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Agenda

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

April 28, 2005

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - April 14, 2005 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion Items. If you have a report to present, please furnish a copy to the Clerk of the Board.
4. Presentation of Employee Awards Receive



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

5. Closed Session Items
None.

Possible Action

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS - RECOMMENDED BY THE CHIEF EXECUTIVE OFFICER (indicated by *)

- * 6. SDTC: Janitorial Service - Contract Award Approve
Action would authorize the MTS Chief Operating Officer (Bus) to execute a five-year contract with Golden Pacific Maintenance for janitorial services for the Imperial Avenue and Kearny Mesa Divisions.
- * 7. SDTC: Sole Source Contract Award to ARC of San Diego for Interior Deep Cleaning of SDTC Buses Approve
Action would authorize the Chief Operating Officer (Bus) to execute a one-year sole source contract with ARC of San Diego to deep clean the interiors of San Diego Transit Corporation buses.
- * 8. SDTI: Mission Valley East Equipment Procurement - Contract Award Approve
Action would authorize the General Manager to execute a Standard Procurement Agreement with City Chevrolet to supply seven nonrevenue vehicles.

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing on Budget Service-Related Efficiencies Approve
Action would (1) conduct a public hearing on budget-related service efficiencies for Phase I of the Comprehensive Operational Analysis (COA), and (2) approve the recommended service efficiencies for implementation in July and September 2005.

NOTE: A FIVE-MINUTE RECESS WILL BE TAKEN AT APPROXIMATELY 10:30 A.M.

DISCUSSION ITEMS

30. MTS: Grossmont Trolley Station Joint Development Project Possible Action
Action would receive an update on the status of the Grossmont Trolley Joint Development Project.
31. MTS: Contingency Increases, Budget Transfers, Construction Contract Change Orders, and Construction Management and Design Engineering Contract Amendments for Mission Valley East Approve
Action would authorize the CEO to approve change orders and the transfer of funds to the Construction Contingency.

REPORT ITEMS

- | | | |
|-----|---|-----------------|
| 45. | <u>MTS: February Monthly Performance Indicators</u>
Action would receive this item for information. | Receive |
| 60. | <u>Chairman's Report</u> | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u> | Information |
| 62. | <u>Board Member Communications</u> | |
| 63. | <u>Additional Public Comments Not on the Agenda</u>
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. | Possible Action |
| 64. | <u>Next Meeting Date:</u> May 12, 2005 | |
| 65. | <u>Adjournment</u> | |

JGarde

AGENDAS EC 4-21-05 BD 4-28-05

4/22/2005

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 4/28/05

CALL TO ORDER (TIME): 9:15 a.m.

RECESS: 11:27 a.m.

RECONVENE: 11:37 a.m.

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:58 a.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	9:37 a.m. during AI 25	11:25 a.m. after AI 25
CLABBY	<input checked="" type="checkbox"/>	(Greer)	<input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/>	(Cafagna)	<input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/>	(Jantz)	<input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/>	(N/A)	<input type="checkbox"/>		11:27 a.m. after AI 25
LEWIS, Mark	<input checked="" type="checkbox"/>	(Hanson-Cox)	<input type="checkbox"/>		
MAIENSCHIEIN	<input type="checkbox"/>	(Vacant)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
MATHIS	<input checked="" type="checkbox"/>	(N/A)	<input type="checkbox"/>		11:44 a.m. during AI 30
MONROE	<input checked="" type="checkbox"/>	(Tierney)	<input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/>	(Zarate)	<input type="checkbox"/>	9:26 a.m. during Consent Items	
RINDONE	<input checked="" type="checkbox"/>	(Davis)	<input type="checkbox"/>	9:22 a.m. during Employee Awards	11:25 a.m. after AI 25
ROBERTS	<input type="checkbox"/>	(Cox)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
ROSE	<input type="checkbox"/>	(Janney)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
RYAN	<input type="checkbox"/>	(B. Jones)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
WILLIAMS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	9:59 a.m. during AI 25	11:25 a.m. after AI 25

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL Jeffrey Kaczynski

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

April 14, 2005

BOARD OF DIRECTORS MEETING ROOM, 10TH FLOOR
1255 IMPERIAL AVENUE, SAN DIEGO

MINUTES

Finance Workshop – 8:00 a.m.

1. Roll Call

Budget Development Committee Chairman Rindone called the meeting to order at 8:06 a.m. A roll call sheet listing Board member attendance is attached.

Chairman Rindone welcomed Jillian Hanson-Cox, alternate for Mark Lewis, and Rosalie Zarate, alternate for Ron Morrison.

2. a. MTS: FY 2006 Budget Development (FIN 310.1, PC 30100)

Mr. Cliff Telfer, MTS Interim Chief Financial Officer, reported that MTS has been unable to match the level of its recurring expenses to its recurring revenues for several years and has used anywhere between \$10 million - \$15 million of nonrecurring revenues to balance the budget. He reported that almost 20 percent of last year's budget was funded from nonrecurring revenue sources. He added that the only nonrecurring revenues included in the FY 06 budget are \$4.58 million CMAQ for operating MVE. He stated that this funding is classified as nonrecurring because it is earmarked for start ups only and is only available for the first three years of a new service. Mr. Telfer reported that the FY 06 budget has just under a \$5 million deficit that does take into account cost savings that will result from the Comprehensive Operational Analysis (COA).

Mr. Tom Lynch, MTS Controller, reviewed FY 06 operating revenues, operating revenue by division (SDTC, SDTI, Multimodal), and subsidy revenue. Mr. Larry Marinesi, Budget Manager, reviewed expenses by division, for the system as a whole, and by functional component. He also reviewed the FY 06 Debt Service Schedule and the Energy Analysis. He stated that diesel will be budgeted at \$1.80 per gallon and CNG at 1.06 per therm.

Mr. Jablonski stated that MTS has both operating and capital budget issues, and staff's focus has been on the operating budget. He stated that MTS is fortunate that there was additional growth in subsidy this year and added that staff worked hard to keep costs low in for FY 06. He added that a 3.8 percent increase in operating cost, given that most of MTS's labor costs are fixed by contracts, is not bad. He also stated that staff has been able to reduce the use of nonrecurring revenues to just under \$5 million, which is about a \$10 million reduction from last year. He added that, if not for MVE, MTS would be close to having a balanced budget for FY 2005. He advised the Board that when CMAQ money is no longer available, MTS will then have an operating deficit \$6 million to \$7 million for MVE.

Mr. Jablonski then reported that MTS is potentially losing Jobs Access Reverse Commute (JARC) and Air Pollution Control District (APCD) funding. He reported that MTS and SANDAG will be approaching the APCD to discuss reversal of their decision not to continue to provide funding and will be pursuing a legislative initiative to reauthorize JARC funding for FY 06. He stated that the Board will be asked to make a policy decision that reduces the level of MTS service to meet its funding if these two funding sources are not reinstated. He added that staff is also taking an aggressive approach with legislators to fund the replacement of paratransit vehicles.

Mr. Jablonski reviewed MTS's use of Bus Rapid Transit (BRT) funding of \$4,414,000 to balance MTS's budget (\$1,977,000) with the balance (\$2,437,000) used to fund part of the Capital Improvement Program.

Mr. Marinesi reviewed how operational efficiencies identified during Phase I of the COA would impact the FY 06 budget. Mr. Jablonski stated that these efficiencies involve some cuts in service and some changes in the way MTS operates. Mr. Marinesi also stated the staff recommends capping Federal Section 5307 funding for operational purposes at \$23.2 million, and that all increases in this funding be used for capital purposes.

In response to a question from Mr. Ewin, Mr. Jablonski stated that maintenance costs can be funded in a variety of ways without using Section 5307 funds. He stated that by using these other approaches, Section 5307 funds can be preserved for capital purposes. He added that capital funding, especially when used to purchase new equipment, can reduce maintenance costs. Mr. Jablonski explained to Mr. Ewin that staff has done a lot of work in the area of identifying infrastructure needs and will provide a more extensive report on this issue as part of the capital improvement process that begins in the fall.

In response to a comment from Mr. Monroe, staff reported that the budget anticipates that trolley ridership to PETCO Park will be less than last year due to the availability of parking downtown. In response to a question from Mr. Monroe, staff reported that a review of the futures market for fuel was conducted prior to developing the fuel assumption for the budget. Mr. Rindone pointed out that the Budget Development Committee decided to increase the fuel assumption from \$1.60 to \$1.80 per gallon for diesel. Mr. Rindone called attention to the increase in National City expenses. Mr. Lynch explained that the City of National City is

asking for \$90,000 to cover the financial and administrative services they provide to National City Transit, which they did not previously receive. Mr. Rindone added that the Budget Development Committee gave Mr. Jablonski other options to explore with National City. Ms. Zarate stated that National City has new management, which may account for the change in their approach. She offered to check into this matter.

Mr. Monroe stated that there should be more criteria established for services that are funded by JARC. He stated that he would like to staff to perform an analysis of this service and use this information to make decisions regarding the future of these routes. Mr. Monroe also objected to placing a cap on the use of Section 5307 funds stating that he does not like caps. Ms. Atkins acknowledged the efforts of Mr. Jablonski and his accurate portrayal of MTS's position in a variety of areas. She reported that the Capital Improvement Program presentation given to the Board recently was one of the best reports she had ever seen. She stated that she looked forward to more reports as there was much information to be absorbed. She also thanked Mr. Jablonski for providing practical ideas for solving MTS's problems. She requested that the Board be provided with criteria for the four routes funded by APCA at such time that the Board is asked to make a decision regarding the continuation of those routes. Mr. Roberts requested that Mr. Jablonski contact him after he and Mr. Gallegos meet with the APCD.

Mr. Ewin requested a detailed report on MTS's debt service including what it's for, how many years it runs, known revenue that can be applied to it, and how long the revenue runs. He stated that the Board should always be cognizant this information as it makes decisions. Mr. Rindone stated that this information will be incorporated into the Finance Workshop on May 12, 2005. Mr. Ewin requested that this information be provided before the workshop so Board members have an opportunity to review it prior to the meeting. He also requested that staff's next report on the capital improvement program detail how much of the capital outflow is directly attributed to new vehicles as well as retrofits and adjustments to stations and station platforms. Mr. Jablonski reported that replacement of rail cars is the system's largest capital expense (130 rail cars costing between \$3 million and \$4 million each).

Peter Warner: Mr. Warner stated that staff's presentation did not include an identification of kilowatt hour usage or ridership anticipated for special events. Mr. Jablonski pointed out where this information appears in staff's report. Mr. Jablonski stated that additional parking has become available since the first year of PETCO Park operation, and staff has taken that into consideration in the development of ridership projections.

Action Taken

Mr. Williams moved to receive the Combined MTS FY 2006 Operating Budget report and provide guidance on balancing the fiscal year 2006 budget. Mr. Ewin seconded that motion, and the vote was 13 to 0 in favor.

A five-minute recess was taken at 9:16 a.m. before starting the Board Meeting.

Board Meeting – 9:00 a.m.

3. a. Roll Call

Chair Williams called the meeting to order at 9:22 a.m. A roll call sheet listing Board member attendance is attached.

b. Approval of Minutes

Mr. Emery moved to approve the minutes of the March 24, 2005, Board of Directors meeting. Mr. Rindone seconded the motion, and the vote was 15 to 0.

c. Public Comment

Peter Warner: Mr. Warner asked why there was no map on the Take Ones for the upcoming public hearing on service changes.

Margo Tanguay: Ms. Tanguay requested that a single, uniform taxi fare should be adopted by all the cities in the San Diego region. She also stated that operators should be allowed to collect up to that fare amount. She stated that this would give the taxi drivers the discretion to accept lower fares in certain emergency-type situations. She also requested that fares for pedicabs not be set exorbitantly high. Susan Hafner, MTS Director of Multimodal Operations, stated that National City, Chula Vista, and Coronado are the only cities that make it illegal for taxicab drivers to charge less than the fare displayed on the meter.

Clive Richard: Mr. Richard stated that he was unable to get to the Board meeting on time. He stated that he was using Route 13 to connect to Route 40, which was running hot and ahead of the Route 13. He stated that he should have been at 12th & Imperial at 8:39 a.m. but arrived at 9:10 a.m. instead. He stated that, since public speaker slips indicate that they must be completed prior to the start of the meeting, he had been disenfranchised. Mr. Jablonski stated that staff would check into this matter and report back to Mr. Richard.

4. Presentation of Employee Awards

There were no Employee Awards.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:31 a.m. for:

- a. CONFERENCE WITH LEGAL COUNSEL – Existing Litigation Government Code Section 54956.9(a): MTDB v. RV Communities, California Court of Appeal, Fourth Appellate District Case No. D042545.

The Board reconvened to Open Session at 9:57 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Tiffany Lorenzen, MTS General Counsel, reported the following actions taken in Closed Session:

- a. The Board received a report from outside counsel and gave direction to outside counsel in the matter of MTDB v. RV Communities.

CONSENT ITEMS

6. MTS: DART/Flex Services – Contract Extension (OPS 980.9, PC 30133)

Recommend that the Board of Directors authorize the CEO to exercise six carryover months allowable under the current contract (MTS Document No. B0228.0-00) with Southland Transit, Inc. for the DART/Flex-route services.

7. MTS: Helix Water District Request for Easement (CIP 10426.6)

Recommend that the Board of Directors authorize the CEO to execute an easement with Helix Water District to ratify the installation of water facilities within MTS-owned property on Keeney Street in La Mesa, located on Assessor Parcel No. 469-100-03, in substantially the same form as shown on Attachment A of the agenda item.

Recommended Consent Items

Mr. Ewin moved to approve Consent Agenda Item Nos. 6 and 7. Mr. Rindone seconded the motion, and the vote was 13 to 0 in favor.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Budget-Related Service Efficiencies (ADA 121.10, PC 20484)

Mr. Conan Cheung, MTS Director of Planning and Performance Monitoring, provided the Board with a briefing on the proposed service efficiencies for which there will be a public hearing on April 28, 2005. He also introduced Russ Chisholm, of Transportation Management & Design, Inc., MTS's consultant for this project. He reviewed the service efficiency guidelines for Phase I of the Comprehensive Operational Analysis (COA) explaining that Tier 1 and Tier 2 service efficiencies will occur during Phase I of the project while Tier 3 service changes will occur during Phase II. He reviewed the types of efficiencies and results that are expected to occur during Phase I. Mr. Cheung advised the Board that the cost for SDTC to add one bus to a route is \$250,000 annually for maintenance, fuel, and an operator. Mr. Cheung also reviewed the results of MTS's public/rider outreach efforts and stated that there is a lot of interest in sweeping changes. He described the proposed service efficiencies and reported the number of passengers affected, the subsidy per passengers, and the amount of subsidy saved by

each. Mr. Cheung reported that staff conservatively estimates that \$3,583,869 will be saved by implementing the recommended service efficiencies. He stated that the efficiencies will not yield that savings the first year because some of the efficiencies will not be implemented until September. He advised the Board that meetings are being held with the Centre City Development Corporation (CCDC) to discuss a more efficient downtown layover.

In response to a question from Mr. Jones, Mr. Cheung assured him that MTS would still provide adequate service to cover school trips on the Route Nos. 832 and 834. Mr. Cheung stated that, even though the recommended service changes do not exceed 25 percent of MTS's service, they are being subjected to the public hearing process and Board review. He reported that staff feels that since these changes are part of the COA process, it would be beneficial to be as comprehensive as possible in taking comments from the public regarding this service. Also in response to a question from Mr. Jones, Mr. Cheung reported that staff conducts performance monitoring activities and implements service changes three times a year. Mr. Jablonski confirmed that there is ongoing analysis of route performance but that a comprehensive review of the entire system has not previously been carried out. He reported that a study of this type should be conducted every 10 years, and staff will benefit from the experience they are gaining through the COA process.

Chairman Williams pointed out that the new study will improve MTS's efforts to maximize the value that is returned to the public for its tax dollars. He stated that the Board has made decisions in the past that don't follow that principle and needs to have the courage to make decisions that do. In response to a question from Ms. Atkins, Mr. Cheung reported that Route No. 7 will be included as part of a review of the entire University Avenue corridor. Mr. Jablonski stated that this corridor is one of the backbones of the MTS system, and service changes need to be carefully evaluated to ensure they don't negatively impact ridership. Mr. Ewin stated that he appreciated that staff developed standards for evaluating MTS services that were applied across the board. He also thanked staff for the objectivity of the analysis. Mr. Ewin also stated that it is important that staff be cognizant of Smart Growth principles, and that SANDAG needs to step forward and work to make transit a primary resource when people are making travel-mode decisions.

Mr. Monroe asked why rural service, which has a very high subsidy, was not included in staff's analysis. Mr. Cheung reported that this service is considered life-line service and will be included in Phase II of the COA when policy decisions will be made.

Peter Werner: Mr. Werner made suggestions regarding Route No. 5.

Clive Richard: Mr. Richard expressed support of the COA process. He also pointed out the combining routes is different from truncating routes.

Action Taken

Mr. Rindone moved to receive this information in preparation for the Public Hearing on April 28, 2005, regarding service efficiencies for Phase I of the Comprehensive Operational Analysis (COA). Mr. Roberts seconded the motion, and the vote was 13 to 0 in favor.

REPORT ITEMS

45. MTS: Operations Budget Status Report for February 2005 (FIN 310.1, PC 30100)

Mr. Marinesi provided the Board with an overview of the Operations Budget Status Report for February 2005. He reviewed operating revenues and expenses, a summary of the operating subsidy variances, and net subsidy and other expenditures for combined operations. He explained that the subsidy variances occurred because rail operations, rail operation materials and supplies, and combined risk expenses (legal) were higher than anticipated. In addition, revenue from internal bus fare was lower than anticipated.

Mr. Monroe complimented staff on the report, in particular, the information on the subsidy variances. Mr. Jablonski stated that there were some unusual parts expenses for trolley that were a one-time expense and primarily a timing issue. He stated that February may be an anomaly, and results could be more positive in March and April.

Action Taken

Mr. Monroe moved to receive the MTS Operations Budget Status Report for February FY 05. Mr. Emery seconded the motion, and the vote was 13 to 0 in favor.

46. SDTC: Preventive Maintenance Program Update (OPS 960.2, PC 30101)

Ms. Claire Spielberg, Chief Operating Officer – Bus, reviewed SDTC's Preventive Maintenance Program. She reminded the Board that this program was started one year ago and has consumed the efforts of SDTC's Maintenance Department. She reviewed the progression of the program and reported that many systems had to be designed to implement the program. She added that all other shop work had to continue at the same time. She provided the Board with displays showing some of the reporting and tracking that was developed to monitor the program's activities and progress. She stated that SDTC made a decision to change its policy and more aggressively pursue body repairs that were badly needed. She stated that use of the new Ellipse system enabled staff to do parts tracking and engage in predictive maintenance. She reviewed improvements in performance indicators as outlined in the agenda item. Mr. Ewin suggested that these positive results be publicized.

Action Taken

Mr. Rindone moved to receive this report. Mr. Ewin seconded the motion, and the vote was in favor.

60. Chairman's Report (ADM 121.7, PC 30100)

Chairman Williams advised Board members of the customer appreciation event that was to be conducted just outside the building and invited Board members to attend.

61. Chief Executive Officer's Report (ADM 121.7, PC 30100)

Renewal of Laidlaw Contract: Mr. Jablonski advised Board members that a memorandum prepared by Ms. Susan Hafner, Director of Multimodal Operations, had been placed at the table. He stated that this letter is staff's response to public comments that were made at the March 10, 2005, Board meeting regarding the renewal of MTS's contract with Laidlaw for ADA Paratransit service.

Seattle Delegation Tour: Mr. Jablonski stated that Board members were also provided with a memorandum regarding a delegation of leaders from the City of Seattle that will be visiting San Diego next week to learn about San Diego's transportation system. He stated that they will be given a tour of Mission Valley East.

FTA Security Visit: Mr. Jablonski advised the Board that staff members have been working with the FTA as part of their Security and Emergency Technical Assistance Program. He stated that, under this program, the FTA is conducting security reviews of the 30 largest transportation systems in the U.S. He stated that they are in the process of doing an entire threat assessment and security evaluation of the MTS system. He also reported that the Department of Homeland Security has recently issued a notice regarding a grant opportunity for \$2.1 million, and the only candidates are San Diego Trolley and The Coaster. He added that, under this same program, \$500,000 has been designated specifically for SDTC.

New Flyer Bus in New Paint Scheme: Mr. Jablonski advised Board members that a new New Flyer Bus with the new paint scheme is on display downstairs. He stated that this is the first of 47 new buses that will arrive over the next two months.

62. Board Member Communications

There were no Board Member Communications.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, April 28, 2005, at 9:00 a.m. in the same location.


65. Adjournment

Chairman Williams adjourned the meeting at 11:14 a.m.



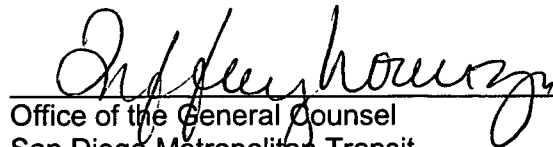
Chairman
San Diego Metropolitan Transit
Development Board

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachment: A. Roll Call Sheet

gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 4/14/05

CALL TO ORDER (TIME): 8:06 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:16 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	8:21 a.m. during AI 2a	
CLABBY	<input checked="" type="checkbox"/> (J Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
LEWIS, Mark	<input type="checkbox"/> (Hanson-Cox) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	8:44 a.m. during AI 2a	
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input type="checkbox"/> (Zarate) <input checked="" type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	8:22 a.m. during AI 2a	
ROSE	<input type="checkbox"/> (Janney) <input checked="" type="checkbox"/>		
RYAN	<input type="checkbox"/> (B Jones) <input checked="" type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:05 a.m. during AI 2a	

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Sullivan
Jeffrey Wenzel

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

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 4/14/05

CALL TO ORDER (TIME): 9:22 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:31 a.m.

RECONVENE: 9:57 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:14 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Greer) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		10:51 a.m. after AI 30
LEWIS, Mark	<input type="checkbox"/> (Hanson-Cox) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:40 a.m. during AI 30
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input type="checkbox"/> (Zarate) <input checked="" type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		10:56 a.m. after AI 45
ROSE	<input type="checkbox"/> (Janney) <input checked="" type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:52 a.m. during AI 45

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Tiffany Womack

AGENDA ITEM NO.

ORDER REQUEST RECEIVED

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

1. INSTRUCTIONS

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

Date_____

Name (PLEASE PRINT)

Address

Telephone.

Organization Represented (if any)

Subject of your remarks:

Agenda Item Number on which you request to speak.

Your comments are presenting a position of: SUPPORT

OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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

Agenda

Item No. 6

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

OPS 960.6 (PC 30101)

April 28, 2005

SUBJECT:

SDTC: JANITORIAL SERVICE - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the MTS Bus Chief Operating Officer to execute a five-year contract (SDTC Doc. No. B04-006A) in an amount not to exceed \$386,220.00, with Golden Pacific Maintenance for janitorial services for the Imperial Avenue and Kearny Mesa Divisions.

Budget Impact

These amounts are budgeted under the San Diego Transit Corporation (SDTC) operating budget.

DISCUSSION:

SDTC requires janitorial services on a regularly scheduled basis for the Imperial Avenue Division and Kearny Mesa Division.

SDTC solicited an Invitation for Bids (No. B04-006A) on March 16, 2005, for janitorial services for a five-year period. Six responsive bids were received (see Bid Summary, Attachment A). Jani-King submitted the lowest bid at \$337,020.36, but was deemed nonresponsive because its bid was incomplete. Jani-King did not submit a price for labor or submit prices for year 5, both of which were required. Golden Pacific Maintenance was the lowest responsive responsible bidder for the five-year period at

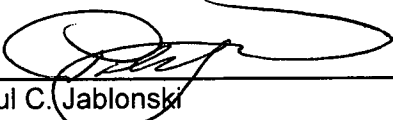


Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

\$386,220.00; therefore, pursuant to the SDTC policy, staff recommends award of the contract to Golden Pacific Maintenance.

The scope of work was reviewed for disadvantaged business enterprise (DBE) recommendations and outreach by our DBE consultant, Gonzalez-White Consulting Services. A goal of 3 percent was established for this contract. The recommended awardee, Golden Pacific Maintenance, is a certified DBE.

Attached for the Board's information is SDTC's Workforce Report (Attachment B).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Claire Spielberg, 619.238.0100, Ext. 400, claire.spielberg@sdmts.com

JGarde
APR28-05.6.TPAJE
3/29/05

Attachments: A. Bid Summary
B. Golden Pacific Maintenance Workforce Report } **Board Only**



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

Agenda

Item No. 7

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

OPS 960.6 (PC 30101)

April 28, 2005

Subject:

SDTC: SOLE SOURCE CONTRACT AWARD TO ARC OF SAN DIEGO FOR
INTERIOR DEEP CLEANING OF SDTC BUSES

RECOMMENDATION:

That the Board of Directors authorize the Chief Operation Officer (Bus) to execute a one-year sole source contract with ARC of San Diego (ARC) for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses, for an amount not to exceed \$90,871.

Budget Impact

The SDTC Maintenance operating budget funds this project.

DISCUSSION:

Background

MTS Policy No. 13 governing procurement of services requires a formal competitive bid process for procurements exceeding \$50,000. In the event that the circumstances dictate otherwise, a written statement by staff setting forth the reasons for not pursuing all or part of any of the processes is required.

Staff is recommending approval of a sole source contract with ARC for deep cleaning the interiors of SDTC buses due to ARC's exceptional pricing and social benefits (as explained below).



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

SDTC currently has Calderon Building Maintenance cleaning the interior of its buses. Calderon currently cleans two buses per night at one facility at a cost of \$200 per bus. The service is provided six days per week and typically results in the cleaning of 52 buses per month. This productivity rate allows each bus to be deep cleaned once every three months.

The Union has approved and is in support of this contract and has allowed ARC personnel to become union members.

Economic Benefit

The ARC proposal allows for cleaning the buses at a cost below what other commercial entities can offer due to ARC's unique labor force and funding sources. ARC is a nonprofit corporation; therefore, no profit is included in its rates.

The ARC proposal has two teams of four people (one team at each division) cleaning buses at a rate of six buses per day (three per team). ARC's proposed rate results in a cost of approximately \$64 per bus. The service will be provided five days per week and should result in the cleaning of 130 buses per month. This productivity rate allows each bus to be deep cleaned about once every month.

The chart below reflects a comparison of cost and productivity information from ARC, Calderon Building Maintenance, Golden Pacific Maintenance, and doing the work in-house. A quote from Golden Pacific Maintenance was obtained for comparison purposes because it has a history of offering very low rates. Its cost per bus is still higher than ARC's. The SDTC in-house cost is the same as ARC's, but the productivity is much lower (at only two buses per day). In order for our in-house crew to match ARC's productivity, we would have to increase personnel.

The chart clearly shows that the ARC proposal is less costly and more productive than those in comparison and supports a staff determination that the cost from ARC is extremely fair and reasonable.

	ARC of San Diego 3080 Market Street San Diego, CA 92102	Calderon Building Maintenance 3822 Sherman Street San Diego, CA 92110	Golden Pacific Maintenance 7940 Silverton Avenue, Suite 103 San Diego, CA 92126	SDTC In-house
PRODUCTIVITY	6 buses per day	2 buses per day	6 to 8 buses per day	2 buses per day
COST PER BUS (Rounded to nearest dollar)	\$64.00	\$200.00	\$75.00	\$65.00 (Including foreman's time for supervision.)

Social Benefits

ARC is a private, nonprofit corporation and is one of the region's largest human services agencies. It was founded in 1951 by a determined group of people who felt they had to "do something" for children with mental retardation. ARC blends a long history of service with a national reputation for success. All ARC programs promote social, economic, and personal independence.

Contracts of this type provide a social benefit to the disabled community by providing them an opportunity to boost their self-esteem, contribute to society, and lead productive lives. It provides MTS an opportunity to help Arc of San Diego and contribute toward its efforts. This is a win-win situation for ARC and MTS.

Summary

In summary, staff is recommending a sole source contract to ARC of San Diego due to its socioeconomic benefits. The cost standpoint alone justifies the sole source as ARC's cost is extremely low, and other commercial entities cannot compete. The social benefit is tremendous from a humanitarian and organizational standpoint. In addition, although the social benefits cannot be quantified in dollars, it is priceless when you witness the pride and sense of self-esteem emanating from those doing the work.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Claire Spielberg, 619.238.0100, Ext. 400, claire.spielberg@sdmts.com

JGarde
APR28-05.7.CAQUINO
4/14/05

Attachment: A. Draft Contract No. B05-002

DRAFT

**ORIGINAL
STANDARD SERVICES AGREEMENT
FOR
Interior Bus Cleaning**

B05-002
CONTRACT NUMBER

31252509
FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this 1st day of May 2005, in the state of California by and between the San Diego Transit Corporation (SDTC), and the following contractor, hereinafter referred to as "Contractor":

Name: The ARC of San Diego Address: 3080 Market Street

Form of Business: Not for Profit Corporation San Diego, CA 92102
(Corporation, partnership, sole proprietor, etc.)

Telephone: 619-234-4363

Authorized person to sign contracts: Anthony De Salis Chief Operating Officer
Name Title

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

SCOPE OF WORK

General

This contract between the ARC of San Diego (ARC) and the San Diego Transit Corporation (SDTC) is for the interior cleaning of the SDTC buses as described below. This contract shall commence May 1, 2005 and shall terminate April 30, 2006. The first effective workday is May 2, 2005.

Tasks

This contract is for the deep cleaning and detailing of the interior of San Diego Transit Corporation (SDTC) Buses. This cleaning will be performed on the 40-foot buses and 60-foot articulated buses at both Kearny Mesa and Imperial Avenue Divisions. Uniforms shall be provided and laundered by SDTC. All cleaning materials shall be provided by SDTC. Minimum productivity shall be 3 buses per day, per team with 60-foot Artics credited as 1½ buses.

The tasks include:

- Thorough washing and cleaning of the vehicle ceilings, sidewalls, stanchions, handrails, windows (including tracks), passenger seats, and floors;
- Detailed cleaning of the driver area including the driver seat and seatbelts;
- Detailed cleaning of the rear section of the bus (from the rear door back);
- Removal of all gum from the interior especially the floors, walls, and seats;

- Removal of all graffiti from the walls and seats;
- Other cleaning related duties as assigned and approved by ARC.

Required Manpower

Teams consisting of four (4) individuals (Consumers) per team will perform this work. All Consumers must be at least 18 years of age. No Consumers will be assigned to this project if there has been a known incident of violent or aggressive behavior. Each team will also have a full time job coach for supervision. SDTC retains the right to remove any ARC Consumers or Job Coach from our property and will retain the right to have an employee barred from working on this scope of services. There will be one team for each division working a 7-hour day of which 6 will be paid. Each team will begin work at 8:00 AM and end work at 3:00 PM. A half-hour lunch period and two fifteen minute breaks (one during the morning and one during the afternoon) will be provided. Consumers will not be compensated for lunch and breaks. The contract shall begin with one team at the Imperial Avenue Division (IAD) on May 1, 2005. A second team shall begin at the Kearny Mesa Division (KMD) on July 1, 2005. Both teams shall continue work until April 30, 2006 unless the contract is otherwise terminated. Both teams shall begin work with a training period as described below.

Dan Dougall, Director of Maintenance and Julio Ortiz, Maintenance Manager are the SDTC contacts and emergency phone numbers will be provided to appropriate ARC staff. ARC will provide contact names and emergency phone numbers for pertinent staff available during the cleaning shifts in the event of an emergency.

Training Period

Each team will start with a training period of 60 days for training and team development to bring the productivity level to a minimum of 3 buses per day. During this period the teams will be compensated at less than the full rate as described in the section on compensation.

If at the end of the initial 60-day period the team productivity is below the 3-bus per day minimum, the training period shall be extended for another 30 days. If the productivity level is still below the 3-bus per day minimum at the end of the extended period, the contract shall be re-evaluated for extension of the training period or termination.

Post Training Period

Upon successful completion of the training period, each team shall continue work and Consumers shall be compensated at the full rate as described in the section on compensation.

If during this period, the quality of work becomes unsatisfactory or the productivity should drop below the 3-bus per day minimum, SDTC shall notify the Job Coach in writing that the performance is inadequate. This notice shall describe the problem and shall specify a timeframe for correction. If the problem is not corrected within this timeframe, the contract shall be terminated for default or convenience, as the situation may require.

Compensation

SDTC shall pay ARC a lump sum per month and in turn ARC shall compensate each Consumer at an hourly rate as described below. Each Job Coach will not be compensated by SDTC. Each Consumer will be paid for six hours per day, five days per week. The hourly compensation ARC pays their Consumers shall include all benefits, payroll taxes and services, workers compensation, liability insurance, and all overhead costs.

Training Period

Each Consumer will be paid \$6.75 per hour during the training period.

Union Dues

SDTC will also pay to ARC \$43.44 per Consumer, every month for union dues. ARC will be responsible for paying the union directly on the first of every month.

