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10-21-13 A03:15 IN

Agenda

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 24, 2013

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - October 10, 2013
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Approve

Please SILENCE electronics
during the meeting

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

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.

CONSENT ITEMS

- | | | |
|----|---|---------|
| 6. | <u>Investment Report - August 2013</u>
Action would receive a report for information. | Receive |
| 7. | <u>Transit Smart Cards - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1162.0-13 with ASK-int TAG LLC, for the purchase of Transit Smart Cards. | Approve |
| 8. | <u>Fleetwatch System Software Upgrade - Sole Source</u>
Action would authorize the CEO to execute MTS Doc. No. B0604.0-14 with S & A Systems on a sole-source basis for a software system upgrade of the MTS's FLEETWATCH Fluid Management System. | Approve |

CLOSED SESSION

24. None.

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- | | | |
|-----|--|---------|
| 30. | <u>Bus Shelter Advertising - Contract Award (Rob Schupp)</u>
Action would authorize the CEO to: (1) execute MTS Doc. No. B0596.0-13 with Clear Channel Outdoor, Inc., as a revenue contract for bus shelter advertising services for a five-year base period with 5 one-year option terms (for a total of 10 years); and (2) exercise each option year at the CEO's discretion. | Approve |
|-----|--|---------|

REPORT ITEMS

- | | | |
|-----|---|-------------|
| 45. | <u>Year-End Operations Report (Denis Desmond, Wayne Terry and Bill Spraul)</u>
Action would receive a report for information. | Receive |
| 46. | <u>2014 Bus Rapid Project Implementation and Major Service Changes (Denis Desmond)</u>
Action would receive a report for information. | Receive |
| 47. | <u>Operations Budget Status Report for August 2013 (Mike Thompson)</u>
Action would receive the MTS operations budget status report for August 2013. | Receive |
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Information |
| 62. | <u>Chief Executive Officer's Report</u> | Information |
| 63. | <u>Board Member Communications</u> | |

64. 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: November 14, 2013
66. Adjournment

MEETING OF THE BOARD OF DIRECTORS FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS)

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

October 10, 2013

MINUTES

BOARD MEETING

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Ovrom moved to approve the minutes of the September 12, 2013, MTS Board of Directors meeting. Mr. Ewin seconded the motion, and the vote was 9 to 0 in favor with Messrs. Alvarez, Cunningham, Roberts and Meses. Bragg, Emerald, Zapf absent.

3. Public Comments

John L. Wood – Mr. Wood questioned if there were policies and procedures in place with regard to equipment and where Mr. Wood resides several of these vehicles go through his residential area. He asked about the status of the Blue Line completion and announcement / message boards.

Lorraine Leighton – Ms. Leighton commented regarding an incident on the 833 [PROFANITY] where a passenger used the ramp instead of the stairs when they were not disabled and asked what the Board would do to remedy the situation .

CONSENT ITEMS

6. Investment Report - July 2013

Action would receive a report for information.

7. Centralized Train Control and Customer Information Systems Maintenance Services MOU with SANDAG

Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17 Project Scope of Work 29 (MTS Doc. No. G0930.17-04-29) with SANDAG for the productive and preventative maintenance services on software and equipment through the end of the Calendar year (CY) 2015 for the Centralized Train Control (CTC) and Customer Information System (CIS).

8. Increased Authorization for Wheel Truing Machine Pit Design Services

Action would: 1.) ratify the previous actions of the CEO; and 2.) authorize the CEO to execute Amendment No. 2 to Work Order 09.10 to MTS Document No. G1246.0-09 with David Evans and Associates, Inc. for engineering services for wheel truing machine pit design for Building C.

BOARD MEMBER COMMENTS

None.

Action on Consent Item 6 through 8

Ms. Rios moved to approve Consent Items 6 through 8. Mr. McClellan seconded the motion, and the vote was 11 to 0 in favor with Messrs. Cunningham, Roberts and Meses. Bragg, Emerald absent.

The Board convened to Closed Session at 9:08 a.m.

CLOSED SESSION

24. a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(a):
Josh Barthlow and Kathleen Barthlow v. Metropolitan Transit System, et al.
(SDSC Case No. 37-2013-00040878-CU-PO-CTL; MTS Claim No. TL-09-4873-12)

The Board reconvened to Open Session at 9:21 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report from legal counsel and gave instructions.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

45. San Diego Transit Corporation (SDTC) Pension Investment Status

Larry Marinesi, Director of Finance provided a presentation from RVKuhns & Associates, Inc. and introduced Jeremy Mill of RVKuhns & Associates, Inc. provided a capital markets overview as of June 30, 2013 and discussed the SDTC employees' retirement

plan including AA by manager, AA vs. target and schedule of investable assets as of June 30, 2013. He reviewed comparative performance and provided an addendum.

Mr. Minto questioned with regard to page A-3 he advised the \$142M is different on the screen and indicates \$149M. Mr. Marinesi advised the online number was for the calendar year and what is being presented is the number for the fiscal year.

Mr. Cunningham asked with regard going into the next quarter. Mr. Miller answered there was a lot of uncertainty, but believes given all the tumultuous times, the market has maintained relatively stable and is in hopes this trend continues.

Action Taken

Mr. McClellan moved to receive the investment report for information. Ms. Rios seconded the motion, and the vote was 14 to 0 in favor with Ms. Bragg absent.

46. San Ysidro Intermodal Transportation Center Project Update

Sharon Cooney, Chief of Staff advised this item was being brought before the Board in order to receive feedback and introduced Rachel Kennedy of SANDAG. Ms. Kennedy provided a presentation on the San Ysidro Intermodal Transportation Center Study. She provided images of the area and explained the layout of the Center. She discussed public outreach and findings of commercial and institutional market analysis. She reviewed three options of concepts in development with the 3rd option in the early stage. She discussed next steps.

Mr. Mathis asked what the cost would be and where the funding would come from. Ms. Kennedy advised for concept 1, estimating \$90 - \$100 million and the second \$150 - \$200 million. She advised both concepts would require significant private funding and it is currently in the planning stage.

Mr. Ovrom asked which property was owned by MTS. Ms. Kenney reviewed maps and pointed out MTS's property.

Ms. Cole stated the Center will create many jobs and asked if the plan was to hire locally and if there would be outreach to local contractors, etc. Ms. Kennedy said that assuming the project would be successfully funded hiring locally would be considered.

Mr. Roberts asked regarding public / private partnership and where it is anticipated the private dollars would come from. Ms. Kennedy responded there are high risk and low risk public / partnerships and advised she was not privy to the details at this time. Mr. Roberts stated it would require a significant public investment and usually in the planning phase there is some focus on where the investment would come from especially for this project as it is very expensive and will likely be largely funded by the public. He requested possible scenarios.

Ms. Salas stated beneficiaries would be on both sides of the border for those willing to invest for their future bottom line and stated it is however important not to build false expectations into the community.

Mr. Gastil mentioned he was concerned with regard to Mexican sales tax which he thought could possibly have a significant impact creating business on the US side. He asked Mr. Roberts why he believes it will take considerable public investment. Mr. Roberts responded this belief is based on his previous experience as he doesn't often see private investment to the level expected for this project and there needs to be realistic expectations with the focus being placed on future requirements.

Mr. Ewin asked Ms. Kennedy to clarify what the max capacity is for retail. Ms. Kennedy advised of the square footage.

Ms. Emerald asked if simpler designs would be more affordable. Ms. Kennedy said all three concepts presented could be phased over time. Ms. Emerald stated she would like to see less expensive plans that could potentially be funded with a combination of public sources as it is an important project.

Ms. Salas reiterated Ms. Emerald's sentiments and stated she believes it is important to implement the Center as soon as possible and solutions needs to be reviewed to help achieve the objectives of implementing the Transportation Center as it is important to the entire San Diego region and not just the border cities. She stated that there is a new heavily funded program related to medical tourism and there can be a great benefit to facilitate ease of movement to and from the border.

Mr. Alvarez stated it is the busiest port of entry in the world. It is about the region and how we invite, accept and ensure people coming across of the border. He stated there is a very successful outlet center in San Ysidro and the easier it is for people to shop there the more the region will gain financially. He also agrees with the sentiment that it is important to be realistic in phasing and there are many opportunities out there for financing with possible investment by foreigners and there are many tools out there the region has not utilized at this time.

Mr. Roberts stated he believes there is a market and would like to see it work and there could likely be a phasing solution, but he believes it is important to look for financing sooner than later.

Action Taken

Mr. Cunningham moved to receive a report on conceptual planning for an intermodal facility at the San Ysidro Port of Entry. Ms. Cole seconded the motion, and the vote was 14 to 0 in favor with Ms. Bragg absent.

47. The City of San Diego's Downtown Quiet Zone - Operational Update

Wayne Terry, Chief Operating Officer provided a history and background of the Quiet Zone program. He discussed the regulatory supplemental safety measures, supplemental safety measures for the quadrant gates, installation of crossing median and Broadway pedestrian gates. He reviewed the crossing bell and approach modification, Kettner Blvd. and G Street crossing, Broadway crossing, Seaport Village Station – near-side station stop, typical crossing gate and mitigation measures in process with the California Public Utilities Commission (CPUC).

Public Speakers:

Melissa Blackburn – Joniaux – Ms. Joniaux commented that much has been accomplished thus far and she appreciates the results. She stated that issues related to safety can only be achieved by working with State and Federal agencies and this is the type of collaboration with MTS leading the way that the residents are looking forward to. She understands MTS's limits, but asks MTS that they continue their collaboration efforts. She is also concerned with out of service trolleys and their impact on the noise and traffic and that with the Mid-Coast project this will increase the number of trolleys in the Bayside corridor which will become an issue in the future.

Ron Vandenberg – Mr. Vandenberg stated he represents the S.W. Marina District. He stated he appreciates the work that has occurred since the last Board meeting, but wants to emphasize there is still more to be done to continue the efforts to lower the height of the bells, install shrouds on the bells, support BNSF and work with the CPUC to reduce the number of bells to get rid of the redundant bells.

Donn Bleu – Mr. Bleu advised he lives on Kettner Blvd. and thanked MTS for being so responsive. He stated one of the things that has not been discussed are tests that were conducted on the decibel levels that when they are many bells it increases the decibel level and he is hoping this problem can be remedied before going to the CPUC.

Jacqueline Turner - Ms. Turner advised she has double paned windows and cannot sleep at night without ear plugs and requests that when all the improvements are being made that they continue up towards Laurel at a timely pace where the Quiet Zone ends and hopes that shared use from the BNSF is involved as it would be terrible to have the MTS bells lowered and not the big trains.

Mr. Mathis asked Mr. Terry if they had spoke to the CPUC about the number of bells. Mr. Terry advised if they can maintain the appropriate decibel level it is a possibility the CPUC would be responsive in reducing the number.

Mr. Mathis stated that as an Agency we are not personal advocates and this is what elected officials are there for - to advocate for the public. MTS operates under the mandates of the CPUC and the Federal Transit Agency (FTA) and MTS is doing everything within their power to influence the outcome and are sympathetic to the issues, but MTS has not instituted the program, nor the actions thereto and MTS is to respond as an agency to what the safety regulations are in place and MTS is operating under constraints. Quiet Zone was a City of San Diego project and MTS warned that there would be trade offs that would be undesirable.

Mr. Roberts commended MTS staff on their efforts thus far and stated MTS will try to find solutions to the best of their ability.

Ms. Zapf stated that MTS cannot sacrifice safety, but that times of day should be considered with regard to decibel level. There is a greater need for louder bells during the day at the height of rush hour, but it seems the sound of the bells would be magnified greatly at night; therefore it seems this could be adjusted and looking into the cumulative decibel levels is important. Mr. Terry responded this is one issue MTS is working on and they try to keep it balanced and with regard to the adjustment of decibel

levels during the day vs. night Mr. Terry introduced Scott Johnson. Mr. Johnson stated that there are Federal standards that are followed and deviations can be requested through the CPUC and have been requested. It is a diagnostic team effort under the CPUC's direction.

Action Taken

Mr. McClellan moved to receive a report for information. Ms. Emerald seconded the motion, and the vote was 13 to 0 in favor with Messrs. Alvarez and Ramirez absent.

60. Chairman's Report

None.

61. Audit Oversight Committee (AOC) Chairman's Report

None.

62. Chief Executive Officer's Report

Mr. Jablonski reported that three weeks prior he traveled to Washington, D.C. with Supervisor Roberts and Gary Gallegos, President of SANDAG and that they met with Administrator Rogoff of the FTA regarding the Mid-Coast project and schedule of funding within the next year. MTS is talking about the potential to buy additional rail cars early for Mid-Coast as Siemens is offering a very advantageous price now to keep their plant operating and to prevent a major layoff. Mr. Jablonski advised he was in Chicago last week at the American Public Transportation Association (APTA) Annual Meeting and was elected to the Executive Committee. Next week is the California Transit Association (CTA) Annual meeting with his term as Chair ending on CTA's Executive Committee. He discussed the MTS volunteer food donation program called "Stuff the Bus" and the goal is to feed 19,000 families.

63. Board Member Communications

Mr. Gastil advised the new promenade is now officially open next to the Lemon Grove station.

Mr. Alvarez asked when there would be an Ad Hoc Public Security Committee meeting and Mr. Jablonski advised it was previously scheduled, but only 3 of the 5 members could attend so it had to be cancelled and waiting to hear back on members' availability, but hopes it will be confirmed and scheduled soon.

Mr. Alvarez stated it was inconvenient to use the new trolleys when riding a bike as it is inconvenient as the bikes are in the way and he felt as though he was inconveniencing passengers. Mr. Jablonski stated the low floor trolleys have become extremely popular and they are looking at ways to accommodate everyone.

Ms. Emerald questioned with regard to Rapid bus. Mr. Jablonski stated there are two brand new buses and the first is New Flyer articulated buses. They will serve the I15 BRT and the BRT that will go to UCSD with the BRT going up the 805. This will be the paint scheme for the Rapid services. Mr. Jablonski said other articulated buses will operate in regular service that are needed for high capacity such as weekends that will

keep MTS's standard colors. The new 40 foot bus is the Gillig bus and so far there are 8 new on the property and he welcomed the Board to look at the interior.

64. Additional Public Comments on Items Not on the Agenda

None.

65. Next Meeting Date

The next regularly scheduled Board meeting is October 24, 2013.

66. Adjournment

Chairman Mathis adjourned the meeting at 10:54 a.m.



Chairperson
San Diego Metropolitan Transit System

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit

- Attachments:
1. Roll Call Sheet
 2. Handout from Public Speaker Melissa Blackburn – Joniaux: Questions for MTS 10/10/13 Board meeting
 3. "Stuff the Bus" flyer

METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): October 10, 2013

CALL TO ORDER (TIME): 9:02 a.m.

RECESS: N/A

RECONVENE: N/A

CLOSED SESSION: 9:08 a.m.

RECONVENE: 9:21 a.m.

