

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

****REVISED****

Agenda

****JOINT MEETING AND FINANCE WORKSHOP****

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

March 11, 2010

» » 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: FY 2010 Midyear Adjustment and FY 2011 Preliminary Projections Approve
(Larry Marinesi)
Action would: (1) approve Resolution No. 10-5, which includes the usage of an additional \$1.06 million in nonrecurring revenues to balance the MTS operating budget; and (2) receive a report regarding preliminary FY 2011 budget projections.
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

Please turn off cell phones and pagers
during the meeting

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

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

5. a. Roll Call
- b. Approval of Minutes - February 18, 2010 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: Increased Authorization for Legal Services - Best Best & Krieger LLP Approve/
Ratify
Action would authorize the CEO to execute MTS Doc. No. G1274.1-09 with Best Best & Krieger, LLP (BBK) for legal services and ratify the prior contract entered into under the CEO's authority.
7. MTS: FY 2010/11 Community-Based Transportation Planning Grant Approve
Action would approve Resolution No. 10-2 authorizing the CEO to enter into a contract with the California Department of Transportation (Caltrans) for the use of a community-based transportation planning grant (if awarded).
8. MTS: Investment Report - January 2010 Receive
Action would receive a report for information.
9. MTS: Fixed Assets Internal Audit Report Receive
Action would receive an internal audit report on fixed assets.
10. MTS: Trolley Automatic Passenger Counters - Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. L0912.0-10 with Init Innovations in Transportation (Init) for the purchase of automatic passenger counters (APCs) for the trolley fleet, including 53 base vehicles, 26 optional vehicles, and all required hardware, software, and services in an amount not to exceed the project balance of \$1.5 million to include the base contract (\$1,211,581) plus optional equipment in the amount of up to \$288,419.
11. MTS: Support for SANDAG Application for Proposition 1A Funds Assigned to MTS Approve
Action would approve Resolution No. 10-6 stating the commitment of San Diego Trolley, Inc.'s (SDTI's) share of California State Proposition 1A (2008) revenue for use on the Blue Line Rehabilitation Project and in support of the San Diego Association of Governments' (SANDAG's) application for funding.

CLOSED SESSION

24. a. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a): Daniel Lopez v. San Diego Transit Corporation (Case No. 37-2009-00081786-CU-PA-CTL) Possible
Action
- ★★ b. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION Pursuant to California Government Code section 54956.9(b): (One Potential Case) Possible
Action

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. MTS: First Transit, Inc. ADA Paratransit Services (Jim Byrne)
Action would authorize the CEO to execute MTS Doc. No. G1205.0-10 with First Transit, Inc. for ADA paratransit services for a 5-year base period with two 2-year options (9 years). Approve
31. MTS: Consultant Services for Naming Rights - Contract Award (Rob Schupp)
Action would authorize the CEO to execute MTS Doc. No. G1262.0-10 with The Superlative Group for a two-year base period with two 1-year options for consultant services for naming rights. Approve

REPORT ITEMS

45. SDTI: Chargers Football 2009 Year-End Summary (Tom Doogan)
Action would receive a report for information. Receive
46. MTS: Safety and Transit Facilities (Kristen Rohanna from SANDAG)
Action would receive a report for information. Receive
47. MTS: Hazard Center Revitalization Project (Rob Schupp)
Action would receive a report on the planned Hazard Center Revitalization Project. Receive
48. MTS: Service Performance Monitoring Report for July through December 2009 (Devin Braun)
Action would receive a report for information. Receive
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: March 25, 2010
66. Adjournment

METROPOLITAN TRANSIT DEVELOPMENT FINANCE WORKSHOP & BOARD
ROLL CALL

MEETING OF (DATE): 3-11-10

CALL TO ORDER (TIME): 8:00 a.m.

END FINANCE WORKSHOP: 8:49 a.m.

CONVENE BOARD MEETING: 8:49 a.m.

CLOSED SESSION: 9:02 a.m.

RECONVENE: 9:27 a.m.

PUBLIC HEARING: None

RECONVENE: None

ORDINANCES ADOPTED: _____

ADJOURN: 11:15 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	<input checked="" type="checkbox"/> (Boyack) <input type="checkbox"/>	8:23 a.m.	
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>	8:05 a.m.	10:56 a.m.
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:01 a.m.	
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
JANNEY	<input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>		10:24 a.m.
LIGHTNER	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
OVROM	<input type="checkbox"/> (Denny) <input checked="" type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:15 a.m.	
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>	8:05 a.m.	
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		10:53 a.m.
YOUNG	<input type="checkbox"/> (Emerald) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL



Metropolitan Transit System

Revised

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METROPOLITAN TRANSIT SYSTEM



**2010 JOINT BOARD AND
EXECUTIVE COMMITTEE MEETING SCHEDULE
JAMES R. MILLS BUILDING, 10TH FLOOR
1255 IMPERIAL AVENUE, SAN DIEGO**

Executive Committee Thursdays at 9:00 a.m.	Board Meetings Thursdays at 9:00 a.m.
No Corresponding Executive Committee Meeting January 14	January 7 January 21
CANCELLED February 11	February 18
March 4 March 18	March 11 (8:00 a.m. Finance Workshop also) March 25
April 1 April 15	April 8 (8:00 a.m. Finance Workshop also) April 22 (8:00 a.m. Finance Workshop also) <u>9:00 Board meeting only</u>
May 6 May 20	May 13 May 27 (8:00-9:00 a.m. Finance Workshop also)
June 3 June 17	June 10 June 24
July 8	July 15
August 12	August 19
September 9 *	September 23*
October 7 ** October 21	October 14 October 28
November 4	November 18
December 2	December 9

*The California League of Cities is holding its annual meeting September 15 – 18. Meetings in September have been scheduled accordingly.

** The APTA Annual Meeting is being held October 3 – 6. The schedule has not been adapted to accommodate this meeting, but changes may be made at a later date.

Meeting Schedule - MTS Board & EC - 2010.doc - Revision 2..doc

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

MINUTES

February 18, 2010

MTS

1255 Imperial Avenue, Suite 1000, San Diego

1. Roll Call

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

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the January 21, 2010, MTS Board of Directors meeting. Mr. McClellan seconded the motion, and the vote was 10 to 0 in favor.

3. Public Comments

Virginia Conway: Ms. Conway pointed out that there is no bus stop on Route 901, going North on the Silver Stand, near the bird-watching area. She requested a bus stop at that location. She requested that MTS look carefully at the Route 3 bus near 4th & Beech near the senior center. That bus may be very crowded, which will cause people who are invalid to stand before they get to the senior center.

Andra Fairchild: Ms. Fairchild stated that she has provided a map that depicts the location of the Compass Card validator at the Civic Center. She added that she has complained about the location to MTS and has been told that she needs to wait. Mr. Jablonski stated that the Civic Center stop will be renovated to accommodate the low-floor cars in about a year. At that time, the Compass Card validators will be placed in areas of better position for the customer.

Clarence Cuthbertson: Mr. Cuthbertson stated that in other cities, he has observed either reduced fare or no fare charged to seniors for public transportation. He recommended that senior citizens not have to pay to ride the system, which would increase ridership, reduce the number of cars on the roads, decrease emissions, and benefit the economy.

Clive Richard: Mr. Richard stated that as MTS struggles to get the legislature to honor transit funding, the decision to not place ads on vehicles does not make sense.

Katheryn Rhods: Ms. Rhods stated that she is a civil engineer from Point Loma. She referred to an invitation that she has provided regarding a walking tour that she will be giving on Saturday called the Reconnaissance Tour of the proposed site for a new Chargers stadium. She described the proposed ballot-voting process within the city and the history of the site. Mr. Mathis suggested that she meet with Tim Allison, MTS Manager of Property Assets, to get clarification on the issues related to the site.

CONSENT ITEMS

6. MTS: San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Railway Company Board of Directors at its January 19, 2010, Meeting
Action would: (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; and (2) ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on January 19, 2010.

In response to Ms. Lightner, Ms. Lorenzen stated that the SD&AE Board approved items 1 and 2 by a vote of 3-0, and item 3 was handled in closed session.
7. MTS: Operations Budget Status Report for November 2009
Action would receive a report on MTS's operations budget status for November 2009.
8. MTS: Pension Obligation Bonds Refinancing Update
Action would ratify actions taken by staff on the refinancing of the variable pension obligation bonds (POBs).
9. MTS: Investment Report - December 2009
Action would receive a report for information.
10. MTS: MVE LRT Project Legal Services - Contract Amendment
Action would authorize the CEO to execute MTS Doc. No. M6655.13-07 with Hecht, Solberg, Robinson, Goldberg and Bagley, LLP for legal services on the Mission Valley East Light Rail Transit (MVE LRT) Project.
11. MTS: Transportation Development Act (TDA) Revenue Estimate
Action would receive the revised Fiscal Year 2010 Transportation Development Act (TDA) revenue estimate.
12. MTS: Excess Liability Insurance Renewal
Action would ratify and confirm the placement of the liability insurance policy (limits of \$75 million less a \$2 million self-insurance retention).
13. MTS: Human Resources Consulting Services - Contract Amendment
Action would authorize the CEO to execute MTS Doc. No. G1250.1-09 with Keenan & Associates for human resources consulting services.
14. MTS: SANDAG Budget Transfer for the SDTC KMD Building Rehabilitation Project
Action would forward a request to the San Diego Association of Governments (SANDAG) Transportation Committee (TC) to transfer \$150,000 from the SANDAG KMD Drop Table Project (CIP 1100200) to the SANDAG SDTC KMD Building Rehabilitation Project (CIP 1128900).

Action Taken

Mr. Rindone moved to approve Consent Agenda Item Nos. 6 through 14. Mr. Ovrom seconded the motion, and the vote was 13 to 0 in favor.

CLOSED SESSION

The Board convened to Closed Session at 9:17 a.m.

24. a. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL
EXISTING LITIGATION Pursuant to California Government Code
section 54956.9(a): Betty Joyce Jones v. City of San Diego, MTS, et. al
(Case No. 37-2008-00087149-CU-PO-CTL)
- b. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL
ANTICIPATED LITIGATION SIGNIFICANT EXPOSURE TO LITIGATION
Pursuant to California Government Code section 54956.9(b): (One
Potential Case)
- c. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL -
EXISTING LITIGATION Pursuant to California Government Code
54956.9(a) Metropolitan Transit System v. San Diego State University
(Case No. 37-2007-00083692-CU-WM-CTL)

The Board reconvened to open session at 10:29 a.m.

Oral Report of Final Actions Taken in Closed Session

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

- a. The Board received a report from outside counsel.
- b. The Board received a report from General Counsel.
- c. The Board received a report from outside counsel.

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing of Necessity to Adopt a Resolution of Necessity for Full Acquisition of Assessor's Parcel No. 623-250-23, 3650 Main Street, Chula Vista, California, Owned by Sav-On Systems, a California Limited Partnership

Tim Allison, MTS Manager of Real Estate Assets, gave a PowerPoint presentation and stated that MTS has identified the property at 3650 Main Street in Chula Vista, owned by Sav-On Systems, that is required for the expansion of the South Bay Maintenance Facility. He described the parcel and the existing MTS bus maintenance and operations facility.

Mr. Allison described the methodology that MTS used to satisfy the four points of the California eminent domain law: (1) The public interest and necessity require the project; (2) The project is planned or located in a manner that will be the most compatible with the greatest public good and the least private injury; (3) The interest in the property is necessary for the project; and (4) An offer of just compensation has been made to the property owner.

Mr. Allison stated that the staff recommendation is to: (1) Open the public hearing, receive testimony, and close the hearing; (2) Approve Resolution of Necessity No. 10-4, by a two-thirds vote, pertaining to the acquisition of Assessor Parcel No. 623-250-23; and (3) Authorize staff to proceed with the condemnation.

Bruce Beach, Best, Best and Krieger, responded to Marti Emerald's question stating that a willing seller is not an issue in condemnation proceedings. He stated that negotiations will continue with Sav-On to reach a resolution, and only as a last resort would there be a trial. He described the environmental impact report process that has taken place since the site was originally developed in 2001.

In response to Ms. Emerald, Mr. Jablonski stated that the only option besides eminent domain would be for MTS to build a new facility at another location and this would be operationally duplicative and cost prohibitive.

Public Hearing opened at 10:46 a.m.

There were no speakers.

Public Hearing closed at 10:46 a.m.

Action Taken

Mr. Selby moved to approve the staff recommendation to Approve Resolution of Necessity, No. 10-4 pertaining to the acquisition of Assessor Parcel No. 623-250-23 and authorize staff to proceed with the condemnation. Mr. Janney seconded the motion, and the vote was 13 to 0 in favor.

DISCUSSION ITEMS

30. MTS: State Budget Update and Support for Transportation Ballot Initiative

Sharon Cooney, MTS Director of Governmental Affairs, introduced Mark Watts, of Smith Watts, MTS's Sacramento representative. She stated that he will give an update on the developments related to transit funding at the state level. Mr. Watts gave a PowerPoint presentation on the state budget overview and funding issues. He stated that a transportation funding proposal has seen some recent traction that has provided a modest breakthrough.

Mr. Watts described the Governor's proposal that includes the elimination of all sales tax that is collected on gasoline, which affects Proposition 42 and the Public Transportation Account. He gave a review of the positive and negative implications of the governor's budget proposal.

Mr. Watts reviewed the Senate Democratic caucus proposal that includes the repeal of the sales tax on gas and the replacement with the new 18-cents-per-gallon excise tax among other proposals.

Ms. Cooney stated that one proposal that was vetted this week could result in \$18 million for MTS through fiscal year 2011 and be an ongoing source of funds in the amount of \$10 million. Another proposal would mean significantly more, (closer to \$30 million a year).

In response to Mr. Jablonski, Mr. Watts stated that the amount the state would anticipate receiving from the tax on diesel would amount to \$475 million to \$500 million per year that would build as the amount of sales increases. He stated that there is no discussion about repayment currently.

Ms. Cooney stated that there is a broad-based coalition that is looking for signatures on a ballot initiative called the Local Taxpayer Public Safety and Transportation Protection Act of 2010. The initiative takes away the ability of the state to take local taxes, which would protect what is in the Public Transportation account. A provision would be included that states if a statute is passed that takes away transit funding, the initiative would reinstate the funding. She stated that if the Board approves the resolution, MTS would forward support to the coalition in support of the initiative.

Action Taken

Ms. Emerald moved for MTS to forward support to the coalition in support of the initiative. Mr. Cunningham seconded the motion, and the vote was 12 to 1 in favor, (Mr. Roberts abstained).

31. MTS: Fiscal Year 2011 Capital Improvement Program (CIP)

Larry Marinesi, MTS Budget Manager, gave a PowerPoint presentation to review the Capital Improvement Program (CIP) for the upcoming fiscal year 2011. He stated that the Capital Projects Review Committee (CPRC), comprised of bus operations, rail operations, Chula Vista Transit, MTS Administration, and SANDAG Engineering and created a needs list for each of their respective agencies beginning in August 2009. The list was submitted for consolidation, and the CPRC met to discuss and prioritize the requests for the CEO's approval.

Mr. Marinesi reviewed the funding levels and stated that the total funding available is \$36.4 million for 46 projects. He presented a summary look of the CIP for fiscal years 2011-2015. He stated that the total available CIP revenue for FY 2011 is \$36.4 million, and it ranges to \$52.2 million by 2015. He stated that the accumulated deficits will grow to -\$217.9 million over the five-year period. He added that over a five-year period, about 50% of the funding will match the needs.

Mr. Marinesi stated that fiscal year 2011 CIP recommendations are:

That the Board of Directors:

1. approve the fiscal year 2011 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available and allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. recommend that the SANDAG Board of Directors approve the submittal of federal Section 5307 and Section 5309 applications for the MTS fiscal year 2011 CIP (shown in Attachment A);
3. approve the transfer of \$4,372,601 from previous CIP projects to the fiscal year 2011 CIP; and
4. recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2011 CIP recommendations.

In response to Ms. Emerald, Mr. Marinesi stated that there are no Proposition 1A funds anticipated for MTS's CIP for the next five years. Mr. Rindone clarified that the State of California's portion of the Proposition 1A funds is \$2.3 billion.

Action Taken

Mr. Rindone moved to receive the report and support staff in moving forward with the recommendations. Ms. Emerald seconded the motion, and the vote was 13 to 0 in favor.

32. MTS: Proposed Revisions to MTS Policy No. 59 (Natural Gas Hedge Policy)

Cliff Telfer, MTS Chief Financial Officer, stated that the Natural Gas Hedging Program was approved in February 2009. He stated that recent state law has changed with respect to electricity, and there is an opportunity to expand Policy No. 59 to an energy-hedging program to include electricity. He stated that the total budget currently for electricity is \$10 million and \$7 million for traction power.

Michael McDonald, McDonald Partners, gave a PowerPoint presentation on the energy-hedging program. He stated that last February, the driver for the CNG hedging program was the volatility in prices to provide budget certainty. He gave background on electricity deregulation in California and on the market reopening timeline stressing that customers will be accepted on a first-come, first-served basis; therefore, it will be important to be ready at the moment the market opens.

Mr. McDonald reviewed SDG&E tariffs and electricity costs, which he stated can be substantially reduced. He stated that wholesale power will be bought from the market and added that delivery and the operation will be exactly the same.

Mr. McDonald stated that MTS rail traction power uses approximately 55,700 megawatt hours per year. He added that there are 213 meters of which 32 are eligible because they are interval demand recording (IDR) meters that measure usage every 15 minutes.

Mr. McDonald reviewed next steps that included revision of the policy, solicitations, and submission of the Notification of Intent (NOI) to SDG&E. Mr. Telfer reviewed **staff recommendations**: (1) Approve the updated energy hedge program pursuing electricity in addition to CNG; (2) approve direct access for electricity program; and (3) approve the revised energy hedge policy (Policy No. 59), including the continued designation of the CEO and CFO as the administrators of the policy, and authorizing administrators to execute hedges in accordance with the policy.

Action Taken

Ms. Emerald moved to approve staff's recommendations. Mr. Van Deventer seconded the motion, and the vote was 13 to 0 in favor.

REPORT ITEMS

47. MTS: Urban Area Transit Strategy (Taken out of order)

Carolina Gregor from SANDAG gave a PowerPoint presentation on the Urban Area Transit Strategy that SANDAG has prepared as part of the 2050 Regional Transportation Plan (RTP), which will provide an additional 20 years of planning for projects and revenue sources.

Ms. Gregory stated that the overarching goal is to prepare a world-class transit system for the San Diego region, including the significant increase of transit, walking and biking, maximizing the role of transit, and looking at the transit system to see how greenhouse and gas emissions

can be reduced. She reviewed the study area, project highlights, and the four key components that included: (1) development of three innovative and progressive transit network alternatives, (2) analyze and test alternative networks, (3) incorporate preferred network into the 2050 RTP, and (4) develop action plans.

Ms. Gregory described the brainstorming sessions that provided feedback. She reviewed the comments that were received from the Transportation Committee, Regional Planning Committee, NCTD Board, Planning and Public Works Directors, stakeholders, and housing working groups.

Ms. Gregory stated that the PB Professional consulting team toured the region and met with elected officials and stakeholders, and described their process that developed the concepts for the alternative transit networks. She outlined next steps that include: detailing of alternative transit networks, conducting public outreach, and the development of a peer review panel for feedback.

In response to Ms. Emerald, Ms. Gregor stated that outreach has included groups at SANDAG that have members from many different segments, as well as public workshops coming up in April or May. She assured Ms. Emerald that the citizens of Mid-City neighborhoods will be given the opportunity to weigh in, and she will keep Ms. Emerald and Mr. Gloria informed.

Ms. Lightner stated that she would like the plan to incorporate something that guarantees funding for the network once it is established. She added that the plan does not include the Mid-Coast Corridor Project. Ms. Gregor described the boundaries of the study area that resulted from the settlement agreement that came out of the 2030 RTP.

In response to Mr. Gloria, Ms. Gregor stated that a financial expert was part of the process with the consultant team. She stated that very high-level transit network alternatives were being reviewed. As part of the 2050 RTP process, the financial considerations will be developed with revenue projections for the overall planning process and to identify additional funding sources.

Mr. Selby pointed out that although this presentation is about a world class system, few times has he heard discussion about how to pay for it. He stated that unless the region and voters make the commitment to pay to operate the system, there will be no social equity, and San Diego will not be able to build out of congestion. He added that this is a key component to financial strength as a region, and the financial commitment has not been made.

Action Taken

Ms. Lightner moved to receive the report. Ms. Emerald seconded the motion, and the vote was 9 to 0 in favor.

48. MTS: Operations Budget Status Report for December 2009 (Taken out of order)

The staff presentation was waived.

Action Taken

Mr. Ewin moved to waive the staff presentation and receive the report. Mr. Ovrom seconded the motion, and the vote was 9 to 0 in favor.

45. MTS: Chargers Football 2009 Year-End Summary

This presentation is trailed until the next meeting.

46. MTS: Safety and Transit Facilities

This presentation is trailed until the next meeting.

60. Chairman's Report

None.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin noted that the next Audit Oversight Committee meeting will be on March 4, 2020 before the Executive Committee meeting.

62. Chief Executive Officer's Report

Mr. Jablonski stated that he traveled to Sacramento to visit Siemens to discuss the order for new trolleys.

63. Board Member Communications

Mr. Rindone gave a report on his attendance on behalf of MTS at the high-speed rail conference in Los Angeles. He stated that \$2.3 billion is dedicated to California.

Mr. Cunningham acknowledged Ms. Lightner for her leadership in the launch of free fares for Route 880 out of Rancho Bernardo Transit Center. He stated that in Poway, a program to fill the gap that occurred with the cessation of the Sunday route to all 25 churches was successful.

Mr. Gloria also commended Ms. Lightner for the progress on Route 880. Ms. Lightner thanked MTS for the support and publicity on Route 880.

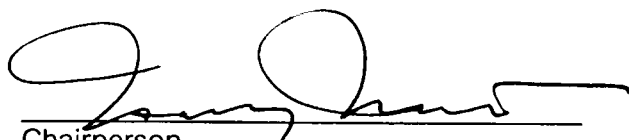
64. Additional Public Comments Not on the Agenda

None.

65. Next Meeting Date

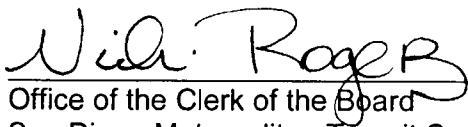
The next meeting of the MTS Board of Directors is on March 11, 2010, with the Finance Workshop beginning at 8:00 a.m.

66. Adjournment



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: Roll Call Sheet

VRogers/
MINUTES - Board 2-18-10.doc

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 2-18-10

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:17 a.m.

RECONVENE: 10:29 a.m.

PUBLIC HEARING: 10:46 a.m.

RECONVENE: 10:46 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 12:00 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	<input checked="" type="checkbox"/> (Boyack) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:04 a.m.	
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
JANNEY	<input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>		11:35 a.m.
LIGHTNER	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>	9:10 a.m.	
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:19 a.m.	11:43 a.m.
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>	9:04 a.m.	
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		11:47 a.m.
YOUNG	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		10:20 a.m.