Total Contract

From May 1, 2005 to June 30, 2005 for the first team in training at IAD, SDTC shall pay ARC \$3,683.76 per month. This includes the union dues as described above.

From July 1, 2005 to April 30, 2006 there will be two teams, one at the full rate (IAD) and the other at the training rate for the first 60 days and full rate thereafter (KMD). SDTC shall pay ARC \$7,913.52 per month for the first two months, and \$8,459.52 per month thereafter. This includes the union dues as described above and is subject to change due to extended training periods, etc.

The total contract amount shall not exceed **\$ 90,871** without prior written approval from SDTC.

Payment Terms

Payment Terms shall be net 30 days from invoice approval.

In addition, attached is SDTC's Standard Operating Procedures for Contractor's Safety and Health Requirements (SAF016-03). To comply, please sign the attached form.

SAN DIEGO TRANSIT CORPORATION (SDTC)		CONTRACTOR AUTHORIZATION	
By: _____ Claire Spielberg, Chief Operating Officer (Bus)		Firm: _____	
Approved as to form:		By: _____	
By: _____ Office of the General Counsel		Signature	
		Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR	
\$ 90,871	31252509	FY05	
By: _____ Cliff Telfer, Interim Chief Financial Officer		Date _____	

(Continued on 35 sheets, each bearing contract number)



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

Agenda

Item No. 8

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

OPS 960.6
(PC 10426.11)

April 28, 2005

Subject:

SDTI: MISSION VALLEY EAST EQUIPMENT PROCUREMENT - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the General Manager to execute a Standard Procurement Agreement (Attachment A) with City Chevrolet to supply seven nonrevenue vehicles for a total cost, including delivery, license and tax, not to exceed \$197,947.18.

Budget Impact

The \$197,947.18 for seven nonrevenue vehicles would come from the Mission Valley East Start-up Budget, Materials, and Supplies line item.

DISCUSSION:

Start of revenue service on Mission Valley East this summer will add six miles to our existing operation. In order to support this new addition, San Diego Trolley, Inc. (SDTI) will need to add few more nonrevenue vehicles to its existing fleet of vehicles. After careful evaluation of needs of various departments, it was determined that seven new vehicles are needed in following areas:

- Station and Landscape Maintenance (2);
- Fare Collection (1);
- Transportation Supervisor (1); and
- Signals, Crossing Gates, Traction Power, Catenary System, Track (3).



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On March 9, 2005, SDTI sent out an Invitation for Bids to known suppliers and advertised the project in two general-circulation newspapers in accordance with Board policy. In response, three bids were received on April 6, 2005 (Bid Summary, Attachment B). City Chevrolet submitted the lowest responsive bid.

The Workforce Report for City Chevrolet (Attachment C) is attached for information.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595.4908, rdesai@sdti.sdmtns.com

JGarde
APR28-05.8.RDESAI
4/8/05

Attachments:	A. Standard Procurement Agreement	}	Board Only
	B. Bid Summary		
	C. Workforce Report for City Chevrolet		

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

Agenda

Item No. 25

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

ADM 121.10 (PC 20484)

April 28, 2005

SUBJECT:

MTS: PUBLIC HEARING ON BUDGET-RELATED SERVICE EFFICIENCIES

RECOMMENDATION:

That the Board of Directors:

1. conduct a public hearing on budget-related service efficiencies for Phase I of the Comprehensive Operational Analysis (COA); and
2. approve the recommended service efficiencies for implementation in July and September 2005.

Budget Impact

Implementation of recommended service efficiencies would result in an FY 2006 net subsidy savings of \$2.8 million (\$3.6 million annualized).

DISCUSSION:

The goal of the COA is to evaluate and restructure MTS's services and operations to more efficiently and effectively serve the region's transit needs and meet regional transportation goals within the constraints of the current financial and operating environment. Phase I of the COA focuses on identifying service and operational efficiencies to address the immediate need to balance the FY 2006 operating budget (Attachment A).



Process and Criteria

Over the past three years, MTS has been addressing its operating budget deficit by optimizing the system through service and operational efficiencies. These efficiencies include reducing the cost of service provision and a reduction of unproductive and duplicative services. While identifying service efficiencies is routine, the COA presents a unique opportunity to comprehensively evaluate the services and operations of the system through technical work, field observations, and discussions with various stakeholders, including operations staff, bus and trolley operators, local jurisdictions, and the general public. Therefore, Phase I of the COA was dedicated to identifying early budget-related service efficiencies.

As in the past, MTS Policy No. 42 provides the basic guidance and criteria for identifying service efficiencies. In general, the policy focuses on maximizing subsidy savings and minimizing impacts to existing riders based on the three tiers of analysis (as shown in Table 1).

Table 1
Service Efficiency Guidelines

COA Phase I	Tier 1: Eliminate weak-performing components of all routes.
	Tier 2: Reduce service levels during unproductive hours and days.
	<i><u>Criteria:</u> Based on measures or productivity (passengers/mile and hour) and efficiency (subsidy/passenger).</i>

Tier 3: Conduct a comprehensive evaluation of MTS services to achieve overall subsidy reductions while maintaining lifeline service based on coverage and productivity.

Criteria: To be developed in conjunction with the Blue Ribbon Committee and Citizens' Advisory Committee of the COA.

Phase I of the COA consists of Tiers 1 and 2 analyses of the system using criteria established in Policy No. 42, such as passengers per revenue hour and subsidy per passenger. These criteria are used to evaluate the benefit (subsidy savings) versus the cost (ridership impact) of each proposal. The process for identifying Phase I efficiencies was as follows:

Step 1 – Perform a comprehensive evaluation of the transit system. A thorough review of each route and component (geographic segment, time of day, day of week) was conducted by a team consisting of MTS planning, consultant, and operations staff from each division. The purpose was to identify service efficiencies such as duplicative or unproductive services and opportunities for operational efficiencies (optimize cycle times, interlining, more efficient layover locations).

Step 2 – Assess the benefits and cost of each proposal through quantitative evaluation based on measures of productivity, efficiency, and qualitative assessment through field observations, committee meetings, public open houses, and operator “drop in” sessions.

Step 3 – Determine Phase I versus Phase II efficiencies. Phase I proposed budget-related service efficiencies are consistent with Policy No. 42 guidance for service reductions, do not require major system restructuring, are easily implemented, and do not warrant additional analysis. Proposals that require additional analysis, major network restructuring, policy guidance, or attracted significant attention during the public outreach efforts were deferred to Phase II of the COA for consideration.

Proposed Budget-Related Service Efficiencies

Attachment A lists the service efficiencies proposed for implementation in July and September 2005 to help address the FY 2006 budget. This list represents the proposals that were identified through the technical process and reviewed through the public outreach efforts. Overall subsidy per passenger of proposals range from \$2.87 to \$27.62, compared to a systemwide fixed-route bus subsidy per passenger of \$1.69. Passengers per revenue hour of the proposals range from 2 to 14 compared to a systemwide fixed-route bus passenger per revenue hour of 28.

Proposals that were originally on this list but deferred to Phase II of the COA for further consideration due to comments received from the public and other stakeholders include:

- Reduce weekend frequencies on Route 7.
- Move Route 20 terminal from Ash/Harbor to mid-Broadway.
- Discontinue Route 830.
- Discontinue the Route 855 segment from La Mesa Boulevard Station to Grossmont Center Station due to duplication with Route 15.
- Discontinue Route 874.
- Discontinue Routes 902 and 903, and increase Route 901 peak service to 15 minutes.
- Discontinue Route 904.

Notice of Public Hearing

In addition to the public outreach that was conducted as part of the planning effort, the public hearing for these service efficiencies was noticed consistent with MTS Policy No. 42 (Service Adjustments), including the required legal publication of the notice (Attachment B) and Take Ones posted on bus and trolley vehicles and other key locations (Attachment C). Attachment D presents the comments received to date. An updated list of comments will be presented at the Board meeting on April 28.

Next Steps

If approved, these efficiencies will be implemented in July and September 2005.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
APR28-05.25.CCHEUNG
4/19/05

Attachments: A. Proposed Budget-Related Service Efficiencies
B. Notice of Public Hearing
C. Take One
D. Comments received as of 4/19/05 from the Notice of Public Hearing and Take One

ATTACHMENT A
DRAFT COA PHASE I BUDGET-RELATED SERVICE EFFICIENCIES

ROUTE	DESCRIPTION OF PROPOSED EFFICIENCY	SUBSIDY SAVED	PASSENGER PER REVENUE HOUR	SUBSIDY PER PASSENGER
1 and 3	Truncate Route 1 in Hillcrest. Discontinue the Route 3 segment between UCSD Medical Center and Mission Hills.	\$347,700	14	\$2.87
4 and 11A	Truncate Route 4 and 11A trips at 12th/Imperial.	\$298,255	9	\$6.24
27	Discontinue segment between Pacific Beach and Fashion Valley.	\$377,600	9	\$11.80
30 and 34	Serve the Route 34 segment between UTC and Thornton Hospital with Route 30.	\$277,100	5	\$16.40
844A	Discontinue route due to low ridership.	\$36,700	2	\$14.12
831, 832, 834	Discontinue Route 831; reduce service on Routes 832 and 834.	\$519,200	7	\$6.27
875	Discontinue route due to low ridership.	\$201,900	8	\$4.52
927	Discontinue service between Stonecrest and Fenton Parkway Station due to low ridership.	\$117,798	5	\$5.75
Downtown Layover	Move route terminals for Routes 7, 15, 20, 115, 901, 929, 932 from Harbor Drive area to Broadway/State Street.	\$1,008,000	2	\$27.62
Other	Various minor efficiencies on Routes 40, 844/845, 853, 854, 962, 963/964, and rural services.	\$399,616	6	\$4.17
	TOTAL	\$3,583,869	7	\$7.15

NOTE: Systemwide Fixed-Route Bus Passenger/Revenue Hour = 28
Subsidy/Passenger = \$1



TOME UNO

- **Audiencia pública sobre ajustes en el servicio de autobús de MTS**
- **Horario de servicio Memorial Day**

A SOLICITUD, ESTA INFORMACIÓN SE PROPORCIONARÁ EN DIFERENTES FORMATOS. Para solicitar este aviso en un formato alternativo, por favor llame al (619) 231-1466. Los operadores del Metropolitan Transit System se adhieren a una política que prohíbe la discriminación con respecto a los servicios e instalaciones.

¿No encuentra hacia donde desea ir? Le ayudaremos a organizar sus planes de viaje personalizados si nos visita en www.transitosandiego.com o nos llama al (800) 266-6883.

Audiencia pública sobre ajustes en el servicio de autobús de MTS

El jueves 28 de abril de 2005, la Junta directiva de Metropolitan Transit System (MTS) realizará una audiencia pública sobre ajustes propuestos en el servicio de autobús de MTS que se implementarán en julio y septiembre de 2005. Los cambios fueron identificados como ajustes menores o moderados que aumentan la eficacia del sistema MTS y afectan a la menor cantidad posible de pasajeros. Todos los servicios que se proponen suspender tienen poca cantidad de pasajeros, en comparación con servicios similares, o servicios de autobús o de trolley paralelos y frecuentes. Si desea más información, consulte la tabla acerca de los cambios propuestos que encontrará a continuación.

Tenga en cuenta que esta audiencia pública no se tratará sobre de los cambios importantes en el servicio de autobús que tendrán vigencia a partir del 10 de julio de 2005 y que coincidirán con la inauguración de la extensión del trolley de Mission Valley East, ya que dicha audiencia pública se realizó en diciembre de 2004. Esta audiencia pública tampoco tratará sobre de los cambios adicionales menores en los horarios de algunas rutas que tendrán vigencia a partir del 10 de julio de 2005. En las tablas a continuación, encontrará un resumen de todos los cambios sometidos a consideración de la Junta directiva de MTS durante esta audiencia pública.

La Audiencia Pública tendrá lugar el día:

Jueves, 28 de abril de 2005 a las 9:00 a.m.
Metropolitan Transit System (James R. Mills Building), Board Meeting Room
1255 Imperial Avenue, 10º piso (a la 12th/Imperial Transfer Station)
San Diego, CA 92101

Aquellos que deseen remitir sus comentarios sobre los cambios propuestos en el servicio, pero no puedan acudir a la Audiencia Pública, pueden enviar sus comentarios llamando al servicio telefónico MTS Hotline al (619) 595-3711 o escribiendo a MTS C.O.A. Comentarios, 1255 Imperial Avenue, San Diego, CA 92101.

CAMBIOS PROPUESTOS PARA SU IMPLEMENTACIÓN EL 10 DE JULIO DE 2005

RUTA CAMBIO PROPUESTO

- 4 • Suspender el servicio de la Ruta 4 de entre semana la estación de transbordo de las calles 12th e Imperial y la calle Ash/Harbor Dr. Terminar todos los viajes en la estación de transbordo de las calles 12th e Imperial.



TAKE ONE

- **Bus Service Adjustments Public Hearing**
- **Memorial Day Schedule**

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

Can't find your way to where you want to go? We can help. We will help you design your personalized transit travel plans at www.sdcommute.com or by calling (800) 266-6883.

MTS Bus Service Adjustments Public Hearing

On Thursday, April 28, 2005, the Metropolitan Transit System (MTS) Board of Directors will hold a Public Hearing on proposed MTS bus service adjustments to be implemented in July and September 2005. These changes were identified as minor or moderate adjustments that increase efficiency of the MTS system with impact to the fewest passengers. All services proposed for discontinuation have low ridership compared to similar service, or have other parallel bus or trolley service. Please see the Changes Proposed charts below for more details.

Note that this Public Hearing will not address major bus service changes due to take effect on July 10, 2005 coincident with the opening of the Mission Valley East Trolley extension, as that public hearing was held in December 2004. There are also additional minor schedule changes on some routes, to be effective July 10, 2005, that will not be addressed in this Public Hearing. All of the changes to be considered by the MTS Board at this Public Hearing are summarized in the charts below.

The Public Hearing will be held on:

Thursday, April 28, 2005 at 9:00 a.m.
Metropolitan Transit System (James R. Mills Building), Board Meeting Room
1255 Imperial Avenue, 10th Floor (at the 12th/Imperial Transfer Station)
San Diego, CA 92101

Those who wish to comment on the proposed service changes, but cannot attend the Public Hearing, may submit their comments to MTS by calling (619) 595-3711, or by writing to MTS C.O.A. Public Comment, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

CHANGES PROPOSED FOR JULY 10, 2005 IMPLEMENTATION

ROUTE PROPOSED CHANGE

- 4 • Discontinue weekday Route 4 service between 12th/Imperial Transfer Station and Ash St./Harbor Dr. Truncate all trips at 12th/Imperial Transfer Station.
- 5 • Delete southbound bus stop at Linda Vista Rd./Napa St. (near Morena/Linda Vista Trolley Station) and re-route southbound Route 5 onto Morena Blvd.

- 11 • Start sixteen weekday afternoon southbound Route 11A trips at 12th/Imperial Transfer Station instead of First Ave./Ash St. Fifteen minute service would still be provided on Route 11 along this segment.
- 40 • Minor re-route to serve Grantville Trolley Station, via Adobe Falls and Alvarado Canyon Roads.
- 844A • Discontinue all service.
- 844/845 • Reduce frequency to every 60 minutes on Saturdays.
- 962 • Reduce frequency to every 60 minutes.

CHANGES PROPOSED FOR SEPTEMBER 6, 2005 IMPLEMENTATION

ROUTE PROPOSED CHANGE

- 7, 15, 20, 115, 901, 929, 932 • Move Downtown San Diego terminal from Harbor Drive area approximately six blocks east to Broadway/State St. area. Frequent local service on Broadway between State Street and Pacific Highway would still be provided on Routes 2 and 992.
- 2, 40, 70, 810, 820, 830, 850, 860 • Minor changes to routing and terminals in the Harbor Dr./Ash St. area near the County Administration Center. All routes to use Pacific Highway instead of Harbor Dr. between Broadway and Ash St.
- 1 • Discontinue Route 1 segment between Hillcrest and Downtown San Diego (service would continue to be provided on Routes 3 and 25). Route 1 would only operate between Hillcrest (at or near 5th Ave./Evans Pl.) and 70th Street Trolley Station.
- 3 • Discontinue Route 3 segment between UCSD Medical Center and Arista St./Hickory St. (to Mission Hills). Option to operate this segment on limited frequency only during selected hours of the day.
- 7 • Reduction of frequency on weekends in the early mornings.
- 27 • Discontinue segment between Pacific Beach and Fashion Valley Transit Center. Service between Pacific Beach and Fashion Valley would be provided via a transfer at Old Town, using Routes 9 or 34, and the Blue Line Trolley or Route 6.
- 30 • Split Route 30 at UTC into two routes: Route 30 would provide service between Downtown San Diego and UTC; Route 31 would provide service between Scripps Ranch and UTC, possibly also serving the Thornton Hospital segment of Route 34.
- 34 • Discontinue segment between UTC and Thornton Hospital. Option to cover segment with new Route 31.
- 831 • Discontinue all service.
- 832 • Option to discontinue either Route 832C or 832M, or to reduce frequency of service to every 60 minutes in both directions.
- 833 • Discontinue 1 weekday round trip.
- 834 • Reduce frequency of service to every 60 minutes.
- 853 • Discontinue all service.

- 854 • Reduce frequency of service between Santee Transit Center and Lakeside to every 60 minutes; Shorten loop in Lakeside, using Maine Avenue instead of Pino Dr., and discontinuing service on Julian Avenue and the eastern portion of Maplevue St.

- 874 • Discontinue all service.

- 875 • Discontinue all service.

MTS Rural Bus • Minor changes in MTS Rural Bus Routes 891A, 892A, and 893.

- 901 • Discontinue Routes 902 and 903; increase frequency on Route 901 to every 15 minutes during peak periods between Iris Avenue Trolley Station and Downtown San Diego.

- 922/923 • Change route between Broadway/Pacific Hwy. and Harbor Dr./Ash St., to operate on Pacific Hwy. and Ash St., instead of Harbor Dr. and Broadway.

- 927 • Discontinue Route 927 service between Stonecrest and Fenton Parkway (Mission Valley).

- 963/964 • Discontinue route deviations.

- 992 • Change route between Broadway/Pacific Hwy. and Harbor Dr./Laurel St., to operate on Pacific Hwy., Hawthorn St., and Laurel St., instead of Harbor Dr. and Broadway.

Memorial Day (Monday, May 30, 2005) Service Schedule

On Memorial Day (Monday, May 30, 2005), most MTS and NCTD services will operate on a Sunday schedule. Most MTS and NCTD services that do not operate on Sundays will not operate on Memorial Day. See the chart below for details:

MONDAY, MAY 30, 2005 SERVICE (MEMORIAL DAY)

Route/Service	Schedule
MTS Trolley	Sunday
MTS Bus Routes 1, 2, 3, 4, 5, 6, 7, 9, 11, 13, 15, 16, 20, 25, 26, 27, 28, 34, 35, 41, 44, 81, 115, 701, 702, 703, 705, 706, 706A, 709, 712, 815, 831, 832, 833, 834, 844, 845, 848, 854, 855, 856, 858, 864, 871, 872, 873, 874, 875, 901, 904, 908, 916, 927, 928, 929, 932, 933, 934, 936, 955, 992	Sunday
MTS Bus Routes 601, 602, 603, 704, 707, 711, 844A, 851, 853, 876, 877, 902, 903, 905, 921, 922, 923, 961, 962, 963, 964, 965	No Service
MTS Bus Route 931	Sunday
MTS Express Bus Routes 30, 40, 50, 70, 150, 210, 960, 980, 990 MTS Commuter Express Bus Routes 810, 820, 830, 850, 860, 870 MTS Rural Bus	No Service No Service Sunday
NCTD Breeze Bus Routes NCTD Coaster Sorrento Valley Coaster Connection (MTS Routes 971-978, 981, 982)	Sunday No Service No Service
MTS Access*, MTS Suburban Paratransit* *All subscriptions are cancelled for May 30, 2005. Subscription passengers that want to maintain their trip on this day must call to arrange their transportation. MTS DART (Rancho Bernardo, Scripps Ranch)	Holiday* No Service

MTS COA: PHASE 1 PUBLIC HEARING COMMENTS

(E-Mail, Telephone Hotline, Mail)

Phase 1	Phase 2	Service Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
●				4/18/2005	None	1	Senior Citizen (90 yrs old) lives on 3rd Ave near Rite Aid. Requests that svc not be cut on 3rd and 4th Ave into downtown. Also does not want a reduction in svc for Sat & Sun svc.
●				4/21/2005	Mary Boyd	1	Concerned that she will have no access to and from work after the segment is cut. Gets on the bus at 70th & El Cajon and off at 4th & Palm/5th & Nutmeg. Said this cut would be a great inconvenience for her.
●				4/13/2005	Ina Wright	3	Upset with the discontinuation of service on Route 3. Said she doesn't expect a call back. Still upset about previous reduction of frequency on Route 3 to one (1) hour.
●				4/15/2005	None	3	Eliminating Arista to UCSD segment will cause hardship for UCSD workers. Request that MTS operate this segment on a limited basis during the morning and late afternoon so the workers will still have access.
●				4/18/2005	Ed Joyce	27	Works at Fashion Valley and needs the segment between Pacific Beach and Fashion Valley to get work. Suggests serving that segment during peak hours. (6-9a/8-10a and 3-6:30p)
●				4/19/2005	None	27	Does not want both 81 and the 27 to be eliminated from Friars Rd between Fashion Valley and Pacific Beach.
●				4/13/2005	Kevin Lewis	34	Concerned with elimination of UTC to Thornton Hospital segment.
●				4/19/2005	None	40	Re-route into Grantville Station is unnecessary because the new green line will already be taking people to downtown. Also flooding and traffic will cause extensive delays.
●				4/19/2005	None	40	Re-route into Grantville Station is an inconvenience for riders. People will not transfer from the trolley to the green line and the re-routing will cause a lengthy delay. Do not like the 15 minute earlier service in the mornings. Has discussed with other riders and they all feel the same way.
●				4/20/2005	Wanda Sisia	40	Takes Route 40 to work. Does not want to see any changes be made to express service.
●				3/30/2005	Thomas M. Ryan III	832	Concerned with access to the trolley with one hour frequency. Doesn't think proposed route changes will accommodate current capacity needs. By eliminating a bus in one direction, MTS will lose SHS riders. Was upset that there were no community meetings in East County. (Unaware of El Cajon Community Meeting conducted on 3/28/05)
●				4/6/2005	Peter Warner	833	With Changes Previously Suggested To The 871 And 872, The 833 Would Replace These Routes Between El Cajon Transit Center And Parkway Plaza. Operate 877 As A Cuyamaca Street Shuttle Between Chaparral H.S. And Santee Town Center And New Line 878 On Marshall Street, Bradley, Magnolia, Fletcher, And Johnson To Parkway Plaza. The Route 878 Could Operate To Kaiser Hospital And Grantville Station Via Weld, Fanita, And Mission Gorge Road. Split 848 Into Two Routes In The Santee Area As 849 El Cajon-Santee and 848 Santee-Lake Jennings Park And 815 Modify Eastern End Of Line To Absorb 874 On Jamacha North Of Madison
●				4/18/2005	None	834	Takes first 834 trip (7a) to 833 to 877 to get to work. Okay with the one-hour round trip, but if the 874 is cut all together, will lose job and have to go on welfare.
●				4/1/2005	Tim Flood	854	Concerned about the reduction of bus service from Santee to Grossmont College. Due to current and future construction projects on campus there will be a significant reduction in available parking (950 of 3600 spaces) to faculty, staff and students. A mitigating factor to this reduced parking is to promote the use of public transit.
●				4/12/2005	Iwona Karamon	854	Currently has a 20 minute walk to the bus stop. Concerned that she will not have bus service from Santee to/from Lakeside.
●				4/13/2005	None	854	Likes Route 854 the way it is. Please do not change it.
●	●			4/14/2005	None	874	Many people with children use this route. Wanted to know if there would be any shuttles implemented soon serving the Alpine area.
●				4/15/2005	None	874	Use the 874 to get everything done. It is a very convenient route.
●				4/19/2005	Judy Liebee	874	Please do not eliminate service. Suggests 1 hour service as an alternative.
●				4/21/2005	Ruth Flores	874	Disabled rider who wants to keep this route in operation. She uses it to go to the doctor, grocery and exercise.
●				4/12/2005	Rosanne Flores	927	Has a disability and rides Route 927 from Tierrasanta Blvd & La Cuenta Dr. to Mesa College. Stated that 19 other people to attend a program at Mesa College and also ride the 927. Unsure of an alternative way to get to Mesa College via public transit.
●				4/13/2005	Lisa Manchau	927	Lives in Tierrasanta and takes 927 & 13 to Costco, Ikea, Lowes and Kaiser Hospital (Zion). Says the change would force lots of elderly riders to take the 928 to the 13 and cause a great inconvenience for them. Also says that there will be no access to Costco, Ikea, Lowes if Stonecrest to Fenton Pkwy segment is eliminated. Unhappy with current one-hour service and says the alternative routes would take 2 hours to get to Kaiser Hospital.
●				4/15/2005	None	927	Lives in Mission Village, 72 years old and cannot walk the extra distance with groceries to the alternative 928.
●				4/15/2005	None	927	Disabled and takes the bus 5 days a week to get to job in Tierrasanta. Please do not eliminate any service.
●				4/16/2005	Joyce Flynn	927	Very upset with proposed cut. Most of the riders are 60 years old or more and handicap. Semi retired teacher who will do what ever it takes to make sure this segment stays in service.
●				4/16/2005	None	927	If the 927 segment is eliminated it will cause a great inconvenience.
●				4/17/2005	Joyce Flynn	927	Upset with proposed efficiency. This bus line is very important in providing the elderly community service to Fenton Parkway, blue line trolley and bus #13 to Fashion Valley. If the cut goes through, the alternative routes are too far for the elderly to walk to. If this cut is not reconsidered I will contact the AARP in Washington, DC, The Association for Disabled people and any local organization in order to keep this route running.
●				4/20/2005	None	927	Concerned that no service will be provided on Fenton Pkwy to travel to Wal-Mart.
●				4/21/2005	Eric Morales	927	Does not want the route to be eliminated. He lives near the current Fenton segment. Disabled, cannot drive and has no alternative mode to get to and from work.
●				4/18/2005	None	962	Please maintain 1/2 hour service for son who uses service to get to and from school. It would be a big inconvenience.
●				4/18/2005	None	962	Family uses route 962 and would be inconvenienced by change in frequency to 1 hour.
●				4/19/2005	Hellen Barber	962	Does not want service to be changed to 1 hour. Concerned with missing bus and having to wait
●				4/19/2005	None	962	Does not want service to be changed to 1 hour. Very angry about proposed efficiency. Uses service to get to work.
●				4/19/2005	None	962	Does not want service to be changed to 1 hour. Son rides the bus to and from school and would be greatly inconvenienced.
●				4/19/2005	None	962	Does not want service to be changed to 1 hour. Disabled and change in frequency would make it very difficult to get around.
●				4/19/2005	Esperansa Lemaly	962	Does not want service to be changed to 1 hour. Two sons ride the bus to and from school and would be greatly inconvenienced.

Phase 1	Phase 2	Service Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
●				4/20/2005	Robert Gidry	962	Disappointed to see frequency being changed to 1 hour. Would like to request that service not be cut. If it absolutely needs to be cut he would like to weekend service.
●				4/20/2005	Rocio Felix	962	Does not want service to be cut. A lot of seniors and student ride the bus; kids looking for work, seniors going shopping, etc. Bus must run every 30 minutes. Children Jose, Carlos, and Karina also oppose changes.
●				4/20/2005	None	962	Upset with change to 1 hour frequencies. Wants to maintain 1/2 hour frequencies.
●				4/16/2005	Muriel Adams	1, 7	There are 3 senior buildings at the corner of Park and University that will not be served if the cut is approved. Would like someone to contact her to let her know how many petition signatures are required to make MTS reconsider cuts. Seniors use the 7 to go to Seaport Village.
●				4/18/2005	None	11A	Buses are full to capacity from 1st & Ash to 12th & Imperial. Turning the bus around at 12th & Imperial will create even more over-crowding. Suggest turning route around at NBC building on Broadway.
●				4/6/2005	Peter Warner	2, 15, 15B, 15A, 115, 831, 834, 853, 854, 858, 874	Break 854 Into Two Routes At Grossmont College: Route 853 From Grossmont Center Station To Grossmont College And Route 854 Grossmont College-Santee Station. The Lakeside Segment Would Become A Shuttle Route 835/836 Using A Small Bus. Combine 831/834 Into One Route With 834 Operating Clockwise And 831 Operating Counter-Clockwise. Discontinue Carlton Oaks Segment. 832 And 837 Run The 832 Loop Counter Clockwise. Realign The 858 To Cover A Portion Of Route 874. Route Northward Buses Along Lexington Loop Clockwise. Combine West Segment Of 858 And A Portion Of Route 115 Into New Route 859. Move East 115 Terminal To Grossmont Center. Route 15, Extend 858 To Grossmont Station, Terminate 15 At Grossmont On East End. Terminate 15B at Spring Street. Move 15A Terminal To 70th Street Trolley Station On East End. Reroute 2 To Pacific, Right Sassafras, Right Kettner, Right Palm Street, Terminate At Alamo Rental Car Terminal On Palm Near The Middletown Station. Left Pacific To Broadway. 15 And 115 Terminate At Laurel St.
●				4/11/2005	Gregory Booker	20, 830, 844, 845	Commuters to the Poway business park prefer Route 830 because it is faster (45 minutes) to the alternative Route 20/844/845 (1 hour 45 minutes). Suggest restructuring the routes and advertising/marketing better before just cutting them. Concerned about ability to commute from Pomerado Rd to/from business park cut is made.
●				4/11/2005	Gregory Booker	20, 830, 844A	Commuters to the Poway business park prefer Route 830 because it is faster (45 minutes) to the alternative Route 20/844/845 (1 hour 45 minutes). Suggest restructuring the routes and advertising/marketing better before just cutting them.
●				4/18/2005	Jan Thomas	27, 30	Transit rider for 4 years stats that route 27 and 30 are vital to Pacific Beach.
●				4/13/2005	None	27, 81	Upset with discontinuation of Fashion Valley to Morena Linda Vista/Napa St. segments of Routes 27 & 81.
●	●			4/15/2005	Despena Petrogeorge	7, 40, 854, 858	Rides the 7 to the 40 to the 854 to get from Balboa Park to Grossmont College. Interlinking of routes has created missed connections. Please re-consider the interlinking of the #40 bus and include Grossmont College when planning bus and trolley connections. Most evening classes begin at 5:30 or 7:30.
●				4/20/2005	Roy A. Thompson	832, 833	Upset with proposed efficiencies. Does not want service to be cut.
●				4/7/2005	None	844/845	A senior citizen who does not drive, and therefore, depend on the bus service to get around Poway. For example, I go supermarket shopping and go to church on Saturdays and Sundays. I can not go to church in the evening on Saturday & Sunday because the bus doesn't run. Now you are planning on making the Saturday "day" schedule once an hour? That means I have to wait an hour to get back home. And I have no one to drive me!
●				4/18/2005	None	854, 962	Does not want service to be changed to 1 hour. Concerned with missing bus and having to wait.
●				4/20/2005	None	855, 875	Lives in Lemon Grove and would like to see the 875 stay in service. Says that many seniors, school kids and workers depend on this route. The alternative 936 breaks down too often and the Route 4 (up the hill) is too dangerous for women and children to access (men driving around in cars). Would also like to see service continued on Route 855. Route 916 is not needed going into Lemon Grove "The Grove."
●	●			4/6/2005	Peter Warner	875, 876, 916	916 - Service Between Euclid Avenue Trolley Station And Mass. Trolley Unchanged. Move Eastern Terminus To Orville At Brucker Replacing Portions Of Route 875 On Skyline Drive And Via Lemon Grove Avenue, Mount Vernon Avenue, Lemon Grove Civic Center, Then Troy Street To Sweetwater Road. College Grove To Mass. Sta. Becomes Part Of The Route 917, Extending On Canton Street To Skyline Drive To Cardiff Street To Skyline Drive To Meadowbrook To Paradise Valley To Briarwood Road To Sweetwater To Plaza Bonita Center. 876 Extend, Mass. To Broadway To Senior Loop East Of Wash. Street. Disc. Service On Waite And Buena Vista. 858, Add RSD TOWN CTR IN BOTH DIRECTIONS. 856 Operate The Avocado Segment As Line 852 From Cuyamaca College To Spring Street Trolley Station Serving Part Of Route 853. 873 Extend From 4th And Madison To Dorothy And Jamacha Replacing 2nd St Leg Of 874. 871 And 872. Operate As Two Routes, With 871 Running Armele Station To Mollison And Chase. 872 From Parkway Via Existing Route To El Cajon Station.
●				4/18/2005	None	Santee	Thinks the service efficiencies for the 3 Santee routes are a bad idea because there are a lot of senior transit dependent people who use them.
●				4/20/2005	Sue Hetten	Santee	Disabled rider who wants Santee routes to remain unchanged. Uses routes to go to the doctor and shopping. If they are cut she will no longer be able to get around. Says that there are a lot of kids in disabled group homes who also use the system to get a round.