PUBLIC HEARING: N/A

RECONVENE: N/A

ORDINANCES ADOPTED: N/A

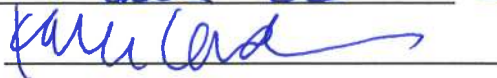
ADJOURN: 10:54 a.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/>	(Cole)	<input type="checkbox"/>	9:05 a.m.	10:54 a.m.
BRAGG	<input type="checkbox"/>	(Bilbray)	<input type="checkbox"/>		
CUNNINGHAM	<input checked="" type="checkbox"/>	(Mullin)	<input type="checkbox"/>	9:15 a.m.	10:54 a.m.
EMERALD	<input checked="" type="checkbox"/>	(Cole)	<input type="checkbox"/>	9:22 a.m.	10:54 a.m.
EWIN	<input checked="" type="checkbox"/>	(Arapostathis)	<input type="checkbox"/>	9:02 a.m.	10:45 a.m.
GASTIL	<input checked="" type="checkbox"/>	(Jones)	<input type="checkbox"/>	9:02 a.m.	10:54 a.m.
GLORIA	<input type="checkbox"/>	(Cole)	<input checked="" type="checkbox"/>	9:02 a.m.	10:54 a.m.
MATHIS	<input checked="" type="checkbox"/>			9:02 a.m.	10:54 a.m.
MCCLELLAN	<input checked="" type="checkbox"/>	(Ambrose)	<input type="checkbox"/>	9:02 a.m.	10:54 a.m.
MINTO	<input checked="" type="checkbox"/>	(McNelis)	<input type="checkbox"/>	9:02 a.m.	10:54 a.m.
OVROM	<input checked="" type="checkbox"/>	(Denny)	<input type="checkbox"/>	9:02 a.m.	10:54 a.m.
RIOS	<input checked="" type="checkbox"/>	(Sotelo-Solis)	<input type="checkbox"/>	9:02 a.m.	10:45 a.m.
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>	9:15 a.m.	10:54 a.m.
SALAS	<input checked="" type="checkbox"/>	(Ramirez)	<input type="checkbox"/>	9:03 a.m.	10:54 a.m.
ZAPF	<input checked="" type="checkbox"/>	(Cole)	<input type="checkbox"/>	9:05 a.m.	10:54 a.m.

SIGNED BY THE CLERK OF THE BOARD:



CONFIRMED BY THE GENERAL COUNSEL:



QUESTIONS FOR MTS 10/10/2013 BOARD MEETING

- 1) Some of the issues related to the noise created by the bells and traffic can only be resolved by working in conjunction with the City, BNSF, the FRA, the CPUC and/or other state and federal agencies.
What role is MTS willing to play in making this collaboration a success?
What steps or role can the City of San Diego play in making this collaboration a success?
- 2) One of the proposed solutions to reduce the noise is to lower the height of the bells and this has successfully been done with one bell at the Market Street intersection. Is there any reason why all of the bells cannot be lowered and what is the time frame for doing so?
- 3) It has been observed that there are significant differences in the length of time for when the arms come down. This is important because the longer the arms are done, the longer the bells ring and it appears that this is related to the speed of the trolleys. What factors, in addition to speed of the trolleys, control the length of time for when the arms come down? Who activates the alarms, i.e., is it done automatically or is it the trolley driver? What can be done to make the time as consistently short as possible?
- 4) There was a study in 2005 about the benefits of shrouds and this study was noted in the ICF acoustical study. They have been mounted in other California cities but they have not yet been placed at the Quiet Zone intersections. There was also a report about best practices for Pedestrian Safety involving shrouds in 2007. So, is a further study necessary or are shrouds presently available and what can be done to expedite their placement?
- 5) There is a concern about the number of out of service trolleys and their impact on bell noise and traffic. What can be done to reduce the number of out of service trolleys?
 - What is being done to ensure that the Mid-Coast Corridor Transit Project does not make this issue worse?
 - What can be done with SANDAG, the City or others to address this before it becomes a problem?
 - Has MTS considered building an additional “yard” for the trolley to help reduce the volume of activity at 12th and Imperial?

Stuff the Bus! FOOD DRIVE

VOLUNTEERS NEEDED!  SATURDAY, OCTOBER 26, 2013

Please be one of the MTS Volunteers on
SATURDAY, OCTOBER 26TH, 2013
for the 6th Annual "Stuff the Bus Food Drive".

MTS needs your help to collect food at one of 12 Albertsons stores and the Girl Scout office just east of Balboa Park on Saturday, Oct. 26th. There are two shifts available at each location: 9:00 to 11:30 am, and 11:30 to 2:00 pm. Our job is to fill the buses with non-perishable food items for the San Diego Food Bank. San Diego Girl Scouts will be joining the Food Drive to help make the community aware of the food crisis faced by thousands of San Diegans every day. You can sign up as a volunteer at bit.ly/StuffBus13.

Albertsons and Girl Scout MTS "Stuff the Bus" Locations

- Chula Vista, 720 3rd Avenue
- Clairemont, 5950 Balboa Avenue
- San Carlos, 8650 Lake Murray Blvd.
- La Mesa, 8920 Fletcher Parkway
- Lemon Grove, 7090 Broadway
- Mira Mesa/Scripps Ranch, 10740 West View Parkway
- Rancho Peñasquitos, 7895 Highland Village Place
- Rancho Penasquitos/RB, 14340 Penasquitos Road
- Rancho San Diego, 2899 Jamacha Road
- Santee, 9870 Magnolia Avenue
- Spring Valley, 543 Sweetwater Road
- Tierrasanta, 10633 Tierrasanta Boulevard
- Hillcrest, 1231 Upas St. (**Girl Scout Office**)

All volunteers will be entered into a drawing to win a \$25 **Hard Rock Cafe** gift certificate. Marketing has a limited supply of MTS polo shirts. If you need one to wear for this volunteer opportunity, or if you have any questions please contact Jamila Hillebrand in MTS Marketing at: **(619) 557-4546** or by email at jamila.hillebrand@sdmts.com. (We cannot accept any glass containers, or home-made foods).




NORTH COUNTY
TRANSIT DISTRICT



Stuff the Bus!


**FOOD
DRIVE**

VOLUNTEERS NEEDED!  **WHAT TO DONATE!**

If you would like to donate food, you can do so at any of the 41 Albertsons stores.

Stuff the Bus barrels will be at every store from October 21 through October 26th.

SAN DIEGO FOOD BANK SHOPPING LIST – MOST NEEDED FOOD ITEMS:

- ☐ Canned Meats (tuna in water or chicken)
- ☐ Dry or canned beans (black, pinto, kidney / low sodium)
- ☐ Cereal (low sugar, whole grain, or bran)
- ☐ Rice (brown or wild rice)
- ☐ Nuts and seeds (unsalted almonds, flax seeds)
- ☐ Peanut butter (no sugar added)
- ☐ Canned soup (low sodium, low fat)
- ☐ Canned fruit (packed in its own juice) or dried fruit
- ☐ Canned vegetables (low sodium or no-salt added)
- ☐ Powdered milk (low or non-fat)
- ☐ Pasta (whole grain)
- ☐ Infant formula



We cannot accept any glass containers, or home-made foods.



NORTH COUNTY
TRANSIT DISTRICT



 **Albertsons**

 **girl scouts**
san diego



 @sdmts
 SDMTS



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Agenda Item No. 6

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 24, 2013

SUBJECT:

INVESTMENT REPORT – AUGUST 2013

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact


None.

DISCUSSION:

Attachment A comprises a report of MTS investments as of August 31, 2013. The combined total of all investments has increased from \$195.0 million to \$234.3 million in the current month. This \$39.3 million increase is attributable to \$37.1 million in FTA Preventative Maintenance revenue and \$5.8 million in STA revenue. These inflows are partially offset by expenditure of \$4.8 million for the acquisition of capital assets as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects and debt service, which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will 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. The increase in restricted cash relates to the STA cash receipt committed to funding SANDAG capital projects. During August, MTS transferred \$665,475 in Proposition 1B funding restricted for the acquisition of capital assets from the San Diego County Investment Pool to fund ongoing security projects.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Investment Report for August 2013

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

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.



**San Diego Metropolitan Transit System
Investment Report
August 31, 2013**

	Restricted	Unrestricted	Total	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	18,155,040	49,441,320	67,596,360	0.00%
Total Cash and Cash Equivalents	18,155,040	49,441,320	67,596,360	
Cash - Restricted for Capital Support				
US Bank - retention trust account	7,792,139		7,792,139	N/A *
San Diego County Investment Pool Proposition 1B TSGP grant funds	3,853,911	-	3,853,911	
Total Cash - Restricted for Capital Support	11,646,050	-	11,646,050	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	-	37,127,049	37,127,049	0.271%
Total Investments - Working Capital	-	37,127,049	37,127,049	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	39,208,533	-	39,208,533	
Rabobank - Payment Undertaking Agreement	78,692,891	-	78,692,891	7.69%
Total Investments Restricted for Debt Service	117,901,424	-	117,901,424	
Total cash and investments	\$ 147,702,514	\$ 86,568,369	\$ 234,270,883	

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



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Agenda Item No. 7

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 24, 2013

SUBJECT:

TRANSIT SMART CARDS – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1162.0-14 (in substantially the same format as Attachment A) with ASK-int TAG, LLC, for the purchase of Transit Smart Cards.

Budget Impact

The total amount of \$248,400.00 would be funded under MTS FY 14 operating budget.

DISCUSSION:

MTS Policy No. 52 governing procurement of goods and services requires a formal competitive bid process for procurements exceeding \$100,000.

The Smart Card was created for fare collection systems for the San Diego region's fixed-route bus and rail operations. Smart Cards were designed to provide a better fare product for transit customers and to allow the area's transit operators to collect enhanced ridership and revenue data. The plastic cards are reusable and reloadable and will replace all paper fare media for MTS operations once fully implemented.

On September 09, 2013 MTS issued an Invitation for Bids (IFB) for the purchase of Transit Smart Cards. Six (6) bids were received on October 02, 2013, two of these were considered non-responsive (see Bid Summary – Attachment B). ASK – int TAG, LLC is the lowest responsive and responsible bidder at \$248,400.00. Based on the comparison between the in-house cost estimate and ASK – int TAG, LLC's bid amount, MTS's cost savings would be approximately 5.587%.



overall . The bid by ASK – int TAG, LLC is considered to be reasonable based on adequate competition in the marketplace. Therefore, pursuant to MTS policy, staff recommends award of MTS Doc. No. L1162.0-14 to ASK – int TAG, LLC.



Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft Standard Procurement Agreement MTS Doc. No. L1162.0-13
B. Bid Summary

ATTACHMENT A

DRAFTSTANDARD PROCUREMENT AGREEMENT
FOR
TRANSIT SMART CARDS

L1162.0-14
CONTRACT NUMBER
OPS 970.6
FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2013, 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: ASK-int TAG, LLC. Address: 1000 River Street, Bldg 966
 Form of Business: Corporation Essex Junction, VT, 05452
 (Corporation, Partnership, Sole Proprietor, etc.)
 Telephone: 802 288-7210

Authorized person to sign contracts: Thierry Burgess General Mgr
 Name Title

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

Transit Smart Cards, as specified in the Technical Specifications (attached as Exhibit A), the Bid Summary (attached as Exhibit B), the Standard Conditions Procurement (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

The total amount of this contract shall not exceed \$248,400.00 including all applicable sale taxes and freight charges.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Paul C. Jablonski, Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 248,400.00	921-53950	FY14

By: _____
Chief Financial Officer

(_____ total pages, each bearing contract number)

Purchasing Department
1255 Imperial Ave., Suite 1000
San Diego, CA 92101
619.231.1466 FAX 619.696.7084

ATTACHMENT "B"
BID SUMMARY

TRANSIT SMART CARDS IFB
MTS DOC. NO. L1162.0-14

Transit Smart Cards	
COMPANY NAME	BID AMOUNT
** ASK-intTag	\$ 248,400.00
<i>Electronic Data Magnetix</i>	\$ 280,000.00
<i>Valid</i>	\$ 289,440.00
<i>Allsafe</i>	\$ 385,026.00
<i>Diebold</i>	Non-responsive
<i>Paragon</i>	Non-responsive

**** ASK-int TAG. is the Lowest Responsive, Responsible Bidder**





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

Agenda Item No. 8

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 24, 2013

SUBJECT:

FLEETWATCH SYSTEM SOFTWARE UPGRADE – SOLE SOURCE

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0604.0-14 (in substantially the same format as Attachment A) with S & A Systems on a sole-source basis for a software system upgrade of the MTS's FLEETWATCH Fluid Management System.

Budget Impact

The total cost for the upgrade of the FLEETWATCH Fluid Management System would not exceed \$133,675.12 and is funded by MTS Capital Improvement Project (CIP) 11200 for FY2014.

DISCUSSION:

The FLEETWATCH SYSTEM is used for collecting vehicle mileage, fuel, and fluid usage data; this information provides reliable and accurate real-time data that can be used for scheduling preventive maintenance, reports and other important data. The software upgrade will convert the existing vehicle mileage and fluid Access database into an SQL database. The Access database format is no longer supported and will not allow direct transfer of data into a maintenance data system. The SQL database format will allow for direct data transfer into the existing and future maintenance data systems and will be supported under a maintenance agreement. S & A Systems' software is proprietary and S & A Systems is the sole provider for FLEETWATCH Fluid Management System and related upgrades.

This work includes the installation of software and firmware updates for the IAD and KMD Service Lanes data collection equipment. The Remote Island Heads (RIH) and automatic mileage collection equipment will be updated to the latest software versions.



The Remote Island Heads (RIH) in the Maintenance Shops are not collecting fluid usage data at this time. A function of the existing software makes it difficult to distinguish between fluid dispensed in the service lanes (topping off) and fluid used in the maintenance shop (oil changes). By upgrading the maintenance shop fluid management equipment, Maintenance staff will be able to record maintenance related fluid usage on work orders and connect that fluid usage to specific tasks and equipment. The favorable results of this software upgrade to our FLEETWATCH Fluid Management System will improve better planning and long term projections in our daily operations.

The pricing by S & A Systems is considered to be fair and reasonable based on comparison with MTS's independent cost estimate. Therefore, staff recommends award of MTS Doc. No. B0604.0-14



Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft Standard Procurement Agreement MTS Doc. No. B0604.0-14
B. Cost Analysis

ATTACHMENT A

DRAFT

STANDARD SERVICES AGREEMENT
FOR
SOFTWARE UPGRADE AND EQUIPMENT

B0604.0-14
CONTRACT NUMBER

OPS 970.6
FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2013, 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: S & A Systems Address: P O Box 1928 -992 Sids Road

Form of Business: Corporation Rockwall, TX, 75087

(Corporation, Partnership, Sole Proprietor, etc.)

Telephone: 972 722-1009

Authorized person to sign contracts: Don Srygley President
Name Title

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

Software upgrade and equipment, as specified in the Technical Specifications (attached as Exhibit A), the Bid Summary (attached as Exhibit B), and the Standard Conditions Services (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

The total amount of this contract shall not exceed \$133,675.12 including all applicable sale taxes and freight charges.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 133,675.12	11200	FY14

By: _____
Chief Financial Officer

(_____ total pages, each bearing contract number)



Att. B, AI 8, 10/24/13

Purchasing Department
1255 Imperial Ave., Suite 1000
San Diego, CA 92101
619.231.1466 FAX 619.696.7084

ATTACHMENT "B" COST ANALYSIS

SYSTEM CONTROLLER 3.5 SOFTWARE UPGRADE & EQUIPMENT MTS DOC. NO B0604.0-14

SOFTWARE UPGRADE & EQUIPMENT	COST PROPOSAL	INHOUSE ENGINEER'S ESTIMATE
S & A Systems	\$ 133,675.12	N/A
MTS	N/A	\$ 136,820.68

The difference between S and A Systems Proposal is 2.3% lower than MTS's Engineer's estimate.

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

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.





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Agenda Item No. 30

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 24, 2013

SUBJECT:

BUS SHELTER ADVERTISING - CONTRACT AWARD (ROB SCHUPP)

RECOMMENDATION:

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

1. execute MTS Doc. No. B0596.0-13 (in substantially the same format as Attachment A) with Clear Channel Outdoor, Inc., as a revenue contract for bus shelter advertising services for a five-year base period with 5 one-year option terms (for a total of 10 years); and
2. exercise each option year at the CEO's discretion.