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

W. Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

[Signature]



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

Agenda

Item No. 2

MTS OPERATORS FINANCE WORKSHOP

FIN 310.1

March 11, 2010

SUBJECT:

MTS: FY 2010 MIDYEAR ADJUSTMENT AND FY 2011 PRELIMINARY PROJECTIONS (LARRY MARINESI)

RECOMMENDATION:

That the Board of Directors:

1. approve Resolution No. 10-5 (Attachment A), which includes the usage of an additional \$1.06 million in nonrecurring revenues to balance the MTS operating budget; and
2. receive a report regarding preliminary FY 2011 budget projections.

Budget Impact

None at this time.

DISCUSSION:

MTS staff met with the Budget Development Committee (BDC) on Monday, March 1, 2010, and the BDC approved forwarding Resolution No. 10-5 (Attachment A) to the MTS Board to approve amendments to balance the FY 10 operating budget .

Combined MTS FY 2010 Midyear Adjustment

Revenues. Passenger fare revenues resulted in a \$7,769,000 unfavorable midyear adjustment primarily due to the decreased passenger levels experienced this year. Through January 2010, ridership was down 9% compared to the original FY 2010 budget and 14.1% compared to the prior year.

Advertising revenues are projected to decrease by approximately \$545,000. This expected revenue decrease is primarily attributed to the economic environment and the significant slowdown in the advertising market.

Other revenue is projected to decrease \$594,000. This is primarily due to lower-than-expected interest income on MTS cash balances.

Recently, as discussed with the BDC in November, MTS has been informed of additional significant reductions in subsidy revenues—specifically in TDA and TransNet funds. Declining sales tax receipts have had a negative impact on MTS's share of TDA and TransNet. In late October, MTS staff met with San Diego Association of Governments (SANDAG) staff to review the FY 2010 progress of sales taxes. MTS staff was informed that MTS's share of TransNet and TDA revenues will drop by approximately \$14.4 million due to a slowing economy and lower-than-expected sales tax receipts.

In order to offset these declining subsidy revenues, staff proposed and the BDC approved the use of one-time funding from several sources:

- American Recovery and Reinvestment Act (ARRA) preventative maintenance of \$5,860,000
- Compressed natural gas (CNG) tax credits of \$3,200,000—historically used in the Capital Improvement Program (CIP)
- \$3,500,000 of TDA shifted from the CIP

Additionally, a total of \$11,800,000 in subsidy revenues (\$6,800,000 in reserve usage and \$5,000,000 in TDA shifted from CIP) was added to the midyear budget as part of the variable pension obligation bond refinance.

In total, consolidated revenues resulted in a \$5,746,000 favorable midyear adjustment, which includes \$1,056,000 in additional contingency revenue as directed by the BDC.

Expenses. As part of the discussions with the BDC in November, the BDC recommended service adjustments to assist in the budget-balancing strategy for fiscal year 2011. Additionally, the BDC recommended implementation in fiscal year 2010 as a strategy to begin saving money either for use in the current fiscal year or in the next fiscal year (2011).

Personnel-related expenses resulted in a \$6,216,000 unfavorable midyear adjustment, including \$8,800,000 in expenses added to the midyear budget as a result of the payoff of the variable pension obligation bonds. Excluding these payoff costs, personnel-related expenses decreased by \$2,584,000. This is primarily due to:

- MTS achieved savings within transit service wages (\$1,546,000) due to the February 2010 service adjustment;
- Administrative staff wages were frozen for FY 2010 (\$450,000);
- Workers' compensation claim payments were significantly lower than previously expected within rail operations (\$367,000); and
- All other wage adjustments (\$221,000).

Total outside services produced a favorable midyear adjustment of \$2,257,000. This is primarily due to savings within purchased transportation costs (\$2,964,000) relating to the February 2010 service adjustment and lower-than-expected service levels for Americans with Disability Act (ADA) paratransit services. There were additional savings within repair and maintenance services (\$261,000), which were offset by increased costs in other outside services (\$743,000).

Staff projects a favorable midyear adjustment of \$10,000 for materials and supplies expenses.

A total favorable reduction in energy for the 2010 fiscal year is \$1,669,000. This is primarily due to favorable rates within CNG as well as a favorable mix with more miles being serviced by CNG than originally expected. The amended rates are as follows:

	Original FY 10	Amended FY 10
CNG	\$1.35	\$1.29
Diesel	\$2.30	\$2.43
Gasoline	\$2.65	\$2.70

Risk management produced an unfavorable midyear adjustment of \$203,000. This is due to increased claim payments in both transit services and rail operations.

Debt service produced an unfavorable midyear adjustment of \$3,187,000, which was also due to the refinance of the variable pension obligation bonds.

General and administrative costs and risk and vehicle/facility leases resulted in an unfavorable midyear adjustment of \$76,000.

In total, the above-mentioned adjustments result in a consolidated unfavorable adjustment of \$5,746,000.

- Attachment A-2 provides the total combined MTS consolidated midyear budget adjustments.
- Attachment A-3 includes the total combined administrative proposed adjustments.
- Attachment A-4 provides the total combined other activities proposed adjustments.
- Attachment A-5 supplies the combined operating budget adjustments.
- Attachments A-6 through A-11 provide supporting operating adjustments for each individual operator.
- Attachment A-12 supplies the nonoperating funding sources by activity and type.

MTS staff project that the operating deficit will be approximately \$1,056,000. MTS staff is forwarding the BDC's recommendation to the MTS Board to use \$1,056,000 in reserves to balance the operating budget. The total reserve needs for FY 2010 total \$2,984,000 include: (1) the carryover from FY 09 totaling \$1,750,000; (2) the additional \$1,056,000 to balance the operating budget for FY 2010; and (3) \$19,000 and \$159,000 to balance the self-funded operations of SD&AE and Taxicab Administration, respectively.

MTS FY 2011 Forecast

Staff will present an updated forecast for the fiscal year 2011 budget. Included will be the discussions from the November meeting with the BDC on various options to reduce the deficit, and staff will seek MTS Board direction on budget closure strategies.



Paul C. Jablonski
Chief Executive Officer

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

MAR11-10.2.FW - FY 10 MIDYEAR ADJ
& 11 PROJECTIONS.MTHOMPSON.doc

Attachment: A. Resolution No. 10-5 (with attachments)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 10-5

Resolution Approving Amendments to FY 2010 Budget

WHEREAS, the MTS Board of Directors adopted Resolution No. 09-17 on May 28, 2009, approving the FY 2010 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, Chula Vista Transit, and Coronado Ferry;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by a vote of two-thirds or more of all members of the MTS Board of Directors that changes are approved to the FY 2010 operating budget per the attached budget amendments.

PASSED AND ADOPTED, by the MTS Board of Directors this 11th day of March 2010, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

MAR11-10.2.AttA-1.FW.AttA.RESO 10-5.
FY 10 BUDGET AMDMT.MTHOMPSON.doc

Attachment: Budget Amendments

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	ACTUAL FY09	ORIGINAL BUDGET FY10	AMENDED BUDGET FY10	\$ CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	88,872,090	93,680,214	85,910,826	(7,769,388)	-8.3%
ADVERTISING REVENUE	924,522	1,274,432	729,744	(544,688)	-42.7%
CONTRACT SERVICE REVENUE	69,711	29,400	30,000	600	2.0%
OTHER INCOME	5,742,760	5,719,548	5,125,387	(594,161)	-10.4%
TOTAL OPERATING REVENUES	95,609,082	100,703,594	91,795,957	(8,907,636)	-8.8%
NON OPERATING REVENUE					
SUBSIDY REVENUE	120,229,416	114,796,708	118,442,537	3,645,829	3.2%
RESERVE REVENUE	-	1,891,928	9,783,867	7,891,940	417.1%
OTHER INCOME	7,665,529	7,714,157	10,829,828	3,115,671	40.4%
TOTAL NON OPERATING REVENUE	127,894,945	124,402,793	139,056,232	14,653,439	11.8%
TOTAL COMBINED REVENUES	223,504,027	225,106,386	230,852,189	5,745,803	2.6%
OPERATING EXPENSES					
LABOR EXPENSES	64,041,559	62,549,078	61,100,238	(1,448,839)	-2.3%
FRINGE EXPENSES	36,913,282	38,714,414	46,378,987	7,664,573	19.8%
TOTAL PERSONNEL EXPENSES	100,954,842	101,263,492	107,479,225	6,215,733	6.1%
SECURITY EXPENSES	11,381,208	5,793,392	5,967,358	173,966	3.0%
REPAIR/MAINTENANCE SERVICES	3,879,528	3,749,929	3,488,761	(261,167)	-7.0%
ENGINE AND TRANSMISSION REBUILD	938,917	838,268	888,400	50,132	6.0%
OTHER OUTSIDE SERVICES	5,663,271	5,395,553	6,139,046	743,493	13.8%
PURCHASED TRANSPORTATION	54,515,613	56,075,841	53,111,933	(2,963,908)	-5.3%
TOTAL OUTSIDE SERVICES	76,378,537	71,852,982	69,595,498	(2,257,484)	-3.1%
LUBRICANTS	432,856	457,884	362,031	(95,853)	-20.9%
TIRES	916,704	757,290	894,856	137,565	18.2%
OTHER MATERIALS AND SUPPLIES	5,849,402	5,775,019	5,722,825	(52,194)	-0.9%
TOTAL MATERIALS AND SUPPLIES	7,198,962	6,990,194	6,979,711	(10,482)	-0.1%
DIESEL FUEL	6,656,561	6,453,340	5,596,250	(857,090)	-13.3%
CNG	10,197,538	10,466,029	9,674,993	(791,036)	-7.6%
TRACTION POWER	6,413,783	6,596,089	6,747,557	151,468	2.3%
UTILITIES	3,198,206	3,455,929	3,283,870	(172,059)	-5.0%
TOTAL ENERGY	26,466,088	26,971,388	25,302,670	(1,668,717)	-6.2%
RISK MANAGEMENT	4,487,102	4,032,811	4,236,169	203,359	5.0%
GENERAL AND ADMINISTRATIVE	1,198,025	1,240,684	1,328,089	87,405	7.0%
DEBT SERVICE	11,806,121	12,130,697	15,317,769	3,187,072	26.3%
VEHICLE / FACILITY LEASE	461,192	624,138	613,057	(11,081)	-1.8%
TOTAL OPERATING EXPENSES	228,950,869	225,106,385	230,852,189	5,745,804	2.6%
NET OPERATING SUBSIDY	(133,341,788)	(124,402,792)	(139,056,232)	(14,653,440)	-11.8%
OVERHEAD ALLOCATION	(0)	(0)	-	0	-100.0%
ADJUSTED NET OPERATING SUBSIDY	(133,341,788)	(124,402,792)	(139,056,232)	(14,653,440)	-11.8%
TOTAL REVENUES LESS TOTAL EXPENSES	(5,446,843)	1	(0)	(1)	100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED ADMINISTRATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	ACTUAL FY09	ORIGINAL BUDGET FY10	AMENDED BUDGET FY10	\$ CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	924,522	1,274,432	729,744	(544,688)	-42.7%
CONTRACT SERVICE REVENUE	910	-	-	-	-
OTHER INCOME	4,201,175	4,274,148	3,531,115	(743,033)	-17.4%
TOTAL OPERATING REVENUES	5,126,607	5,548,580	4,260,859	(1,287,721)	-23.2%
NON OPERATING REVENUE					
SUBSIDY REVENUE	108,587	17,500	17,500	-	0.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	7,588,385	7,584,715	7,584,715	-	0.0%
TOTAL NON OPERATING REVENUE	7,696,972	7,602,215	7,602,215	-	0.0%
TOTAL COMBINED REVENUES	12,823,579	13,150,795	11,863,074	(1,287,721)	-9.8%
OPERATING EXPENSES					
LABOR EXPENSES	9,593,958	8,791,190	8,821,254	30,065	0.3%
FRINGE EXPENSES	2,444,280	4,426,646	3,794,912	(631,733)	-14.3%
TOTAL PERSONNEL EXPENSES	12,038,238	13,217,835	12,616,167	(601,669)	-4.6%
SECURITY EXPENSES	5,512,858	5,702,880	5,853,809	150,929	2.6%
REPAIR/MAINTENANCE SERVICES	54,383	54,100	47,500	(6,600)	-12.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,219,118	3,416,274	3,308,856	(107,417)	-3.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	8,786,359	9,173,254	9,210,165	36,912	0.4%
LUBRICANTS	-	-	-	-	-
TIRES	5,353	8,750	8,750	-	0.0%
OTHER MATERIALS AND SUPPLIES	9,079	22,000	8,500	(13,500)	-61.4%
TOTAL MATERIALS AND SUPPLIES	14,433	30,750	17,250	(13,500)	-43.9%
DIESEL FUEL	116,607	89,888	86,278	(3,610)	-4.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	360,488	539,346	613,698	74,352	13.8%
TOTAL ENERGY	477,095	629,234	699,976	70,742	11.2%
RISK MANAGEMENT	391,207	399,600	379,275	(20,325)	-5.1%
GENERAL AND ADMINISTRATIVE	703,451	704,984	869,155	164,170	23.3%
DEBT SERVICE	6,862,461	8,505,342	8,505,342	-	0.0%
VEHICLE / FACILITY LEASE	8,440	56,334	56,859	525	0.9%
TOTAL OPERATING EXPENSES	29,281,684	32,717,333	32,354,189	(363,144)	-1.1%
NET OPERATING SUBSIDY	(24,155,077)	(27,168,753)	(28,093,329)	(924,576)	-3.4%
OVERHEAD ALLOCATION	9,225,282	19,566,538	20,491,114	924,576	4.7%
ADJUSTED NET OPERATING SUBSIDY	(14,929,795)	(7,602,215)	(7,602,215)	(0)	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(7,232,823)	0	-	(0)	100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OTHER ACTIVITIES
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	<u>ACTUAL FY09</u>	<u>ORIGINAL BUDGET FY10</u>	<u>AMENDED BUDGET FY10</u>	<u>\$ CHANGE BUDGET/ PROJECTED</u>	<u>% CHANGE BUDGET/ PROJECTED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	986,498	865,000	997,396	132,396	15.3%
TOTAL OPERATING REVENUES	986,498	865,000	997,396	132,396	15.3%
NON OPERATING REVENUE					
SUBSIDY REVENUE	-	-	-	-	-
RESERVE REVENUE	-	142,174	177,896	35,722	25.1%
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	142,174	177,896	35,722	25.1%
TOTAL COMBINED REVENUES	986,498	1,007,174	1,175,292	168,118	16.7%
OPERATING EXPENSES					
LABOR EXPENSES	549,425	556,476	569,476	13,000	2.3%
FRINGE EXPENSES	67,209	97,827	62,387	(35,440)	-36.2%
TOTAL PERSONNEL EXPENSES	616,634	654,303	631,863	(22,440)	-3.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	10,239	23,000	12,275	(10,725)	-46.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	112,754	107,250	304,450	197,200	183.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	122,993	130,250	316,725	186,475	143.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	(1,374)	5,500	5,500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	(1,374)	5,500	5,500	-	0.0%
DIESEL FUEL	2,462	5,700	6,000	300	5.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	7,220	14,000	5,100	(8,900)	-63.6%
TOTAL ENERGY	9,682	19,700	11,100	(8,600)	-43.7%
RISK MANAGEMENT	35,356	24,000	33,810	9,810	40.9%
GENERAL AND ADMINISTRATIVE	105,951	105,175	101,725	(3,450)	-3.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	889,242	938,928	1,100,723	161,795	17.2%
NET OPERATING SUBSIDY	97,256	(73,928)	(103,327)	(29,399)	-39.8%
OVERHEAD ALLOCATION	(45,812)	(68,246)	(74,569)	(6,324)	9.3%
ADJUSTED NET OPERATING SUBSIDY	51,444	(142,174)	(177,896)	(35,722)	-25.1%
TOTAL REVENUES LESS TOTAL EXPENSES	51,444	(0)	-	0	109.5%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OPERATIONS
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	ACTUAL FY09	ORIGINAL BUDGET FY10	AMENDED BUDGET FY10	\$ CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	88,872,090	93,680,214	85,910,826	(7,769,388)	-8.3%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	68,801	29,400	30,000	600	2.0%
OTHER INCOME	555,086	580,400	596,876	16,476	2.8%
TOTAL OPERATING REVENUES	89,495,977	94,290,014	86,537,702	(7,752,312)	-8.2%
NON OPERATING REVENUE					
SUBSIDY REVENUE	120,120,829	114,779,208	118,425,037	3,645,829	3.2%
RESERVE REVENUE	-	1,749,754	9,605,971	7,856,217	449.0%
OTHER INCOME	77,144	129,442	3,245,113	3,115,671	2407.0%
TOTAL NON OPERATING REVENUE	120,197,973	116,658,404	131,276,121	14,617,717	12.5%
TOTAL COMBINED REVENUES	209,693,950	210,948,417	217,813,823	6,865,406	3.3%
OPERATING EXPENSES					
LABOR EXPENSES	53,898,177	53,201,412	51,709,508	(1,491,904)	-2.8%
FRINGE EXPENSES	34,401,793	34,189,941	42,521,688	8,331,746	24.4%
TOTAL PERSONNEL EXPENSES	88,299,970	87,391,353	94,231,196	6,839,842	7.8%
SECURITY EXPENSES	5,868,351	90,512	113,549	23,037	25.5%
REPAIR/MAINTENANCE SERVICES	3,814,905	3,672,829	3,428,986	(243,842)	-6.6%
ENGINE AND TRANSMISSION REBUILD	938,917	838,268	888,400	50,132	6.0%
OTHER OUTSIDE SERVICES	2,331,399	1,872,029	2,525,740	653,710	34.9%
PURCHASED TRANSPORTATION	54,515,613	56,075,841	53,111,933	(2,963,908)	-5.3%
TOTAL OUTSIDE SERVICES	67,469,186	62,549,479	60,068,608	(2,480,870)	-4.0%
LUBRICANTS	432,856	457,884	362,031	(95,853)	-20.9%
TIRES	911,351	748,540	886,106	137,565	18.4%
OTHER MATERIALS AND SUPPLIES	5,841,697	5,747,519	5,708,825	(38,694)	-0.7%
TOTAL MATERIALS AND SUPPLIES	7,185,904	6,953,944	6,956,961	3,018	0.0%
DIESEL FUEL	6,537,492	6,357,752	5,503,972	(853,780)	-13.4%
CNG	10,197,538	10,466,029	9,674,993	(791,036)	-7.6%
TRACTION POWER	6,413,783	6,596,089	6,747,557	151,468	2.3%
UTILITIES	2,830,497	2,902,583	2,665,072	(237,511)	-8.2%
TOTAL ENERGY	25,979,311	26,322,454	24,591,594	(1,730,859)	-6.6%
RISK MANAGEMENT	4,060,540	3,609,211	3,823,084	213,873	5.9%
GENERAL AND ADMINISTRATIVE	388,623	430,525	357,209	(73,315)	-17.0%
DEBT SERVICE	4,943,661	3,625,355	6,812,427	3,187,072	87.9%
VEHICLE / FACILITY LEASE	452,751	567,804	556,198	(11,606)	-2.0%
TOTAL OPERATING EXPENSES	198,779,944	191,450,124	197,397,278	5,947,154	3.1%
NET OPERATING SUBSIDY	(109,283,967)	(97,160,111)	(110,859,576)	(13,699,465)	-14.1%
OVERHEAD ALLOCATION	(9,179,469)	(19,498,293)	(20,416,545)	(918,253)	4.7%
ADJUSTED NET OPERATING SUBSIDY	(118,463,437)	(116,658,403)	(131,276,121)	(14,617,718)	-12.5%
TOTAL REVENUES LESS TOTAL EXPENSES	1,734,536	1	-	(1)	100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TRANSIT CORPORATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	ACTUAL FY09	ORIGINAL BUDGET FY10	AMENDED BUDGET FY10	\$ CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	27,881,540	27,229,225	26,659,513	(569,712)	-2.1%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	68,801	29,400	30,000	600	2.0%
OTHER INCOME	72,271	60,000	60,000	-	0.0%
TOTAL OPERATING REVENUES	28,022,612	27,318,625	26,749,513	(569,112)	-2.1%
NON OPERATING REVENUE					
SUBSIDY REVENUE	56,089,088	52,218,618	52,954,384	735,765	1.4%
RESERVE REVENUE	-	1,749,754	9,605,971	7,856,217	449.0%
OTHER INCOME	-	-	3,120,000	3,120,000	-
TOTAL NON OPERATING REVENUE	56,089,088	53,968,372	65,680,355	11,711,982	21.7%
TOTAL COMBINED REVENUES	84,111,700	81,286,998	92,429,868	11,142,871	13.7%
OPERATING EXPENSES					
LABOR EXPENSES	31,104,968	30,897,402	29,988,773	(908,629)	-2.9%
FRINGE EXPENSES	24,617,488	25,210,490	33,563,008	8,352,517	33.1%
TOTAL PERSONNEL EXPENSES	55,722,456	56,107,892	63,551,781	7,443,888	13.3%
SECURITY EXPENSES	216,134	-	12,000	12,000	-
REPAIR/MAINTENANCE SERVICES	826,091	862,188	781,063	(81,125)	-9.4%
ENGINE AND TRANSMISSION REBUILD	453,056	262,268	336,400	74,132	28.3%
OTHER OUTSIDE SERVICES	559,428	451,143	630,776	179,633	39.8%
PURCHASED TRANSPORTATION	22,364	27,887	27,887	-	0.0%
TOTAL OUTSIDE SERVICES	2,077,073	1,603,486	1,788,126	184,640	11.5%
LUBRICANTS	202,751	254,190	167,643	(86,547)	-34.0%
TIRES	906,631	748,540	886,106	137,565	18.4%
OTHER MATERIALS AND SUPPLIES	3,307,332	2,986,223	3,169,217	182,995	6.1%
TOTAL MATERIALS AND SUPPLIES	4,416,714	3,988,954	4,222,966	234,012	5.9%
DIESEL FUEL	1,382,414	696,908	855,193	158,285	22.7%
CNG	6,290,320	6,051,639	5,496,318	(555,321)	-9.2%
TRACTION POWER	-	-	-	-	-
UTILITIES	581,137	597,400	547,543	(49,857)	-8.3%
TOTAL ENERGY	8,253,871	7,345,947	6,899,053	(446,893)	-6.1%
RISK MANAGEMENT	1,896,048	1,633,900	1,614,275	(19,625)	-1.2%
GENERAL AND ADMINISTRATIVE	152,034	155,229	142,871	(12,359)	-8.0%
DEBT SERVICE	4,943,661	3,625,355	6,812,427	3,187,072	87.9%
VEHICLE / FACILITY LEASE	145,923	193,624	217,105	23,481	12.1%
TOTAL OPERATING EXPENSES	77,607,779	74,654,388	85,248,604	10,594,216	14.2%
NET OPERATING SUBSIDY	(49,585,166)	(47,335,762)	(58,499,090)	(11,163,328)	-23.6%
OVERHEAD ALLOCATION	(4,754,162)	(6,632,610)	(7,181,264)	(548,654)	8.3%
ADJUSTED NET OPERATING SUBSIDY	(54,339,328)	(53,968,372)	(65,680,355)	(11,711,983)	-21.7%
TOTAL REVENUES LESS TOTAL EXPENSES	1,749,760	0	0	(0)	100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TROLLEY INCORPORATED
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, Al 2, 3/11/2010**

