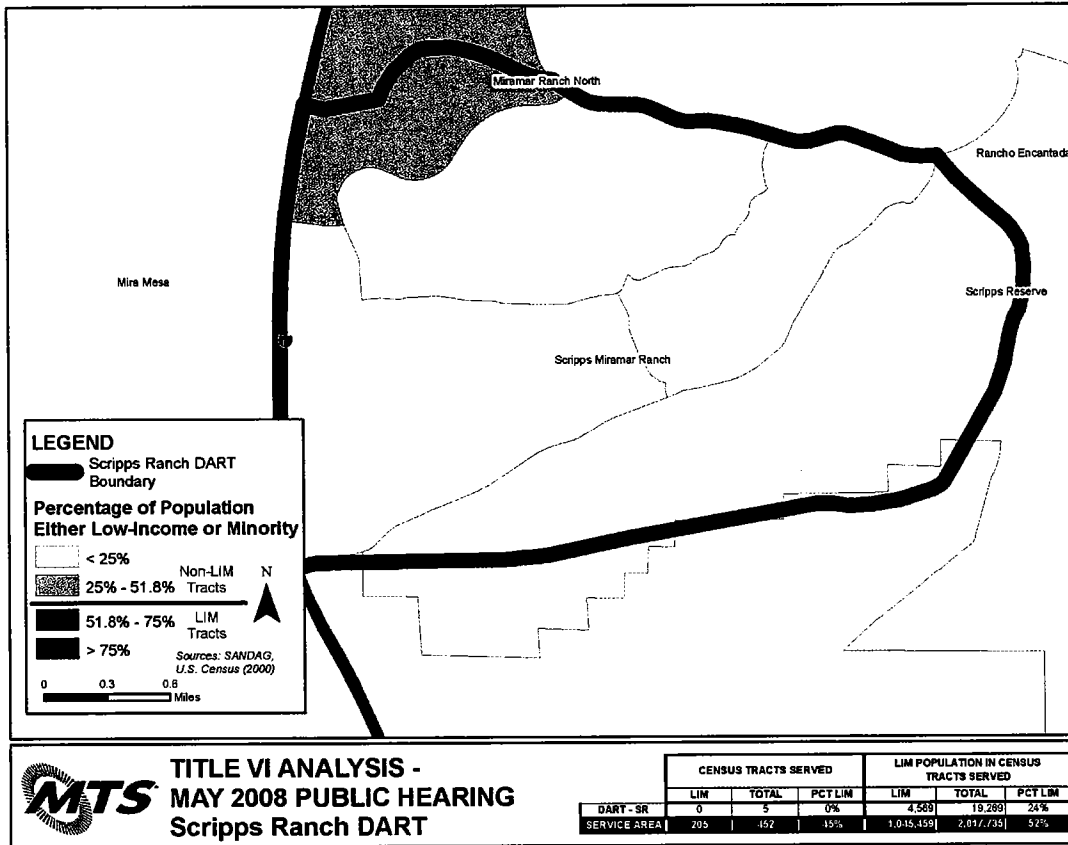
CENSUS TRACTS SERVED		LIM POPULATION IN CENSUS TRACTS SERVED	
LIM	TOTAL	LIM	TOTAL
19	103	160,909	437,660
205	482	1,045,459	2,017,735
AFFECTED ROUTES		PCT LIM	
SERVICE AREA		18%	37%
		45%	52%











**TITLE VI ANALYSIS -
MAY 2008 PUBLIC HEARING
Scripps Ranch DART**

	CENSUS TRACTS SERVED			LIM POPULATION IN CENSUS TRACTS SERVED		
	LIM	TOTAL	PCT LIM	LIM	TOTAL	PCT LIM
DART - SR	0	5	0%	4,568	19,289	24%
SERVICE AREA	205	452	45%	1,045,459	2,017,735	52%

BRIGGS LAW CORPORATION

San Diego Office:
5663 Balboa Avenue, No. 376
San Diego, CA 92111-2705

Telephone: 858-495-9082
Facsimile: 858-495-9138

Please respond to: Inland Empire Office

Inland Empire Office:
99 East "C" Street, Suite 111
Upland, CA 91786

Telephone: 909-949-7115
Facsimile: 909-949-7121

BLC File(s): 1504.00

22 May 2008

Metropolitan Transit System
1255 Imperial Avenue, 10th Floor
San Diego, CA 92101

Re: MTS Board of Directors May 22, 2008--Proposed Service
Reductions

Dear MTS:

On behalf of San Diego Public-Transit Riders' Alliance, I am writing to express my clients' opposition to the above-identified matter because the proposed changes have not been subjected to environmental review under the California Environmental Quality Act ("CEQA"). Approval of the changes constitutes a discretionary project triggering the three-tiered CEQA structure described in *No Oil, Inc. v. City of Los Angeles*, 13 Cal. 3d 68 (1974), and therefore must be reviewed under CEQA before approval. MTS has not made any of the determinations required by this three-tiered structure. Approval of the changes is therefore unlawful.

Alternatively, if you have conducted environmental review of the changes, you have not provided adequate notice of the review and the availability of draft or final environmental documents by the public.

While I assume that MTS, because of the nature of its work, is already familiar with the potential environmental impacts of taking any action that may result in fewer people using public transportation, I have nevertheless included with this letter a DVD containing ample evidence that such a decrease may increase vehicle trips and emissions and thus lead to more air pollution; more traffic, congestion, and demand for parking; and more fuel consumption and demand for fuel-providing services and infrastructure.

For the foregoing reasons, my clients and I urge you not to approve the amendments.

Sincerely,

BRIGGS LAW CORPORATION

Cory J. Briggs

Cory J. Briggs

Enclosures (DVD)



**1.
May 22, 2009
MTSB mtg.
AGENDA ITEM #25 (Public Hearing)**

**Chair Mathis, Board members, Staff, and other fellow citizens.
Chuck Lungerhausen of 5308 Monroe Ave. #124 which is in the SDSU
neighborhood of San Diego. 92115
Phone 619-546-5610**

Do not like the subject of service reductions, someone always gets hurt.

Take Cloud 9 Shuttle to the airport a couple times a year maybe at say \$75 a trip each direction so that is a \$150 per event. This was last year so I can only have nightmares about what it will cost this year. Would not be able to afford doing this every day, but that sounds like the direction this board is going.

Thank you for listening and the opportunity to speak.



AGENDA ITEM NO.

25
812

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

824

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

Date	Mekela 5/22/08		
Name	Mekela Gladder		
Address			
Telephone			
Organization Represented	Briggs Law Corporation - San Diego Public-Transit Riders' Alliance		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

**Att. D will be disseminated
at the Public Hearing**

Attachment D

Public Hearing
May 22, 2008

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
ROUTE 14: 19 Comments					
5/10/2008 2:20pm	Cesar Roberto	14	Works on Hotel Circle S. until 8:30pm at night and there are workers and tourists who want to keep the route the same way it is.		Denis Desmond
5/14/2008	Rajendra Srinivasa	14	This person is a student at SDSU and cannot afford a car and traveling by bus is safer because of the muggings that happened on campus, please keep service past 7pm. This person is a student at SDSU and takes the 10:39pm bus home because of the safety issues on campus. This person was one of the people that was mugged at gunpoint, and since then he has taken the bus and they haven't had a problem since. Please keep the route late at night.	rai0918@yahoo.com	Denis Desmond
5/15/2008	Raj Pandya	14	This person is student at SDSU and would like us to please keep the frequency and the late PM buses.	pandya@rohan.sdsu.edu	Denis Desmond
5/15/2008	Ravishankar Pathanjali	14	This person is a student at SDSU they do not have transportation other than the bus, and she has classes until 9:40 at night. She would like the frequency of RT 14 increased to 15 mins. She works at Taylor Research and their shifts run until 8:30, please don't discontinue service past 7pm	ravipath@hotmail.com	Denis Desmond
5/16/2008	Sneha Talreja	14	She is the CEO of Taylor Research on Hotel Circle S. and a lot of her employees use this bus after 8:30 when the get off of work to go home, please keep the PM schedule it has now. She works at Taylor Research and their shifts run until 8:30, please don't discontinue service past 7pm	talreja_sneha@yahoo.com	Denis Desmond
5/14/2008	Sarah Myers	14	As a student of National University, Route 14 is the only bus that can take her between SDSU and her college in Kearny Mesa. She commutes by Route 14 to her job every day. It will be difficult to get home after 7pm without any service on this route. Please reconsider the proposal.	swood1957@yahoo.com	Denis Desmond
5/15/2008	Patsy	14	She is the CEO of Taylor Research on Hotel Circle S. and a lot of her employees use this bus after 8:30 when the get off of work to go home, please keep the PM schedule it has now. She works at Taylor Research and their shifts run until 8:30, please don't discontinue service past 7pm	619/299-6368	Denis Desmond
5/15/2008	Janice Schultz	14	As a student of National University, Route 14 is the only bus that can take her between SDSU and her college in Kearny Mesa. She commutes by Route 14 to her job every day. It will be difficult to get home after 7pm without any service on this route. Please reconsider the proposal.	No Contact Information	Denis Desmond
5/16/2008	Sumana	14	Cutting back on Route 14 service doesn't help people who want to save gas and reduce traffic and emissions from vehicles. People who work on Hotel Circle S. will have no recourse once the cuts are complete. People who work after 7pm along this route will need to find work elsewhere since they depend on public transportation. Currently, Route 14 service falls short of being convenient and cutting back service will make it even more inconvenient. Today's problems come from yesterday's solutions.	sumana84@gmail.com	Denis Desmond
5/18/2008	Ann Henry	14	This person is a student of National University and uses the 14 to go to school. This person is an international student that does not own a car and uses the 14 for all of their transportation, please do not cut back the hours of RT 14.	secondwindannie@cox.net	Denis Desmond
5/16/2008	Sumana Reddy	14	She rides the 14 5 days a week to work and if the bus goes to hourly it will be a hardship for her, please do not cut back the 14.	sumnanna84@gmail.com	Denis Desmond
5/21/2008	Brenda Fass-Holmes	14	She works at Hotel Circle South and she works after 7pm, can they have a mini-bus instead, please help.	bholmes@mail.sdsu.edu	Denis Desmond
5/21/2008	Nina Castillo	14	A lot of employees take the bus at night in this area, they will now have to walk at night. He objects to any cut in service frequency or late PM cuts	ninskycastle@gmail.com	Brandon Farley
5/21/2008	Not given	14	He works at Taylor research on Hotel Circle S. if the proposed changes go through he will not be able to get home from work.	619/308-2961x107	Denis Desmond
5/21/2008	Nicholas Ventrone	14	She does not want this route to go hourly it would be a hardship for her to get to her doctor's appointments	nventrone@theprincessstore.com	Denis Desmond
5/21/2008	Nadine	14	He needs the route after 8:30 because he works on Hotel Circle S. please keep the PM times they are both senior citizens and use this route to get to the doctors, please do not change this route.	j23batch@cox.net	Denis Desmond
5/21/2008	Not given	14	He needs the 25 to go to work on the weekends, please don't cut service	619/594-0103	Denis Desmond
ROUTE 25: 2 Comments					
5/15/2008	Mr. and Mrs. O.H. Spaugh	14	He objects to the changes because residential communities along the Osler/Comstock St. with be left without transit.	No Contact Information	Denis Desmond
5/21/2008	Nicholas Ventrone	25		nventrone@theprincessstore.com	Denis Desmond
ROUTE 30: 3 Comments					

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
5/11/2008 3:10pm	Ted	30	Is a senior bus rider who takes the 30 a lot. The changes to the route will lengthen the route. When the 30 bus gets to UCSD, just take the same route out of the UCSD area as the 101 bus does towards Torrey Pines. Going out Gilman to La Jolla Village and circling around through Torrey Pines is a waste. It could save everybody a few minutes.	858-967-5632	Mark Thomsen
5/13/2008	Fran	30	She likes the change of putting the route back through the village, good job!	No Contact Information	Mark Thomsen
5/21/2008	Fran	30	Please return the bus to La Jolla Colony, she wants 5 min frequency 7 days a week	No Contact Information	Mark
ROUTE 83: 1 Comment					
5/21/2008	Nicholas Ventrone	83	The changes would leave Mission Hills with no public transportation on Saturdays	nventrone@theprincessstore.com	Denis Desmond
ROUTE 923: 84 Comments					
5/11/2008 2:08pm	Laura deTar	923	Opposes cutting Route 923 weekend service. The route provides not only downtown to Point Loma, but also intra-Point Loma passengers. Many residents can also take the 923 directly to the airport. There will be drastic increases in travel times for residents of Point Loma and many people would need to take a taxi cab.	ldetar@gmail.com	Brandon Farley
5/15/2008	David Brodsky	923	He works for Hosting International Point Loma and employees and people that stay at the hostel use RT 923, please keep this route it is very important	brodskvd2000@yahoo.com	Brandon Farley
5/16/2008	Steven Souderi	923	He works close to Voltaire and Poinsettia, and he is complaining that there isn't a bus stop close to that area.	steventhesoudman@hotmail.com	Brandon Farley
5/16/2008	Jenny Wise	923	She is the owner of the hostel in Point Loma and her customers use RT 923, half of the people that stay there don't rent cars.	jwise@sandiegohostels.org	Brandon Farley
5/14/2008	Robert Keck	923	He uses this route to go to the airport, the ASW Naval Base, and the USS Midway, please keep weekend service	rkob@earthlink.net	Brandon Farley
5/16/2008	Not given	923	She uses this route on the weekends to go Downtown and she works at a hostel that uses this route for their employees and guests.	No Contact Information	Denis Desmond
5/19/2008	Robie Wittman	923	Don't discontinue Route 923 on weekends. She uses the bus to get from home to work and to the airport. Many people use this bus to go to downtown and to the Point Loma Hostel and the library on Voltaire. The 35 is too far away. Raise the fare or cut the 35 instead.	rwittman@ucsd.edu	Brandon Farley
5/16/2008	Lavern Howell	923	unhappy w/service cuts. I just want to know why in September you all are cutting the 923 bus on the weekends? Some people work on the weekends. That is a really dumb move on you all's part. I think I will start a petition and see how many signatures I can get to stop this.	lavsian@cox.net	Brandon Farley
5/20/2008	Not given	923	He thinks that cutting weekend service is a bad idea people need it to go to work and to the airport	No Contact Information	Brandon Farley
5/21/2008	Robin Whittman	923	She lives in Pt. Loma and she uses the bus to get to work, to the airport, and downtown. There are also a lot of people that use the bus to go to the hostel on Voltaire.	rwittman@ucsd.edu	Brandon Farley
5/21/2008	Mark-Elliott Lugo	923	The elimination of 923 on the weekends will leave thousand of people living and working along Voltaire Ave without service. The library, high schools and the hostel all use the buses. We should be adding service and routes not taking away service.	mlugo@san.diego.gov	Brandon Farley
5/21/2008	Tom Wittman	923	The proposal will leave Pt. Loma with no service on the weekends. Tourist rely on public transportation and we are dependant on those tourist to bring money into San Diego.	t.wittman@cox.net	Brandon Farley
5/21/2008	Maceo Swett	923	This person doesn't want us to cancel the weekend service for the 923, travelers to San Diego depend on this bus.	maceo@urbanlegenddesign.com	Brandon Farley
5/21/2008	Ann Porter	923	She thinks that it is shortsighted to get rid of weekend service when that is the time that people have to enjoy the beach and downtown.	anneporterster@gmail.com	Brandon Farley
5/21/2008	Kevin G. Kennedy	923	Please do not cancel the weekend service on RT 923	kevin.kennedy@sdcountry.ca.gov	Brandon Farley
5/21/2008	Deborah Lechner	923	She is Girl Scout Troop Leader who has used the hostel system and knows how important it is to have public transportation for hostels, please don't cancel weekend service to this route.	lechner@cox.net	Brandon Farley
5/21/2008	Sharon Beckas	923	If you are going to cut the weekend service can you please have RT 35 longer in order to cover the area that is lost by the 923.	sbeckas@yahoo.com	Brandon Farley

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
5/21/2008	Jenifer Massey	923	Please do not cut the weekend service there are many people that use the hostel that do not rent or have cars.	jifmassey@cox.net	Brandon Farley
5/21/2008	Katy Nicholls	923	She uses the hostel and thinks that taking public transportation from the hostel is wrong, please keep weekend service.	nichollsk@gmail.com	Brandon Farley
5/21/2008	Andy Furrow	923	Gas prices are going up this is not the time to eliminate bus service, please reconsider	andyfurrow@yahoo.com	Brandon Farley
5/21/2008	Lyle Elkins	923	Gas prices are high, environmental concerns, and traffic is getting worse, please not do eliminate this route.	lyle_elkins@hotmail.com	Brandon Farley
5/21/2008	Paula Silverfarb	923	Please do not cancel weekend service this is the only bus that runs down Voltaire and is the main artery between OB and downtown.	nose1_2000@yahoo.com	Brandon Farley
5/21/2008	Geroge Hahn	923	Please do not reduce the service on 923 it is the only convenient, economical public transportation method for the people that visit the hostel	qlhahn3@earthlink.net	Brandon Farley
5/21/2008	Ratan Rege	923	This will negatively impact the people that use the hostel in San Diego many of which are international visitors	rrege@msn.com	Brandon Farley
5/21/2008	Sandee Bennett	923	She was planning her entire trip to San Diego using public transit and staying at the hostel, please reconsider cutting back service.	winnie3999@comcast.net	Brandon Farley
5/21/2008	Gaynell Schenck	923	Gas prices are rising and many people are turning to public transportation. She uses RT 923 to get to downtown and to the airport, please do not cut back this route.	gschenck@hotmail.com	Brandon Farley
5/21/2008	Colleen Finnegan	923	Please do not cut weekend service on RT 923, this is the only route that connects Downtown, the airport, Pt. Loma and OB.	Cfinn@ci.carlsbad.ca.us	Brandon Farley
5/21/2008	Lorraine Stein	923	If you cut the weekend service on the 923 it will be sending the wrong message to San Diego visitors. There are also many people that use the hostel in Pt. Loma that would be negatively impacted.	stein_lf@yahoo.com	Brandon Farley
5/21/2008	Bobbie Weaver	923	The cancellation of weekend service would have a detrimental effect upon both low-income residents and foreign visitors to our city.	shamrock94@hotmail.com	Brandon Farley
5/21/2008	Michael Blake	923	He was going to visit San Diego again and use the hostel but since there will be no public transportation he might have to change his travel plans.	michael.blake@dol.state.nj.us	Brandon Farley
5/21/2008	Diana Osborn	923	She is an avid supporter of Hostelling International, without weekend service and access this would severely affect the access to the hostelling facilities, please reconsider	eadlerider@myrealbox.com	Brandon Farley
5/21/2008	Donna Morris	923	Do not cut 923 it is the only bus that runs down Voltaire and is the main artery between OB, the airport, and downtown.	dona_morris@capgroup.com	Brandon Farley
5/21/2008	Rebecca Murillo	923	A lot of travelers that use the hostel use this bus route on the weekends with gas prices rising people have to rely on the bus more and more	rm@acts.sdcocmail.com	Brandon Farley
5/21/2008	Janet Seung	923	Please do not cut the weekend service many military people and their families use this route not to mention the hostel that has guest from around the world would be without access to public transportation	janet02@cox.net	Brandon Farley
5/21/2008	Vivkie Hennessy Schiff	923	Please do not cut weekend service there are a lot of people that stay at the hostel that need public transportation	vickie.hennessy-schiff@sdcourt.ca.gov	Brandon Farley
5/21/2008	Emily Schrecker	923	Please do not cut weekend service this would be a hardship for the people that work at and use the youth hostel on Pt. Loma	schrecee@gmail.com	Brandon Farley
5/21/2008	Wendy Lucas-Meyer	923	Please do not cut weekend service this would be a hardship for the people that work at and use the youth hostel on Pt. Loma	wlm@cvsbershop1.com	Brandon Farley
5/21/2008	Becky Reid	923	She thinks it's a bad idea to eliminate weekend service, she uses this bus to get to work	rebecca_reidplanning.com	Brandon Farley
5/21/2008	Carolyn Markley	923	He travels to Pt. Loma area and uses the bus to get there, please reconsider.	dutchess1@cox.net	Brandon Farley
5/21/2008	Alex Jimenez	923	The bus is critical for Pt. Loma hostel and international travel and tourism	mai@nuvox.net	Brandon Farley
5/21/2008	Amy Ebersole	923	He use to live in San Diego and now he lives in Paris, France he thinks that if you eliminate weekend service it will negatively impact the international travel/interest in San Diego	ebersolea@hotmail.com	Brandon Farley
5/21/2008	Collin Robinson	923	He is a member of Youth Hostelling International and wants us to reconsider the canceling of weekend service on RT 923	crobinso@csulb.edu	Brandon Farley
5/21/2008	Eugene R. Morrissey	923	Please do not eliminate the 923 it is vital to walking friends.	emorrissev653@mac.com	Brandon Farley
5/21/2008	Kan Hopper	923		kithoppe@pacbell.net	Brandon Farley

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
5/21/2008	Francis Pickford	923	This person is a board member for Hostelling International and the organization would be severely impacted by our changes, please reconsider.	Fpickford@planned.org	Brandon Farley
5/21/2008	Kurt Mertenich	923	Reconsider elimination of weekend service to 923 it is used by locals and visitors alike	kurtmertz@yahoo.com	Brandon Farley
5/21/2008	K. Tejasvi	923	Please do not cut weekend service.	tejdaman@gmail.com	Brandon Farley
5/21/2008	Linda David	923	Please do not cancel weekend service, it is vital for people who want to get to OB and the Youth Hostel	davidandlinda522@yahoo.com	Brandon Farley
5/21/2008	Cheryl Burns	923	Please reconsider cutting weekend service, over 60% of the hostellers use public transportation	cherylburns@aol.com	Brandon Farley
5/21/2008	Jeff	923	Please do not cut the weekend service, our youth do not have cars and need to be able to get around the city on public transportation	jprint@onebox.com	Brandon Farley
5/21/2008	C. R. Natarajan	923	RT 923 is the only bus that serves commuters, gas prices are high and we need to reduce pollution. We are hurting seniors, and the less affluent.	rvpattani@yahoo.com	Brandon Farley
5/21/2008	Mike Flanagan	923	He is a frequent and loyal users of hostels and this will greatly impact those that are visiting from other parts of the world.	mflan80496@aol.com	Brandon Farley
5/21/2008	Richard Pilgrim	923	This is the only connection that the youth hostel has to downtown San Diego, please reconsider	ibpilgrim@gmail.com	Brandon Farley
5/21/2008	Bob Stanley	923	He uses the hostel on Point Loma and if we get rid of the weekend service he would have to pay for a cab.	cafelatte5@juno.com	Brandon Farley
5/21/2008	Wendy Burroughs	923	Please do not cancel the only means of public transportation to the Point Loma area	wcbdesigner@yahoo.com	Brandon Farley
5/21/2008	Rosemary Small	923	Please do not cancel this important weekend service it would affect a lot of people in a negative way.	auntiemame12@sbcglobal.net	Brandon Farley
5/21/2008	Barbara Ness	923	Please do not cut weekend service think of the loss of customers to the hostel	barbness2004@yahoo.com	Brandon Farley
5/21/2008	Phil Young	923	Please do not cut weekend service to the Elliot Point Loma Hostel	youngp@san.rr.com	Brandon Farley
5/21/2008	Nina Castillo	923	This bus is the only public transportation that the people staying at the hostel have, please do not cut it.	ninsky-ca@yahoo.com	Brandon Farley
5/21/2008	Natalie Lawson	923	Please do not cut weekend service, do the right thing	goldalinks@yahoo.com	Brandon Farley
5/21/2008	Michael Brontman	923	Please do not cut weekend service	monko89@hotmail.com	Brandon Farley
5/21/2008	Don Augusta	923	Global warming is an issue that needs to be addressed and public transportation is part of the answer, please do not cut this service	don.augusta@ibcc.co.id	Brandon Farley
5/21/2008	Mary Anne Pentis	923	She is a retiree that uses the hostel system, please do not cut weekend service on this route.	marvanne@pentis.com	Brandon Farley
5/21/2008	Giudy Fantenchi	923	She is a supporter of Pt. Loma hostel which needs this weekend service	giudy98@yahoo.com	Brandon Farley
5/16/2008	Kimberly Berryman	923	She uses this bus to get from Downtown to OB, please keep the weekend service	kimberly.berryman@yahoo.com	Brandon Farley
5/21/2008	Thomas Clarke	923	Please keep the weekend service for Pt. Loma Hostel it is very important for their livelihood.	tdclarkearch@mho.com	Brandon Farley
5/18/2008	JW Nelson	923	Many people work downtown on weekends please keep this weekend service	619/222-2535	Brandon Farley
5/18/2008	Charles Ellery	923	100 other seniors at Anchorage at end of the Anchorage use it to get to Vons on Rosecrans, please keep weekend service.	415/218-1035	Brandon Farley
5/21/2008	Sue Schaffner	923	Please do not cut weekend service because of the hostel located along this route in Pt. Loma	sue.schaffner@sandiegohostels.org	Brandon Farley
5/21/2008	Kenneth Liddell	923	He lives in PB and uses this route to get to the airport, with gas prices on the rise we should not cut service.	kenneth.liddell@sdcountry.ca.gov	Brandon Farley
5/21/2008	Nicholas Ventrone	923	He objects to cancelling weekend service would leave the hotel and OB workers and tourists without transit on weekends.	nventrone@theprincessstore.com	Brandon Farley
5/21/2008	Dainis Kiperts	923	She is opposed to the cancellation of weekend service.	dainis92107@hotmail.com	Brandon Farley
5/21/2008	Joyce Warren	923	923 is critical for the Point Loma Hostel and travelers that come to out city that use MTS.	joy007@sbcglobal.net	Brandon Farley
5/21/2008	Karen Moffitt	923	This is the only bus that runs down Voltaire, we should increase service not cut it.	kmoffit@earthlink.net	Brandon Farley
5/21/2008	Chet Nelson	923	He is the Vice President of the Ocean Beach people Organic Food Market, and the changes would severely impact their business (they are the largest employer in OB).	vnstock@cox.net	Brandon Farley