Budget Impact

This would be a revenue-generating contract. MTS's revenue would be based upon an annual minimum guarantee and annual percentage share between Clear Channel Outdoor and MTS. Based on the revenue proposal, this contract would generate a minimum of \$950,000 per year over the term of the contract. This would be gross revenue and would not include the cost of procuring shelters, the carrying cost of capital for shelters, or the administration of the shelter program.

DISCUSSION:

This contract for bus shelter installation, maintenance and advertising is the first step in MTS's two-step plan to replace the 444 MTS-maintained shelters (322 advertising and 122 non-advertising) throughout the MTS transit system. Under this two-step process, MTS will purchase up to 500 new shelters, replacing the existing 20+ year old shelters and also potentially installing new shelters at stops where they are needed in the



system. The new shelters are projected to cost approximately \$7 million. The procurement process for new shelters will be complete in 2014. The revenue from the contract before the Board today will help fund this shelter replacement project.

This procurement differs from the current contract in which the shelter maintenance and advertising service provider purchased the shelters, owned the shelters, maintained the shelters and sold advertising. For the first 20 years of the existing contract, MTS was compensated only for administrative costs. Over the five-year extension that began in 2008, MTS was paid \$800,000 per year.

MTS anticipates that using its capital to purchase the shelters will earn more revenue over the life of the shelters.

RFP Process

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

A Request for Proposals (RFP) was issued on June 2, 2013, for bus shelter advertising services. The services include advertising, installation, maintenance, and repair of MTS bus shelters.

On August 16, 2013, proposals were received from CBS Outdoor and Clear Channel Outdoor in response to the RFP. A selection committee consisting of representatives from various MTS departments met and rated the proposals based upon the following criteria:

- | | | |
|----|--|-----|
| 1. | Qualifications and Experience of the Firm and Management Team | 25% |
| 2. | Work Plan: Purchase, Installation, Advertising and Maintenance | 25% |
| 3. | Cost and Revenue Payment/Financial Benefit | 50% |

Based upon on the evaluation panel's analysis of the aforementioned criteria, MTS staff determined that Clear Channel Outdoor Inc.'s proposal represented the best overall value to MTS while meeting the requirements set forth in the RFP.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. B0596.0-13 (without exhibits)

DRAFT**STANDARD SERVICES AGREEMENT**B0596.0-13
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2013, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Clear Channel Outdoor, LLC.Address: 19230 Harborage WayForm of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)Torrance CA 90501Telephone: 310-755-7200

Authorized person to sign contracts: John Duong VP of Real Estate & Public Affairs
Name Title

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

Provide Bus Shelter Advertising, including maintenance, repair and installation as set forth in the MTS Scope of Work (attached as Exhibit A), Clear Channel Outdoor, LLC., Best and Final Offer (BAFO) dated 10/10/13 (attached as Exhibit B), Revenue Summary (attached as Exhibit C) in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit D).

The contract term is for up to a 10 year period (5-year base with five 1-year options exercisable at MTS' sole discretion). Base period shall be effective January 1, 2014 through December 31, 2018 and Option Years 1 through 5 shall be effective January 1, 2019 through December 31, 2023. Monthly revenue payment shall be paid directly to MTS, which is due on or before the 30th day following each calendar month.

The total revenue for this contract is estimated at \$4,750,000 for the base period and \$4,750,000 for the option years for a total of \$9,500,000.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$4,750,000 – Base Period		
\$4,750,000 – Option Years 1-5		
\$9,500,000 – Total Est. Revenue	911-42310	FY14-23

By: _____
Chief Financial Officer Date

(____ total pages, each bearing contract number)

Bus Shelter Advertising - Contract Award

MTS Board of Directors
October 24, 2013



1

Shelter Services

- **Current contract terminates Dec. 31, 2013**
- **New contract presents opportunities**
 - Update customer amenities with new street furniture
 - Potentially increase advertising revenues
 - Expand program to other cities
 - Maximize operating dollars via leveraged capital



2

Shelter Facts

- **444 Shelters in the MTS service territory under contract**
 - 322 shelters include advertising
 - 122 w/o advertising
 - Limitation is parks and single-family residential areas
- **Participating cities include:**
 - San Diego (284, 112), Imperial Beach (12, 8), La Mesa (12, 0), National City (10, 1), and Santee (4, 1)
- **111 shelters not under contract**
 - El Cajon (50), Chula Vista (35), Poway (12), Lemon Grove (9), and Coronado (5)



3



University Avenue / Texas Street



Pacific Highway at County Center



4





University Avenue / Texas Street



Downtown – 5th Avenue / B Street



5



30th Street / El Cajon Boulevard



Park Boulevard at Balboa Park



6



Contract History

Current Contract with CBS Outdoor

Installation, Maintenance, Relocation, Advertising revenue

- **Original Terms**
 - 1990 – 2008
 - Vendor purchased shelters and assumed all costs associated with purchase, maintenance, removal/replacement and advertising sales
 - MTS was paid \$150,000/year by CBS
- **Exercised Five-Year Option w/CBS**
 - 2008 – 2013
 - \$1 Million upfront payment
 - \$50,000/Month
 - \$4 million total
- **Six-Month Extension (ends 12/31/13)**
 - Same terms
 - MTS owns shelters
- **Five-Year MOU w/San Diego**
 - 10% of upfront payment (previously received no \$\$)
 - 10% prorated ad revenue
 - City pays for bus pad street improvements
- **One-year extension thru 7/14**
 - Same terms



7



Bus Shelter Services RFP

- RFP Issued May 2013
- Two responses received
- Negotiated procurement
- Notice of intent to award delivered October 18, 2013
- Contract to begin January 1, 2014
- Five-year base with five one-year options



8



Bus Shelter Services Responses

- **Two prominent, national companies responded to RFP**
 - CBS Outdoor (Incumbent)
 - Clear Channel Outdoor, Inc.
- **Both companies have strong San Diego presence**
 - CBS Outdoor
 - Billboards
 - Bus shelters
 - Clear Channel Outdoor
 - Billboards
 - NCTD buses
- **Both companies offer similar experience and customer satisfaction**



9



Clear Channel Outdoor

- **Financial package**
 - \$950,000 minimum annual guarantee, or
 - 55% of all revenues, whichever is greater
- **Maintenance commitment**
 - Graffiti removal, trash collection, repairs
 - Repairs within 24 hours
 - Power washing schedule
- **Personnel commitment**
 - Local sales office
 - Local maintenance contract (TBD)



10



MTS Purchases Bus Shelters

■ Advantages

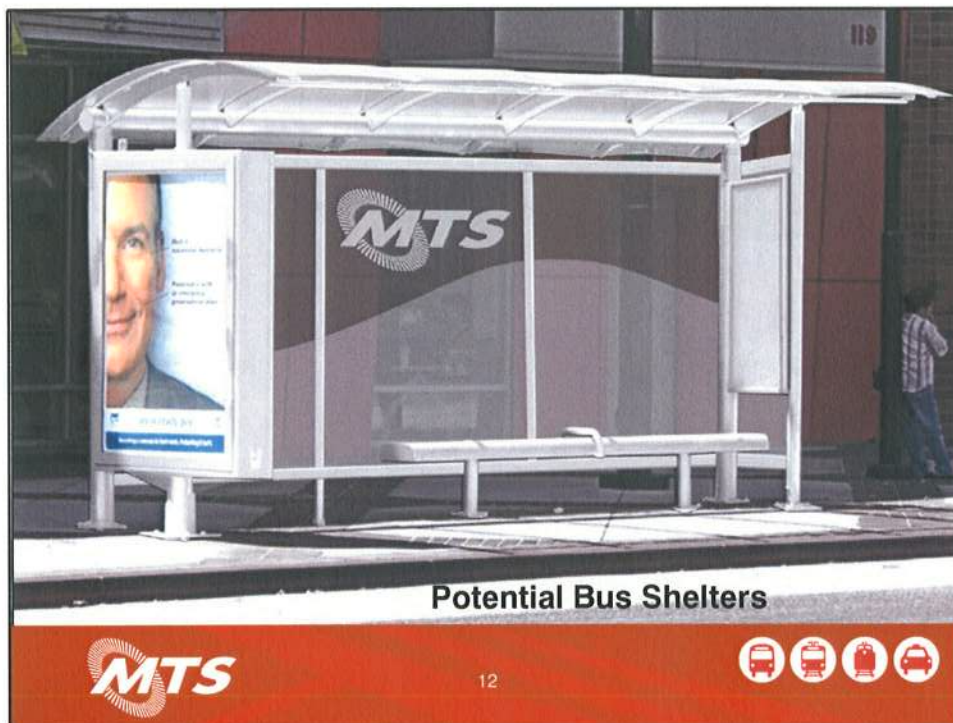
- MTS cost of capital will be less than third party would charge
- Increased revenue
- MTS manages the shelter procurement process
- MTS owns shelters at end of services contract
- MTS controls the time over which the shelters are purchased
- Services contract is over a shorter time period
- Leverages capital for operating revenue

■ Disadvantages

- MTS incurs greater administration costs for shelter procurement
- MTS cannot build replacement/repair costs into shelters services contract



11



Potential Bus Shelters



12



Staff Recommendation

- Authorize the CEO to:
- execute MTS Doc No. B0596.0-13 with Clare Channel Outdoor, Inc., as a revenue contract for bus shelter advertising services for a five-year base period with five one-year option terms, and
- Execute each option year at the CEO's discretion.





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Agenda Item No. 45

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 24, 2013

SUBJECT:

YEAR END OPERATIONS REPORT (WAYNE TERRY, BILL SPRAUL AND DENIS
DESMOND)

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. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically. The analyses, included in the attachment to this report, show trends for the current fiscal year and help to track performance throughout the year.

Staff from the Planning Department and the Rail and Bus Operating Divisions will provide a summary of fiscal year 2013 service performance.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Service Performance Monitoring Report



San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
PERIOD: JULY 2012 - JUNE 2013

OBJECTIVE | 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	FY 2011	FY 2012	FY 2013	# Chg. FY11- FY12	# Chg. FY12- FY13	% Chg. FY11- FY12	% Chg. FY12- FY13
Premium Express	300,330	310,455	308,912	10,125	(1,543)	3.4%	-0.5%
Express	2,146,895	2,329,041	2,366,370	182,146	37,329	8.5%	1.6%
Light Rail	31,612,877	32,674,616	29,699,366	1,061,739	(2,975,250)	3.4%	-9.1%
Rapid (SuperLoop)	-	-	1,557,568	-	1,557,568	-	-
Urban Frequent	36,672,454	38,311,741	38,457,861	1,639,287	146,120	4.5%	0.4%
Urban Standard	12,791,167	13,647,404	11,984,646	856,237	(1,662,758)	6.7%	-12.2%
Circulator	807,117	841,764	773,698	34,647	(68,066)	4.3%	-8.1%
Rural	37,828	41,819	45,180	3,991	3,361	10.6%	8.0%
Demand-Responsive	358,646	355,300	379,415	(3,346)	24,115	-0.9%	6.8%
System Total Passengers	84,727,314	88,512,140	85,573,016	3,784,826	(2,939,124)	4.5%	-3.3%
Fixed-Route Bus Ridership	52,755,791	55,482,224	55,494,235	2,726,433	12,011	5.2%	0.02%

NOTES: Fixed-route bus ridership is consistent for FY13 compared to FY12. Overall, MTS system ridership has decreased -3%, primarily due to lower Trolley ridership. There was wet weather through November and December, and a sharp drop in gasoline prices in late 2012.

The decline that appears in the Trolley ridership data is primarily attributed to the program that estimates the number of passengers. The estimation methodology relies on the number of one-way tickets sold, which dropped significantly when Day Passes replaced transfers. Staff believes that the quantity of one-way tickets sold is no longer sufficient to provide an accurate basis for ridership estimation. Aside from the disconnect with bus ridership, Trolley fare revenues are up slightly, indicating that the drop in passengers is not accurate. This estimation issue is reflected in several of the ridership-related performance metrics.

MTS is transitioning Trolley ridership data from SANDAG's estimation program to Automatic Passenger Counters (APCs), which will increase accuracy and provide a clearer picture of Trolley ridership trends. The preliminary data from the APC program shows that Trolley ridership is higher overall than indicated by the estimation program, and that the trends are much closer to those of the bus system.

Average Weekday Passengers

Route Categories	FY 2011	FY 2012	FY 2013	# Chg. FY11- FY12	# Chg. FY12- FY13	% Chg. FY11- FY12	% Chg. FY12- FY13
Premium Express	1,181	1,221	1,214	40	(7)	3.4%	-0.6%
Express	7,760	8,422	8,631	662	209	8.5%	2.5%
Light Rail	94,217	97,401	87,955	3,184	(9,446)	3.4%	-9.7%
Rapid (SuperLoop)	-	-	4,862	-	-	-	-
Urban Frequent	120,416	125,394	125,383	4,978	(11)	4.1%	0.0%
Urban Standard	43,505	46,467	41,228	2,962	(5,239)	6.8%	-11.3%
Circulator	3,435	3,582	2,966	147	(616)	4.3%	-17.2%
Rural	209	265	227	56	(38)	26.8%	-14.3%
Demand-Responsive	1,334	1,302	1,367	(32)	65	-2.4%	5.0%
System Avg. Wkdy. Pass.	272,057	284,054	273,833	11,997	(10,221)	4.4%	-3.6%
FR Bus Avg. Wkdy. Pass.	176,506	185,351	184,511	8,845	(840)	5.0%	-0.5%

NOTES: The total average weekday passenger statistics show how many passengers ride MTS on a typical weekday. For FY13, there is a -3.6% decrease in systemwide average weekday riders, a loss of -10,221 passengers per average weekday. Most of the decrease is a result of a decrease of -9,446 Trolley passengers per average weekday (-9.7%). Fixed-route bus ridership had a slight decline of -0.5% (840 passengers per average weekday). The largest fixed-route percentage increase was the Express category with a 2.5% increase in average weekday riders (209 passengers per average weekday).

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
PERIOD: JULY 2012 - JUNE 2013

Passengers Per Revenue Hour

Route Categories	FY 2011	FY 2012	FY 2013	% Chg. FY11- FY12	% Chg. FY12- FY13
Premium Express	22.4	21.9	21.3	-2.2%	-2.7%
Express	31.5	33.9	32.2	7.6%	-5.0%
Light Rail	181.9	187.7	160.6	3.2%	-14.4%
Rapid (SuperLoop)	-	-	34.3	-	-
Urban Frequent	36.2	37.5	37.0	3.6%	-1.3%
Urban Standard	28.0	29.6	28.0	5.7%	-5.4%
Circulator	15.9	16.5	15.4	3.8%	-6.7%
Rural	8.7	9.4	9.4	8.5%	0.0%
Demand-Responsive	2.1	2.1	2.1	0.0%	0.0%
System Riders Per Rev. Hour	43.4	45.0	42.3	3.7%	-6.0%
FR Bus Riders Per Rev. Hour	32.9	34.3	33.5	4.3%	-2.3%

NOTES: MTS operated 3% more revenue hours in FY13 than the same period in FY12. The 'passengers per revenue hour' metric shows how the revenue hours (in-service hours plus layover hours) that were added or removed relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient—carrying more passengers with the same number of buses, for example. For FY13, all MTS services carried 42.3 passengers per revenue hour, a decrease of -6.0% (-2.7 riders per revenue hour). The change in riders per revenue hour figure on MTS' fixed-route bus services was a more moderate decrease of -2.3%. For FY13, Trolley passengers per revenue hour decreased -14.4% to 160.6, a reduction of -27.1 riders per revenue hour.