	ACTUAL FY09	ORIGINAL BUDGET FY10	AMENDED BUDGET FY10	\$ CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	33,453,632	36,829,934	31,788,271	(5,041,663)	-13.7%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	418,614	520,400	536,876	16,476	3.2%
TOTAL OPERATING REVENUES	33,872,246	37,350,334	32,325,147	(5,025,187)	-13.5%
NON OPERATING REVENUE					
SUBSIDY REVENUE	24,445,568	22,104,389	27,133,957	5,029,568	22.8%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	24,445,568	22,104,389	27,133,957	5,029,568	22.8%
TOTAL COMBINED REVENUES	58,317,815	59,454,723	59,459,104	4,381	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	21,759,868	21,168,179	20,755,000	(413,179)	-2.0%
FRINGE EXPENSES	9,595,625	8,790,771	8,770,000	(20,771)	-0.2%
TOTAL PERSONNEL EXPENSES	31,355,493	29,958,950	29,525,000	(433,950)	-1.4%
SECURITY EXPENSES	5,591,216	90,512	101,549	11,037	12.2%
REPAIR/MAINTENANCE SERVICES	2,915,694	2,694,117	2,541,273	(152,844)	-5.7%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	737,166	525,051	764,407	239,356	45.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	9,244,077	3,309,680	3,407,228	97,548	2.9%
LUBRICANTS	230,106	203,694	194,388	(9,306)	-4.6%
TIRES	4,720	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,526,846	2,718,296	2,520,218	(198,078)	-7.3%
TOTAL MATERIALS AND SUPPLIES	2,761,671	2,921,990	2,714,606	(207,384)	-7.1%
DIESEL FUEL	420,342	258,325	318,655	60,330	23.4%
CNG	-	-	-	-	-
TRACTION POWER	6,413,783	6,596,089	6,747,557	151,468	2.3%
UTILITIES	2,140,523	2,170,517	1,987,406	(183,111)	-8.4%
TOTAL ENERGY	8,974,649	9,024,930	9,053,617	28,687	0.3%
RISK MANAGEMENT	2,139,492	1,960,311	2,198,809	238,498	12.2%
GENERAL AND ADMINISTRATIVE	179,271	243,494	191,243	(52,252)	-21.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	167,534	224,780	192,119	(32,661)	-14.5%
TOTAL OPERATING EXPENSES	54,822,187	47,644,135	47,282,622	(361,514)	-0.8%
NET OPERATING SUBSIDY	(20,949,941)	(10,293,801)	(14,957,475)	(4,663,673)	-45.3%
OVERHEAD ALLOCATION	(3,504,843)	(11,810,588)	(12,176,483)	(365,895)	3.1%
ADJUSTED NET OPERATING SUBSIDY	(24,454,783)	(22,104,389)	(27,133,957)	(5,029,568)	-22.8%
TOTAL REVENUES LESS TOTAL EXPENSES	(9,215)	(0)	-	0	100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	ACTUAL FY09	ORIGINAL BUDGET FY10	AMENDED BUDGET FY10	\$ CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	21,999,263	23,637,303	21,980,359	(1,656,944)	-7.0%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	64,201	-	-	-	-
TOTAL OPERATING REVENUES	22,063,464	23,637,303	21,980,359	(1,656,944)	-7.0%
NON OPERATING REVENUE					
SUBSIDY REVENUE	25,478,302	24,929,389	25,283,989	354,600	1.4%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	37,144	-	-	-	-
TOTAL NON OPERATING REVENUE	25,515,446	24,929,389	25,283,989	354,600	1.4%
TOTAL COMBINED REVENUES	47,578,910	48,566,692	47,264,348	(1,302,344)	-2.7%
OPERATING EXPENSES					
LABOR EXPENSES	415,304	462,240	328,221	(134,019)	-29.0%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	415,304	462,240	328,221	(134,019)	-29.0%
SECURITY EXPENSES	61,001	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,185	12,000	4,526	(7,474)	-62.3%
ENGINE AND TRANSMISSION REBUILD	358,738	480,000	493,000	13,000	2.7%
OTHER OUTSIDE SERVICES	517,358	354,595	588,872	234,277	66.1%
PURCHASED TRANSPORTATION	38,768,980	39,367,041	38,234,059	(1,132,981)	-2.9%
TOTAL OUTSIDE SERVICES	39,708,262	40,213,636	39,320,458	(893,178)	-2.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	897	30,000	15,090	(14,910)	-49.7%
TOTAL MATERIALS AND SUPPLIES	897	30,000	15,090	(14,910)	-49.7%
DIESEL FUEL	2,908,239	2,874,861	2,602,298	(272,563)	-9.5%
CNG	3,639,798	3,944,233	4,004,849	60,616	1.5%
TRACTION POWER	-	-	-	-	-
UTILITIES	2,949	5,403	3,654	(1,749)	-32.4%
TOTAL ENERGY	6,550,986	6,824,497	6,610,802	(213,695)	-3.1%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	35,463	5,626	906	(4,720)	-83.9%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	139,294	147,400	146,974	(426)	-0.3%
TOTAL OPERATING EXPENSES	46,850,206	47,683,399	46,422,451	(1,260,948)	-2.6%
NET OPERATING SUBSIDY	(24,786,743)	(24,046,096)	(24,442,091)	(395,996)	-1.6%
OVERHEAD ALLOCATION	(728,704)	(883,293)	(841,898)	41,395	-4.7%
ADJUSTED NET OPERATING SUBSIDY	(25,515,446)	(24,929,389)	(25,283,989)	(354,600)	-1.4%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	(0)	0	100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARATRANSIT
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	ACTUAL FY09	ORIGINAL BUDGET FY10	AMENDED BUDGET FY10	\$ CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	1,857,893	2,228,634	1,861,488	(367,145)	-16.5%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	1,857,893	2,228,634	1,861,488	(367,145)	-16.5%
NON OPERATING REVENUE					
SUBSIDY REVENUE	10,162,218	11,441,832	9,457,117	(1,984,716)	-17.3%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	40,000	129,442	125,113	(4,329)	-3.3%
TOTAL NON OPERATING REVENUE	10,202,218	11,571,275	9,582,230	(1,989,045)	-17.2%
TOTAL COMBINED REVENUES	12,060,111	13,799,908	11,443,718	(2,356,190)	-17.1%
OPERATING EXPENSES					
LABOR EXPENSES	141,767	200,781	157,700	(43,081)	-21.5%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	141,767	200,781	157,700	(43,081)	-21.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	223,092	250,690	223,415	(27,275)	-10.9%
PURCHASED TRANSPORTATION	9,954,653	10,899,814	9,340,687	(1,559,127)	-14.3%
TOTAL OUTSIDE SERVICES	10,177,746	11,150,504	9,564,102	(1,586,402)	-14.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	1,706,089	2,403,702	1,692,580	(711,122)	-29.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,075	-	1,000	1,000	-
TOTAL ENERGY	1,707,164	2,403,702	1,693,580	(710,122)	-29.5%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	4,007	7,200	4,815	(2,385)	-33.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	2,000	-	(2,000)	-100.0%
TOTAL OPERATING EXPENSES	12,030,683	13,764,188	11,420,197	(2,343,991)	-17.0%
NET OPERATING SUBSIDY	(10,172,790)	(11,535,554)	(9,558,709)	1,976,845	17.1%
OVERHEAD ALLOCATION	(29,428)	(35,721)	(23,521)	12,200	-34.2%
ADJUSTED NET OPERATING SUBSIDY	(10,202,218)	(11,571,275)	(9,582,230)	1,989,045	17.2%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(0)	(0)	0	100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	ACTUAL FY09	ORIGINAL BUDGET FY10	AMENDED BUDGET FY10	\$ CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	3,679,761	3,755,118	3,621,194	(133,924)	-3.6%
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	3,679,761	3,755,118	3,621,194	(133,924)	-3.6%
NON OPERATING REVENUE					
SUBSIDY REVENUE	3,453,889	3,588,788	3,114,600	(474,188)	-13.2%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	3,453,889	3,588,788	3,114,600	(474,188)	-13.2%
TOTAL COMBINED REVENUES	7,133,650	7,343,906	6,735,794	(608,111)	-8.3%
OPERATING EXPENSES					
LABOR EXPENSES	476,269	472,810	479,814	7,004	1.5%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	476,269	472,810	479,814	7,004	1.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	70,935	104,524	102,124	(2,400)	-2.3%
ENGINE AND TRANSMISSION REBUILD	127,123	96,000	59,000	(37,000)	-38.5%
OTHER OUTSIDE SERVICES	138,854	135,050	162,770	27,720	20.5%
PURCHASED TRANSPORTATION	5,622,033	5,629,088	5,372,490	(256,598)	-4.6%
TOTAL OUTSIDE SERVICES	5,958,945	5,964,662	5,696,384	(268,278)	-4.5%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	6,621	13,000	4,300	(8,700)	-66.9%
TOTAL MATERIALS AND SUPPLIES	6,621	13,000	4,300	(8,700)	-66.9%
DIESEL FUEL	120,408	123,956	35,246	(88,710)	-71.6%
CNG	267,420	470,157	173,826	(296,331)	-63.0%
TRACTION POWER	-	-	-	-	-
UTILITIES	104,813	129,263	125,469	(3,794)	-2.9%
TOTAL ENERGY	492,641	723,377	334,542	(388,835)	-53.8%
RISK MANAGEMENT	25,000	15,000	10,000	(5,000)	-33.3%
GENERAL AND ADMINISTRATIVE	17,849	18,975	17,375	(1,600)	-8.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	6,977,325	7,207,824	6,542,415	(665,409)	-9.2%
NET OPERATING SUBSIDY	(3,297,564)	(3,452,706)	(2,921,221)	531,485	15.4%
OVERHEAD ALLOCATION	(162,334)	(136,081)	(193,379)	(57,298)	42.1%
ADJUSTED NET OPERATING SUBSIDY	(3,459,898)	(3,588,787)	(3,114,600)	474,187	13.2%
TOTAL REVENUES LESS TOTAL EXPENSES	(6,009)	1	-	(1)	100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	<u>ACTUAL FY09</u>	<u>ORIGINAL BUDGET FY10</u>	<u>AMENDED BUDGET FY10</u>	<u>\$ CHANGE BUDGET/ PROJECTED</u>	<u>% CHANGE BUDGET/ PROJECTED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NON OPERATING REVENUE					
SUBSIDY REVENUE	147,584	152,011	136,810	(15,201)	-10.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	<u>147,584</u>	<u>152,011</u>	<u>136,810</u>	<u>(15,201)</u>	<u>-10.0%</u>
TOTAL COMBINED REVENUES	<u>147,584</u>	<u>152,011</u>	<u>136,810</u>	<u>(15,201)</u>	<u>-10.0%</u>
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	147,584	152,011	136,810	(15,201)	-10.0%
TOTAL OUTSIDE SERVICES	<u>147,584</u>	<u>152,011</u>	<u>136,810</u>	<u>(15,201)</u>	<u>-10.0%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	<u>147,584</u>	<u>152,011</u>	<u>136,810</u>	<u>(15,201)</u>	<u>-10.0%</u>
NET OPERATING SUBSIDY	<u>(147,584)</u>	<u>(152,011)</u>	<u>(136,810)</u>	<u>15,201</u>	<u>10.0%</u>
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	<u>(147,584)</u>	<u>(152,011)</u>	<u>(136,810)</u>	<u>15,201</u>	<u>10.0%</u>
TOTAL REVENUES LESS TOTAL EXPENSES	<u>-</u>	<u>(0)</u>	<u>-</u>	<u>0</u>	<u>100.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2010**

**FINANCE WORKSHOP
Att. A, AI 2, 3/11/2010**

	<u>ACTUAL FY09</u>	<u>ORIGINAL BUDGET FY10</u>	<u>AMENDED BUDGET FY10</u>	<u>\$ CHANGE BUDGET/ PROJECTED</u>	<u>% CHANGE BUDGET/ PROJECTED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
ADVERTISING REVENUE	-	-	-	-	-
CONTRACT SERVICE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
SUBSIDY REVENUE	344,180	344,180	344,180	-	0.0%
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL NON OPERATING REVENUE	344,180	344,180	344,180	-	0.0%
TOTAL COMBINED REVENUES	344,180	344,180	344,180	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	188,680	188,680	188,680	-	0.0%
TOTAL PERSONNEL EXPENSES	188,680	188,680	188,680	-	0.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	155,500	155,500	155,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	155,500	155,500	155,500	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	344,180	344,180	344,180	-	0.0%
NET OPERATING SUBSIDY	(344,180)	(344,180)	(344,180)	-	0.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(344,180)	(344,180)	(344,180)	-	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
MID YEAR OPERATING BUDGET - FISCAL YEAR 2010
SECTION 9.01

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	18,618,291	21,072,012	-	-	12,986,081	3,398,000	-	9,605,971	65,680,355
SDTI	15,166,500	6,967,457	-	-	5,000,000	-	-	-	27,133,957
MCS 801 - South Central	5,860,000	8,516,781	-	-	-	-	-	-	14,376,781
MCS 802 - JARC Otay	291,206	291,206	-	-	-	-	-	-	582,413
MCS 803 - JARC Mid City	169,957	169,957	-	-	-	-	-	-	339,915
MCS 820 - East County	-	5,838,155	-	-	-	-	-	-	5,838,155
MCS 830 - Commuter Express	-	201,522	-	-	-	682,459	-	-	883,982
MCS 835 - Central Routes 961-965	-	2,466,347	-	-	-	-	-	-	2,466,347
MCS 840 - Regional Transit Center Maintenance	-	216,760	-	-	-	-	-	-	216,760
MCS 850 - ADA Access	4,089,500	3,329,248	-	1,000,000	564,966	150,918	-	-	9,134,632
MCS 856 - ADA Certification	-	197,371	-	-	-	-	-	-	197,371
MCS 875 - Coaster Connection	-	125,113	-	-	-	125,113	-	-	250,227
MCS 880 - Rural	320,713	258,923	-	-	-	-	-	-	579,637
Chula Vista Transit	-	3,114,600	-	-	-	-	-	-	3,114,600
Coronado Ferry	-	136,810	-	-	-	-	-	-	136,810
Administrative Pass Thru	-	344,180	-	-	-	-	-	-	344,180
Subtotal Operations	44,516,168	53,246,444	-	1,000,000	18,551,047	4,356,491	-	9,605,971	131,276,121
Taxicab	-	-	-	-	-	-	-	159,279	159,279
SD&AE	-	-	-	-	-	-	-	18,617	18,617
Subtotal Other Activities	-	-	-	-	-	-	-	177,896	177,896
Administrative	17,500	-	-	-	-	-	7,584,715	-	7,602,215
Grand Total	44,533,668	53,246,444	0	1,000,000	18,551,047	4,356,491	7,584,715	9,783,867	139,056,232

Metropolitan Transit System FY 2010 Mid Year Adjustment and FY 2011 Budget Development

(Larry Marinesi)

**MTS Board of Directors
March 11, 2010**



Fiscal Year 2010 Mid Year Assumptions / Executive Summary

- **Revenue**
 - Sales tax generated revenue down \$14.4M from original budget
 - Passenger Revenue: YTD Jan Ridership -9.0% vs budget, -14.1% vs FY09
 - One time funding of \$12.6M
- **Variable Pension Obligation Bond Refinance Transaction**
 - \$11.8M in one-time revenue
 - \$11.8M in debt service expense
- **Expenses**
 - Sunday Service Adjustments in February saving \$2.7 million
 - Belt tightening
 - Administrative wage freeze
- **Met with BDC on March 1, 2010**
 - Recommended using additional \$1.06M in contingency reserves



Metropolitan Transit System Mid Year Adjustment Fiscal Year 2010						
	Original Budget	Amended Budget	VPOB Transaction	Amended exc. POB	Variance	Variance %
Operating Revenues	100 704	91 796	-	91 796	(8 908)	-8.8%
Subsidy Revenues	122 511	129 272	(5 000)	124 272	1 761	1.4%
Reserve Revenues	1 892	9 784	(6 800)	2 984	1 092	57.7%
Total Revenues	225,106	230,852	(11,800)	219,052	(236,906)	-105.2%
Total Expenses	225,106	230,852	(11,800)	219,052	(6,054)	-2.7%
Total Revenues Less Expenses	0	-	-	-	(0)	

- Passenger revenues unfavorable by \$7.8 million
- Other operating revenue unfavorable by \$1.1 million
- TDA / TransNet operating revenues unfavorable \$10.8 million
- Additional one time funding, \$12.6 million:
 - ARRA \$5.9 million
 - CNG credits \$3.2 million
 - TDA from CIP \$3.5 million



3



Metropolitan Transit System Mid Year Adjustment Fiscal Year 2010						
	Original Budget	Amended Budget	VPOB Transaction	Amended exc. POB	Variance	Variance %
Personnel Expenses	101 263	107 479	(8 800)	98 679	2 584	2.6%
Outside Services	71 853	69 595		69 595	2 257	3.1%
Materials and Supplies	6 990	6 980		6 980	10	0.1%
Energy	26 971	25 303		25 303	1 669	6.2%
Risk Management	4 033	4 236		4 236	(203)	-5.0%
General and Administrative	1 241	1 328		1 328	(87)	-7.0%
Debt Service	12 131	15 318	(3 000)	12 318	(187)	-1.5%
Vehicle Facility Lease	624	613		613	11	1.8%
Total Expenses	225,106	230,852	(11,800)	219,052	6,054	2.7%

Excluding Variable POB Payoff - total expenses decreased by \$6.1 million

- Sunday Service Adjustments - \$1.6 million in Personnel, \$1.1 million in Outside Services
- Personnel - Additional \$1.0 million decrease from workers comp savings, Admin wage freeze
- Outside Services - Purchased Transportation for ADA Services, \$1.6 million decrease
- Energy - CNG rates revised to \$1.29 per therm from \$1.35, favorable diesel/CNG mix



4



**Metropolitan Transit System
Fiscal Year 2010 Mid Year Recap**

Projected Operating Income/(Loss)	\$	19,691
One-time subsidy		
ARRA - 10% Preventative Maintenance	\$	5,860
Compressed Natural Gas Credits		3,200
South Bay Maintenance Facility		2,000
MTDB TDA Capital Reserves		1,521
Total One-time Subsidy		12,581
Service Adjustment		2,700
Budget Reductions		3,354
BDC Recommended Reserves		1,056
Total Budget Adjustments	\$	19,691
Balanced Budget	\$	-



5



**Metropolitan Transit System
Fiscal Year 2010 Mid Year Adjustment
Contingency Reserve**

Balance, June 30, 2008	\$	29,918
Net Adjustments FY 2009		1,425
Balance, June 30, 2009	\$	31,343
Variable Pension Obligation Bond Transaction		(6,800)
Carryforward into FY 2010 Operations		(1,750)
BDC Recommended Reserve Usage		(1,056)
Projected Balance, June 30, 2010	\$	21,737

*Remaining balance totaling \$21.7M equals approximately 10% of the operating budget



6



Metropolitan Transit System
Fiscal Year 2010 Mid Year Adjustment
Staff Recommendation

- Approve Resolution No. 10-05 (Attachment A); the Combined MTS FY 2010 Midyear Adjustment Report including the utilization of an additional \$1,056,000 in contingency reserve revenues to balance the MTS operating budget



7



Metropolitan Transit System
Fiscal Year 2011 Projection
Key Assumptions

- SANDAG is projecting a 1.8% increase in sales tax revenue for the 2011 fiscal year impacting TDA / TransNet subsidy revenues
- Ridership grows by 2% due to recovering economy
- Advertising and interest revenue continue slide (-\$600K)
- Operating Expenses
 - Sunday Service Adjustment
 - Energy Savings
 - CNG Facility Maintenance contract
 - Electricity Direct Access program
 - Debt service reductions
 - Savings of \$1.1M on variable interest rates for POB
 - TDA usage of \$5 million for Dexia Loan Payment



8



Metropolitan Transit System Operating Budget Projection Fiscal Year 2011				
	Amended exc. POB	FY11 Projection	Variance	Variance %
Operating Revenues	91,796	92,918	1,122	1.2%
Subsidy Revenues	124,272	116,777	(7,495)	-6.0%
Reserve Revenues	<u>2,984</u>	<u>150</u>	<u>(2,834)</u>	<u>-95.0%</u>
Total Revenues	219,052	209,845	(9,207)	-4.2%
Total Expenses	<u>219,052</u>	<u>219,982</u>	<u>930</u>	<u>0.4%</u>
Total Revenues Less Expenses	<u>-</u>	<u>(10,137)</u>	<u>(10,137)</u>	
Budget Closure Options:				
Additional TDA available for Operations		5,000		
CNG Credits		<u>3,200</u>		
		<u>(1,937)</u>		



9



Metropolitan Transit System Fiscal Year 2011 Projection Other Potential Funding Sources	
<ul style="list-style-type: none"> State of California Transit Funding <ul style="list-style-type: none"> Settlement of legal case Results of Special Session discussions Additional Federal Stimulus 	



10



Metropolitan Transit System
Fiscal Year 2011 Budget Timeline

3/11/2010	Finance Workshop 8am
3/22/2010 2pm	Budget Development Committee
4/8/2010*	Finance Workshop 8am
5/06/2010 - 5/11/2010	Budget Development Committee
5/27/2010	Finance Workshop 9am
6/10/2010	Public Hearing 9am

* Originally scheduled for 4/22/10 Board Meeting



11



**Metropolitan Transit System
FY 2010 Mid Year Adjustment and
FY 2011 Budget Development**
(Larry Marinesi)

MTS Board of Directors
March 11, 2010



12





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

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(PLEASE PRINT)

Date	3/11/10			
Name	Tracy Cain			
Address	4144 MAGNITUDES			
Telephone	619-741-7471			
Organization Represented	SAN DIEGO Trolley Employees			
Subject of Your Remarks	GENERAL Public Comments			
Regarding Agenda Item No.				
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/>	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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AGENDA ITEM NO.

3

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(PLEASE PRINT)

Date	3/11/10				
Name	Jim Lobb				
Address	1432 Owen Dr. C.O. 91911				
Telephone	(619) 216-3165				
Organization Represented	Trolley Employee				
Subject of Your Remarks	trolley contract				
Regarding Agenda Item No.					
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION

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AGENDA ITEM NO.

35C

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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(PLEASE PRINT)

Date	03/11/10
Name	ANDRA [REDACTED]
Address	[REDACTED]
Telephone	619-233-6914
Organization Represented	
Subject of Your Remarks	CIVIC CENTER
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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2/28/10

HELLO BOARD MEETING,
CIVIC CENTER HAS A COMPASS
CARD STATION AT THE NORTH WEST
& SOUTH WEST END OF 2RD AVENUE.

CAN YOU ADD ANOTHER
COMPASS CARD STATION ON THE
SOUTH EAST END OF CIVIC CENTER
& 3RD AVENUE? OR CAN YOU
MOVE THE SOUTHWEST 2RD AVENUE
STATION TO A MORE ACCESSIBLE
LOCATION AT 3RD AVENUE?

I USE AN ELECTRIC
WHEELCHAIR & I HAVE TO WAIT
TO SCAN MY CARD UNTILL THE
COMPASS STAND IS THERE ON
3RD AVENUE.

2/ IF YOU REFERRED TO HONOR
THE REQUEST, I IGNORE SIGNING
UP WITH THE COMPASS CARD STATION
AT CIVIL CENTER ON 2ND AVENUE.

YOU KNOW THE TROLLEY LINE
OFFICER CHECKS FOR THE
COMPASS CARD. I HAVE TO TELL
THE RIDER THAT I BOARD ON IN
CIVIL CENTER, BUT THERE IS
NO STAND ON 3RD AVENUE.