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
5/21/2008	Kim Kurcab	923	Pt. Loma Hostel and its visitors depend on the service when touring the San Diego area, please do not cut weekend service.	waves876@hotmail.com	Brandon Farley
5/21/2008	Laura Kuebel	923	Please keep the 923 in full service on weekends the community depends on it.	programs@sandiegohostels.org	Brandon Farley
5/21/2008	Not given	923	This person uses the hostel and needs RT 923, please do not cut this route	No Contact Information	Brandon Farley
5/21/2008	Rebecca Treadwell	923	Please keep the weekend service.	619/851-1350	Brandon Farley
5/21/2008	Caralisa	923	She uses this route to go to Balboa Park, the airport and downtown, please do not cut this route.	619/222-1415	Brandon Farley
5/21/2008	Not given	923	Please do not cut weekend service.	No Contact Information	Brandon Farley
5/21/2008	Not given	923	Please do not cut weekend service people that use his business use that RT	No Contact Information	Brandon Farley
5/21/2008	Seana Mc Ginley	923	She opposes the changes to the route many people use this route in the community	seanaobc@gmail.com	Brandon Farley
5/21/2008	Jim Case	923	He is opposed to the proposed changes	No Contact Information	Brandon Farley
ROUTE 48/49: 3 Comments					
5/18/2008	Mary Anne Paulet	48/49	Connecting between Route 30 and Route 31 if Route 48/49 is removed will become impossible. Please reschedule the 30 so that it meets the 31 if this happens.	paulet_mary@yahoo.com	Mark Thomsen/Steve
5/21/2008	Mary Paulet	48/49	She says that the discontinuation of this route with the replacement of RT 30 is not going to negatively impact many commuters who travel between the Nobel area of La Jolla and Camino Ruiz. She connects to the 31 at 6:05 and with this new change she will not be able to make this connection and go to work. Please keep the 48/49	760/580-7917	Mark Thompson
5/21/2008	Nicholas Ventrone	48/49	He supports the changes proposed, but he objects to the routing because it would add 6-8 mins of circuitous commute time	iventrone@theprincessstore.com	Mark
ROUTE 871/872: 4 Comments					
5/13/2008	Rebecca Nictum	871/72	Please do not drop this route to hourly service it would be a hardship for her to visit her mother on the weekends	619/667-0728	Devin
5/15/2008	Roy A Thompson	871/72	Please do not reduce this route.	No Contact Information	Devin
5/21/2008	John Kitchin	871/872	He would like to propose cutting the route in half, run the new 872 from the trolley through it's present route on Chase and Ballantyn, up Broadway and then back to the trolley with no delays.	nz91@hotmail.com	Devin Braun
5/18/2008	Not given	871/872	He lives along this route and so does his brother, hourly service will not work, please reconsider	No Contact Information	Devin Braun
DART: 19 Comments					
5/9/2008 9:42am	Ruth	RB DART	Uses DART to get to the doctor's office after she broke her back. She wants to keep the service because seniors need it to get to appointments, especially if they can't drive like her.	858-487-8927	Brent Boyd
5/15/2008	Vincent Rossi	RB DART	They are senior citizens who use DART, this service helps with basic needs for the people in the community who cannot drive, please keep DART.	vincentrossi@shcglobal.net	Brent Boyd
Called on 5/19/2008 Email on 5/19/08 Email on 5/20/08 Called on 5/21/08 Emailed on 5/21/08 Letter on 5/19/08					
5/21/2008	Agnes Sweet	RB DART	She is a senior citizen and uses the DART for everything from shopping, groceries, going to the doctor's office, hair and nail appointments	858/673-9458	Brent Boyd
5/21/2008	Hector Ramos	RB DART	Please do not cut DART, senior citizens use this service and it is vital to their independence	hovaqui1@aol.net	Brandon Farley
12/3/2007 2/19/08 4/7/08 4/17/08 4/23/08 4/2/2008					
4/30/08 (Letter)	Ann Casper	RB DART	She wants/needs us to keep the RB DART service, she is a senior and uses the service to get her to her doctors appointments	858/487-2751	Brent
5/8/2008	Mrs. McKay	RB DART	She is 80 years old and she uses DART to go to Scripps Clinic, please keep this service, it is greatly needed	No Contact Information	Brent
5/8/2008	Manny and Nadja Kauder	RB DART	They are both dependant on DART and would be disadvantaged if the service was discontinued.	mannykauder@san.rr.com	Brent

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
5/8/2008 4:41pm Called on 2/28/2008 Emailed on 5/21/08	Christina Karg	RB DART	Has been a rider since the beginning of the service. She is disabled. She doesn't want the DART to be discontinued or she'll be a shut-in. She's a 32 year old cancer patient and can't walk to the nearest bus stop.		Brent Boyd
3/6/2008	Lenora Knutzen	RB DART	Her daughter has special needs and she takes the DART, please keep the service	858/725-1898	Brent
	Virginia	RB DART	She is senior and she uses the service	No Contact Information	Brent
3/31/2008	Consejillo	RB DART	DART is very important to her, she uses the service to go shopping and to the doctors office	858/716-1493	Brent
10/15/2006	Rose Ann Ignell	RB DART	We have to keep DART because there is no other connection to the rest of the regional transportation system	858/271-8598	Brent
5/16/2008	Not given	RB DART	Please keep DART it is very important	No Contact Information	Brent
5/18/2008	Nancy Engstrom	RB DART	Please consider trying to save this DART program. Just picture YOUR mom trying to get around RB with out this type of help. She'll be calling YOU day and night for help!!	enax7@aol.com	Brent Boyd
5/21/2008	Brenda Fass-Holmes	RB DART	She thinks that it is unconscionable that we are eliminating service for a population that truly need and requires public transportation	bholmes@mail.sdsu.edu	Brent Boyd
5/21/2008	Nancy Engstrom	RB DART	Please reconsider, save DART, just picture your mom trying to get around RB without help.	enax7@aol.com	Brandon Farley
5/21/2008	Nicholas Ventrone	RB DART	He objects to the cancellation of DART	inventrone@theprincessstore.com	DART
5/19/2008	Mr. and Mrs. Matthews	RB DART	They are senior citizens who do not drive and rely on DART, please do not cut DART service.	12668 Sonora Rd. San Diego, CA 92128	Brent Boyd
5/20/2008	Maria Ramos	RB DART	Many people use and need DART please do not cut this service.	No Contact Information	Brent Boyd
FARES: 2 Comments					
5/21/2008	Nicholas Ventrone	Fares	Does not object to a modest faire increase	inventrone@theprincessstore.com	Mark
5/21/2008	Jessica Markowicz	Fares	She doesn't want our rates for fares or monthly passes to go up for disabled riders. Disabled people are on a fixed income and the increase should be passed onto able bodied people.	jessielean@hotmail.com	Mark Thompson
GENERAL: 5 Comments					
5/9/2008 2:14am	Not given	General	Route and fare cuts have become a pattern by MTS, NCTD and SANDAG. SANDAG should outsource the management for MTDB and NCTD to OCTA because they can provide transit service in an efficient manner and at a reasonable cost. There is a management deficit disorder that doesn't allow for adequate service. With further cutbacks, little old ladies will be running 5 to 10 blocks to the nearest bus stop to wait an hour and then get passed by. A large city like this should have a better transit system. We are abusing those who can least afford us financially. We don't seem to give a damn.	none	none
5/8/2008	Kevin Rodriguez	General	The public should not have to shoulder the burden of a balanced budget, the last time we said we would cut service and things would be better but they are not. He thinks that everyone at 12th and Imperial needs to take a pay cut.		
5/11/2008	Barry Fass-Holmes	General	He was disappointed to see that we are planning to reduce and eliminate bus service to deal with a budget deficit.	b2fhsd@fasternac.net	Devin
5/14/2008	Robert Keck	General	He thinks that meetings that have items that affect the public should be on the weekends or at a time not 9am-5pm.	rkob@earthlink.net	
5/14/2008	Not given	General	Meetings should be on weekends, people can't come because they work	No Contact Information	
Trolley: 1 Comment					
5/21/2008	Brenda Fass-Holmes	Trolley	She would like the frequency increase on weekend nights to 15 mins, the Green Line is very crowded.	bholmes@mail.sdsu.edu	Brandon Farley

Interested Parties to Save Bus #923

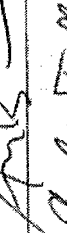


Petition summary and background	MTS is planning on discontinuing bus #923 on the weekends. This would make it a 30 minute walk to the nearest bus and make it necessary to take two buses to get to downtown and two buses and a trolley to get to the airport.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to continue bus #923's service on the weekends.

Printed Name	Signature	Zip Code or Country	Comment	Date
GUILHERME YUKIO KANAMURA	<i>Guilherme Kanamura</i>	BRAZIL	I love bus #923!	05/15
Kristen Gallagher	<i>Kristen Gallagher</i>	Japan	We need the Busses!	05/15
Bancha	<i>K. Gallagher</i>	19426 PA	We hate walking	05/15
Panya	<i>[Signature]</i>	Thailand	scribble	5/15
HENRY HARRIS - BURLAND	<i>[Signature]</i>	Thailand	scribble	5/15
Tom Diggle	<i>[Signature]</i>	ENGLAND	We need the bus!	5/16
CHARLES WINCH	<i>[Signature]</i>	ENGLAND	I Love Bus	5/16
ARNAUD	<i>[Signature]</i>	ENGLAND	Hi to the bus driver	5. 16
Next Smith	<i>[Signature]</i>	FRANCE	It's a question of survival	05/16
Joe Dorlopes	<i>[Signature]</i>	CANADA	Very helpful and competent drivers. Thanks	05/17
Ashley Churchill	<i>[Signature]</i>	BRAZIL	It would make it impossible to come here	05/17
		92167	Main mode of transportation for teachers & others	5/17

Interested Parties to Save Bus #923

Petition summary and background	MTS is planning on discontinuing bus #923 on the weekends. This would make it a 30 minute walk to the nearest bus and make it necessary to take two buses to get to downtown and two buses and a trolley to get to the airport.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to continue bus #923's service on the weekends.

Printed Name	Signature	Zip Code or Country	Comment	Date
OMASON		UK PE302QJ	—	17/5/08
J PALMER		OK PE344WG	WOULDN'T HAVE GOT HERE WITHOUT IT!!	17/5/08
J. Morrison		92371	Not cool!!	17/5/08
Natalia Romano		92107	MTS needs to care about their community needs.	5/18/08
Jessie Strom		B 92371	—	5/18/08
Michelle Mankie		92371	How could we get here w/o a cab ride?	5/18/08
Amelia Barrett		92115	Keep business flowing on the weekends!!	19-5-08
Anders Trelvora		Denmark	How do Hostels get around without transportation?	19/5-08
Honeyman Neil		Canada	Environmentally - Public transport should be ramped up	20/05/08
Nicole Buckinger		CANADA	How will the Hostels survive?	20/05/08
Michael Woodard		Denmark	Save the whales - Catch a bus!	20/5/09
Oliver Robinson		New Zealand	—	—

Interested Parties to Save Bus #923

Petition summary and background	MTS is planning on discontinuing bus #923 on the weekends. This would make it a 30 minute walk to the nearest bus and make it necessary to take two buses to get to downtown and two buses and a trolley to get to the airport.
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to continue bus #923's service on the weekends.

Printed Name	Signature	Zip Code or Country	Comment	Date
ELIZABETH POPE-McHEEN		94952	too many people rely on this pls. save this line	5/18/08
JANSS BERTER		85015	need this bus	5/18/08
Gail Clayton		85007	need this bus	5/18/08
Bruce LABoer		U.S.A	We need Bus #923	5/19/08
JOANNA HARRIS		91932	I Need the 923	5/19/08
ANNIE CARON		CANADA	We need this bus it's a good way to visit your city	5/19/08
Casey Bertrand		71467	A lot of tourists use this bus to visit your city.	5/19/08
Geo Stratton				
Geo Stratton		92101		5/19/08
Dennifer W. Se		92107	This bus is very important to the tourists that visit this hotel	5/20/08
Annemarie Adams		92107	I need this bus for week	5/20/08
David Boddy		92107	Please keep this bus.	5/20/08

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Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to continue bus #923's service on the weekends.

Printed Name	Signature	Zip Code or Country	Comment	Date
James Brannigan	<i>James Brannigan</i>	92081		20 May 08
Vera Moore	<i>Vera Moore</i>	92106		20/may/08
Ellen Beale	<i>Ellen Beale</i>	92104		2/20/08
Ann Hype	<i>Ann Hype</i>	92106		5/20/08
Sally Arnold	<i>Sally Arnold</i>	92106		5-20-08
Fred Sistrup	<i>Fred Sistrup</i>	92107		20/5/2008
Jessie Roy	<i>Jessie Roy</i>	92107		5-20-08
Marilyn Andrade	<i>Marilyn Andrade</i>	92106		5-20-08
Maria Flores	<i>Maria Flores</i>			
AL HIGGS	<i>AL HIGGS</i>	92106		5/20/08
Tina Lopez	<i>Tina Lopez</i>	92107		5/20/08
Mark Cannon	<i>Mark Cannon</i>	92107		5/20/08

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Printed Name	Signature	Zip Code or Country	Comment	Date
Obel Borjesson		92107		5/20/08
ED HARRIS		98011		5/20/08
ANNA SELINA		78705		5/20/08
Adam Markstrom		92107	Please do not CANCEL!	5/21/08
Alexander Greenburg		92107	Do It For The Planet, Man.	5/21/08

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D-12

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
ROUTE 14: 19 Comments					
5/10/2008 2:20pm	Cesar Roberto	14	Works on Hotel Circle S. until 8:30pm at night and there are workers and tourists who want to keep the route the same way it is.		Denis Desmond
5/14/2008	Rajendra Srinivasa	14	This person is a student at SDSU and cannot afford a car and traveling by bus is safer because of the muggings that happened on campus, please keep service past 7pm. This person is a student at SDSU and takes the 10:39pm bus home because of the safety issues on campus. This person was one of the people that was mugged at gunpoint, and since then he has taken the bus and they haven't had a problem since. Please keep the route late at night.	rai0918@yahoo.com	Denis Desmond
5/15/2008	Raj Pandya	14	This person is student at SDSU and would like us to please keep the frequency and the late PM buses.	pandya@rohan.sdsu.edu	Denis Desmond
5/15/2008	Ravishankar Pathanjali	14	This person is a student at SDSU they do not have transportation other than the bus, and she has classes until 9:40 at night. She would like the frequency of RT 14 increased to 15 mins. She works at Taylor Research and their shifts run until 8:30, please don't discontinue service past 7pm.	ravinpath@hotmail.com	Denis Desmond
5/16/2008	Sneha Talreja	14	This person is the CEO of Taylor Research on Hotel Circle S. and a lot of her employees use this bus after 8:30 when the get off of work to go home, please keep the PM schedule it has now. She works at Taylor Research and their shifts run until 8:30, please don't discontinue service past 7pm.	talreja_sneha@yahoo.com	Denis Desmond
5/14/2008	Sarah Myers	14	As a student of National University, Route 14 is the only bus that can take her between SDSU and her college in Kearny Mesa. She commutes by Route 14 to her job every day. It will be difficult to get home after 7pm without any service on this route. Please reconsider the proposal.	swood1957@yahoo.com	Denis Desmond
5/15/2008	Patsy	14	Cutting back on Route 14 service doesn't help people who want to save gas and reduce traffic and emissions from vehicles. People who work on Hotel Circle S. will have no recourse once the cuts are complete. People who work after 7pm along this route will need to find work elsewhere since they depend on public transportation. Currently, Route 14 service falls short of being convenient and cutting back service will make it even more inconvenient. "Today's problems come from yesterday's solutions."	619/299-6368	Denis Desmond
5/15/2008	Janice Schultz	14	This person is a student of National University and uses the 14 for all of their transportation, an international student that does not own a car and uses the 14 for all of their transportation, please do not cut back the hours of RT 14.	No Contact Information	Denis Desmond
5/16/2008	Sumana	14	She rides the 14 5 days a week to work and if the bus goes to hourly it will be a hardship for her, please do not cut back the 14. She works at Hotel Circle South and she works after 7pm, can they have a mini-bus instead, please help.	sumana84@gmail.com	Denis Desmond
5/18/2008	Ann Henry	14	A lot of employees take the bus at night in this area, they will now have to walk at night. He objects to any cut in service frequency or late PM cuts.	secondwindannie@cox.net	Denis Desmond
5/16/2008	Sumana Reddy	14	He works at Taylor research on Hotel Circle S. if the proposed changes go through he will not be able to get home from work.	summanan84@gmail.com	Denis Desmond
5/21/2008	Brenda Fass-Holmes	14	She does not want this route to go hourly it would be a hardship for her to get to her doctor's appointments.	bholmes@mail.sdsu.edu	Denis Desmond
5/21/2008	Nina Castillo	14	He needs the route after 8:30 because he works on Hotel Circle S, please keep the PM times. They are both senior citizens and use this route to get to the doctors, please do not change this route.	ninskycastle@gmail.com	Brandon Farley
5/21/2008	Not given	14	He needs the 25 to go to work on the weekends, please don't cut service.	619/308-2961x107	Denis Desmond
5/21/2008	Nicholas Ventrone	14	He objects to the changes because residential communities along the Osier/Comstock St. with be left without transit.	iventrone@theprincessstore.com	Denis Desmond
5/21/2008	John B.	14		j23baich@cox.net	Denis Desmond
5/21/2008	Nadine	14		619/594-0103	Denis Desmond
5/21/2008	Not given	14		No Contact Information	Denis Desmond
5/21/2008	Mr. and Mrs. O.H. Spough	14		619/224-2140	Denis Desmond
ROUTE 25: 2 Comments					
5/15/2008	David Bowman	25		No Contact Information	Denis Desmond
5/21/2008	Nicholas Ventrone	25		iventrone@theprincessstore.com	Denis Desmond
ROUTE 30: 3 Comments					

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
5/21/2008	Jenifer Massey	923	Please do not cut the weekend service there are many people that use the hostel that do not rent or have cars.	jlfmassev@cox.net	Brandon Farley
5/21/2008	Katy Nicholls	923	She uses the hostel and thinks that taking public transportation from the hostel is wrong, please keep weekend service.	nichollsk@gmail.com	Brandon Farley
5/21/2008	Andy Furrow	923	Gas prices are going up this is not the time to eliminate bus service, please reconsider	andfurrow@yahoo.com	Brandon Farley
5/21/2008	Lyle Elkins	923	Gas prices are high, environmental concerns, and traffic is getting worse, please not do eliminate this route.	lyle_elkins@hotmail.com	Brandon Farley
5/21/2008	Paula Silverfarb	923	Please do not cancel weekend service this is the only bus that runs down Voltaire and is the main artery between OB and downtown.	nose1_2000@yahoo.com	Brandon Farley
5/21/2008	George Hahn	923	Please do not reduce the service on 923 it is the only convenient, economical public transportation method for the people that visit the hostel	glhahn3@earthlink.net	Brandon Farley
5/21/2008	Ratan Rege	923	This will negatively impact the people that use the hostel in San Diego many of which are international visitors	rege@msn.com	Brandon Farley
5/21/2008	Sandee Bennett	923	She was planning her entire trip to San Diego using public transit and staying at the hostel, please reconsider cutting back service.	winnie3999@comcast.net	Brandon Farley
5/21/2008	Gaynell Schenck	923	Gas prices are rising and many people are turning to public transportation. She uses RT 923 to get to downtown and to the airport, please do not cut back this route.	gschenck@hotmail.com	Brandon Farley
5/21/2008	Colleen Finnegan	923	Please do not cut weekend service on RT 923, this is the only route that connects Downtown, the airport, Pt. Loma and OB.	Cfinn@ci.carlsbad.ca.us	Brandon Farley
5/21/2008	Lorraine Stein	923	If you cut the weekend service on the 923 is will be sending the wrong message to San Diego visitors. There are also many people that use the hostel in Pt. Loma that would be negatively impacted.	stein_lf@yahoo.com	Brandon Farley
5/21/2008	Bobbie Weaver	923	The cancellation of weekend service would have a detrimental effect upon both low-income residents and foreign visitors to our city.	shamrock94@hotmail.com	Brandon Farley
5/21/2008	Michael Blake	923	He was going to visit San Diego again and use the hostel but since there will be no public transportation he might have to change his travel plans.	michael.blake@dol.state.nj.us	Brandon Farley
5/21/2008	Diana Osborn	923	She is an avid supporter of Hostelling International, without weekend service and access this would severely affect the access to the hostelling facilities, please reconsider	eadlerider@myrealbox.com	Brandon Farley
5/21/2008	Donna Morris	923	Do not cut 923 it is the only bus that runs down Voltaire and is the main artery between OB, the airport, and downtown.	dona_morris@capgroup.com	Brandon Farley
5/21/2008	Rebecca Murillo	923	A lot of travelers that use the hostel use this bus route on the weekends	rm@acts.sdcocxmail.com	Brandon Farley
5/21/2008	Janet Seung	923	She would like to protest the cutting back of service on the 923 with gas prices rising people have to rely on the bus more and more	janet02@cox.net	Brandon Farley
5/21/2008	Vivkie Hennessy Schiff	923	Please do not cut the weekend service many military people and their families use this route not to mention the hostel that has guest from around the world would be without access to public transportation	vickie_hennessy-schliff@sdccourt.ca.gov	Brandon Farley
5/21/2008	Emily Schrecker	923	Please do not cut weekend service there are a lot of people that stay at the hostel that need public transportation	schrecee@gmail.com	Brandon Farley
5/21/2008	Wendy Lucas-Meyer	923	Please reconsider cutting weekend service, there are hostel guests that use transit to visit San Diego	wlm@cybershop1.com	Brandon Farley
5/21/2008	Becky Reid	923	Please do not cut weekend service this would be a hardship for the people that work at and use the youth hostel on Pt. Loma	rebecca_reidplanning.com	Brandon Farley
5/21/2008	Carolyn Markley	923	She thinks it's a bad idea to eliminate weekend service, she uses this bus to get to work	dutchess1@cox.net	Brandon Farley
5/21/2008	Alex Jimenez	923	He travels to Pt. Loma area and uses the bus to get there, please reconsider.	mai@nuvox.net	Brandon Farley
5/21/2008	Amy Ebersole	923	The bus is critical for Pt. Loma hostel and international travel and tourism	ebersolea@hotmail.com	Brandon Farley
5/21/2008	Colin Robinson	923	He use to live in San Diego and now he lives in Paris, France he thinks that if you eliminate weekend service it will negatively impact the international travel/interest in San Diego	crobinso@csulb.edu	Brandon Farley
5/21/2008	Eugene R. Morrissey	923	He is a member of Youth Hostelling International and wants us to reconsider the canceling of weekend service on RT 923	emorrissev653@mac.com	Brandon Farley
5/21/2008	Karl Hopper	923	Please do not eliminate the 923 it is vital to walking friends.	kthopps@pacbell.net	Brandon Farley