Passengers Per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service, instead of how effective MTS is at grouping trips and breaks together for a vehicle to operate (revenue hours).

Route Categories	FY 2011	FY 2012	FY 2013	% Chg. FY11- FY12	% Chg. FY12- FY13
Premium Express	24.7	24.0	23.5	-2.8%	-2.1%
Express	38.3	41.0	40.4	7.0%	-1.5%
Light Rail	215.1	222.4	209.2	3.4%	-5.9%
Rapid (SuperLoop)	-	-	46.8	-	-
Urban Frequent	44.7	45.7	45.1	2.2%	-1.3%
Urban Standard	37.4	39.5	37.9	5.6%	-4.1%
Circulator	25.0	25.7	22.3	2.8%	-13.2%
Rural	7.9	10.1	8.5	27.8%	-15.8%
Demand-Responsive	N/A	N/A	N/A	N/A	N/A
System Riders/In-Svc. Hour	57.7	60.3	56.9	4.5%	-5.6%
FR Bus Riders Per In-Svc. Hour	41.3	42.7	42.0	3.4%	-1.6%

NOTES: Compared FY12, MTS' system-wide figure decreased -3.4 passengers per in-service hour to 56.9 (-5.6%). For FY13, fixed-route bus passengers per in-service hour was nearly flat at 42.0 passengers per in-service hour.

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
PERIOD: JULY 2012 - JUNE 2013

On-Time Performance

On-time performance is defined as departing within 5 minutes of the scheduled time. It is measured by service change period in order to show the results of scheduling changes. MTS' goal for on-time performance is 85% for Urban Frequent bus routes, and 90% for Trolley and all other bus route categories.

Route Categories	Service Change					GOAL
	Jan. 2012	June 2012	Sept. 2012	Jan. 2013	June 2013*	
Premium Express	98.1%	99.5%	92.1%	98.4%	98.8%	90.0%
Express	80.7%	73.4%	86.1%	81.0%	81.8%	90.0%
Light Rail	89.1%	86.4%	88.3%	94.0%	95.2%	90.0%
Rapid (SuperLoop)	-	95.2%	95.2%	91.2%	90.0%	85.0%
Urban Frequent	83.6%	81.7%	82.3%	83.6%	79.7%	85.0%
Urban Standard	86.0%	80.7%	84.9%	84.9%	83.5%	90.0%
Circulator	86.5%	95.5%	96.1%	87.4%	91.6%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Responsive	N/A	N/A	N/A	N/A	N/A	
System On-Time Performance	86.0%	83.4%	86.0%	85.6%	84.2%	

NOTES: Overall, on-time performance has remained around 85%. Following the January 2013 service change, five route categories have met their goal while two categories did not. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. Trolley on-time performance has been impacted by Trolley Renewal construction activities and is expected to increase as the project wraps up next year. Performance of Urban Frequent bus routes, which by far carry the greatest number of passengers, is heavily impacted by construction, stop signs and stop lights, and traffic as they typically go through high density corridors. (*June 2013: June - August data available at time report created. Complete figures will be reported in FY 14, Quarter 2 Performance Monitoring Report.)

Preventable Accidents Per 100,000 Miles

Operator	FY 2011	FY 2012	FY 2013
MTS Directly-Operated Bus	1.58	1.47	1.42
MTS Contract Services	0.96	0.89	1.13
MTS Trolley	0.00	0.04	0.04

NOTES: MTS Directly-Operated Bus preventable accidents are slightly down for FY13 compared to FY12. MTS Contract Services preventable accidents are up primarily due to a revision in contract service's accident classification. MTS Trolley reported three preventable accidents in the first nine months of FY13. Accidents deemed "preventable" by MTS' definition may not be violations of the California Vehicle Code (CVC). No Trolley accidents in FY13 have involved a CVC violation by our Trolley operator. For bus and Trolley operations, continued operator retraining and safety awareness programs are held throughout the year to improve the operator average for this safety metric.

Mean Distance Between Failures (MDBF)

Operator	FY 2011	FY 2012	FY 2013
MTS Directly-Operated Bus	6,781	9,706	11,167
MTS Contract Services	13,751	10,908	10,190
MTS Trolley	318,705	476,369	325,354

NOTES: MTS Directly-Operated continued improvement is related to a preventive maintenance program, which takes a proactive approach at catching defects before buses begin revenue service. For Trolley, more than half of the failures were related to the new SD8 vehicle. It is not uncommon with new vehicle deployments for MDBF to decrease as the agency works with the manufacturer to integrate new vehicles into revenue service, particularly with the advanced software components involved in the new SD8 vehicles. There are also refinements to the vehicle performance as it is integrated into the specifics of an individual property's operation (e.g. topography, mixed-consist compatibility, etc.)

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Complaints Per 100,000 Passengers

Operator	FY 2011	FY 2012	FY 2013	% Chg. FY11- FY12	% Chg. FY12- FY13
MTS Directly-Operated Bus	7.8	5.7	5.8	-27.2%	1.8%
MTS Contract Svcs. FR Bus	7.4	8.3	8.7	11.2%	4.8%
MTS Trolley	1.8	1.4	3.0	-19.9%	112.2%
General System	-	0.8	1.0	-	29.2%

NOTES: MTS Bus and MTS Contract Services has an increase in the number of complaints. MTS Trolley saw an increase in the number of passenger complaints, mostly due to the realignment of the Blue, Orange, and Green Lines in September 2012. Complaints related to the MTS System, rather than an individual operator, are now tracked separately. These complaints are in addition to any complaints that the operators receive and are related to planning issues, website problems, and general MTS policies and procedures. For FY13, the MTS General System received 1.0 complaint per 100,000 passengers.

OBJECTIVE | Develop a Sustainable System

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

Revenue Hours

Operator	Actual	Budget	# Diff	% Diff
MTS Directly-Operated Bus	786,899	794,003	(7,104)	-0.9%
MTS Contract Svcs. FR Bus	872,439	882,122	(9,683)	-1.1%
MTS Trolley	472,314	464,285	8,029	1.7%
System	2,131,652	2,140,410	(8,758)	-0.4%

NOTES: Service levels have slightly increased from the last fiscal year. The increases have come from service adjustments to deal with high load factors and the restoration of some previously reduced service levels, especially on weekends.

Revenue Miles

Operator	Actual	Budget	# Diff	% Diff
MTS Directly-Operated Bus	8,556,934	8,636,516	(79,582)	-0.9%
MTS Contract Svcs. FR Bus	9,353,715	9,462,775	(109,060)	-1.2%
MTS Trolley	7,758,089	7,559,212	198,877	2.6%
System	25,668,738	25,658,503	10,235	0.0%

NOTES: Service levels have slightly increased from last fiscal year. The increases have come from service adjustments to deal with high load factors and the restoration of some previously reduced services, especially on weekends.

Weekday Peak-Vehicle Requirement

This measure 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 scheduled.

Operator	June 2012	June 2013	# Chg. FY12- FY13
MTS Directly-Operated Bus	199	210	11
MTS Contract Svcs. FR Bus	246	260	14
MTS Trolley	93	96	3

NOTES: Peak vehicles have seen an increase for MTS Bus and MTS Contract fixed-route services. These increases are mainly due to the increased service implemented in FY13. Trolley's peak car requirement due to the new operating plan implemented in September 2012.

In-Service Bus Speeds (MPH) (Weekday)

Operator	June 2012	June 2013	% Chg. FY12- FY13
MTS Directly-Operated Bus	13.3	13.5	1.5%
MTS Contract Svcs. FR Bus	14.0	14.1	0.7%
MTS Trolley	17.9	18.2	1.7%

NOTES: In-service speeds have remained relatively flat year-over-year.

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In-Service/Total Miles

The 'in-service miles per total miles' ratio is only calculated for MTS in-house bus operations, as contractors are responsible for bus and driver assignments (run-cutting) for MTS Contract Services.

Operator	June 2012	June 2013	% Chg. FY12- FY13
MTS Directly-Operated Bus	87.3%	85.9%	-1.4%
MTS Contract Svcs. FR Bus	N/A	N/A	N/A
MTS Trolley	98.8%	99.7%	0.9%

NOTES: Ratios have remained practically steady over the two service periods reported for MTS bus and Trolley operations.

In-Service/Total Hours

As with the mileage statistic, in-service hours per total hours can only be calculated for MTS in-house bus operations.

Operator	June 2012	June 2013	% Chg. FY12- FY13
MTS Directly-Operated Bus	76.9%	75.9%	-1.0%
MTS Contract Svcs. FR Bus	N/A	N/A	N/A
MTS Trolley	98.5%	99.4%	0.9%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time, with only a minor changes from FY12 to FY13.

Farebox Recovery Ratio

This metric measures the percent of total operating cost recovered through fare revenue. Transportation Development Act (TDA) requirement of 31.9 percent system wide for fixed-route (excluding regional routes that have a 20 percent requirement). Percent of total operating cost recovered through fare revenue.

Operator	FY 2011	FY 2012	FY 2013	% Chg. FY11- FY12	% Chg. FY12- FY13
MTS FR (No Premium Exp.)	36.3%	36.7%	39.6%	1.1%	7.9%
MTS Premium Express	49.2%	46.0%	46.5%	-6.4%	1.1%
MTS Rail	58.9%	57.2%	55.3%	-2.9%	-3.3%
General System	43.0%	42.8%	42.6%	-0.5%	-0.5%

For both system-wide and Premium Express services, farebox recovery ratios continue to exceed the Transportation Development Act (TDA) target but have slightly decreased year over year.

Subsidy Per Passenger

MTS's goal is to improve route-category average year-over-year. This metric is the amount of public subsidy required to provide service for each unlinked boarding (measured as total operating cost minus fare revenue divided by total passengers).

Operator	FY 2011	FY 2012	FY 2013	% Change FY11- FY12	% Change FY12- FY13
Premium Express	\$3.89	\$4.44	\$4.73	14.0%	6.5%
Express	\$2.42	\$2.33	\$2.51	-3.8%	7.5%
Light Rail	\$0.77	\$0.81	\$0.97	5.3%	19.8%
Rapid	-	-	\$2.11	-	-
Urban Frequent	\$1.50	\$1.50	\$1.44	0.0%	-4.0%
Urban Standard	\$1.31	\$1.24	\$1.39	-5.6%	12.1%
Circulator	\$2.66	\$2.23	\$2.00	-16.2%	-10.3%
Rural	\$14.48	\$12.91	\$13.17	-10.9%	2.0%
Demand-Responsive	\$31.04	\$32.56	\$32.55	4.9%	0.0%
System Total Passengers	\$1.37	\$1.37	\$1.47	0.0%	7.6%
Fixed-Route Bus Ridership	\$1.52	\$1.50	\$1.51	-1.7%	0.7%

Overall, system wide subsidy per passenger was even at \$1.47 in FY13 (with only a negligible increase). For fixed route bus service, subsidy per passenger increased from \$1.50 to \$1.51 in FY13 (0.7%). Light rail increased from \$0.81 to \$0.97 over the last year, which is a 19.8% increase.

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Title VI Compliance

The indicators below are required by the FTA to be monitored by and reported to the MTS Board. They measure the quantity and quality of service that MTS provides to minority and non-minority populations, as defined in FTA Circular 4702.1B (2012). The circular defines a minority route as "a route that has at least 1/3 of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area."

Route Headway, On-Time Performance, and Passenger Load Factor

Category/Mode*	On-Time Performance Standard	Headway Standard (Base Weekday) P - Peak B - Base	Vehicle Load Factor (Standard = No more than 20% of trips exceed factor)	Minority Route Y- Yes N - No
Premium Express				
Goal	90%	30 min.	1.00	
Routes		Actual		
810	96%	15	-	Y
820	97%	20	-	N
850	95%	30	-	N
860	97%	20 P / 30 B	-	N
880	-	50	-	Y
Express				
Goal	90%	30 min.	1.50	
Routes		Actual		
20	82%	15 P / 20 P / 30 B	-	N
50	86%	15 P / 30 P / 60 B	-	N
150	82%	15 P / 30 P / 60 B	-	N
210	93%	15	-	Y
870	43%	90	-	N
960	97%	20	-	Y
Light Rail				
Goal	90%	15 min.	3.00	
Routes		Actual		
Blue	89%	7.5 P / 15 B	-	Y
Orange	88%	15	-	Y
Green	97%	15	-	N
Rapid				
Goal	85%	15 min.	1.50	
Routes		Actual		
201	91%	10 P / 15 B	-	Y
202	92%	10 P / 15 B	-	Y
204	91%	10 P / 15 B	-	Y
Urban Frequent				
Goal	85%	15 min.	1.50	
Routes		Actual		
1	85%	15	-	Y
2	85%	11 P / 15 B	-	Y
3	78%	15	-	Y
5	85%	15	-	Y
6	79%	15	-	N
7	78%	12	-	Y
8	90%	20 P / 30 B	-	N
9	88%	20 P / 30 B	-	N
10	80%	15	-	Y
11	81%	10 P / 15 B	-	Y
13	82%	15	-	Y

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Category/Mode*	On-Time Performance Standard	Headway Standard (Base Weekday) P - Peak B - Base	Vehicle Load Factor (Standard = No more than 20% of trips exceed factor)	Minority Route Y- Yes N - No
Goal	85%	15 min.	1.50	
Routes		Actual		
15	84%	12 P / 15 B	-	Y
30	85%	15 P / 30 B	-	N
41	80%	8 P / 15 B	-	N
44	88%	8 P / 15 B	-	Y
120	83%	15	-	N
701	90%	15	-	Y
709	85%	15	-	Y
712	92%	15	-	Y
901	75%	15 P / 30 B	-	Y
906/907	80%	15	-	Y
929	79%	12 P / 15 B	-	Y
932	79%	15	-	Y
933/934	80%	10 P / 15 B	-	Y
955	83%	15	-	Y
961	82%	15	-	Y
992	69%	15	-	N
Urban Standard				
Goal	90%	30 min.	1.50	
Routes		Actual		
4	90%	30	-	Y
14	97%	60	-	N
27	85%	30	-	N
28	88%	15 P / 30 B	-	N
31	79%	30	-	Y
35	90%	15 B / 30 P	-	N
105	85%	30	-	N
115	89%	30	-	N
703	74%	N/A	-	Y
704	77%	30	-	Y
705	90%	30	-	Y
707	93%	60	-	Y
815	83%	30	-	Y
816	84%	30	-	N
832	68%	60	-	N
833	82%	45	-	N
834	89%	60	-	N
844	96%	60	-	N
845	90%	30	-	N
848	79%	30	-	N
854	93%	60	-	N
855	90%	30	-	N
856	78%	30	-	Y
864	76%	30	-	N
871/872	63%	60	-	Y
874/875	74%	30	-	N
904	90%	30	-	N
905	90%	30	-	Y
916/917	90%	30 P / 60 B	-	Y

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Category/Mode*	On-Time Performance Standard	Headway Standard (Base Weekday) P - Peak B - Base	Vehicle Load Factor (Standard = No more than 20% of trips exceed factor)	Minority Route Y- Yes N - No
Goal	90%	30 min.	1.50	2.50
Routes		Actual		
921	73%	30	-	Y
923	77%	30	-	N
928	82%	30	-	N
936	74%	30	-	Y
962	69%	30	-	Y
963	85%	30	-	Y
967	96%	60	-	Y
968	96%	60	-	Y
Circulator				
Goal	90%	60 min.	1.50	
Routes		Actual		
18	96%	30	-	N
25	74%	60	-	N
83	96%	60	-	N
84	100%	60	-	N
88	94%	30	-	N
851	94%	30	-	Y
964	76%	30 P / 60 B	-	Y
965	-	30	-	Y
972*	No missed trips.	~30	-	Y
973*	No missed trips.	~30	-	Y
978*	No missed trips.	~30	-	Y
979*	No missed trips.	~30	-	Y

*Load standard is 1.0 for routes operated with a minibus. Routes 972, 973, 978, are 979 are timed to the Coast schedule and wait for passengers to transfer from the selected Coaster trips. Rural and Demand Responsive services have no specific goals for on-time performance, headway, or load standard. Minority Route statistics based on 2010 Census.