THE ORANGE LINE & BLUE LINE
ROUTE WAS BOTH TOGETHER WITH
6 STOPS.

AMERICA PLAZA HAS A COMPASS
CARD STATION AT THE SOUTH END &
THE NORTH END.

5TH AVENUE STOP HAS A
COMPASS CARD ON THE WEST SIDE
& THE EAST SIDE,

3/

CITY COLLEGE STOP IS THE
SAME WITH A COMPASS CARD
STATION WITH BOTH SIDES.

PARK & MARKET WITH A COMPASS
CARD IS BOTH SIDES OF THE
TROLLEY.

12TH & IMPERIAL WAS BOTH
SIDES OF NORTH & SOUTH END.

FRIENDSHIP,

Andrea Fairchild



AGENDA ITEM NO.

5C

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

3

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(PLEASE PRINT)

Date	March 11, 2010			
Name	Daryl Lowrey			
Address	P.O. Box 2054 National City			
Telephone	619-246-3049			
Organization Represented				
Subject of Your Remarks	Trolley Security			
Regarding Agenda Item No.				
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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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.

LEG 491 (PC 50633)

March 11, 2010

SUBJECT:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES – BEST BEST &
KRIEGER, LLP

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1274.1-09 (in substantially the same form as Attachment A) with Best Best & Krieger, LLP (BBK) for legal services and ratify the prior contract entered into under the CEO's authority.

Budget Impact

The amendment would increase the contract authorization by \$140,000 for a total contract amount of \$150,000. The contract increase would be funded from the Right-of-Way line item of the South Bay Maintenance Facility Right of Way Acquisition Project (WBS #11272-0900), which has an available balance of \$8,334,865.

DISCUSSION:

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

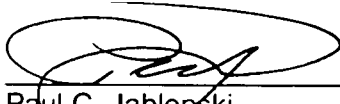
Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000.

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Bruce Beach of BBK is providing legal services to MTS for the acquisition of right-of-way for the South Bay Maintenance Facility. The CEO has approved an initial contract of \$10,000. Staff is requesting Board approval of MTS Doc. No. G1274.1-09 with BBK for legal services and ratification of the prior contract entered into under the CEO's authority.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tim Allison, 619.557.4509, tim.allison@sdmts.com

MAR11-10.6.BBK LEGAL SERVICES.TALLISON.doc

Attachment: A. MTS Doc. No. G1274.1-09

DRAFT

February 3, 2010

MTS Doc. No. G1274.1-09
CIP 11272

Bruce W. Beach, Esq.
Best Best & Krieger, LLP
655 West Broadway, Suite 1500
San Diego, CA 92101-8493

Dear Mr. Beach:

Subject: AMENDMENT NO. 1 TO MTS DOCUMENT NO. G1274.0-09: LEGAL SERVICES FOR
SOUTH BAY MAINTENANCE FACILITY REAL ESTATE ACQUISITION

This letter will serve as Amendment No. 1 to MTS Document No. G1274.0-09.

SCOPE OF SERVICES

Continue to provide legal services in conjunction with the real estate acquisition for the South Bay Maintenance Facility identified in Attachment A.

SCHEDULE

There is no change in the contract schedule.

PAYMENT

This contract amendment authorizes additional costs not to exceed \$140,000 for the above-referenced legal services. The total value of this contract, including this amendment, is \$150,000. Additional authorization is contingent upon MTS approval. 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 second copy is for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

MAR11-10.6.AIA.LEGAL SVCS BBK G1274.1-09.TALLISON.doc



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.

AG 220.3

March 11, 2010

SUBJECT:

MTS: FY 2010/11 COMMUNITY-BASED TRANSPORTATION PLANNING
GRANT

RECOMMENDATION:

That the Board of Directors approve Resolution No. 10-02 (Attachment A) authorizing the Chief Executive Officer (CEO) to enter into a contract with the California Department of Transportation (Caltrans) for the use of a community-based transportation planning grant (if awarded).

Budget Impact

None at this time. MTS staff has applied for a grant totaling \$117,500 with a local match requirement of \$19,000. San Diego Gas and Electric (SDG&E) has already provided \$10,000 toward the local match, and the remaining \$2,500 would be in-kind contributions from MTS.

DISCUSSION:

Each year, Caltrans administers a federal transportation planning grant program that provides grants to transit agencies, regional planning agencies, and other community and governmental entities. MTS staff has filed an application for a community-based transportation planning grant under this program for a planning study entitled, "Feasibility Study of Streetcar Line between Downtown San Diego and Balboa Park." The study would assess the feasibility of constructing a



streetcar link along Park Boulevard between the San Diego City College Station and a final destination in the heart of the Park or at the San Diego Zoo. The study would also look at:

- the potential impacts that a streetcar line would have on improved access to Balboa Park for residents;
- changes in mode preference on trips to Balboa Park;
- impacts on nearby businesses and residents in neighborhoods adjacent to Balboa Park;
- construction, operating, and maintenance costs; and
- potential funding sources.

Therefore, staff is requesting approval of Resolution No. 10-02 authorizing the CEO to enter into a contract with Caltrans for the use of a community-based transportation planning grant (if awarded).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Judy Leitner, 619.557.4526, judy.leitner@sdmts.com

MAR11-10.7.FY 2010-11 TRANSP PLNG GRANT.JLEITNER.doc

Attachment: A. Resolution No. 10-02

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 10-02

Resolution Authorizing the Chief Executive Officer to Enter into an Agreement
with the California Department of Transportation for
Use of Community-Based FY 10-11 Planning Grant Funding

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support transit planning projects; and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer the federal transit planning grants; and

WHEREAS, MTS desires to apply for said financial assistance for a feasibility study for streetcar alignments between downtown San Diego and Balboa Park; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of MTS to contract with the California Department of Transportation in order to use any federal planning grants awarded.

1. General Counsel, or designated representative, is authorized to execute and file all assurances or any other documents required by the California Department of Transportation.

2. The Chief Financial Officer, or designated representative, is authorized to provide additional information as the California Department of Transportation may require in connection with the application for federal transit planning grants.

PASSED AND ADOPTED, by the Board of Directors this _____ day of _____ 2010, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



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Agenda

Item No. 8

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

FIN 305

March 11, 2010

SUBJECT:

MTS: INVESTMENT REPORT – JANUARY 2010

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A comprises the report of MTS investments as of January 2010. The first column provides details about investments restricted for capital improvement projects and debt service—the majority of which are related to the 1995 lease and leaseback transactions. The balance in restricted cash and equivalents has decreased due to the allocation of \$4.5 million in restricted funds to approved capital projects.

The unrestricted investments shown in the second column report the working capital for MTS operations for employee payroll and vendors' goods and services. The balance in unrestricted cash and equivalents has increased by \$7.6 million in January largely due to the release of \$4.5 million from restricted funds as described above and the timing of certain vendor payments.



Quarterly interest earnings totaling \$10,000 were deposited in the unrestricted Local Agency Investment Fund (LAIF) account; interest earnings totaling \$4,000 were deposited in the restricted LAIF account. The current monthly yield in the LAIF is 0.56%, which represents a reduction from 2.83% since August 2008.

The funds restricted for debt service are structured investments with fixed returns that do not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Linda Musengo, 619.557.4531, linda.musengo@sdmts.com

MAR11-10.8.JAN INVESTMT RPT.LMUSENGO.doc

Attachment: A. Investment Report for January 2010

**San Diego Metropolitan Transit System
Investment Report
January 31, 2010**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
Bank of America - concentration sweep account	<u>\$ 1,209,485</u>	<u>\$ 46,380,202</u>	<u>\$ 47,589,687</u>	0.00%
Total Cash and Cash Equivalents	<u>1,209,485</u>	<u>46,380,202</u>	<u>47,589,687</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	2,720,655		2,720,655	N/A *
Local Agency Investment Fund (LAIF) Proposition 1B TSGP grant funds	<u>2,683,459</u>		<u>2,683,459</u>	0.56%
Total Cash - Restricted for Capital Support	<u>5,404,114</u>	<u>-</u>	<u>5,404,114</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)		1,065,749	1,065,749	0.56%
Bank of New York Money Market POB interest	<u>-</u>	<u>40</u>	<u>40</u>	
Total Investments - Working Capital	<u>-</u>	<u>1,065,789</u>	<u>1,065,789</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	34,344,851	-	34,344,851	
Rabobank - Payment Undertaking Agreement	<u>84,951,545</u>	<u>-</u>	<u>84,951,545</u>	7.69%
Total Investments Restricted for Debt Service	<u>119,296,396</u>	<u>-</u>	<u>119,296,396</u>	
Total cash and investments	<u>\$ 125,909,995</u>	<u>\$ 47,445,991</u>	<u>\$ 173,355,986</u>	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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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.

LEG 492

March 11, 2010

SUBJECT:

MTS: FIXED ASSETS INTERNAL AUDIT REPORT

RECOMMENDATION:

That the Board of Directors receive an internal audit report on fixed assets.

Budget Impact

None.

DISCUSSION:

During January 2010, MTS's Internal Auditor performed a review of fixed-asset accounting procedures and internal controls. As a result of this review, five recommendations were made for management's consideration. Management has reviewed the recommendations and is taking action to address the issues noted.

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: Mark Abbey, 619.557.4573, mark.abbey@sdmts.com

2010-3-11.9.AUDIT RPT FIXED ASSETS.MABBEY.doc

Attachment: A. Fixed Assets Internal Audit Report



Memorandum

DATE: February 9, 2010

LEG 492 (PC 50121)

TO: Tom Lynch

FROM: Mark Abbey

SUBJECT: AUDIT REPORT: MTS FIXED-ASSETS ACCOUNTING REVIEW

EXECUTIVE SUMMARY

I have completed a review of internal controls over fixed-asset accounting at MTS. The review was performed in accordance with the approved audit plan.

Audit Objectives and Scope

The objective of the review was to assess the adequacy of controls over fixed assets. The scope of the audit included a review of the fiscal 2009 records in the following areas:

- Controls over fixed-asset additions are adequate and done in accordance with agency policies and procedures.
- Controls over fixed-asset disposals and transfers are adequate and done in accordance with agency policies and procedures.
- Fixed assets are properly recorded at historical costs.
- Fixed-asset records reflect assets that physically exist.
- Depreciation of fixed assets is calculated correctly.

Background

MTS fixed-asset accounting is the responsibility of the MTS Property Accountant. Written procedures for capital assets accounting were established on April 1, 2006. The procedures cover capital asset acquisitions, asset disposals, and transfers between MTS agencies. Many capital procurements are managed by the San Diego Association of Governments (SANDAG). When capital projects are completed, assets are transferred to MTS. One challenging issue for MTS has been receiving adequate records from SANDAG on a timely basis in order to record new assets.



In accordance with federal guidelines, capital assets mean tangible, nonexpendable property having a useful life of more than one year and an acquisition cost of \$5,000 or more per unit. Depreciation of capital assets is charged using the straight-line method over the asset's useful life. All capital assets are recorded in detail in the fixed-asset subledger. This subledger system, known as Bassets, is maintained by the MTS Property Accountant and is reconciled to the MTS, SDTC and SDTI general ledger accounts.

The figures below highlight the magnitude of fixed assets valued at historical cost:

CAPITAL ASSETS FOR BUSINESS-TYPE ACTIVITIES AS OF JUNE 30, 2009

Land and right-of-way	\$ 221,853,921
Construction-in-progress (CIP)	42,364,049
Buildings and structures	1,180,759,035
Buses, light rail vehicles, and other vehicles	421,315,115
Equipment and other	77,461,176
Capital lease property	<u>12,437,839</u>
TOTAL	\$ 1,691,973,165

A physical count was performed of all agency capital assets in June 2008. The counts were reconciled to the fixed-asset records, and the records were adjusted to agree with the count. Another count is scheduled for June 2010.

Observations and Recommendations

Controls over MTS fixed assets have improved since the 2007 internal audit. Some additional improvements can be made, and the following recommendations are offered for management's consideration:

1. Improve the physical count procedures as follows:
 - a. Prepare a recap of all count discrepancies and show a full explanation for each discrepancy and resulting adjustments to the fixed-asset records.
 - b. Clearly show all count dates and asset locations.
 - c. A Finance Department representative should perform test counts where appropriate.
2. Ensure that MTS fully complies with fixed-asset disposal policies and procedures.
3. Review the accounting treatment of the \$2.7 million LRV rehabilitation project.

A detailed explanation of these recommendations is provided under "Detailed Observations." I wish to thank Finance Department personnel for their cooperation and assistance during the course of this review.

DETAILED OBSERVATIONS

1.0 Physical-Count Procedures

In reviewing the work papers in support of the physical count that took place in 2008, I noted a number of procedures that should be improved during the upcoming count in June 2010.

Specifically, the following issues were noted:

1. There was no recap prepared that summarized all of the count discrepancies per the count sheets and showed the results of the investigation and corresponding adjustments to the fixed-asset subsidiary and general ledger records.
2. The count sheets were not dated.
3. The locations of the assets were not clearly listed.
4. A number of items were listed as "scrapped," but no indication was made on the count sheets of the corresponding adjustment made to the records for these scrapped items.

During the 2010 physical counts, all count discrepancies should be clearly identified in a written recap, with full explanations for count differences and resulting adjustments made to the asset records. In addition, all counts should be dated and locations of assets clearly identified. Where appropriate, a finance department representative should perform test counts to confirm the accuracy of the counts performed by operations personnel.

Recommendations

Improve the physical-count procedures as follows:

- a. Prepare a recap of all count discrepancies and show a full explanation for each discrepancy and resulting adjustments to the fixed-asset records.
- b. Clearly show all count dates and asset locations.
- c. A Finance Department representative should perform test counts where appropriate.

Management Response

1. A recap of differences between the count sheets and the existing capital asset record detail will be performed.
2. The count dates and asset locations will be put on the count sheets.
3. A Finance Department representative will perform test counts.

1.1 Fixed-Asset Disposals

The new capital assets procedures require that specific steps be followed when disposing of all capital assets. My review of recent disposals indicates that, in some instances, these steps were not followed on a timely basis. I noted some portable radios that were written off in January 2009; however, they were apparently disposed of by SDTI several years prior. I also

noted some SDTI count room equipment that had to be written off in February 2009 although it had been out of service for some time.

Recommendation

Ensure that MTS fully complies with fixed-asset disposal policies and procedures.

Management Response

The policies and procedures are in place. The issue is in gaining compliance across all areas of MTS. Much progress been made in the last few years in changing the culture to comply with MTS policies. This has included educating the operating areas in how to handle capital asset disposals. There have been no issues with current disposals. Management will continue to press compliance.

1.2 Rehab of LRV Cars

Carlos Guzman, Inc. has been assigned a project for painting and repairing a number of LRV cars. As of January 4, 2010, a total of 54 LRV cars have been painted at a cost of \$2,265,764. These costs have been charged to the CIP account. This accounting treatment does not appear to be consistent with generally accepted accounting principles, and these expenditures appear to be expenses.

The accounting procedure for these painting and repair costs should be reviewed and adjusted as appropriate.

Recommendation

Review the accounting treatment of the \$2.7 million LRV rehabilitation project.

Management Response

It is management's understanding that Federal Transit Administration guidelines require that these assets be capitalized in order to receive federal funding, and this is why MTS has historically done so.

The guidelines and other alternatives will be studied. The objective is to be compliant with generally accepted accounting principles (GAAP) and not jeopardize federal funding.

JGardetto/

M-DRAFT-FIXED ASSETS ACCOUNTING.MABBEY.doc

cc: Paul Jablonski
Tiffany Lorenzen
Cliff Telfer
Larry Marinesi
Eric Cheng

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Agenda

Item No. 10

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

CIP 11278

March 11, 2010

SUBJECT:

MTS: TROLLEY AUTOMATIC PASSENGER COUNTERS – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L0912.0-10 (in substantially the same form as Attachment A) with Init Innovations in Transportation (Init) for the purchase of automatic passenger counters (APCs) for the trolley fleet, including 53 base vehicles, 26 optional vehicles, and all required hardware, software, and services in an amount not to exceed the project balance of \$1.5 million to include the base contract (\$1,211,581) plus optional equipment in the amount of up to \$288,419.

Budget Impact

The total contract price, including all optional vehicles if exercised, would be \$1,796,089.68. The funding would come from Capital Improvement Project 11278 (APCs for Trolley).

DISCUSSION:

Background

Ridership on the trolley is currently estimated through a program administered by the San Diego Association of Governments (SANDAG) called the Trolley Ridership Estimation Program (TREP). The ridership is estimated by counting the number of one-way tickets sold at ticket vending machines and multiplying that number by a ratio of passengers using one-way tickets. With the elimination of transfers in January 2008, less one-way tickets are purchased by passengers who now favor the Day Pass. As a result of this change in ticket purchasing habits, the smaller number of one-way tickets purchased and the variability of how many one-way tickets are purchased means there is a larger margin of error in the estimated ridership provided by the TREP.



The variability of the TREP ridership estimates led staff to seek a new method for counting passengers that is more accurate. APCs would provide a tool to accurately count ridership, match service levels to passenger demand, and track system productivity

Procurement

On September 29, 2009, MTS issued a Request for Proposals (RFP) under MTS Doc. No. L0912.0-10 for the purchase of trolley APCs. On October 26, 2009, two proposals were received. An evaluation panel composed of MTS Procurement, Trolley, Planning, and Finance staffs, including a representative from North County Transit District, deemed the two proposers to be responsive.


Both proposers were invited for an interview to answer the committee's questions and demonstrate specifics of their solutions. The committee asked each proposer to find cost savings, where appropriate, and to tender a Best and Final Offer (BAFO). The evaluation panel then took into account the responses to the RFP, the interviews, and the BAFOs and scored the proposals based on the following criteria:

- 1) Company background and experience25%
- 2) Architecture of proposed solution20%
- 3) Proposed project time line and testing plan 15%
- 4) Cost and price40%

After the final evaluation, the panel determined that Init Innovations in Transportation (Init) was the proposer with the best score. The prices that MTS received for the purchase of the APCs was in line with similar recent bids and was less than the estimated price presented to the MTS Board on September 24, 2009. The evaluation committee feels confident with Init's previous experience with the installation of APCs on rail systems in the U.S. and around the world and that it can perform successfully under the terms and conditions of the procurement.

Staff is seeking Board authorization for the CEO to execute the base contract (valued at \$1,211,581) plus optional equipment up to \$288,419.

The total amount to be spent from Capital Improvement Project 11278 (APCs for Trolley), including the base contract and selected optional items, would be \$1,500,000. The remainder of the total contract value of \$1,796,089.68 would be subject to Board approval and contingent upon receipt of future capital funds.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Devin Braun, 619.595.4916, devin.braun@sdmts.com

MAR11-10.10.TROLLEY APCs.MLAWRENCE.doc

Attachment: A. Draft MTS Doc. No. L0912.0-10

DRAFT

Att. A, AI 10, 3/11/10

STANDARD SERVICES AGREEMENT

L0912.0-10
CONTRACT NUMBER
CIP 11278
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2010, 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: INIT Innovations in Transportation, Inc.

Address: 1420 Kristina Way, Suite 101

Form of Business: Corporation

Chesapeake, VA 23320

(Corporation, partnership, sole proprietor, etc.)

Telephone: 757.413.9100

Authorized person to sign contracts: Andreas Rakebrandt

Director of Business Development

Name

Title

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

Furnish and install an automatic passenger counter system for the Metropolitan Transit System, as specified in MTS's Request for Proposals (RFP), MTS Doc. No. L0912.0-10; including Addenda, Responses to Approved Equals/Clarifications; and in accordance with the Standard Services Agreement, Standard Conditions Services, Scope of Work, and the contractor's proposal (hereinafter "Contract Documents"). If there are any inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract:

1. MTS's Trolley Automatic Passenger Counter System Request for Proposals, Addendum, Responses to Approved Equals/Clarifications, MTS Safety Program, and the contractor's proposal; and

2. Standard Services Agreement, including the Standard Conditions Services and Federal Requirements.

Contractor shall be responsible for all equipment and labor to provide a complete system as required in the contract documents. Active sensors will be required on all trolleys receiving Automatic Passenger Counting equipment.

The term of the contract shall be April 1, 2010, through September 1, 2012. Base contract including all of the required base items, 144 optional dual-output GPS splitters, 55 optional U-2 antenna only installations, 17 optional SD 100 antenna only installations, spare parts, estimated software escrow account expenses, and 9 optional SD 100 hardware and installations will be completed by September 1, 2010. Exercise of the remaining optional 17 SD 100 cars will be at the sole discretion of MTS. Compensation will be per the negotiated rates as stated in the attached Best and Final Offer document. The total contract cost will not exceed \$1,796,089.68 for the base contract and options.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACTOR AUTHORIZATION

By: _____
Chief Executive Officer

Approved as to form:

By: _____
Office of General Counsel

Firm: _____

By: _____
Signature

Title: _____

AMOUNT ENCUMBERED

BUDGET ITEM

FISCAL YEAR

\$1,500,000

2010

By: _____
Chief Financial Officer

Date

(____ total pages, each bearing contract number)

MAR11-10.10.AHA.INIT L0912.0-10.MLAWRENCE.doc

A-1



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Agenda

Item No. 11

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

AG 220.3, CIP 11266

March 11, 2010

SUBJECT:

MTS: SUPPORT FOR SANDAG APPLICATION FOR PROPOSITION 1A FUNDS
ASSIGNED TO MTS

RECOMMENDATION:

That the Board of Directors approve Resolution No. 10-6 (Attachment A) stating the commitment of San Diego Trolley, Inc.'s (SDTI's) share of California State Proposition 1A (2008) revenue for use on the Blue Line Rehabilitation Project and in support of the San Diego Association of Governments' (SANDAG's) application for the funding.

Budget Impact

None at this time. SDTI's share of the voter-approved funding is \$57.855 million. This revenue is budgeted in SANDAG's System Station Platform (1210070) and Rail Infrastructure (1210040) projects and is part of the overall budget for the Blue Line Rehabilitation Project.

DISCUSSION:

Proposition 1A (or the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century), approved by California voters in the November 2008 state elections, is a bond measure that authorized the allocation of \$9 billion in funds for California high-speed rail. In addition, it provided \$950 million in funding for rail corridors expected to eventually feed high-speed rail. SDTI will be allocated \$57.855 million to make improvements on its Blue Line. This funding will be used to augment other regional funding for the Blue and Orange Line Improvement Project



SANDAG will submit an application for the full amount and will request a Letter of No Prejudice (LONP) from the state, which will permit the agency to start work on the project using TransNet revenue and gain reimbursement from the state as Proposition 1A funding becomes available. A resolution stating SDTI's commitment of its share of the Proposition 1A funding is required before SANDAG can receive an LONP.

Therefore, staff requests approval of Resolution No. 10-6 stating SDTI's commitment of its share of Proposition 1A revenues toward the Blue Line Rehabilitation Project.