Date Received	Name of Caller	RT #	What the call was in regards to:	Contact number or email	Planner
5/21/2008	Kim Kurcab	923	Pt. Loma Hostel and its visitors depend on the service when touring the San Diego area, please do not cut weekend service.	waves78@hotmail.com	Brandon Farley
5/21/2008	Laura Kuebel	923	Please keep the 923 in full service on weekends the community depends on it.	programs@sandiegohostels.org	Brandon Farley
5/21/2008	Not given	923	This person uses the hostel and needs RT 923. Please do not cut this route	No Contact Information	Brandon Farley
5/21/2008	Rebecca Treadwell	923	Please keep the weekend service.	619/851-1350	Brandon Farley
5/21/2008	Caralisa	923	She uses this route to go to Balboa Park, the airport and downtown, please do not cut this route.	619/222-1415	Brandon Farley
5/21/2008	Not given	923	Please do not cut weekend service.	No Contact Information	Brandon Farley
5/21/2008	Not given	923	Please do not cut weekend service people that use his business use that RT	No Contact Information	Brandon Farley
5/21/2008	Seana Mc Ginley	923	She opposes the changes to the route many people use this route in the community	seanaob@gmail.com	Brandon Farley
5/21/2008	Jim Case	923	He is opposed to the proposed changes	No Contact Information	Brandon Farley
ROUTE 48/49: 3 Comments					
5/18/2008	Mary Anne Paulet	48/49	Connecting between Route 30 and Route 31 if Route 48/49 is removed will become impossible. Please reschedule the 30 so that it meets the 31 if this happens.	paulet_mary@yahoo.com	Mark Thomsen/Steve
5/21/2008	Mary Paulet	48/49	She says that the discontinuation of this route with the replacement of RT 30 is not going to negatively impact many commuters who travel between the Nobel area of La Jolla and Camino Ruiz. She connects to the 31 at 6:05 and with this new change she will not be able to make this connection and go to work. Please keep the 48/49	760/580-7917	Mark Thompson
5/21/2008	Nicholas Ventrone	48/49	He supports the changes proposed, but he objects to the routing because it would add 6-8 mins of circuitous commute time	nventrone@theprincessstore.com	Mark
ROUTE 871/872: 4 Comments					
5/13/2008	Rebecca Nictum	871/72	Please do not drop this route to hourly service it would be a hardship for her to visit her mother on the weekends	619/667-0728	Devin
5/15/2008	Roy A Thompson	871/72	Please do not reduce this route.	No Contact Information	Devin
5/21/2008	John Kitchin	871/872	He would like to propose cutting the route in half, run the new 872 from the trolley through its present route on Chase and Ballantyn, up Broadway and then back to the trolley with no delays.	nz9f@hotmail.com	Devin Braun
5/18/2008	Not given	871/872	He lives along this route and so does his brother, hourly service will not work, please reconsider	No Contact Information	Devin Braun
DART: 19 Comments					
5/9/2008 9:42am	Ruth	RB DART	Uses DART to get to the doctor's office after she broke her back. She wants to keep the service because seniors need it to get to appointments, especially if they can't drive like her.	858-487-8927	Brent Boyd
5/15/2008	Vincent Rossi	RB DART	They are senior citizens who use DART, this service helps with basic needs for the people in the community who cannot drive, please keep DART.	vincentrossi@sbcglobal.net	Brent Boyd
Called on 5/19/2008 Email on 5/19/08 Email on 5/20/08 Called on 5/21/08 Emailled on 5/21/08 Letter on 5/19/08	Agnes Sweet	RB DART	She is a senior citizen and uses the DART for everything from shopping, groceries, going to the doctor's office, hair and nail appointments	858/673-9458	Brent Boyd
5/21/2008	Hector Ramos	RB DART	Please do not cut DART, senior citizens use this service and it is vital to their independence	hoyadur1@att.net	Brandon Farley
12/3/2007 2/19/08 4/7/08	Ann Casper	RB DART	She wants/needs us to keep the RB DART service, she is a senior and uses the service to get her to her doctors appointments	858/487-2751	Brent
4/23/08	Mrs. McKay	RB DART	She is 80 years old and she uses DART to go to Scripps Clinic, please keep this service, it is greatly needed	No Contact Information	Brent
4/30/08 (Letter)	Manny and Nadja Kauder	RB DART	They are both dependant on DART and would be disadvantaged if the service was discontinued.	mannykauder@san.rr.com	Brent

Interested Parties to Save Bus #923



Petition summary and background	MTS is planning on discontinuing bus #923 on the weekends. This would make it a 30 minute walk to the nearest bus and make it necessary to take two buses to get to downtown and two buses and a trolley to get to the airport.			
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to continue bus #923's service on the weekends.			
Printed Name	Signature	Zip Code or Country	Comment	Date
GUILHERME	<i>Guilherme J. Cunha</i>	BRAZIL	I love bus #923!	05/15
YUKIO KAWAMURA	<i>Kawamura</i>	Japan	We need the Busses!!	05/15
Kristen Gallagher	<i>K. Gally</i>	19426 PA	We hate walking we pay your money	05/15
Bancha	Barbara <i>Barbara</i>	Th Thailand	we need the bus!	5/15
Panya	<i>Panya</i>	Thailand	we need the bus!	5/15
HENRY HARRIS - BURLAND	<i>Henry</i>	ENGLAND	We need the bus!	5/16
Tom Dipple	<i>Tom Dipple</i>	ENGLAND	I Love Bus	5/16
CHARLES WILCH	<i>Charles</i>	ENGLAND	THANK TO THE BUS DRIVER	5. 16
ARNAUD	<i>Arnaud</i>	FRANCE	it's a question of survive	05/16
ALAN SMITH	<i>Alan Smith</i>	CANADA	Very helpful and courteous drivers. Thanks	05/17
JOE DORTCHES	<i>Joe Dortches</i>	BRAZIL	It would make it responsible to have more	05/17
Ashley Churchill	<i>Ashley Churchill</i>	92107	Main mode of transportation for bankers & officers	5/17

Interested Parties to Save Bus #923

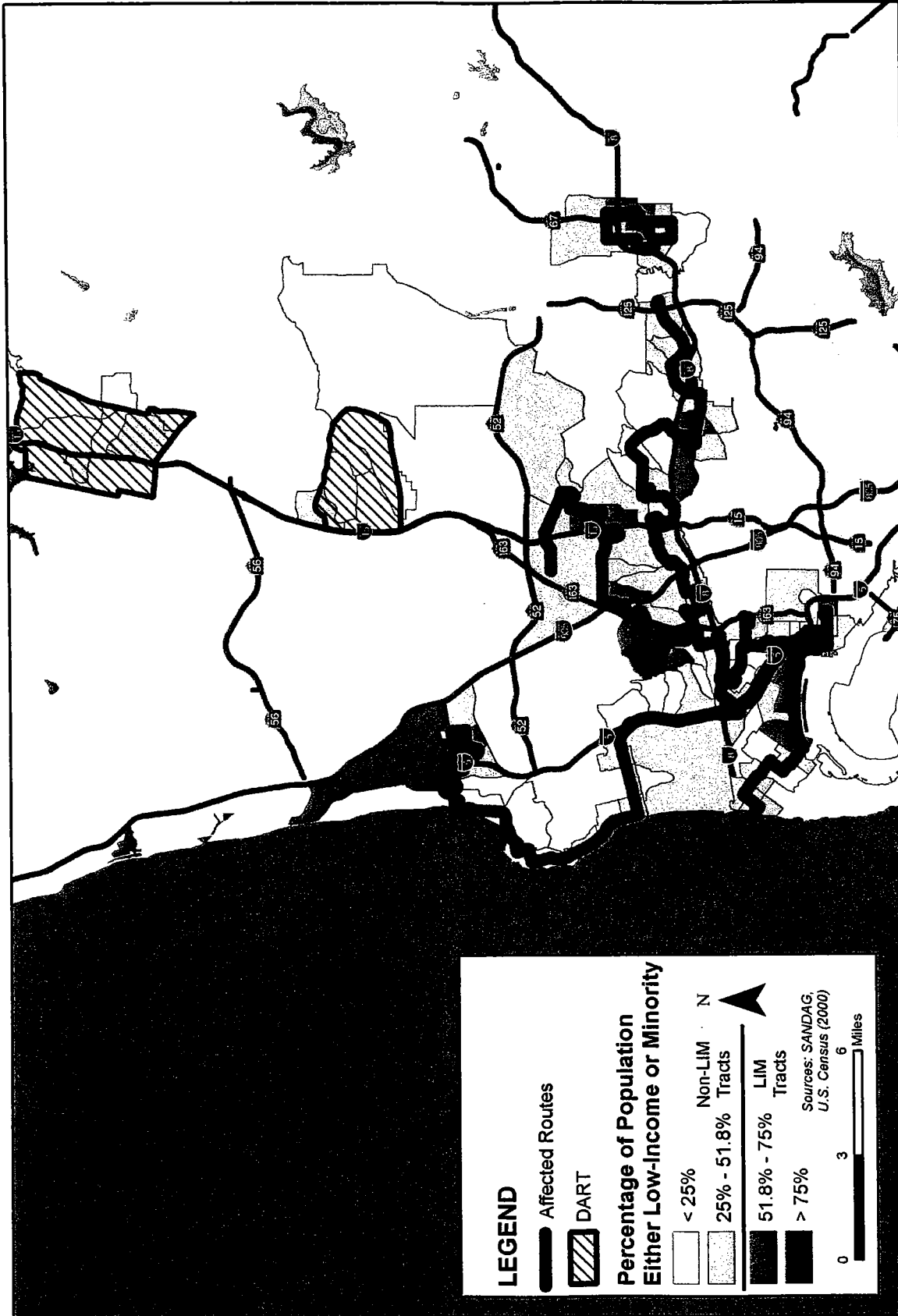
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Gail Clayton		85007	need this bus	5/18/08
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JOHANNA PAPER		91932	I NEED the 923	5/19/08
ANNIE CARON		CANADA	We need this bus it's a good way to visit your city	5/19/08
Casey Bertrand		71467	A lot of tourists use this bus. Tourist equal \$.	5/19/08
Geo Stratton				
Geo Stratton		92101		5/19/08
Jennifer Wise		92107	This bus is very important to the tourists that visit this hotel	5/20/08
Annun-talans		92107	I need this bus for week	5/20/08
David Boddy		92107	Please keep this bus.	5/20/08

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D-11

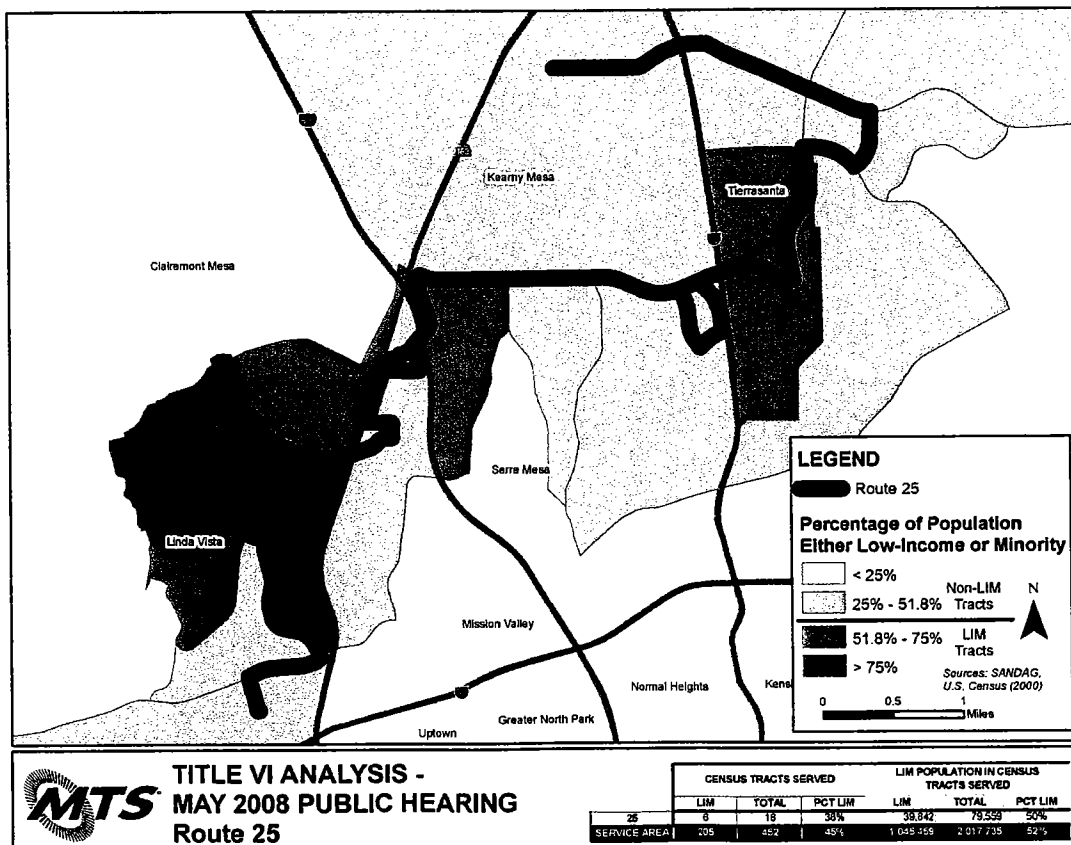
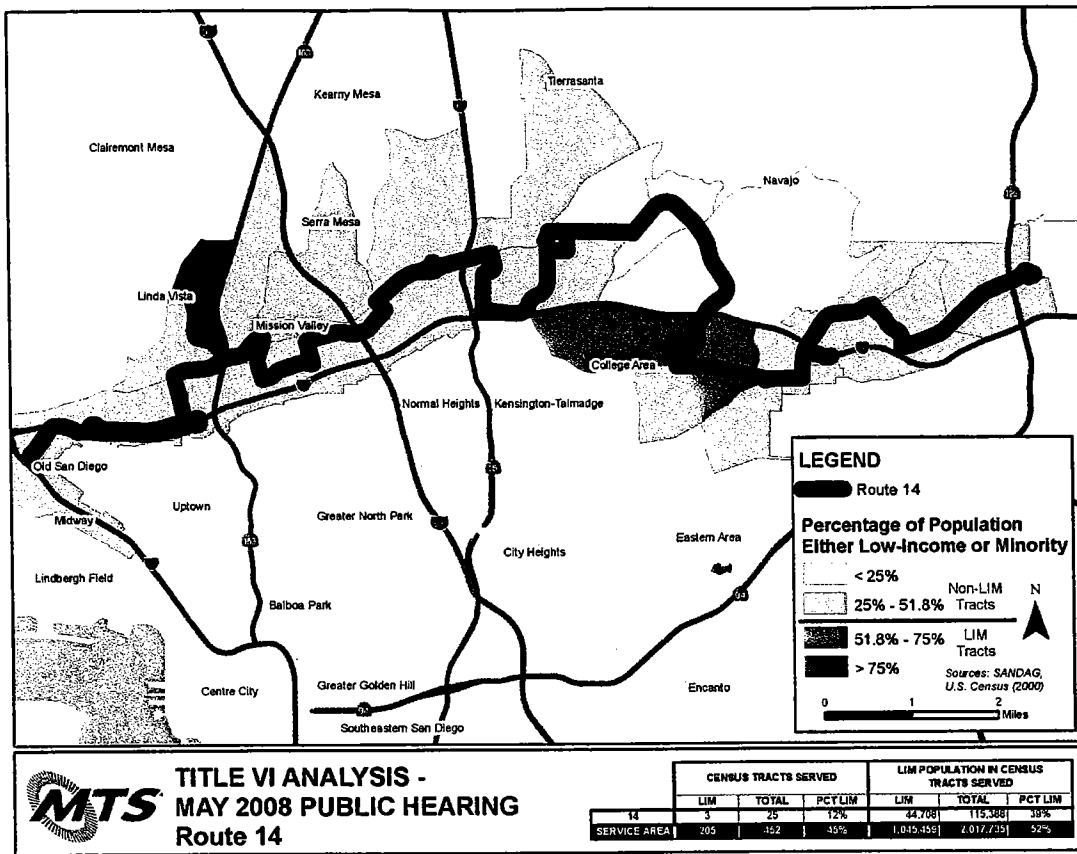
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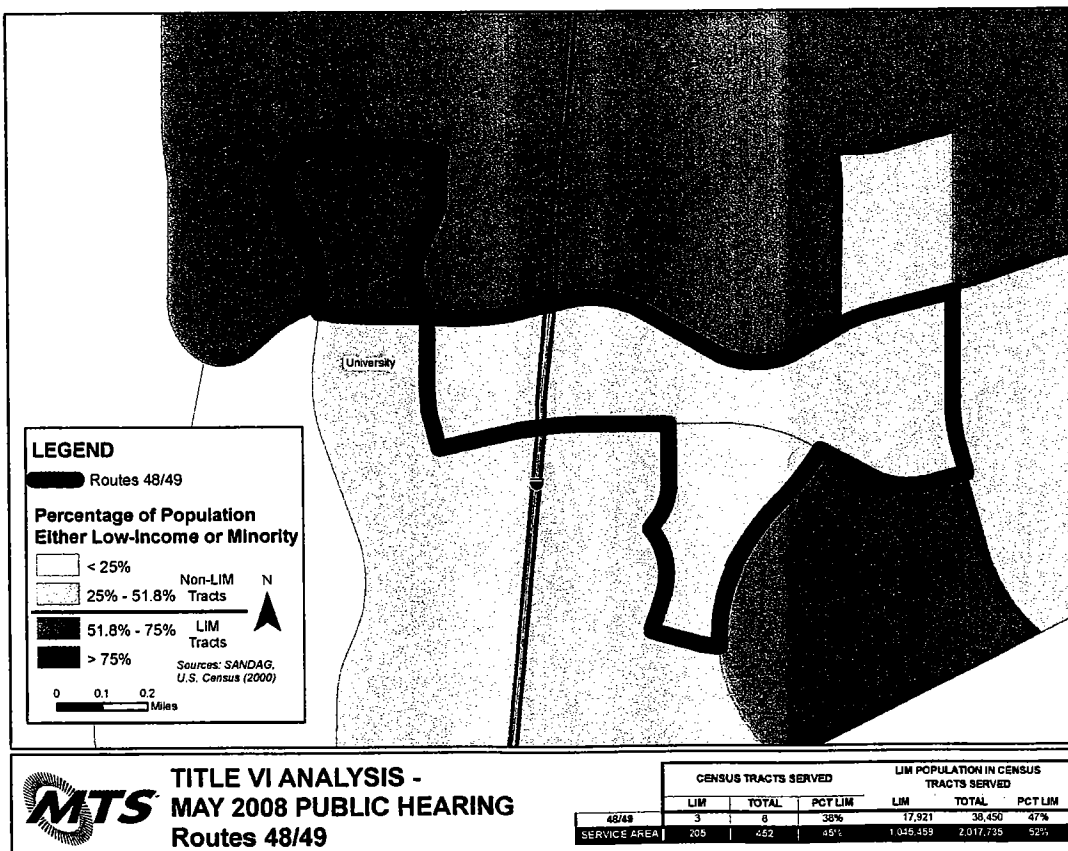
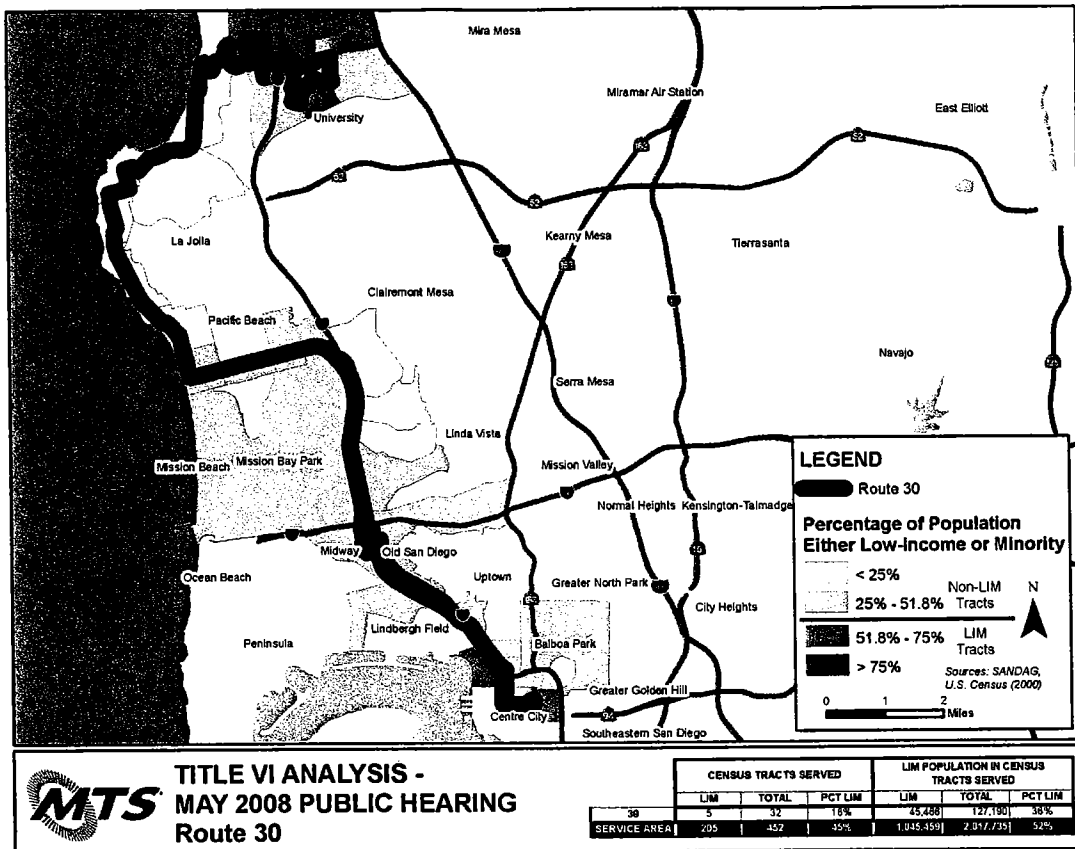