Phase 1	Phase 2	Service Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
MTS COA: PHASE 2 AND OTHER COMMENTS RECEIVED (not part of Public Hearing)							
	●			4/6/2005	Carolyn Haney	5	I need to speak to someone that deals with a route change for the route 5. This route was changed about 20 years ago due to someone did not want the route 5 to go onto Thorn Street. Now my mother needs that service. She lives on Page Street which meets Thorn Street. I need the name of the person that I need to talk to and that person's phone number. Please advise.
	●			3/24/2005	Robert C. White	11	Please consider alternative route to eliminate Aldine Dr. (1) vehicles limited to 3 ton maximum, (2) road is narrow and curvy for bus traffic, (3) numerous mud slides during recent rains - vibration from buses contributing factor? (4) extreme hazard for combined bike and bus traffic. For example, Adams Ave to 40th Ave to El Cajon Blvd to Fairmont to Montezuma as alternative route bypassing Aldine Dr. Observation that current ridership very low (2 passengers/bus on Aldine), and limited stops between 40th and SDSU Transit Center. It may be convenient now for MTS to use Aldine, but is not in the best interest of property owners considering the limited ridership.
	●			4/12/2005	David Pattison	11	Proposes re-routing Route 11 to operate from SDSU to Seaport village via Adams Ave, Park Blvd and Broadway Ave. Suggests two additional routes: Route 12-Park Blvd to El Cajon Blvd to 12th and Imperial. Route 17-Skyline Hills or Spring Valley to 12th and Imperial. States that making this change to Route 11 will increase tourist ridership and make it more convenient to get to Balboa park and the Naval Hospital. (Also sent fax on 4/21/05.)
	●			4/18/2005	None	25	Lives near Sharp Hospital. Suggests eliminating late night northern segment of route north of Sharp Hospital to Clairmont because of very low ridership. Also thinks fares are too high.
	●			4/19/2005	Stellas Clark	35	Suggests eliminating Route 35 segment from Point Loma Ave to the end of the point on Froude St. Says the bus is empty most of the time.
	●			4/21/2005	Mrs. Harris	35	Lives at Alhambra and Froude St. Petitioned and testified years ago to have service drastically cut back on the Route 35. Stated that the Route 35 often times has no passengers on board. Between 7 & 8 a.m. and in the late afternoon, she sometimes sees 2 to 3 passengers on the bus at the end of the route.
	●			4675 Point Loma Ave. San Diego, Cal. 92107	Darrell D. Carlson	35	Route 35 - Change route direction to improve dwell time and possibly open up 15-20 minute service. Route 35A - Eliminate entirely.
	●			3/29/2005	Carl Bonura	40	Currently I ride the 40 from San Carlos to Downtown and back as my daily commute to and from work. I take the first morning route because I need to get to Columbia Street by about 06:35. I became concerned when I heard our morning driver telling his student that the 40 will be stopping at Grantville. My first comment is, does any other route make more sense to stop there? When the Trolley extension is operating, both it and the 40 will be starting and ending in approximately the same place. So what purpose will it serve to have them meet in the middle? Will anyone transfer? I doubt it. It would make my ride longer, though. My second comment is, if this is going to happen, is it possible to run the first morning inbound a little earlier so that I can reach Columbia Street at the same time? I know most of the regular riders of that run would agree that this is essential for the continued benefits of that route. Thank you again for the opportunity to make these comments.
		●		2/22/2005	None	50	Upset that the Route 50 bus did not show up on 2/8/05 (Mardi Gras). Unsatisfied with level of notification used at the Transit Store on 1st and Broadway. (Indicated that a post-it note was used)
			●	3/7/2005	None	81	Requested service on Lake Murray Blvd near Baltimore not be eliminated because she uses it to transfer to 854 to get to Grossmont Center and her bank.
			●	None	Roberta (Becky) Rudolph	81	Currently takes Route 6 to Route 81 to work at 3111 Camino Del Rio South. Other employees at the same address use the 81 to travel from work to another transfer point. Requested updated information regarding time line of service changes in conjunction with the opening of MVE.
	●			2/14/2005	Derek Touns	150	Reinstate 4-5pm trip from downtown to UTC, and fix schedules.
			●	4/6/2005	Rob Oldamen	858	Wants limited trips along 3rd Ave. to Lexington, says this segment is unproductive. (Currently a limited trip portion of the route) Suggests hour frequency because of too much time in the schedule. Upset that bus sometimes leaves early and drivers take too many breaks. Drivers also begin loading passengers at departure time causing bus to be late. Will call back until he receives a return call.
			●	4/19/2005	None	858	Would like to displays to display areas along the route instead of just the final destination.
			●		Rob Oldamen	858	Wants limited trips along 3rd Ave. to Lexington, says this segment is unproductive. (Currently a limited trip portion of the route) Suggests hour frequency because of too much time in the schedule. Upset that bus sometimes leaves early and drivers take too many breaks. Drivers also begin loading passengers at departure time causing bus to be late.
	●			4/21/2005	None	932	Would like to maintain Harbor turnaround and not move to State St.
	●			3/7/2005	Donna Clayton	848,854,864	Lives in Lake Jennings area and requested midday service to connect El Capitan H.S. with rte 864 via Lake Jennings Rd or Los Coches Rd.
		●		2/22/2005	None	30/50	Upset that on 2/8/05 (Mardi Gras), Route 50 bus drove by approx. 10 passengers at 1st and Broadway and did not stop. Upset that bus drivers could not give information concerning changes to routes on. Indicated a "3x5 card" that was posted at the Transit Store to notify riders of the service changes was unacceptable. Also concerned about a rude Route 30 bus driver.
	●			4/7/2005 & 4/8/2005	Jose Melendez	34, 706(A), 854	Live in northern California and uses MTS services while in San Diego. Regarding Central, East and South San Diego County. Express service 7 days a week in addition to Route 20. Particularly on Route 34. 30 minute frequency on Route 854 between Grossmont College and East gate Mall. Limited stop or BRT on I-15 and Chula Vista areas. 20 frequency on Route 706(A) and changing the route to a loop. More airport service from other areas in addition to downtown. More limited stop service along Olay and Escondido corridors. Replace DART service with a lower fare shuttle.
	●			4/18/2005	Karen Spector	5A	Requests that the 5A continue to operate through Pavlov/Kantor because it is the only way many elderly residents in University Village can go shopping and to the library, both located near the intersection of Governor/Genesee. She said that she moved her mother there specifically because it has convenient transit when her mother could no longer drive.
	●			4/7/2005	Robert Holt	7, All	Several bus routes coming up 5th Ave and/or across University within a matter of minutes. Then, no service for another 15 to 20 minutes (or a half and/or full hour in the evening). Since there is no attempt at coordinating the schedules to promote transfers (which in other cities justifies coordinated departures from various "hubs"), it seems only sensible to spread out the service on such obviously busy routes. Also, you might want to give consideration to "emergency alerts" -- available by phone and/or electronically -- so that when routes such as the # 7 (which should have arrivals approx every 12 minutes at Park/University) runs 50 minutes or more behind schedule (which it did 4/5/05 at 10:45 am, with the first pickup at 11:30) are running excessively late and/or are experiencing equipment breakdowns that information would be available so your ridership could promptly notify employers, etc. of the anticipated delay.
			●	4/12/2005	Bill Overman	873, Trolley	Upset that with consistency of ADA requirements being met on bus (announcements, curb distance and lowering the bus).
	●			2/26/2005	David Kupferberg	All	Suggested that MTS use graduated system of route evaluation so that different types of routes at different times are measured against each other.
	●			4/6/2005	Clark Burnett - Sharp Metro Campus Employment Network	All	As you may be aware, the South Metro Career Center has moved to 4389 Imperial Avenue, San Diego, CA 92113. It is now located next to the Home Depot on Imperial Avenue. This is a drive down a significant ramp into a new development. It seems unlikely disabled people will be able to navigate their way there, and particularly their way out of there. May I suggest you re-route the buses that run along Imperial to stop at their front door?
			●	3/31/2005	Steve Otto	Blue/Orange	Steve Otto - San Ysidro Business Improvement District. Speed up trolley service through downtown corridor by installing some sort of traffic signal "jumper." It's currently oh so slow for the trolley to get through downtown, that is from Imperial to the Santa Fe station -can take up to 20 minutes (and this is no more than 2 miles)! I typically board at 24th Street and use the park and ride lot; it only take 10 minutes from there (4-5 miles) to get to the Imperial station. It would send a message to single occupancy drivers that there is indeed another option!

Phase 1	Phase 2	Service	Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
				●	4/11/2005	Thomas M. Ryan III	Bus & Trolley	To alleviate confusion with purchasing Trolley tickets, set price at 2.50 for one-way through the entire system. Increase day trippers from 4 to 7 days. Offer 3-month bulk purchase discount for monthly bus passes of \$25.
				●	3/9/2005	Ben Sippy	Coaster	Requested adding two coaster trains for the evening commute. Said the additional trains would create flexibility in commute times for NC residents.
	●				4/21/2005	None	DART	Does not want Scripps Ranch & Rancho Bernardo routes to operate anymore because they don't really serve anyone.
	●				4/8/2005	Jeremy Anderson	Hwy 80/67	Suggests a bus route from old hwy 8 to hwy 67 thru Lakeside, El Cajon and San Diego to Ramona. It would provide access to the Lake Jennings, Helix water processing plant, El Capitan recreation, El Capitan HS, Lindo Lake, and Lakeside.
				●	3/28/2005	Sharon Beckas	Information	Attended UTC Community Outreach meeting. I went to the meeting in Doyle park and I would like someone to mail me info as I do not have a home computer and not all of san diego does-by the way. I wanted the info that was on the charts on a paper document so I could review. Especially the proposed changes and info re stats.
	●			●	3/9/2005	Pat Grant	Mission Valley	Attended first COA CAC mtg. Represents MV Unified Planning Committee and feels that an additional Mission Valley public outreach workshop for MV residents would allow residents to provide comment on their transit needs for both recreation and employment. Suggested that MTS attend at least one MVUPC and/or Mission Valley Community Council meeting. Suggested that interviewing current Blue Line trolley riders at FVTC will not help MTS identify transit needs for the area.
				●	3/23/2005	Strongman Osom	Morena/Linda Vista, 5, 27, 44, & 81	There should be a transit center at Morena/Linda Vista that is similar to the residential/retail center being built at Rio Vista. This would increase the number of commuters at the Morena/Linda Vista station which would be not only be served by the trolley, it would also be served by routes 5, 27, 44, & 81. I would love to get your thoughts on whether this should be done.
		●		●	3/14/2005	Peter Eric Calhoun	MTS Access	Disabled Rider concerned with lowering MTS Access fares to between \$1.50 - \$3.50. Other requests: Do away with the 2 hour required notice for cancellations. Stop charging people the second trip on Wheels or MTS Access. Allow scheduling and dispatch service of rides past 5 p.m. Wants service to Coors Amp., Qualcomm and Petco. Wants an MTS newsletter.
				●	4/14/2005	Elizabeth Dimagiba	None	Takes 7a trolley to work, and if she misses it she has to wait for the second trolley because the first goes to American Plaza. Says it make her late for work
				●	4/18/2005	None	None	Wife and Husband would like to request that fares not be increased.
				●	4/18/2005	None	Orange Line	Requests limited stop service during peak travel periods to save 15 to 20 minutes on commute time from El Cajon.
	●				4/18/2005	None	Pacific Beach	Says 1/2 of the riders in Pacific Beach are seniors 65 years or older and does not support changing the current routes in the area.
	●				4/18/2005	Joanne Lisser	Point Loma	Says that bus service to Point Loma via Catalina Blvd are empty most of the time and should be reduce. Does not ride buses anymore because it takes too long to travel to downtown from Point Loma through OTTC.
	●				4/19/2005	John Pederson	Point Loma	Suggests reducing service to Point Loma from OTTC/Rosecrans to Cabrillo Monument. Says there is very little ridership. Most of the time there is no one on the buses, very rarely there are 2-3 people riding bus.
				●	4/18/2005	Judy Larson	Public Hearing	Wants to know why public hearings are held at 9 a.m. when people have to be at work. Also would like to know how her comments can be included in the public hearing.
	●				4/19/2005	Jim Hawkins	Rural	Would like to keep rural service from Ramona to Julian.
	●				4/7/2005	Jose Melendez	SE and Central San Diego	Live in northern California and uses MTS services while in San Diego. Until BRT is completed he would like to see more express and limited stop service in SE and Central San Diego. Also wants more frequency on major corridor bus lines.
				●	3/21/2005	William Darling	Trolley	Not cost effective to ride public transit. You should offer more incentives such as being able to sign-up for discount trolley tickets if have a currently registered vehicle. You can tie the tickets to the persons name to prevent fraud. You can give away a few tickets a month to residents zip codes adjoining trolley routes to encourage people to try/ride the trolley. I will not use MV extension to commute to work because it costs me more than my car.
	●				2/8/2005	Steven Scuderi	All	Requested that buses operate later on the weekends from downtown
	●				4/18/2005	None	All	Senior Citizen (81 yrs old) recently had D/L taken away and would like to see better service. Unhappy with 1.5 -2 hours waits for buses.
				●	4/20/2005	None	All	Doesn't understand why other cities can operate great transit systems that take people where they want to go for less money (\$2.00) and San Diego cannot. Stated that the people who run the system are either crooked or incompetent.

MTS COA: PHASE 1 PUBLIC HEARING COMMENTS

(E-Mail, Telephone Hotline, Mail)

AI #25, 4/28/05

Phase 1	Phase 2	Service Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
●				4/18/2005	None	1	Senior Citizen (90 yrs old) lives on 3rd Ave near Rite Aid. Requests that svc not be cut on 3rd and 4th Ave into downtown. Also does not want a reduction in svc for Sat & Sun svc.
●				4/21/2005	Mary Boyd	1	Concerned that she will have no access to and from work after the segment is cut. Gets on the bus at 70th & El Cajon and off at 4th & Palm/5th & Nutmeg. Said this cut would be a great inconvenience for her.
●				4/21/2005	Lisa Hearn	1	Takes route 1 with six (6) other family members (disabled) from 54th and El Cajon to San Diego. Does not want service to be eliminated.
●				4/25/2005	None	1	Stated that a lot of people use route to get to work in downtown. Called for employee who uses route to get to work at 4th & Palm. Employee has to walk a great distance to take route if it is cut.
●				4/27/2005	None	1	Does not want segment to be eliminated. Uses service to go from La Mesa to work. Will have to transfer if segment is cut.
●				4/27/2005	None	1	Said this is the only local bus that goes downtown.
●				4/27/2005	Allan Imboden	1	Does not want the Route 1 service discontinued. Routes 3 and 25 are too crowded and inconvenient. Route 1 currently serves Lions Community Manor and many other senior homes downtown.
●				4/13/2005	Ina Wright	3	Upset with the discontinuation of service on Route 3. Said she doesn't expect a call back. Still upset about previous reduction of frequency on Route 3 to one (1) hour.
●				4/15/2005	None	3	Eliminating Arista to UCSD segment will cause hardship for UCSD workers. Request that MTS operate this segment on a limited basis during the morning and late afternoon so the workers will still have access.
●				4/24/2005	Elaine McVey	3	The route 3 bus is the only public transportation that serves Mission Hills. Many elderly persons depend on it for shopping, doctors' appointments and making connections to other public transportation. Also there are many of us without cars who choose to ride public transportation for a variety of reasons.
●				4/25/2005	None	3	Stated that if route is cut it would cause a great inconvenience for those who want to go to/from downtown to Mission Hills. Suggested offering morning and evening trips as an alternative.
●				4/25/2005	Luis Carrero	3	Stated that a lot of people depend on this route to get to Mission Hills
●				4/25/2005	Tom Whitley	3	Need to keep service because most people who use it do not have alternative modes of transportation
●				4/25/2005	None	3	Need the service to get around. Would like MTS to reconsider cutting service.
●				4/25/2005	Moran	3	Opposed to proposed Route 3 change affecting service to Stephens and Ibis. A 13-story, 150 person senior residence is located there. The proposed change would also be problematic for seniors getting to medical appointments to doctors offices located along 4th and 5th Avenues.
●				4/25/2005	Kathy A. Lewis	3	Request that Route 3 not be discontinued. Many service people and domestic workers are extremely poor and have no other way of getting to jobs in Mission Hills. Please consider keeping the route running during rush hour commute times.
●				4/25/2005	Maria E. Vasquez	3	Housekeeper that relies on Route 3 into Mission Hills. Please do not discontinue; would be great hardship to her and other housekeepers. At least maintain service during rush hour commutes.
●				4/26/2005	None	3	Does not want service from UCSD Medical Center to Mission Hills to be eliminated. If segment is eliminated, she will have to use Route 11 to get to 5th Ave & Spruce resulting in a five block walk from 1st Ave. Transferring to the Route 3 or 25 is not an option because the route 11 pulls up as they are pulling out. Said most times route 11 has four (4) passengers and in the evenings has many more.
●				4/27/2005	Judy Boyd	3	Does not want service from UCSD Medical Center to Mission Hills to be eliminated. It helps her get around and it would be more convenient to take only one (1) bus. (64 years old)
●				4/27/2005	None	3	Does not want segment to be eliminated. Uses service to get to doctor appointments.
●				4/27/2005	Mary Judith Brewer-Boyd	3	Does not want service from UCSD Medical Center to Mission Hills to be eliminated. Takes bus to work. If segment is eliminated, she will have to transfer. Has a difficult time getting around (63 years old).
●				4/27/2005	Rev. Monsignor Dennis R. Clark	3	Pastor of Church of St. Vincent De Paul in Mission Hills. Opposed to discontinuation of Route 3 to Mission Hills. Many seniors no longer drive and are entirely dependent on this route. At a minimum, keep service from 9am to 4pm when most seniors are in need of transportation.
●				4/27/2005	None	3	Does not want segment to be eliminated. Takes Route 3 from Mission Hills to doctor appointment.
●				4/27/2005	None	3	Does not want segment to be eliminated.
●				4/27/2005	None	3	Does not want service eliminated. Works in Mission Hills
●				4/13/2005	None	27	Upset with discontinuation of Fashion Valley to Morena Linda Vista/Napa St. segments of Routes 27 & 81.
●				4/18/2005	Ed Joyce	27	Works at Fashion Valley and needs the segment between Pacific Beach and Fashion Valley to get work. Suggests serving that segment during peak hours. (6-9a/8-10a and 3-6:30p)
●				4/19/2005	None	27	Does not want both 81 and the 27 to be eliminated from Friars Rd between Fashion Valley and Pacific Beach.
●				4/25/2005	None	27	Does not want the Route 27 Pacific Beach segment to be eliminated. Uses this route to get to work along the beach.
●				4/25/2005	Joan Hernandez	27	Does not want service to be cut from Pacific Beach to FVTC. Lives in Pacific Beach and works in El Cajon. Said it will add a half hour to her commute. She is open to the possibility that the Trolley extension might be a alternative to Route 27.
●		●		4/25/2005	None	27	There are many elderly and disabled persons who use these routes as there primary means of getting around. By discontinuing these route segments it will limit access for those wanting to access the area.
●				4/26/2005	None	27	People who live on Friars Rd segment depend on the Route 27 to get around.
●				4/26/2005	None	27	Doesn't want route segment from Pacific Beach to Fashion Valley cut because she takes it to work.
●				4/27/2005	V. Shaw	27	The proposed change to bus route 27 would be a great disservice to your customers throughout the Pacific Beach and Mission Beach areas. Please reconsider and keep the present route.
●				4/27/2005	Hope Manley	27	Please save the Route 27 bus. Disabled people in group homes need it to travel between Fashion Valley and Pacific Beach. The 9 and 34 buses are too crowded, so are not good alternatives. (5 postcards)
●				4/25/2005	None	30	Does not support the splitting of Route 30. Said it is hard enough to get to work (Thornton Hospital) on the current 30, doesn't understand how taking it from UTC is any better.
●				4/13/2005	Kevin Lewis	34	Concerned with elimination of UTC to Thornton Hospital segment.
●				4/19/2005	Pat Kelly	34	Opposed to moving Thornton Hospital off of the 34 route. At least have it served by Route 31, but it would still require a transfer after an already 90 minute trip on Route 34. Bus service and scheduling is terrible, and focused on trolley service, not buses.

Phase 1	Phase 2	Service Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
●				4/27/2005	None	34	Does not want segment to be eliminated. Said it is the only bus that serves the Hospital. (Proposed Route 30 will split at UTC to serve Hospital)
●				4/27/2005	Leila Jenson	34	UCSD Medical Center is consolidating services and sending patients to Thornton Hospital. Uses Route 34 to get from Clairmont to Thornton Hospital.
●				4/19/2005	None	40	Re-route into Grantville Station is unnecessary because the new green line will already be taking people to downtown. Also flooding and traffic will cause extensive delays.
●				4/19/2005	None	40	Re-route into Grantville Station is an inconvenience for riders. People will not transfer from the trolley to the green line and the re-routing will cause a lengthy delay. Do not like the 15 minute earlier service in the mornings. Has discussed with other riders and they all feel the same way.
●				4/20/2005	Wanda Sisia	40	Takes Route 40 to work. Does not want to see any changes be made to express service.
●				3/30/2005	Thomas M. Ryan III	832	Concerned with access to the trolley with one hour frequency. Doesn't think proposed route changes will accommodate current capacity needs. By eliminating a bus in one direction, MTS will lose SHS riders. Was upset that there were no community meetings in East County. (Unaware of El Cajon Community Meeting conducted on 3/28/05)
●				4/25/2005	None	832	Concerned with increased wait time to 1 hour for people in wheelchairs and those with other disabilities. Does not like the distance riders will have to walk to get to the 833 or 854 as an alternative routes. Santana HS students will not have access to school via public transit.
●				4/25/2005	None	832	Please save both of the 832 routes.
●				4/25/2005	None	832	Thinks the 832M should be discontinued because the 832C on the weekdays starts much earlier and ends much later.
●				4/6/2005	Peter Warner	833	With Changes Previously Suggested To The 871 And 872, The 833 Would Replace These Routes Between El Cajon Transit Center And Parkway Plaza. Operate 877 As A Cuyamaca Street Shuttle Between Chaparral H.S. And Santee Town Center And New Line 878 On Marshall Street, Bradley, Magnolia, Fletcher, And Johnson To Parkway Plaza. The Route 878 Could Operate To Kaiser Hospital And Grantville Station Via Weld, Fanita, And Mission Gorge Road. Split 848 Into Two Routes In The Santee Area As 849 El Cajon-Santee and 848 Santee-Lake Jennings Park And 815 Modify Eastern End Of Line To Absorb 874 On Jamacha North Of Madison
●				4/18/2005	None	834	Takes first 834 trip (7a) to 833 to 877 to get to work. Okay with the one-hour round trip, but if the 874 is cut all together, will lose job and have to go on welfare.
●				4/1/2005	Tim Flood	854	Concerned about the reduction of bus service from Santee to Grossmont College. Due to current and future construction projects on campus there will be a significant reduction in available parking (950 of 3600 spaces) to faculty, staff and students. A mitigating factor to this reduced parking is to promote the use of public transit.
●				4/12/2005	Iwona Karamon	854	Currently has a 20 minute walk to the bus stop. Concerned that she will not have bus service from Santee to/from Lakeside.
●				4/13/2005	None	854	Likes Route 854 the way it is. Please do not change it.
●	●			4/14/2005	None	874	Many people with children use this route. Wanted to know if there would be any shuttles implemented soon serving the Alpine area.
●				4/15/2005	None	874	Use the 874 to get everything done. It is a very convenient route.
●				4/18/2005	Barbara Hoelscher	874	Finds 974 convenient and enjoyable. Discontinuation would be a difficult adjustment for passengers, especially seniors. Consider decreasing frequency or increasing fare instead.
●				4/19/2005	Judy Liebee	874	Please do not eliminate service. Suggests 1 hour service as an alternative.
●				4/21/2005	Ruth Flores	874	Disabled rider who wants to keep this route in operation. She uses it to go to the doctor, grocery and exercise.
●				4/21/2005	Susan B. Mondok	874	Discontinuation would be disservice to riders. Many are disabled physically and mentally and rely on the bus. Would cause trips to take twice the time and require two transfers. Ridership surveys were done on a rainy day when ridership was low and disabled people don't travel.
●				4/26/2005	Jacelyn Williams	874	Would like to keep the route in service. Disabled, has a tough time walking and uses 874 to take grand kids to school, go to the bank/errands.
●				4/25/2005	None	875	Does not want service to be eliminated. Uses bus to get to work, church and grocery. Recommended eliminating the Kroc Center portion and running Sunday schedule all week as an alternative to cutting service all together.
●				4/12/2005	Rosanne Flores	927	Has a disability and rides Route 927 from Tierrasanta Blvd & La Cuenta Dr. to Mesa College. Stated that 19 other people to attend a program at Mesa College and also ride the 927. Unsure of an alternative way to get to Mesa College via public transit.
●				4/13/2005	Lisa Manchau	927	Lives in Tierrasanta and takes 927 & 13 to Costco, Ikea, Lowes and Kaiser Hospital (Zion). Says the change would force lots of elderly riders to take the 928 to the 13 and cause a great inconvenience for them. Also says that there will be no access to Costco, Ikea, Lowes if Stonecrest to Fenton Pkwy segment is eliminated. Unhappy with current one-hour service and says the alternative routes would take 2 hours to get to Kaiser Hospital.
●				4/15/2005	None	927	Lives in Mission Village, 72 years old and cannot walk the extra distance with groceries to the alternative 928.
●				4/15/2005	None	927	Disabled and takes the bus 5 days a week to get to job in Tierrasanta. Please do not eliminate any service.
●				4/16/2005	Joyce Flynn	927	Very upset with proposed cut. Most of the riders are 60 years old or more and handicap. Semi retired teacher who will do what ever it takes to make sure this segment stays in service.
●				4/16/2005	None	927	If the 927 segment is eliminated it will cause a great inconvenience.
●				4/17/2005	Joyce Flynn	927	Upset with proposed efficiency. This bus line is very important in providing the elderly community service to Fenton Parkway, blue line trolley and bus #13 to Fashion Valley. If the cut goes through, the alternative routes are too far for the elderly to walk to. If this cut is not reconsidered I will contact the AARP in Washington, DC, The Association for Disabled people and any local organization in order to keep this route running.
●				4/20/2005	None	927	Concerned that no service will be provided on Fenton Pkwy to travel to Wal-Mart.
●				4/21/2005	Eric Morales	927	Does not want the route to be eliminated. He lives near the current Fenton segment. Disabled, cannot drive and has no alternative mode to get to and from work.
●				4/25/2005	Thomas E. McGee	927	Lives near Rhonda & Mission Village Drive. Disabled and can only walk a very short distance. Proposed discontinuance of route 927 between Fenton Parkway and Stonecrest will reduce his current ability to get around. Is unable to walk up/down stadium hill to catch route 13 or walk the approx mile to catch 928 at Mission Village & Ruffin Rd. Recommends discontinuing route 20 from FV to Downtown and use the money saved to subsidize route 927. It will have minimum impact on route 20 as the trolley to/from FV parallels it.
●				4/25/2005	None	927	Frequent rider that does not want service eliminated. Suggests reducing service hours instead of cutting service.
●				4/25/2005	Dolores Flores	927	Lives in Serra Mesa, right off of Mission Village Dr. Opposed to the cancellation of bus route 927 effective 9/6/05. Takes it to Fenton Trolley Station and would lose easy access out of Serra Mesa without it. Other options would be to walk a quarter of a mile to Ruffin Rd., in itself not bad, but a much longer way to a trolley station. The other is to go half a mile down Mission Village Drive, not too bad going down, but absolutely impossible walking up the steep hill.

Phase 1	Phase 2	Service	Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
●					4/18/2005	None	962	Please maintain 1/2 hour service for son who uses service to get to and from school. It would be a big inconvenience.
●					4/18/2005	None	962	Family uses route 962 and would be inconvenienced by change in frequency to 1 hour.
●					4/19/2005	Hellen Barber	962	Does not want service to be changed to 1 hour. Concerned with missing bus and having to wait
●					4/19/2005	None	962	Does not want service to be changed to 1 hour. Very angry about proposed efficiency. Uses service to get to work.
●					4/19/2005	None	962	Does not want service to be changed to 1 hour. Son rides the bus to and from school and would be greatly inconvenienced.
●					4/19/2005	None	962	Does not want service to be changed to 1 hour. Disabled and change in frequency would make it very difficult to get around.
●					4/19/2005	Esperanza Lemaly	962	Does not want service to be changed to 1 hour. Two sons ride the bus to and from school and would be greatly inconvenienced.
●					4/20/2005	Robert Gidry	962	Disappointed to see frequency being changed to 1 hour. Would like to request that service not be cut. If it absolutely needs to be cut he would like to weekend service.
●					4/20/2005	Rocio Felix	962	Does not want service to be cut. A lot of seniors and student ride the bus; kids looking for work, seniors going shopping, etc. Bus must run every 30 minutes. Children Jose, Carlos, and Karina also oppose changes.
●					4/20/2005	None	962	Upset with change to 1 hour frequencies. Wants to maintain 1/2 hour frequencies.
●					4/25/2005	Ida Burkhardt	962	Uses bus to get to National City to the Wal-Mart, Post office, etc.
●					4/25/2005	None	962	Lives in Meadowbrook and uses route to travel to doctor and post office. Would like to keep 1/2 hour frequencies.
●					4/25/2005	None	962	Does not want service cut because son uses it to school.
●					4/25/2005	Arturo Alijar	962	Transit dependent that does not support changing this service. Is also speaking on behalf of two additional non english speaking riders.
●					4/25/2005	None	962	Does not want service reduced because children use it to get to school and transfer to other transit services
●					4/25/2005	None	962	Wants to keep half hour service
●					4/27/2005	Dominique Mendoza	962	Sweetwater H.S. student who uses route to get to and from school. School starts at 7:30, currently boards bus at 6:25 am. Said after reduction in service he would have to board at 6:00 am.
●					4/27/2005	Señor Navarro	962	Takes bus to work. Misunderstood the service efficiency as a service elimination, not service reduction. Will most likely be okay with service change.
●					4/27/2005	Alice Miller	962	Does not want service to change from 1/2 hour to 1 hour service. Would have to wait an hour for the bus. Said a lot of transit dependent and elderly people use this bus to go from Paradise Deep Dell to Highland Ave.
●					4/27/2005	None	962	Does not want service eliminated at Deep Dell and Woodman.
●					4/27/2005	None	962	Keep the 962.
●					4/27/2005	None	962	Requests to leave route the way it is.
●					4/27/2005	Ms. Belselmo	962	Does not want service eliminated. Daughter takes bus to/from school and work.
●					4/27/2005	Jay	962	Does not want service to change from 1/2 hour to 1 hour service. Would also prefer to have 7 day a week service.
●					4/27/2005	None	962	Does not want service eliminated. Will have to walk a mile to school. (Most likely misunderstood proposed service efficiency)
●					4/27/2005	Daniel Cardona	962	Does not want service to be reduced it is very useful. Lives on Deep Dell Rd.
●					4/27/2005	Miguel	962	Does not want service to be reduced. Has asthma and takes bus one stop to get up a hill. Increased wait time would be an inconvenience.
●					4/27/2005	None	962	Does not want service eliminated. It would create a burden.
●					4/21/2005	Anna Alvin	1, 4, 7	Lives at the Lions Community Manor and said that there are a lot of housing developments that depend on the bus service in the area.
●					4/16/2005	Muriel Adams	1, 7	There are 3 senior buildings at the corner of Park and University that will not be served if the cut is approved. Would like someone to contact her to let her know how many petition signatures are required to make MTS reconsider cuts. Seniors use the 7 to go to Seaport Village.
●					4/18/2005	None	11A	Buses are full to capacity from 1st & Ash to 12th & Imperial. Turning the bus around at 12th & Imperial will create even more overcrowding. Suggest turning route around at NBC building on Broadway.
●					4/6/2005	Peter Warner	2, 15, 15B, 15A, 115, 831, 834, 853, 854, 858, 874	Break 854 Into Two Routes At Grossmont College: Route 853 From Grossmont Center Station To Grossmont College And Route 854 Grossmont College-Santee Station. The Lakeside Segment Would Become A Shuttle Route 835/836 Using A Small Bus. Combine 831/834 Into One Route With 834 Operating Clockwise And 831 Operating Counter-Clockwise. Discontinue Carlton Oaks Segment. 832 And 837 Run The 832 Loop Counter Clockwise. Realign The 858 To Cover A Portion Of Route 874. Route Northward Buses Along Lexington Loop Clockwise. Combine West Segment Of 858 And A Portion Of Route 115 Into New Route 859. Move East 115 Terminal To Grossmont Center. Route 15, Extend 858 To Grossmont Station, Terminate 15 At Grossmont On East End. Terminate 15B at Spring Street. Move 15A Terminal To 70th Street Trolley Station On East End. Reroute 2 To Pacific, Right Sassafras, Right Kettner, Right Palm Street, Terminate At Alamo Rental Car Terminal On Palm Near The Middletown Station. Left Pacific To Broadway. 15 And 115 Terminate At Laurel St.
●					4/11/2005	Gregory Booker	20, 830, 844, 845	Commuters to the Poway business park prefer Route 830 because it is faster (45 minutes) to the alternative Route 20/844/845 (1 hour 45 minutes). Suggest restructuring the routes and advertising/marketing better before just cutting them. Concerned about ability to commute from Pomerado Rd to/from business park cut is made.
●					4/11/2005	Gregory Booker	20, 830, 844A	Commuters to the Poway business park prefer Route 830 because it is faster (45 minutes) to the alternative Route 20/844/845 (1 hour 45 minutes). Suggest restructuring the routes and advertising/marketing better before just cutting them.
●					4/18/2005	Jan Thomas	27, 30	Transit rider for 4 years stats that route 27 and 30 are vital to Pacific Beach.
●					4/21/2005	None	3, 4, 902, 903	Does not like efficiencies because she uses it to/from Point Loma to Broadway to Horton Plaza. Said the 902, 903 provide alternative service for busy 901 service due to a high level of wheelchair patrons on Route 901.
●	●				4/15/2005	Despena Petrogeorge	7, 40, 854, 858	Rides the 7 to the 40 to the 854 to get from Balboa Park to Grossmont College. Interlinking of routes has created missed connections. Please re-consider the interlinking of the #40 bus and include Grossmont College when planning bus and trolley connections. Most evening classes begin at 5:30 or 7:30.
●					4/20/2005	Roy A. Thompson	832, 833	Upset with proposed efficiencies. Does not want service to be cut.