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Service Availability

- > 80% of residents or jobs within ½ mile of a bus stop or rail station in urban areas.
- > 100% of suburban residences within 5 miles of a bus stop or rail station.
- > One return trip at least 2 days/week to destinations from rural villages

Goal		
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	% of residents within 1/2 mile of a bus stop or rail station in urban areas	% of jobs within 1/2 mile of a bus stop or rail station in urban areas
	100.0%	98.2%
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station	
	100.0%	
One return trip at least 2 days/week to destinations from rural villages. (Lakeside and Alpine)	Available Service	
	Route 848 serves Lakeside seven days a week and Route 864 serves Alpine seven days a week.	

See attached map entitled 'Urban Boundary, Suburban Boundary, and Rural Villages within MTS Service Area'.

FY 2013 ANNUAL ROUTE STATISTICS

Updated: 10/18/2013

ROUTE	Annual Passengers	Avg. Weekday Passengers	Passengers/ revenue Hour	Subsidy Per Passenger	Farebox Recovery
Blue Line	13,886,619	42,665	199.8	\$0.55	68.5%
Orange Line	6,310,548	19,579	112.7	\$1.88	38.9%
Green Line	9,502,199	25,711	159.9	\$0.97	55.2%
1	1,574,532	5,186	33.3	\$2.38	29.0%
2	1,497,096	4,831	40.5	\$1.77	35.5%
3	1,811,156	6,212	39.1	\$0.13	88.2%
4	877,068	2,818	38.1	\$1.96	32.8%
5	941,544	3,178	50.6	\$1.25	43.4%
6	617,842	1,976	34.4	\$2.28	29.9%
7	3,844,273	11,867	47.9	\$1.36	41.7%
8	674,421	1,818	35.3	\$2.15	31.3%
9	506,548	1,488	29.9	\$2.74	26.2%
10	1,574,423	5,143	42.3	\$1.66	37.2%
11	2,552,953	8,619	34.0	\$2.32	29.5%
13	2,183,660	7,211	47.9	\$1.36	41.5%
14	85,362	337	11.5	\$8.79	9.8%
15	1,698,433	5,503	41.1	\$1.74	35.9%
18	51,335	202	17.9	\$1.69	41.3%
20	1,221,437	4,118	31.0	\$2.62	27.2%
25	115,884	458	18.2	\$1.87	33.9%
27	257,927	949	17.8	\$2.02	33.5%
28	439,257	1,449	34.7	\$0.16	86.1%
30	2,175,504	6,901	31.2	\$2.55	28.8%
31	120,264	473	26.0	\$3.33	22.8%
35	587,090	1,779	30.9	\$0.16	86.7%
41	1,386,464	4,582	40.4	\$1.74	37.2%
44	1,334,100	4,511	36.1	\$2.11	31.7%
50	252,059	991	22.9	\$3.93	19.9%
83	45,840	180	14.1	\$2.64	27.3%
84	35,506	140	11.8	\$3.31	23.8%
88	122,763	427	29.3	\$2.84	25.7%
105	353,995	1,212	23.6	\$3.76	20.8%
115	350,739	1,275	23.6	\$2.09	33.5%
120	997,681	3,212	29.8	\$2.77	26.0%
150	698,600	2,759	42.1	\$1.65	38.4%
201	793,881	2,569	43.9	\$1.40	44.7%
202	608,901	1,854	34.3	\$2.13	34.7%
204	154,786	440	16.2	\$5.73	16.1%
210	81,296	319	30.0	\$2.78	25.8%
701	609,233	2,131	24.8	\$1.47	36.0%
703	40,344	-	27.1	\$1.81	36.1%
704	603,863	2,069	29.7	\$1.27	39.8%
705	345,489	1,177	30.4	\$0.83	50.0%
707	63,819	233	23.6	\$2.06	29.4%
709	1,100,200	3,773	42.0	\$0.69	55.0%
712	936,060	3,209	38.2	\$0.67	55.4%
810	160,994	634	26.7	\$4.13	50.3%
815	369,972	1,157	33.5	\$0.25	81.0%
816	326,782	1,289	31.2	\$0.85	55.9%
820	49,587	195	21.0	\$5.28	43.0%
832	55,262	194	14.9	\$2.08	33.4%
833	140,016	463	20.5	\$1.55	38.1%
834	20,605	82	17.6	\$3.75	22.1%
844.845	186,786	702	13.7	\$2.85	24.2%
848	421,157	1,364	29.4	\$1.01	51.4%
850	36,852	144	21.9	\$5.40	42.9%
851	100,637	397	21.9	\$1.40	40.5%
854	192,658	731	26.3	\$1.43	41.7%
855	291,488	1,007	32.8	\$0.73	58.9%
856	701,049	2,586	30.7	\$1.30	44.7%
860	37,119	146	21.7	\$5.88	40.4%
864	441,445	1,454	19.7	\$3.06	26.1%
870	14,871	59	11.7	\$3.38	22.5%
871.872	121,868	466	21.8	\$1.44	42.3%
874.875	472,261	1,611	26.8	\$1.25	45.9%
880	24,360	95	16.5	\$4.84	46.9%

ROUTE	Annual Passengers	Avg. Weekday Passengers	Passengers/ revenue Hour	Subsidy Per Passenger	Farebox Recovery
888	2,346	22	4.2	\$36.59	7.2%
891	1,240	22	3.4	\$47.10	3.9%
892	1,352	23	3.9	\$40.35	4.7%
894	40,242	159	11.3	\$9.84	21.9%
901	1,053,935	3,384	25.9	\$2.13	32.3%
904	30,901	98	10.8	\$1.71	39.3%
905	632,196	2,247	40.4	\$0.93	56.2%
906.907	1,596,071	5,205	40.3	\$0.02	98.1%
916.917	263,679	933	23.0	\$1.86	34.7%
921	409,261	1,528	27.1	\$1.19	46.8%
923	266,967	1,025	18.8	\$1.61	38.8%
928	403,665	1,452	29.3	\$1.34	43.0%
929	2,504,302	7,991	36.4	\$0.58	63.2%
932	1,308,994	4,449	32.9	\$0.82	54.9%
933.934	1,862,023	6,226	32.9	\$1.14	46.7%
936	656,536	1,952	33.0	\$0.60	63.1%
955	1,672,336	5,468	39.7	\$0.38	72.4%
960	98,107	385	26.1	\$3.18	23.6%
961.962.963	1,332,934	4,660	29.8	\$0.92	52.2%
964	89,258	352	15.9	\$2.31	28.7%
965	80,732	289	17.3	\$1.99	33.0%
967	58,380	217	13.2	\$2.98	25.3%
968	63,561	239	14.3	\$3.17	24.2%
992	444,077	1,311	22.8	\$1.03	50.9%
SVCC	131,743	521	24.9	\$2.26	Note N
MTS ACCESS	379,415	1,367	2.1	\$32.55	13.2%

SERVICE CATEGORY	Annual Passengers	Avg. Weekday Passengers	Passengers/ revenue Hour	Subsidy Per Passenger	Farebox Recovery
Premium Express	308,912	1,214	21.3	\$4.73	46.5%
Express	2,366,370	8,631	32.2	\$2.51	28.4%
Light Rail	29,699,366	87,955	160.6	\$0.97	55.3%
Rapid	1,557,568	4,862	34.3	\$2.11	34.8%
Urban Frequent	38,457,861	125,383	37.0	\$1.44	40.4%
Urban Standard	11,984,646	41,228	28.0	\$1.39	42.1%
Circulator	773,698	2,966	15.4	\$2.00	33.1%
Rural (Note O)	45,180	227	9.4	\$13.17	17.1%
Demand-Responsive	379,415	1,367	2.1	\$32.55	13.2%

MODE	Annual Passengers	Avg. Weekday Passengers	Passengers/ revenue Hour	Subsidy Per Passenger	Farebox Recovery
Light Rail	29,699,366	87,955	160.6	\$0.97	55.3%
Fixed-Route Bus Ridership	53,891,487	179,421	33.5	\$1.51	39.6%
Demand-Responsive	379,415	1,367	2.1	\$32.55	13.2%
Rural (Note O)	45,180	227	9.4	\$13.17	17.1%
System	85,573,016	273,833	42.3	\$1.47	42.6%

- A. After federal JARC grant, Route 30 subsidy/passenger is \$2.48.
- B. After Rural 5311 grant, Route 864 subsidy/passenger is \$2.70.
- C. Route 880 subsidy is fully funded by the 4S Ranch Transit Fund. Funding runs out in June 2014.
- D. After Rural 5311 grant, Route 888 is \$20.27.
- E. After Rural 5311 grant, Route 891 is \$30.91.
- F. After Rural 5311 grant, Route 892 is \$26.39.
- G. After Rural 5311 grant, Route 894 is \$4.87.
- H. After federal JARC grant, Route 905 subsidy/passenger is \$0.54.
- I. After federal JARC grant, Route 929 subsidy/passenger is \$0.00.
- J. After federal JARC grant, Route 932 subsidy/passenger is \$0.98.
- K. After federal JARC grant, Route 955 subsidy/passenger is \$0.26.
- L. After federal JARC grant, Route 960 subsidy/passenger is \$0.87.
- M. After federal JARC grant, Route 967.968 subsidy/passenger is \$2.31.
- N. Fares and one-half of the subsidy are paid for by NCTD resulting in a 72% farebox recovery.
- O. After Rural 5311 and 5311(c) grants, subsidy/passenger is \$7.03.
- P. Routes 201, 202, & 204, SANDAG reimburses MTS for the net operating cost (operating cost less fare revenue) using TransNet funds.

FY 2013 ANNUAL ROUTE STATISTICS

Updated: 10/23/2013

ROUTE	Annual Passengers	Avg. Weekday Passengers	Passengers/ revenue Hour	Subsidy Per Passenger	Farebox Recovery
Blue Line	13,886,619	42,665	199.8	\$0.55	68.5%
Orange Line	6,310,548	19,579	112.7	\$1.88	38.9%
Green Line	9,502,199	25,711	159.9	\$0.97	55.2%
1	1,574,532	5,186	33.3	\$2.38	29.0%
2	1,497,096	4,831	40.5	\$1.77	35.5%
3	1,811,156	6,212	39.1	\$0.14	87.9%
4	877,068	2,818	38.1	\$1.96	32.8%
5	941,544	3,178	50.6	\$1.25	43.4%
6	617,842	1,976	34.4	\$2.28	29.9%
7	3,844,273	11,867	47.9	\$1.36	41.7%
8	674,421	1,818	35.3	\$2.15	31.3%
9	506,548	1,488	29.9	\$2.74	26.2%
10	1,574,423	5,143	42.3	\$1.66	37.2%
11	2,552,953	8,619	34.0	\$2.32	29.5%
13	2,183,660	7,211	47.9	\$1.36	41.5%
14	85,362	337	11.5	\$8.79	9.8%
15	1,698,433	5,503	41.1	\$1.74	35.9%
18	51,335	202	17.9	\$1.67	41.9%
20	1,221,437	4,118	31.0	\$2.62	27.2%
25	115,884	458	18.2	\$1.80	36.2%
27	257,927	949	17.8	\$2.02	33.4%
28	439,257	1,449	34.7	\$0.17	85.8%
30	2,175,504	6,901	31.2	\$2.55	28.8%
31	120,264	473	26.0	\$3.33	22.8%
35	587,090	1,779	30.9	\$0.16	86.3%
41	1,386,464	4,582	40.4	\$1.74	37.2%
44	1,334,100	4,511	36.1	\$2.11	31.7%
50	252,059	991	22.9	\$3.93	19.9%
83	45,840	180	14.1	\$2.60	28.5%
84	35,506	140	11.8	\$3.28	24.3%
88	122,763	427	29.3	\$2.84	25.7%
105	353,995	1,212	23.6	\$3.76	20.8%
115	350,739	1,275	23.6	\$2.09	33.6%
120	997,681	3,212	29.8	\$2.77	26.0%
150	698,600	2,759	42.1	\$1.65	38.4%
201	793,881	2,569	43.9	\$1.40	44.7%
202	608,901	1,854	34.3	\$2.13	34.7%
204	154,786	440	16.2	\$5.73	16.1%
210	81,296	319	30.0	\$2.78	25.8%
701	609,233	2,131	24.8	\$1.47	36.0%
703	40,344	-	27.1	\$1.81	35.9%
704	603,863	2,069	29.7	\$1.27	39.8%
705	345,489	1,177	30.4	\$0.83	50.0%
707	63,819	233	23.6	\$2.06	29.4%
709	1,100,200	3,773	42.0	\$0.69	54.9%
712	936,060	3,209	38.2	\$0.67	55.4%
810	160,994	634	26.7	\$4.13	50.3%
815	369,972	1,157	33.5	\$0.25	80.9%
816	326,782	1,289	31.2	\$0.85	55.9%
820	49,587	195	21.0	\$5.28	43.0%
832	55,262	194	14.9	\$2.07	33.7%
833	140,016	463	20.5	\$1.49	40.5%
834	20,605	82	17.6	\$3.75	22.1%
844.845	186,786	702	13.7	\$2.75	26.9%
848	421,157	1,364	29.4	\$1.01	51.4%
850	36,852	144	21.9	\$5.40	42.9%
851	100,637	397	21.9	\$1.32	43.6%
854	192,658	731	26.3	\$1.43	41.8%
855	291,488	1,007	32.8	\$0.73	59.2%
856	701,049	2,586	30.7	\$1.30	44.8%
860	37,119	146	21.7	\$5.88	40.4%
864	441,445	1,454	19.7	\$3.06	26.1%
870	14,871	59	11.7	\$3.33	23.8%
871.872	121,868	466	21.8	\$1.44	42.3%
874.875	472,261	1,611	26.8	\$1.25	45.8%
880	24,360	95	16.5	\$4.84	46.9%
888	2,346	22	4.2	\$36.59	7.2%

ROUTE	Annual Passengers	Avg. Weekday Passengers	Passengers/ revenue Hour	Subsidy Per Passenger	Farebox Recovery
891	1,240	22	3.4	\$47.10	3.9%
892	1,352	23	3.9	\$40.35	4.7%
894	40,242	159	11.3	\$9.84	21.9%
901	1,053,935	3,384	25.9	\$2.13	32.2%
904	30,901	98	10.8	\$1.72	38.8%
905	632,196	2,247	40.4	\$0.93	56.2%
906.907	1,596,071	5,205	40.3	\$0.02	97.6%
916.917	263,679	933	23.0	\$1.86	34.7%
921	409,261	1,528	27.1	\$1.18	46.9%
923	266,967	1,025	18.8	\$1.62	38.8%
928	403,665	1,452	29.3	\$1.34	42.8%
929	2,504,302	7,991	36.4	\$0.59	63.0%
932	1,308,994	4,449	32.9	\$0.82	54.7%
933.934	1,862,023	6,226	32.9	\$1.15	46.6%
936	656,536	1,952	33.0	\$0.60	63.1%
955	1,672,336	5,468	39.7	\$0.38	72.1%
960	98,107	385	26.1	\$3.18	23.6%
961.962.963	1,332,934	4,660	29.8	\$0.93	52.0%
964	89,258	352	15.9	\$2.22	31.4%
965	80,732	289	17.3	\$1.94	34.6%
967	58,380	217	13.2	\$2.98	25.2%
968	63,561	239	14.3	\$3.18	24.1%
992	444,077	1,311	22.8	\$1.04	50.5%
SVCC	131,743	521	24.9	\$2.26	Note N
MTS ACCESS	379,415	1,367	2.1	\$32.55	13.2%