Paul C. Jablonski
Chief Executive Officer

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

MAR11-10.11.PROP 1A RESOLUTION.SCOONEY.doc

Attachment: A. Resolution No. 10-6

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

RESOLUTION NO. 10-6

A Resolution of Commitment of San Diego Trolley, Incorporated (SDTI)
Allocation of California State Proposition 1A (2008) Revenue for Use
on the Blue Line Rehabilitation Project

WHEREAS, California voters approved Proposition 1A (or the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century) in 2008; and

WHEREAS, this bond measure provides funding for rail projects throughout the state; and

WHEREAS, San Diego Trolley Incorporated (SDTI) is expected to receive \$57.855 million from this revenue source for the purpose of improving MTS's Blue Line rail line; and

WHEREAS, SDTI is a wholly owned subsidiary of MTS, and the Board of MTS serves as the Board for SDTI; and

WHEREAS, the Blue Line Rehabilitation Project is a joint endeavor between MTS and the San Diego Association of Governments (SANDAG) to improve MTS's Blue Line rail line; and

WHEREAS, recent changes in California statutes have permitted agencies to enter into agreements with the state in order to start projects immediately and receive reimbursement as the bond funding becomes available; and

WHEREAS, this project is in a position to move forward expeditiously and prior to the full allocation of Proposition 1A funding to SDTI. NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that SDTI commits its allocation of Proposition 1A funding to SANDAG's Blue Line Rehabilitation Project for station improvements and other rail infrastructure improvements.

PASSED AND ADOPTED by the SDTI Board of Directors this ____ day of March 2010 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
Metropolitan Transit System

Office of General Counsel
Metropolitan Transit System

MAR11-10.11.AIA.PROP 1A RESOLUTION.SCOONEY.docx



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Agenda

Item No. 30

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

OPS 980.5

March 11, 2010

SUBJECT:

MTS: FIRST TRANSIT, INC. ADA PARATRANSIT SERVICES (JIM BYRNE)

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1205.0-10 (in substantially the same format as Attachment A) with First Transit for ADA paratransit services for a 5-year base period with two 2-year options (9 years).

Executive Committee Recommendation

The MTS Executive Committee met on March 4, 2010, and approved forwarding this recommendation to the Board of Directors.

Budget Impact

The total cost for this contract is estimated to be \$106,007,025 and would be paid with federal funding. This would be inclusive of the monthly fixed fees as well as the estimated expenses for the variable-rate billing associated with the actual operations of the paratransit service.

DISCUSSION:

MTS issued a Request for Proposals (RFP) for ADA Paratransit Services on June 10, 2009, and mailed it to 25 contractors. Proposals were due on September 18, 2009, and four proposals were received.

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Three proposals were found to meet the minimum requirements established in the RFP and deemed responsive and responsible. The proposals were evaluated by a committee consisting of representatives from SDTC Transportation Management, Multimodal Operations, Finance, Quality Assurance, and ADA Management.

While considering the primary objectives of the RFP, the committee evaluated and ranked the proposals using the following nine criteria and their relative weights of importance:

1.	Price	70 points
2.	Key Personnel	50 points
3.	Corporate Experience	30 points
4.	Facility Plan	20 points
5.	Start-up Plan	20 points
6.	Customer Service	20 points
7.	Safety and Training Plan	10 points
8.	Corporate Capacity/Qualifications of the Firm	10 points
9.	10% Bidding Preference for Personnel Retention	23 points

After initial ranking of the proposals, interviews of all proposers were conducted and two proposers remained in the competitive range. An extensive interview process was conducted with the remaining proposers to clarify all outstanding questions. An extensive financial analysis and negotiation process was also conducted to ensure fair and reasonable pricing. At the conclusion of these processes, a Best and Final Offer (BAFO) was solicited from the two proposers. A second evaluation was done by the committee and resulted in the following ranking:

PROPOSER'S SCORING	PROPOSER'S SCORE
First Transit, Inc.	818.5
MV Transportation	623.5

It was the unanimous finding of the evaluation committee that the proposal submitted by First Transit represented the best value to the MTS. First Transit received the highest overall rankings in almost every area. Its proposal included a clear understanding of the scope of work with a highly knowledgeable and experienced management team. Therefore, staff recommends requesting Board approval to award a contract to First Transit for ADA Paratransit Services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jim Byrne, 619.238.0100, Ext. 6420, jim.byrne@sdmts.com

MAR11-10.30.FIRST TRANSIT ADA PARATRANSIT SVCS CONTRACT.MLAWRENCE.doc

Attachment: A. MTS Doc. No. G1205.0-10

DRAFT

Att. A, AI 30, 3/11/10

STANDARD SERVICES AGREEMENT

G1205.0-10
CONTRACT NUMBER
OPS 980.5
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2010, 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: First Transit, Inc.

Address: 600 Vine Street, Suite 1400

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

Cincinnati, OH 45202

Telephone: 513.684.8753

Authorized person to sign contracts: Rick Dunning Senior Vice President
Name Title

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

Provide ADA Paratransit services for up to nine years for the MTS, as specified in MTS's Request for Proposals (RFP), MTS Doc. No. G1205.0-10; including Addenda, Responses to Approved Equals/Clarifications; and in accordance with the Standard Services Agreement, Standard Conditions Services, Scope of Work, and ADA paratransit services proposal (hereinafter "Contract Documents"). If there are any inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract.

1. MTS's ADA Paratransit Services Request for Proposals, Addendum, Responses to Approved Equals/Clarifications, MTS Safety Program, and Contractor's Bid.
2. Standard Services Agreement, including the Standard Conditions Services, and Federal Requirements.

This contract shall remain in effect for a five-year base term with two 2-year options. The term of the base contract shall be April 1, 2010, through March 31, 2015. MTS shall have the sole discretion to exercise the option years at the prices set forth in the attached Contractor's Cost Proposal. Compensation will be per the negotiated rates as stated in the attached First Transit Best and Final Offer.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACTOR AUTHORIZATION

By: _____
Chief Executive Officer

Approved as to form:

By: _____
Office of General Counsel

Firm: _____

By: _____
Signature

Title: _____

AMOUNT ENCUMBERED BUDGET ITEM FISCAL YEAR

\$106,007,025 10-15

By: _____ Date
Chief Financial Officer
(____ total pages, each bearing contract number)

MAR11-10.30.AIA.FIRST TRANSIT G1205.0-10.MLAWRENCE.doc

Instructions for Pricing Forms:

Click on the "Fixed Monthly Cost" Worksheet

Fill in the cells that are not highlighted with the amount for the category and Fiscal Year indicated

Cells that are highlighted gray contain formulas and are locked for autocalculation

Repeat process with worksheets "Variable Rate Costs" and "Options"

Line #	Description	Year 1-FY11	Year 2-FY12	Year 3-FY13	Year 4-FY14	Year 5-FY15	Year 6-FY16	Year 7-FY17	Year 8-FY18	Year 9-FY19
1	Total of all Monthly Fixed Costs:	\$ 197,638	\$ 202,282	\$ 210,158	\$ 216,633	\$ 224,697	\$ 228,115	\$ 236,315	\$ 246,462	\$ 254,972
2	Total of all Monthly Variable Costs:	\$ 598,935	\$ 639,777	\$ 679,035	\$ 695,382	\$ 728,640	\$ 769,724	\$ 813,638	\$ 870,864	\$ 914,724
3	Number of Operating Months:	12	12	12	12	12	12	12	12	12
4	Total Contract Cost Per Year:	\$ 9,558,879.07	\$ 10,104,709.04	\$ 10,670,322.82	\$ 10,944,181.09	\$ 11,440,040.16	\$ 11,974,071.37	\$ 12,599,433.04	\$ 13,407,905.71	\$ 14,036,344.17

Line #	Description	Total
1	Total Cost for Base Contract (Years 1-5)	\$ 52,718,132
2	Option 1 - Total Cost for Option Contract (Years 6-7)	\$ 24,573,504
3	Option 2 - Total Cost for Option Contract (Years 8-9)	\$ 27,444,250
4	Option 3 - Mobile Data Terminal System	\$ 889,059
5	Option 4 - Onboard Vehicle Video Event Recorder	\$ 382,080
6	Grand Total Contract Cost	\$106,007,025

Metropolitan Transit System

PARATRANSIT CONTRACT AWARD

March 11, 2010



MTS Paratransit Operations

MTS provides Access and Suburban paratransit services for individuals not able to use our fixed route bus system. These services are provided in full compliance with Americans with Disabilities Act and MTS provides nearly 350,000 passenger trips annually.

This service is provided by 120 MTS owned paratransit vehicles operated by a contracted provider, First Transit, based in El Cajon.



Paratransit Request for Proposals

MTS decided to competitively bid the operations of our ADA services, Access and Suburban Paratransit, and issued a formal Request for Proposals on June 10, 2009.

Contract award would be determined on the following criteria:

Price	70 points
Key Personnel	50 points
Corporate Experience	30 points
Facility Plan	20 points
Start Up Plan	20 points
Customer Service	20 points
Safety and Training Plan	10 points
Corporate Capacity	10 points
Personnel Retention	23 points
	253 points

Four responses were received and three were deemed as responsive to the RFP by the Evaluation Panel. The Evaluation Panel included representatives of Bus Operations, Paratransit Operations, Procurement and Finance.



3



Responses to the RFP

- Three firms were deemed responsive and made formal presentations to the Evaluation Panel.
- Subsequent to the interview, the Evaluation Panel entered into negotiations with the two finalist firms, MV Transportation and First Transit.



4



Best and Final Offers

- MTS issued a request for Best and Final Offer from the two finalist firms.
- The BAFO pricing was added to our score sheets for a final overall scoring.
- It was determined by the entire Evaluation Panel that First Transit was the best choice.



5



Scoring Results

<u>Proposer</u>	<u>Scoring</u>
First Transit	818.5
MV Transportation	623.5



6



Recommendation to Approve this Contract Award

- First Transit's management team has consistently delivered high passenger productivity, a high on time performance rate and a remarkably low complaint record.
- First Transit will install video recording devices, Automatic Vehicle Locator (AVL) and Mobile Data Terminals (MDT) which will greatly enhance the responsiveness of these critical services.
- The Evaluation Panel recommends that the Board approve this contract for \$106,007,025 for the provision of paratransit services for a base period of five years with two, two-year option periods. Our FY 11 cost will increase less than 1% from \$59.52 to \$59.98 per revenue hour.





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Agenda

Item No. 31

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

LEG 490

March 11, 2010

SUBJECT:

MTS: CONSULTANT SERVICES FOR NAMING RIGHTS – CONTRACT AWARD
(ROB SCHUPP)

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1262.0-10 (in substantially the same format as Attachment A) with The Superlative Group for a two-year base period with two 1-year options for consultant services for naming rights.

Budget Impact

The total cost for this contract would be \$485,000 and would be offset by the revenue generated from naming-rights contracts.

DISCUSSION:

MTS issued a Request for Proposals (RFP) for Consultant Services for Naming Rights on July 23, 2009. The RFP was advertised and mailed to 16 contractors; proposals were due on October 8, 2009, and two proposals were received.

The two proposals received were found to meet the minimum requirements established in the RFP and were deemed responsive and responsible. The proposals were evaluated by a committee consisting of representatives from MTS Legal, Finance, Management, and Marketing Departments. While considering the primary objectives of

the RFP, the committee evaluated and ranked the proposals using the following four criteria and their relative weights of importance:

- | | | |
|----|----------------------------------|-----|
| 1. | Preliminary Compensation | 40% |
| 2. | Project Approach | 30% |
| 3. | Corporate Sponsorship Experience | 20% |
| 4. | Personnel Qualifications | 10% |

The process resulted in the following ranking:

PROPOSERS	PROPOSERS' SCORES
The Superlative Group, Inc.	58
Creative Intellects, Inc.	34

It was the unanimous finding of the evaluation committee that the proposal submitted by The Superlative Group represented the best value to the MTS. The Superlative Group received the highest overall rankings in almost every area. Its proposal included a clear understanding of the scope of work with a highly knowledgeable and experienced management team.

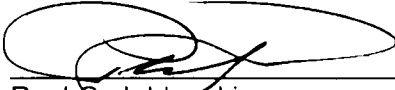
MTS staff negotiated two different compensation packages with The Superlative Group. One package included no retainer fee but a higher commission rate, and the other package is detailed below in Table 1. On March 4, 2010, the Executive Committee considered both packages and voted to forward the option in Table 1 to the Board for its approval.

The Superlative Group also included the most favorable revenue split for MTS. The following is a summary of the compensation package negotiated with The Superlative Group:

Table 1

COMPENSATION	
ASSET VALUATION	\$125k 3 payments: <ul style="list-style-type: none"> • \$41.6k in 30 days • \$41.6k in 90 days • \$41.8k in 120 days - with draft report \$125k deducted from future commissions "Draw"
RETAINER	\$7.5k per month
COMMISSION	12% over term if term is less than 3 years. If deal is more than 3 years, then MTS chooses 6% if paid out during 1st 3 years of sponsorship or 12% paid over duration of agreement.
OTHER SPONSORSHIPS	6% or 12% depending upon term (not 15%) of the difference between any existing revenue contract and a new agreement negotiated by Superlative. 12% if term is less than 3 years. 6% or 12% at MTS's choice if over 3 years.
TRAVEL	Reimbursed at cost according to MTS guidelines.
DURATION OF CONTRACT:	2 years with 2 1-year options

Therefore, staff recommends that the Board of Directors award MTS Doc. No. G1262.0-10 to The Superlative Group for consultant services for naming rights to include the compensation package described in Table 1.

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

Paul C. Jablonski
Chief Executive Officer

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

MAR11-10.31.NAMING RIGHTS SVCS.MLAWRENC.doc

Attachment: A. MTS Doc. No. G1262.0-10

DRAFT

Att. A, AI 31, 3/11/10

STANDARD SERVICES AGREEMENT

G1262.0-09
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2010, 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: The Superlative Group, Inc.

Address: 1267 West 9th Street, Suite 200

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

Cleveland, OH 4113

Telephone: 216.592.9400

Authorized person to sign contracts: Myles C. Gallagher
Name

President
Title

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

Provide consultant services for naming rights for up to four years for the MTS as specified in MTS's Request for Proposals (RFP) MTS Doc. No. G1262.0-09; including Addenda, Responses to Approved Equals/Clarifications; and in accordance with the Standard Services Agreement, Standard Conditions Services, Scope of Work, and Consultant Services for Naming Rights proposal (hereinafter "Contract Documents"). If there are any inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract.

1. MTS's Consultant Services for Naming Rights Request for Proposals, Addendum, Responses to Approved Equals/Clarifications, MTS Safety Program, and Contractor's Bid.
 2. Standard Services Agreement, including the Standard Conditions Services, and Federal Requirements.
- This contract shall remain in effect for a two-year base term with two 1-year options. The term of the base contract shall be April 1, 2010, through March 31, 2012. MTS shall have the sole discretion to exercise option years 1 and 2 at the prices set forth in the Contractor's Cost Proposal. Compensation will be per the negotiated rates as stated in the Record of Negotiation document.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACTOR AUTHORIZATION

By: _____
Chief Executive Officer

Approved as to form:

By: _____
Office of General Counsel

Firm: _____

By: _____
Signature

Title: _____

AMOUNT ENCUMBERED

BUDGET ITEM

FISCAL YEAR

\$485,000

2010

By: _____
Chief Financial Officer
(____ total pages, each bearing contract number)

Date

MAR11-10.31.AttA.SUPERLATIVE GROUP DRAFT
CONTRACT.NAMING RIGHTS.MLAWRENCE.doc

Metropolitan Transit System Naming Rights Consultant

MTS Board of Directors
March 11, 2010



1



Naming Rights/MTS Sponsorships

- Project Intent/Benefits
 - Generate Revenue
 - Identify and Evaluate Assets
 - Trolley Lines
 - BRT Lines
 - Transit Stations
 - Develop a Marketing Strategy for Partnerships



2



RFP Process

- Scope of Work
 - Evaluate MTS Assets
 - Research
 - Database of assets and valuation
 - Develop Marketing Strategy
 - Implement Strategy and Secure Sponsorships
- Responses
 - Superlative Group (58 points)
 - Creative Intellects (34 points)



3



Superlative Team

- Myles Gallagher, President, Superlative Group
 - Greater Cleveland Regional Transit Authority
 - Team includes four other Superlative executives
- InfraConsult
 - New start-ups for rail, bus and automated guideways
 - Public involvement strategies
- IMG Consulting
 - Strategic Marketing Plans



4



Superlative Experience

- Health Line BRT, Cleveland (\$15 million)
- Heathrow Airport (\$450 million)
- Port Authority of Allegheny Co.
- Miami-Dade Co.
- St. Louis University (\$12 million)
- Great American Ballpark (\$75 million)



5



Work Plan

- Phase I - April through September, 2010
 - Kick-off meeting
 - Asset List Development
 - Market Research
 - Media Value Analysis
 - Quantitative Benefits
 - Qualitative Benefits
 - Contract Analysis
 - Potential Partners List
 - Strategic Plan



6



Work Plan

- Phase II - August 2010 - December 2011
 - Develop Collateral
 - Send and follow-up on packages
 - Presentations to potential partners
 - Negotiate terms and conditions of agreement
 - Assist with contract development
 - Finalize agreements
 - Assist with sponsorship activation



7



Compensation

Task	Compensation Package
Asset Valuation	\$125,000, three payments Deducted from future commissions
Retainer	\$7,500 per month
Commission	<ul style="list-style-type: none"> • 12% over term if less than 3 years • If more than 3 years, MTS chooses either 6% if paid in first 3 years or 12% if paid over duration of agreement.
Other Sponsors	Same as above
Travel	Reimbursed at cost according to MTS guidelines
Duration	2 years with two 1-year options
NCTD Inclusion	



8



Compensation Example Nokia Station at Chargers Stadium \$2 million payable over 10 Years

Option A: 12%	Option B: 6%
MTS Receives \$125,000 reimbursement	MTS Receives \$125,000 reimbursement
MTS Owes Commission on \$1,875,000	MTS Owes Commission on \$1,875,000
MTS pays \$22,500 per year for 10 years	MTS pays \$37,500 for three years
MTS earns \$1,650,000 over term	MTS earns \$1,762,500 over term



9



Compensation Example II Sempra Sunrise Power Line \$20 Million for 20 years

Option A: 12%	Option B: 6%
MTS Owes Commission on \$20 million	MTS Owes Commission on \$20 million
MTS pays \$120,000 per year for 20 years	MTS pays \$400,000 for three years
MTS earns \$17.6 million over term	MTS earns \$18.8 million over term



10



Metropolitan Transit System Naming Rights Consultant

MTS Board of Directors
March 11, 2010



11





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Agenda

Item No. 45

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

OPS 970.2

March 11, 2010

SUBJECT:

SDTI: CHARGERS FOOTBALL 2009 YEAR-END SUMMARY (TOM DOOGAN)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

The 2009 season represented the 12th complete year that San Diego Trolley (SDTI) has provided special service to Chargers games at Qualcomm Stadium. Service was also provided to the final three games of the 1997 season after the opening of the Mission Valley West extension in November 1997. The year marked the fifth season for Green Line operations to Qualcomm Stadium providing direct service to the games from East County locations.

Attendance and Ridership Recap:

The following represents 2009 season figures in comparison with the 2008 season:

	2008	2009
	(11 games)	(11 games)
Overall Attendance	727,911	727,315 (- 0.1%)
Average Attendance	66,174	66,120
Overall Ridership	174,275	167,722 (- 3.8%)
Average Ridership	15,843	15,247
Average Gate %	23.9%	23.1%
Total Boardings	348,550	335,444
Manual Sales	\$501,915	\$465,638 (- 7.2%)
TVM Sales	\$209,992	\$287,615 (+ 37.0%)
AMTRAK/Coaster	\$15,855	\$17,375 (+ 9.6%)
Overall Revenue	\$727,762	\$770,627 (+ 5.9%)
Average Revenue	\$66,160	\$70,057
Amount per trip	\$2.09	\$2.30

Cost Recovery

To determine the current status of operating efficiency, a cost-recovery exercise was conducted. An average game was chosen to compare the marginal costs of operating event service against the revenue generated by event ridership. All operating costs associated with the event service were considered, including car miles, staffing levels, and contract services. Revenue sources include manual tickets sales, estimated revenue from ticket vending machines (TVMs), and AMTRAK fare receipts. The TVM figures were established based upon sales averages by day of the week and comparing sales on nonevent dates with the date in the sample. The game selected was played on Sunday, November 1, 2009, against the Oakland Raiders.

Security Staffing Efficiencies

The largest single expense line item, Transit System Security (TSS), has been almost eliminated from this exercise. TSS routinely makes adjustments to its weekly schedule by moving its "common day" (which is a day each week when both watches are scheduled) so that it occurs on game day. This limits the amount of new expenses incurred to facilitate the event deployment.

CHARGERS MIDSEASON SAMPLE		
	November 1, 2009:	2009 Season Average:
• Attendance	67,012	66,120
• Ridership	14,066	15,247
• Gate %	21.0%	23.1%
• Gross Revenue (estimate)	\$72,482	\$70,057
• Operating Costs	\$13,376	
• Net Revenue (estimate)	\$59,107	
• Revenue per Rider (estimate)	\$4.20	

OPERATING COST/REVENUE COMPARISON

1 Game

Category	Revenue	Expenses
Ticket sales (Booth)	\$39,445.00	
Ticket sales (TVM)	\$31,180.00	
AMTRAK	\$1,858.00	
Security (Marginal Costs)		(\$51.00)
Security (Heritage)		(\$1,779.00)
Transportation Department		(\$4,585.00)
Car Miles (Traction Power)		(\$3,933.00)
Revenue Department		(\$1,404.00)
Facilities Department		(\$218.00)
LRV Department		(\$1,406.00)
MOW Department		(\$360.00)
Total Expenses:		(\$13,736.00)
Total Revenues:	\$72,483.00	
Net Operating Rev. (est.):	\$58,747.00	



Paul C. Jablonski
Chief Executive Officer

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

MAR11-10.45.CHARGERS 2009 YEAR-END SUMMARY.TDOOGAN.doc

Attachment: A. Attendance/Ridership Summary

SAN DIEGO TROLLEY, INC.

CHARGERS 2009 SEASON

DAY		DATE	TEAM	GAME ATT (GATE)	CUMULATIVE ATTENDANCE 2009	CUMULATIVE ATTENDANCE 2008	% CHANGE ATTENDANCE 08-09	NUMBER RIDERS TO GAME	% OF GAME ATT	CUMULATIVE TOTAL RIDERS 2009	CUMULATIVE TOTAL RIDERS 2008	% DIFFER 08-09	RIDERS FROM GAME	GAME TOTAL RIDES	COMMENTS
SAT	1	8/15	SEATTLE	58,373	58,373	61,946	-5.8%	12,805	21.9%	12,805	14,614	-12.4%	12,114	24,919	7:00PM Pre-Season
FRI	2	9/4	SAN FRAN	59,049	117,422	114,714	2.4%	13,355	22.6%	26,160	27,458	-4.7%	12,793	26,148	7:00PM Pre-Season
SUN	3	9/20	BALTIMORE	66,880	184,302	181,829	1.4%	15,601	23.3%	41,761	42,987	-2.9%	14,620	30,221	1:15PM Home Opener
SUN	4	9/27	MIAMI	67,320	251,622	250,751	0.3%	16,190	24.0%	57,951	61,751	-6.2%	15,952	32,142	1:15PM
MON	5	10/19	DENVER	68,615	320,237	319,455	0.2%	17,852	26.0%	75,803	78,480	-3.4%	14,636	32,488	5:30PM MNF
SUN	6	11/1	OAKLAND	67,012	387,249	386,965	0.1%	14,066	21.0%	89,869	93,146	-3.5%	13,103	27,169	1:05PM
SUN	7	11/15	PHILADELPHIA	68,875	456,124	455,393	0.2%	16,134	23.4%	106,003	109,415	-3.1%	15,748	31,882	1:15PM
SUN	8	11/29	KANSAS CITY	65,280	521,404	522,593	-0.2%	14,090	21.6%	120,093	122,422	-1.9%	12,916	27,006	1:05PM
SUN	9	12/20	CINCINNATI	68,889	590,293	590,690	-0.1%	15,383	22.3%	135,476	138,409	-2.1%	13,559	28,942	1:05PM
SUN	10	1/3	WASHINGTON	67,554	657,847	659,829	-0.3%	15,158	22.4%	150,634	156,677	-3.9%	11,129	26,287	1:15PM
SUN	11	1/17	NEW YORK	69,468	727,315	727,911	-0.1%	17,088	24.6%	167,722	174,275	-3.8%	15,076	32,164	Divisional Playoffs
				GRAND TOTAL	727,315			167,722	23.1%				151,646	319,368	
			2008 Totals		727,911			174,275	23.9%				164,096	333,745	
			08-09 Difference		(596)			(6,553)	-0.88%					(14,377)	
			2009 Averages		66,120			15,247	23.1%					29,033	
			2008 Averages		66,174			15,843	23.9%					30,340	
			08-09 Difference		(54)			(596)						(1,307)	



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Agenda

Item No. 46

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

SRTP 830

March 11, 2010

SUBJECT:

MTS: SAFETY AND TRANSIT FACILITIES (KRISTEN ROHANNA FROM SANDAG)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

The San Diego Association SANDAG recently completed a study analyzing public transit's impact on neighborhood safety. The study compared the crime rates between similar neighborhoods with and without a transit station (Coaster or trolley) as well as crime rates before and after the implementation of the Green Line Trolley extension. Additional analyses were also included to determine if station design or features of the surrounding areas were related to the amount of crime found near a station. A report on this study and its results will be provided by SANDAG staff.