Phase 1	Phase 2	Service Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
●				4/7/2005	None	844/845	A senior citizen who does not drive, and therefore, depend on the bus service to get around Poway. For example, I go supermarket shopping and go to church on Saturdays and Sundays. I can not go to church in the evening on Saturday & Sunday because the bus doesn't run. Now you are planning on making the Saturday "day" schedule once an hour? That means I have to wait an hour to get back home. And I have no one to drive me!
●				4/19/2005	Raymond P. Junker	844A	Was change requested by City of Poway? Newspaper coverage refers to MTS' decision, but doesn't City of Poway fund it? If City of Poway wants service changed, then put the blame on the right people.
●				4/25/2005	Jean Bruni	844A	Chair of the Poway Business Park Association. Urges MTS not to discontinue service on 844A or 830. 425 business in area with 18,000 employees, including many disabled and seniors that have no other transportation available to them.
●				4/18/2005	None	854, 962	Does not want service to be changed to 1 hour. Concerned with missing bus and having to wait.
●				4/20/2005	None	855, 875	Lives in Lemon Grove and would like to see the 875 stay in service. Says that many seniors, school kids and workers depend on this route. The alternative 936 breaks down too often and the Route 4 (up the hill) is too dangerous for women and children to access (men driving around in cars). Would also like to see service continued on Route 855. Route 916 is not needed going into Lemon Grove "The Grove."
●	●			4/6/2005	Peter Warner	875, 876, 916	916 - Service Between Euclid Avenue Trolley Station And Mass. Trolley Unchanged. Move Eastern Terminus To Orville At Brucker Replacing Portions Of Route 875 On Skyline Drive And Via Lemon Grove Avenue, Mount Vernon Avenue, Lemon Grove Civic Center, Then Troy Street To Sweetwater Road. College Grove To Mass. Sta. Becomes Part Of The Route 917, Extending On Canton Street To Skyline Drive To Cardiff Street To Skyline Drive To Meadowbrook To Paradise Valley To Briarwood Road To Sweetwater To Plaza Bonita Center. 876 Extend, Mass. To Broadway To Senior Loop East Of Wash. Street. Disc. Service On Waite And Buena Vista. 858, Add RSD TOWN CTR IN BOTH DIRECTIONS. 856 Operate The Avocado Segment As Line 852 From Cuyamaca College To Spring Street Trolley Station Serving Part Of Route 853. 873 Extend From 4th And Madison To Dorothy And Jamacha Replacing 2nd St Leg Of 874. 871 And 872. Operate As Two Routes, With 871 Running Amele Station To Molson And Chase. 872 From Parkway Via Existing Route To El Cajon Station.
●				4/14/2005	Linda Tate	Dwtn Lyvr	Does not like the movement of the Harbor bus turn around to State St. Currently rides the 15 or the 115 and said the alternative Route 2 and Trolley takes too long to get to work at the County Administration Bldg.
●				4/21/2005	None	Dwtn Lyvr	Rides 932, would like to maintain Harbor turnaround and not move to State Street.
●				4/25/2005	None	Dwtn Lyvr	Does not support the relocation of the Harbor bus turn around.
●				4/25/2005	Paul K. Stanton	Dwtn Lyvr	Disabled rider that uses Coronado Ferry to get to work at NASNI. Having to change buses downtown will be considerably difficult and inconvenient. Please reconsider proposed downtown layover changes.
●				4/26/2005	Sheryl Dianne Conner	Dwtn Lyvr	Visually impaired rider that will be challenged by transferring downtown. Trolley signs are difficult to read, the walk may be far, and will have to leave home earlier to get to work on time. Does not feel safe at Trolley stations at night. This proposal affect convenience and personal safety.
●				4/27/2005	Bob Wilson	Dwtn Lyvr	Does not support the Harbor terminal relocation. Takes Route 860 to catch Coronado Ferry to go to work at naval station.
●				4/27/2005	None	Dwtn Lyvr	Does not want Harbor Terminal changed. Uses Route 992 airport shuttle.
●				4/27/2005	Edith Maholmik	Dwtn Lyvr	Does not want Harbor Terminal changed. Uses Ocean Beach bus to get downtown to Seaport Village and Harbor. Also transfers to Route 7 to go to Balboa Park. (84 years old)
●				4/27/2005	None	Dwtn Lyvr	Would like MTS to reconsider the relocation of Harbor Terminal to State St. because of the Coronado Ferry. At the very least would like to request service to the Coronado ferry during commute times.
●				4/18/2005	None	Santee	Thinks the service efficiencies for the 3 Santee routes are a bad idea because there are a lot of senior transit dependent people who use them.
●				4/20/2005	Sue Hetten	Santee	Disabled rider who wants Santee routes to remain unchanged. Uses routes to go to the doctor and shopping. If they are cut she will no longer be able to get around. Says that there are a lot of kids in disabled group homes who also use the system to get a round.

Phase 1	Phase 2	Service	Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
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MTS COA: PHASE 2 AND OTHER COMMENTS RECEIVED (not part of Public Hearing)



	●				4/6/2005	Carolyn Haney	5	I need to speak to someone that deals with a route change for the route 5. This route was changed about 20 years ago due to someone did not want the route 5 to go onto Thorn Street. Now my mother needs that service. She lives on Page Street which meets Thorn Street.
	●				3/24/2005	Robert C. White	11	Please consider alternative route to eliminate Aldine Dr. (1) vehicles limited to 3 ton maximum, (2) road is narrow and curvy for bus traffic, (3) numerous mud slides during recent rains - vibration from buses contributing factor? (4) extreme hazard for combined bike and bus traffic. For example, Adams Ave to 40th Ave to El Cajon Blvd to Fairmont to Montezuma as alternative route bypassing Aldine Dr. Observation that current ridership very low (2 passengers/bus on Aldine), and limited stops between 40th and SDSU Transit Center. It may be convenient now for MTS to use Aldine, but is not in the best interest of property owners considering the limited ridership.
	●				4/12/2005	David Pattison	11	Proposes re-routing Route 11 to operate from SDSU to Seaport village via Adams Ave, Park Blvd and Broadway Ave. Suggests two additional routes: Route 12-Park Blvd to El Cajon Blvd to 12th and Imperial. Route 17-Skyline Hills or Spring Valley to 12th and Imperial. States that making this change to Route 11 will increase tourist ridership and make it more convenient to get to Balboa park and the Naval Hospital. (Also sent fax on 4/21/05.)
			●		4/25/2005	None	11	Does not understand the take one notice.
	●				4/18/2005	None	25	Lives near Sharp Hospital. Suggests eliminating late night northern segment of route north of Sharp Hospital to Clairmont because of very low ridership. Also thinks fares are too high.
	●				4/19/2005	Stellas Clark	35	Suggests eliminating Route 35 segment from Point Loma Ave to the end of the point on Froude St. Says the bus is empty most of the time.
	●				4/21/2005	Jeff Windmiller	35	Wants MTS to eliminate or reduce service from Point Loma Avenue to Sunset Cliffs Boulevard via Froude Street. The buses are noisy and dangerous to the neighborhood. There are rarely passengers riding on this segment of the route. If people do ride, it is usually just one person. (Also sent email msg on 4/21/2005 stating same concerns.)
	●				4/21/2005	Mrs. Harris	35	Lives at Alhambra and Froude St. Petitioned and testified years ago to have service drastically cut back on the Route 35. Stated that the Route 35 often times has no passengers on board. Between 7 & 8 a.m. and in the late afternoon, she sometimes sees 2 to 3 passengers on the bus at the end of the route.
	●				4/25/2005	William Leaf	35	The route 35 should end at Point Loma Ave because there are only approx. 2-3 riders in the morning and afternoon on the Froude St. segment. The end of Froude St is too narrow to support bus service.
	●				4675 Point Loma Ave. San Diego, Cal. 92107	Darrell D. Carlson	35	Route 35 - Change route direction to improve dwell time and possibly open up 15-20 minute service. Route 35A - Eliminate entirely.
	●				3/29/2005	Carl Bonura	40	Currently I ride the 40 from San Carlos to Downtown and back as my daily commute to and from work. I take the first morning route because I need to get to Columbia Street by about 06:35. I became concerned when I heard our morning driver telling his student that the 40 will be stopping at Grantville. My first comment is, does any other route make more sense to stop there? When the Trolley extension is operating, both it and the 40 will be starting and ending in approximately the same place. So what purpose will it serve to have them meet in the middle? Will anyone transfer? I doubt it. It would make my ride longer, though. My second comment is, if this is going to happen, is it possible to run the first morning inbound a little earlier so that I can reach Columbia Street at the same time? I know most of the regular riders of that run would agree that this is essential for the continued benefits of that route. Thank you again for the opportunity to make these comments.
		●			2/22/2005	None	50	Upset that the Route 50 bus did not show up on 2/8/05 (Mardi Gras). Unsatisfied with level of notification used at the Transit Store on 1st and Broadway. (indicated that a post-it note was used)
			●		3/7/2005	None	81	Requested service on Lake Murray Blvd near Baltimore not be eliminated because she uses it to transfer to 854 to get to Grossmont Center and her bank.
			●		4/18/2005	Roberta (Becky) Rudolph	81	Currently takes Route 6 to Route 81 to work at 3111 Camino Del Rio South. Other employees at the same address use the 81 to travel from work to another transfer point. Requested updated information regarding time line of service changes in conjunction with the opening of MVE.
			●		None	Roberta (Becky) Rudolph	81	Currently takes Route 6 to Route 81 to work at 3111 Camino Del Rio South. Other employees at the same address use the 81 to travel from work to another transfer point. Requested updated information regarding time line of service changes in conjunction with the opening of MVE.
	●				2/14/2005	Derek Toups	150	Reinstate 4-5pm trip from downtown to UTC, and fix schedules.
			●		4/25/2005	Shannon	832	Had to catch route 832 from santee trolley It was scheduled to leave at 1138 however the driver was standing at the corner near panda express smoking his pipe and did not open the doors to the bus till 1140 and we left at 1142.
	●				4/25/2005	None	855	The service frequency should not be cut on this route
			●		4/6/2005	Rob Oldamen	858	Wants limited trips along 3rd Ave. to Lexington, says this segment is unproductive. (Currently a limited trip portion of the route) Suggests hour frequency because of too much time in the schedule. Upset that bus sometimes leaves early and drivers take too many breaks. Drivers also begin loading passengers at departure time causing bus to be late. Will call back until he receives a return call.
			●		4/19/2005	None	858	Would like to displays to display areas along the route instead of just the final destination.
			●			Rob Oldamen	858	Wants limited trips along 3rd Ave. to Lexington, says this segment is unproductive. (Currently a limited trip portion of the route) Suggests hour frequency because of too much time in the schedule. Upset that bus sometimes leaves early and drivers take too many breaks. Drivers also begin loading passengers at departure time causing bus to be late.
			●		4/19/2005	Milka Pejovic	870	Very unhappy with express bus pass rates.
	●				4/21/2005	None	932	Would like to maintain Harbor turnaround and not move to State St.
			●		4/12/2005	Firouzeh Broumandi	975	A Coaster rider and an employee of Biosite Inc. that would like to suggest that MTS change the routing of Coaster Connection route 975, so that it will take advantage of the newly opened Camino Santa Fe segment. Believes this change will efficiently service several major employers which currently have no service, and will not disrupt any existing riders' service. The current 975 makes very few stops, doubles back on itself and is duplicates service on the Route 974.
	●				3/7/2005	Donna Clayton	848,854,864	Lives in Lake Jennings area and requested midday service to connect El Capitan H.S. with rte 864 via Lake Jennings Rd or Los Coches Rd.
			●		4/24/2005	Peter Warner	11, 115	Suggests earlier and later departure times from Spring Valley and SDSU. Provided additional detail.
		●			2/22/2005	None	30/50	Upset that on 2/8/05 (Mardi Gras), Route 50 bus drove by approx. 10 passengers at 1st and Broadway and did not stop. Upset that bus drivers could not give information concerning changes to routes on. Indicated a "3x5 card" that was posted at the Transit Store to notify riders of the service changes was unacceptable. Also concerned about a rude Route 30 bus driver.
	●				4/7/2005 & 4/8/2005	Jose Melendez	34, 706(A), 854	Live in northern California and uses MTS services while in San Diego. Regarding Central, East and South San Diego County. Express service 7 days a week in addition to Route 20. Particularly on Route 34. 30 minute frequency on Route 854 between Grossmont College and East gate Mall. Limited stop or BRT on I-15 and Chula Vista areas. 20 frequency on Route 706(A) and changing the route to a loop. More airport service from other areas in addition to downtown. More limited stop service along Olay and Escondido corridors. Replace DART service with a lower fare shuttle.

Phase 1	Phase 2	Service Quality	Other	DATE	NAME	ROUTE(S)	COMMENT
	●			4/20/2005	Darrell D. Carlson	35(A)	Route 35 - Change route direction to improve dwell time and possibly open up 15-20 minute service. Route 35A - Eliminate entirely.
	●			4/18/2005	Karen Spector	5A	Requests that the 5A continue to operate through Pavlov/Kantor because it is the only way many elderly residents in University Village can go shopping and to the library, both located near the intersection of Governor/Genesee. She said that she moved her mother there specifically because it has convenient transit when her mother could no longer drive.
	●			4/7/2005	Robert Holt	7, All	Several bus routes coming up 5th Ave and/or across University within a matter of minutes. Then, no service for another 15 to 20 minutes (or a half and/or full hour in the evening). Since there is no attempt at coordinating the schedules to promote transfers (which in other cities justifies coordinated departures from various "hubs"), it seems only sensible to spread out the service on such obviously busy routes. Also, you might want to give consideration to "emergency alerts" - available by phone and/or electronically - so that when routes such as the # 7 (which should have arrivals approx every 12 minutes at Park/University) runs 50 minutes or more behind schedule (which it did 4/5/05 at 10:45 am, with the first pickup at 11:30) are running excessively late and/or are experiencing equipment breakdowns that information would be available so your ridership could promptly notify employers, etc. of the anticipated delay.
		●		4/21/2005	None	871, 872	Upset that drivers drive the routes for 45 minutes and take a 20 minute break every time they pull into ECTC.
			●	4/12/2005	Bill Overman	873, Trolley	Upset that with consistency of ADA requirements being met on bus (announcements, curb distance and lowering the bus).
	●			2/8/2005	Steven Scuderi	All	Requested that buses operate later on the weekends from downtown
	●			2/26/2005	David Kupferberg	All	Suggested that MTS use graduated system of route evaluation so that different types of routes at different times are measured against each other.
	●			4/6/2005	Clark Burnett - Sharp Metro Campus Employment Network	All	As you may be aware, the South Metro Career Center has moved to 4389 Imperial Avenue, San Diego, CA 92113. It is now located next to the Home Depot on Imperial Avenue. This is a drive down a significant ramp into a new development. It seems unlikely disabled people will be able to navigate their way there, and particularly their way out of there. May I suggest you re-route the buses that run along Imperial to stop at their front door?
	●			4/18/2005	None	All	Senior Citizen (81 yrs old) recently had D/L taken away and would like to see better service. Unhappy with 1.5 -2 hours waits for buses.
		●		4/20/2005	None	All	Doesn't understand why other cities can operate great transit systems that take people where they want to go for less money (\$2.00) and San Diego cannot. Stated that the people who run the system are either crooked or incompetent.
		●		3/31/2005	Steve Otto	Blue/Orange	Steve Otto - San Ysidro Business Improvement District. Speed up trolley service through downtown corridor by installing some sort of traffic signal "jumper." It's currently oh so slow for the trolley to get through downtown, that is from Imperial to the Santa Fe station -can take up to 20 minutes (and this is no more than 2 miles)! I typically board at 24th Street and use the park and ride lot, it only take 10 minutes from there (4-5 miles) to get to the Imperial station. It would send a message to single occupancy drivers that there is indeed another option!
		●		4/11/2005	Thomas M. Ryan III	Bus & Trolley	To alleviate confusion with purchasing Trolley tickets, set price at 2.50 for one-way through the entire system. Increase day trippers from 4 to 7 days. Offer 3-month bulk purchase discount for monthly bus passes of \$25.
		●		3/9/2005	Ben Sippy	Coaster	Requested adding two coaster trains for the evening commute. Said the additional trains would create flexibility in commute times for NC residents.
	●			4/21/2005	None	DART	Does not want Scripps Ranch & Rancho Bernardo routes to operate anymore because they don't really serve anyone.
	●			4/8/2005	Jeremy Anderson	Hwy 80/67	Suggests a bus route from old hwy 8 to hwy 67 thru Lakeside, El Cajon and San Diego to Ramona. It would provide access to the Lake Jennings, Helix water processing plant, El Capitan recreation, El Capitan HS, Lindo Lake, and Lakeside.
		●		3/28/2005	Sharon Beckas	Information	Attended UTC Community Outreach meeting. I went to the meeting in Doyle park and I would like someone to mail me info as I do not have a home computer and not all of San Diego does-by the way. I wanted the info that was on the charts on a paper document so I could review. Especially the proposed changes and info re stats.
	●	●		3/9/2005	Pat Grant	Mission Valley	Attended first COA CAC mtg. Represents MV Unified Planning Committee and feels that an additional Mission Valley public outreach workshop for MV residents would allow residents to provide comment on their transit needs for both recreation and employment. Suggested that MTS attend at least one MVUPC and/or Mission Valley Community Council meeting. Suggested that interviewing current Blue Line trolley riders at FVTC will not help MTS identify transit needs for the area.
		●		3/23/2005	Strongman Osom	Morena/Linda Vista, 5, 27, 44, & 81	There should be a transit center at Morena/Linda Vista that is similar to the residential/retail center being built at Rio Vista. This would increase the number of commuters at the Morena/Linda Vista station which would be not only be served by the trolley, it would also be served by routes 5, 27, 44, & 81. I would love to get your thoughts on whether this should be done.
		●	●	3/14/2005	Peter Eric Calhoun	MTS Access	Disabled Rider concerned with lowering MTS Access fares to between \$1.50 - \$3.50. Other requests: Do away with the 2 hour required notice for cancellations. Stop charging people the second trip on Wheels or MTS Access. Allow scheduling and dispatch service of rides past 5 p.m. Wants service to Coors Amp., Qualcomm and Petco. Wants an MTS newsletter.
		●		4/14/2005	Elizabeth Dimagiba	None	Takes 7a trolley to work, and if she misses it she has to wait for the second trolley because the first goes to American Plaza. Says it make her late for work
		●		4/18/2005	None	None	Wife and Husband would like to request that fares not be increased.
		●		4/18/2005	None	Orange Line	Requests limited stop service during peak travel periods to save 15 to 20 minutes on commute time from El Cajon.
	●			4/18/2005	None	Pacific Beach	Says 1/2 of the riders in Pacific Beach are seniors 65 years or older and does not support changing the current routes in the area.
	●			4/18/2005	Joanne Lisser	Point Loma	Says that bus service to Point Loma via Catalina Blvd are empty most of the time and should be reduce. Does not ride buses anymore because it takes too long to travel to downtown from Point Loma through OTTC.
	●			4/19/2005	John Pederson	Point Loma	Suggests reducing service to Point Loma from OTTC/Rosecrans to Cabrillo Monument. Says there is very little ridership. Most of the time there is no one on the buses, very rarely there are 2-3 people riding bus.
		●		4/18/2005	Judy Larson	Public Hearing	Wants to know why public hearings are held at 9 a.m. when people have to be at work. Also would like to know how her comments can be included in the public hearing.
		●		4/26/2005	None	Public Hearing	Cannot attend day time meetings. Would like meetings to be held in the evenings
	●			4/19/2005	Jim Hawkins	Rural	Would like to keep rural service from Ramona to Julian.
	●			4/7/2005	Jose Melendez	SE and Central San Diego	Live in northern California and uses MTS services while in San Diego. Until BRT is completed he would like to see more express and limited stop service in SE and Central San Diego. Also wants more frequency on major corridor bus lines.
		●		3/21/2005	William Darling	Trolley	Not cost effective to ride public transit. You should offer more incentives such as being able to sign-up for discount trolley tickets if have a currently registered vehicle. You can tie the tickets to the persons name to prevent fraud. You can give away a few tickets a month to residents zip codes adjoining trolley routes to encourage people to try/ride the trolley. I will not use MV extension to commute to work because it costs me more than my car.
	●	●		4/25/2005	None		1- Shelters needed at all bus stops; 2-24 hour service needed on all routes, plus 15 minute frequency (hourly 12am-5am); 3-Portable toilets needed at transit stops and stations; 4-Establish routes to all Indian casinos except Barona; 6-Extend Rt.6 to 32nd St. Naval Sta. and NASSCO on weekends.

Public Hearing

Budget Related Service Efficiencies

April 28, 2005

Phase I Service Efficiency Guidelines

Guidelines

- MTS Policy No. 42:

COA Phase I

Tier 1 - Eliminate weak performing components of all routes

Tier 2 - Reduce service levels during unproductive hours/days

Criteria: Based on measures of productivity (passengers/mile and hour) and efficiency (subsidy/passenger)

Tier 3 - Conduct a comprehensive evaluation of MTS services to achieve overall subsidy reductions while maintaining lifeline service based on coverage and productivity

Criteria: To be developed in conjunction with BRC and CAC.

Phase I Service Efficiency Guidelines

Guidelines

- Maximize savings and minimize passenger impacts:
 - Optimize route cycle times
 - Combine or link route segments more efficiently
 - Reduce services used by few people
 - Reduce duplication of service



2

Phase I Service Efficiency Process

Process

STEP 1: Comprehensive Evaluation of Services

- Identify opportunities to optimize cycle times/linking of route segments
- Identify unproductive/duplicative service

STEP 2: Assess Benefits/Costs of Proposals

- Quantitative: Subsidy/Passenger, Passenger/Hour
- Qualitative: Assess operator/community input, determine if realistic options available for significant passenger impacts, field observations to validate if feasible

STEP 3: Determine Phase I or II

- Phase I: Consistent with Policy No. 42, do not require major system restructuring, easily implemented, no additional analysis needed
- Phase II: require additional analysis, major network restructuring, policy guidance, or significant operator/public comments



3

Public/Rider Outreach



- Efficiencies deferred to Phase II:
 - Reduce weekend frequencies on Route 7
 - Move Route 20 terminal from Ash/Harbor to Mid-Broadway
 - Discontinue Route 830
 - Discontinue Route 855 segment from La Mesa Trolley to Grossmont Trolley due to duplication with Route 15
 - Discontinue Route 874
 - Discontinue Routes 902 and 903, and increase Route 901 peak service to 15 minutes
 - Discontinue Route 904



5

Proposed Service Efficiencies

Route	Description of Proposed Efficiency	Subsidy Saved	Passenger per Rev. Hr	Subsidy per Passenger
1 and 3	Truncate Route 1 in Hillcrest. Discontinue Route 3 segment from UCSD Med Center to Mission Hills.	\$347,700	14	\$2.87
4 and 11A	Truncate Route 4 and 11A trips at 12th/Imperial.	\$298,255	9	\$6.24
27	Discontinue segment from PB to Fashion Valley.	\$377,600	9	\$11.80
30 and 34	Serve Route 34 segment from UTC to Thornton Hospital with Route 30.	\$277,100	5	\$16.40
844A	Discontinue route due to low ridership.	\$36,700	2	\$14.12
831, 832, 834	Discontinue Route 831, reduce service on Routes 832 and 834.	\$519,200	7	\$6.27
875	Discontinue route due to low ridership.	\$201,900	8	\$4.52
927	Discontinue service from Stonecrest to Fenton Trolley Station due to low ridership.	\$117,798	5	\$5.75
Downtown Layover	Move route terminals for Routes 7, 15, 20, 115, 901, 929, 932 from Harbor Drive area to Broadway/State Street.	\$1,008,000	2	\$27.62
Other	Various minor efficiencies on Routes 40, 844/845, 853, 854, 962, 963/964, and rural services.	\$399,616	6	\$4.17
TOTAL		\$3,583,869	7	\$7.15

Note: Systemwide Fixed Route Bus Passenger/Rev. Hour = 28, and Subsidy/Passenger = \$1.69



6

Public Hearing Comments

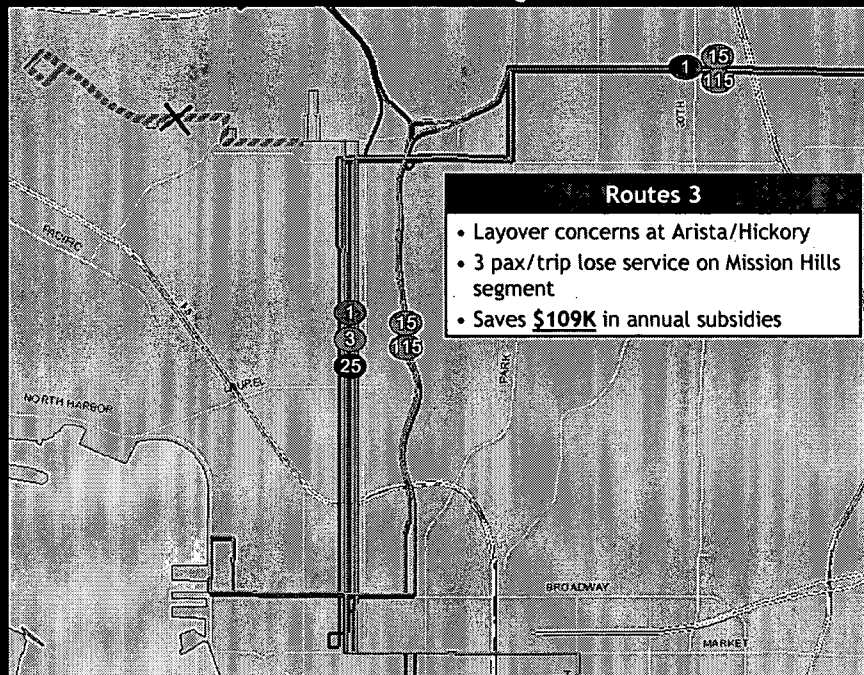


- 94 Comments received on Service Efficiencies as of April 27
 - Route 3 (12 comments)
 - Route 27 (10 comments)
 - Route 927 (12 comments)
 - Route 962 (18 comments)
 - All other proposals (fewer than about 5 comments each)

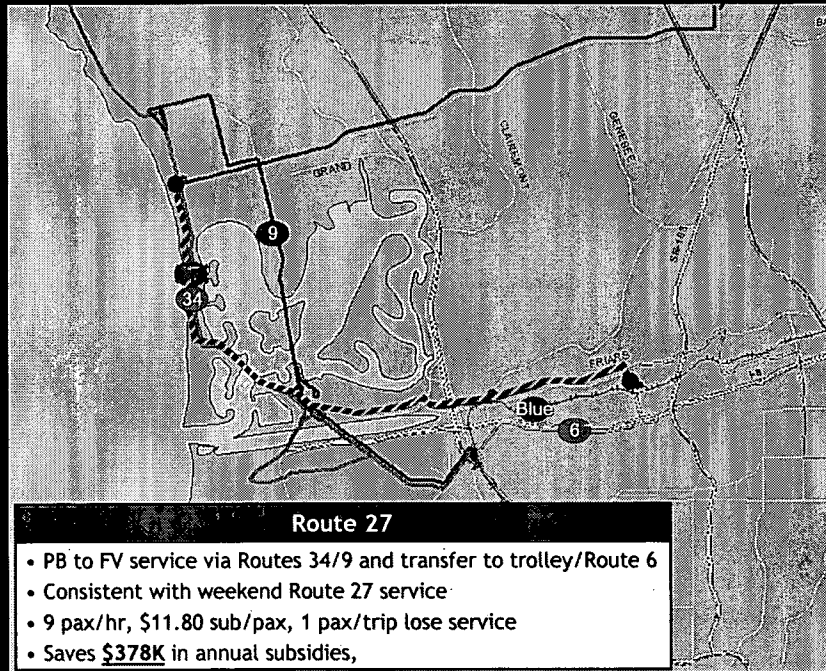


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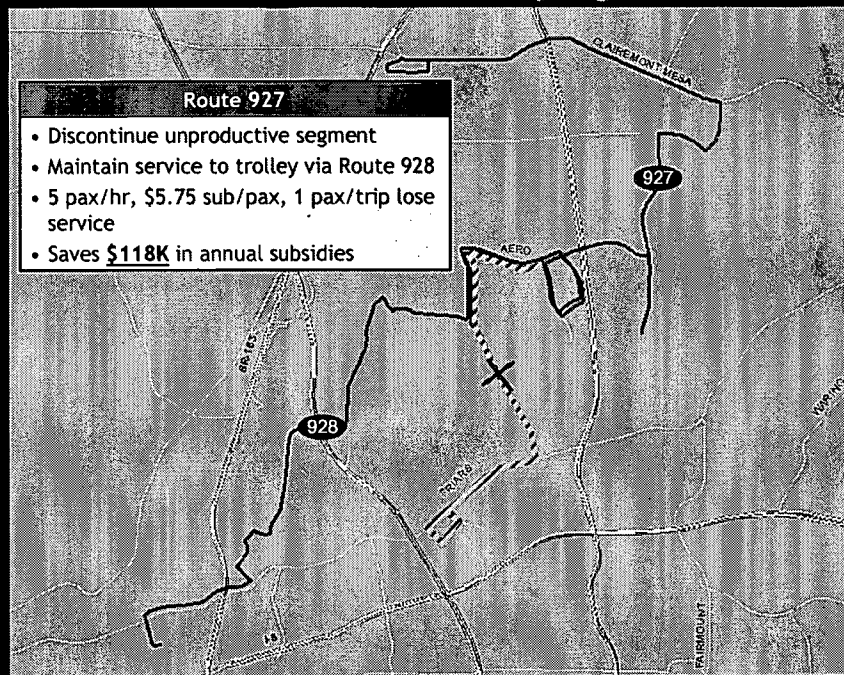
Discontinue Mission Hills Segment on Route 3



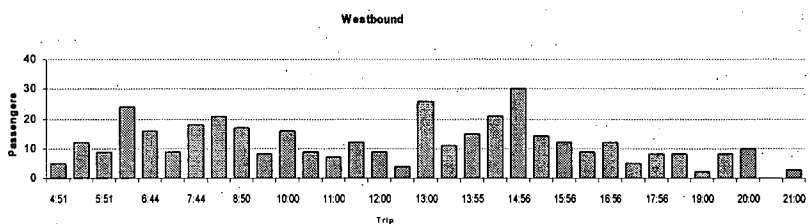
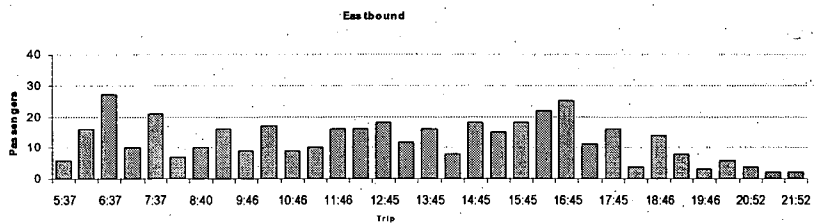
Discontinue Pacific Beach to Fashion Valley Segment of Route 27



Discontinue Stonecrest to Fenton Pkwy Segment of Route 927



Route 961 (Passengers per Trip)





BRIAN W. JONES

COUNCIL MEMBER

April 28, 2005

COMMITTEES:

Goodan Ranch Policy
Committee
Mission Trails Regional Park
Task Force
City Council & Santee
Elementary School District
Conference Committee
Library Committee

Leon Williams, Chairman

MTS Board of Directors

Paul C. Jablonski, Chief Executive Officer

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101-7490

RE: Public Hearing: Comprehensive Operational Analysis (COA) – Phase I
Proposed Service Efficiencies

I apologize to the Board that I am unable to attend the meeting today. However, as the MTS Board Member representing the City of Santee, I have some concerns regarding the proposed service efficiencies. While I fully understand the intent of the Comprehensive Operational Analysis and the need for MTS to address its operating budget deficit, I would like the Board to consider the level and extent of the proposed cuts to Santee's transit service.