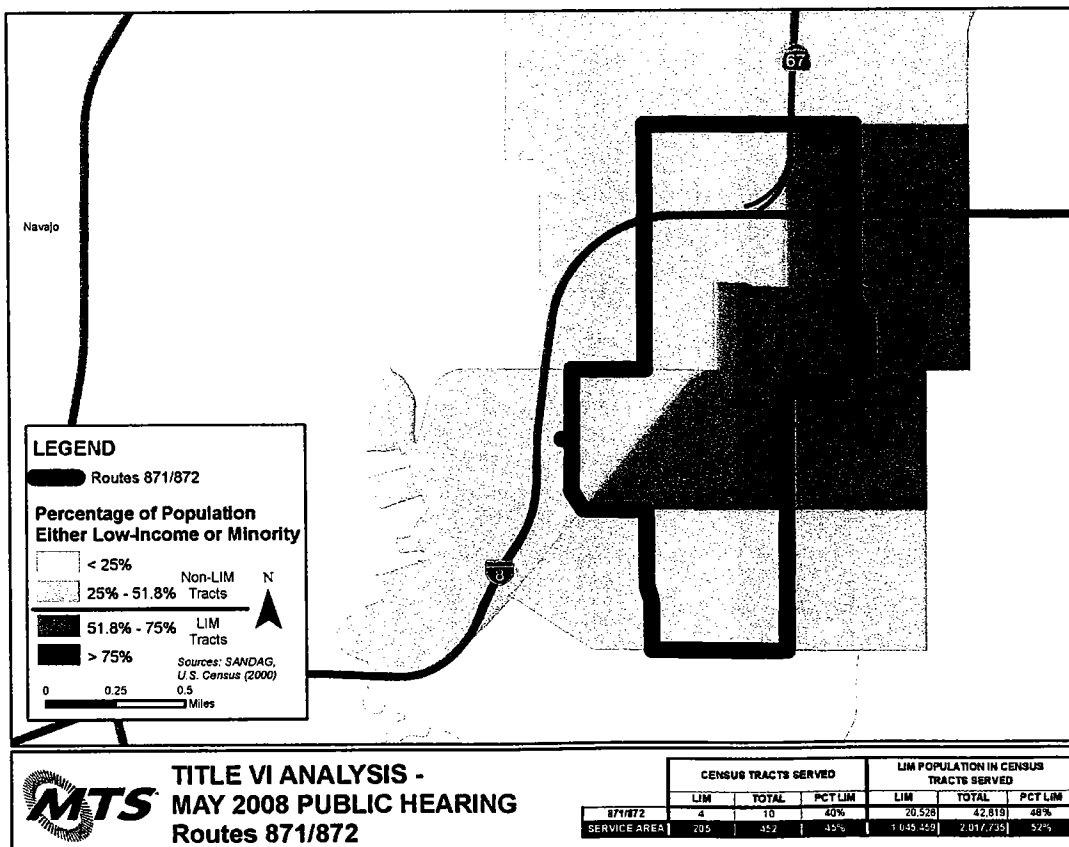
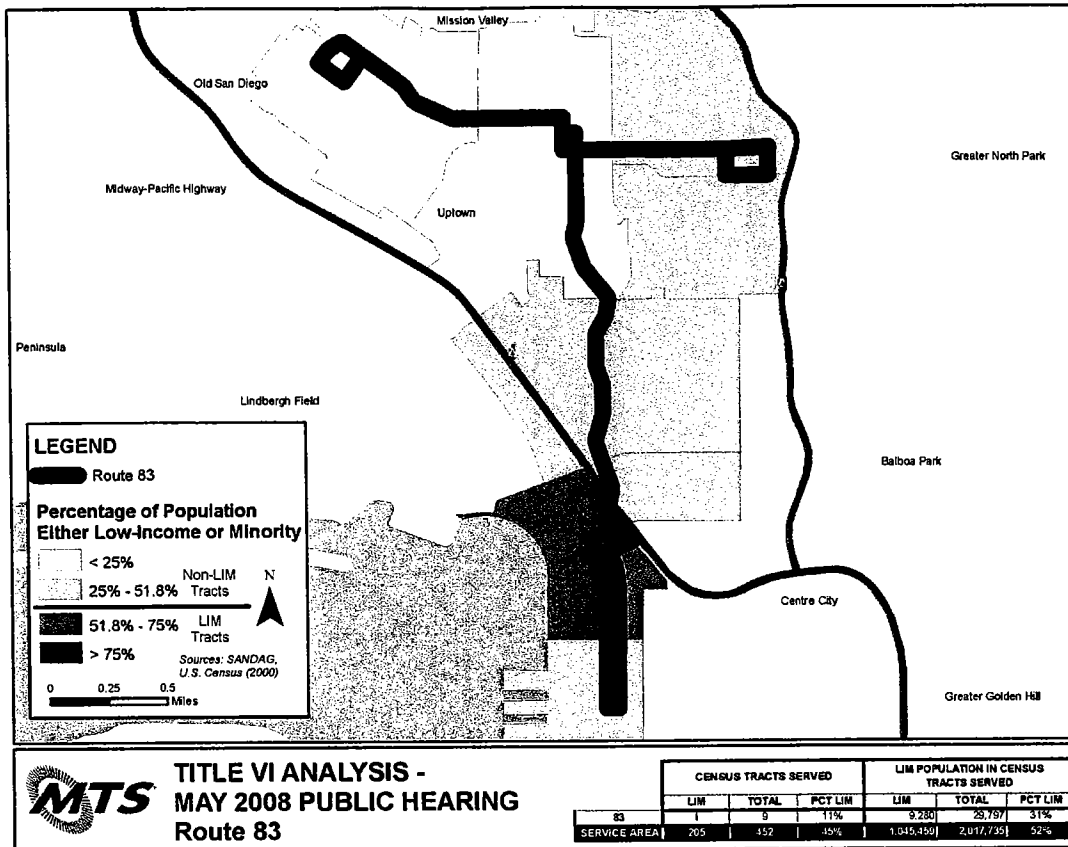
**TITLE VI ANALYSIS -
MAY 2008 PUBLIC HEARING
Affected Routes**

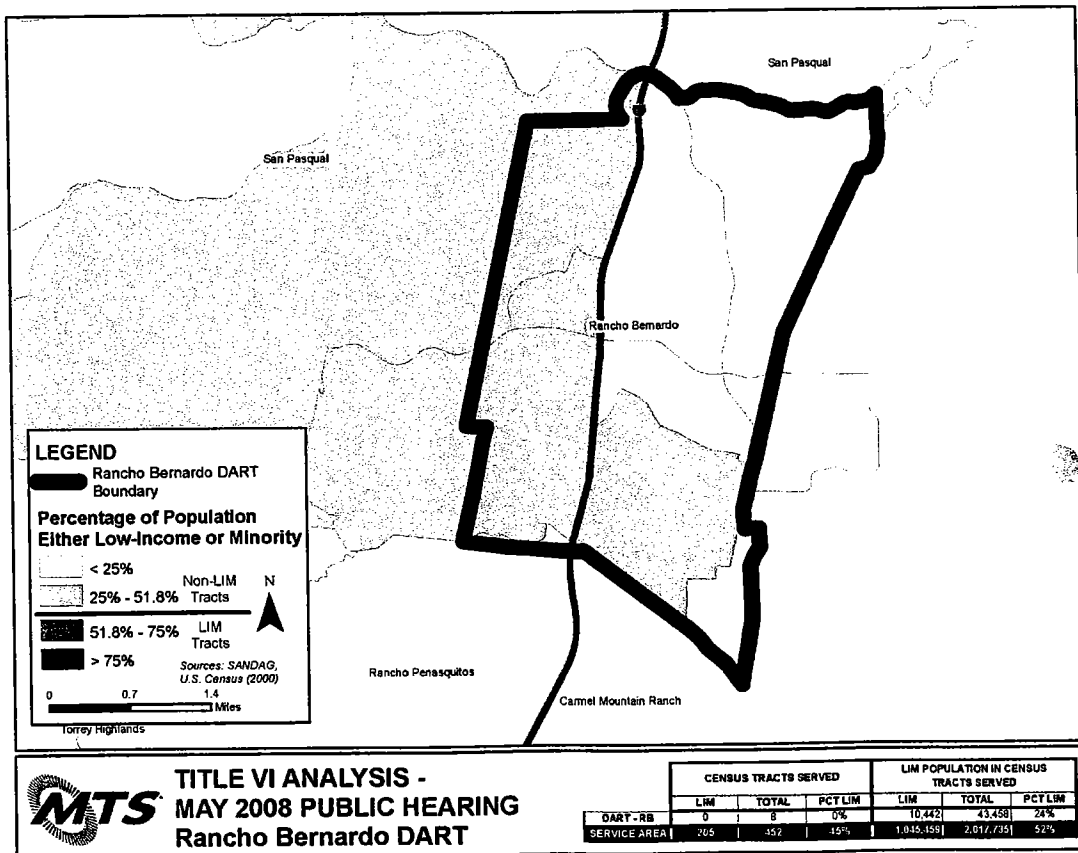
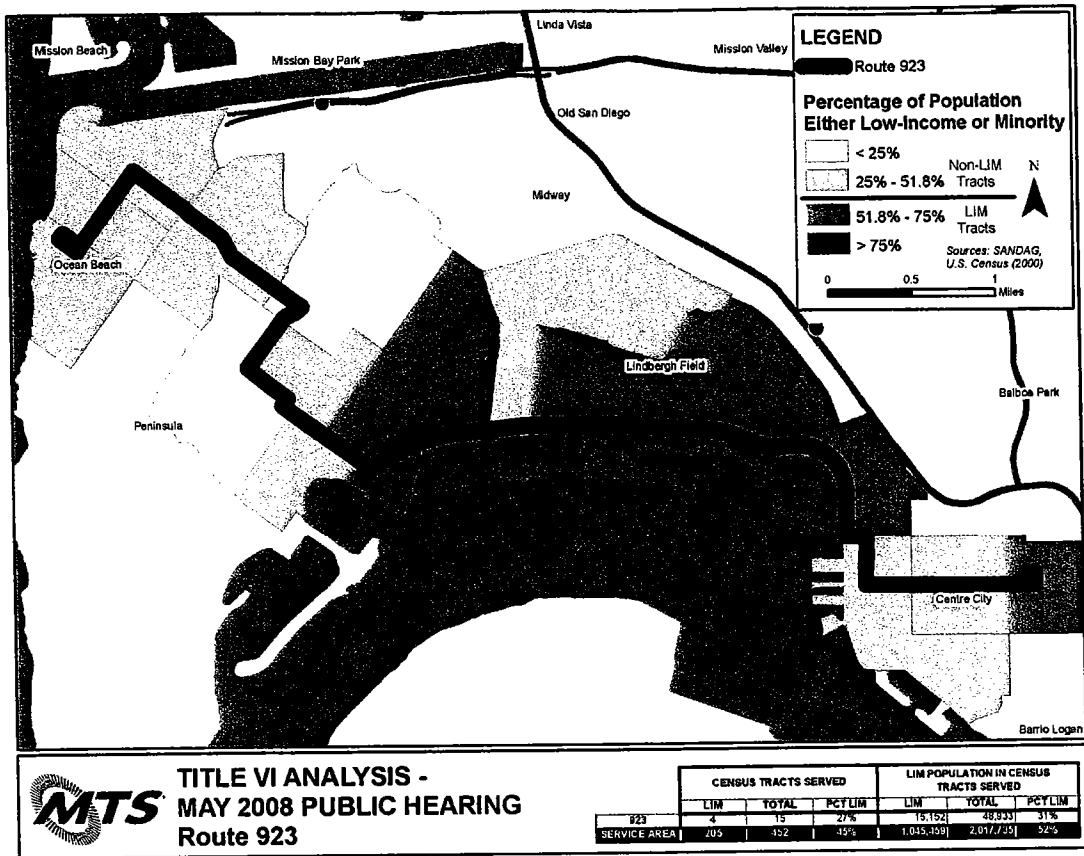


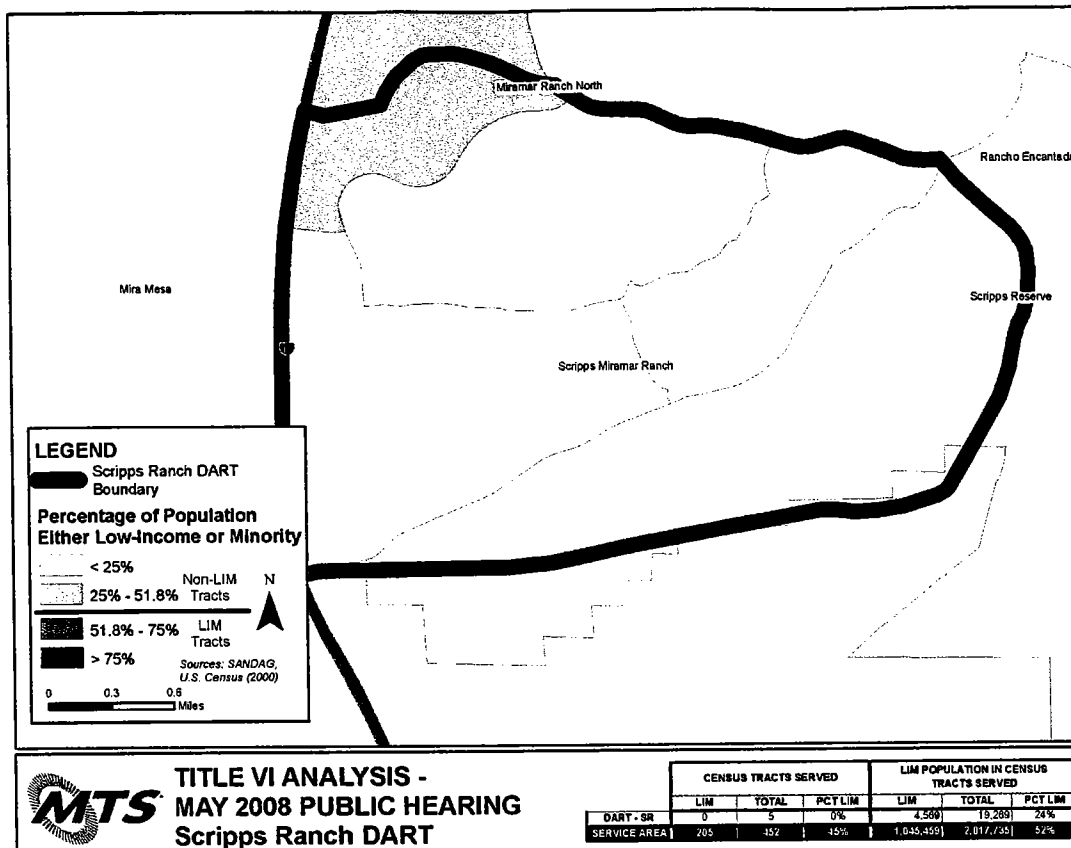
CENSUS TRACTS SERVED		LIM POPULATION IN CENSUS TRACTS SERVED	
LIM	TOTAL	LIM	TOTAL
19	103	160,609	437,660
AFFECTED ROUTES		LIM POPULATION IN CENSUS TRACTS SERVED	
SERVICE AREA		205	452
		18%	45%
		53%	52%













AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

Date	May 22, 2008		
Name	Ruth Ann Dalley		
Address	17105 Tam O'Shanter Dr.		
Telephone	(858) 487-7199		
Organization Represented	Public		
Subject of Your Remarks	DART Bus		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	☒	SUPPORT	☒ OPPOSITION <i>of eliminating the DART Bus</i>

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

May 22, 2008

Mr. Chairman, Board Members, Staff, and Members of the Public:

I am Ruth Ann Dalley, Lucy's sister-in-law and I am speaking in support of continuing the DART BUS service in Rancho Bernardo and Scripps Ranch.

I wish to point out three main issues that you need to be aware of at this time. These issues regard the Budget not being balanced between residents, business interests and tourists; your advertising and/or marketing strategies to increase public awareness about the public transportation systems in their local areas; and your present scheduling reservation system for the DART BUS System.

First, the company charter, your mission statement and the Budget: There is not a copy of your company charter and/or your mission statement on your website. Shouldn't these important documents be there? Why are they not there? Is this an oversight?

I recently printed off a copy of your 2007 budget from your website. You must realize I am not an accountant. **An ordinary citizen should be able to extract information from your budget easily.** This is not possible for the following reasons. **One,** I could not locate the details from your Statement of Cash Flows on page 23, because it does not clearly identify each line item on that page. There are not any reference page numbers for each line item. Why?

Two, I also should be able to find out how much funds have been apportioned to support public transportation for businesses, tourists, and residents. Evidently, you did not include this information in your budget. Why?

It appears the budget must be skewed more toward big business areas and tourists while you continue cutting back residential service which you have done for five years.

The definition of the word "public" is acting for the people as a whole, open to all the people; serving all the people. It appears you are serving big business areas and tourists more and more. Is this an honorable and fair practice to all the "PUBLIC?" Why are you not working for the common good of ALL San Diego citizens who are the "PUBLIC?"

The next main issue is about your advertising and marketing to make the public aware about the public transportation system in their local individual areas. If someone moves to Rancho Bernardo or Mira Mesa this week, where will they be able to find detailed information about public transportation in their area? If they are computer literate, they might find it on your website. How often are you updating this information on your website? Also, there are many people, some senior citizens that do not use a computer or can't afford the internet service fee.

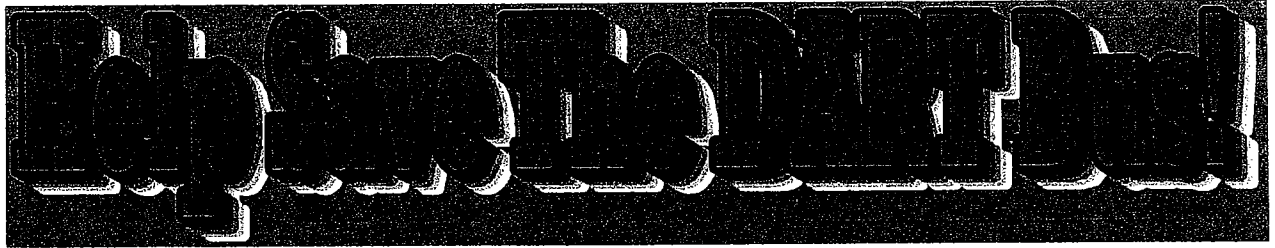
Can a new community member find bus route information at the public library? Usually, the little round device which houses them is empty. Evidently, MTS is not supplying the libraries on a regular basis especially at Rancho Bernardo Public Library which is one of the heaviest user libraries in this city? One cannot get the local bus route information at the banks, grocery stores and/or senior citizens' centers either.

To get that information one has to get on a bus to get it. But how do you get on a bus if you do not know the route or time when the bus is scheduled to get there. **Why are you not marketing information to the public on how to get started using public transportation in their local area, especially in bad economic times when gas is over \$4.00 a gallon?** It's a perfect time to increase rider ship on all buses? Because you don't, your revenues are not increasing when they should be. If I were you, I certainly would refocus your marketing strategies to local areas. Almost everyone in San Diego knows about the trolley routes and departure times. Why?

The third main issue is your present scheduling reservation system for the DART BUS System. This system is designed for one on one reservation. Is it, because you would increase rider ship if you created a multiple pickup system? Then, that would show that there is a real need in this area!

It appears you are trying to do away with the DART BUS. **By continuing to do one on one scheduling, it shows that the bus serves a low population when in reality they could serve more people. Therefore, the non-operating revenues formula in the budget is based upon population and the fares generated which decreases your revenues again and you are not serving the public interest or the real need for senior citizens in this area.** So if you eliminate the DART Bus, there is nothing left of public transportation in that area? Are you not a public transportation system for the whole city of San Diego? Why not?

Thank you for listening.



1. In September, 2007, at the MTS Board Meeting four of us spoke and inform the board about the lack of public transportation in Rancho Bernardo/Scripps Ranch and please do not eliminate the DART BUS.
2. Voted to extend the DART Bus Service until January, 2008. They would meet with us and try to figure out an alternative.
3. Brian Maienschein's Assistant and members of MTS met with us at the Rancho Bernardo Public Library on the evening before the next MTS board meeting in October, 2007. There were approximately 30 people who attended. Most of them were concern, because **MTS has never advertised this bus service to the Rancho Bernardo Community.** Ellie Hodge, a retired Advertising person volunteered to design an advertising program for DART in Rancho Bernardo for free. Scripps Ranch heard of the meeting and they were in attendance, too.
4. We share the DART Bus with Scripps Ranch. They have it in the morning and evening to make other bus connections; whereas, Rancho Bernardo has it between 9:45 am to 3:30 pm during the day.
5. The next day at the October MTS Board Meeting both Rancho Bernardo and Scripps Ranch had representatives speak. And the board voted to continue the DART Bus until April 1, 2008. Also again, meetings would be held in each community with the same people; this time in good faith.
6. On December 5, 2008 another meeting was held at the Rancho Bernardo Public Library. Fewer people attended, because the community was still trying to clean up their places from the Witchcreek Fire. The community was still traumatized; therefore, a smaller attendance. A non-profit charitable organization was going to look into getting grants to set up some kind of system to replace the DART Bus. Also Rides and Smiles Program was going to be contacted, too.
7. On March 14th, we, Lucy and Ruth Ann Dalley, met with Brian Maienschein and his assistant, Khoa. We were informed that the above charitable organization's board voted not to help us with our project. Brian and Khoa said that they were going to contact Rides and Smiles Program.
8. Rides and Smiles Program is organized and run by a Jewish Synagogue in which they use volunteers' cars to pick up people and take them to doctor's appointments only. Occasionally, they will take someone to the grocery store. They are serving approximately 300 people and have another 300 people on a waiting list.
9. The MTS Board reduced regular bus service to Rancho Bernardo. Pomerado Road does not have any regular bus service north of Rancho Bernardo Road. That has been eliminated for quite some time. Therefore, the DART Bus is the only public transportation left. **If they eliminate it, one knows it will be very difficult, almost impossible, to get public transportation here, again.**
10. At the December meeting, Brian Maienschein's assistant and employees of MTS encouraged us to apply to MTS Access Bus Service.

11. The MTS Access Bus is funded by the federal government according to the American Disabilities Act (ADA). The government funds MTS to run this system.

12. Lucy Dalley filled out the application and was informed by receiving an eligibility letter. She qualified for the service. At the end of the letter, they encouraged her to call a certain number.

13. She called and found out that an MTS Access Bus does not service her area. She is just outside of Zone 2 which does include some areas of Rancho Bernardo, but not all of Rancho Bernardo. If the DART Bus is eliminated, she will be 2.1 miles to the closest regular bus stop and that's up and down hills.

14. Now, the next step is to attend the MTS Board in April to protest.

a. Rancho Bernardo is part of the city of San Diego.

b. MTS should be providing public transportation to us and other areas such as Scripps Ranch and Rancho Penasquitos.

c. **Too much of MTS's budget is going to service downtown and Mission Valley. The Trolley System is taking more and more money to run while other areas in San Diego are having their bus services cut back including the Naval Base in Point Loma.** Today, March 21, 2008 there is a newspaper article in the SDUnion/Tribune on page B-4 _ regarding adding more surveillance cameras and additional guards to buses and trolleys. MTS is taking time to get these grants. **Are businesses and tourists more important than the residents that live in the city and pay taxes? Why can't they take the time to find and apply for grants for the DART Bus so it can continue?**

d. Also, as far as I can see, there is not any budget to advertise bus services to the individual communities so people know that they can use the service. **Knowledge about bus services in the individual communities is minimum or not existent at all.**

e. The public is looking for alternatives for transportation which **MTS is keeping it a big secret.** At least, 10-15% of their budget should be for getting educational information to the public so they can use the public transportations system in their area. **This is not being done!**

f. One suggestion I am going to propose is that business graduate students at San Diego State University, University of San Diego, and University of California, San Diego take a look at percentages where MTS's budget is now. Is it out of balance? Is there too much service going to the businesses and tourists and not enough to the residents of San Diego who are paying the taxes?

15. **If you wish to speak**, you need to bring at least 18 copies of your speech one for each board member. Also, I recommend you come early to sign-up to speak. **We will be there at 8 am. If you do not want to speak, just your presence will speak volumes! It counts!**

REMEMBER PUBLIC TRANSPORTATION IS FOR EVERYONE! RANCHO BERNARDO IS PART OF THE CITY OF SAN DIEGO! YOU PAY TAXES, TOO!

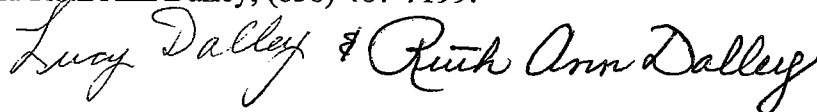
The definition of "public" is acting for the people as a whole; open to all the people; serving all the people. This definition is taken from the Thorndike Barnhart Advanced Dictionary, page 824. This dictionary is used in most junior and senior high schools in the state of California.

Thank you for taking time to read this notice. I hope you will join us.

Sincerely,

Lucy Dalley, (858) 485-6713, and Ruth Ann Dalley, (858) 487-7199.