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: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com

MAR11-10.46.SAFETY.ROHANNA.doc

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Leron Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Chargers Football

2009 Year-End Summary

Board of Directors Meeting
March 11, 2010



1



LRT Service Overview

- Fifth year of Green Line service to the stadium
(12th full season overall)
- Green Line operated 4-car trains for each weekend game
(except S-70 trains, which operated as 3-cars each)
- Special event shuttle service operated between Old Town and Qualcomm Stadium
- Mid-line trips operated beginning at the Hazard Center station eastbound and at the Grantville station westbound
- Additional trains were dispatched from the yard for post-game service



2



LRT Service Overview (cont.)

- A mid-season adjustment was made to broaden the expanded service area and to help maintain the Green Line schedule
- Midline trips were extended to the 70th Street Station
- 70th Street was designated because:
 - Furthest point east without conflicting with Orange Line operations
 - Existing infrastructure (routing capabilities)
 - Provided service to stations growing in popularity (70th St., Alvarado, SDSU)
 - One additional train required

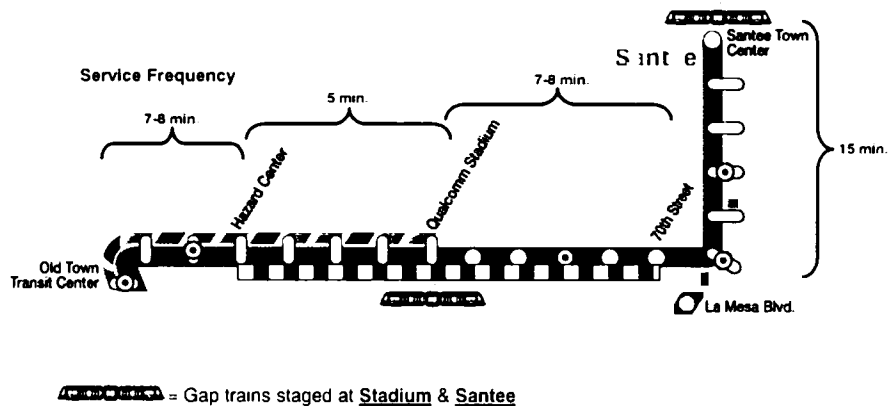


3



LRT Service Overview (cont.)

Pre-Game



4



Attendance & Ridership

2009 figures compared to 2008 Season

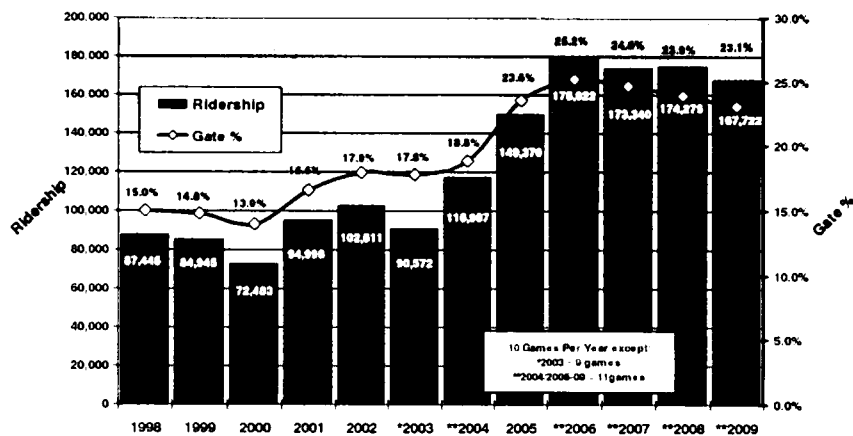
- Overall Stadium attendance down 0.1% (727,315)
 - Average attendance (66,120)
- Overall Trolley ridership down 3.8% (167,722)
 - Average ridership (15,247)
- Gate % = 23.1%
(vs. 23.9% in 2008)



5



Ridership History



6



Ticket Sales Revenue Season Summary

- Manual tickets sales were conducted at 11 locations between Old Town and El Cajon (same as in 2008)
- Ticket booth revenue was down 7% vs. 2008
- Increase in Debit / Credit Card transactions at TVMs
- Inbound and outbound fare inspections conducted at stadium turnstiles for all games.

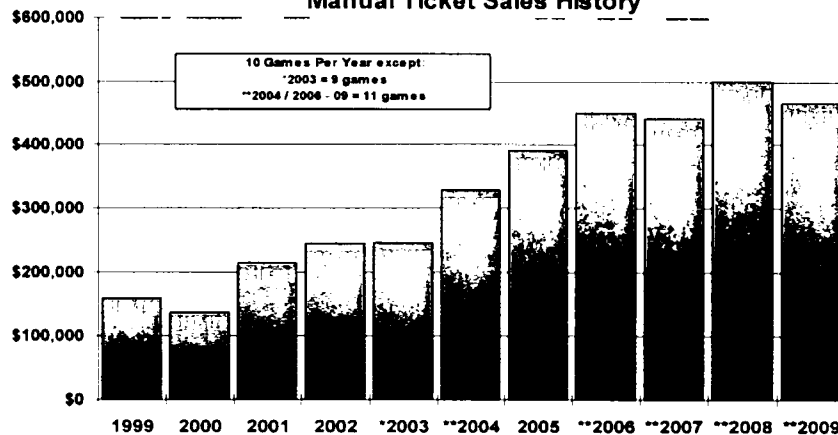


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Manual Ticket Sales History

SDTI / Chargers Football
Manual Ticket Sales History



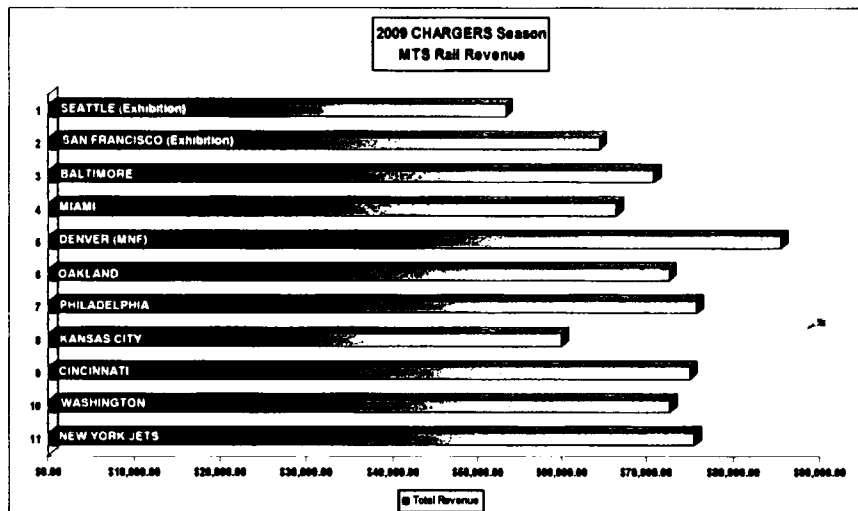
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Pre-Game Fare Inspection

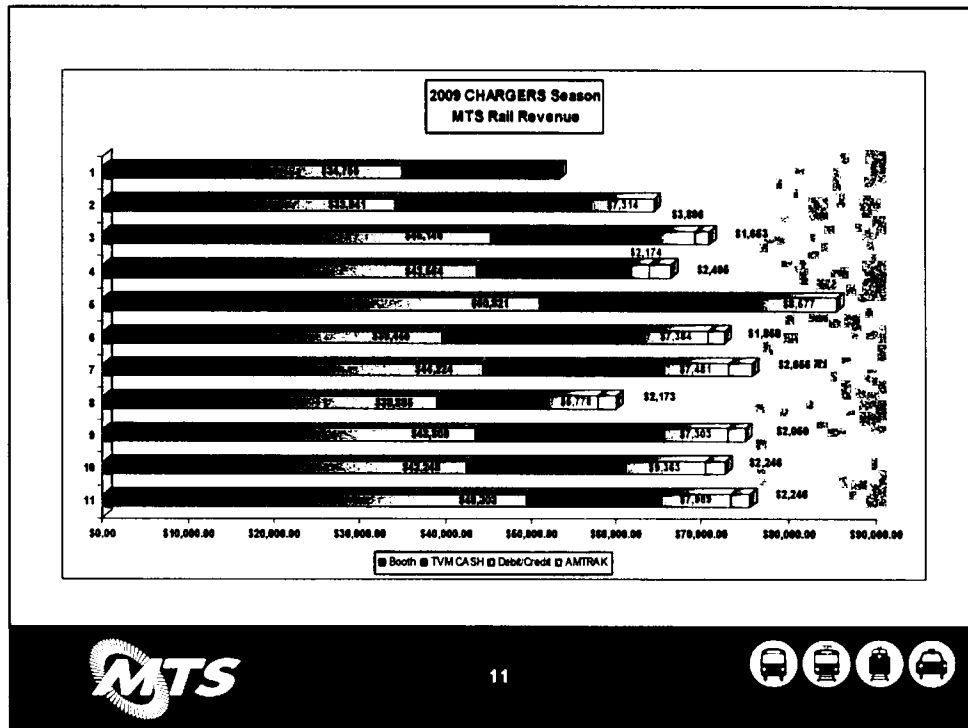


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10





Cost Recovery Exercise

- One game was selected to provide comparison data for event operating expenses vs. revenue generated
- All marginal operating costs were included;
 - personnel hours
 - contract services
 - power consumption
 - car miles
- Goal: To measure event service efficiencies

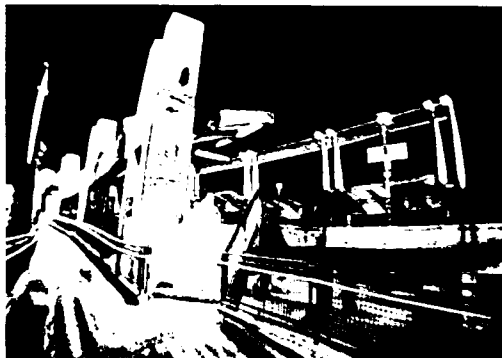
Cost Recovery (Chargers vs. Raiders, 11/1/2009)			
Category	Revenue	Expenses	
Ticket sales (Booth)	\$39,445		
Ticket sales (TVM)	\$31,180		
AMTRAK	\$1,858		
Security (TSS)		(\$51)	*
Security (Heritage)		(\$1,779)	
Transportation Dept.		(\$4,585)	
Car Miles (Traction power)		(\$3,933)	
Revenue Dept.		(\$1,404)	
Facilities Dept.		(\$218)	
LRV Dept.		(\$1,406)	
TOTAL EXPENSES		(\$13,376)	
TOTAL REVENUE	\$72,483		
NET OPERATING REVENUE (1 GAME)		\$59,107	13
13			

Average Net Revenue

- Gross revenue: 2009 Season = \$770,627
- Average Revenue = \$70,057
- Average Event Costs = (\$13,500)
- Average Net Revenue = \$56,557



Estimated Net Revenue 2009 Chargers Season **\$621,000**



15



Chargers Summary Challenges for 2010

- Stay the course; continued success requires continued effort
- Prepare for scheduling and staffing challenges under new Sunday timetable
- Look for ways to improve efficiency during weeknight games
- Promote ridership from East County
 - Existing park & ride capacity
 - Routing & headway options
 - Additional fleet requirements



16



NCAA Bowl Games

Poinsettia Bowl

Wednesday, December 23, 2009

Kickoff 5:00pm

Cal vs. Utah



Attendance	32,665	down 27%
Ridership	4,480	down 18%
Gate %	13.7%	up from 12.3% in 2008



17



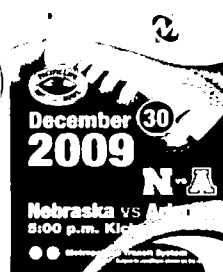
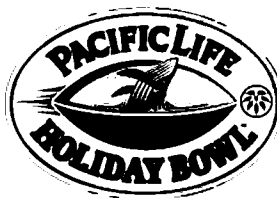
NCAA Bowl Games (cont.)

Holiday Bowl

Wednesday, December 30, 2009

Kickoff 5:00pm

Nebraska vs. Arizona



Attendance	64,270	up 9%
Ridership	20,810	up 53%
Gate %	32.4%	up from 23.0% in 2008

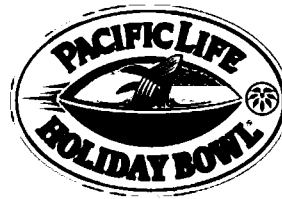


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Holiday Bowl 2009 A Record Setting Day!

- 3rd highest stadium event ridership ever
- Surpassed only by two Super Bowl games (1998 and 2003)
- Within approx. 2,000 passengers of Super Bowl XXXVII totals
- Pre-game operations: smooth and all fans arrived by kickoff
- Super Bowl XXXVII: 80 buses set aside for LRT support during post-game egress
- 2009 Holiday Bowl: LRT only
- Platforms cleared with 90 minutes of final whistle
- 80% of crowd traveling west



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Holiday Bowl Summary Challenges for 2010

- Anticipate lower numbers; only 1 team hotel near LRT in 2010
- Work with HB officials to improve customer experience;
 - Assemble serpentine queue (as for Chargers' games)
 - Provide stadium security to manage crowds on parking lot level
 - Promote off-site parking at SDSU and other MTS park & rides
 - Continue to promote MTS
- Work to overcome resource limitations by increasing efficiency



20





► Understanding Transit's Impact on Public Safety

June 2009



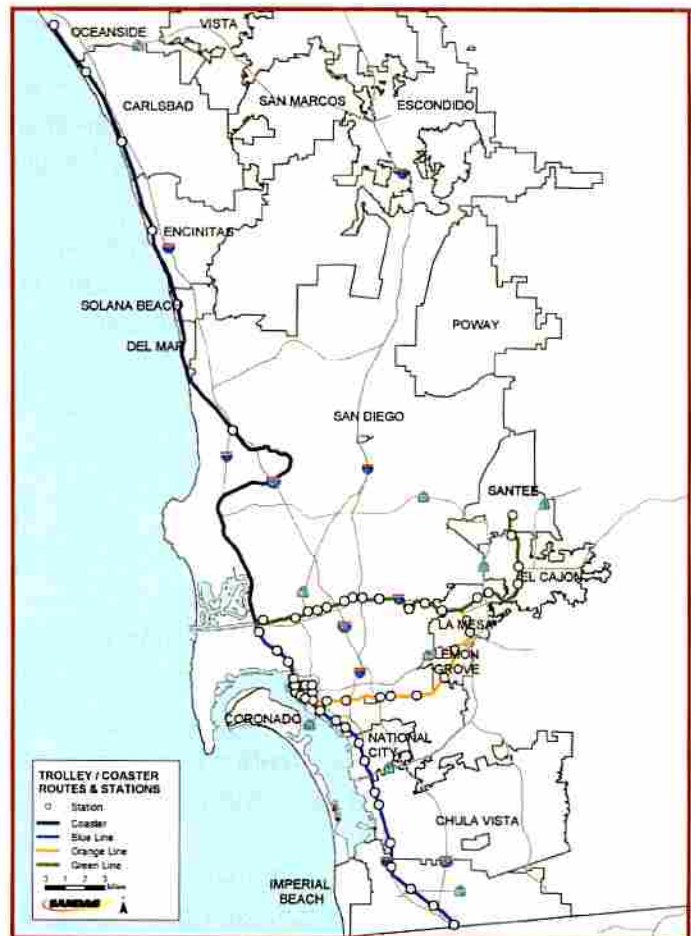
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UNDERSTANDING TRANSIT'S IMPACT ON PUBLIC SAFETY

INTRODUCTION

The possible connection between public transit and crime has been a controversial issue for many years. Some individuals feel that transit provides easy access for criminals into neighborhoods in which they would otherwise not have access. At the same time, proponents of transit often feel that it is the transit station's surrounding neighborhood characteristics, such as population density and land use, that influence the amount and type of crime in the area. This debate can be difficult to sort out because new transit lines are often placed in the areas where they are needed most – neighborhoods with more dense population and/or employment centers. Recent research has attempted to untangle the neighborhood characteristics effect versus the transit effect in an attempt to answer the question, “What is transit’s impact on a neighborhood’s public safety?”

Several recent studies conducted in other jurisdictions suggest that the presence of a transit station does not impact the amount of crime in a neighborhood. For example, the Regional Transportation District in Denver found that crime did not increase after the opening of a new central corridor light rail line in 1994.¹ University of California Los Angeles Urban Planning researchers showed that neighborhoods bordering the Green Line light rail did not experience more crime after it opened in 1995.² As such, the following studies described here were conducted to better understand the issue by examining the relationship between public transit and crime in San Diego County.



SANDAG STUDIES

SANDAG was awarded a transportation planning grant from the California Department of Transportation in 2006 to analyze crime patterns around transit stations. As part of this study, an informal working group was formed that included local law enforcement crime analysts, transit agency security, transit researchers, and transit planners. This group provided valuable input throughout the project.

¹ Denver Regional Transportation District (2006). Technical Memorandum: *Neighborhood vs. Station Crime Myths and Facts*. Denver, CO.

² Liggett, R., Loukaitou-Sideris, A., and Iseki, H. (2002). *Journeys to Crime: Assessing the Effects of a Light Rail Line on Crime in Neighborhoods*. Los Angeles, CA.

The study examined whether the presence of a transit station (Trolley or COASTER stations) affected the amount of crime in a neighborhood.³ This analysis was conducted by: (1) comparing similar neighborhoods with and without a transit station; and (2) comparing crime rates before and after the implementation of the Green Line Trolley extension from the Mission San Diego Station to the 70th Street Station.

Comparing crime rates before and after the implementation of the Green Line extension was initially part of another SANDAG study, the 2006 Mission Valley Corridor Crime Study, that evaluated the extension's impact on crime and perceptions of crime and safety. As part of that study, residents in the immediate areas surrounding the Green Line extension were surveyed about their perceptions of crime and safety before and after the new transit line.

Comparing Neighborhoods With and Without Transit Stations

As part of the first study component, neighborhoods with a transit station were matched to areas without a transit station that had similar socioeconomic, demographic, and land use features in order to isolate a station's impact on neighborhood crime.

Neighborhoods with stations were matched to similar neighborhoods without stations using a method called Propensity Score Statistical Matching (PSM). Neighborhoods were defined as census block groups, which are geographic summary units used by the Census Bureau to report census data and range in population from 600 to 3,000 people. PSM was used to create a set of neighborhoods that could be compared to transit station neighborhoods in an attempt to isolate what the amount of crime would be "if the station had not been built."⁴

³ The COASTER is a commuter train that runs from north San Diego County to the downtown area of the City of San Diego. The Trolley is a light rail that has three lines, Blue, Orange, and Green (see map on page 1).

⁴ For more information about PSM methodology, please refer to: 70; 41-55. Rosenbaum, P. R., D. B. Rubin. (1984). Reducing Bias in

NEIGHBORHOOD FACTORS MATCHED IN PSM MODEL

- ▶ total population
- ▶ population density
- ▶ ethnicity
- ▶ median age
- ▶ percent of families below poverty
- ▶ income
- ▶ educational attainment
- ▶ presence of children under the age of eighteen
- ▶ female-headed households
- ▶ housing type
- ▶ renter-occupied
- ▶ proportion zoned industrial
- ▶ proportion zoned residential
- ▶ proportion zoned commercial
- ▶ presence of parking lot

Once neighborhoods were matched, the average number of Part I crimes, using year 2008 data, was calculated for both types of neighborhoods – those with transit and those without.⁵ The results showed that there were no statistically significant differences in the overall amount of crime between the two types of neighborhoods. The analysis also looked at all property crimes, motor vehicle thefts specifically, and violent crimes individually. Again, there were no statistically significant differences between transit and nontransit neighborhoods on any of these measures of crime.

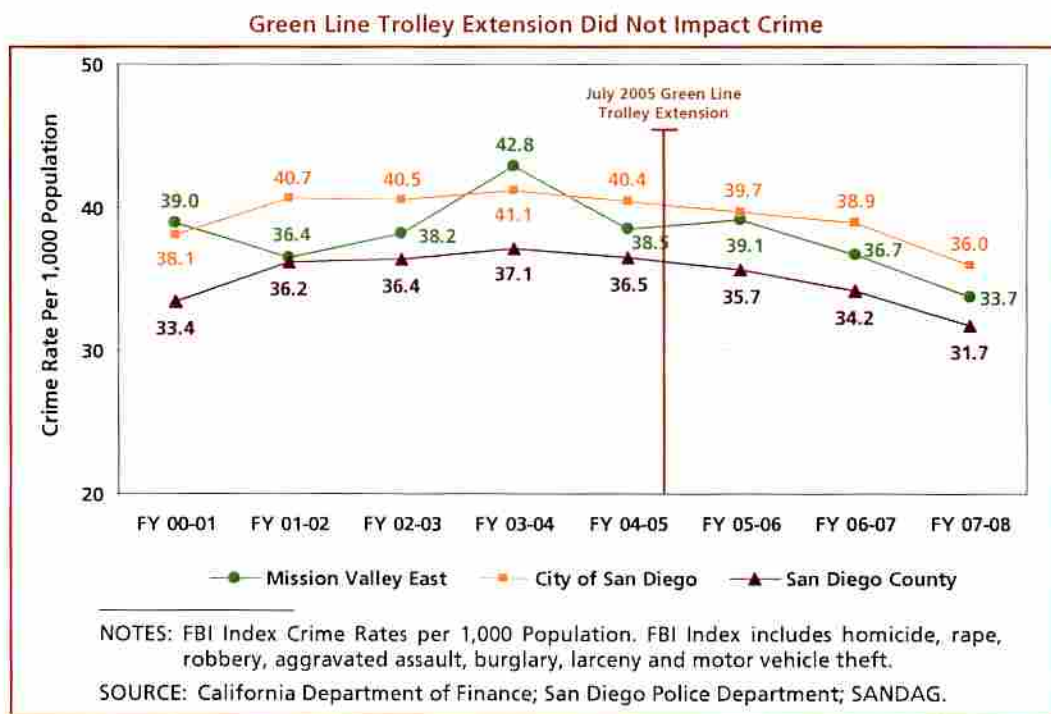
Observational Studies Using Subclassification on the Propensity Score. *Journal of the American Statistical Association*, 79; 516-24.