According to the staff report, MTS will realize a subsidy savings of \$519,200 from the proposed service changes in Santee. This amounts to approximately 14 percent of the total savings from the proposed efficiencies in Phase 1 of the COA. The subsidy savings from Santee's service cuts is second only to those proposed for the downtown layover. In other words, we are taking the second biggest hit in service cuts.

With regard to specific route changes, MTS is proposing to discontinue Route 831 due to low ridership and duplication with Route 834. Service reduction is also proposed for Route 834 and Route 832. Additionally, we have been contacted by Grossmont Community College regarding their concerns of the proposed changes to Route 854, which will impact Santee college students and others using transit to get to the college.

As we are all aware, we are facing some difficult decisions that will affect the entire transit system and its users. I would urge the Board to thoroughly consider the recommendations and their potential impacts on our communities.

Respectfully,

Brian W. Jones

MTS Board Member / Council Member

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

1

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

@ 8:14

1. INSTRUCTIONS

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

Date APRIL 28, 2005
Name (PLEASE PRINT) D. BRADLEY CROW
Address P.O. BOX 261002
SAN DIEGO, CA 92196-1002
Telephone NONE
Organization Represented (if any) SELF

Subject of your remarks: OPPOSITION TO DISCONTINUATION OF
PART ROUTE DEVIATIONS

Agenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

MIKA MEJA

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

2

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

@8:16

1. INSTRUCTIONS

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

Date 4/28/2005
Name (PLEASE PRINT) RAYMOND JUNKER
Address 13142 MORENE ST.
POWAY CA
Telephone 858 748 6288
Organization Represented (if any) POWAY TRANSIT/LAIDLAW
Subject of your remarks: 844A AND 830 SERVICE CHANGE

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

3

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

@ 8:23

1. INSTRUCTIONS

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

Date 4/28/05
Name (PLEASE PRINT) Thomas E. McGee
Address 2465 HARBOUR DR
SAN DIEGO, CA 92123
Telephone 858-279-7898
Organization Represented (if any) _____

Subject of your remarks: DISCONTINUANCE OF 927 BETWEEN FENTON
PARKWAY AND STONECREST

Agenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

4

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

a 8:31

1. INSTRUCTIONS

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

Date _____
Name (PLEASE PRINT) Ricky German
Address 10450 N. Magnolia Ave, #51
Santee, CA
Telephone 619-448-4737
Organization Represented (if any) _____

Subject of your remarks: _____

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

5

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

2:035

1. INSTRUCTIONS

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

Date

4-28-05

Name (PLEASE PRINT)

ENID WRIGHT

Address

4276 WITHERBY STREET

SAN DIEGO CA

92103

Telephone

619-296-1994

Organization Represented (if any)

People in general
who need bus service

Subject of your remarks:

Removal of No 3 to ARISTA/HILKOR

Agenda Item Number on which you request to speak

25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

12+3

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

3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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DGunn/SStroh / FORMS

REVREQFO.DGUNN — 10/15/03

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

6

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

① 8:36

1. INSTRUCTIONS

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

Date 4/28/2005
Name (PLEASE PRINT) DOROTHY M. CHAFFIN
Address 2227 7th Blockton DR
SAN Diego - Calif 92103
Telephone 619-296-1527
Organization Represented (if any) People in General

Subject of your remarks: Removal of #3 To A.R. Star-Nick

Agenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

7

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

@ 8:4)

1. INSTRUCTIONS

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

Date April 28, 2005
Name (PLEASE PRINT) Jim W. Hawkins
Address P.O. Box 122652 San Diego, CA 92112-2652
Telephone (619) 280-0999
Organization Represented (if any) WILSON ST NORTH PARK

Subject of your remarks: Request Rural Bus Service changes in light of service cuts.

Agenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

8

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

@ 8:43

1. INSTRUCTIONS

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Date 4/28/05Name (PLEASE PRINT) TERRY SHEWMAKERAddress 2476 ADAMS AVE, SAN DIEGO 92116 CA

Telephone _____

Organization Represented (if any) _____

Subject of your remarks: EFFECT OF PROPOSED 09/2005 ROUTE CHANGES:
SHUNTING BUS TRAFFIC AWAY FROM HARBOR & ASH

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

91

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

@ 8:45

1. INSTRUCTIONS

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Date _____
Name (PLEASE PRINT) Venus Brile
Address 10450 N. Magnolia, # K-6
Santee, CA 9
Telephone 619.562-8357
Organization Represented (if any) _____

Subject of your remarks: Bus #832 Route CSantee

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

10

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

Q 8:47

1. INSTRUCTIONS

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

Date 9/28/05
Name (PLEASE PRINT) Sue Hutton
Address 10450 Magnolia, # D-6
Santee
Telephone #562.3882
Organization Represented (if any) _____

Subject of your remarks: TRANSIT #832 BUS *14 handicapped people*
Service, & #833, #854
Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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To Keep BUS SERVICE in SANTEE
 831-832 MAC-854 AS IT HAS BEEN ^(Running every half hour)
 HAVE THE BUS RUN ALONG TO

104 28-05 4 - 49 1M

- 1 Elizabeth Whipple
- 2 Sue Hutton
- 3 Esther Simms
4. Joe Anna Givens
5. Kelly Taylor
6. Wayne
7. Kren Entekim
8. ~~Heather Hill~~
9. ~~Heather Hill~~
10. Julie Collins
11. ~~John Allen~~
12. ~~John Allen~~
13. ~~John Allen~~
14. ~~John Allen~~
15. ~~John Allen~~
16. ~~John Allen~~
17. ~~John Allen~~
18. Ina Faye Orton
19. ~~John Allen~~
20. April Spreder
21. Shawn Simpkins
22. ~~John Allen~~
23. Virgil Casco
24. Paul Neben
25. Teena Capati
26. ~~John Allen~~
27. ~~John Allen~~
28. ~~John Allen~~
29. ~~John Allen~~
30. ~~John Allen~~
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62. ~~John Allen~~
63. ~~John Allen~~
64. ~~John Allen~~

3. ~~John Allen~~
33. Kimberly Frederick
34. Lorie Garglin
35. ~~John Allen~~
36. ~~John Allen~~
37. David Marashy
38. ~~John Allen~~
39. Keith Forcellis
40. Sandra Walton
41. Michelle Nowdry
42. Barbara Fickel
43. Cheryl Hobbs
44. Stephanie Dillon
45. Mike Dillon
46. Eileen Garcia
47. Maddison Dillon
48. ~~John Allen~~
49. ~~John Allen~~
50. ~~John Allen~~
51. ~~John Allen~~
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63. ~~John Allen~~
64. ~~John Allen~~

65 Heather Knight
 66 Phil Felt
 67 Taylor Engle
 68 MICHAEL Bishop
 69 JENNIFER KARY
 70 CINDY CLYDE
 71 Kestrel WILKINSON
 72 Ashlee Haugum
 73 Victoria Stegeman
 74 Anne M. Kelley
 75 Cherie Beutner
 76 Patricia Ann McEnder
 77 Roxanne Sones
 78 Jared Sones
 79 Jacob Sones
 80 Dan Dawson
 81 ~~Donna Dawson~~
 82 Linda Manriquez
 83 ~~Donna Dawson~~
 84 James Quintana
 85 Richard German
 86 Nicole Solaya
 87 ~~Donna Dawson~~
 88 Estela S. Villanueva
 89 Rosal B. Meka
 90 Constance Knuck
 91 Robert Butler
 92 Paula Dwyer
 93 Lillian Hemers
 94 Brenda Sanchez
 95 Christell Sanchez
 96 ~~Donna Dawson~~
 97 Loui Enloe
 98 Ann Robinson

99 Edward Leber
 100 Jackie Williams
 101 A. Martinez
 102 Grace Campbell
 103 Marica C. Johnson
 104 ~~Donna Dawson~~
 105 Rene Smith
 106 Connie Archuleta
 107 Sylvia Bustos
 108 ~~Donna Dawson~~
 109 Heidi Shawne
 110 Jennifer Braun
 111 Brenda E. Hunt
 112 Tahira Abdulaziz
 113 Cheryl Alvarado
 114 Jennie Chubon
 115 ~~Donna Dawson~~
 116 Tina Mason
 117 Ruth Skelton
 118 Margaret Parris
 119 Maria Saldana
 120 Sylvia Leon
 121 Dot Bragg
 122 Bernice West
 123 Chris West
 124 Patricia W.
 125 Bryce Kemp
 126 Jane Rump
 127 Shawne Poppenheim
 128 Ed. Langquist
 129 Lione Thimball
 130 Jacque Chobawick
 131 Ellen Sue Kenby
 132 E. AMG W. A.

133	Shannon Hammell	164	Cici Espinosa
134	Isaac Miramontes	168	Debbie Frazier
135	Angel Rodriguez	169	Eva Perana
136	Walt Doll	170	Carlos Flores
137	JAMES J Rodriguez	171	Rosie Gonzalez
138	Bryan E. Johnson	172	Kaurie Col
139	Matthew Zapp	173	Natalie Ward
140	P.V. Yancy	174	Kelly Penner
141	Ruby Snyue	175	Cheryl Stuna
142	April Brannan	176	James Shield
143	Myphan	177	Shirley Thomas
144	Diana Talc	178	Yousa Skibinski
145	Rahimi	179	Margyn Mdeay
146	Wm. Gold	180	Venus Brile
147	Carol Gold	181	Steph Laparza
148	John Berch	182	Ricki C. Merion
149	Rita Co	183	Abougan
150	Pete Mueser	184	Chloe Crofton-Hanson
151	Barbara	185	Jolly Williams
152	John Willett	186	Wendy Wolsten
153	Arsum Johnson	187	Taura Garcia
154	Chris Johnson	188	Kyle Zamora
155	James Gabel	189	Denise Wood
156	Aphile Allapp	190	Barbara A. Saday
157	John Kraft	191	Bianca Butts
158	Dale Kelley	192	Randee
159	James Knight	193	Gina Chellette
160	John Wirt	194	Jose Cancho
161	Celste Wray	195	Maureen
162	K. Kimmie	196	Royala Telez
163	Cecilia Spence	197	J. Laine
	Kathleen Simpson	198	Eva Hatch
	Socorro Richard	199	Diane & Christl
	Bonnie Brown	200	Shannon Gilliam

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

11

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

@ 9:50

1. INSTRUCTIONS

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

Date 4-28-2005Name (PLEASE PRINT) ChapinAddress P.O. Box 4582, S.D. 92160Telephone unlisted

Organization Represented (if any) _____

Subject of your remarks: Bus # 11, 34, #7, Services

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

12

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

8:52

1. INSTRUCTIONS

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Date _____

Name (PLEASE PRINT) RAY LETHBRIDGE

Address 3415 WASHINGTON STREET #21
LEMON GROVE CA 91945-2560

Telephone 619 303-1720

Organization Represented (if any) _____

Subject of your remarks: ELIMINATION OF RATE 875

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

13

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

① 8:53

1. INSTRUCTIONS

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Date 4/28/05
Name (PLEASE PRINT) Peter Anderson
Address 8301 Mission Gorge Rd Spc 302
Santee CA 92071-3542
Telephone (619) 444-7604
Organization Represented (if any) ASSOCIATED STUDENTS OF GROSSMONT COLLEGE, INC.
Subject of your remarks: RT 854 PROPOSED SERVICE REDUCTION

Agenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

14

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

a 8:54

1. INSTRUCTIONS

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Date 4/28/05Name (PLEASE PRINT) TAMMYAddress 863 So. Mallison Apt 65El Cajon CA

Telephone _____

Organization Represented (if any) _____

Subject of your remarks: Route 874

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

15

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

28:57

1. INSTRUCTIONS

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Date 4-28-05
Name (PLEASE PRINT) Lorraine M. Heighton
Address 2482 Hilton Hd. Pl. # 2104
Cicero, Ca. 92019
Telephone 0
Organization Represented (if any) 0

Subject of your remarks: Route 832c & 832m,

Agenda Item Number on which you request to speak 25, 831,

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

16

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Date 4-28-05

Name (PLEASE PRINT) ROSALYN ONDLER

Address CITY OF SANTEE, 10601 MAGNOLIA AVE, SANTEE

Telephone 619-258-4100

Organization Represented (if any) CITY OF SANTEE

Subject of your remarks: Letter from Board Member Brian Jones

Agenda Item Number on which you request to speak #25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25
3/ (?)

ORDER REQUEST RECEIVED

17

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

@ 9:01

1. INSTRUCTIONS

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Date 4/28/05
Name (PLEASE PRINT) Polly Cone
Address 4119 Stephens St
San Diego, CA 92103
Telephone 619.291.9328
Organization Represented (if any) _____

Subject of your remarks: preserve bus service to
MISSION HILLS (Route 3 to Arista & Hickory)

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

18

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

902

1. INSTRUCTIONS

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

Date Refer Warner
Name (PLEASE PRINT) BOY 2135
Address Hunford 93232
Telephone _____
Organization Represented (if any) Vanessa Rovers
Subject of your remarks: Transit

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

19

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

1. INSTRUCTIONS

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Date April 28, 2005
Name (PLEASE PRINT) Laura Estremera
Address 12450 Glen Oak Road
Poway, CA 92064
Telephone 619-858-7485 EXT. 2131
Organization Represented (if any) Poway Unified School District

Subject of your remarks: Discontinuation of 844A - Transit to South Poway Business Park

Agenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

20

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09103

1. INSTRUCTIONS

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Date April 25th 2005Name (PLEASE PRINT) Nicholas W ReedAddress 5289 Gwynn Road S.D. CA 92117

pt 34 w/ 30

Telephone 858-274-3701

Organization Represented (if any) _____

Subject of your remarks: Number of comments on various changes to Bus RoutesAgenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

21

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Q 9:10

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Date 4-28-05
Name (PLEASE PRINT) Sharlene Ornelas
Address 4233 Cherokee Ave #2
San Diego, CA 92104
Telephone 619-795-0252
Organization Represented (if any) _____

Subject of your remarks: opposed to changes

Agenda Item Number on which you request to speak 25

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

3

ORDER REQUEST RECEIVED

22

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@ 9:15

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Date 4/28/05
 Name (PLEASE PRINT) Jenny Sevic
 Address 253 Orlando St. #4
ET Caper CA 92001
 Telephone 619-729-0397
 Organization Represented (if any) West Hills High School Concerned
Parents
 Subject of your remarks: discontinuation of 831 & reduction
of 834
 Agenda Item Number on which you request to speak 3
 Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

23

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1. INSTRUCTIONS

@ 9.17

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Date 4-28-05
Name (PLEASE PRINT) Christine Saulsbury
Address 1249 Lynn Lane
Escondido CA 92021
Telephone 619-335-7001
Organization Represented (if any) Grossmont College, GC Earth Club,
GC BSU, GC Humanities Club
Subject of your remarks: Do NOT discontinue bus routes!

Agenda Item Number on which you request to speak 3

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

24

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@ 9:17

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Date _____

Name (PLEASE PRINT) Bernard ArroyoAddress 4345 Ruffin RdTelephone 858-576-2969Organization Represented (if any) San Diego Regional CenterSubject of your remarks: Cuts in Service844A
874

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

25

ORDER REQUEST RECEIVED

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@9:41

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Date April 28 2005
Name (PLEASE PRINT) Jose Melendez
Address 649 South Third Avenue
La Puente CA 91746
Telephone (626) 336-7862
Organization Represented (if any) _____

Subject of your remarks: public hearing

Agenda Item Number on which you request to speak public hearing
Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

Agenda

Item No. 30

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

LEG 460 (PC 10497)

April 28, 2005

Subject:

MTS: GROSSMONT TROLLEY STATION JOINT DEVELOPMENT PROJECT

RECOMMENDATION:

That the Board of Directors receive an update on the status of the Grossmont Center Station Joint Development Project.

Budget Impact

None at this time.

DISCUSSION:

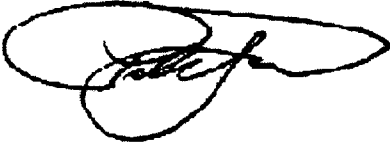
From early conceptual development of the trolley system through La Mesa, the Grossmont Center Station has been identified as the major transit station in La Mesa. The location next to the shopping facilities and medical facilities makes it an important destination point in the trolley system as well the bus transit system. Pedestrian enhancements that link the lower elevation of the station to the higher elevation of the shopping center and the professional/medical office uses has been an objective of MTS and the City of La Mesa for some time.

Both the General Plan and the Grossmont Specific Plan promote a transit-oriented development at this site. The Specific Plan calls for mixed-use, residential development and a parking garage at the Grossmont Center Station. With the opening of the Mission Valley East line, the significance of this station has increased and replacing the existing surface parking lot with transit-oriented development has become an even greater goal for the City of La Mesa and MTS.



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

At the request of Board Member Ernest Ewin, members from the City of La Mesa and Fairfield Residential, LLC, the developer of the project, will be present at the meeting to provide the Board with an update on the current status of this project.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
APR28-05.30.TLORENZ
4/21/05



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

Agenda

Item No. 30

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

LEG 460 (PC 10497)

April 28, 2005

Subject:

MTS: GROSSMONT TROLLEY STATION JOINT DEVELOPMENT PROJECT

RECOMMENDATION:

That the Board of Directors receive an update on the status of the Grossmont Center Station Joint Development Project.

Budget Impact

None at this time.

DISCUSSION:

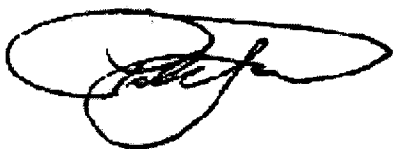
From early conceptual development of the trolley system through La Mesa, the Grossmont Center Station has been identified as the major transit station in La Mesa. The location next to the shopping facilities and medical facilities makes it an important destination point in the trolley system as well the bus transit system. Pedestrian enhancements that link the lower elevation of the station to the higher elevation of the shopping center and the professional/medical office uses has been an objective of MTS and the City of La Mesa for some time.

Both the General Plan and the Grossmont Specific Plan promote a transit-oriented development at this site. The Specific Plan calls for mixed-use, residential development and a parking garage at the Grossmont Center Station. With the opening of the Mission Valley East line, the significance of this station has increased and replacing the existing surface parking lot with transit-oriented development has become an even greater goal for the City of La Mesa and MTS.



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

At the request of Board Member Ernest Ewin, members from the City of La Mesa and Fairfield Residential, LLC, the developer of the project, will be present at the meeting to provide the Board with an update on the current status of this project.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
APR28-05.30.TLORENZ
4/21/05

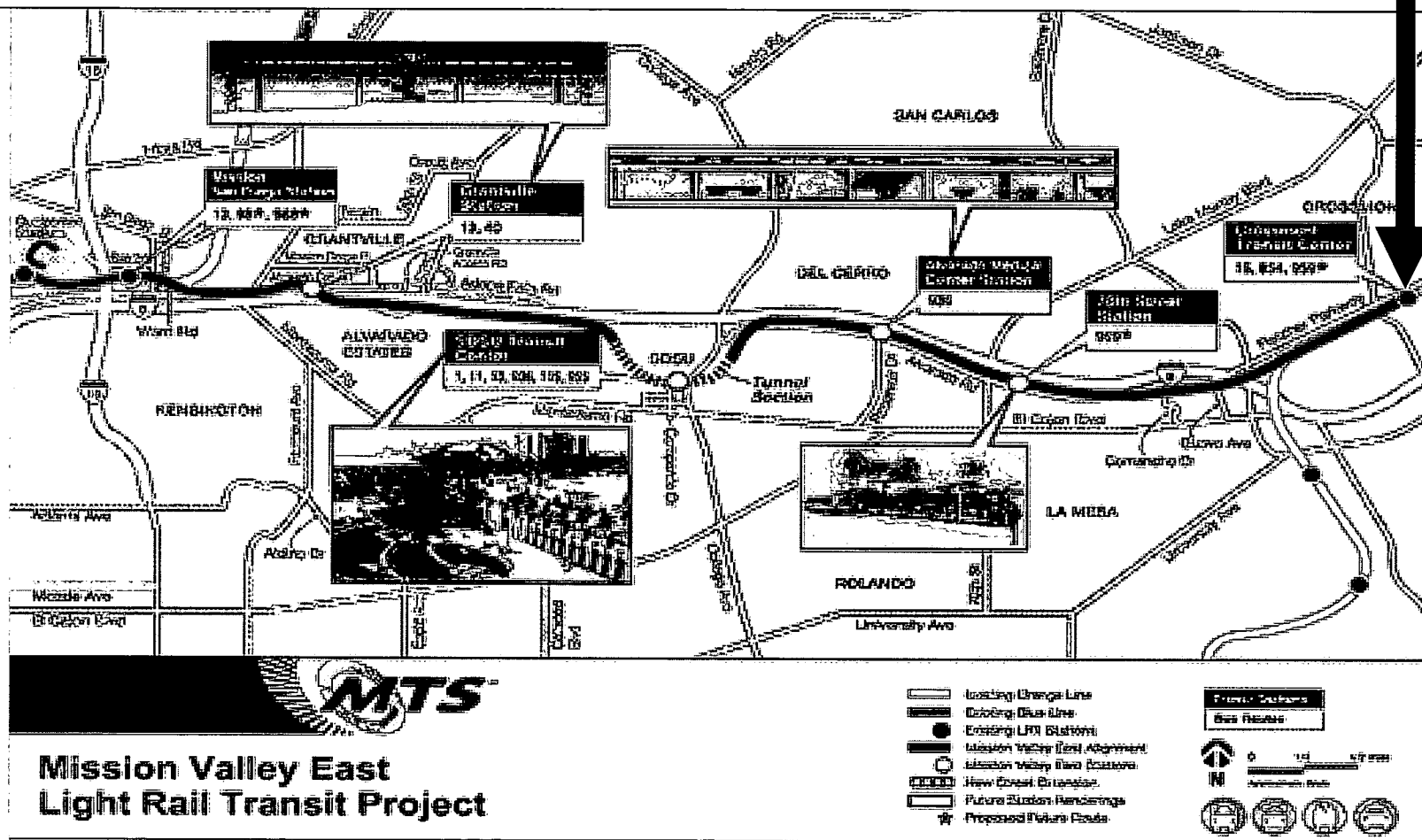
Grossmont Trolley Station Transit Oriented Development

A joint project of the
MTS, SANDAG, City of La Mesa,
and Fairfield Residential LLC



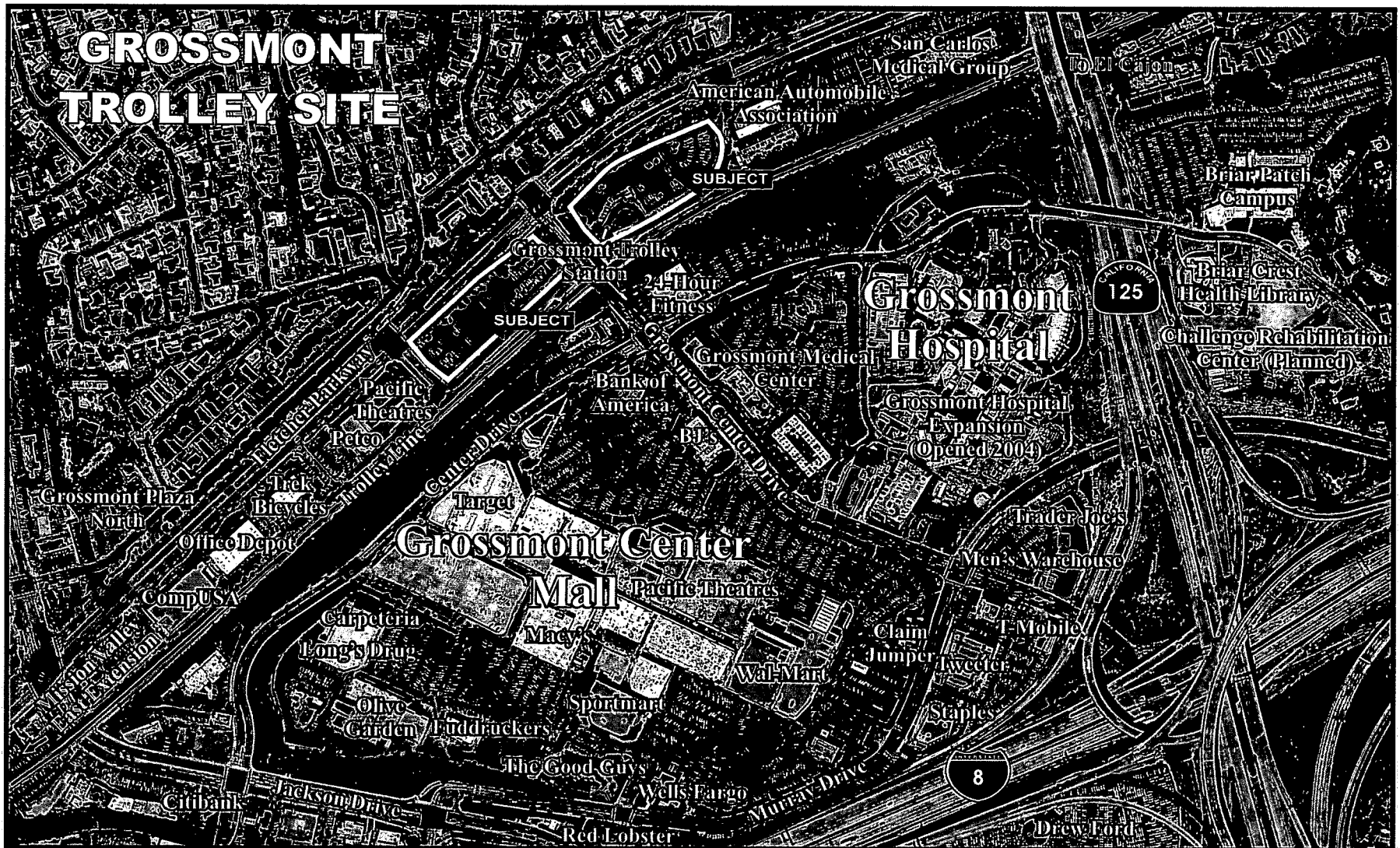
Grossmont Trolley Station Location

Grossmont Trolley Station



Existing Conditions

Trolley Station and Surrounding Area



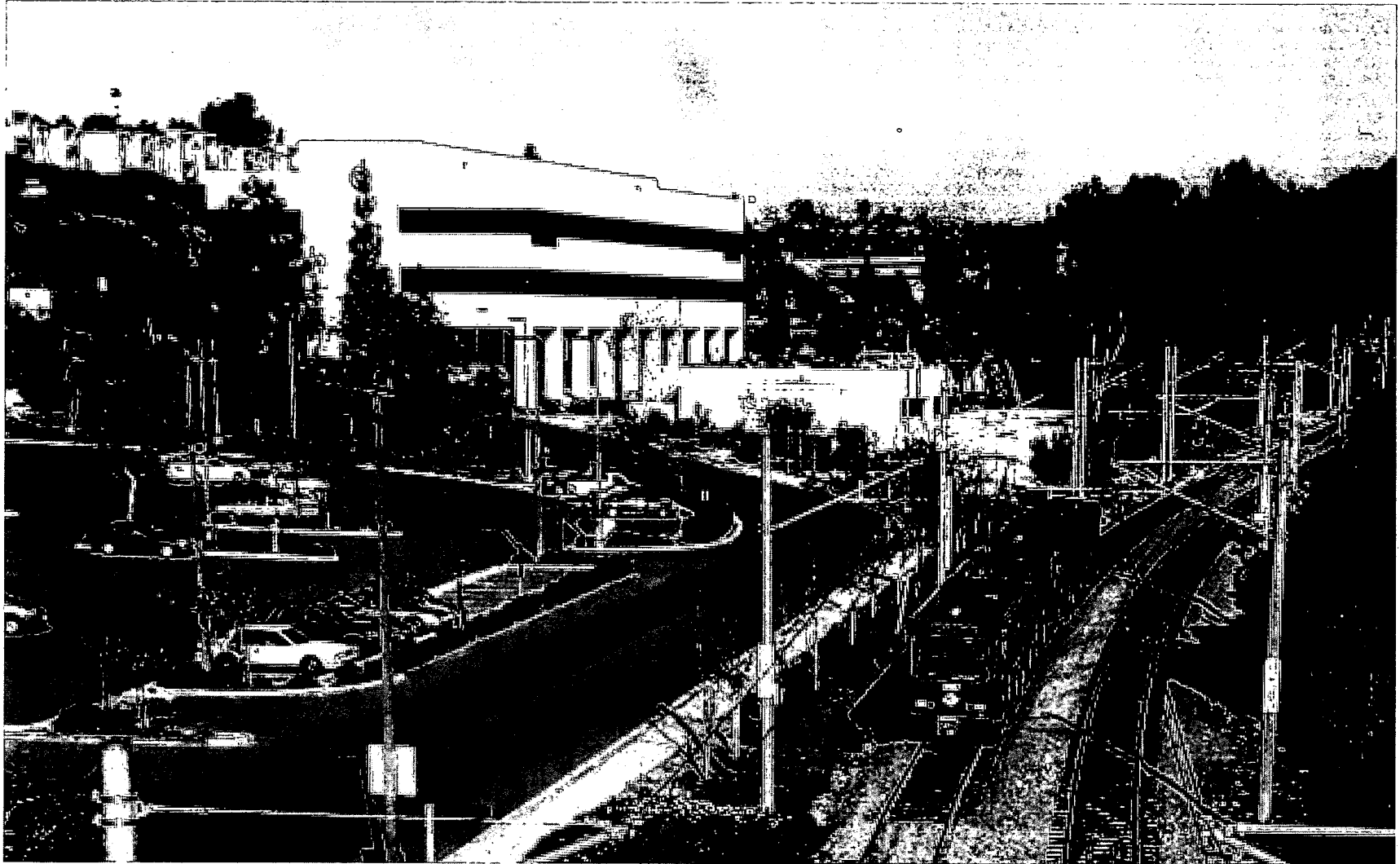
Existing Conditions

Trolley Platform



Existing Conditions

Trolley Parking Lot - Eastern



Existing Conditions

Steep Stairway



Existing Conditions

Inadequate Drainage Channel



Project Objectives: LA MESA

- **Long-term commitment to redevelopment of the site**
- **Consistent with General Plan & Grossmont Specific Plan**
- **Seek development potential identified in Feasibility Study**
- **Construction of Elevator**
- **Facilitate affordable housing opportunities**

Project Objectives: MTS

- **Development without sale of land**
- **Replacement of existing parking**
- **Provide ongoing revenue from site**
- **Maintain transit operations during construction**
- **Enhance transit use**
- **Create significant TOD at terminus of Mission Valley Line**

Project Objectives: SANDAG

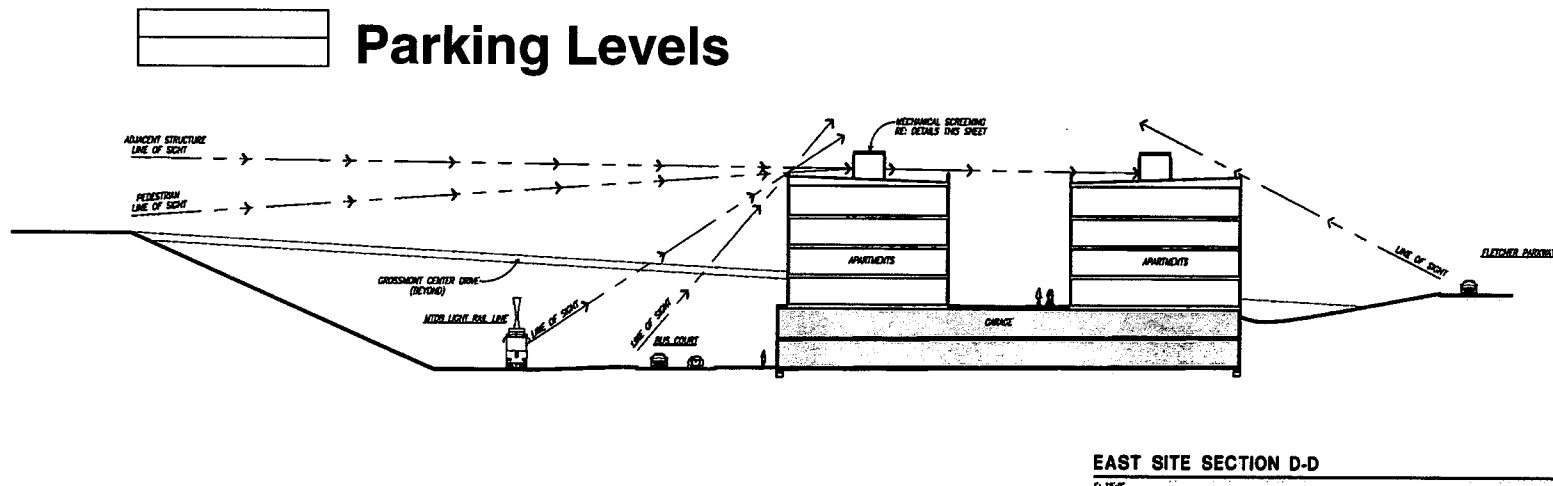
- **Promote Smart Growth**
- **Enhance Regional Mobility**
- **Improve transit access to employment centers**
- **Provide housing near jobs and transit**