SERVICE CATEGORY	Annual Passengers	Avg. Weekday Passengers	Passengers/ revenue Hour	Subsidy Per Passenger	Farebox Recovery
Premium Express	308,912	1,214	21.3	\$4.73	46.5%
Express	2,366,370	8,631	32.2	\$2.51	28.4%
Light Rail	29,699,366	87,955	160.6	\$0.97	55.3%
Rapid	1,557,568	4,862	34.3	\$2.11	34.8%
Urban Frequent	38,457,861	125,383	37.0	\$1.44	40.4%
Urban Standard	11,984,646	41,228	28.0	\$1.39	42.1%
Circulator	773,698	2,966	15.4	\$2.00	33.1%
Rural (Note O)	45,180	227	9.4	\$13.17	17.1%
Demand-Responsive	379,415	1,367	2.1	\$32.55	13.2%

MODE	Annual Passengers	Avg. Weekday Passengers	Passengers/ revenue Hour	Subsidy Per Passenger	Farebox Recovery
Light Rail	29,699,366	87,955	160.6	\$0.97	55.3%
Fixed-Route Bus Ridership	55,449,055	184,284	33.6	\$1.52	39.8%
Demand-Responsive	379,415	1,367	2.1	\$32.55	13.2%
Rural (Note O)	45,180	227	9.4	\$13.17	17.1%
System	85,573,016	273,833	42.3	\$1.47	42.6%

- A. After federal JARC grant, Route 30 subsidy/passenger is \$2.48.
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FY 2013 YEAR END OPERATIONS REPORT

MTS Board of Directors
October 24, 2013



1

Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		INTEGRATED	SUSTAINABLE	
PRODUCTIVITY	QUALITY	CONNECTIVITY	RESOURCES	EFFICIENCY
<ul style="list-style-type: none"> • Total Passengers <ul style="list-style-type: none"> • Average Weekday Passengers • Passengers/Revenue Hour • Passengers/In Service Hour 	<ul style="list-style-type: none"> • Passenger Load Factor <ul style="list-style-type: none"> • On Time Performance • Accidents/100,000 Miles • Comments/100,000 Passengers • Mean Distance Between Failures 	<ul style="list-style-type: none"> • Route Headway • Span of Service Consistency • Service Availability 	<ul style="list-style-type: none"> • In Service Miles • In Service Hours • Peak Vehicle Requirement 	<ul style="list-style-type: none"> • In Service Speeds <ul style="list-style-type: none"> • In Service/Total Miles • In Service/Total Hours • Farebox Recovery Ratio • Subsidy/Passenger



2

Total Passengers

Year-over-year improvement by Route, Category, and System

Route Categories	FY 2011	FY 2012	FY 2013	% Chg. 11-12	% Chg. 12-13	Rev. Hrs Change
Premium Express	300,330	310,455	308,912	3.4%	-0.5%	2.4%
Express	2,146,895	2,329,041	2,366,370	8.5%	1.6%	7.1%
Light Rail	31,612,877	32,674,616	29,699,366	3.4%	-9.1%	6.2%
Rapid	<i>(incl. in Urb. Std.)</i>	<i>(incl. in Urb. Std.)</i>	1,557,568			
Urban Frequent	36,672,454	38,311,741	38,457,861	4.5%	0.4%	-2.1%
Urban Standard	12,791,167	13,647,404	11,984,646	6.7%	-12.2%	2.1%
Circulator	807,117	841,764	773,698	4.3%	-8.1%	-1.4%
Rural	37,828	41,819	45,180	10.6%	8.0%	8.3%
Demand-Responsive	358,646	355,300	379,415	-0.9%	6.8%	7.1%
Total MTS Passengers	84,727,314	88,512,140	85,573,016	4.5%	-3.3%	3.0%



3

FY14 to Date (through September)

Route Categories	FY12 YTD	FY13 YTD	FY14 YTD	% Chg. 12-13	% Chg. 13-14
Fixed Route Bus Ridership	13,925,084	14,079,948	13,872,624	1.1%	-1.5%
Trolley Ridership	8,126,970	7,972,866	9,972,684	-1.9%	+25.1%
Total MTS Passengers	22,052,057	22,052,814	23,845,308	-0.0%	+8.1%



4

Average Weekday Passengers

Year-over-year improvement by Route, Category, and System

Route Categories	FY 2011	FY 2012	FY 2013	% Chg. 11-12	% Chg. 12-13
Premium Express	1,181	1,221	1,214	3.4%	-0.6%
Express	7,760	8,422	8,631	8.5%	2.5%
Light Rail	94,217	97,401	87,955	3.4%	-9.7%
Rapid	<i>(incl. in Urb. Std.)</i>	<i>(incl. in Urb. Std.)</i>	4,862	----	----
Urban Frequent	120,416	125,394	125,383	4.1%	0.0%
Urban Standard	43,505	46,467	41,228	6.8%	-11.3%
Circulator	3,435	3,582	2,966	4.3%	-17.2%
Rural	209	265	227	26.8%	-29.8%
Demand-Responsive	1,334	1,302	1,367	-2.4%	5.0%
Avg. Weekday Passengers	272,056	284,053	273,833	4.4%	-3.6%



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Average Weekday Passengers FY14 to Date

Route Categories	FY12 YTD	FY13 YTD	FY14 YTD	% Chg. 12-13	% Chg. 13-14
Fixed Route Bus	184,200	188,013	182,765	+2.5%	-2.8%
Trolley	94,887	94,625	121,910	-0.3%	+28.8%
Avg. Weekday Passengers	279,087	296,399	304,675	+1.3%	+7.8%



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Passengers per In-Service Hour

Improve route category average

Route Categories	FY 2011	FY 2012	FY 2013	% Chg. 11-12	% Chg. 12-13
Premium Express	24.7	24.0	23.5	-2.8%	-2.1%
Express	38.3	41.0	40.4	7.0%	-1.5%
Light Rail	215.1	222.4	209.2	3.4%	-5.9%
Rapid	-----	-----	46.8	-----	-----
Urban Frequent	44.7	45.7	45.1	2.2%	-1.3%
Urban Standard	37.4	39.5	37.9	5.6%	-4.1%
Circulator	25.0	25.7	22.3	2.8%	-13.2%
Rural	7.9	10.1	8.5	27.8%	-15.8%
Demand-Responsive	N/A	N/A	N/A	N/A	N/A
MTS System	57.7	60.3	56.9	4.5%	-5.6%
Fixed-Route Bus Only	41.3	42.7	42.0	3.4%	-1.6%



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On-Time Performance

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

Route Categories	Service Changes					
	Sept-11	Jan-12	June-12	Sept-12	Jan-13	June-13
Premium Express	99.6%	98.1%	99.5%	92.1%	98.4%	98.8%
Express	87.5%	80.7%	73.4%	86.1%	81.0%	81.8%
Light Rail	90.9%	89.1%	86.4%	88.3%	94.0%	95.2%
Rapid	-----	-----	95.2%	95.2%	91.2%	90.0%
Urban Frequent	82.1%	83.6%	81.7%	82.3%	83.6%	79.7%
Urban Standard	83.7%	86.0%	80.7%	84.9%	84.9%	83.5%
Circulator	90.2%	86.5%	95.5%	96.1%	87.4%	91.6%
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	85.2%	86.0%	83.4%	86.0%	85.6%	84.2%



10



Mean Distance Between Failures

Improve operator average

Operator	FY 2012	FY 2013	% Chg 12-13
MTS Bus	9,706	11,167	15.1%
MTS Contract Services	10,908	10,190	-6.6%
MTS Rail	476,369	325,354	-31.7%

MTS Rail: More than half of the failures were related to the new SD8 vehicle.

- Not uncommon with new vehicle deployments for MDBF to decrease as the agency works with the manufacturer to integrate new vehicles into revenue service, particularly with the advanced software components involved in the new SD8 vehicles.
- Refinements to the vehicle performance as it is integrated into the specifics of an individual property's operation (e.g. topography, mixed-consist compatibility, etc.)

MTS Bus: Continued improvement related to preventative maintenance program which proactively catches defects prior to revenue service.



11



Preventable Accidents per 100,000 Miles

Improve operator average

Operator	FY 2011	FY 2012	FY 2013	% Chg 11-12	% Chg 12-13
MTS Bus	1.58	1.47	1.42	-7.0%	-3.4%
MTS Contract Services	0.96	0.89	1.13	-7.3%	27.0%
MTS Rail	0.00	0.04	0.04	---	0.0%

MTS Contract Services accidents increased in 2013, primarily due to a revision in Contracted Services/Veolia accident classification.

MTS Trolley reported three preventable accidents in FY13.

- Accidents deemed "preventable" by MTS's definition may not be violations of the California Vehicle Code (CVC). No Trolley accidents in FY13 have involved a CVC violation by our Trolley operator.



12



Comments per 100,000 Passengers

Improve operator average

Operator	FY 2011	FY 2012	FY 2013	% Chg 11-12	% Chg 12-13
MTS Bus	7.8	5.7	5.8	-27.2%	1.8%
MTS Contract Services FR	7.4	8.3	8.7	11.2%	4.8%
MTS Rail	1.8	1.4	3.0	-19.9%	112.2%
MTS General System	---	0.8	1.0	NA	29.2%



13



In-Service Hours

Not to exceed budget

Operator	FY 2013		Difference	
	Actual	Budget	Number	Percent
MTS Bus	786,899	794,003	-7,104	-0.9%
MTS Contract Svcs Fixed-Route	872,439	882,122	-9,683	-1.1%
MTS Rail	472,314	464,285	8,029	1.7%

In-Service Miles

Not to exceed budget

Operator	FY 2013		Difference	
	Actual	Budget	Number	Percent
MTS Bus	8,556,934	8,636,516	-79,582	-0.9%
MTS Contract Svcs Fixed-Route	9,353,715	9,462,775	-109,060	-1.2%
MTS Rail	7,758,089	7,559,212	198,877	2.6%



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Peak-Vehicle Requirement

Not to exceed budget

Operator	June 2012	June 2013	# Chg. 12-13
MTS Bus	199	210	+11
MTS Contract Services Fixed-Route	246	260	+14
MTS Rail	93	96	+3



15



Farebox Recovery Ratio

Meet TDA Requirement of 31.9% system-wide for fixed-route, excluding regional routes which only require 20%

Operator	FY 2011	FY 2012	FY 2013	% Chg. 11-12	% Chg. 12-13
MTS FR (No Premium Exp.)	36.3%	36.7%	39.6%	1.1%	7.9%
MTS Premium Express	49.2%	46.0%	46.5%	-6.4%	1.1%
MTS Rail	58.9%	57.2%	55.3%	-2.9%	-3.3%
MTS System	43.0%	42.8%	42.6%	-0.5%	-0.5%



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Subsidy per Passenger

Improve Route Category Average

Route Categories	FY 2011	FY 2012	FY 2013	% Chg. 11-12	% Chg. 12-13
Premium Express	\$3.89	\$4.44	\$4.73	14.0%	6.5%
Express	\$2.42	\$2.33	\$2.51	-3.8%	7.5%
Light Rail	\$0.77	\$0.81	\$0.97	5.3%	19.8%
Rapid			\$2.11		
Urban Frequent	\$1.50	\$1.50	\$1.44	0.0%	-7.0%
Urban Standard	\$1.31	\$1.24	\$1.39	-5.6%	16.5%
Circulator	\$2.66	\$2.23	\$2.00	-16.2%	-10.3%
Rural	\$14.48	\$12.91	\$13.17	-10.9%	2.0%
Demand-Responsive	\$31.04	\$32.56	\$32.55	4.9%	0.0%
Fixed-Route Bus Average	\$1.52	\$1.50	\$1.51	-1.7%	0.7%
MTS System	\$1.37	\$1.37	\$1.47	0.1%	7.6%



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FY 2013 Routes of Note

- Routes 906/907 between San Ysidro and Iris Trolley has the highest farebox recovery of any bus route at 97.6%. (\$0.02 subsidy/passenger)
- Route 7 between Downtown San Diego and La Mesa (via University Avenue) is the bus route with the highest number of daily riders at 11,867.
- Route 14 between Grantville and La Mesa has the lowest farebox recovery of any non-Rural fixed-route at 9.8%. (\$8.79 subsidy/passenger)
- Green Line Trolley ridership increased by 33% as a result of the extension into Downtown San Diego.



18





FY 2013 Trolley Highlights



Wayne Terry, Chief
Operating Officer



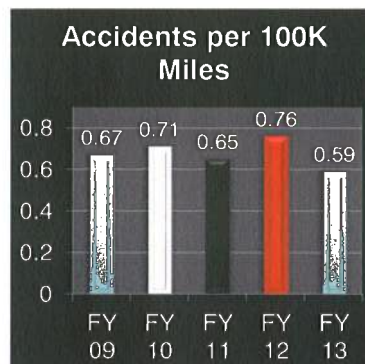
19



19

TRAIN ACCIDENTS FY 2013

- Accidents: 18 (FY13) vs. 24 (FY12)
- In FY 13, accidents per 100K miles was reduced from 0.76 in FY12 to 0.59 in FY13.
- Compared to other California rail transit agencies:
 - Sacramento: 0.55
 - LA Metro Blue/Gold Lines: 0.66
 - San Jose VTA: 1.99
 - San Francisco MUNI: 1.35



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20

SPECIAL EVENTS SERVICE FY 2013

- Special Events Serviced: 158
- Special Event Train Trips 3,374
- Special Events Service Revenue: \$ 750,413



21

SIEMENS S70US LRV PROCUREMENT FY 2013

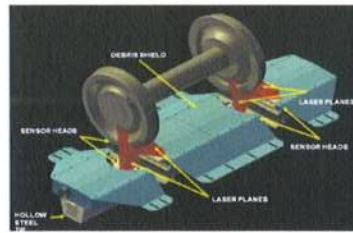
- Through FY 13, a total of 49 of the 65 S70 80-ft LRVs have been delivered
- Improvements made from lessons learned on the 90-ft S70 LRV
- Mixed consist operations SD100-S70 continues to be successful
- SD100 communications retrofit was completed
- Anticipate no LD's on project



22

WHEEL SCAN SYSTEM FY 2013

- Immediate and accurate tire measurement
- Early identification of wheel problems
- Improved wheel demand forecasting
- Records all wheel measurements and findings in database



23

CAR WASH REPLACEMENT PROJECT FY 2013

- Replaced 22-year-old system
- State-of-the-art equipment
- Computer programmed and sensor activated
- More thorough washing capabilities



24

TRACTION POWER SUBSTATION PROJECT FY 2013

- Began Orange Line substation breaker retrofit project
 - San Altos, Pacifica, Merlin and Nebo
- Low-floor - substation enhancement project – 9 of 17 new traction power substations have been received – not live yet