3/21/08 revised, 4/1/08, updated



Transit system expands bus, trolley surveillance

By Onell R. Soto
STAFF WRITER

Satisfied with a test of video cameras onboard trolleys and buses, the Metropolitan Transit System announced yesterday that it has received \$1.2 million from the federal government to expand the surveillance program.

The goal is to have the cameras and digital recorders on all buses and trolleys within two years, said Paul Jablonski, the system's chief executive officer.

The added surveillance is not in response to an increase in serious crime on the transit system last year, he said.

Previous federal grants totaling \$1.9 million are paying for cameras to be installed on 220 buses and 11 trolleys, he said.

The grant announced yesterday will pay for video-surveillance equipment on an additional 58 trolleys, or about half the fleet.

The transit system is applying for additional grants for video systems on the rest of the 253 buses and 134 trolleys it owns, spokesman Luis Gonzales said.

It is in negotiations to install surveillance on 435 buses operated under contract by a private company, Veolia Transportation.

Each bus has seven cameras and each trolley has six. The cameras use infrared light to record images in the dark.

The system isn't set up right now for real-time monitoring, so guards are not observing every move of riders and drivers.

Instead, the sights and sounds of happenings in and around the buses and trolleys are recorded on hard drives and kept for several days.

If there's a crash or if the bus driver or trolley operator pushes a button, about 10 minutes of video is marked for

download later by a technician, and then reviewed.

While U.S. Department of Homeland Security grants are paying for the cameras, it's unclear how such a setup could prevent a terrorist attack such as those on transit riders in Spain and England.

The San Diego transit system is reviewing whether it will later equip the system with wireless antennas so guards following a bus or trolley could use a laptop to see what's happening inside.

There was nothing on the bus and trolley shown to reporters yesterday advising of the video surveillance, although the cameras were easy to spot inside their plastic bubbles.

When the cameras were first installed, there were gaps of 15 seconds or more in the recordings, but software updates have dealt with those problems, said Claire Spielberg, who oversees buses for the transit system.

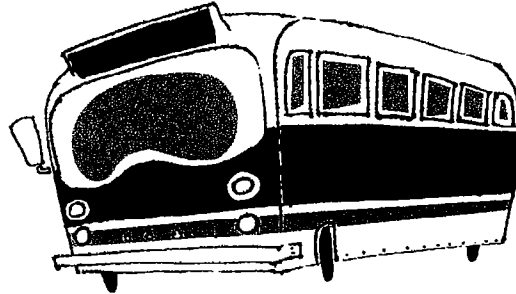
And the system has already paid off, for example when a rider claimed the bus stopped short and caused him to fall.

On review, the cameras showed what really happened, she said. "He fell asleep and he just fell out of his chair."

The cameras and recorders are manufactured by Integrian, of North Carolina, which has similar contracts with transit systems in New York City and New Jersey.

While transit and Homeland Security officials tout the surveillance as a strike against crime, vandalism and bogus insurance claims, others aren't so sure.

"There's sadly no evidence that surveillance cameras make us safer," said Kevin Keenan, who heads the local chapter of the American Civil Liberties Union. "The most effective strategies are putting more police officers out there."



Who: The MTS Board Meeting

***M*etropolitan *T*ransit *S*ystem**

**What: To keep them from
eliminating the DART Bus.**

When: Thursday, April 10, 2008

9:00 a.m. - 12:00 p.m.

**How: We need people to just
be there to pack the room.**

Where: 1255 Imperial Ave.

San Diego 92101

Directions on back

Directions

- 1. Merge onto I-15 South toward San Diego.**
- 2. Keep RIGHT to take CA-163 South.**
- 3. Merge onto I-5 South via Exit 1B.**
- 4. Take EXIT 15A toward IMPERIAL AVENUE.**
- 5. As you leave the freeway, you are turning SLIGHT LEFT onto 17th Street. Short street about 1/2 block.**
- 6. Turn RIGHT onto IMPERIAL AVENUE. You will be heading west. It is on your LEFT - a large building with Trolley Tracks in front of it.**
- 7. Besides the building, there is a huge parking structure where you can park. *People could car pool.***

Help Save The DART Bus!



AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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

1. INSTRUCTIONS

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(PLEASE PRINT)

Date	5-22-05
Name	Lucy Dalley
Address	12746 Plaza Costa
Telephone	(858) 485 6712
Organization Represented	Public - Dart Bus
Subject of Your Remarks	Continued Service
Regarding Agenda Item No.	25
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION of eliminating Dart Bus

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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May 22, 2008

Mr. Chairman, Board Members, Staff and Members of the Public:

I am Lucy Dalley residing in Rancho Bernardo and speaking in **support** of continuing the DART BUS service in our area and Scripps Ranch.

We asked you to raise the rates for the DART BUS fare to make it more cost effective, but you did not.

We asked you to market/advertise your public services that affected our area, especially the DART BUS. Did you? No! Even when a retired advertising agent volunteered her services free to design and develop one for the DART BUS.

I took your advice and submitted an application for MTS Access Bus. I received a letter of eligibility, and called the number the letter requested of me. I was told that I was on the borderline of Zone 2 and we do not service your area. However, if I could get across Pomerado Road near the Rancho Bernardo Inn I would be serviced.

Rides and Smiles is a volunteer organization which has recently increased their driver/rider ratio. I put in my application and am scheduled for a pick-up. However, those reservations depend on the matching of one single driver in a car to one pickup person.

I have discovered that your reservation system for the DART BUS is designed for one on one service. Your employees only have one slot to fill say for 10:00 a.m. Once that slot is filled, you have to ask for another time slot. I notice that the DART BUS picked up a friend three houses down the street and the same DART BUS came back to pick me up 15 minutes later. Why couldn't one bus pick both of us up at the same time? The reservation system deliberately places the number of low rider ship when your reservation system could handle more people than one at a time in a same area nearby. It seems you are sabotaging the DART BUS SYSTEM.

When you eliminate the DART BUS Service, I shall be living 2.1 miles away from the nearest regular MTS Bus Route, because you already eliminated part of Route 20 north of Rancho Bernardo Road on Pomerado Road toward south Lake Hodges.

I am the public. Why are you not servicing me, and my area, Oaks North in Rancho Bernardo?

Did you raise fares? Did you market our area making the senior citizens aware of the DART BUS? Did you even try to make your reservation system more efficient?

The answer is a resounding "NO!"

Are you going to service the public/residents in the northern part of San Diego City, especially the senior citizens or not?



AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

3

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(PLEASE PRINT)

Date	22 MAY 2008		
Name	JAMES B. MASINGILL		
Address	12307 CAMINITO PERAL		
Telephone	(858) 621-6090		
Organization Represented	SRP6 + RESIDENT OF SCRIPPS RANCH		
Subject of Your Remarks	TERMINATION OF SCRIPPS RANCH DART		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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12307 Caminito Peral
San Diego, CA 92131
May 21, 2008

MTS Public Hearing Comments
1255 Imperial Ave., Suite 1000
San Diego, CA 92101
mts.planning@sdmts.com

Subject: ELIMINATION OF SCRIPPS RANCH/RANCHO BERNARDO DART SERVICE

Dear members of the MTS Board of Directors:

I am a 13 year Scripps Ranch (SR) resident and MTS and DART customer who, since September 2007, upon learning of the MTS recommendation that DART be terminated, has worked with other riders to engage our community in opposition to the proposed termination.

We appreciate the Board's continued deliberation through its considered delay of this action from the originally proposed January date to one in June. However, even more today than then, **DART termination would be an immense mistake that would provide negligible savings to MTS when compared to elimination of the only viable direct means of access to MTS mass transit services for a community of 30,000 residents.** The Board should have before it a letter signed by the Chairs and President of three vibrant SR organizations, the Scripps Ranch Civic Association (SCRA), Scripps Ranch Planning Group (SRPG), and Miramar Ranch North Planning Committee (MRNPC) that **collectively urge collaboration to find a transit solution.** Options might include **conversion of DART from "curb-to-curb" to "point-to-point" mode of service.** The value of the service applies not only to ensuring connections with regional transportation hubs. It increases as it transports community members to its libraries, schools, shopping centers, medical and business offices and places of work.

Our research of the minutes of the SCRA, SRPG and MRNPC, as well as interviews of its more senior members confirmed that neither MTS nor its recent contractor, Southland, Inc. had marketed DART to its SR public nor warned these organizations of the possible loss of DART. This February a DART traffic engineer appeared before the SRPG, **not to extend assurances of heretofore non-existent cooperation, but rather to explain MTS's projected outcome.** These SR organizations have expressed frustration with MTS decision-making that does not first inform then seek community input prior to MTS proposals of drastic changes in transit services.

As a historical frame of reference DART has traveled the serpentine and hilly streets of SR since 1984. When I first started using the DART, two vans started their routes about 5:45 a.m. and carried an average of 10 passengers per van per multiple trips to and from SR to Mira Mesa. Over the years other riders have included retirees, domestic workers and foreign exchange, college, middle and high school students. I project that more of our elderly and disabled residents would use DART, if they were made aware of its unique service and schedule.

Subject: ELIMINATION OF SCRIPPS RANCH/RANCHO BERNARDO DART SERVICE

Having previously lost regular service of both bus routes #930 and #31 in the most recent major MTS reductions of service, **with the loss of the DART over 80% of the Scripps Ranch geographic area will be without any direct mass transit link to regularly scheduled bus transfer points for bus routes #20, #31 and #210.** Unless you have access to an automobile you can leave at the one remaining "park & ride" on Hillary drive, those of us who reside north of Carroll Canyon Drive or Willow Creek Road, at the extreme southern end of Scripps Ranch, will have no remaining link to regularly scheduled MTS mass transit services.

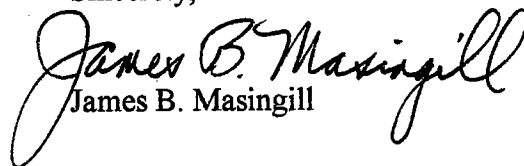
The distance to the regional transit point from my home is **over three miles.** In the morning I commute with a **physically disabled adult** and an architect who **does not own a vehicle.** The van could accommodate more passengers but MTS's contractor, Southland, Inc. has adopted certain service practices which artificially depress ridership. I have received numerous complaints from potential DART passengers who have given up after unsuccessfully attempting to reserve passage on the DART and being told there is no room (when there is ample space) or other excuses preventing their use of DART. **This mismanagement deprives the transit system of their patronage and is responsible for artificially low ridership numbers.**

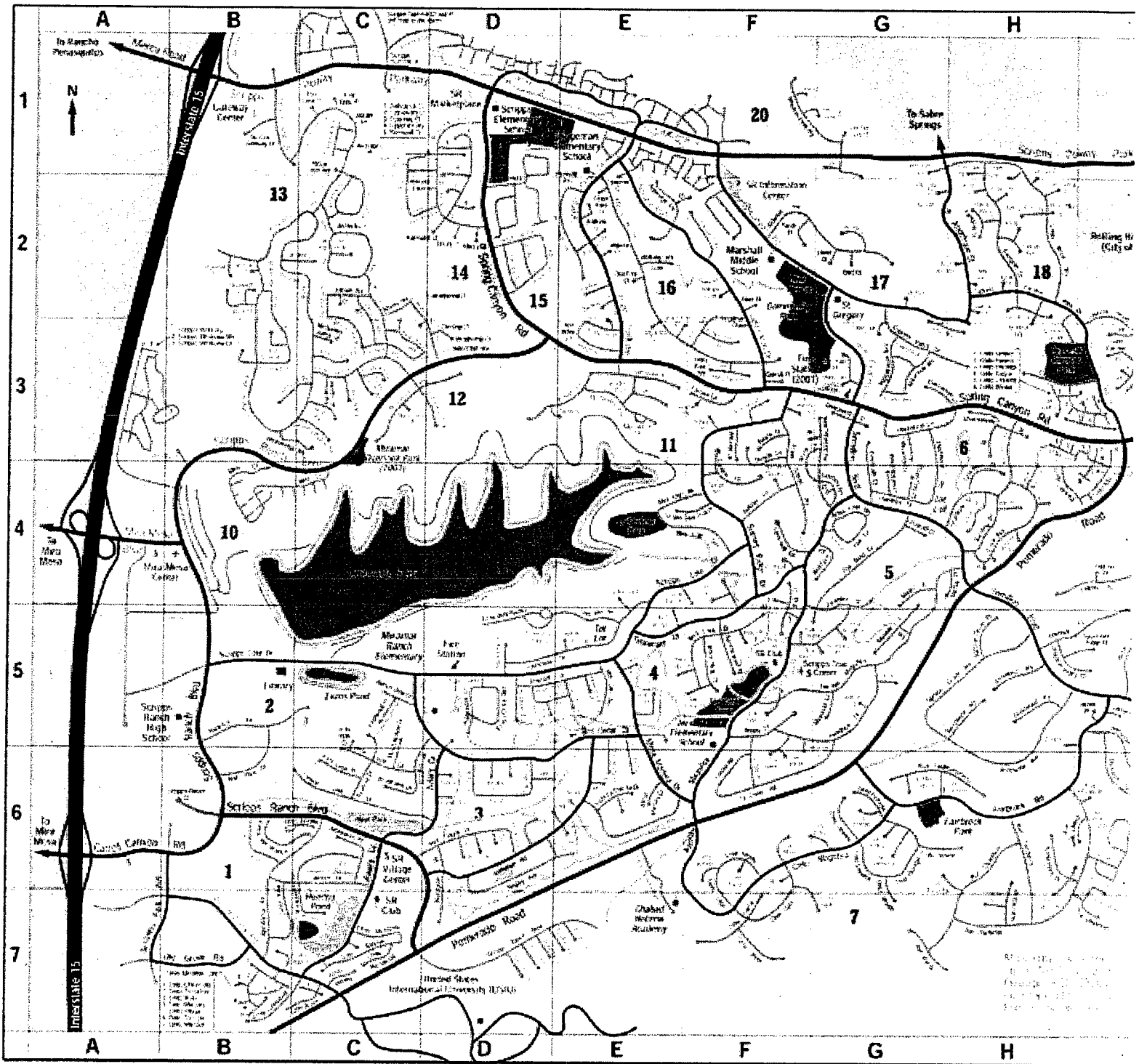
MTS has done a credible job modernizing the aged rolling stock it possessed. However, in its management of its resources it has **stressed acquisition** of high-priced equipment **over good customer service and sound urban transportation planning** (witness the pricey express buses it recently acquired at **\$370,000.00 a piece** for routes with too few passengers to justify such expenditures or the even more expensive and bulky light rail cars it plans to obtain).

However, in its infatuation with overly expensive capital infrastructure, **MTS has forced its riders to bear the brunt of the bottom line through both elimination and vast reductions in previously reliable bus routes.** Bus route #210 almost suffered the same fate as DART but managed to avoid the axe, under significant public protest. Such is the current case with the SR/RB DART.

Riders expect to pay increased fares when circumstances warrant. These are such times. Astonishing increases in fuel prices long ago merited raising fares. In waiting too long to increase fares MTS has left itself looking for other methods to balance budgets. **This inevitably leads to consideration of the elimination or reduction of long-standing and once successful service that could have been avoided through well-timed and modest fare increases.** It is totally necessary and proper for the Board to consider proposals to **reduce** services when financial constraints dictate service adjustments. Lest we be naïve, termination of DART will leave SR with no viable mass transit. **Please reshape but preserve essential services.**

Sincerely,


James B. Masingill



Explanation

- | | |
|--|--|
| Outside Scripps Ranch, i.e. 92131 zip code | 10 SRCA District, boundary and number |
| Water | Medical help |
| Park | School |
| Open space | Church |
| Major Street | Fire Station |
| Minor Street, dashed if not open yet | Library |
| Trail, dashed for minor or connecting trails | SR Information Center |
| | SR Rec Center |
| | SR Swim & Racquet Club |
| | Shopping |

April 4, 2008

Metropolitan Transit System (MTS)
Board of Directors
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Subject: Community objection to proposed termination of SR/RB DART bus service

Dear MTS Board of Directors:

The Community of Scripps Ranch, represented by the Scripps Ranch Planning Group (SRPG), the Miramar Ranch North Planning Committee (MRNPC) and the Scripps Ranch Civic Association (SRCA), wish to collectively express their objections to the proposed termination of DART bus service currently scheduled for April 30, 2008.

Despite continual reduction and downsizings, DART has provided MTS's only effective and direct mass transit link for over 90% of the greater than 30,000 residents of Scripps Ranch, as well as the numerous commercial entities within the community boundaries. DART is the City of San Diego's only remaining opportunity to provide mass transit to our community.

Maintaining a viable mass transit option relieves traffic congestion as well as enhances resident quality of life. The benefactors in Scripps Ranch include the elderly, the student population including Alliant University students, and the physically disadvantaged. We've already experienced the pains of continual mass transit reductions and budgetary inabilities, as follows:

- In the past 2 years alone, MTS eliminated bus routes 30 & 931, and downsized Route 964, leaving DART as the last remaining MTS route serving the majority of SR streets and roadways.
- No MTS bus route at all services the multiple SR sub-communities north of Spring Canyon Road.
- Overall diminishment of east-west North Miramar transit corridor routes making travel much more difficult between LaJolla, UCSD, UTC, Mira Mesa and southward downtown.

Students, and elderly or physically-challenged SR residents who are not eligible for MTS ACCESS would have no any viable means for accessing mass transit to work, class or to access life maintenance and/or government services within SR if DART service is terminated. It should be noted that MTS has made no attempt historically to ever alert the Scripps Ranch community of DART availability, despite a community newsletter which is hand-delivered by resident volunteers to over 12,000 households in the SR community on a monthly basis.

Scripps Ranch community organizations are willing and able to work with MTS Directors and officials to try to achieve improved economic scale while providing the only remaining mass-transit option remaining. Preserving DART today is the critical first step in moving forward.

Mr. Bob Ilko
Chairman, SRPG
10247 Rue Touraine
San Diego, CA 92131

Mr. David Berry
Chairman, MRNPC
10755-F Scripps Poway Pkwy
San Diego, CA 92131

Gordon Boerner
President, SRCA
10755-F Scripps Poway Pkwy
San Diego, CA 92131



AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

46

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(PLEASE PRINT)

Date	5/22/08
Name	Bob Rissolo
Address	New Hampshire / San Diego
Telephone	(858) 547-7582
Organization Represented	Scripps Ranch Resident ^{part time}
Subject of Your Remarks	Opposition to DART termination
Regarding Agenda Item No.	# 25
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	5/22/08	5/22/08
Name	N	Natalia Moorhead
Address	10541 Vista Lago Place SD 592131	
Telephone	(858) 517-7582 (619) 200-2549	
Organization Represented	SRPG / SRCA ^{scripps ranch} _{Planning Group} ^{civic Association}	
Subject of Your Remarks	Opposition to Dart Termination	
Regarding Agenda Item No.	# 25	
Your Comments Present a Position of:	☐	☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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3. DISCUSSION OF AGENDA ITEMS

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

106

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(PLEASE PRINT)

Date	5-22-08
Name	MONICA FEIER
Address	9966 Cummins Place
Telephone	619-341-2068
Organization Represented	Scraps Ranch Planning Group
Subject of Your Remarks	TERMINATION OF SCRAPS RANCH DART
Regarding Agenda Item No.	25
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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25

REQUEST TO SPEAK FORM

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137

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(PLEASE PRINT)

Date	5-22-08		
Name	LENORE KNUTZEN		
Address	11636 CAMINITO MAGNIFICA		
Telephone	SAN DIEGO, CA 92131 858-775-1898		
Organization Represented	DAUGHTER		
Subject of Your Remarks	DART TRANSPORT		
Regarding Agenda Item No.			
Your Comments Present a Position of:	☐	☐ SUPPORT	☒ OPPOSITION

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

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20 8

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(PLEASE PRINT)

Date	5/22/08		
Name	TODD PHILIPS		
Address	11540 MUNDIAL ST. SD 92131		
Telephone	858-586-1514		
Organization Represented	SCRIPPS RANCH PLANNING GROUP		
Subject of Your Remarks	SAVE DART SERVICE - FOR SCRIPPS RANCH		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

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29

9

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(PLEASE PRINT)

Date	5-21-08
Name	PAT SWITS LAAR
Address	16478 RAMADA DR.
Telephone	(858) 716-1207
Organization Represented	Seniors
Subject of Your Remarks	Buses cuts.
Regarding Agenda Item No.	DART SERVICE
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

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AGENDA ITEM NO.

25
28

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

4/10

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(PLEASE PRINT)

Date	5/22/08 AM		
Name	CHARLIE ELLERY		
Address	PO Box 6037 92166		
Telephone	415/218-1035		
Organization Represented	SELF		
Subject of Your Remarks	BUS ROUTE # 923 CUTBACKS		
Regarding Agenda Item No.			
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

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25

REQUEST TO SPEAK FORM

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9/11

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(PLEASE PRINT)

Date	5/22/2008
Name	Una Nelson-White
Address	1229 10th Ave #12
Telephone	619 - 992-1876
Organization Represented	Riders on 923
Subject of Your Remarks	Saving the weekend service on 923
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION to cuts on weekend

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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If you would like to attend the public hearing: MTS PUBLIC HEARING on Thursday May 22 2008 at 9 am.

Metropolitan Transit System
12th & Imperial Transit Center
1255 Imperial Ave., 10th Floor,
Downtown San Diego, CA 92101

160
159
Signatures

Please Print and Sign Below:

Name (print)

Sign

Address

18 Elizabeth Becker	<i>Elizabeth Becker</i>	4346 #A West point Loma BLVD
Bryce Kuhr	<i>Bryce Kuhr</i>	4504 Greene St.
<i>J. Keith</i>	<i>J. KEITH</i>	4314 Voltaire
<i>Nathaniel Gurek</i>	<i>Kathleen Rooney</i>	4135 Voltaire St
Alicia Nichols	<i>Totah G.K.</i>	5811 Lindero caseo apt 3
Nick Dastid	<i>Alicia Nichols</i>	5811 LINDO PASEO DR. APT. 3
Leslie Wright	<i>Nichols</i>	916 Nardo Rd Encinitas, Ca
Garril Simmons	<i>Leslie Wright</i>	4135 Voltaire St.
DIEGO BATISTA	<i>Diego Batista</i>	444 Casado de no north
Jamilah Williams	<i>Jamilah Williams</i>	2220 PALERMO de
Jacob Page	<i>Jacob Page</i>	1636 Mission cliffs DR
VIM BRECO	<i>Vim Breco</i>	222 Wst 9th street
<i>Beams</i>	<i>Beams</i>	4230 Voltaire ST.
Louisa Viersgaard	<i>Louisa Viersgaard</i>	DUMPS FOR CAR
Rachel Cain	<i>Rachel Cain</i>	4230 Voltaire St
Irvin Gonzalez	<i>Irvin</i>	2313 Palero dr
*Una Nelson-White	<i>Una Nelson-White</i>	438 muir AVE
Speaker		1229 10th AVE #12
		San Diego CA 9210

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Metropolitan Transit System
12th & Imperial Transit Center
1255 Imperial Ave., 10th Floor,
Downtown San Diego, CA 92101

Please Print and Sign Below:

Name (print)

Sign

Address

Robert L.
Linda Webster
Zurkinder Manlin
MARK VAN FPPS
Michih Murphy
Osta Lange
Scott Nauert
Chantal Lomet
Bruce Laughlin
JULIE TOU
Bill Herrick
Chais Arlington
Fina Maria
Joan Ortiz
Tommy DeFonce
Guis Sarsimaz
Samantha Sarsimaz

Robert Rivera
Linda Webster
[Signature]
[Signature]
[Signature]
[Signature]
[Signature]
[Signature]
K. Bruce Laughlin
Julie Tou
William A. Herrick
Chais Arlington
Guis Sarsimaz
[Signature]
Samantha Sarsimaz

1055 9th Ave
5172 Long Branch Ave. SD, 92107
Hostel Cos, E Street 14, SD
11257 Alamo Hill, S.D. 92124
2247 Seaside St 92107
436 Pt Loma Ave. 92107
3273 La Cresta 92107
5027 Del Monte Ave apt 10 92107
2415 Poinsett
3710 Voltaire St.
3921 Polack St. 92110
3245 OLIPHANT ST. 92106
3704 Voltaire St
3204 Voltaire St.
4284 Whittier Street apt C
3704 Voltaire Street
3704 Voltaire St

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Downtown San Diego, CA 92101

Please Print and Sign Below:

Name (print)

MAT GILBERT

ISMAEL ARIAS O.