Chronology of Project Development

- **2000 - Feasibility Study**
- **2001 - RFQ – Development chosen did not meet objectives**
- **2002 - Open RFI**
- **2003 - Fairfield Residential LLC chosen after pro-forma review**
- **July 2003 - ENA approved by MTS Board**
- **2003/2004 - Fairfield project concept developed**
- **March 2004 – Presentation update to MTS Board**

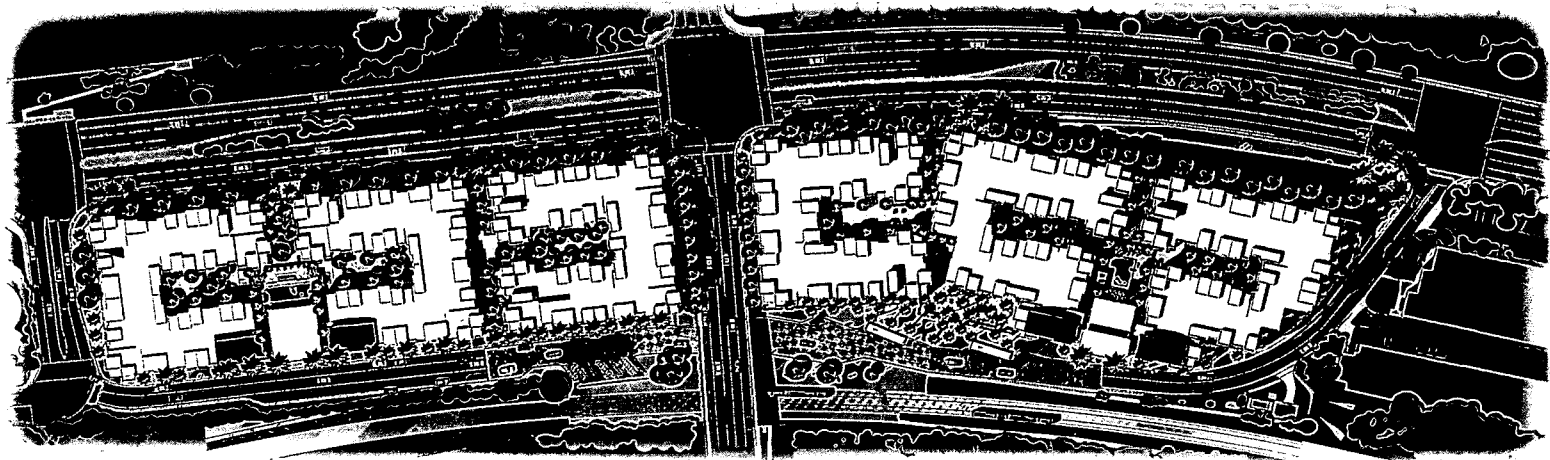
Responsibilities: FAIRFIELD LLC

- Construct 527 apartment units in 4 levels above parking
- Construct 2 levels of parking
 - Ground level - 600 replacement public spaces
 - 2nd level - 800 resident parking spaces



Responsibilities : FAIRFIELD LLC

- **Site amenities include pools, club house, etc.**
- **Parking/units to be built in 2 phases**
- **Commercial space oriented to the trolley platform**
- **Ongoing operation of market rate housing**
- **\$90 million investment of private capital toward project development**



Responsibilities : LA MESA

- **Contribute \$2.6 million for 80 units of affordable housing with project**
- **Authorize the land use entitlements and permitting for “private development” portion of the project**
- **Accept ongoing maintenance of new upstream storm drain improvements**

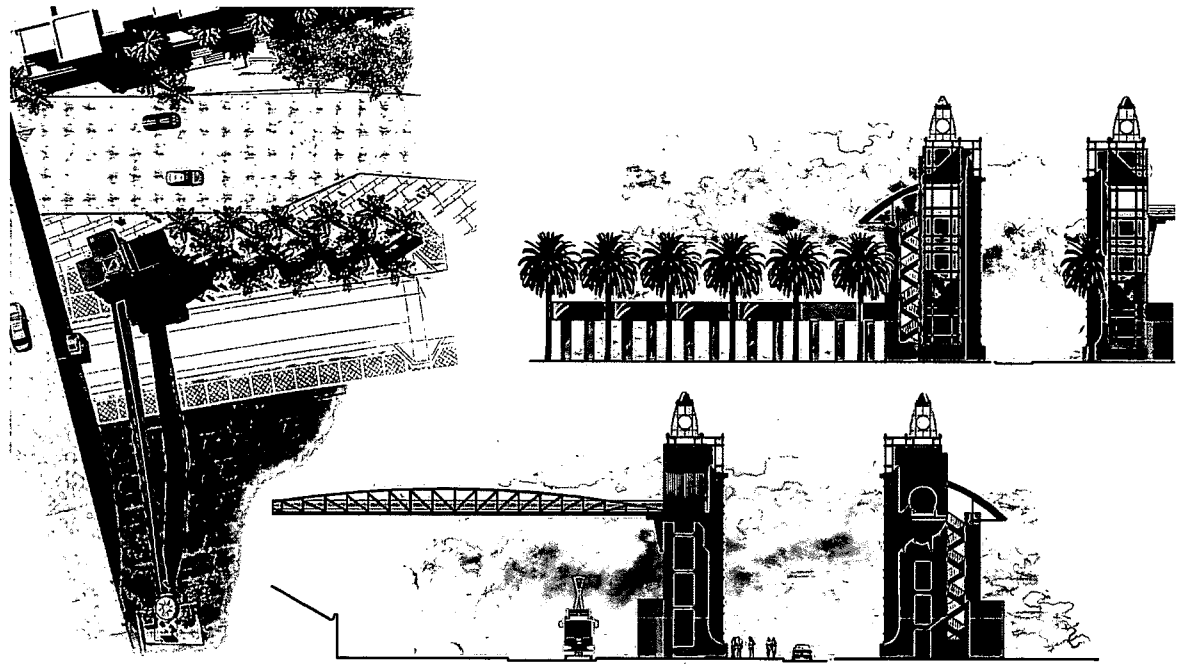


Responsibilities : SANDAG

- **Coordinate construction of project “public improvements” with \$2.7 million CIP (include \$600,000 in La Mesa TDA funds)**
 - **Station Improvements**
 - **Elevators & pedestrian bridge**
 - **Other pedestrian enhancements**
 - **Bus transit interface with LRT station**
 - **Upstream storm drain improvements**

Responsibilities : MTS

- **Coordinate transit operation and parking during construction phasing**
- **Security measures at station**
- **Allocate revenue from site for transit development and operations**



Summary of Project Commitments

- **MTS/SANDAG – \$2.7M to coordinate and construct “public improvements” portion of project (includes \$600,000 of local La Mesa TDA funds)**
- **La Mesa – \$2.6M contribution for 80 affordable housing units for 55 years**
- **Fairfield LLC - \$90M to construct and operate “private development” portion of the project**

Next Steps

- **Environmental Public Review
Spring 2005**
- **La Mesa City Council/Redevelopment
Agency land use & affordable housing
agreement
Summer 2005**
- **MTS Disposition and Development
Agreement/Lease
Summer 2005**
- **Begin Construction by
Fall 2005**

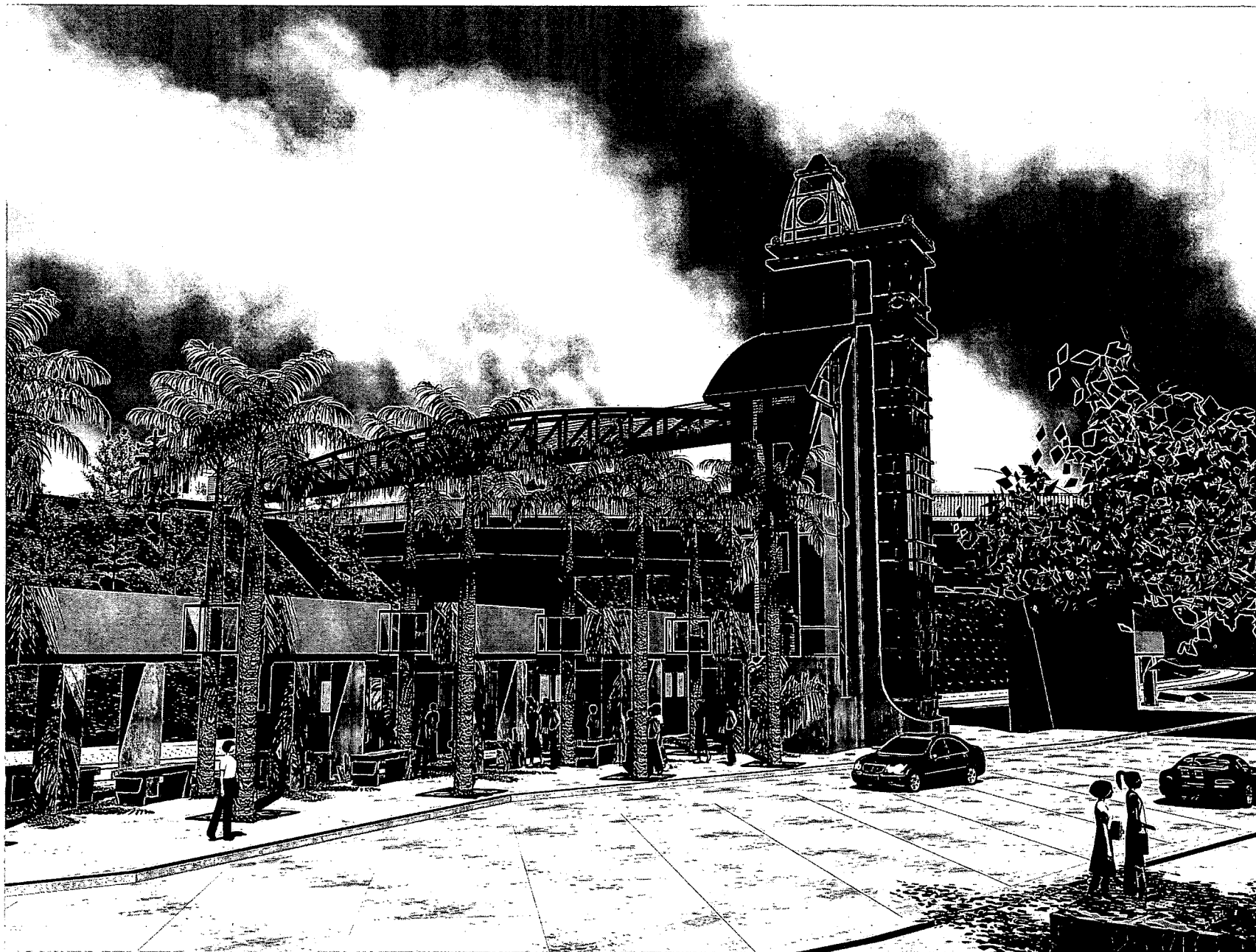
**View of apartments
from Fletcher Parkway**



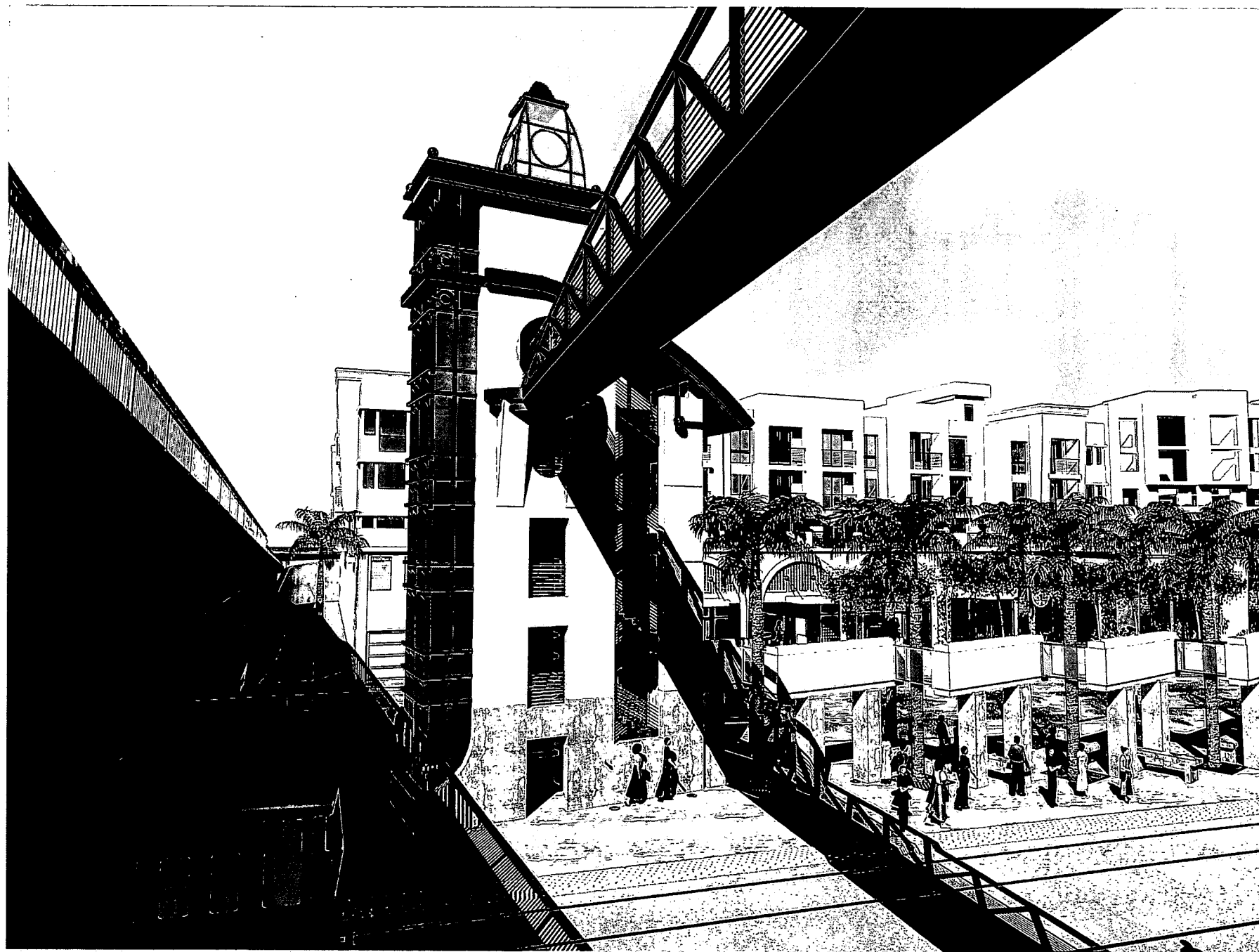
**View of apartments
showing parking levels**











FAIRFIELD

RESIDENTIAL LLC

California's Multifamily Housing Leader

Fairfield Residential LLC (Fairfield) is a privately-held, fully integrated developer of market rate and affordable multifamily housing. The company's activities in multifamily housing include acquisition, development, construction, management, capital market, and disposition services.

- ▶ Fairfield Residential had the highest number of apartment unit starts nationwide during the past five year. During that time frame the company invested \$3.5 billion in over 38,700 apartment homes.
- ▶ Fairfield started and/or completed almost 15,000 new apartment homes in California since 1997.
- ▶ In addition to new development, Fairfield has purchased and rehabilitated nearly 14,000 apartment homes in California since 1997.
- ▶ Fairfield has been in operation since 1985, employing over 2,000 people nationwide. 800 employees, or 40% of the company total, are located in the state of California.
- ▶ Fairfield manages nearly 56,500 apartment homes located throughout 27 geographically diverse markets, including 17,500 apartment homes located in California.
- ▶ Fairfield recently consummated an investment venture with California State Teacher's Retirement System (CalSTRS) for multifamily development opportunities located in California that offer a portion of affordable housing.
- ▶ Since 1997, California state and local agencies awarded Fairfield over \$350 million in tax-exempt bonds and over \$76 million in tax credit equity to finance the acquisition and redevelopment of over 6,800 affordable units.

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Wesley Espinoza
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Tax Credit and
Affordable Housing
Deborah Ruane
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FAIRFIELD

RESIDENTIAL LLC
CALIFORNIA DEVELOPMENTS SINCE 1997

Number	Property (City)	Units	Completion Date/ Status
1	Aventine (Aliso Viejo)	386	1997
2	Avila (Rancho Santa Margarita)	498	1998
3	Las Flores Apartment Homes (Las Flores)	504	1998
4	Canyon Point (Aliso Viejo)	127	1998
5	Alize (Aliso Viejo)	484	1999
6	Alicante (Aliso Viejo)	428	1999
7	Castlerock (Riverside)	272	1999
8	Meridian at Stanford Ranch (Rocklin)	452	2000
9	Legends at Willow Creek (Folsom)	208	2000
10	Torrey Hills (San Diego) *	340	2000
11	Colonnade (Riverside)	288	2000
12	Windemere (Riverside)	240	2000
13	Fairmont at Willow Creek (Folsom)	260	2001
14	Pavona (San Jose) ~ 5,000 sf	232	2001
15	Haverhill at Highland Reserve (Roseville)	400	2002
16	The Winsted at Sunset West (Rocklin)	208	2002
17	Provence at Valencia (Valencia)	360	2002
18	Miramonte (Sacramento)	268	2002
19	Trovas (Sacramento)	172	2002
20	Fountain Park I (Playa Vista) **	409	2002
21	Fountain Park II (Playa Vista) **	296	2002
22	Eagle Glen (Murrieta)	320	2002
23	Avion at Spectrum (San Diego)	448	2003
24	Cross Pointe (Antioch)	244	2002
25	Crescent Park (Playa Vista)	214	2003
26	Bridgeport Ranch (Fairfield)	192	2003
27	Oak Creek (Folsom)	426	2003
28	Fairway Palms (Rancho Cucamonga)	236	2003
29	Ironwood (Rancho Cucamonga)	260	2003
30	Alta Vista (Valencia)	208	2003
31	Granite Point (Sacramento)	384	2003
32	The Links at Westridge (Valencia)	230	2004
33	The Tides (Richmond)	200	2004
34	Canyon Park (Riverside)	256	U/C
35	Brickyard Place (San Jose)	176	U/C
36	Esplanade at Riverwalk (Riverside)	588	U/C
37	Canyon Oaks at Windemere (San Ramon)	250	U/C
38	Mill Creek at Windemere (San Ramon)	400	U/C
39	Muirlands at Windemere (San Ramon) ^	350	U/C

Number	Property (City)	Units	Completion Date/ Status
40	The Gallery at NoHo Commons (Los Angeles)	438	U/C
41	Solaire (South San Francisco) ~ 23,000 sf	360	U/C
42	Medici (Sacramento)	216	U/C
43	Meritage (Rancho Cucamonga)	387	U/C
44	Chambray (Rancho Cucamonga)	210	U/C
45	Bristol (Dixon) ^	102	U/C
46	Waterstone (Tracy)	156	U/C
47	Landmark at Ontario Towne Center (Ontario)	469	U/C
48	Lodge at American Canyon (Napa)	216	U/C
	Total Units	14,768	

*GC Only

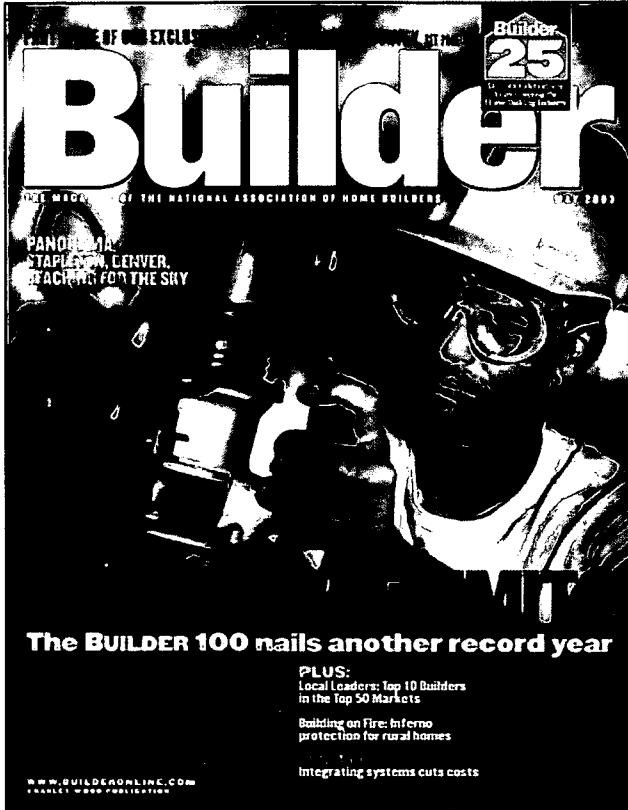
**Fee Developer

~ Retail Space

^ Affordable Development Financed with Tax Credits & Bonds

U/C – Currently Under Construction

Fairfield Ranks #1 in Total Multifamily Home Starts Over Five Years



Fairfield Residential LLC is pleased to announce that figures just published in *Builder* magazine show that Fairfield ranks #2 on the list of the nation's top multifamily homebuilders, based on multifamily homes starts in 2002. Fairfield is #1 nationwide based on total multifamily home starts over the past five years, with total starts of over 38,700 apartment homes since 1998.

Our company has ranked in the top three multifamily homebuilders for each of the past five years. Our consistency as a leader in the industry has distinguished us from the competition.

Everyone on the Fairfield team has contributed to this achievement, and we should all be proud. Likewise, we owe our appreciation to our investors and partners who have made this success possible. Importantly, we have accomplished this simply by doing one quality project after another, not by trying to be number one.

Our continued dedication to quality in all aspects of our business should always be our goal.

Fairfield Ranks #1 Nationwide in Total Multifamily Home Starts Over the Past 5 Years (1998 - 2002)

rank	5 year cumulative	company name	5 year average
1	38,708	Fairfield Residential LLC	7,742
2	38,346	A.G. Spanos Cos	7,669
3	36,107	Trammell Crow Residential	7,221
4	33,805	JPI	6,761
5	30,360	Lincoln Property Co.	6,072
6	22,859	Colson & Colson Construction Co.	4,572
7	20,973	Clark Realty Builders	4,195
8	19,633	Simpson Housing LP	3,927
9	18,999	Picerne Real Estate Group	3,800
10	7,468	Regency Development Associates	1,494
11	4,413	Bostic Brothers	883

Source: Builder magazine, May 2003, 2002, 2001, 2000 & 1999 issues; based on articles ranking multifamily rental home builders based on multifamily home starts

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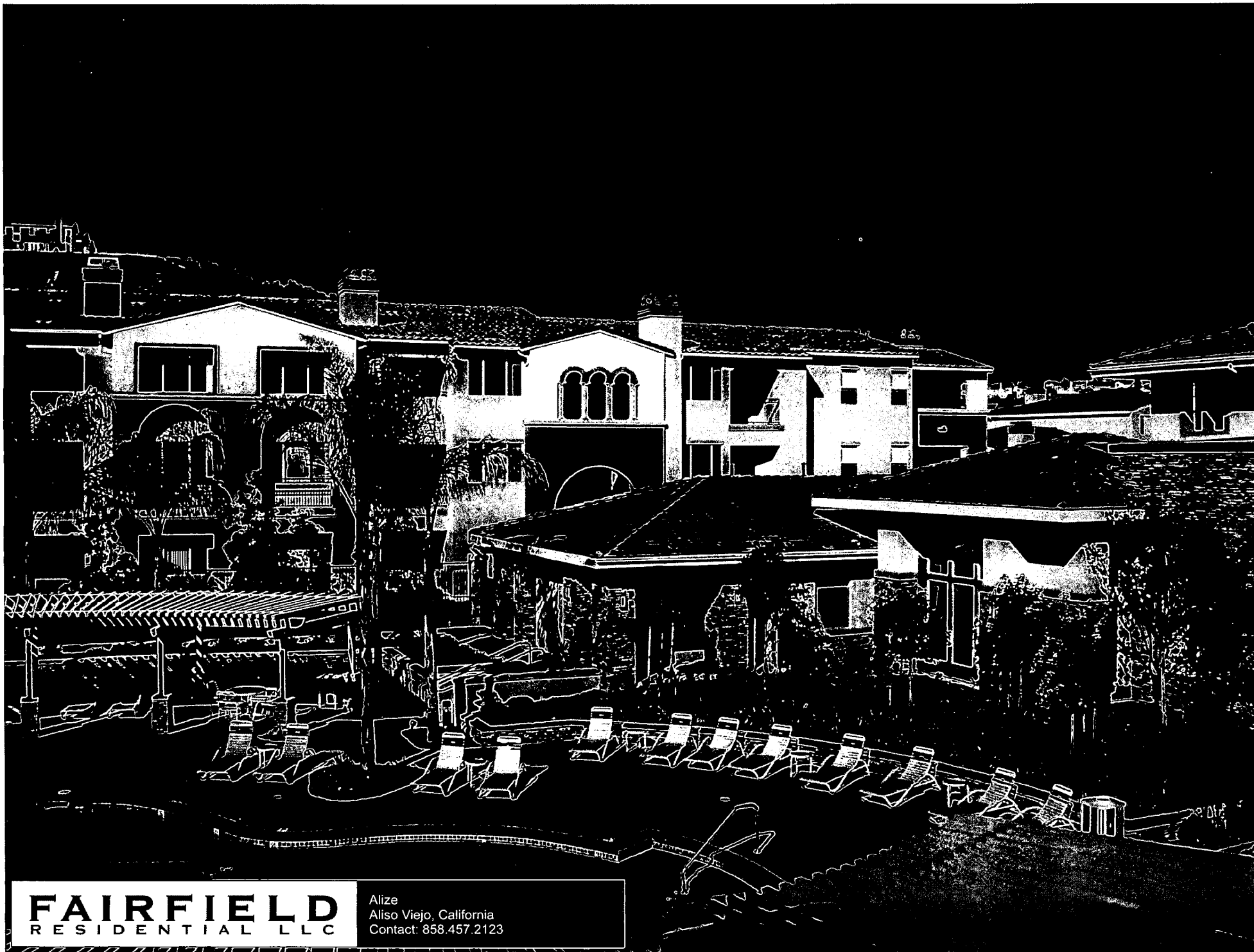
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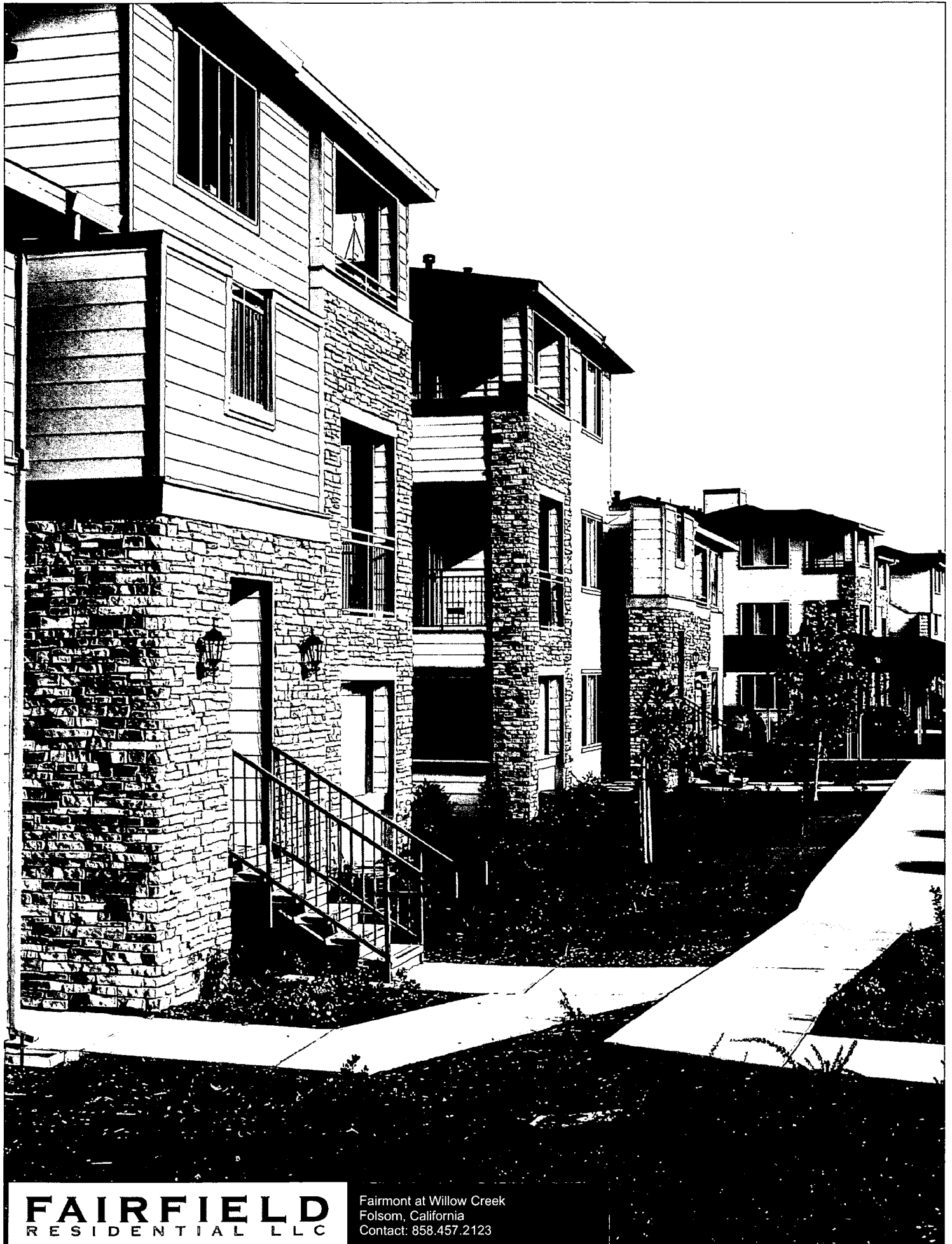
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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

ORDER REQUEST RECEIVED

1

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

Q 9:01

1. INSTRUCTIONS

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

Date 2005-04-28
Name (PLEASE PRINT) Clive Richard
Address 5153 G. Dorna St.
San Diego, CA
Telephone 619 582-4036
Organization Represented (if any) _____

Subject of your remarks: Love it.