25

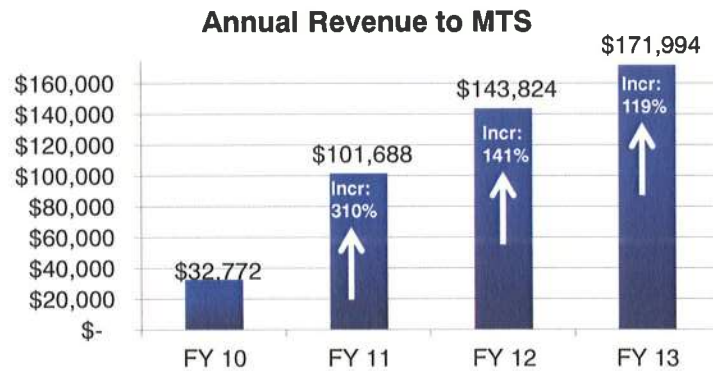
Bridge Inspections FY 2013

- 2nd Annual FRA-required system-wide bridge inspection
- Full Compliance



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MASTER CONCESSIONAIRE SERVICES FY 2013



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GREEN LINE EXTENSION SEPTEMBER 2012



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ORANGE LINE LOW FLOOR JANUARY 9, 2013



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BLUE LINE REHABILITATION



30

Centralized Train Control – Train Tracking

Green Line:

- Imperial Terminal to Santee via Mission Valley

Blue Line:

- Imperial Station to Iris Avenue
- Iris Avenue Station to San Ysidro – December 2013
- America Plaza to Imperial Station – February 2014

Orange Line:

- In design



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FY 2013 Transit Services Highlights



Bill Spraul, Chief
Operating Officer



32



32

Ridership

- Addressed impacts of increasing demand
 - Second year fixed route ridership over 55 million
 - Forty-six routes had increases in ridership over 2012 (45 percent of routes)
- Implemented Board-directed service increases and provided trippers in response



33

Financial Management/Sustainability

- MTS Access cost per trip decreased by 1.4%
- Cost per revenue hour decreased by 2.4%
- Fixed route farebox recovery better than goal, 39.6% vs. 36.3%



34



34

Service Quality

- On-time-performance maintained, at 0.2% better than 2012
- Accidents increased in 2013, primarily due to a revision in Contracted Services/Veolia accident classification
- Fleet reliability increased by 11.7% vs. 2012



35



35

Bus Purchases and Procurements

- Placed 50 new CNG New Flyer buses in service
- Placed 30 new Access buses in service
- Awarded/contracted for new CNG regular service buses (Gillig)
- Awarded/contracted for new BRT Rapid CNG Articulated New Flyer buses



36



36

South Bay Maintenance Facility Expansion

- Awarded design build contract and began construction of LEED-silver South Bay Facility



37

East County Maintenance Facility Expansion

- Secured funding and design services for East County Facility expansion
- Awarded contract for design, procurement and installation of the ECMF compressed natural gas station
- LEED Goal: Silver



38

Additional Highlights

- Added dispatching resources and RTMS (GPS based CAD/AVL systems) to Commuter Express Services
- Rehabilitated bus stops on rural routes in East County



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FY 2013 YEAR END OPERATIONS REPORT

MTS Board of Directors
October 24, 2013



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Agenda Item No. 46

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 24, 2013

SUBJECT:

2014 RAPID IMPLEMENTATION & MAJOR SERVICE CHANGES (DENIS DESMOND)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

Net increases in operating subsidies for on-going operations of Rapid routes are to be reimbursed by SANDAG out of TransNet funds. Operating subsidies for other major changes could be neutral.

DISCUSSION:

MTS has been working with SANDAG for several years on the development of two major new 'rapid bus' services in the San Diego region. These routes will operate high-frequency, higher-speed service to higher-amenity stations utilizing new articulated buses. The Mid-City Rapid will offer service between Downtown San Diego and SDSU, via Park and El Cajon Boulevards, replacing existing Route 15. The I-15 BRT route will operate between Downtown San Diego and the Escondido Transit Center, with a peak-hour overlay route between the I-15 corridor, Sorrento Mesa, and UCSD. Transit signal priority, real-time arrival signs, enhanced passenger shelters, and fewer stops are some of the benefits of the Rapid services.

Both projects are currently under construction. Work is currently underway on Park Blvd. and the western end of El Cajon Blvd. Along I-15, stations at Rancho Bernardo and Del Lago are completed, while Sabre Springs construction is at its mid-point and CalTrans is building the direct access ramps and transit station in Mira Mesa. SANDAG's schedule calls for construction on both routes to be mostly completed by mid-2014. Some elements of the projects will follow after service implementation.



With a target service start of June or September 2014 for the Rapid routes, MTS Planning has been evaluating how existing services in the corridors could be adjusted to improve connectivity with the Rapids. A series of initial proposals were developed and presented to passengers for feedback and reaction over three weeks in September. Using this input, solicited at in-person outreach events and on-line, the Planning Department is finalizing its recommendations to be presented at a public hearing in late 2013.

Staff will provide an update on the planning process and schedule, as well as current descriptions of the tentative proposals.

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

Paul C. Jablonski
Chief Executive Officer

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



***RAPID* Implementation and 2014 Major Service Change Proposals**

MTS Board of Directors
October 24, 2013



RAPID: NEW MODE, 3 NEW ROUTES

- New “RAPID” branding
- Higher frequency and span
- Faster service
- New stations, shelters & transit centers
- Electronic next-arrival signs
- Park-and-Rides (I-15)
- Transit Signal Priority (TSP)
- New articulated buses
- Operations 100% subsidized by TransNet = stability of funding & service levels
- SuperLoop was our first peek at Rapid-style amenities



RELATED SERVICE CHANGES

- New Rapid service is expected to draw new riders and increase interest in transit
- Not full BRT, but many significant improvements to existing services that add value for riders
- Goals for other route changes:
 - *maximize region's investment in new routes and infrastructure (similar to an LRT extension)*
 - *leverage new services to improve network and attract riders to all MTS services*



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RELATED SERVICE CHANGES: RIDER OUTREACH

- Draft concepts presented to the public for feedback
- Outreach effort in September 2013
 - Objective to collect input prior to final planning process and official Public Hearing
 - 11 posted 'formal' outreach events at transit centers and bus stops along affected corridors
 - Other ad-hoc outreach at bus stops as needed
 - Information sent to over 30 community, advocacy, and other interested organizations
 - Webpage on www.sdmts.com
 - On-line survey with over 200 responses
 - Comments accepted via comment card, email, telephone hotline, and mail



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PROPOSED MAJOR CHANGES

Two primary areas potentially impacted by non-Rapid changes:

- Mid-City/Uptown
 - Hillcrest
 - University Heights
- I-15 North Corridor
 - Mira Mesa
 - Rancho Peñasquitos
 - Poway
 - Rancho Bernardo



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MID-CITY RAPID



6



MID-CITY IMPACTS

Mid-City Rapid replaces Rt. 15, discontinuing 163 service between Mid-City and Downtown, and to Washington St.

Riders asked for feedback on several different alternatives.

Recommendations:

- No major changes to Routes 1 or 11
- Implement new trial express route between Adams Ave. and City College Trolley Station via Washington St. and Hwy. 163
 - Restores service lost from Rt. 15
 - Connects Adams Ave. corridor to hub at City College and to Rapid stations in City Heights
 - Travel time from Adams/30th-Broadway reduced from 35 min. to 15 min.



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PROPOSED NEW TRIAL EXPRESS ROUTE



8



I-15 RAPID

• Route A

- Escondido-Downtown,
via Del Lago, Rancho Bernardo,
Sabre Springs, Mira Mesa,
Kearny Mesa, City Heights

- All-day, 7 days/week

- Frequencies:

Weekdays 15/30 minutes

Weekends 30 minutes

• Route B

- Rancho Bernardo-UCSD,
via Sabre Springs, Mira Mesa,
Sorrento Mesa, La Jolla Village Dr.

- Weekday, peak-only

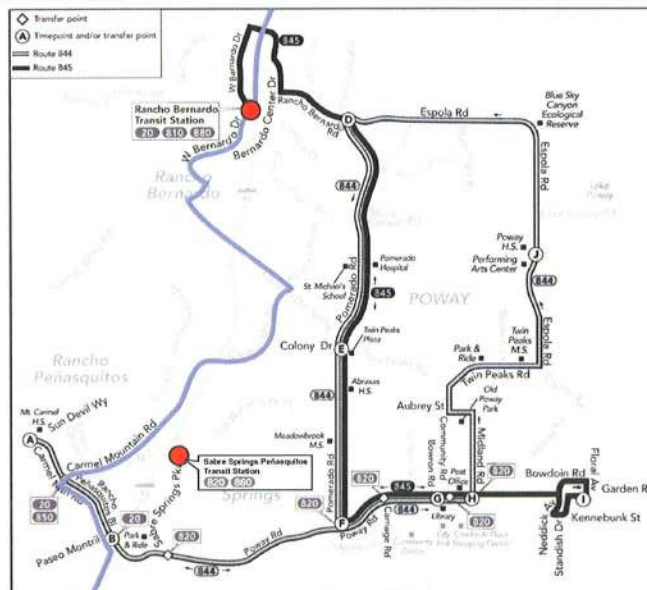
- Frequency: 15 minutes



9



CURRENT ROUTES 844 & 845 (and Rt. 20)

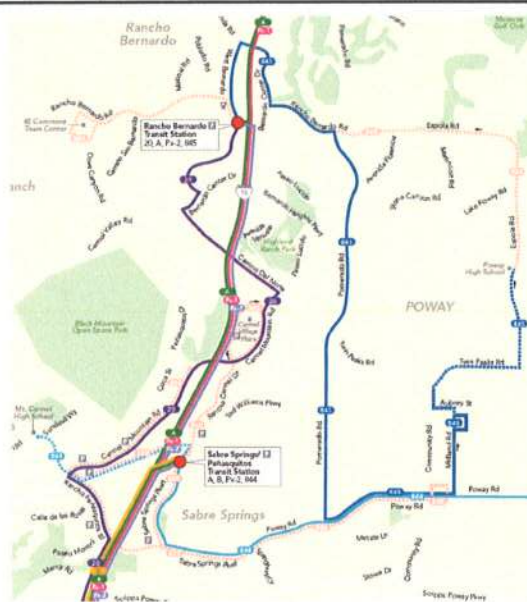


10



I-15 BRT RECOMMENDATIONS

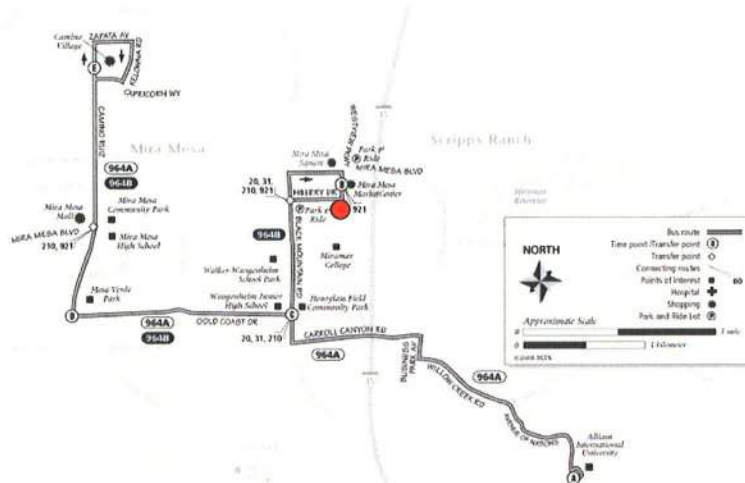
- **Route 20**
 - End at RB instead of Del Lago
 - 15-min service between Downtown, FVTC, Kearny Mesa for Green Line connections
 - Schedule adjustments
- **Route 844**
 - Restructure to east-west across Poway Rd. to SSPTS
 - Some service near schools
 - Northern Espola Rd. disc.
 - Service every 30 min. Mon-Sat
- **Route 845**
 - Schedule adjustments
 - Midland Rd. service



11



CURRENT ROUTE 964



12



I-15 BRT RECOMMENDATIONS

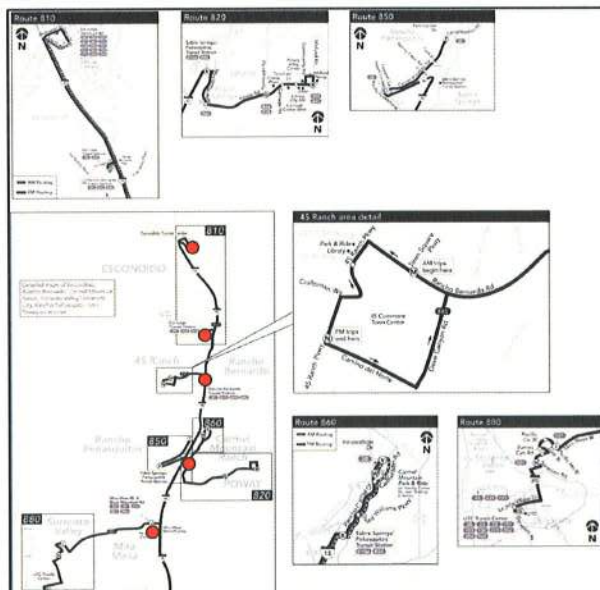
- **Route 964**
 - Restructure to spoke at Miramar Transit Station
 - Revised routing along Scripps Ranch Blvd.
 - Weekdays only
 - 30 minute frequency
- **Route 921**
 - End at UTC instead of UCSD on weekdays
 - Possible route adjustment in Sorrento Mesa



13



CURRENT PREMIUM EXPRESS MAP

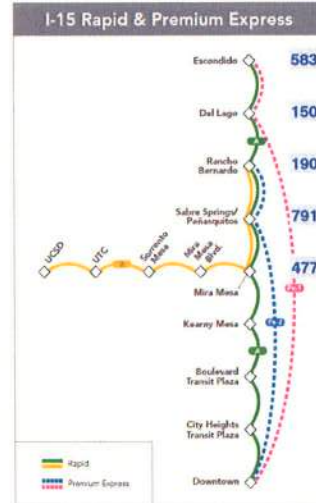


14



PREMIUM EXPRESS RECOMMENDATIONS

- Route 810 replaced by **Route Px-1**
 - Escondido, Del Lago only
 - LOS similar to current
- Routes 820, 850, 860 replaced by **Route Px-2**
 - Serves only RBTS and Sabre Springs/Peñasquitos TS
 - Tails into neighborhoods discontinued (Poway Rd., Rancho Carmel Dr., Carmel Mtn. Rd.)
 - Current loads average 17-19 per trip (57 seat bus)
 - Combined headway proposed at ~15 minutes, depending on demand and resources
- Route 880 discontinued
 - 4S Ranch funding runs out in 2014
 - New Rapid service across Mira Mesa Blvd.



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OTHER ROUTES

- Route 14 (Grantville-La Mesa) – Discontinue route
- Route 210 (Mira Mesa EXP) – More direct routing, fewer trips
- Route 921 (Mira Mesa-UCSD) - Shorten to UTC, adjust routing in Sorrento Mesa
- Route 950 (Otay Mesa EXP) – Make trial route permanent
- Route 960 (Euclid-UTC EXP) – Adjust routing in Kearny Mesa



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TIMELINE

- Construction underway
- Summer 2013 Initial planning
- September: Rider outreach
- ➡➡
- October/November:
Final Planning, Title VI Service Equity Analysis
- December: Public Hearing
- January 2014: Board approval
- Mid-2014: Start of service



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***RAPID* Implementation and 2014 Major Service Change Proposals**

MTS Board of Directors
October 24, 2013



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Agenda Item No. 47

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 24, 2013

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR AUGUST 2013 (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors receive the MTS operations budget status report for August 2013.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's operating results for August 2013 compared to the amended fiscal year 2014 budget. Attachment A-1 combines the operations, administration, and other activities results for August 2013. Attachment A-2 details the August 2013 combined operations results and Attachments A-3 to A-8 present budget comparisons for each MTS operation. Attachment A-9 details budget comparisons for MTS Administration, and A-10 provides August 2013 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending August 2013, the MTS net-operating income favorable variance totaled \$1,198,000 (5.2%). Operations produced a \$559,000 (2.4%) favorable variance and the administrative/other activities areas were favorable by \$639,000.