⁵ Part I crimes, also referred to as the FBI Index of Crimes, represents the compilation of crime data based on the standardized national system of classifying and counting reported crimes. Four violent offenses (willful homicide, forcible rape, robbery, and aggravated assault) and three property offenses (burglary, larceny theft, and motor vehicle theft) are included in this Index.

Comparing Crime Rates and Perceptions of Safety Pre- and Post-Station Presence

The second part of the analysis studied crime data and residents' perception of crime and safety before and after the Green Line Trolley extension opened in July 2005. The new Trolley line extended from the Mission San Diego Station to the 70th Street Station.⁶ It is important to understand residents' perceptions, as well as actual crime figures, because feelings of safety can be just as meaningful when studying transit's neighborhood impact.

SANDAG staff compiled Part I crime data for the eastern portion of the Mission Valley corridor (MV East), the City of San Diego, and San Diego County utilizing data available through the Automated Regional Justice Information System (ARJIS), along with assistance from the San Diego Police Department. The data for San Diego County represent crimes reported in the 18 incorporated cities, as well as the unincorporated areas of the County.



This recent transit extension provided an opportunity to study the impact that a station's presence has on local crime before and after it was built. Comparing rates before and after also attempts to control for neighborhood factors, which did not change drastically immediately before and after the Green Line's implementation. As already mentioned, this part of the analysis continued upon a previous SANDAG study conducted in 2006 that evaluated the Green Line Trolley extension's impact on crime and perceptions of crime in the Mission Valley corridor.

As shown in the graph, the area where the Green Line was extended (MV East) did not experience an increase in crime after it opened. Not only did crime rates not increase along the Green Line Trolley extension corridor, but they tended to follow both the City of San Diego and County's crime rates. Crime rate changes were consistent with the City and the County suggesting that the extension of the Green Line Trolley did not impact crime after it opened.

⁶ Previously known as the Blue Line, the service started at the Old Town Station and ended at the Mission San Diego Station.

The 2006 Mission Valley Corridor Crime Study also found that residents did not perceive crime to increase either.⁷ That report was published in 2007 and is available on the SANDAG Web site. As part of that study, surveys were conducted to assess any changes in perceptions of public safety since the Green Line extension. Residents living in the area surrounding the extension were asked to respond to a variety of questions concerning crime and safety in the area. The primary objective was to gauge any perceived public safety changes that were directly related to the implementation of the Green Line Trolley extension. Residents were asked questions about how they felt about crime and safety compared to two years ago (the survey was conducted in the fall of 2006).

The survey results showed that most residents did not feel the Green Line extension negatively impacted public safety in the area. The majority of residents (82%) felt that their community was just as safe or safer than it was before the extension. Similarly, three out of four respondents (75%) felt that the amount of crime in their community had stayed the same or decreased since the extension. Also noteworthy was that of the small group of residents who felt crime had increased during the two years, the most common reason given for the change was increased population and housing in the area.

CONCLUSIONS

The results of the two SANDAG studies support similar studies conducted in Denver and Los Angeles suggesting that the presence of transit does not lead to more neighborhood crime. The analysis points to the idea that it is the neighborhood's characteristics – demographic, socioeconomic, and land use – that influence crime rates. When those neighborhood factors, such as population density and the amount of commercial lands, are accounted for, having a transit station does not result in more neighborhood crime. Additionally, a comparison of crime rates and resident perceptions of crime and safety before and after the implementation of the Green Line, suggests that the new trolley line did not result in more crime nor did residents feel like it did or that they were less safe.

⁷ SANDAG (2007). *2006 Mission Valley Corridor Crime Study*. San Diego, CA. More information about the survey and its methodology can be found in this report.



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Agenda

Item No. 47

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

LEG 460

March 11, 2010

SUBJECT:

MTS: HAZARD CENTER REVITALIZATION PROJECT (ROB SCHUPP)

RECOMMENDATION:

That the Board of Directors receive a report on the planned Hazard Center Revitalization Project.

Budget Impact

None.

DISCUSSION:

Staff from OliverMcMillan (project developer) will present an overview of the Hazard Center Revitalization Project, which envisions the removal of the existing theater and the addition of 473 residential units (including 48 affordable homes) and 4,205 square feet of commercial space (located at 7510 Hazard Center Drive). The Hazard Center Revitalization Project is adjacent to the Hazard Center Trolley Station on the Green Line.

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

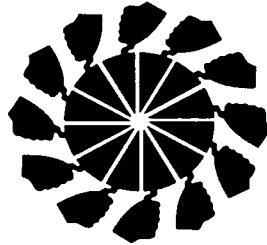
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Rob Schupp, 619.557.4511, rob.schupp@sdmts.com

MAR11-10.47.HAZARD CTR REVITAL PROJ.RSCHUPP.doc

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

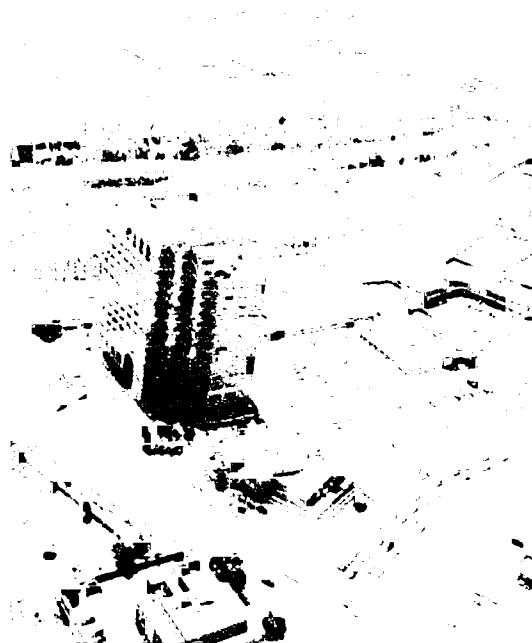


HAZARD CENTER
The Center of Mission Valley The Center of Your Daily Life.

MTS Board of Directors
March 11, 2010

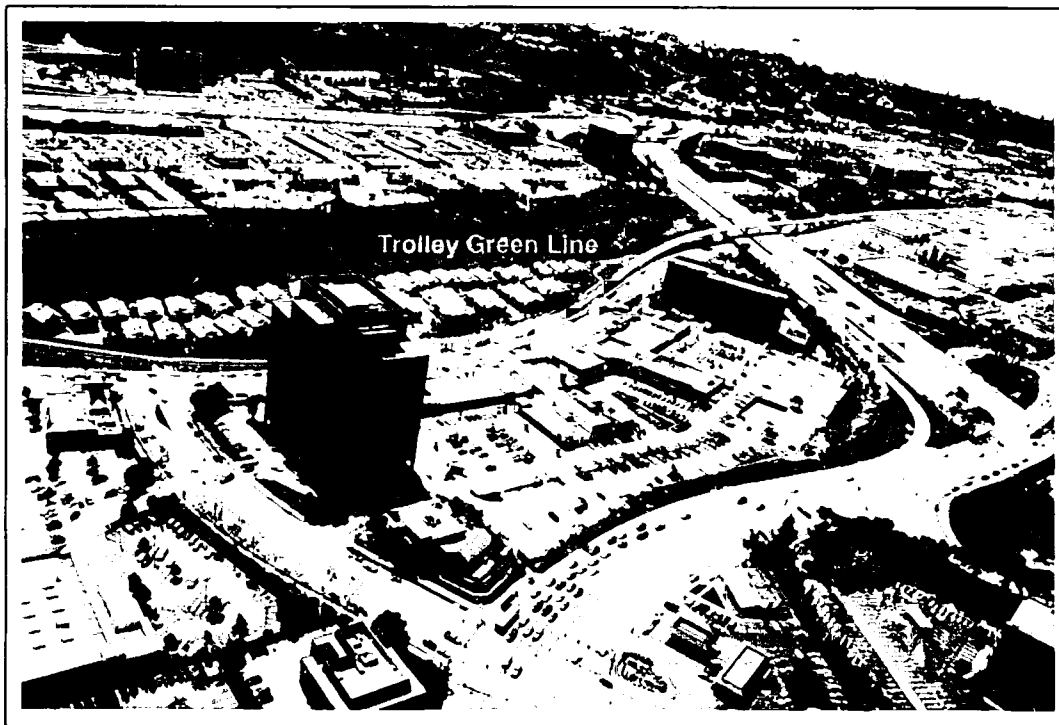
Purpose

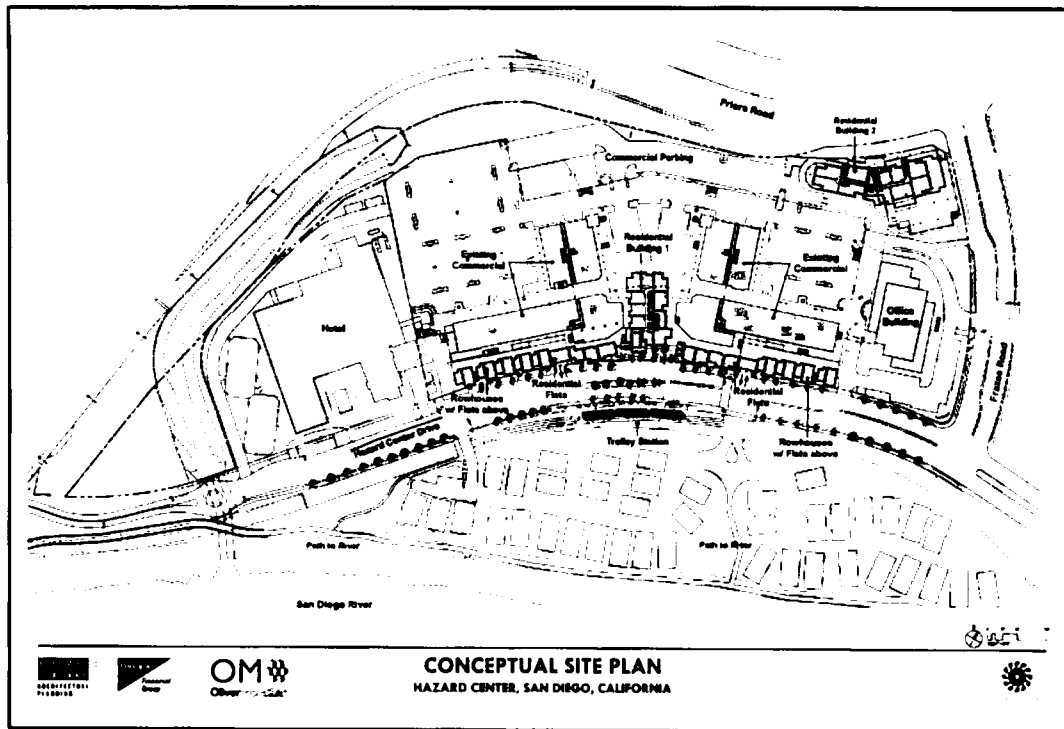
- Project Overview
- Hazard Center Trolley Improvements
- Q&A



Planning Principals

- Focus multi-family housing near existing public transportation, shopping, and employment
- Remove the existing movie theater to minimize the impact from adding residential units
- Reorient Hazard Center toward the Trolley





Hazard Center Redevelopment

Phase 1: 271 units

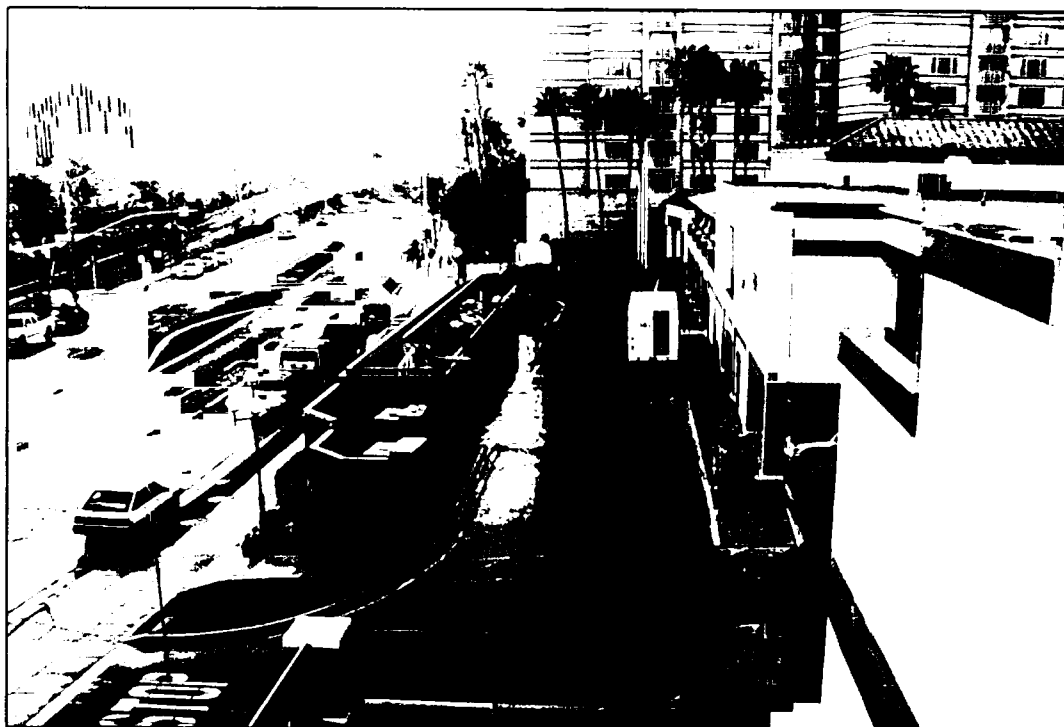
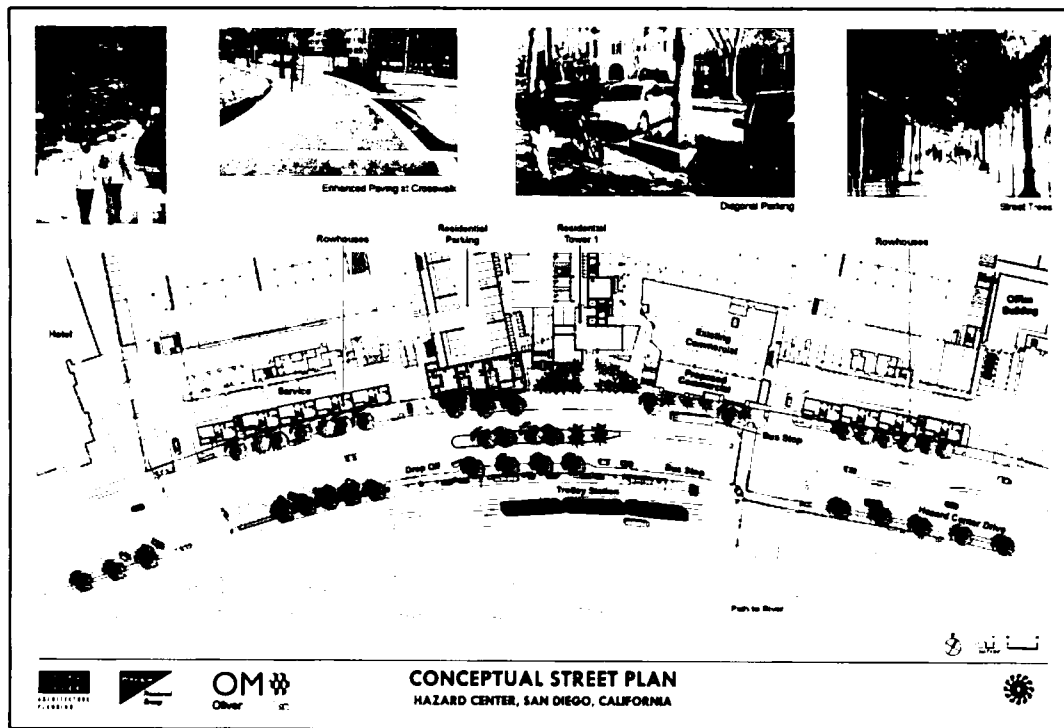
- 73 Mid-rise units, 5 stories
- 198 units in Bldg 1
 - 8% Studios
 - 46% One-bedroom
 - 46% Two Bedroom

Phase 2: 202 units

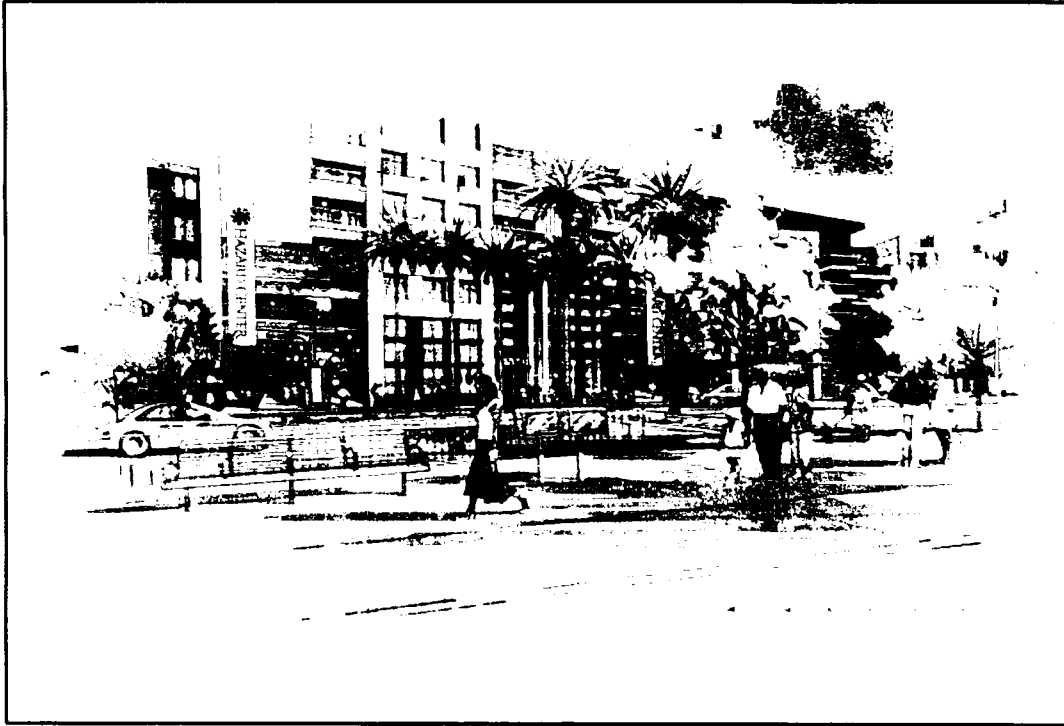
- 39% One-bedroom
- 61% Two-bedroom

- 473 residential units at final completion - 2025
- 10% inclusionary housing
- LEED Certified
- Approximately 4,900 sq. ft. of commercial space



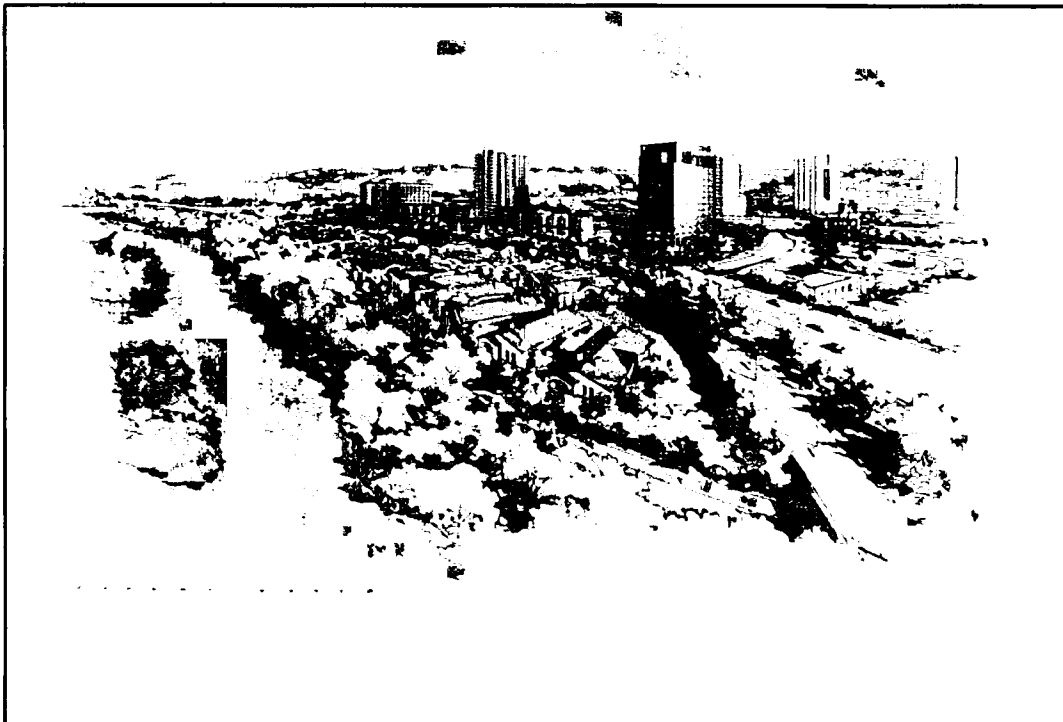


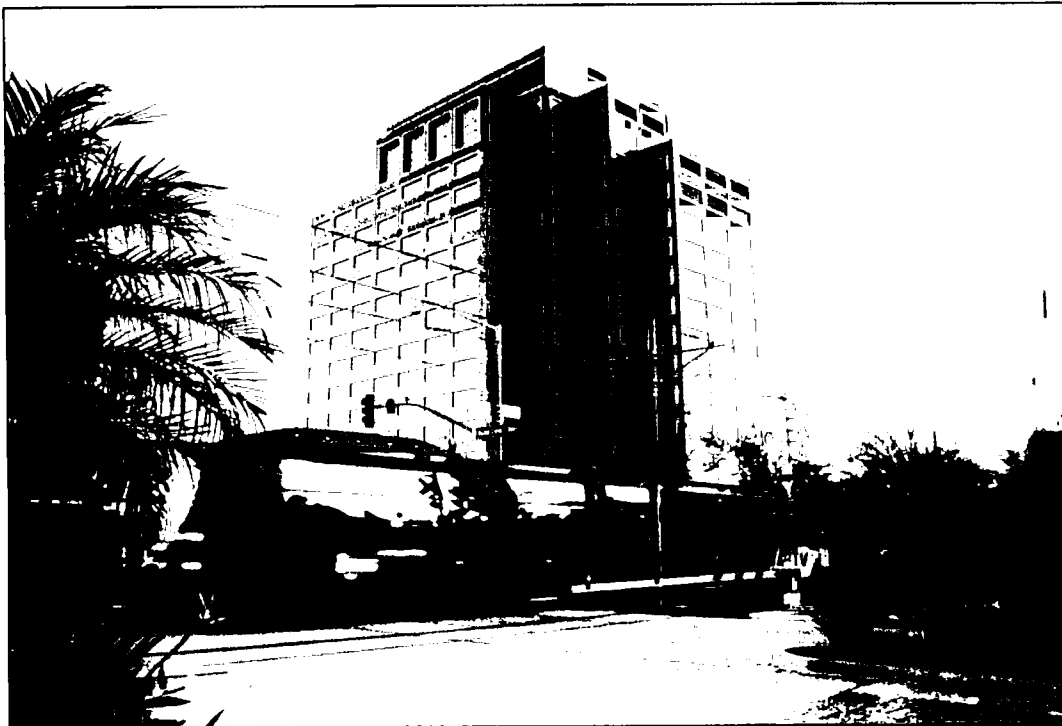




Summary Of Transit Benefits

- New and widened sidewalks, enhanced crosswalk and new plaza space
- Bus Stop at Hazard Center
- Continue existing partnership with MTS
- On-site informational kiosks
- 75% subsidized monthly transit passes for new residents







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Agenda

Item No. 48

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

SRTP 825

March 11, 2010

SUBJECT:

MTS: SERVICE PERFORMANCE MONITORING REPORT FOR JULY THROUGH
DECEMBER 2009 (DEVIN BRAUN)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42 establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. The policy states that services will be evaluated annually; however, this information is provided for the first six months of FY 10 in order to see more recent data. The analysis will show any trends for the current fiscal year and help to track performance throughout the year.