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

Comb
with
item 3

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

ORDER REQUEST RECEIVED

2

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

@9:02

1. INSTRUCTIONS

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Date Refer Warner

Name (PLEASE PRINT) _____

Address PO BOX 2135

Telephone Hunko 93232

Organization Represented (if any) 805/6361973

Subject of your remarks: TRAIN WRECK

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

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



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

Item No. 31

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

CIP 10426.7.3

April 28, 2005

Subject:

MTS: CONTINGENCY INCREASES, BUDGET TRANSFERS, CONSTRUCTION
CONTRACT CHANGE ORDERS, AND CONSTRUCTION MANAGEMENT AND
DESIGN ENGINEERING CONTRACT AMENDMENTS FOR MISSION VALLEY EAST

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to:

1. transfer \$1,200,000 from the remaining balance in the Mission Valley East (MVE) Light Rail Transit (LRT) Project Trackwork and Systems line item (WBS #10426-109918TR) into the Construction Contingency for Trackwork and Systems Contract LRT-10426.5, as shown on Attachment A, Construction Contingency Changes, to fund pending contract change orders;
2. transfer \$500,000 from the remaining balance in the MVE LRT Project San Diego State University (SDSU) Tunnel and Underground Station Construction line item (WBS #10426-1010) into the Construction Contingency for SDSU Advanced Utilities Contract LRT-10426.2, as shown on Attachment A, Construction Contingency Changes, to fund pending contract change orders;
3. transfer \$100,000 from the remaining balance in the MVE LRT Project Grantville Segment Construction line item (WBS #10426-109918GR) into the Construction Contingency for Grantville Segment Contract LRT-10426.3, as shown on Attachment A, Construction Contingency Changes, to fund pending contract change orders;
4. transfer \$400,000 from the remaining balances in the MVE LRT Project Fare Collection line item (WBS #10426-1400) and the Communications



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

Equipment line item (WBS #10426-1500) into the Construction Management line item (WBS #10426-0700), as shown on Attachment B, Budget Change Summary, to fund Contract Amendment No. 36 with Washington Infrastructure Services, Inc. (WIS);

5. transfer \$1,400,000 from the remaining balances in the MVE LRT Project Project Reserve line item (WBS #10426-3900) into the Construction Management line item (WBS #10426-0700), as shown on Attachment B, Budget Change Summary, to fund Contract Amendment No. 36 with WIS;
6. transfer \$250,000 from the remaining balance in the MVE LRT Project Contaminated Soils line item (WBS #10426-4000) into the Engineering and Design-Tunnel line item (WBS #10426-0610) and the Engineering-Line Segment line item (WBS #10426-0618), as shown on Attachment B, Budget Change Summary, to fund Contract Amendment No. 18 with URS Corporation (URS) and correct a budget line item overrun;
7. execute Contract Change Order (CCO) No. 99 with Stacy & Witbeck, Inc. (SWI), in substantially the same form as Attachment C, to complete the 70th Street Station parking lot under Contract LRT-10426.5, Trackwork and Systems, in an amount not to exceed \$175,139. The CCO finishes a portion of a parking area deleted from the La Mesa Segment contractor's work to preserve use of an existing building;
8. execute CCO No. 46, Supplement No. 1, with SWI, in substantially the same form as Attachment D, to fabricate and install station signs under Contract LRT-10426.5, Trackwork and Systems, in an amount not to exceed \$47,400.00. This CCO and supplement pays for SWI to finish the installation of signs deleted from the La Mesa and Grantville Segment contractor's work;
9. execute Contract Amendment No. 36 (MTS Doc. No. L6343.35-01) with WIS, in substantially the form as shown in Attachment E, in an amount not to exceed \$1,489,652, for Construction Management (CM) services on the MVE LRT Project, including extension of CM services through August 31, 2005; and
10. execute Contract Amendment No. 18 (MTS Doc. No. L6220.18-99) with URS Corporation (URS), in substantially the form as shown in Attachment F, in an amount not to exceed \$150,000, for construction design support services on the MVE LRT Project through August 2005.

Budget Impact

1. \$1,200,000 would be transferred from the remaining balance in the Trackwork and Systems line item (WBS #10426-109918TR) into the Construction Contingency for Contract LRT-10426.5, leaving a line item balance of \$650,398.
2. \$500,000 would be transferred from the remaining balance in the Tunnel and Underground Station Construction line item (WBS #10426-1010) into the Construction Contingency for Contract LRT-10426.2, leaving a line item balance of \$345,043.

3. \$100,000 would be transferred from the remaining balance in the Grantville Segment Construction line item (WBS #10426-109918GR) into the Construction Contingency for Contract LRT-10426.3, leaving a line item balance of \$942,747.
4. \$100,000 would be transferred from the remaining balance in the Fare Collection line item (WBS #10426-1400) and \$300,000 would be transferred from the remaining balance in the Communications Equipment line item (WBS #10426-1500) into the Construction Management line item (WBS #10426-0700), revising the approved line item budget amounts as shown in Attachment B, Budget Change Summary.
5. \$1,400,000 would be transferred from the Project Reserve line item (WBS #10426-3900) into the Construction Management line item (WBS #10426-0700), revising the approved line item budget amounts as shown in Attachment B, Budget Change Summary. This transfer would increase the Total Approved Project Budget of \$495,107,852 to \$496,507,852.
6. \$250,000 would be transferred from the remaining balance in the Contaminated Soils line item (WBS #10426-4000) into two design line items: \$40,000 into the Engineering and Design—Tunnel line item (WBS #10426-0610), and \$210,000 into the Engineering Line Segment line item (WBS #10426-0618), revising the approved line item budget amounts as shown in Attachment B, Budget Change Summary.
7. A total of \$222,539 for CCO No. 99 and CCO No. 46, Supplement No. 1, with SWI would be encumbered from available funds in the La Mesa Segment Contract LRT-10426.4 Construction Contingency (WBS #10426-109918LM), leaving a balance of \$986,068 in the LRT-10426.4 Construction Contingency.
8. The \$1,489,652 for Contract Amendment No. 36 with WIS would come from the Construction Management line item (WBS #10426-0700), leaving a balance of \$586,192.
9. The \$150,000 for Contract Amendment No. 18 with URS would come from the Engineering and Design-Tunnel line item (WBS #10426-0610), leaving a balance of \$11,597.

DISCUSSION:

This Board report covers three types of actions:

1. Construction Contingency Transfers - moving funds from balances in construction line items in the construction contingencies to fund pending and anticipated future change orders, as summarized in Attachment A;
2. Budget Transfers - moving funds from balances in various project budget line items to cover additional expenditures and negative balances in other line items, as summarized in Attachment B; and

3. Contract Actions - approving contract change orders and design and construction management services contract amendments.

The recommend actions include moving \$1,400,000 from the Project Reserve into the Approved Project Budget. The Estimated Cost-to-Complete Report tracked on a monthly basis included these actions.

Construction Contingency Transfers

Staff is recommending transferring \$1,200,000 into the Trackwork and Systems Contract (LRT-10426.5) Construction Contingency to fund pending CCOs with SWI on the project. As the project winds down, staff will be balancing bid items with CCOs (paying for increases in bid item quantities) and funding last-minute changes and upgrades to the systems.

Staff is recommending transferring \$500,000 into the Advance Utilities Contract (LRT-10426.2) Construction Contingency to fund CCOs with the contractor Orion/Balboa, Joint Venture (Orion) on the project. Orion has been on the project since November 2000. Orion originally performed on the project relocating utilities throughout the SDSU campus. Staff now would like Orion to finish many uncompleted and follow-up projects, not all on the SDSU site, but on the MVE alignment. These projects would include the City of San Diego pressure-reducing vault (originally to be done by the Grantville Segment contractor), landscape restoration, new work requested at the tunnel portals, sewer manhole work in Alvarado Creek, and debris cleanup.

Staff is recommending transferring \$100,000 into the Grantville Segment Contract (LRT-426.3) Construction Contingency to fund pending CCOs with the Contractor Modern Continental Construction (MCC) on the project. As the project nears completion, staff will be balancing bid items with CCOs and funding last-minute changes and upgrades to the systems.

MCC has been on the project since December 2001, and its portion of the project is 99 percent complete. The MVE Project needs to transfer \$100,000 into the Grantville Segment Construction Contingency for LRT-10426.3 to fund pending CCOs with MCC. Construction Management staff will utilize these funds for closing CCOs to pay for increases in contract bid item quantities. Staff recommends approval of this transfer to the Construction Contingency to expedite the closeout of the contract with MCC.

Budget Transfers

Requested with this Board action is an amendment to the construction management contract for WIS. In order to fund this action, an additional \$1,800,000 would need to be added to the Construction Management line item. We recommend moving \$400,000 from available balances in the Fare Collection and the Communications Equipment line items and \$1,400,000 from the Project Reserve line item, as shown on Attachment B, Budget Change Summary, to fund this amendment.

Also requested with this Board action is a contract amendment for design support during construction with the tunnel and underground station designer, URS. In order to fund this action an additional \$40,000 would need to be added to the Engineering and Design-Tunnel budget line item. The funds would come from an available balance in the Contaminated Soils budget line item. In addition, we need to correct a negative balance in the Engineering Line Segment line item. Previously approved contract amendment actions for design in support of construction failed to transfer needed funding to cover the encumbrances. This action would transfer \$210,000 into the Engineering Line Segment line item from an available balance in the Contaminated Soils Budget line item to correct the line item deficit. Both transfers are shown in Attachment B, Budget Change Summary.

Attachment G, Budget Transfer History, shows the most recent budget actions for the MVE LRT Project.

Contract Actions

SWI, under Contract LRT-10426.5, is the contractor for the installation of trackwork and systems for the entire MVE Project. It has been working on the MVE Project since January 2003.

CCO No. 99 provides for improvements at the 70th Street Station parking lot. Originally the La Mesa Segment contractor under LRT-10426.4 was scheduled to complete the 70th Street parking lot after the demolition of an existing building within the parking lot area. However, the demolition of this building was delayed by MTS to let the construction management team use the building for offices, saving rent for outside facilities. In addition, we were concerned that the parking lot would be subject to damage if it was completed too early and left to sit vacant. It would have been more disruptive to move the construction management office in November 2003, when the demolition was originally scheduled, when the CM was at its staffing peak. Therefore, it was decided to have SWI finish the parking lot improvements at the end of the project. The original station contractor, Balfour Beatty/Ortiz (Balfour), no longer has staff or equipment on site to complete this work.

CCO No. 46, Supplement No. 1, provides for SWI to install station brackets and signs and trailblazer signs at the three stations constructed by the La Mesa Segment and the Grantville Segment contractors. Originally the La Mesa and Grantville Segment contractors were to install signs at these three stations, as furnished by MTS. However MTS was not able to provide the line segment contractors with the signs in a timely manner, so it was decided to have SWI install the signs instead, since it is still on the project, and the other two contractors have completed their work.

The Board is requested to approve CCO No. 99 and CCO No. 46, Supplement No. 1, for \$175,139 and \$47,400, respectively, to pay the Trackwork and Systems contractor, SWI, to complete the installation of the station signs, brackets, and trailblazer signs.

The SWI Workforce Report is attached for information (Attachment H).

The original professional services contract for CM services with WIS was approved by the Board on February 24, 2000. Phase 1 was completed in March 2001 for \$993,430. Phase 2 of the Construction Management contract with WIS was then executed by the General Manager on March 16, 2001, in the initial amount of \$14,174,767.59. Thus far, due to the complexity of the project, additional requirements, and delays by the construction contractors, the contract has been amended 35 times. See WIS Amendment History (Attachment I).

Amendment No. 36 is required to retain WIS on the project longer than anticipated despite the previous amendments. Staff anticipated that a majority of WIS staff would be on the project until the end of June 2005, with a reduced WIS staff remaining on the project until July 2005. However, the contract completion dates have been extended for the MVE contractors; therefore, WIS personnel and San Diego Association of Governments (SANDAG) personnel will be required to remain on the project to oversee and inspect the contractors' works. These include:

- SDSU Tunnel and Underground Contract LRT-10426.1, where the contractor has CCO work to complete after its regular contract work expired on February 15, 2005, in addition to CM time for staff to cover contractor overtime;
- Grantville Segment Contract LRT-10426.3, where the contractor has a reduced its force to complete CCO work;
- La Mesa Segment Contract LRT-10426.4, where the Contractor has completed contract bid item work and now has CCO work to complete; and
- Trackwork and Systems Contract LRT-10426.5, where the contractor will be on the project longer than expected because of contract wire thefts, contractor overtime work to be inspected, MTS changes and upgrades, and change order work requested by SANDAG.

The Board is requested to approve execution by the Chief Executive Officer of Construction Management contract Amendment No. 36 for \$1,489,652 to retain WIS staff on the project until the end of August 2005, beyond originally anticipated contractor completion dates. This amendment will bring the total contract amount to \$44,351,129.

The WIS Workforce Report is attached for information (Attachment J).

Contract Amendment No. 18 for URS is required to extend design support services through the end of July 2005. Design support services include review of requests for information, field visits to assist the contractor in solving problems related to fire/life safety, and the like. Previously authorized design support services were exhausted in fall 2004. The \$150,000 reimburses URS for work performed since that time and provides an adequate balance to last through the end of July 2005. Approval of this amendment would bring the contract total to \$15,604,711.86. The contract Amendment History is attached as Attachment K for your information, and the URS Workforce Report is attached as Attachment L.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Dennis L. Wahl, 619.235.2635, dwh@sandag.org

LTorio
APR28-05.31.DWAHL
4/15/05

- Attachments:
- A. MVE LRT Approved Construction Contingency Changes
 - B. MVE LRT Budget Change Summary
 - C. CCO No. 99 for SWI
 - D. CCO No. 46 for SWI
 - E. MTS Doc. No. L6343.36-01, CM Services from WIS
 - F. MTS Doc. No. L6220.18-99, Construction Support from BRW
 - G. MVE Budget Transfer History
 - H. SWI Workforce Report **(Board Only)**
 - I. WIS Amendment History
 - J. WGI Workforce Report **(Board Only)**
 - K. Contract Amendment History
 - L. URS Workforce Report **(Board Only)**

**Mission Valley East LRT Project
Approved Construction Contingency Changes**

	Segment/Contract No.				
	Grantville LRT 426.3	SDSU Utility LRT 426.2	SDSU LRT 426.1	La Mesa LRT 426.4	Track & Systems LRT 426.5
5% Original Construction Contingency	\$ 2,871,502	\$ 451,731	\$ 4,135,020	\$ 2,981,094	\$ 2,192,878
4/19/02 AI #6		\$ 150,000			
8/09/02 AI #24		\$ 100,000			
8/22/02 AI #9			\$ 500,000		
9/12/02 AI #30			\$ 1,500,000		
11/14/02 AI #18			\$ 450,000		
12/12/02 AI #33	\$ 500,000		\$ 2,000,000		
1/16/03 AI #37			\$ 4,200,000		
2/27/03 AI #18	\$ 750,000				
4/24/03 AI #5	\$ 500,000				
Budget transfer within 10426-1010		\$ 247,546	\$ (247,546)		
5/08/2003 AI #12				\$ 500,000	
8/7/2003	\$ 600,000		\$ 800,000		
10/30/2003 AI #9			\$ 1,000,000		
12/11/03 AI #5	\$ 500,000		\$ 1,000,000		
3/25/2004 AI #16	\$ 100,000			\$ 500,000	
29-Apr-04 AI#12		\$ 250,000			
7/8/2004 AI#6			\$ 1,300,000		
23-Sep-04 AI#7			\$ 1,300,000		
23-Sep-04 AI#7		\$ (130,000.00)	\$ 130,000		
Proposed 04/14-05	\$ 100,000.00	\$ 500,000.00			\$ 1,200,000.00
Approved Construction Contingencies	\$ 5,921,502	\$ 1,569,277	\$ 18,067,474	\$ 3,981,094	\$ 3,392,878

Att. A, AI 31, 4/28/05, CIP 426.7.3

**Mission Valley East LRT Project
Budget Change Summary
April 14, 2005**

WBS	Line Item	Current	Revised	Change
10426-0610	Engineering Tunnel	\$15,200,350	\$15,240,350	\$40,000
10426-0618	Engineering Line Segments	\$27,450,000	\$27,660,000	\$210,000
10426-0700	Construction Management	\$45,100,000	\$46,900,000	\$1,800,000
10426-1400	Fare Collection	\$200,000	\$100,000	-\$100,000
10426-1500	Communications	\$500,000	\$200,000	-\$300,000
10426-4000	Contaminated Soils	\$1,300,000	\$1,050,000	-\$250,000
	Unchanged Line items	<u>\$405,357,502</u>	<u>\$405,357,502</u>	<u>\$1,400,000</u>
	Total Budget	\$495,107,852	\$496,507,852	\$1,400,000
10426-3900	Project Reserve	\$7,352,250	\$5,952,250	-\$1,400,000

MTDB**CONTRACT CHANGE ORDER (CCO)**

Report Date: 03/08/05

Contract No. LRT-426.5

MVE Trackwork & Systems

File: CIP10428.7

Page 1 of 2 pages

CCO NO. 99
 SUPPLEMENT NO. 0
 REVISION NO. 0
 TO: Stacy and Witbeck Inc.

You are hereby directed to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: This change order is not effective until approved by The Construction Engineer.

Description of work to be done, estimate of quantities, and prices to be paid. Segregate between additional work at contract price, agreed price and force account. Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time.
 Change requested by Engineer

Extra Work at Agreed Price

In accordance with Section 4-1.03D, Extra Work, of the Standard Specifications, provide labor, material, and equipment necessary to construct the remaining portion of the parking lot at 70th St indicated on the attached LRT-426.4 drawings (LD-3 sht 398, CL3-2 sht 71, CL3-5 sht 74, IP-4 sht 445, IP-5 sht 446, LCD-2 sht 390, LP-4 sht 403, LP-5 sht 404, LP-8 sht 407, LC-1 sht 393 and LC-2 sht 394). Work includes:

1. Install 185 sm of Lithocrete Concrete
2. Install 40 m of rock fence
3. Install 11 ea one post roadside signs
4. Install 17 m2 of Thermoplastic Pavement Markings
5. Paint 950 m of two coat Traffic Striping (Parking Stalls)
6. Install 10 m (200 mm Thermo Traffic Stripe)
7. Install 10 m (200 mm Thermo Traffic Stripe Broken)
8. Paint 203 m of Curbs
9. Remove 32 m of Chain Link Fence
10. Install 443 tonnes of AC paving
11. Install 5 m3 of Cement Treated Base
12. Install 101 m3 of Aggregate Base - Class 2
13. Install 25 m3 of Minor Concrete (curb & gutter)
14. Install 16 m3 of Colored Stamped Concrete
15. Install 129 ea Parking Bumpers
16. Install 1 LS Irrigation/Planting
17. Cap sewage line
18. Lighting (furnish/install foundation, conduit and lighting)

(continued next page)

Total Change This Supplement:

\$175,139.00 (Increase)

By return of this order the time of completion will be adjusted as follows: Increase 10 working day(s)

Submitted by: _____ Date _____
 Resident Engineer Steven Dill

Recommended by: _____ Date _____
 Construction Project Manager Mark Benson

Approved by: _____ Date _____
 Construction Engineer William A. Prey

Concurred by: _____ Date _____
 Director of Engineering & Construction Jim Linthicum

Concurred by: _____ Date _____
 General Manager Paul Jablonski / CEO

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

Accepted, Date _____ Contractor: Stacy and Witbeck Inc.

By _____ Title _____

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

CCO NO. 99
SUPPLEMENT NO. 0
REVISION NO. 0
TO: Stacy and Witbeck Inc.

- 19. Remove misc unsuitable material
- 20. Sawcut and Cleanup Edges
- 21. Demo Existing AC at New Lithocrete Walkway
- 19. Raise existing vaults (2)
- 20. Abandon SL vault

Refer to the 426.4 Special Provisions for information not indicated on the attached drawings. A lump sum payment of \$175,139 will be made for the above work. This sum constitutes full compensation, including all markups for this change. Per Section 8-1.07, Liquidated Damages, of the Standard Specifications, the adjustment to the time of completion due to this CCO is ten days.

Agreed Price \$175,139.00

Total Change This Supplement:

\$175,139.00 (Increase)

MTDB**CONTRACT CHANGE ORDER (CCO)****Report Date: 04/05/05****Contract No. LRT-426.5****MVE Trackwork & Systems****File: CIP10426.7**

Page 1 of 1 pages

CCO NO. 46
 SUPPLEMENT NO. 1
 REVISION NO. 0
 TO: Stacy and Witbeck Inc.

You are hereby directed to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: This change order is not effective until approved by The Construction Engineer

Description of work to be done, estimate of quantities, and prices to be paid. Segregate between additional work at contract price, agreed price and force account. Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time.
 Change requested by Engineer

Estimate of Extra Work at Force Account

In accordance with Section 4-1.03D, Extra Work & 9-1.03, Force Account Payment of the Standard Specifications, and as directed by the Engineer, provide labor, material, incidentals and equipment necessary to fabricate and install sign brackets at the Passenger Stations. Several brackets shown on the CCO #46 supplement 0 plans do not exist and are to be installed as directed in the field.

This work will be paid as Extra Work at Force Account in an amount not to exceed \$10,000.

Force Account Estimate \$10,000.00

Extra Work at Agreed Price

In accordance with Section 4-1.03D, Extra Work, of the Standard Specifications, provide labor, material, and equipment necessary to install the remaining signs not covered in the original CCO #46.

A lump sum payment of \$37,400 will be made for the above work. This sum constitutes full compensation, including all markups for this change.

Agreed Price \$37,400.00

Total Change This Supplement: \$47,400.00 (Increase)

By reason of this under the time of completion will be adjusted as follows: Time adjustment deferred

Submitted by: _____ Date _____
 Resident Engineer Steven Dill

Recommended by: _____ Date _____
 Construction Project Manager Mark Benson

Approved by: _____ Date _____
 Construction Engineer William A. Prey

Concurred by: _____ Date _____
 Director of Engineering & Construction Jim Linthicum

Concurred by: _____ Date _____
 General Manager Paul Jablonski / CEO

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

Accepted, Date _____ Contractor: Stacy and Witbeck Inc.

By _____ Title _____

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.



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

DRAFT

April 28, 2005

MTS Doc No. L6343.36-01
CIP 10426.12

Mr. Steve Paré
Southern California Area Manager
Washington Infrastructure Services, Inc.
17300 Redhill Avenue, Suite 150
Irvine, CA 92614

Dear Mr. Paré:

Subject: AMENDMENT NO. 36 TO MTS DOCUMENT NO. L6343.0-01; CONSTRUCTION
MANAGEMENT SERVICES FOR THE MISSION VALLEY EAST LIGHT RAIL TRANSIT
PROJECT

This letter will serve as Amendment No. 36 to MTS Document No. L6343.0-01 for professional
services, as further described below.

SCOPE OF SERVICES

This amendment provides reimbursement to Washington Infrastructure Services, Inc. (WIS), for
Construction Management (CM) services to extend the services of CM personnel on the Mission Valley
East (MVE) Light Rail Transit (LRT) Project until approximately the end of August 2005 because of
delays by the contractors in completing their contract work. Costs shall not exceed those as shown
on the WIS proposal dated March 21, 2005.

SCHEDULE

The services shall be completed by August 31, 2005.

PAYMENT

Payment shall be based on actual cost, not to exceed \$1,489,652, in accordance with the attached
pricing proposal dated March 22, 2005 (\$1,489,652 from WBS 10426-0700). Additional authorization
is contingent upon written approval from MTS. The total value of MTS Doc. No. L6343.0-01, including
this amendment, is \$44,351,129, not including Amendment No. 17 (not issued). All other conditions of
the original contract shall remain the same.



Mr. Steve Paré
April 28, 2005
Page 2

DRAFT

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Steve Paré
Southern California Area Manager

ARamir/L-Amend-L6343.36-01.DWAHL

Attachment: WIS Pricing Proposal of 3/22/05

cc: Jim Linthicum, Bill Prey, Dennis Wahl – SANDAG



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

April 28, 2005

DRAFT

MTDB Doc. No. L6220.18-99
CIP 10426

Mr. George Fies
Vice President
BRW, Inc.
701 B Street, Suite 530
San Diego, CA 92101

Dear Mr. Fies:

Subject: AMENDMENT NO. 18 TO MTDB DOC. NO. L6220.0-99, ADDITIONAL CONSTRUCTION
SUPPORT

This letter will serve as our agreement for professional services under Amendment No. 18 to the Mission Valley East Light Rail Transit (LRT) Project, San Diego State University (SDSU) Tunnel and Underground Station Final Design Contract (Original Contract L6220.0-99), in an amount not to exceed \$150,000 which shall be authorized by individual task authorizations.

SCOPE OF WORK

Work shall be completed in accordance with attached general Scope of Work. Actual work shall be defined and released by specific task authorizations.

SCHEDULE

Work will be completed as defined by task authorization.

PAYMENT

Payment shall be authorized by individual Scope of Work. The total funding for the contract, including the additional funding of \$150,000, is now \$15,604,711.86.

If you agree with the above, please sign and return the copy of this contract amendment marked "original" to the Metropolitan Transit System (MTS), attention: Contract Administrator. Retain the other copy for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

George Feis
Vice President

LTorio/CL-L6220-18-99-BRW.DRAGLA

Date: _____

Attachment: Scope of Work



MISSION VALLEY EAST BUDGET TRANSFER HISTORY

			Budget Transfers						Cumulative Changes	Current Approved Budget	
WBS	Budget Line Item	@ FFGA	32 06/10/2004 #10	33 06/24/2004 #15	34 07/08/2004 #6	35 09/23/2004 #7	36 12/09/2004 #8	37 12/09/2004 #37	38 04/28/2005		
0100	Admin	14,900,000						2,000,000	2,000,000	16,900,000	
0599SDSU	SDSU Utility Betterments								1,500,000	1,500,000	
0610	Design Tunnel	6,800,000		(400,000)					8,440,350	15,240,350	
0618	Design Line Segment	14,500,000		700,000					210,000	27,660,000	
0700	Construction Management	21,300,000	100,000			1,800,000			1,800,000	46,900,000	
0800	Prof. Services	2,400,000							1,000,000	3,400,000	
0900	Right of Way	31,200,000							1,700,000	32,900,000	
1010	SDSU Construction*	86,500,000			1,300,000	1,500,000	555,325	1,000,000	25,929,200	112,429,200	
1099	SDSU Mitigation	-			(300,000)	(1,000,000)			12,189,000	12,189,000	
1018	Const. Line Segment	179,400,000							(179,400,000)	-	
109918GR	Const. Grantville				300,000		405,325	1,000,000	73,729,200	73,729,200	
109918LM	Const. La Mesa				(800,000)		(150,000)		63,600,000	63,600,000	
109918TS	Const. Track & Sys.				(500,000)				46,500,000	46,500,000	
109910SR	SDSU Steam Line Repair								1,960,102	1,960,102	
1300	Vehicles	30,000,000							7,850,000	37,850,000	
1400	Fare Collection	1,100,000		(300,000)		(200,000)			(100,000)	100,000	
1500	Communications	1,100,000							(300,000)	200,000	
1900	Start up	2,400,000							-	2,400,000	
3800	Contingency	31,400,000	(400,000)				(810,650)		(29,689,350)	-	
4000	Contaminated soils	1,000,000	300,000						(250,000)	50,000	
Totals**		424,000,000							74,218,502	496,507,852	Approved Cap Budget
										493,047,750	MTS Funded Budget
										3,460,102	SDSU & Insurance Claim
3900	Project Reserve	0				(2,100,000)		6,000,000	(1,400,000)	(22,547,750)	5,952,250 Available Reserves
										506,000,000	Bdgt w plan & reser w/o SDSU betterments & steam repair

* - Includes \$4,000,000 in SDSU Utility Relocations

** - excludes 7,000,000 in planning budget

Att. G, AI 31, 4/28/05, CIP 426.7.3

DATE	DOCUMENT	AMOUNT WRITTEN	TOTAL TO DATE
NOTE	With the Board meeting of 10 Dec 03 approved Amends 3, 11, 12 & 23 Ratifying GM signatures		
GM Approval 12-Sep-03	Amendment No. 24 CM contract language change- Use of Caltrans personnel	\$ 0.00	\$ 24,760,150.78
Board Approved 12 Jun 03	Amendment No. 25 (Proposed)		
AI #32	Added staffing @ SDSU & OT after 6/30/03-Grantville & La Mesa Extra T&S CM, Testing after November 2003 Caltrans audit requested Will use post-award audit	\$ 16,667,540.57	\$ 41,427,691.35
GM Approval Approved Brd 10-Dec-03	Amendment No. 26 CM contract language change- Addition safety awards program	\$ 35,000.00	\$ 41,462,691.35
CEO Approval 2-Feb-04	Amendment No. 27 CM contract language change- No Cost	\$ 0.00	\$ 41,462,691.35
CEO Approval Board 23-Sep-04	Amendment No. 28 Moving Exp to Grantville office	\$ 59,771.44	\$ 41,522,462.79
CEO Approval Board 23-Sep-04	Amendment No. 29 Personnel to cover Steam Repair	\$ 55,789.22	\$ 41,578,252.01
CEO Approval Board 23-Sep-04	Amendment No. 30 LJ Meadows Safety Design criteria and certification	\$ 50,580.00	\$ 41,628,832.01
CEO Approval Board 23-Sep-04	Amendment No. 31 DeC consultants Rail and Stray Current testing	\$ 89,235.00	\$ 41,718,067.01
CEO Approval Board 23-Sep-04	Amendment No. 32 Addition safety awards program	\$ 40,000.00	\$ 41,758,067.01
CEO Approval Board 23-Sep-04	Amendment No. 33 CM contract language change- No Cost	\$ 0.00	\$ 41,758,067.01
CEO Approval Board 23-Sep-04	Amendment No. 34 LJM & A Safety Cert-ITCC	\$ 24,790.00	\$ 41,782,857.01
Board Approva Board 23-Sep-04	Amendment No. 35 Project Delays-Line seg CM staff Caltrans post audit	\$ 1,078,620.00	\$ 42,861,477.01
PROPOSED Boar 14-Apr-04	Amendment No. 36 Project Delays-CM staff length of time	\$ 1,489,652.00	\$ 44,351,129.01

Att. I, AI 31, 4/28/05,
CIP 426.7.3

DATE	DOCUMENT	AMOUNT WRITTEN	TOTAL TO DATE
GM Approval 20-Jan-02	Amendment No. 11	\$ 14,282.46	
Approved Brd 10-Dec-03	Pavement survey No audit		\$ 19,043,107.40
GM Approval 20-Jul-02	Amendment No. 12	\$ 86,796.05	
Approved Brd 10-Dec-03	Added safety engineer-4months		\$ 19,129,903.45
GM Approval	Amendment No. 13	\$ -	
	No cost-language change		\$ 19,129,903.45
31 Oct 02 Brd AI #5	Amendment No. 14 Safety Engineer-Additional time	\$ 330,894.63	
Revised with Amend #24	Caltrans Audit needed Letter sent		\$ 19,460,798.08
	Amendment No. 15		
31 Oct 02 Brd AI #5	Stray Current testing	\$ 130,072.76	
			\$ 19,590,870.84
	Amendment No. 16		
12-Dec-02	Structural Representative-Lawhar	\$ 336,907.77	
Board approve	Caltrans audit done 6 Nov-02		\$ 19,927,778.61
	Amendment No. 17		
	LFV Safety Design criteria	\$ -	never written-noth
	No Caltrans audit		\$ 19,927,778.61
Approved 16 Jan-03 Brd	Amendment No. 18 Extra CM personnel	\$ 286,932.63	
Revised with Amend #24	Caltrans audit sent 16 Dec		\$ 20,214,711.24
Approved 16 Jan-03 Brd	Amendment No. 19 Extra NATM Inspection	\$ 750,455.81	Red. from \$1,084,838 after
Revised with Amend #24	Caltrans audit-sent 16 Dec 02		\$ 20,965,167.05
Board apprvd 27-Feb-03	Amendment No. 20 CM personnel for overtime, etc.	\$ 2,085,369.57	
Revised with Amend #24	Caltrans audit sent 13 Feb 03		\$ 23,050,536.62
10 April 03	Amendment No. 21		
Board Approve	CM safety personnel (2) Caltrans audit needed	\$ 571,439.00	
			\$ 23,621,975.62
	Amendment No. 22		
10 April 03	CM Scheduling personnel	\$ 1,103,175.16	
Board Approve	Caltrans audit needed		\$ 24,725,150.78
GM Approval 21-Jun-03	Amendment No. 23 CM safety program ESAP	\$ 35,000.00	
Approved Brd 10-Dec-03	No Caltrans audit needed		\$ 24,760,150.78

MISSION VALLEY EAST LRT EXTENSION

Amendment History

Construction Management Services Washington Infrastructure Services (L6343.0-0)

Updated 28 March 2005 after proposed #36

PHASE 2 ONLY

DATE	DOCUMENT	AMOUNT WRITTEN	TOTAL TO DATE
*BOARD approval amount <u>Not necessarily the amount the amendment was written for.</u>			
Phase 2	Original Contract Amount	\$ 14,174,767.59	
	Caltrans audited-Mar 2001		
19-Apr-01	Amendment No. 1	\$ 134,712.87	
Board	Rate increase for prevailing wage		\$ 14,309,480.46
Revised with	and Pre-Const. Photo services		
Amend #24	No Caltrans audit		
26-Oct-00	Amendment No. 2	\$ 1,559,402.06	
Board AI #30	Add Project Scheduler		\$ 15,868,882.52
Revised with	Add Field Safety Manger		
Amend #24	Add Office Safety Manger		
	Add Field Safety Administrator		
	Add Office Safety Administrator		
	Caltrans audit-July 01		
4-Sep-01	Amendment No. 3	\$ 25,000.00	
GM Approval	Implement Safety Certification		\$ 15,893,882.52
Approved Brd	Plan		
10-Dec-03	No Caltrans audit		
18 Oct 01	Amendment No. 4	\$ 223,871.00	
Board	Safety Certification Plan-Staff		\$ 16,117,753.52
	No Caltrans audit		
18 Oct 01	Amendment No. 5	\$ 452,836.00	
Board	Overtime and extend contract time		\$ 16,570,589.52
	To Caltrans audit 19 Sep 01		
1 Nov 01	Amendment No. 6	\$ 587,692.52	
Board	For Phase 2 used in Phase 1		\$ 17,158,282.04
	To Caltrans audit 3 Oct 01		
	fixed fee %		
A.I. #33	Amendment No. 7	\$ 15,000.00	
15 Nov 01	Additional funds for MBI Media		\$ 17,173,282.04
Board	for photographic history index		
	No Caltrans audit required		
A.I. #33	Amendment No. 8	\$ 1,097,383.21	
15 Nov 01	Extra geotechnic instrumentation		\$ 18,270,665.25
Board	monitoring for c&c tunnel and NATM		
	To Caltrans audit 3 Dec 01		
General Mgr.	Amendment No. 9	\$0.00	
signature	Set O.H. rate as fixed		\$ 18,270,665.25
	To Caltrans concurrence only 3 Dec 01		
28-Feb-02	Amendment No. 10	\$ 758,159.69	
Board	Acceptance testing by WIS		\$ 19,028,824.94
	Caltrans audit 21 Dec 01		