MTS COMBINED RESULTS

Revenues. Year-to-date combined revenues through August 2013 were \$18,622,000 compared to the year-to-date budget of \$17,937,000 representing a \$685,000 (3.8%) favorable variance.

Expenses. Year-to-date combined expenses through August 2013 were \$40,365,000 compared to the budget of \$40,879,000, resulting in a \$513,000 (1.3%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$20,079,000 compared to a budgetary figure of \$20,066,000, producing an unfavorable variance of \$13,000 (-0.1%).

Outside Services and Purchased Transportation. Total outside services for the first two months of the fiscal year totaled \$13,132,000 compared to a budget of \$13,644,000, resulting in a favorable variance of \$532,000 (3.9%). This is primarily due to a favorable experience with repairs/maintenance costs within Operations and a favorable variance for other outside services within Administration.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$1,589,000 compared to a budgetary figure of \$1,496,000, resulting in an unfavorable expense variance of \$93,000 (-6.2%). This unfavorable variance is primarily due to revenue parts costs within Rail Operations.

Energy. Total year-to-date energy costs were \$4,507,000 compared to the budget of \$4,426,000 resulting in an unfavorable variance of \$81,000 (-1.8%).

Risk Management. Total year-to-date expenses for risk management were \$515,770, compared to the budget of \$716,400, resulting in a favorable variance totaling \$200,630 (28.0%).

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$32,000 (-6.1%) unfavorable to budget, totaling \$542,000 through August 2013, compared to a budget of \$511,000.

YEAR-TO-DATE SUMMARY

The August 2013 year-to-date net-operating income totaled a favorable variance of \$1,198,000 (5.2%). These factors include favorable variances in passenger revenue, other operating revenue, outside services, and risk management costs, partially offset by unfavorable variances in personnel costs, materials costs, energy and general and administrative expenses.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2014
AUGUST 31, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 16,777	\$ 16,457	\$ 320	1.9%
Other Revenue	1,845	1,480	365	24.7%
Total Operating Revenue	\$ 18,622	\$ 17,937	\$ 685	3.8%
Personnel costs	\$ 20,079	\$ 20,066	\$ (13)	-0.1%
Outside services	13,132	13,664	532	3.9%
Transit operations funding	-	-	-	-
Materials and supplies	1,589	1,496	(93)	-6.2%
Energy	4,507	4,426	(81)	-1.8%
Risk management	516	716	201	28.0%
General & administrative	387	354	(33)	-9.2%
Vehicle/facility leases	156	157	1	0.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(0)	-	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 40,365	\$ 40,879	\$ 513	1.3%
Operating income (loss)	\$ (21,743)	\$ (22,941)	\$ 1,198	5.2%
Total public support and nonoperating revenues	51	59	(7)	-12.4%
Income (loss) before capital contributions	\$ (21,692)	\$ (22,883)	\$ 1,191	-5.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2014
AUGUST 31, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 4,792	\$ 4,855	\$ (62)	-1.3%
Other Revenue	1	2	(1)	-33.8%
Total Operating Revenue	\$ 4,793	\$ 4,856	\$ (63)	-1.3%
Personnel costs	\$ 11,248	\$ 11,273	\$ 24	0.2%
Outside services	165	313	148	47.3%
Transit operations funding	-	-	-	-
Materials and supplies	787	804	17	2.1%
Energy	1,010	966	(44)	-4.5%
Risk management	216	323	107	33.0%
General & administrative	15	25	10	40.0%
Vehicle/facility leases	50	50	(0)	-0.3%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	1,887	1,887	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 15,378	\$ 15,640	\$ 262	1.7%
Operating income (loss)	\$ (10,585)	\$ (10,784)	\$ 199	1.8%
Total public support and nonoperating revenues	(214)	(206)	(7)	3.5%
Income (loss) before capital contributions	\$ (10,799)	\$ (10,990)	\$ 192	-1.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2014
AUGUST 31, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 4,086	\$ 4,124	\$ (38)	-0.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 4,086	\$ 4,124	\$ (38)	-0.9%
Personnel costs	\$ 86	\$ 75	\$ (11)	-14.5%
Outside services	7,246	7,357	111	1.5%
Transit operations funding	-	-	-	-
Materials and supplies	-	1	1	-
Energy	1,040	1,107	68	6.1%
Risk management	-	-	-	-
General & administrative	1	1	(0)	-20.1%
Vehicle/facility leases	3	3	1	18.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	238	238	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 8,613	\$ 8,782	\$ 169	1.9%
Operating income (loss)	\$ (4,528)	\$ (4,658)	\$ 130	2.8%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (4,528)	\$ (4,658)	\$ 130	-2.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2014
AUGUST 31, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 392	\$ 451	\$ (59)	-13.1%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 392	\$ 451	\$ (59)	-13.1%
Personnel costs	\$ 28	\$ 31	\$ 2	7.5%
Outside services	951	963	11	1.2%
Transit operations funding	-	-	-	-
Materials and supplies	-	1	1	-
Energy	75	85	10	11.4%
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	28	28	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 1,082	\$ 1,106	\$ 24	2.1%
Operating income (loss)	\$ (691)	\$ (655)	\$ (36)	-5.4%
Total public support and nonoperating revenues	957	957	-	0.0%
Income (loss) before capital contributions	\$ 266	\$ 302	\$ (36)	-11.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2014
AUGUST 31, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	1,698	1,318	381	28.9%
Total Operating Revenue	\$ 1,698	\$ 1,318	\$ 381	28.9%
Personnel costs	\$ 2,870	\$ 2,968	\$ 99	3.3%
Outside services	2,039	2,214	175	7.9%
Transit operations funding	-	-	-	-
Materials and supplies	2	4	2	55.3%
Energy	131	115	(16)	-13.5%
Risk management	66	72	7	9.5%
General & administrative	330	291	(39)	-13.5%
Vehicle/facility leases	43	44	1	2.8%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(4,965)	(4,965)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 516	\$ 745	\$ 229	30.8%
Operating income (loss)	\$ 1,183	\$ 573	\$ 610	-106.4%
Total public support and nonoperating revenues	(737)	(737)	0	0.0%
Income (loss) before capital contributions	\$ 446	\$ (164)	\$ 610	-372.4%

Metropolitan Transit System FY 2014 - August 2013 Financial Review

MTS Board of Directors Meeting
October 24, 2013



1



COMBINED MTS TRANSIT OPERATORS COMPARISON TO BUDGET - AUGUST 31, 2013 - FY 2014 (in \$000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Fare Revenue	\$ 16,777	\$ 16,457	\$320	1.9%
Other Revenue	65	98	(33)	-33.5%
Total Operating Revenue	\$16,842	\$16,555	\$287	1.7%



2



**COMBINED MTS TRANSIT OPERATORS
COMPARISON TO BUDGET - AUGUST 31, 2013 - FY 2014**
(in \$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 17,087	\$ 16,981	(\$106)	-0.6%
Purchased Transportation	10,068	10,085	17	0.2%
Other Outside Services	1,005	1,333	328	24.6%
Energy	4,375	4,309	(66)	-1.5%
Other Expenses	7,133	7,232	99	1.4%
Total Expenses	\$39,668	\$39,940	\$272	0.7%

Personnel Costs

- Rail Operations: \$125K unfavorable variance

Other Outside Services:

- Repairs & Maintenance Costs: \$178K favorable variance
- Engines & Transmissions Costs: \$138K favorable variance



3



**METROPOLITAN TRANSIT SYSTEM
COMPARISON TO BUDGET - AUGUST 31, 2013 - FY 2014**
TOTAL OPERATING REVENUE LESS EXPENSES (\$000's)

Combined Net Operating Variance





MTS Operating Revenue	\$ 287	
MTS Operating Expenses	<u>272</u>	
Combined MTS Operators		\$ 559
MTS Administration / Other Activities		<u>639</u>
Total Combined Net Operating Variance		\$ 1,198
Variance Percentage		5.2%






4



METROPOLITAN TRANSIT SYSTEM
COMPARISON TO BUDGET - AUGUST 31, 2013 - FY 2014
ON-GOING CONCERNS

	FY14			
	Budget	YTD Actual	Projection	Status
Sales Tax Subsidy Revenue	\$390 M	\$96.7 M	\$390 M	
State of California Budget	\$21.1 M		\$21.1 M	
Passenger Levels	87.7 M	15.9 M	87.7 M	
Energy Prices				
CNG	\$ 0.83	\$ 0.75	\$ 0.80	
Diesel	\$ 3.42	\$ 3.33	\$ 3.42	
Gas	\$ 3.40	\$ 3.36	\$ 3.40	
Electricity	\$0.171	\$0.169	\$ 0.171	

 Positive
  Holding
  Negative





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Agenda Item No. 62

Chief Executive Officer's Report

October 24, 2013

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 September 7, 2013, through October 17, 2013.



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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.

CONTRACTS - EXPENSE

Doc #	Organization	Subject	Amount	Day
G1502.0-13	TAXI RESEARCH PARTNERS	TAXICAB FARE STANDARDIZATION	\$99,627.50	9/9/2013
L1167.0-14	CITY OF SAN DIEGO	CONVEYANCE AGREEMENT	\$79,600.00	9/12/2013
B0570.3-12	NEW FLYER INDUSTRIES, INC.	PAINT SCHEME MODIFICATION	\$74,613.01	9/17/2013
B0563.5-11	TRAPEZE SOFTWARE GROUP	ANNUAL MAINTENANCE RENEWAL	\$59,200.00	10/8/2013
PWB133.1-11	SOUTHCOAST HVAC	INCREASE AMOUNT DUE TO EMERGENCY SERVICE	\$6,700.00	10/8/2013
B0594.1-13	CA TRILLIUM COMPANY	AMEND SCOPE FOR CNG FUELING EQUIPMENT	(\$18,313.00)	9/16/2013
B0570.2-12	NEW FLYER	TECHNICAL AND PRICE CHANGES	(\$26,205.20)	9/17/2013

CONTRACTS - REVENUE

Doc #	Organization	Subject	Amount	Day
G1645.0-14	CITY OF SAN DIEGO	GRANT OF EASEMENT	(\$2,500.00)	9/12/2013
L1164.0-14	PACIFIC HVAC SERVICE	DURABLE ROE	(\$1,000.00)	9/12/2013
M6706.0-14	LOT MANAGEMENT	ROE PERMIT	(\$1,000.00)	9/12/2013
L6692.0-13	SKANSKA USA CIVIL WEST	JROE	(\$750.00)	9/13/2013
L1171.0-14	LYON & ASSOCIATES	ROE PERMIT	(\$750.00)	9/24/2013
L4623.0-14	LA JOLLA PLAYHOUSE	ROE FOR GASLAMP SQUARE	(\$750.00)	10/1/2013
L1170.0-14	HSG PROFESSIONAL WINDOW CLEANING	DURABLE ROE	(\$1,000.00)	10/10/2013
L1159.0-14	RD ENGINEERING & CONSTRUCTION	DURABLE ROE	(\$1,000.00)	10/11/2013
L1169.0-14	SOUTHERN CONTRACTING CO	DURABLE ROE	(\$1,500.00)	10/11/2013
G1643.0-14	UNION TRIBUNE	TRADE AGREEMENT	(\$53,800.00)	10/15/2013

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
9/9/2013	MANDLI COMMUNICATIONS INC	MOBILE LIDAR DATA COLLECTION	\$26,500.00
9/10/2013	CDW GOVERNMENT INC	BTO APPLE MP	\$9,969.72
9/13/2013	DELL COMPUTER CORP	OPTIPLEX AND MONITORS	\$30,967.09
9/13/2013	CDW GOVERNMENT INC	HP CTO	\$15,383.28
9/16/2013	KRONOS INC	SOFTWARE SUPPORT AND EQUIPMENT	\$12,363.74
9/17/2013	CDW GOVERNMENT INC	LOGITECH	\$916.92
9/20/2013	FOUR WINDS INTERACTIVE	INTERACTIVE CONTENT LICENSE	\$5,996.76
9/20/2013	MADDEN CONSTRUCTION INC.	ROCKER ARM MODIFICATION	\$491.88

PURCHASE ORDERS			
DATE	Organization	Subject	AMOUNT
9/23/2013	FUSION STORM	HARDWARE SUPPORT	\$55,804.81
9/25/2013	IACCESS INC	ISOPROX CARDS	\$2,781.00
9/26/2013	QUANTUM CORPORATION	IT SUPPORT SERVICES	\$1,847.00
9/27/2013	DAY WIRELESS SYSTEMS	RADIO INSTALLATION	\$1,048.81
9/27/2013	GREEN PEARLE INTERNATIONAL	ZIPPERED ID HOLDER	\$2,992.44
9/27/2013	CDW GOVERNMENT INC	APC RACK AND NETSHELTER	\$3,054.24
10/1/2013	CDW GOVERNMENT CORP.	VEEAM LICENSE AND SUPPORT	\$3,148.00
10/2/2013	CDW GOVERNMENT INC	QUANTUM LT05 DATA CART	\$1,884.60
10/2/2013	BMC SOFTWARE INC	TRACK IT	\$2,069.00
10/3/2013	DELL COMPUTER CORP	DELL LATITUDE	\$3,062.39
10/7/2013	CDW GOVERNMENT INC	SYMANTEC PROTECTION SUITE	\$5,400.00
10/7/2013	SUNGARD BI-TECH INC	IFAS ANNUAL SUPPORT	\$22,219.75
10/8/2013	ABTECH SYSTEMS INC	HP SUPPORT RENEWAL IFAS-ELLIPSE	\$32,383.00
10/11/2013	BMC SOFTWARE INC	HELPDESK SOFTWARE	\$3,735.00
10/11/2013	GENERAL INFORMATION SYSTEMS	READER SOFTWARE AND CABLES	\$5,474.00
10/14/2013	LABANN CORPORATION	LOCK CYLINDARS	\$1,468.80
10/16/2013	REDFIELD'S LOCK & KEY	INSTALLATION SERVICES SUBSTATIONS	\$2,550.00

WORK ORDERS				
Doc #	Organization	Subject	Amount	Day
G0930.17-04.22.1	SANDAG	SDSU TUNNEL CCTV	\$20,285.66	9/9/2013
G0930.17-04.23	SANDAG	CIRCUIT BREAKERS	\$4,000.00	9/9/2013
PWL135.0-12.15	ABC CONSTRUCTION, INC.	5TH AVE BRT CONDUIT	\$91,525.99	9/17/2013
PWL135.0-12.07.1	ABC CONSTRUCTION, INC.	REINFORCED CONCRETE PAVEMENT	\$47,698.33	9/20/2013
G1328.0-10.03.01	PARSONS BRINKERHOFF	GENERAL PLANNING SERVICES	\$0.00	9/23/2013
G1496.0-13.01.01	RAILPROS, INC.	ON-CALL ENGINEERING SERVICES	\$75,000.00	9/23/2013
PWL135.0-12.16	ABC CONSTRUCTION, INC.	KMD YARD FENCING	\$40,664.78	10/3/2013
PWL135.0-12.17	ABC CONSTRUCTION, INC.	IAD YARD FENCING	\$32,691.57	10/3/2013
PWL134.0-12.23	HERZOG CONSTRUCTION, INC.	YARD INTERCOM REPLACEMENT AND UPGRA	\$6,194.28	10/15/2013
PWL134.0-12.24	HERZOG CONSTRUCTION, INC.	BROADWAY PAVING REPLACEMENT	\$12,894.54	10/15/2013