Kristin Emerson Power

SAL AYALA

Francisco Rieco

Chayen Mount

Sara Hall

Travis Luckhurst

JENNIFER GRIFFITH

ANDY HICKELAR

Maricela Gonzalez

Ricardo Ruffo

Julio Orendain

Cleotilde Gonzalez

Cassandra Vargas

Lauren O'Rear

Joe Shebal

Joe SHEBAL

Sign

[Signature]

Ismael Arias O.

Kristin Emerson Power

[Signature]

[Signature]

CJ Mount

John Hall

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

Cleotilde Gonzalez

Cassandra Vargas

[Signature]

4204 Voltaire

Joe Shebal

Address

4746 DELMAR AVE, 92107

4145 Voltaire St. 92107

4444 Del Mont Ave 92107

(619) 179 Emerson St. Ch. V. 91411

(619) 434 2672

4948 Voltaire St Ste 1A

1828 1/2 Missouri St. 92107

1640 Missouri St.

2061 CHATSWORTH BLVD #1 92107

8061 CHATSWORTH BLVD #100

san ysidro 92173

615 Blackshaw #49

4161 Voltaire St S.D. 92107

615 Blackshaw Ln #49

4612 Lamont St.

4161 Voltaire St.

4204 Voltaire

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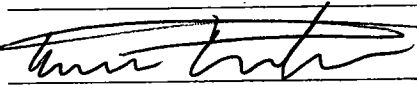
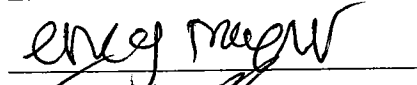
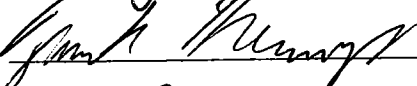
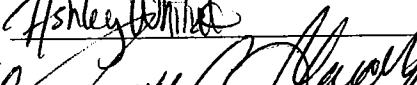
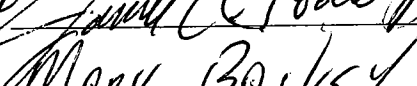
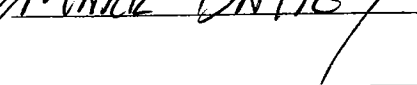
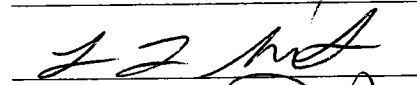
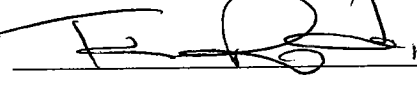
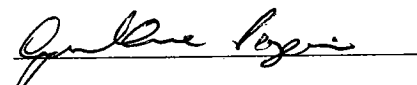
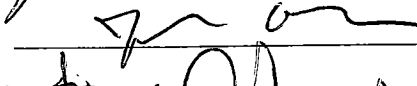
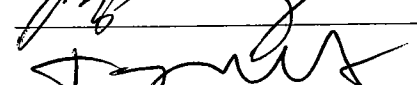
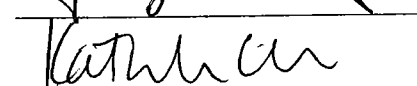
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Downtown San Diego, CA 92101

Please Print and Sign Below:
 Name (print)

Sign

Address

(16) Enrique Cervantes		1064 Victor St.
Greg Hager		6265 Broadmoor
Frank Kenney		989 Peach Ave. El Cajon
Frank Esigro		989 Peach Ave El Cajon
Ashley Whitak		989 Peach Ave El Cajon
JAMES C. COONEY		3155 RIVER ST 520
Baily Mark		4443 Delmonte
CARLOS CASTANEDA		5038 NEW PORTAN
Laura Smith		1150 Anchorage Lane
Tania Rodeiro		5030 Lotus Street.
Guilherme Rezende		4057 Cape May St.
John O'Connor		4944 B Newport Ave.
Fiona Graham		4382 Louisiana st.
Philip Martinez		4932 Newport Ave.
Tommy Harrison		HAND HOUSE STORE
Kathleen Bua		1611 Willow

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Downtown San Diego, CA 92101

Please Print and Sign Below:

Name (print)

Sign

Address

Sarah Bird

Sarah D. Bird

1971 petradr.

Kendon Anderson

Kee Anderson

336 Kalmia St, 92101

Kendelle Kapperman

K Kapperman

4673 1/2 Cape May Ave 92107

Julie Stoltz

Julie Stoltz

2062 Sunset Cliffs

Kare Strong

Kare Strong

4414 Alhambra St 92107

Tracy Molder

Tracy Molder

5010 Cape May 92107

Sylvia Hoffman

Sylvia Hoffman

Ocean Beach Peoples Customer

Lynda Juniper

L Juniper

Ocean Beach Peoples Customer

Joyce Haas

J Haas

P.O. Box 7872-SD 92167

R. Sundberg

R Sundberg

3901 Manzanita Dr

Brigitte Mussen

B. Mussen

5132 Gardner Ave 92111

Amanda Taber

A Taber

4736 Point Loma Ave. #9

Raymond Dawson

R Dawson

6369 Camarillo 92107

Terrell Jarrar

T Jarrar

4310 W. Point Loma Blvd E

Lorre Berger

Lorre Berger

9852 Huk Ave #8

Randy Mossberg

Randy Mossberg

5140 Longbranch Ave SD

Bill Holcomb

B Holcomb

3361 31st St San Diego

92104

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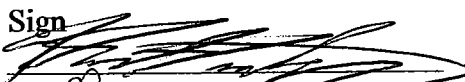
Please Print and Sign Below:

Name (print)

Sign

Address

Patrick Hardy



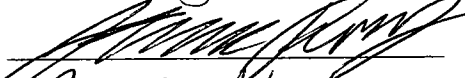
oceanbeach, ca

Randy Berkman



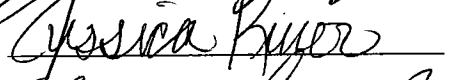
Box 7098, SD 92167

Jenna Purdy



282 Island Ave

Jessica Kinter



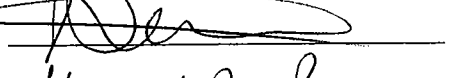
2551 Worden St → Home

Andrea Humphrey



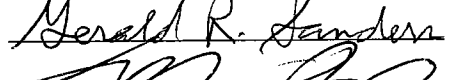
5600 Saratoga

Arthur Davenport



OBI Hotel

Gerald R Sanders



5015 Cape May Ave #208

RACE M-BRIDE



OCEAN BEACH, CA.

Steve Stamm



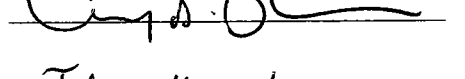
721 9th Ave. S.D.

Sam Tucker



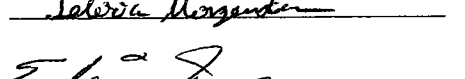
2695 Fletcher Pky EL

COREY DRESKIN



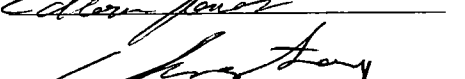
4816 Ideology Ave

F. Mergenda



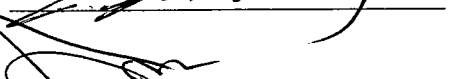
San Diego, CA 92117

Edwin Jones



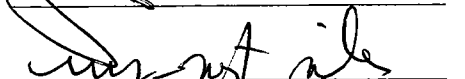
3802 Rosemont St.

Carson Hamtong



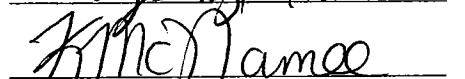
PRIDE SUEF & SCOTT
5035 NEWPORT AVE,

Joseph Veno



5019 Newport Ave S.D. CA, 92107

Mary-Margaret Villa



2125 Wakaska Ct., S.D. CA 92107

Kerny McNamee



4835 Richard Ave
SD CA 92107

Metropolitan Transit System (MTS) is trying to change the bus schedule that would severely affect all businesses, their employees and passengers that ride along the 923 route. They plan to eliminate weekend service of the 923 - the ONLY bus that runs down Voltaire and is the main artery between Ocean Beach, Downtown and the airport.

MTS is scheduling a hearing on Thursday May 22, which we plan to attend. We are also gathering signatures to present at that hearing. But you can help now. You can call or email your opinions by 1pm on Wednesday May 21st. To contact by phone please call 619-595-4912 (Voicemail). By email: mts.planning@sdmts.com.

If you would like to attend the public hearing: MTS PUBLIC HEARING on Thursday May 22 2008 at 9 am.
Metropolitan Transit System
12th & Imperial Transit Center
1255 Imperial Ave., 10th Floor,
Downtown San Diego, CA 92101

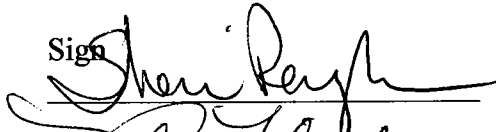
Please Print and Sign Below:

Name (print)

Sign

Address

① Sherri Reynolds



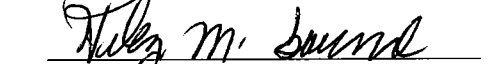
5041 Niagara Ave

Valerie Flint



2907 Shelter Island Dr SD

Heidi M. Baur



4643 Albatross St., SD, 92103

CHET NELSON



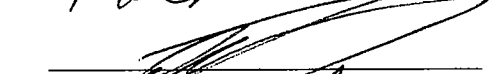
4363A WPT Loma Blvd SD 92107-1135

Katie Dunne



1582 Sunset Cliffs Blvd 92107

Roy Axford



4859 Lucille Dr. SD 92115

Jesse Fox



321 20th St SD 92102

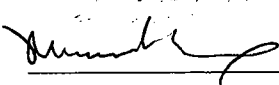
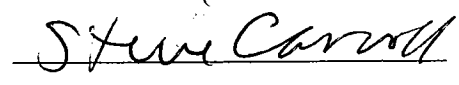
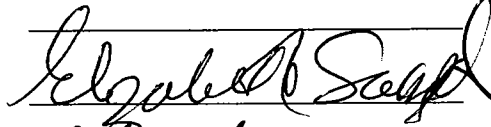
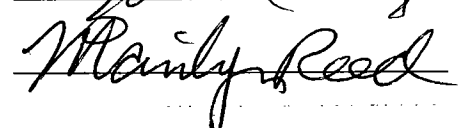
They plan to eliminate weekend service of the 923 - the ONLY bus that runs down Voltaire and is the main artery between Ocean Beach, Downtown and the airport. We are also gathering signatures to present at that hearing. But you can help now by signing below.

Please Print and Sign Below:

Name (print)

Sign

Address

④ Miranda Knas		4386 Alabama St. #3 92104
Steve Carroll		10056 Timberlane San Diego 92121
Elizabeth Sampedo		4302 N. Pt Loma Blvd
Marilyn Reed		



AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

12

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

1. INSTRUCTIONS

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(PLEASE PRINT)

Date	5/22/08		
Name	Sue Schaffner		
Address	739 4th Ave 92101		
Telephone	619 338 9981		
Organization Represented	Hostelling International		
Subject of Your Remarks	923 changes		
Regarding Agenda Item No.	Service adjustments		
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

14 13

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(PLEASE PRINT)

Date	05/22/08
Name	Theodora G. STREETER
Address	1561 CABLE ST.
Telephone	(619) 809-8224
Organization Represented	—
Subject of Your Remarks	923 Schedule
Regarding Agenda Item No.	UNKNOWN
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

15/14

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(PLEASE PRINT)

Date	5/22/08
Name	Tiffany Olson
Address	3755 1/2 B2nd St
Telephone	619 851 2993
Organization Represented	Hostelling International USA, San Diego Council
Subject of Your Remarks	923 adjustments
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

10/15

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(PLEASE PRINT)

Date	5/22/08		
Name	Laura Kuebel		
Address	739 Fourth Ave.		
Telephone	(619) 338-9981		
Organization Represented	Hostelling International		
Subject of Your Remarks	923 weekend service		
Regarding Agenda Item No.			
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

22 16

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(PLEASE PRINT)

Date	May 22, 2008		
Name	Nancy Casady		
Address	4765 Voltair Street		
Telephone	619 224-1387		
Organization Represented	Ocean Beach People's Food Market		
Subject of Your Remarks	923 week-end cuts		
Regarding Agenda Item No.			
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

30

17

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(PLEASE PRINT)

Date	5/22/08
Name	ROBERT "BOB" CASS
Address	4961 NEWPORT AVE
Telephone	619-223-7873
Organization Represented	OCEAN BEACH HOSTEL
Subject of Your Remarks	ROUTE 923
Regarding Agenda Item No.	10A
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

18

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(PLEASE PRINT)

Date	5/22/08
Name	Doug Martin
Address	4237 Shamounz Ave #325 92115
Telephone	619 584 0347
Organization Represented	California Council of the Blind
Subject of Your Remarks	# 14 Bus
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

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REQUEST TO SPEAK FORM

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19

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(PLEASE PRINT)

Date	5-22-08
Name	Aaron Seavey
Address	843 24th St SD, CA 92102
Telephone	(619) 564-8291
Organization Represented	Self
Subject of Your Remarks	14, 1A & (Proposed shuttle route) (my proposal)
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2/20

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(PLEASE PRINT)

Date	5-22-2008		
Name	DON STILLWELL		
Address	6308 RANCHO MISSION RD #173, S.D. CA 92108		
Telephone	(619) 282-7760		
Organization Represented			
Subject of Your Remarks	BUS ROUTE 14		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

23 21

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(PLEASE PRINT)

Date	5-22-08	Wednesday 5-22-08
Name	Ce	Cesar Rivero
Address	1914 Wilson Ave. N.C., CA 91950	
Telephone	619-474-8139	
Organization Represented	Taylor Research Incorporated	
Subject of Your Remarks	Bus Route 14	
Regarding Agenda Item No.		
Your Comments Present a Position of:	☐	☒
	SUPPORT	OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

24 22

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(PLEASE PRINT)

Date	5 - 22 - 08		
Name	Lorraine M. Lighten		
Address	1097 Emerald Ave		
Telephone	Ø		
Organization Represented			
Subject of Your Remarks	RT 14		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

24

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(PLEASE PRINT)

Date	5-22-08		
Name	Lorraine M. Heighton		
Address	1097 Emerald Ave EC, CA 92020		
Telephone	ø		
Organization Represented	ø		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	☐	☒ SUPPORT	☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2722

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(PLEASE PRINT)

Date	5-22-08
Name	Lorraine M. Leighton
Address	1097 Emerald Ave EC, CA. 92020
Telephone	
Organization Represented	
Subject of Your Remarks	RT 30/40/49; 871/872, 923 - REKT35
Regarding Agenda Item No.	RT 25
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

25 22

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

1. INSTRUCTIONS

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(PLEASE PRINT)

Date	5-22-08
Name	Lorraine M. Leighton
Address	1097 Emerald Ave CC, CA 92020
Telephone	
Organization Represented	
Subject of Your Remarks	RT 25 / via RT 120
Regarding Agenda Item No.	25
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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ORDER REQUEST RECEIVED

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1. INSTRUCTIONS

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Date 5-22-08Name (PLEASE PRINT) Chuck LungerhausenAddress 5308 Monroe Ave. Apt. #124
San Diego, CA 92115Telephone 619-546-5610

Organization Represented (if any) _____

Subject of your remarks: service reductionAgenda Item Number on which you request to speak #25

Your comments are presenting a position of: SUPPORT



OPPOSITION

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	5-22-2008
Name	Mrs. Rose M. Chapin
Address	1730-3 rd Ave. San Diego, Calif. 92101
Telephone	unlisted
Organization Represented	Seniors
Subject of Your Remarks	Bus changes
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

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AGENDA ITEM NO.

25

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17 26

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(PLEASE PRINT)

Date	5/22/08		
Name	Glenda Castle		
Address	4233 Chamounne Ave #325 92115		
Telephone	619 584 0347		
Organization Represented	California Council of the Blind		
Subject of Your Remarks	Bus stop on Sports Arena + Kemp		
Regarding Agenda Item No.			
Your Comments Present a Position of:	☐	SUPPORT	☒ OPPOSITION

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AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

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28

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(PLEASE PRINT)

Date	2008-05-22
Name	Clive Richard
Address	5153 La Donna St, San Diego
Telephone	619.867.7049
Organization Represented	Self
Subject of Your Remarks	Route Changes
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

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Metropolitan Transit System Public Hearing on Budget Related Service Changes

Board of Directors
May 22, 2008



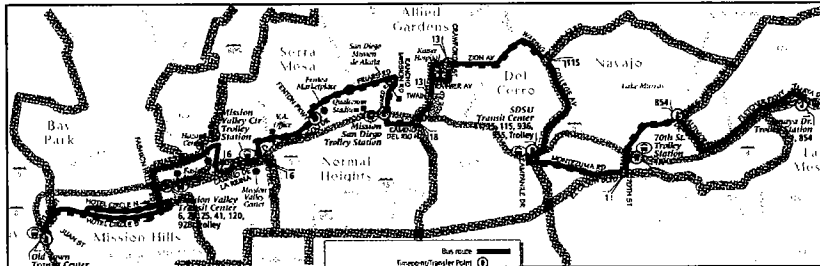
Proposed Budget-Related Service Changes

- Service adjustments as a part of overall strategy to reduce budget gap
- Public hearing required for major service cuts
 - Policy 42: changes that reduce or increase the hours or miles by more than 25%
- Total of \$1.1 million includes discontinuation of DART services



Route 14

- > Reduce weekday span to 6am-7pm.
- > Reduce weekday frequency to 60 minutes all day.



11.7% FY07 Route Farebox Recovery

\$6.42 FY07 Route Subsidy/Passenger

On proposed segments/trips:

\$583,957 • FY09 Subsidy Savings

22.4 • Passengers per Hour

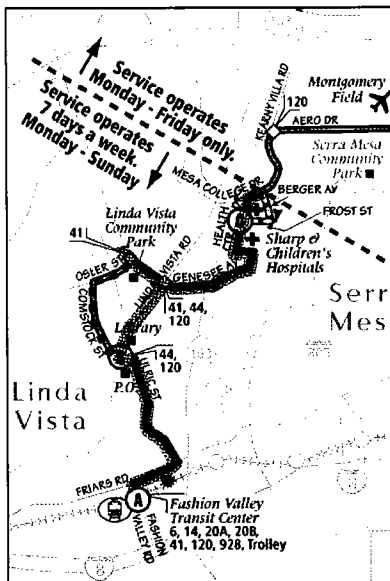
175 • Passengers Lost

Fixed-Route System Averages:

\$1.69 Subsidy per Passenger

27.96 Passengers per Hour

34% Farebox Recovery Rate



Route 25

- > Discontinue weekend service.

38.7% FY07 Route Farebox Recovery

\$1.35 FY07 Route Subsidy/Passenger

On proposed segments/trips:

\$45,534 • FY09 Subsidy Savings

10.6 • Passengers per Hour

15 • Passengers Lost

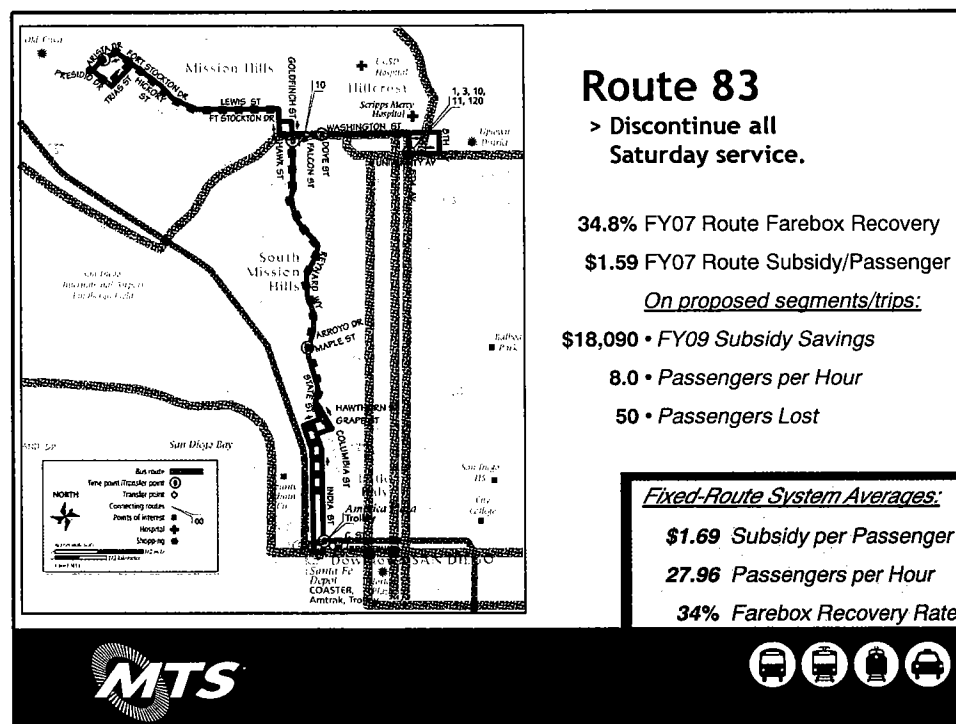
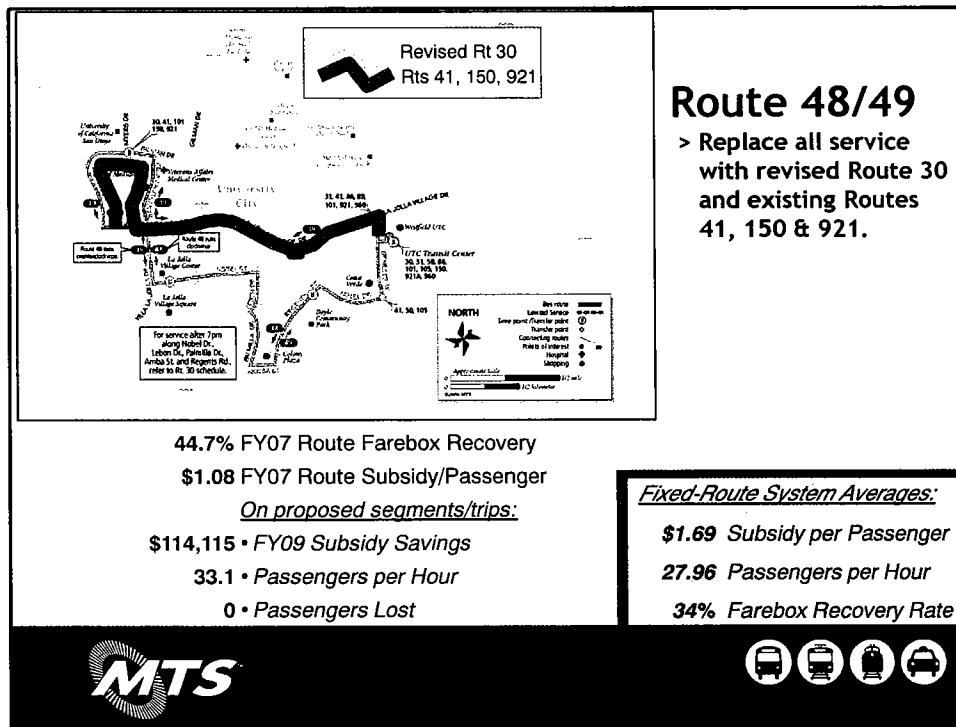
Fixed-Route System Averages:

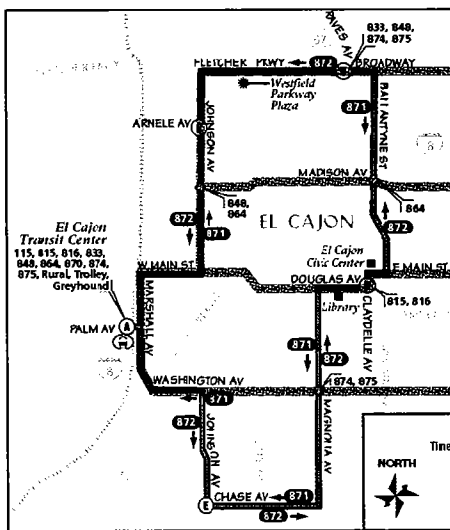
\$1.69 Subsidy per Passenger

27.96 Passengers per Hour

34% Farebox Recovery Rate







Route 871/872

> On Sat./Sun./Hol., reduce service to 7am-7pm only and provide 60-minute frequency.