Develop a Customer-Focused and Competitive System

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

- **Total Passengers**

Route Categories	YTD FY 2009	YTD FY 2010	Chg. 09-10	% Chg. 09-10
Premium Express	155,319	141,008	(14,311)	-9.2%
Express	1,296,312	1,091,524	(204,788)	-15.8%
Light Rail	20,924,000	15,626,781	(5,297,219)	-25.3%
Urban Frequent	20,011,687	19,201,126	(810,561)	-4.1%
Urban Standard	6,148,547	5,628,958	(519,589)	-8.5%
Circulator	579,631	418,841	(160,790)	-27.7%
Rural	13,747	12,130	(1,617)	-11.8%
Demand-Responsive	191,239	176,146	(15,093)	-7.9%
Total MTS Passengers	49,320,482	42,296,514	(7,023,968)	-14.2%
Bus Ridership	28,205,243	26,493,587	(1,711,656)	-6.1%

Fixed-route bus ridership is down 6.1% for the first six months of FY 10 compared to the first six months of FY 09. The largest percentage decrease is noted in the Circulator routes (-27.7%). The largest decrease in actual passenger ridership was on the trolley, which is trailing FY 09 by 5,297,219 passengers (or -25.3%). Overall ridership is down 14.2% over the same period in FY 09.

As will be shown later, the productivity of the Circulator routes actually increased based on passengers per revenue hour. This shows that unproductive service was cut on these routes making the remaining service more productive.

The general decrease in ridership is attributed to fare increases, service cuts due to the budget, and the depressed economy. As unemployment rates stay higher, there is less demand on buses and on the trolley.

The trolley's large swing in ridership is also attributed to the Trolley Ridership Estimation Program's (TREP's) susceptibility to variances in the estimates. We compared the actual onboard counts made in October 2008 and those in October 2009, and these show a -9.2% change in ridership. The onboard counts are completed once a year in October giving MTS a stop-by-stop and trip-by-trip ridership count. The addition of trolley automatic passenger counters will allow MTS to count each weekday trolley trip twice every two weeks and each weekend trip once every two weeks giving a much better estimate of ridership.

- **Average Weekday Passengers**

Route Categories	YTD FY 2009	YTD FY 2010	Chg. 09-10	% Chg. 09-10
Premium Express	1,213	1,133	(80)	-6.6%
Express	8,962	7,755	(1,207)	-13.5%
Light Rail	123,393	92,161	(31,232)	-25.3%
Urban Frequent	123,551	121,677	(1,874)	-1.5%
Urban Standard	39,048	36,668	(2,381)	-6.1%
Circulator	4,043	3,472	(571)	-14.1%
Rural	147	147	(0)	-0.1%
Demand-Responsive	1,367	1,277	(89)	-6.5%

Average Weekday Passengers	301,723	264,289	(37,435)	-12.4%
Bus Passengers Only	176,964	170,850	(6,113)	-3.5%

The total average weekday passenger statistics show how many passengers ride MTS on a typical weekday. For the first six months of FY 10, average weekday ridership was down 37,435 riders per day or 12.4%. Looking at bus ridership alone shows a decrease of 6,113 passengers on weekdays for a 3.5% decrease.

When looking at the trolley's ridership, the TREP reports a decrease of 25.3% in average weekday ridership, but the onboard counts show only a 9.2% decrease.

- Passengers per Revenue Hour

Route Categories	YTD FY 2009	YTD FY 2010	Chg. 09-10	% Chg. 09-10
Premium Express	24.9	23.5	(1.4)	-5.7%
Express	30.8	27.8	(3.0)	-9.8%
Light Rail	235.9	200.0	(36.0)	-15.2%
Urban Frequent	35.4	34.0	(1.4)	-3.9%
Urban Standard	25.6	24.9	(0.7)	-2.7%
Circulator	15.1	15.5	0.3	2.2%
Rural	6.29	5.39	(0.9)	-14.3%
Demand-Responsive	2.0	2.0	0.0	1.7%
System Riders per Rev. Hour	45.7	41.1	(4.7)	-10.2%
Bus Riders per Rev. Hour	31.5	30.6	(0.9)	-2.9%

Passengers per revenue hour describes how the revenue hours (in-service hours and layover hours) were added or removed related to ridership increases or decreases. Increasing riders per revenue hour shows the system is more efficient—carrying more passengers with the same number of buses. For the first six months of FY 10, passengers per revenue hour were 41.1, which is a 4.7-riders-per-revenue-hour decrease (or -10.2%).

For fixed-route buses only, riders per revenue hour decreased from 31.5 to 30.6, which is a rate change of -2.9%.

- Passengers per In-Service Hour

Route Categories	YTD FY 2009	YTD FY 2010	Chg. 09-10	% Chg. 09-10
Premium Express	26.37	25.05	(1.3)	-5.0%
Express	38.63	33.82	(4.8)	-12.4%
Light Rail	270.60	206.18	(64.4)	-23.8%
Urban Frequent	43.46	42.41	(1.0)	-2.4%
Urban Standard	34.14	33.55	(0.6)	-1.7%
Circulator	26.08	24.12	(2.0)	-7.5%
Rural	5.12	5.11	(0.0)	-0.1%
Demand-Responsive				
System Riders per In-Svc. Hour	61.52	54.43	(7.1)	-11.5%
Bus Riders per In-Svc. Hour	39.8	38.8	(1.0)	-2.6%

Passengers per in-service hour is related to passengers per revenue hour but shows how many passengers are carried while the bus is in service and not on layover. System-wide riders per in-service hour decreased by 7.1 riders per in-service hour or -11.5% for the first six months of FY 10.

For fixed-route buses only, riders per in-service hour decreased from 39.8 to 38.8, which is a change of -2.6%.

- On-Time Performance

Route Categories	Service Changes					
	Jan-08	Jun-08	Sep-08	Jan-09	Jun-09	Sep-09
Premium Express	66.0%	86.1%	90.5%	90.0%	92.5%	99.2%
Express	86.2%	85.6%	85.3%	90.0%	84.2%	83.7%
Light Rail	96.5%	94.5%	94.8%	97.0%	95.9%	95.4%
Urban Frequent	85.9%	80.7%	82.6%	85.3%	92.4%	86.5%
Urban Standard	88.6%	84.4%	86.4%	88.8%	92.3%	90.1%
Circulator	89.1%	89.4%	90.6%	89.7%	67.1%	88.2%
Rural	N/A	N/A	N/A	N/A	N/A	N/A
Demand-Responsive	N/A	N/A	N/A	N/A	N/A	N/A
MTS System	86.7%	85.6%	86.4%	88.3%	88.2%	89.1%

On-time performance is calculated as departing within 5 minutes of the scheduled time.

On-time performance is measured by service change in order to realize the results of scheduling changes. Overall, on-time performance has remained around 85% to 88%. MTS's goal for on-time performance is 85% for urban frequent routes and 90% for all other routes.

- Preventable Accidents per 100,000 Miles

Operator	FY 09	YTD FY 10	Chg 09-10
MTS Bus	1.77	1.79	1.3%
MTS Contract Services	1.84	1.57	(14.8%)
MTS Rail	0.00	0.00	--

MTS Bus preventable accidents are slightly up for FY 10. Contracted services' rate of 1.57 per 100,000 miles is a decrease of 14.8%. The trolley has had no preventable accidents this fiscal year-to-date matching last year's figures.

- Complaints per 100,000 Passengers

Operator	FY 09	YTD FY 10	Chg 09-10
MTS Bus	10.7	9.3	(13.2%)
MTS Contract Services FR	11.1	9.9	(10.4%)
MTS Rail	1.79	2.19	22.7%

Complaints per 100,000 passengers for MTS bus and contract services are down 13.2% and 10.4%, respectively, from the FY 09 rate. The trolley complaints rate has increased by 22.7%. This is due to a change in the record-keeping system and will even out as SDTI continues to log complaints into the new central customer service management system.

Develop a Sustainable System

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

• In-Service Hours (weekly)

Operator	September		Difference	
	2008	2009	Number	Percent
MTS Bus	13,369	12,731	(638)	(5%)
MTS Contract Service Fixed-Route	13,951	13,726	(225)	(2%)
System	29,328	28,466	(863)	(2.9%)

Due to budget-related service cuts, weekly in-service hours are slightly down from the September 2008 service period.

• In-Service Miles (weekly)

Operator	September		Difference	
	2008	2009	Number	Percent
MTS Bus	178,156	171,465	(6,690)	(4%)
MTS Contract Service Fixed-Route	198,544	192,068	(6,476)	(3%)
System	378,708	365,542	(13,166)	(3.5%)

Due to budget-related service cuts, weekly in-service miles are slightly down from the September 2008 service period.

• Weekday Peak-Vehicle Requirement

Operator	Sept 08	Sept 09	Chg 08-09
MTS Bus	195	193	(2)
MTS Contract Services Fixed-Route	231	244	13
MTS Rail	94	94	0

The Weekday Peak-Vehicle Requirement shows the maximum number of vehicles that are on the road at any time in order to provide the levels of service that have been planned. There are several reasons why these change. MTS Bus had an overall decrease of 2 vehicles. This is because Route 3 (11 buses) was moved to contracted services, while the Super Loop was added to MTS Bus (10 buses). One other bus was lost due to service cuts and scheduling efficiencies.

Contracted services increased 13 buses because of the transfer of Route 3 (11 buses) and because of the addition of standby buses to the count. Standby buses were not previously tracked as a peak requirement.

- In-Service Speeds (mph)

Operator	Sept 08	Sept 09	Chg 08-09
MTS Bus	13.3	13.5	1.1%
MTS Contract Services FR	14.2	14.0	-1.7%

In-service speeds have remained very constant year-over-year.

- In-Service/Total Miles


Operator	Sept 08	Sept 09	Chg 08-09
MTS Bus	89.0%	88.5%	(0.56%)
MTS Contract Services FR	N/A	N/A	N/A
MTS Rail	N/A	N/A	N/A

In-service miles per total miles is only calculated for MTS bus operations as the contractor is responsible for bus and driver assignments (run-cutting) for contract routes. MTS bus ratios have been generally consistent over time with only a minor decrease in the ratio. MTS Rail does not incur out-of-service mileage.

- In-Service/Total Hours

Operator	Sept 08	Sept 09	Chg 08-09
MTS Bus	77.9%	77.7%	(0.29%)
MTS Contract Services FR	N/A	N/A	N/A
MTS Rail	N/A	N/A	N/A

As with the mileage statistic, in-service hours per total hours can only be calculated for MTS bus operations. Efficiency of scheduling has shown that the in-service to total-vehicle-hours ratio has remained practically steady over the two service periods reported for MTS bus operations.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Devin Braun, 619.595.4916, devin.braun@sdmts.com

MAR11-10.48.SERVICE PERF MONITORING.DBRAUN.DOC

FY 2010 Q1 & Q2 Service Performance Monitoring Report

MTS Board of Directors Meeting
March 11, 2010



Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		SUSTAINABLE	
PRODUCTIVITY	QUALITY	RESOURCES	EFFICIENCY
<ul style="list-style-type: none"> • Total Passengers • Average Weekday Passengers • Passengers/Revenue Hour • Passengers/In Service Hour 	<ul style="list-style-type: none"> • Passenger Load Factor • On Time Performance • Accidents/100,000 Miles • Complaints/100,000 Passengers 	<ul style="list-style-type: none"> • In Service Miles • In Service Hours • Peak Vehicle Requirement 	<ul style="list-style-type: none"> • In Service Speeds • In Service/Total Miles • In Service/Total Hours • Farebox Recovery Ratio • Subsidy/Passenger



Total Passengers

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

Route Categories	YTD FY 09	YTD FY 10	Chg. 09-10	% Chg. 09-10
Premium Express	155,319	141,008	(14,311)	-9.2%
Express	1,296,312	1,091,524	(204,788)	-15.8%
Light Rail	20,924,000	15,626,781	(5,297,219)	-25.3%
Urban Frequent	20,011,687	19,201,126	(810,561)	-4.1%
Urban Standard	6,148,547	5,628,958	(519,589)	-8.5%
Circulator	579,631	418,841	(160,790)	-27.7%
Rural	13,747	12,130	(1,617)	-11.8%
Demand-Responsive	191,239	176,146	(15,093)	-7.9%
Total MTS Passengers	49,320,482	42,296,514	(7,023,968)	-14.2%
Bus Ridership Only	28,205,243	26,493,587	(1,711,656)	-6.1%



Average Weekday Passengers

Improve ratio between ridership and average daily traffic within the MTS urban network area

Route Categories	YTD FY 2009	YTD FY 2010	Chg. 09-10	% Chg. 09-10
Premium Express	1,213	1,133	(80)	-6.6%
Express	8,962	7,755	(1,207)	-13.5%
Light Rail	123,393	92,161	(31,232)	-25.3%
Urban Frequent	123,551	121,677	(1,874)	-1.5%
Urban Standard	39,048	36,668	(2,381)	-6.1%
Circulator	4,043	3,472	(571)	-14.1%
Rural	147	147	(0)	-0.1%
Demand-Responsive	1,367	1,277	(89)	-6.5%
Avg. Weekday Passengers	301,723	264,289	(37,435)	-12.4%
Bus Passengers Only	176,964	170,850	(6,113)	-3.5%



Passengers per Revenue Hour

Improve route category average

Route Categories	YTD FY 2009	YTD FY 2010	Chg. 09-10	% Chg. 09-10
Premium Express	24.9	23.5	(1.4)	-5.7%
Express	30.8	27.8	(3.0)	-9.8%
Light Rail	235.9	200.0	(36.0)	-15.2%
Urban Frequent	35.4	34.0	(1.4)	-3.9%
Urban Standard	25.6	24.9	(0.7)	-2.7%
Circulator	15.1	15.5	0.3	2.2%
Rural	6.29	5.39	(0.9)	-14.3%
Demand-Responsive	2.0	2.0	0.0	1.7%
MTS System	45.7	41.1	(4.7)	-10.2%
Bus Riders per Rev. Hour	31.5	30.6	(0.9)	-2.9%



Passengers per In-Service Hour

Improve route category average

Route Categories	YTD FY 2009	YTD FY 2010	Chg. 09-10	% Chg. 09-10
Premium Express	26.37	25.05	(1.3)	-5.0%
Express	38.63	33.82	(4.8)	-12.4%
Light Rail	270.60	206.18	(64.4)	-23.8%
Urban Frequent	43.46	42.41	(1.0)	-2.4%
Urban Standard	34.14	33.55	(0.6)	-1.7%
Circulator	26.08	24.12	(2.0)	-7.5%
Rural	5.12	5.11	(0.0)	-0.1%
Demand-Responsive				
MTS System	61.52	54.43	(7.1)	-11.5%
Bus Riders per In-Svc Hour	39.8	38.8	(1.0)	-2.6%



On-Time Performance

85% for Urban Frequent, and 90% for all other route categories

Service Changes						
Route Categories	Jan-08	Jun-08	Sep-08	Jan-09	Jun-09	Sep-09
Premium Express	66.0%	86.1%	90.5%	90.0%	92.5%	99.2%
Express	86.2%	85.6%	85.3%	90.0%	84.2%	83.7%
Light Rail	96.5%	94.5%	94.8%	97.0%	95.9%	95.4%
Urban Frequent	85.9%	80.7%	82.6%	85.3%	92.4%	86.5%
Urban Standard	88.6%	84.4%	86.4%	88.8%	92.3%	90.1%
Circulator	89.1%	89.4%	90.6%	89.7%	67.1%	88.2%
Rural	N/A	N/A	N/A	N/A	N/A	N/A
Demand-Responsive	N/A	N/A	N/A	N/A	N/A	N/A
MTS System	86.7%	85.6%	86.4%	88.3%	88.2%	89.1%



Preventable Accidents per 100,000 Miles

Improve operator average

Operator	FY 09	YTD FY 10	Chg 09-10
MTS Bus	1.77	1.79	1.3%
MTS Contract Services	1.84	1.57	(14.8%)
MTS Rail	0.00	0.00	--



Complaints per 100,000 Passengers

Improve operator average

Operator	FY 09	YTD FY 10	Chg 09-10
MTS Bus	10.7	9.3	(13.2%)
MTS Contract Services FR	11.1	9.9	(10.4%)
MTS Rail	1.79	2.19	22.7%



In-Service Miles (weekly)

Not to exceed budget

Operator	September		Difference	
	2008	2009	Number	Percent
MTS Bus	13,369	12,731	(638)	(5%)
MTS Contract Service FR	13,951	13,726	(225)	(2%)
MTS Rail	29,328	28,466	(863)	(2.9%)

In-Service Hours (weekly)

Not to exceed budget

Operator	September		Difference	
	2008	2009	Number	Percent
MTS Bus	178,156	171,465	(6,690)	(4%)
MTS Contract Service FR	198,544	192,068	(6,476)	(3%)
MTS Rail	378,708	365,542	(13,166)	(3.5%)



Peak Vehicle Requirement

Not to exceed budget

Operator	Sept 08	Sept 09	Chg 08-09
MTS Bus	195	193	(2)
MTS Contract Services FR	231	244	13
MTS Rail	94	94	0



FY 2010 Q1 & Q2 Service Performance Monitoring Report

MTS Board of Directors Meeting
March 11, 2010





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

March 11, 2010

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period February 11, 2010 through February 25, 2010.

vicki.rogers/agenda item 62

Doc #	Organization	Subject	Amount	Day
G1307.0-10	PM REALTY GROUP	2010 PARTNERSHIP W/HAZ CTR CHARGER/PADS	(\$9,600.00)	2/18/2010
L6633.0-10	AT&T	JROE PERMIT NCTD AT&T OH FIBER ANNA AVE	(\$1,200.00)	2/18/2010
S200-10-431	COX COMMUNICATIONS	LIC PLACE AERIAL XING ACROSS TRACKS PALM	(\$1,500.00)	2/25/2010
L0948.0-10	IN MOTION, INC.	ROE PERMIT FOR RACE FOR LITERACY XING	(\$500.00)	2/25/2010

EXPENSE CONTRACT

Doc #	Organization	Subject	Amount	Day
S200-10-438	MELCHIOR LAND SURVEYING	ROE PERMIT SANDAG CIP 3100801 SY EXP YAR	\$0.00	2/11/2010
L7041.0-10	STATE OF CALIFORNIA DOT	GRANT DEED OF EXCESS LAND AT RANCHO BERN	\$0.00	2/18/2010
M6677.0-10	SANDAG	LEASE AGREE PORTABLE TRAILERS BALTIMORE	\$0.00	2/18/2010
M6678.0-10	ABC CONSTRUCTION	ROE PERMIT FOR CONST AND HOOKUP SANDAG	\$0.00	2/18/2010
S200-10-439	HELIX WATER DISTRICT	FIRE HYDRANT EASEMENT - GROSSMONT	\$0.00	2/18/2010
G1072.4-07	LAW OFFICES OF R MARTIN BOHL	LEGAL SERVICES - LAND USE	\$50,000.00	2/25/2010
G1111.14-07	WHEATLEY BINGHAM & BAKER	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$100,000.00	2/25/2010
G1293.1-10	SAN DIEGO UNIFIED PORT DISTRICT	AMEND TO SUB LEASE CATALINA STANDPIPE	\$0.00	2/25/2010
L0943.0-10	SEDC	ROE PERMIT FOR MURAL PAINTING @ ENCANTO	\$0.00	2/25/2010
L0944.0-10	SEDC	LIC AGREE PLACEMENT WAL MURAL @ ENCANTO	\$0.00	2/25/2010

PO

DATE	Organization	Subject	AMOUNT
2/11/2010	DIMENSIONAL SILKSCREEN	MTS ROUTE DECALS	\$1,457.25
2/11/2010	PRIZM JANITORIAL SVCS	EL CAJON TRANSIT RESTROOM CLEANING	\$7,176.96
2/11/2010	PHONE SUPPLEMENTS	WIRELESS HEADSET CS70N	\$250.13
2/11/2010	BORDEAUX PRINTERS INC	ENGLISH & SPANISH	\$1,884.59
2/11/2010	CUBIC TRANSPORTATION	DUAL BATTERY CHARGER	\$1,982.47
2/11/2010	IP KEYS	NETWORK ENGINEERING SUPPORT SVCS	\$2,490.00
2/11/2010	PIXEL IMAGING MEDIA	ENG/SPAN FEB 2010 SVCS REDUCT TROLL	\$502.97
2/11/2010	ICOMTECH INC	8 PORT ASYNC SERVER	\$897.19
2/18/2010	COAST UNITED ADVERTISING	25 BUS BENCHES-PRINTING LATINO FILM	\$2,499.00

PO

DATE	Organization	Subject	AMOUNT
2/18/2010	DONNA DESMOND ASSOCIATES	BILLBOARDS APPRAISAL MORENA BLVD	\$1,000.00
2/18/2010	MULTICARD SYSTEMS	COLOR RIBBON KIT BLANK WHITE CARDS	\$1,213.65
2/25/2010	REPROHAUS	TROLLEY TIMETABLES KIOSK SIGNS ONE	\$4,681.69
2/25/2010	SPECIALTY DOORS & AUTOMATION	MAINT REPAIRS & REPLACEMENT OF DOOR	\$2,752.54
2/25/2010	INC. SAN DIEGO PLASTICS	PLEXIGLASS 22-7/16 X 47 X .25	\$2,176.34
2/25/2010	ETHERWAN SYSTEMS INC	ETHER NET FIBER CONVERTORS CTC	\$1,412.00
2/25/2010	HSQ TECHNOLOGY A CORPORATION	SDSU FIRE SYSTEM HEALTH ASSES AR	\$2,000.00

WORK ORDERS

Doc #	Subject	Amount	Day
	NONE		



AGENDA ITEM NO.

64

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	2010-03-11			
Name	Clive Richard			
Address	5153 La Dorna St, San Diego			
Telephone	619.867.7049			
Organization Represented				
Subject of Your Remarks				
Regarding Agenda Item No.				
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



AGENDA ITEM NO.

64

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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(PLEASE PRINT)

Date	3/11/10
Name	Debbie George
Address	7575 Metropolitan Dr
Telephone	619 767-2119
Organization Represented	Dept. of Rehabilitation
Subject of Your Remarks	Transit IDs for persons with disabilities
Regarding Agenda Item No.	not sure it is on the agenda
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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