35.4% FY07 Route Farebox Recovery

\$1.59 FY07 Route Subsidy/Passenger

On proposed segments/trips:

\$108,444 • FY09 Subsidy Savings

7.2 • Passengers per Hour

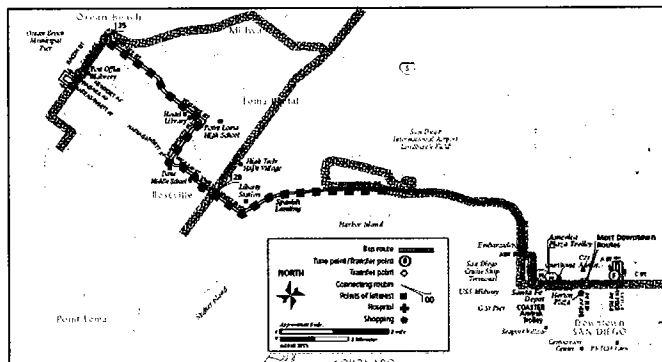
20 • Passengers Lost

Fixed-Route System Averages:

\$1.69 Subsidy per Passenger

27.96 Passengers per Hour

34% Farebox Recovery Rate



Route 923

> Discontinue weekend service.

31% FY07 Route Farebox Recovery

\$2.27 FY07 Route Subsidy/Passenger

On proposed segments/trips:

\$95,347 • FY09 Subsidy Savings

16.2 • Passengers per Hour

309 • Passengers Lost

Fixed-Route System Averages:

\$1.69 Subsidy per Passenger

27.96 Passengers per Hour

34% Farebox Recovery Rate



DART (Direct Access to Regional Transit) - Rancho Bernardo & Scripps Ranch

> Discontinue service

8.9% FY07 Route Farebox Recovery

\$14.92 FY07 Route Subsidy/Passenger

On proposed segments/trips:

\$146,832 • FY09 Subsidy Savings

3.1 • Passengers per Hour

39 • Passengers Lost

Fixed-Route System Averages:

\$1.69 Subsidy per Passenger

27.96 Passengers per Hour

34% Farebox Recovery Rate



DART (Rancho Bernardo & Scripps Ranch)

Originally proposed to be discontinued in September 2007

- Would save MTS \$146,000 annually
- Board postponed decision until Spring in the hopes of developing an alternative solution.

Outreach Efforts

- Staff worked with City of SD, ACT, and Jewish Family Services
- Community Forums in Rancho Bernardo
- Presented to Scripps Ranch Planning Group

Status

- Alternative transportation program could not be found
- MTS applied for Senior Mini Grant for RB DART
 - status pending SANDAG decision



Title VI Analysis

- Recent FTA guidance for Title VI of the federal Civil Rights Act
- Must analyze major service adjustments to determine if there is a discriminatory impact on low income or racial minority (LIM) populations
- Routes affected compared to systemwide average of LIM populations
- Conclusion: No disproportionate impact



Recommendations

- Approve recommended service changes for routes 14, 25, 30 and 48/49, 83, 871/872, 923 for implementation in September, and
- Approve the discontinuation of Rancho Bernardo and Scripps Ranch DART in June.





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

Agenda

Item No. 30

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

ADM 120, OPS 920.2
OPS 970.2

May 22, 2008

SUBJECT:

MTS: AUTOMOBILE LEASING SERVICES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to award a contract (MTS Doc. No. G1146.0-08 in substantially the same form as Attachment A) to Enterprise Fleet Services (Enterprise) for nonrevenue automobile leasing services.

Budget Impact

The FY 2009 budget impact is \$238,061. This amount was included in the FY 2009 budget documents presented to the Board of Directors during FY 2009 budget development. The complete cost of the contract is:

Base contract – five years	\$2,836,262
<u>Options (three 1-year options)</u>	<u>\$2,657,836</u>
Total contract if options exercised	\$5,494,098

Details are provided in the Contract Cost Summary by year in Attachment B.

DISCUSSION:

Background

MTS currently owns 143 nonrevenue (support) vehicles among the different agencies. These vehicles were purchased with capital funds as part of the normal Capital Improvement Program (CIP). MTS's capital needs have outstripped its resources over



the past several years and pose similar challenges in the years ahead. As a result of this, purchases of nonrevenue vehicles are often deferred in favor of priorities having a more critical, direct, and immediate impact on direct revenue services to MTS's riders.

The result of this is an older nonrevenue vehicle fleet with high mileage that is costly to maintain. Attachment F shows details of the vehicles' ages and mileages. Over 50% of MTS's nonrevenue vehicles are in excess of five years old and have over 100,000 miles. For FY 2008, MTS is projected to spend \$305,000 on vehicle maintenance. Mileage varies by function. Maintenance vehicles average 20,000 to 25,000 miles per year, security vehicles average over 40,000 miles per year, and the drivers' relief cars average 15,000 miles per year.

In addition to the high maintenance costs, MTS operating personnel spend unproductive time on administration and taking vehicles to repair facilities.

Analysis

Over the last five years, MTS has only been able to purchase 50 vehicles or an average of ten per year. In order to bring MTS's nonrevenue fleet to a proper level, MTS needs to purchase 143 vehicles over a five-year period and replace those in a five-year cycle based upon the mileage discussed above. After analysis and investigation, MTS staff concluded that a leasing program offered the opportunity to obtain the use of newer vehicles it may not otherwise have the capital funds to purchase. For example, in the first year of the contract (FY 2009), the 44 leased vehicles would have a capital cost of \$968,000. The leasing cost for FY 2009 is \$202,000. This effectively puts \$766,000 more in the capital budget in FY 2009 than it otherwise would have had. The cost of the vehicle utilization is essentially spread over the time the vehicle is in service as opposed to needing capital funding up front. Additionally, MTS would have the opportunity to save money as the contract calls for a fixed price per vehicle class. The lease company is able to buy vehicles from the manufacturer at steep discounts. MTS would, in most cases, not be able to purchase vehicles at the price points fixed in the bid.

The fixed maintenance component to the contract would allow MTS to lower its maintenance costs. With a steady flow of newer vehicles, MTS's fleet age would come down to a five-year replacement-cycle basis. Newer vehicles have warranties and lower maintenance costs in general. This would be true with or without a lease program if MTS had the financial ability to purchase new vehicles. The true savings is having a fixed-price maintenance contract. With a fixed-price contract, the leasing company has a tremendous incentive to contain costs. They do this through two means—the first is through a large network of vendors (automotive repair providers) with whom they have contractual relationships at steep discounts. As these are at the national level involving hundreds of millions of dollars, this is at pricing unavailable to MTS. Additionally, the leasing company constantly monitors the maintenance costs of the vehicles and their condition suggesting changes to contain costs. As their costs are fixed, they have a significant incentive and risk to ensure this.

The proposals from bidding companies included provisions for brakes and tires, which are highly variable costs. MTS would have the option to purchase these items from the vendor's network at steep discounts but be billed by usage. After analysis of these costs compared against this part of the bid, staff concluded it would be more cost effective to pay as needed rather than pay a higher fixed cost.

Currently, MTS spends an average of over \$2,000 per vehicle per year for overall maintenance inclusive of brakes and tires. Excluding brakes and tires and the older condition of the fleet adding excess costs, basic maintenance costs to MTS are estimated at an average of \$1,200 per vehicle per year. This puts the coverage at a level comparable with the contract. The maintenance costs under this contract (which excludes brakes and tires) are fixed per class of vehicle—they average \$826 per vehicle per year in the first year of the contract escalating to an average of \$919 per vehicle per year in the fifth year of the base contract. This difference represents an inflation escalation averaging 2.8% per year. Essentially MTS would save approximately \$374 per vehicle per year (\$1,200 - \$826) in maintenance costs. The savings by year are below. They escalate because more vehicles are put into the program each year.

FY 2009	\$ 16,000
FY 2010	29,000
FY 2011	40,000
FY 2012	46,000
FY 2013	53,000
Total in base contract period	\$184,000

Schedules C1 and C2 show the costs under four different scenarios used to acquire nonrevenue vehicles.

1. Capital Purchases – Buying Needed Amount of Vehicles - shows the capital and maintenance costs if MTS purchased the 143 needed vehicles.
2. Leasing - shows the leasing and maintenance costs if MTS leased the 143 needed vehicles under this contract.
3. Capital Purchases – Buying at Existing Run Rates - shows the capital and maintenance costs if MTS continues on its present course.
4. Capital Purchases – Purchase 100 vehicles - shows the capital and maintenance costs if MTS went with a middle ground of purchasing 100 vehicles (a seven-year cycle of purchasing 20 vehicles per year).

While the total cost over five years is \$538,000 higher (\$3,719,000 - \$3,181,000) for the leasing option over MTS's present course (the second scenario versus the third scenario), MTS would be able replace an additional 93 vehicles into its nonrevenue fleet. In addition to the higher maintenance costs under the third scenario, MTS would also have operational issues as well stemming from a shortage of reliable vehicles. For example, drivers may occasionally not have a relief car available in service and may need to utilize a bus to relieve another driver.

Compared against purchasing all of the needed vehicles (the first scenario), leasing would reduce MTS's costs by \$348,000 (\$4,067,000 - \$3,719,000) over five years. As both of these scenarios improve the condition of the fleet, there is a possibility that MTS would be able to reduce the number of nonrevenue vehicles in its fleet. This would improve costs on both of these two scenarios compared against the third scenario (as staff cannot be certain of this outcome, these scenarios take a conservative approach and do not project this).

While the total costs over five years are \$94,000 higher (\$3,719,000 - \$3,625,000) for the fourth scenario, MTS would be able replace an additional 43 vehicles into its nonrevenue fleet.

Request for Proposals (RFP) Process

An RFP for automobile leasing services was issued on January 15, 2008. The opportunity was advertised and mailed to 15 contractors including two Disadvantaged Business Enterprise contractors. Proposals were due on February 27, 2008, and two proposals were received.

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

An evaluation committee consisting of representatives from San Diego Transit Corporation, San Diego Trolley, Inc., and MTS Finance and Procurement Departments rated all of the proposals received. The evaluation criteria were scored on three components, and their respective ratings were:

- | | | |
|----|---------------------------------|-----|
| 1. | Qualifications of the Firm | 10% |
| 2. | Leasing and Maintenance Program | 30% |
| 3. | Price Proposal | 60% |

The evaluation of the initial proposals determined that both proposers were within a competitive range. Utilizing careful consideration, the evaluation committee conducted a round of oral interviews and discussions with the competitive-range vendors and subsequently requested Best and Final Offers (BAFO) from both vendors. A final evaluation summary of the BAFO responses was conducted (Attachment D).

Upon detailed examination, ARI's BAFO cost proposal was found to be incomplete and was scored accordingly. Enterprise's BAFO cost proposal was properly completed (it is summarized in Attachment E). As part of the RFP process, staff prepared an Independent Cost Estimate prior to receiving vendors' proposals, which is contained in Attachment E.

As the evaluation summary (Attachment D) shows Enterprise's bid scored higher and was deemed superior. To further compare Enterprise's costs, staff compared against three sources:

1. Enterprise's contract cost for the base five-year period is \$665,136 lower than the Independent Cost Estimate (Attachment E).
2. For those line items where ARI properly completed its cost proposal, Enterprise's costs compared favorably.
3. Staff contacted Omnitrans (San Bernardino's transit agency) who has a lease program in a similar manner for its driver-relief vehicles. Its prices on those vehicles are comparable.

Contract Details

The contract would be for five base years with three 1-year options and establish an operating lease for nonrevenue vehicles. The vehicles would be held five years except security vehicles (that operate 40,000 miles per year), which would be three years. The program would replace 143 vehicles over a five-year period. As Attachment B shows, the current schedule would lease 44 vehicles the first year (FY 2009) and the remainder over the next four fiscal years (FY 2010 – FY 2013). The contract includes a maintenance provision, which would provide a fixed cost for maintenance averaging \$826 per vehicle per year in year one escalating to an average of \$919 per vehicle per year in year five. Maintenance covered would be all basic repairs, excluding brakes and tires, and monthly cleaning would be included in the cost.

Based upon the above, staff recommends that the Executive Committee forward a recommendation to the Board of Directors to authorize award of a contract to Enterprise for automobile leasing services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contacts: Tom Lynch, 619.557.4538, Tom.Lynch@sdmts.com
Ben Calmes, 619.238.0100, Ext. 6459, Ben.Calmes@sdmts.com

MAY22-08.30.AUTO LEASING.TLYNCH.doc

Attachments: A. Draft Contract MTS Doc. No. G1146.0-08
B. Contract Cost Summary
C. Comparison of Cash Outlays - Purchasing versus Leasing
D. Evaluation Summary
E. Bid Summary
F. Vehicle Statistics

DRAFT

STANDARD SERVICES AGREEMENT

G1146.0-8
 CONTRACT NUMBER
 ADM 120, OPS 920.2 & 970.2
 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: Enterprise Fleet Services Address: 6445 Marindustry Drive
 Form of Business: Corporation San Diego, CA 92121
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 858 546-8200
 Authorized person to sign contracts: Sirus Karimi Regional Sales Manager
 Name Title

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

Provide lease vehicle services for passenger cars and trucks as specified in MTS's Request for Proposals (RFP) for Lease Vehicle Services, MTS Doc. No. G1146.0-08, including Addendum No. 1; MTS's Response to Questions/Clarifications; and in accordance with the Standard Services Agreement, Standard Conditions Services, Federal Requirements, Scope of Work, and Enterprise proposal dated February 27, 2008.

This contract shall remain in effect for a five-year term with three 1-year options, which are exercisable at the sole discretion of MTS. The term of the base contract shall be July 1, 2008, through June 30, 2013, for a total of five years. The terms of Options 1 to 3 shall be one year each.

MTS shall have the sole discretion to exercise Options 1 to 3 at the prices set forth in Enterprise's cost proposal. The total cost of this contract shall not exceed \$5,494,098.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: <u>Enterprise Fleet Services</u>
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
5,494,098	902-59615	2009-2014

By: _____ Chief Financial Officer _____ Date

(____ total pages, each bearing contract number)

MAY22-08.AttA.AUTO LEASING SVCS.TLYNCH.doc

**San Diego Metropolitan Transit System
Non Revenue Vehicle Leasing Program Contract
Contract Cost Summary**

Contract Year	Fiscal Year	Vehicles		Total Leasing Costs		Total Maintenance Costs		Total Contract Costs with	
		In Year	Cumulative	Average Per Vehicle	Extended Cost	Average Per Vehicle	Extended Cost	Average Per Vehicle	Extended Cost
1	2009	44	44	4,585	201,721	826	36,340	5,410	238,061
2	2010	34	78	4,768	371,942	868	67,726	5,637	439,668
3	2011	29	107	4,737	506,856	856	91,576	5,593	598,431
4	2012	17	124	4,853	601,715	887	109,928	5,739	711,643
5	2013	19	143	5,014	717,032	919	131,426	5,933	848,458
Subtotal Base Years		143			2,399,266		436,996		2,836,262
6	2014	44	143	5,161	738,028	919	131,426	6,080	869,454
7	2015	34	143	5,285	755,744	919	131,426	6,204	887,170
8	2016	29	143	5,383	769,786	919	131,426	6,302	901,212
Subtotal Option Years					2,263,558		394,277		2,657,836
Full Contract Period					4,662,824		831,273		5,494,098

Attachment B

Att. B, 5/22/08

**San Diego Metropolitan Transit System
Non Revenue Vehicle Leasing Program Contract
Comparison of Costs - Purchase versus Lease Costs**

	Contract Year/Fiscal Year				
	1 FY 2009	2 FY2010	3 FY2011	4 FY2012	5 FY2013
#1	Total				
Capital Purchases - buying needed amount of vehicles					
Owned Vehicles in Fleet	143	143	143	143	143
Leased Vehicles in Fleet	0	0	0	0	0
Total Vehicles	143	143	143	143	143
Vehicles Purchased/Leased in Fiscal Year	143	34	29	17	19
Capital Costs	3,294,000	770,000	677,000	409,000	470,000
Maintenance Costs not on Lease Contract	1,504,000	323,000	313,000	291,000	256,000
Maintenance Costs on Lease Contract	0	0	0	0	0
Value of Assets Owned	(731,000)				(731,000)
Total Costs less Value of Assets Owned	4,067,000	1,093,000	990,000	700,000	(5,000)
#2					
Leasing					
Owned Vehicles in Fleet	99	65	36	19	0
Leased Vehicles in Fleet	44	78	107	124	143
Total Vehicles	143	143	143	143	143
Vehicles Purchased/Leased in Fiscal Year	44	34	29	17	19
Leasing Costs	2,399,266	371,942	506,856	601,715	717,032
Maintenance Costs not on Lease Contract	883,000	226,000	181,000	135,000	72,000
Maintenance Costs on Lease Contract	437,000	68,000	92,000	110,000	131,000
Value of Assets Owned	0	0	0	0	0
Total Costs less Value of Assets Owned	3,719,266	665,942	779,856	846,715	920,032

Att. C, 5/22/08

**San Diego Metropolitan Transit System
Non Revenue Vehicle Leasing Program Contract
Comparison of Costs - Purchase versus Lease Costs**

	Contract Year/Fiscal Year				
	1 FY 2009	2 FY2010	3 FY2011	4 FY2012	5 FY2013
#3					
<u>Capital Purchases - buying at existing run rates</u>					
Total					
Owned Vehicles in Fleet	143	143	143	143	143
Leased Vehicles in Fleet	0	0	0	0	0
Total Vehicles	143	143	143	143	143
Vehicles Purchased/Leased in Fiscal Year	50	10	10	10	10
Capital Costs	1,168,000	227,000	233,000	240,000	248,000
Maintenance Costs not on Lease Contract	2,254,000	407,000	450,000	494,000	538,000
Maintenance Costs on Lease Contract	0				
Value of Assets Owned	(241,000)				(241,000)
Total Costs less Value of Assets Owned	3,181,000	634,000	683,000	734,000	545,000
#4					
<u>Capital Purchases - purchase 100 vehicles</u>					
Owned Vehicles in Fleet	143	143	143	143	143
Leased Vehicles in Fleet	0	0	0	0	0
Total Vehicles	143	143	143	143	143
Vehicles Purchased/Leased in Fiscal Year	100	20	20	20	20
Capital Costs	2,336,000	440,000	453,000	467,000	495,000
Maintenance Costs not on Lease Contract	1,800,000	326,000	342,000	359,000	396,000
Maintenance Costs on Lease Contract	0	0	0	0	0
Value of Assets Owned	(511,000)				(511,000)
Total Costs less Value of Assets Owned	3,625,000	766,000	795,000	826,000	858,000

**San Diego Metropolitan Transit System
Non Revenue Vehicle Leasing Program Contract
Evaluation Summary**

	Member 1	Member 2	Member 3	Member 4	Member 5	TOTALAVG	Base Years PRICE (total)*	Member 6
ARI FLEET								
	0	42	32	66	32	43	Incomplete*	0
Qualifications, etc.	0	6	8	6	2			0
Program, etc.	0	12	12	24	18			0
Cost/Price	0	24	12	36	12			0
ENTERPRISE								
	0	74	80	80	70	76	\$2,836,262	0
Qualifications, etc.	0	8	8	8	10			0
Program, etc.	0	18	24	24	24			0
Cost/Price	0	48	48	48	36			0

* See Board Agenda narrative for detail.
BAFO scores from members 2-5; member 1 not present at BAFO evaluation.
Members 1-5 all scored first evaluation.

Attachment D

San Diego Metropolitan Transit System
Non Revenue Vehicle Leasing Contract
Bid Summary

Enterprise			
Total Annual Lease Costs (with Taxes and Documentation Fees)		Total Annual Maintenance Costs with Cleaning	Total Contract Costs
Contract Year 1 Total:	\$ 201,721	Contract Year 1 Total:	\$ 238,061
Contract Year 2 Total:	371,942	Contract Year 2 Total:	439,668
Contract Year 3 Total:	508,856	Contract Year 3 Total:	598,432
Contract Year 4 Total:	601,715	Contract Year 4 Total:	711,643
Contract Year 5 Total:	717,032	Contract Year 5 Total:	848,458
5 YEAR CONTRACT SUBTOTAL	\$ 2,399,266	5 YEAR CONTRACT SUBTOTAL	\$ 2,836,262
Contract Year 6 Total:	738,028	Contract Year 6 Total:	869,454
Contract Year 7 Total:	755,744	Contract Year 7 Total:	887,170
Contract Year 8 Total:	769,786	Contract Year 8 Total:	901,212
OPTION YRS 6-8 SUBTOTAL	\$ 2,263,558	OPTION YRS 6-8 SUBTOTAL	\$ 2,657,836
GRAND TOTAL 8 YR CONTRACT	\$ 4,662,824	GRAND TOTAL 8 YR CONTRACT	\$ 5,494,098

Independent Cost Estimate			
Total Annual Lease Costs (with Taxes and Documentation Fees)		Total Annual Maintenance Costs with Cleaning	Total Contract Costs
Contract Year 1 Total:	\$ 233,233	Contract Year 1 Total:	\$ 289,609
Contract Year 2 Total:	425,990	Contract Year 2 Total:	534,314
Contract Year 3 Total:	586,271	Contract Year 3 Total:	736,691
Contract Year 4 Total:	695,760	Contract Year 4 Total:	880,704
Contract Year 5 Total:	833,640	Contract Year 5 Total:	1,060,080
5 YEAR CONTRACT SUBTOTAL	\$ 2,774,894	5 YEAR CONTRACT SUBTOTAL	\$ 3,501,398
Contract Year 6 Total:	840,672	Contract Year 6 Total:	1,074,312
Contract Year 7 Total:	871,749	Contract Year 7 Total:	1,112,589
Contract Year 8 Total:	897,555	Contract Year 8 Total:	1,145,883
OPTION YRS 6-8 SUBTOTAL	\$ 2,609,976	OPTION YRS 6-8 SUBTOTAL	\$ 3,332,784
GRAND TOTAL 8 YR CONTRACT	\$ 5,384,870	GRAND TOTAL 8 YR CONTRACT	\$ 6,834,182

**San Diego Metropolitan Transit System
Non Revenue Vehicle Leasing
Vehicle Statistics**

<u>Vehicle Age</u>	Number of Vehicles
0 - 3 Years	35
4 - 5 Years	15
6 - 7 Years	44
8 -10 Years	28
11 - 15 Years	13
15 + Years	8
	143

<u>Mileage</u>	
Under 50,000	34
50,000 - 75,000	9
75,000 - 100,000	28
100,000 - 125,000	27
125,000 - 150,000	26
150,000 or more	19
	143

Attachment F

Metropolitan Transit System Non Revenue Vehicle Leasing Contract

MTS Board of Directors Meeting
May 22, 2008



Non Revenue Vehicle Leasing Contract

Background

- MTS currently has 143 owned vehicles in its fleet of non revenue (support) vehicles

The ages of the vehicles are

0 - 3 Years	35
4 - 5 Years	15
6 - 7 Years	44
8 - 10 Years	28
11 - 15 Years	13
15 + Years	8

143



Non Revenue Vehicle Leasing Contract

Background (continued)

- 50% of vehicles are in excess of 100,000 miles and in poor condition

The mileage and costs on the vehicles is as follows:

	Number of vehicles	FY 2008 Costs
Under 50,000	34	\$ 21,000
50,000 - 75,000	9	13,000
75,000 - 100,000	28	54,000
100,000 - 125,000	27	63,000
125,000 - 150,000	26	81,000
150,000 +	19	73,000
	143	\$ 305,000



Non Revenue Vehicle Leasing Contract

Background (continued)

- Average Annual Vehicle Mileage varies by function
 - Drivers' relief vehicles average 15,000 miles
 - Maintenance vehicles average 20,000 miles
 - Security vehicles average 40,000 miles
- Time spent managing the maintenance of non revenue vehicles diverts time from core service functions in transportation and maintenance areas



Non Revenue Vehicle Leasing Contract Background (continued)

- MTS has purchased 50 non revenue vehicles over the last five years (average of 10 per year)
The proper level should be 28-32 vehicles per year
- With greater capital needs than money, non revenue vehicle purchases have been deferred
- High Maintenance Costs - FY2008 projection is \$305,000 escalating to \$538,000 in FY2013 going if we go forward under the status quo



Non Revenue Vehicle Leasing Contract Lease program/Contract provisions

- Five year base contract with three one year options
- Gradually transitions non revenue vehicle fleet over the next five years from an owned fleet to a lease fleet
- In FY 2009, MTS would lease approximately 44 vehicles. The remaining vehicles would move to leases between FY 2010 and FY 2013



Non Revenue Vehicle Leasing Contract

Lease program/Contract provisions

- Structured as an operating lease (no debt on the Balance Sheet)
- Monthly billing plus at least quarterly monitoring
 - Condition of vehicles/effectiveness of maintenance
 - Mileage and financial considerations to avoid any potential large costs at vehicle turn in
- Lease program includes maintenance (without tires and brakes) plus cleaning at a fixed price



Non Revenue Vehicle Leasing Contract

Lease program/Contract provisions

- MTS would have the ability to lease hybrid vehicles

The plan is to lease hybrid vehicles (sedans)
as test during FY 2009

If successful, more hybrid vehicles would be added
during the contract period



Non Revenue Vehicle Leasing Contract

Contract Costs (\$000)

Contract Year	Vehicles in Program	Leasing Cost	Maintenance Cost	Total Cost
Year 1	44	202	36	238
Year 2	78	372	68	440
Year 3	107	507	92	599
Year 4	124	601	110	711
Year 5	143	717	131	848
Base Contract		<u>2,399</u>	<u>437</u>	<u>2,836</u>
Years 6-8	143	2,264	394	2,658
Full Contract Period		<u><u>4,663</u></u>	<u><u>831</u></u>	<u><u>5,494</u></u>



Non Revenue Vehicle Leasing Contract

Why Lease ?

- Allows MTS to bring in new vehicles it otherwise couldn't afford in the Capital Program

The contract would bring in 143 vehicles over the next five years compared to an estimated 50 vehicles under the status quo

- Frees up capital funds for other projects with a more direct impact on riders



Non Revenue Vehicle Leasing Contract Why Lease (Continued)?

- Reduced Maintenance Costs
Current comparable maintenance costs average \$1,200 per vehicle per year compared to an average of \$826 per vehicle per year under this lease agreement.

This saves \$184,000 over the base contract period (five years)
- A newer, better maintained non revenue vehicle fleet allows operating areas (transportation and maintenance) to focus more on core service functions



Non Revenue Vehicle Leasing Contract Scenarios

	#1 Purchase Needed Vehicles	#2 Leasing Program/ Contract
<u>Costs - FY 2009 - FY 2013 (\$000)</u>		
Purchase/Lease Costs	\$ 3,294	\$ 2,399
Maintenance Costs not on Lease Contract	1,504	883
Maintenance Costs on Lease Contract	0	437
Value of Assets Owned	(731)	0
Total Costs	<u>\$ 4,067</u>	<u>\$ 3,719</u>
New Vehicles in Fleet	143	143



Non Revenue Vehicle Leasing Contract Scenarios

	#3 Purchase Status Quo	#2 Leasing Program/ Contract
<u>Costs - FY 2009 - FY 2013 (\$000)</u>		
Purchase/Lease Costs	\$ 1,168	\$ 2,399
Maintenance Costs not on Lease Contract	2,254	883
Maintenance Costs on Lease Contract	0	437
Value of Assets Owned	(241)	0
Total Costs	\$ <u>3,181</u>	\$ <u>3,719</u>
New Vehicles in Fleet	50	143



Non Revenue Vehicle Leasing Contract Scenarios

	#4 Purchase 100 Vehicles	#2 Leasing Program/ Contract
<u>Costs - FY 2009 - FY 2013 (\$000)</u>		
Purchase/Lease Costs	\$ 2,336	\$ 2,399
Maintenance Costs not on Lease Contract	1,800	883
Maintenance Costs on Lease Contract	0	437
Value of Assets Owned	(511)	0
Total Costs	\$ <u>3,625</u>	\$ <u>3,719</u>
New Vehicles in Fleet	100	143



**Non Revenue Vehicle Leasing Contract
Staff Recommendation**

- That the Board of Directors approve
the contract with Enterprise
Fleet Services



**Metropolitan Transit System
Non Revenue Vehicle Leasing
Contract**

MTS Board of Directors Meeting
May 22, 2008





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

Agenda

Item No. 45

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

FIN 310 (PC 50601)

May 22, 2008

SUBJECT:

MTS: YEAR-TO-DATE OPERATIONS BUDGET STATUS REPORT THROUGH
MARCH 2008

RECOMMENDATION:

That the Board of Directors receive the MTS Year-to-Date Operations Budget Status
Report through March 2008.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's year-to-date operating results through March 2008 compared to the Board-approved midyear budget. Attachment A-1 combines the operations, administration, and other activities results through March 2008. Attachment A-2 details the year-to-date March 2008 combined operations results and Attachments A-3 to A-8 present budget comparisons for each MTS operation. Attachment A-9 details budget comparisons for MTS Administration, and A-10 provides year-to-date March 2008 results for MTS other activities (Taxicab/San Diego and Arizona Eastern Railway Company).



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

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, the year-to-date March 2008 MTS net-operating subsidy favorable variance totaled \$3,060,000 (3.2%). Operations produced a \$2,994,000 (3.2%) favorable variance, and Administrative/other activities areas were favorable by \$67,000.

MTS COMBINED RESULTS

Operating Revenues

Year-to-date combined operating revenues through March 2008 were \$63,024,000 compared to the year-to-date budget of \$62,212,000, representing a \$813,000 favorable variance. This is due to higher passenger revenues within Rail Operations (\$256k) and Multimodal Fixed Route Operations (\$378k). Consolidated other operating revenues were favorable by \$11,000.

Expenses

Year-to-date combined expenses through March 2008 were \$155,827,000 compared to the year-to-date budget of \$158,074,000, resulting in a \$2,248,000 (1.4%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$73,793,000 compared to a year-to-date budgetary figure of \$74,744,000, producing a favorable variance of \$951,000 (1.3%). This is primarily due to favorable variances within operator wages and other fringe benefits within Transit Services.

Outside Services and Purchased Transportation. Total outside services year-to-date expenses totaled \$52,312,000 compared to a budget of \$52,896,000, resulting in a year-to-date favorable variance of \$584,000 (1.1%). This is primarily due to lower-than-expected operating expenses within purchased for fixed-route transportation.

Materials and Supplies. Total year-to-date materials and supplies expenses totaled \$5,546,000 compared to a budgetary figure of \$5,526,000 resulting in an unfavorable expense variance of \$20,000 (-0.4%).

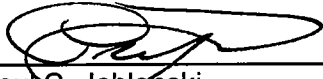
Energy. Total year-to-date energy costs were \$20,296,000 compared to the budget of \$20,802,000 resulting in a year-to-date favorable variance of \$507,000 (2.4%). This favorable variance is primarily due to favorable variances in traction power and facility electricity (\$421,000). Year-to-date compressed natural gas (CNG) prices averaged \$1.344 per therm compared to the budgetary rate of \$1.29 per therm. Year-to-date diesel prices averaged \$2.685 per gallon compared to a budgetary rate of \$2.62 per gallon.

Risk Management. Total year-to-date expenses for risk management were \$2,940,000 compared to the year-to-date budget \$3,157,000 resulting in a favorable variance totaling \$217,000 (6.9%).

General and Administrative. Year-to-date general and administrative costs, including vehicle and facilities leases, were \$11,000 (-1.2%) favorable to budget totaling \$937,000 through March 2008 compared to a year-to-date budget of \$948,000.

YEAR-TO-DATE SUMMARY

The March 2008 year-to-date net-operating subsidy totaled a favorable variance of \$3,060,000 (3.2%) and was produced by several factors. These factors include favorable variances in passenger revenue, personnel costs, purchased transportation, energy and risk management partially offset by materials and supplies, general, and administrative.



Paul C. Jablonski
Chief Executive Officer

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

MAY22-08.45.OPS BUDGET.LMARINESI.doc

Attachment: A. Comparison to Budget

MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 57,610	\$ 56,809	\$ 801	1.4%
Other Revenue	5,414	5,403	11	0.2%
Total Operating Revenue	\$ 63,024	\$ 62,212	\$ 813	1.3%
Personnel costs	\$ 73,793	\$ 74,744	\$ 951	1.3%
Outside services	52,312	52,896	584	1.1%
Transit operations funding	-	-	-	-
Materials and supplies	5,546	5,526	(20)	-0.4%
Energy	20,296	20,802	507	2.4%
Risk management	2,940	3,157	217	6.9%
General & administrative	719	708	(11)	-1.6%
Vehicle/facility leases	218	241	23	9.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	3	0	(3)	-7575.9%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 155,827	\$ 158,074	\$ 2,248	1.4%
Operating income (loss)	\$ (92,802)	\$ (95,863)	\$ 3,060	3.2%
Total public support and nonoperating revenues	15,176	15,178	(2)	0.0%
Income (loss) before capital contributions	\$ (77,626)	\$ (80,685)	\$ 3,059	-3.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 57,610	\$ 56,809	\$ 801	1.4%
Other Revenue	1,434	1,512	(78)	-5.2%
Total Operating Revenue	\$ 59,044	\$ 58,321	\$ 723	1.2%
Personnel costs	\$ 65,147	\$ 66,209	\$ 1,062	1.6%
Outside services	50,506	51,017	511	1.0%
Transit operations funding	-	-	-	-
Materials and supplies	5,533	5,514	(19)	-0.4%
Energy	20,023	20,505	481	2.3%
Risk management	2,540	2,783	243	8.7%
General & administrative	281	255	(26)	-10.1%
Vehicle/facility leases	218	241	23	9.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	4,259	4,256	(3)	-0.1%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 148,507	\$ 150,779	\$ 2,271	1.5%
Operating income (loss)	\$ (89,463)	\$ (92,457)	\$ 2,994	3.2%
Total public support and nonoperating revenues	2,622	2,623	(2)	-0.1%
Income (loss) before capital contributions	\$ (86,841)	\$ (89,834)	\$ 2,992	-3.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 17,303	\$ 17,384	\$ (81)	-0.5%
Other Revenue	758	856	(97)	-11.4%
Total Operating Revenue	\$ 18,061	\$ 18,240	\$ (179)	-1.0%
Personnel costs	\$ 41,038	\$ 42,086	\$ 1,048	2.5%
Outside services	1,743	1,833	90	4.9%
Transit operations funding	-	-	-	-
Materials and supplies	3,525	3,433	(91)	-2.7%
Energy	6,267	6,365	98	1.5%
Risk management	1,189	1,180	(8)	-0.7%
General & administrative	144	130	(14)	-10.5%
Vehicle/facility leases	60	61	1	2.1%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	1,809	1,809	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 55,774	\$ 56,899	\$ 1,124	2.0%
Operating income (loss)	\$ (37,713)	\$ (38,658)	\$ 945	2.4%
Total public support and nonoperating revenues	(2,583)	(2,581)	(2)	0.1%
Income (loss) before capital contributions	\$ (40,296)	\$ (41,239)	\$ 944	-2.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 22,379	\$ 22,123	\$ 256	1.2%
Other Revenue	612	507	106	20.8%
Total Operating Revenue	\$ 22,992	\$ 22,630	\$ 362	1.6%
Personnel costs	\$ 23,165	\$ 23,156	\$ (9)	0.0%
Outside services	6,655	6,546	(109)	-1.7%
Transit operations funding	-	-	-	-
Materials and supplies	2,008	2,078	70	3.4%
Energy	6,704	7,092	388	5.5%
Risk management	1,351	1,602	251	15.7%
General & administrative	133	108	(25)	-23.4%
Vehicle/facility leases	64	64	0	0.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	1,710	1,710	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 41,790	\$ 42,357	\$ 567	1.3%
Operating income (loss)	\$ (18,798)	\$ (19,727)	\$ 928	4.7%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (18,798)	\$ (19,727)	\$ 928	-4.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 14,275	\$ 13,897	\$ 378	2.7%
Other Revenue	63	150	(87)	-57.7%
Total Operating Revenue	\$ 14,338	\$ 14,047	\$ 292	2.1%
Personnel costs	\$ 224	\$ 228	\$ 5	2.1%
Outside services	29,992	30,461	468	1.5%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	5,140	5,099	(41)	-0.8%
Risk management	-	-	-	-
General & administrative	2	5	3	67.5%
Vehicle/facility leases	94	114	20	18.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	606	606	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 36,057	\$ 36,513	\$ 456	1.2%
Operating income (loss)	\$ (21,719)	\$ (22,466)	\$ 747	3.3%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (21,719)	\$ (22,466)	\$ 747	-3.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 1,448	\$ 1,316	\$ 132	10.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,448	\$ 1,316	\$ 132	10.0%
Personnel costs	\$ 152	\$ 153	\$ 2	1.0%
Outside services	7,676	7,707	31	0.4%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	1,411	1,454	43	3.0%
Risk management	-	-	-	-
General & administrative	1	4	2	61.7%
Vehicle/facility leases	-	1	1	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	21	21	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 9,260	\$ 9,339	\$ 78	0.8%
Operating income (loss)	\$ (7,812)	\$ (8,023)	\$ 210	2.6%
Total public support and nonoperating revenues	1,500	1,500	-	0.0%
Income (loss) before capital contributions	\$ (6,312)	\$ (6,523)	\$ 210	-3.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 2,205	\$ 2,088	\$ 117	5.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 2,205	\$ 2,088	\$ 117	5.6%
Personnel costs	\$ 513	\$ 529	\$ 16	3.1%
Outside services	4,328	4,358	30	0.7%
Transit operations funding	-	-	-	-
Materials and supplies	1	3	2	63.9%
Energy	502	495	(7)	-1.4%
Risk management	-	-	-	-
General & administrative	0	8	8	98.5%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	114	111	(3)	-2.4%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 5,458	\$ 5,504	\$ 46	0.8%
Operating income (loss)	\$ (3,253)	\$ (3,416)	\$ 163	4.8%
Total public support and nonoperating revenues	3,574	3,574	-	0.0%
Income (loss) before capital contributions	\$ 321	\$ 158	\$ 163	103.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CORONADO FERRY
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	107	107	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
Total Operating Expenses	\$ 107	\$ 107	\$ -	0.0%
Operating income (loss)	\$ (107)	\$ (107)	\$ -	0.0%
Total public support and nonoperating revenues	130	130	-	0.0%
Income (loss) before capital contributions	\$ 23	\$ 23	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	3,010	3,144	(135)	-4.3%
Total Operating Revenue	\$ 3,010	\$ 3,144	\$ (135)	-4.3%
Personnel costs	\$ 8,216	\$ 8,075	\$ (140)	-1.7%
Outside services	1,706	1,798	93	5.1%
Transit operations funding	-	-	-	-
Materials and supplies	4	7	3	48.6%
Energy	264	288	24	8.2%
Risk management	369	342	(27)	-7.8%
General & administrative	362	372	10	2.7%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(4,268)	(4,268)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 6,652	\$ 6,614	\$ (38)	-0.6%
Operating income (loss)	\$ (3,642)	\$ (3,470)	\$ (172)	-5.0%
Total public support and nonoperating revenues	12,554	12,554	-	0.0%
Income (loss) before capital contributions	\$ 8,912	\$ 9,085	\$ (172)	-1.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2008
MARCH 31, 2008
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	970	746	225	30.1%
Total Operating Revenue	\$ 970	\$ 746	\$ 225	30.1%
Personnel costs	\$ 430	\$ 460	\$ 30	6.4%
Outside services	100	81	(19)	-23.4%
Transit operations funding	-	-	-	-
Materials and supplies	9	6	(4)	-64.2%
Energy	8	10	2	17.4%
Risk management	31	32	1	3.1%
General & administrative	76	81	4	5.4%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	12	12	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 667	\$ 682	\$ 14	2.1%
Operating income (loss)	\$ 303	\$ 64	\$ 239	-372.5%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ 303	\$ 64	\$ 239	372.5%

Metropolitan Transit System FY 2008 - March 2008 Financial Review

MTS Board of Directors Meeting
May 22, 2008



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED NET OPERATING SUBSIDY VARIANCE

MARCH YEAR TO DATE HIGHLIGHTS

(in 000's)

	YEAR TO DATE
Operations	2,994
General Fund	66
Total Combined Net Operating Subsidy Variance	3,060



**COMBINED MTS TRANSIT OPERATORS
COMPARISON TO BUDGET - MARCH 31, 2008 - FY 2008
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$57,610	\$56,809	\$801	1.4%
Other Revenue	1,434	1,512	(78)	-5.2%
Total Operating Revenue	59,044	58,321	723	1.2%
Personnel Costs	65,147	66,209	\$1,062	1.6%
Purchased Transportation	40,880	41,202	322	0.8%
Other Outside Services	9,627	9,815	188	1.9%
Energy	20,023	20,505	481	2.3%
Other Expenses	12,831	13,048	218	1.7%
Total Costs	148,507	150,779	2,271	1.5%
Operating Income/(Loss)	<u>(\$89,463)</u>	<u>(\$92,457)</u>	<u>\$2,994</u>	<u>3.2%</u>



Metropolitan Transit System FY 2008 - March 2008 Financial Review

MTS Board of Directors Meeting
May 22, 2008





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

Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

May 22, 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 April 29, 2008, through May 12, 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,

CONTRACT

Doc #	Organization	Subject	Amount	Day
B0501-0-08	MAGTEC	NON DISCLOSER AGREEMENT FOR GPS CTLS BUS	\$0.00	4/29/2008
G0247.2-94	DEPARTMENT OF THE NAVY	8TH ST TROLLEY STATION LICENSE	\$600.00	4/29/2008
G1181.0-08	HOUSE OF HOSPITALITY	2008 GO GREEN PARTNERSHIP W/ BALBOA PARK	\$15,000.00	4/29/2008
G1184.0-08	PRIMARY DESIGN INC	12TH & IMPERIAL BANNER ADS	\$3,250.00	4/29/2008
L0803.2-07	SANDAG	AMEND 2 MTS/SANDAG MOU EXT COMPLETTION	\$0.00	4/29/2008
S200-08-358	NASLAND ENGINEERING	ROE PERMIT GENERAL LAND SURVEYING	\$0.00	4/29/2008
G1153.1-08	NASSCO	ECO PASS RENEWAL	\$88,560.00	5/1/2008
G1157.1-08	ELECTRO SPECIALTY SYSTEMS	CONTRACT AMEND NO 1 FOR CHANGES IN CAMER	\$12,901.65	5/1/2008
S200-08-354	COLBY YOUNG CITY OF NATIONAL	DEPOSIT AGREEMENT FOR BAY MARINA DRIVE	\$15,000.00	5/5/2008
T0053.4-91	CITY OF EL CAJON	EXTEND CURRENT AGREEMENT TO REGULATE	\$0.00	5/5/2008
G1155.2-08	TELLIARD CONSTRUCTION	CHANGE ORDER/EXTRA WORK	\$4,519.78	5/7/2008
G1185.0-08	CITY CHASE USA	PARTNERSHIP AGREEMENT MTS AND CITY CHASE	\$2,250.00	5/7/2008
L5230.0-08	U.S. LAWNS OF SAN DIEGO INC.	LEASE AGREEMENT FOR 304 FRONT STREET	\$1,400.00	5/7/2008
S200-08-363	NAVY REGION SOUTHWEST	ROE PERMIT FOR NAVY'S 22ND ORIGINAL BAY	\$500.00	5/7/2008
L0841.0-08	ELITE RACING	08 ROCK N ROLL MARATHON	\$0.00	5/12/2008
PWL102.0-08	RESCUE ROOTER	PLUMBING FIXTURE RENOVATION	\$26,259.06	5/12/2008

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
4/28/2008	SHRED FORCE	DESTRUCTION OF OLD CORP FILES	\$994.00
5/1/2008	AZTEC JANITORIAL SERVICES	REMOVAL AND CLEANUP OF DEBRIS	\$2,120.00
5/1/2008	HOSPITALITY COMPANY	SDSU STUDENT DOLLAR STRETCHER AD	\$2,380.00
5/1/2008	SAN DIEGO MAGAZINE	SD REGIONAL CHAMBER OF COM AD	\$2,140.00
5/1/2008	SIGNONSANDIEGO.COM	LEADERBOARD WEBSITE AD ON TRAFFIC	\$2,000.00
5/1/2008	STAR NEWS	1/2 PAGE COLOR AD	\$990.00
5/1/2008	INC GB INTERNET SOLUTIONS	BANNER AD ON SANDIEGOGASPRICES.COM	\$850.00
5/1/2008	NORTHLAND SECURITY PRODUCTS	M11 FLASHCAM KIT PER QUOTE 4/2/08	\$2,423.00

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G1135.0-08.01.1	IBI GROUP	AMENDMENT 1 TO GRANTVILLE STUDY	\$0.00	5/7/2008
G1127.0-08.16	BUREAU VERITAS	PREPARING LAYOUT DWGS FOR OLD TWN	\$902.00	5/12/2008

April 4, 2008

RECEIVED

MAY 07 2008

MTS

Metropolitan Transit System (MTS)
Board of Directors
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Subject: Community objection to proposed termination of SR/RB DART bus service

Dear MTS Board of Directors:

The Community of Scripps Ranch, represented by the Scripps Ranch Planning Group (SRPG), the Miramar Ranch North Planning Committee (MRNPC) and the Scripps Ranch Civic Association (SRCA), wish to collectively express their objections to the proposed termination of DART bus service currently scheduled for April 30, 2008.

Despite continual reduction and downsizings, DART has provided MTS's only effective and direct mass transit link for over 90% of the greater than 30,000 residents of Scripps Ranch, as well as the numerous commercial entities within the community boundaries. DART is the City of San Diego's only remaining opportunity to provide mass transit to our community.

Maintaining a viable mass transit option relieves traffic congestion as well as enhances resident quality of life. The benefactors in Scripps Ranch include the elderly, the student population including Alliant University students, and the physically disadvantaged. We've already experienced the pains of continual mass transit reductions and budgetary inabilities, as follows:

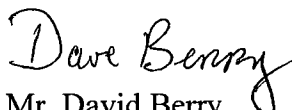
- In the past 2 years alone, MTS eliminated bus routes 30 & 931, and downsized Route 964, leaving DART as the last remaining MTS route serving the majority of SR streets and roadways.
- No MTS bus route at all services the multiple SR sub-communities north of Spring Canyon Road.
- Overall diminishment of east-west North Miramar transit corridor routes making travel much more difficult between LaJolla, UCSD, UTC, Mira Mesa and southward downtown.

Students, and elderly or physically-challenged SR residents who are not eligible for MTS ACCESS would have no any viable means for accessing mass transit to work, class or to access life maintenance and/or government services within SR if DART service is terminated. It should be noted that MTS has made no attempt historically to ever alert the Scripps Ranch community of DART availability, despite a community newsletter which is hand-delivered by resident volunteers to over 12,000 households in the SR community on a monthly basis.

Scripps Ranch community organizations are willing and able to work with MTS Directors and officials to try to achieve improved economic scale while providing the only remaining mass-transit option remaining. Preserving DART today is the critical first step in moving forward.



Mr. Bob Ilko
Chairman, SRPG
10247 Rue Touraine
San Diego, CA 92131



Mr. David Berry
Chairman, MRNPC
10755-F Scripps Poway Pkwy
San Diego, CA 92131



Gordon Boerner
President, SRCA
10755-F Scripps Poway Pkwy
San Diego, CA 92131