**MISSION VALLEY EAST LRT PROJECT:
SDSU TUNNEL AND UNDERGROUND STATION
URS/BRW Contract Amendment History**

Amendment No.	Purpose	Approval Date	Amount	Contract Total
11	Add design support for tunnel and advanced utility construction and design support for fire/life/safety programs.	4/26/01	\$ 1,442,418.00	\$ 12,068,296.86
12	Add out of scope design and additional construction support.	10/19/01	\$ 765,000.00	\$ 12,833,296.86
13	Additional design to redesign east station rephasing	11/15/01	\$ 250,000.00	\$ 13,083,296.86
14	Additional construction support.	6/27/02	\$ 270,000.00	\$ 13,353,296.86
15	Additional construction support.	10/17/02	\$ 1,123,755.00	\$ 14,477,051.86
16	Added steam, chilled water, and electric and communication design of SDSU betterments	7/10/03	\$ 85,760.00	\$ 14,562,811.86
17	Additional construction support.	6/12/03	\$ 891,900.00	\$ 15,454,711.86
18	Additional construction support. (PROP.)	4/14/05	\$ 150,000.00	\$ 15,604,711.86

**MISSION VALLEY EAST LRT PROJECT:
SDSU TUNNEL AND UNDERGROUND STATION
URS/BRW Contract Amendment History**

Amendment No.	Purpose	Approval Date	Amount	Contract Total
Original Contract	Final design for SDSU tunnel and underground station.	9/4/98	\$ 4,499,998.86	\$ 4,499,998.86
1	Artist design services.	12/10/98	\$ 100,000.00	\$ 4,599,998.86
2	Geotechnical investigation, final track alignment, additional utility mapping	4/8/98	\$ 210,700.00	\$ 4,810,698.86
3	Advance for video inspection and non destructive potholing	G.M.	\$ 25,000.00	\$ 4,835,698.86
4	Noise studies, design cut and cover tunnel, two pass lines, utility research, conceptual station design and transit center.	6/10/99	\$ 831,200.00	\$ 5,666,898.86
5	Value Engineering, cost estimate analysis, additional geotechnical investigation, and design of potholing plans.	10/7/99	\$ 322,362.00	\$ 5,989,260.86
6	Design of Value Engineering changes including NATM tunnel design, noise and vibration studies, additional geotechnical investigation related to NATM design and noise and potholing construction.	11/18/99	\$ 1,681,115.00	\$ 7,670,375.86
7	Corrosion and acoustic studies, pedestrian bridge design, and College Avenue temporary bridge design.	3/23/00	\$ 210,000.00	\$ 7,880,375.86
8	Added design for structural, architectural, electric, mechanical, design for additional utilities, support for fire/life safety program.	5/11/00	\$ 1,707,271.00	\$ 9,587,646.86
9	Added Noise and Vibration, added architectural, structural, mechanical and civil for SDSU Mitigation	7/13/00	\$ 303,232.00	\$ 9,890,878.86
10	Added design for SDSU facilities and value Engineering	12/14/00	\$ 735,000.00	\$ 10,625,878.86

Mission Valley East Status Report

April 28, 2005

Jim Linthicum



Change Orders

- CCO 99: \$175k to complete 70th St parking lot.
- CCO 46: \$47k to install signs



Contract Amendments

- \$1.5 million: Construction management
- \$150k: Design support



Budget Transfers

- \$1.2 mil *from* Track & Systems project
to T&S contingency
- \$500k *from* SDSU project
to Advanced Utilities contingency
- \$100k *from* Grantville project
to Grantville contingency



Budget Transfers

- \$400k *from* Fare Collection
to Construction Management
- \$1.4 mil *from* Project Reserve
to Construction Management
- \$150k *from* Contaminated Soils
to Design Support
- All expenditures and transfers within the Board
approved budget and our cost to complete





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

Agenda

Item No. 45

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

OPS 920.1, 960.5, 970.5
(PC 30101, 102, 103)

April 28, 2005

Subject:

MTS: FEBRUARY MONTHLY PERFORMANCE INDICATORS

RECOMMENDATION:

That the MTS Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION

Operating Environment

The following report is a summary of the MTS operational statistics for February 2005, month eight of FY 2005. There were 20 operational weekdays and eight weekend days of service. February shared much of the same operational challenges as December and January, as there were continued days of heavy rain. Routes continued their detours, particularly at Fashion Valley Transit Center. Among the special events of the month were Mardi Gras in the Gaslamp District and Supercross at Qualcomm Stadium.

Service Statistics

The following are the relevant service statistics for February 2005 categorized by performance indicator. Charts based on the statistics are provided in Attachments A through D.

- Service Effectiveness

- The MTS system carried 5,217,615 passengers in February, with 3,239,365 traveling on MTS buses and 1,978,250 traveling on MTS rail.



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

- The statistic for passengers per revenue hour is unavailable for MTS bus, as the revenue hours are incorrect, due to a program error at internal bus. MTS rail carried 186.66 passengers per revenue hour.
- Service Reliability
 - On-time Performance: MTS systemwide on-time performance surpassed the system goal of 90%, attaining 91.1% on-time trips. MTS bus reported 89.3% of its trips as being on time, continuing a positive trend since the beginning of FY 2003. MTS rail operated with 94.9% of its trips on time.
 - Mean Distance Between Failures (MDBF): The MDBF for MTS bus was 14,095 miles, continuing a positive trend for this statistic. There were no failures on MTS rail; the MDBF was 524,056 car miles.
- Quality of Service
 - MTS bus had 2.24 total collisions per 100,000 miles. MTS rail had 2 collisions, with a rate of 0.38 collisions per 100,000 miles.
 - Non-Americans with Disabilities Act (ADA) customer complaints reported 12.98 complaints per 100,000 passengers. There were 18 ADA complaints, which represented 0.07% of total ADA ridership.



Paul C. Jablonski
Chief Executive Officer

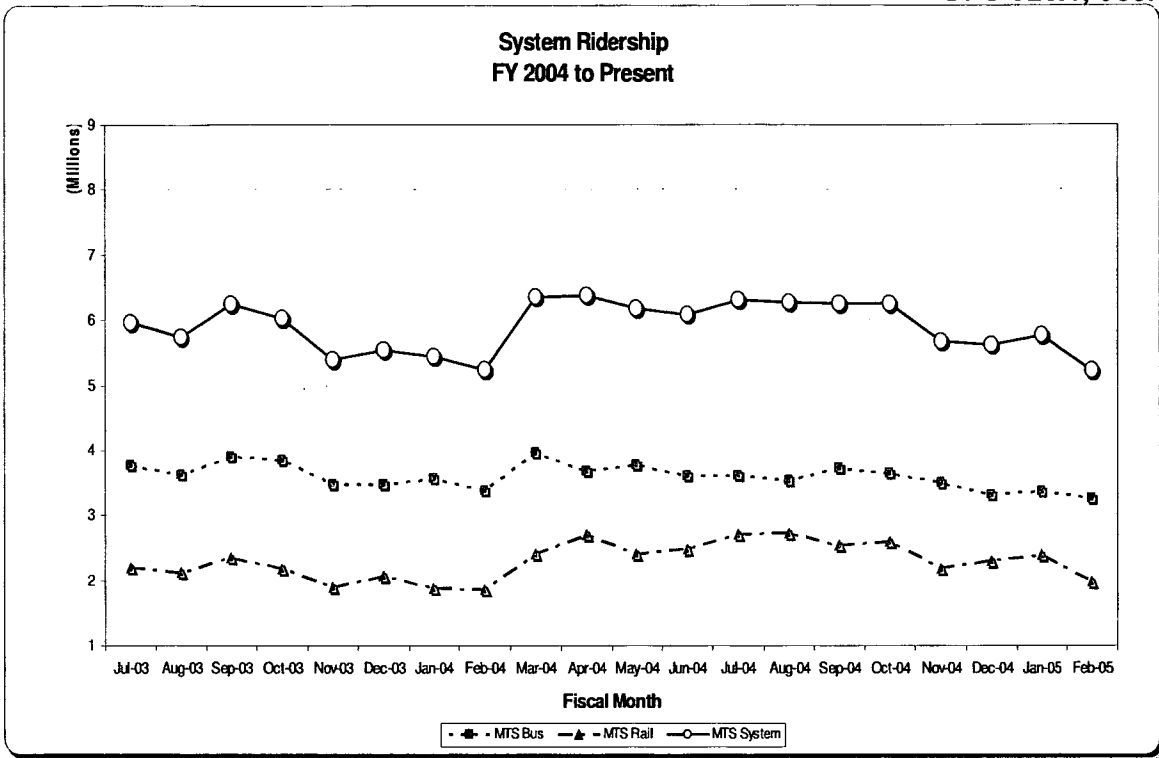
Key Staff Contact: Anika-Aduesa deSilva, 619.595.4901, anika.desilva@sdmts.com

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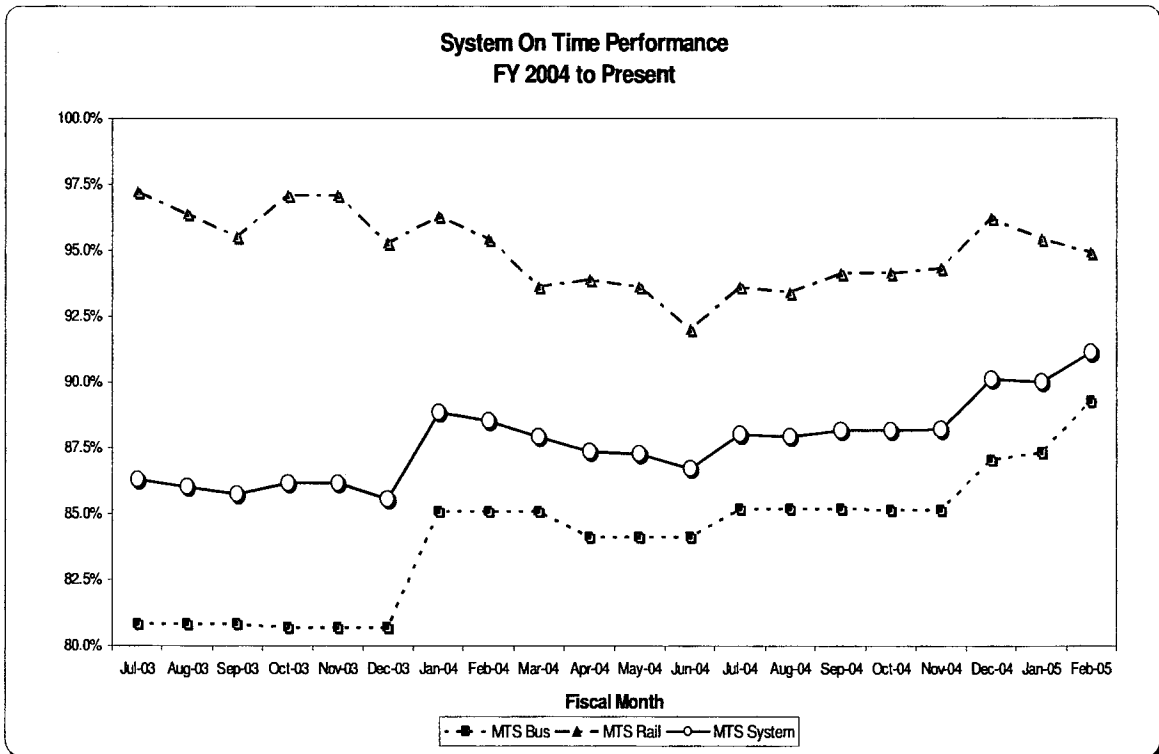
Attachments: A. MTS System Ridership, On-Time Performance (Bus, Rail, System)
B. MTS Mean Distance Between Mechanical Failures (Bus, Rail)
C. MTS Total Collision Accidents (Bus, Rail)
D. MTS Customer Complaints (Non-ADA Service)

RIDERSHIP

Att. A, AI 45, 4/28/05,
OPS 920.1, 960.5, 970.5

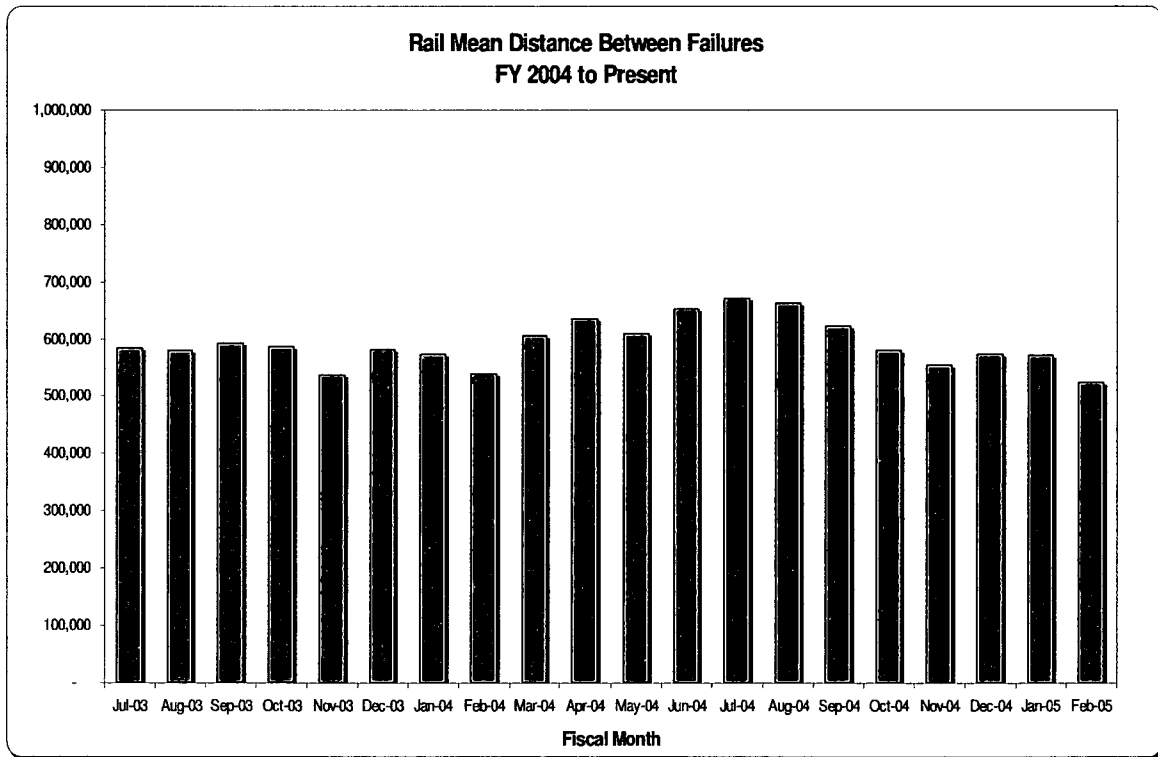
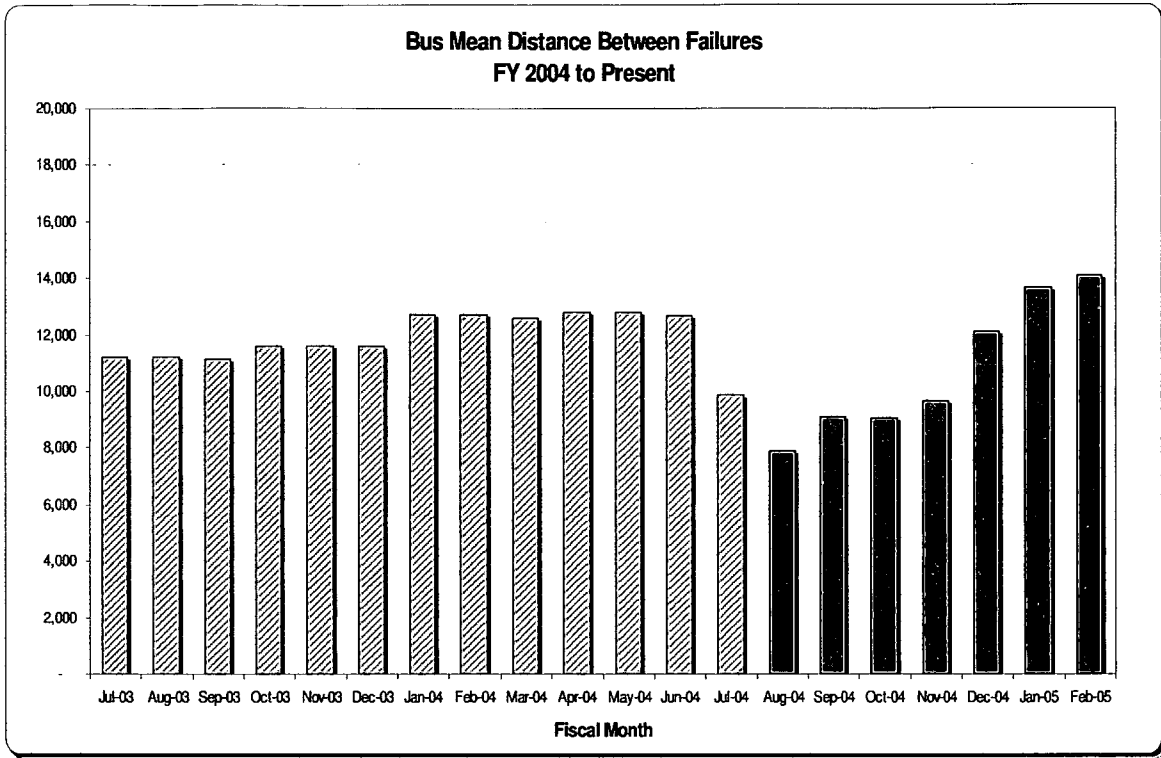


ON TIME PERFORMANCE



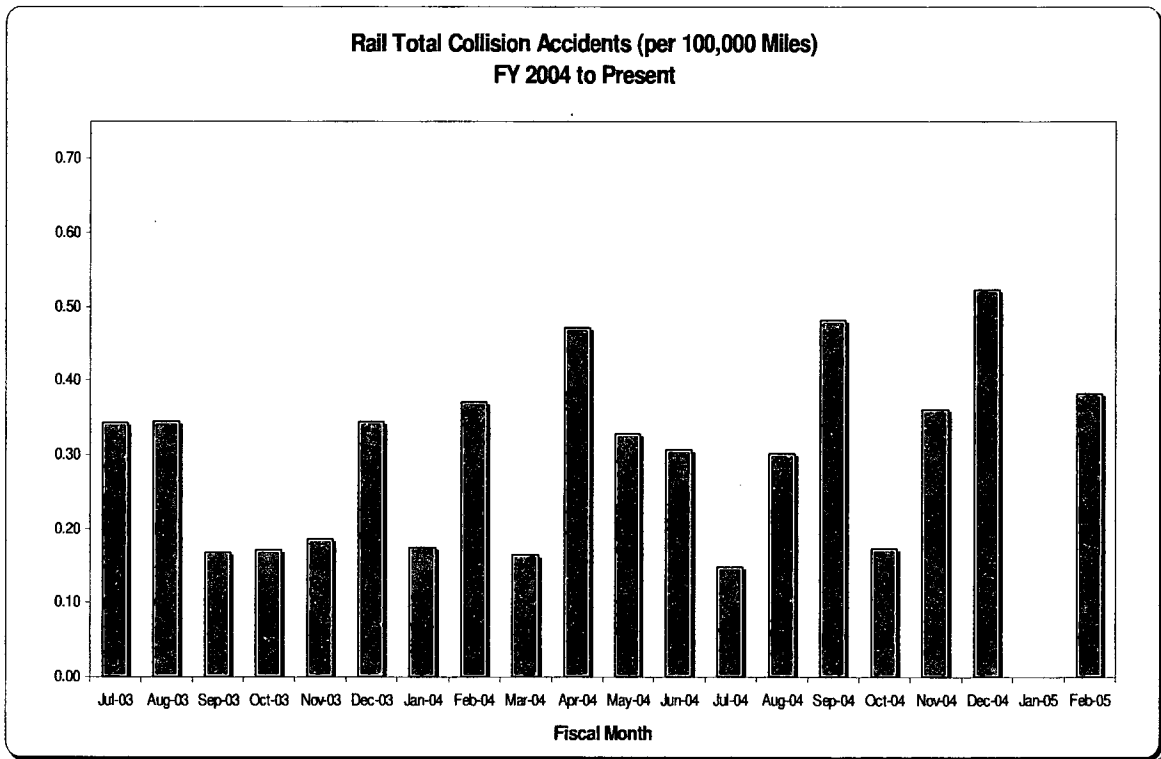
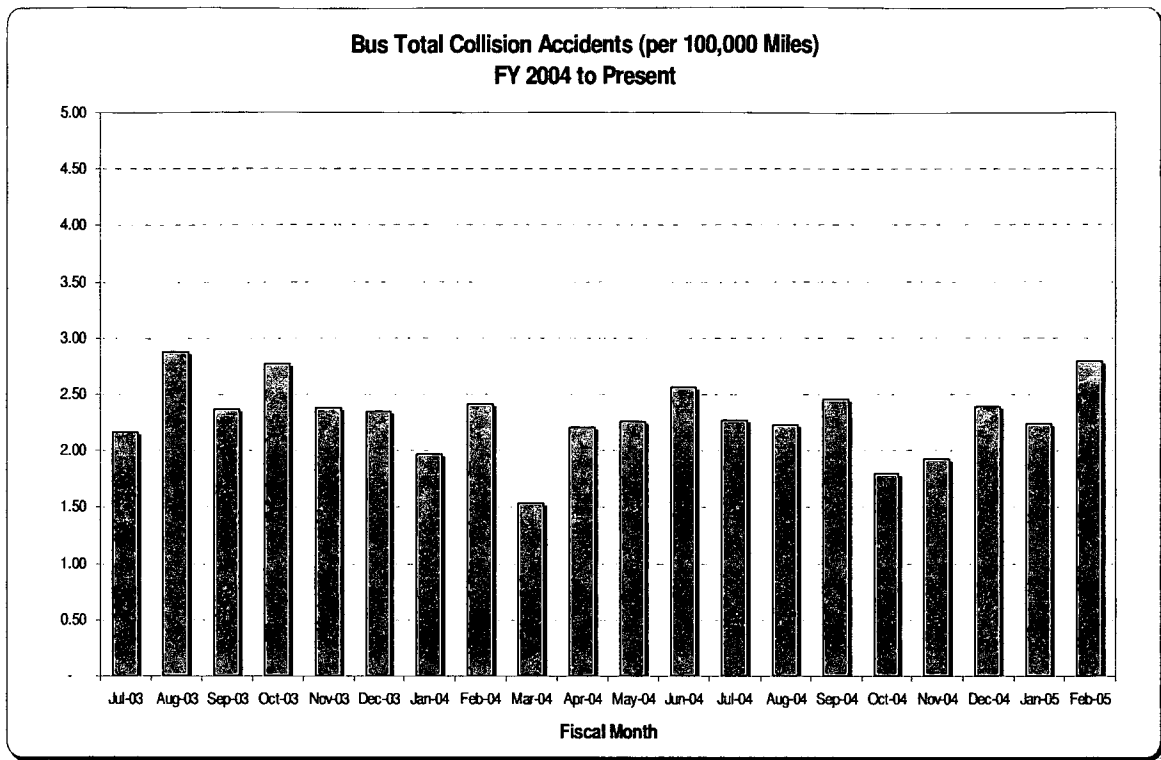
MEAN DISTANCE BETWEEN MECHANICAL FAILURES

Att. B, AI 45, 4/28/05,
OPS 920.1, 960.5, 970.5



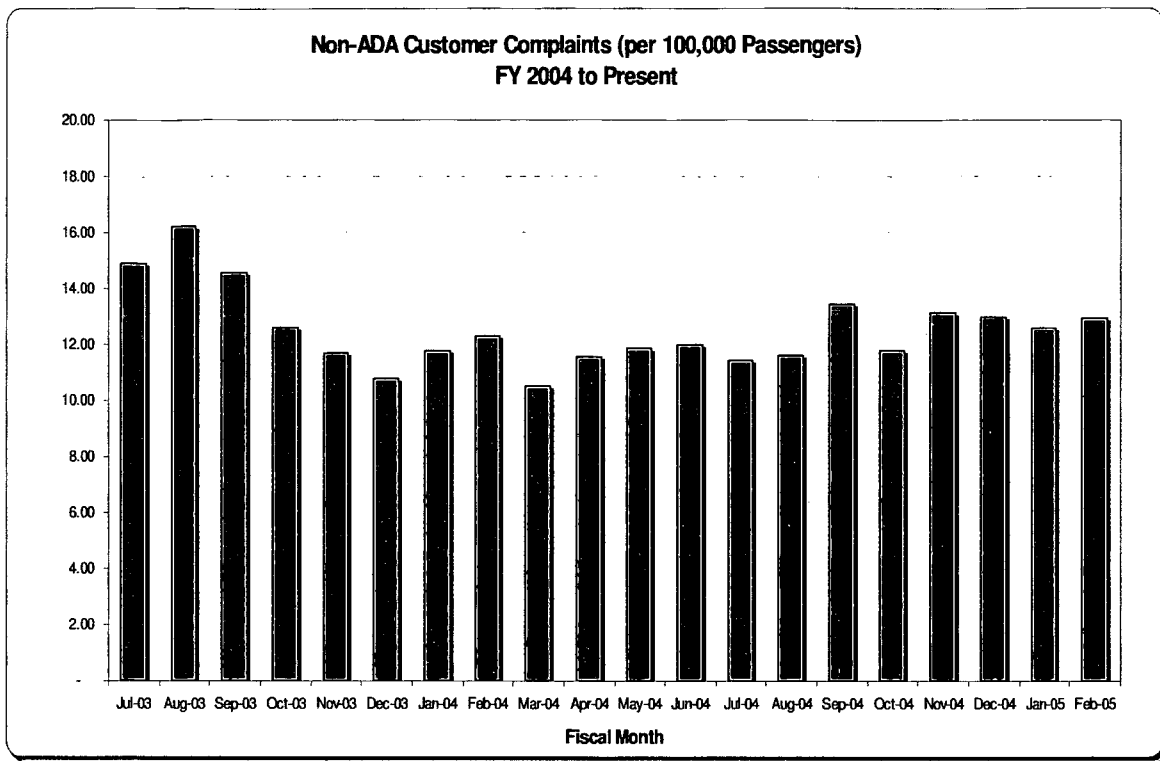
TOTAL COLLISION ACCIDENTS PER 100,000 MILES

Att. C, AI 45, 4/28/05,
OPS 920.1, 960.5, 970.5



CUSTOMER COMPLAINTS

Att. D, AI 45, 4/28/05,
OPS 920.1, 960.5, 970.5



Metropolitan Transit System

**February 2005
Monthly Performance Indicators**

April 28, 2005

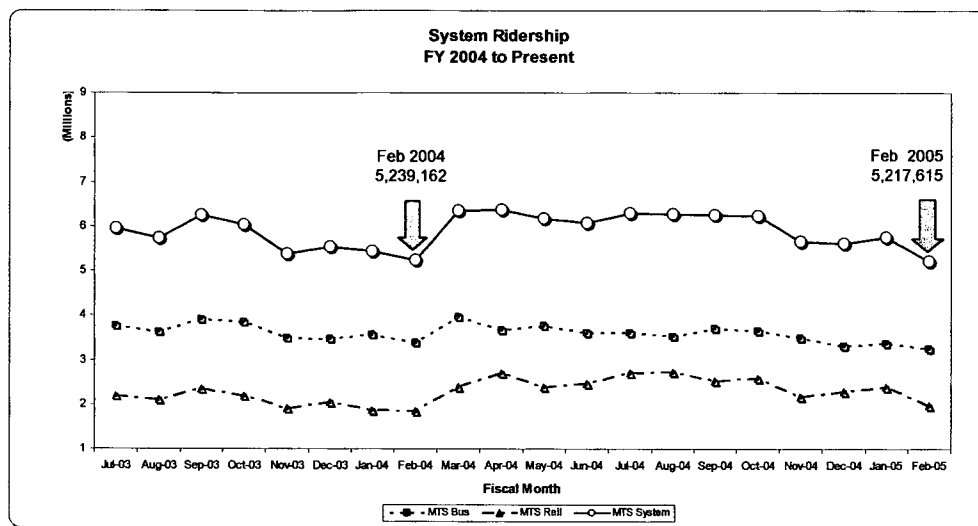


Operating Environment

- **Service Levels**
 - 20 days of weekday service
- **Inclement Weather**
 - Continued rain detours for many routes, particularly at Fashion Valley Transit Center
- **Special Events**
 - Mardi Gras in Gaslamp District
 - Supercross at Qualcomm Stadium



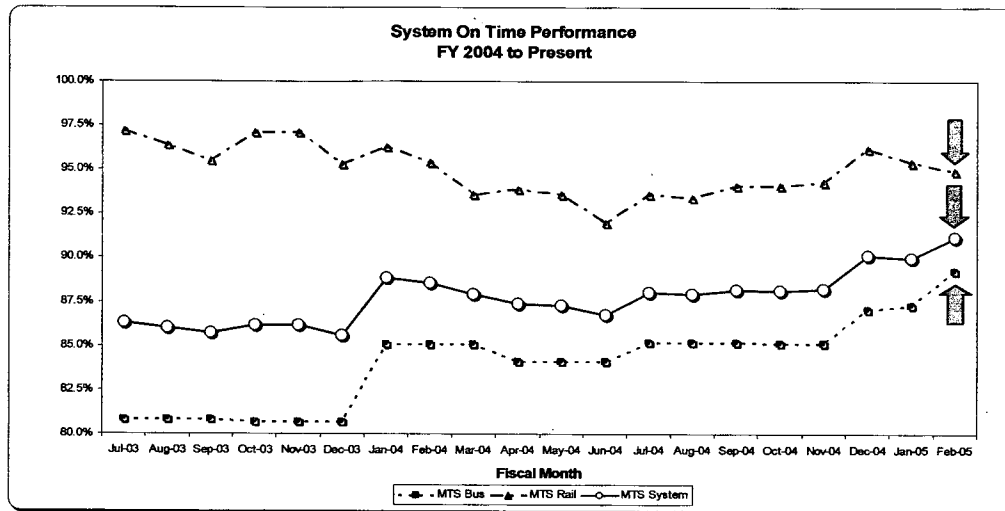
System Ridership



- System carried 5,217,615 passengers in February 2005.
 - Ridership on MTS Bus totaled 3,239,365
 - Ridership on MTS Rail totaled 1,978,250



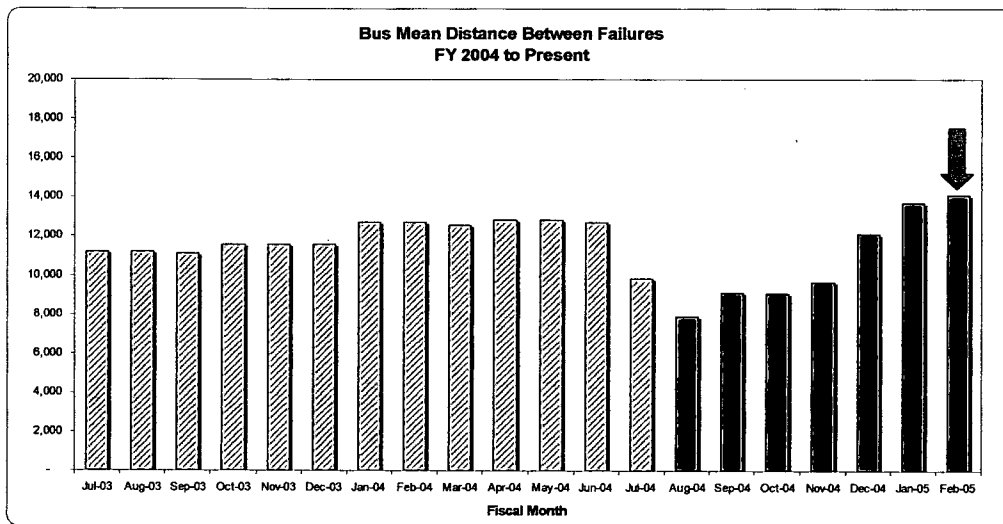
On Time Performance



- MTS System achieved 91.1% on time performance.
 - On time performance for MTS Bus (89.3%) showed continued improvement. Internal Bus continued to show greatest improvement.
 - On time performance for MTS Rail further declined to 94.9%.



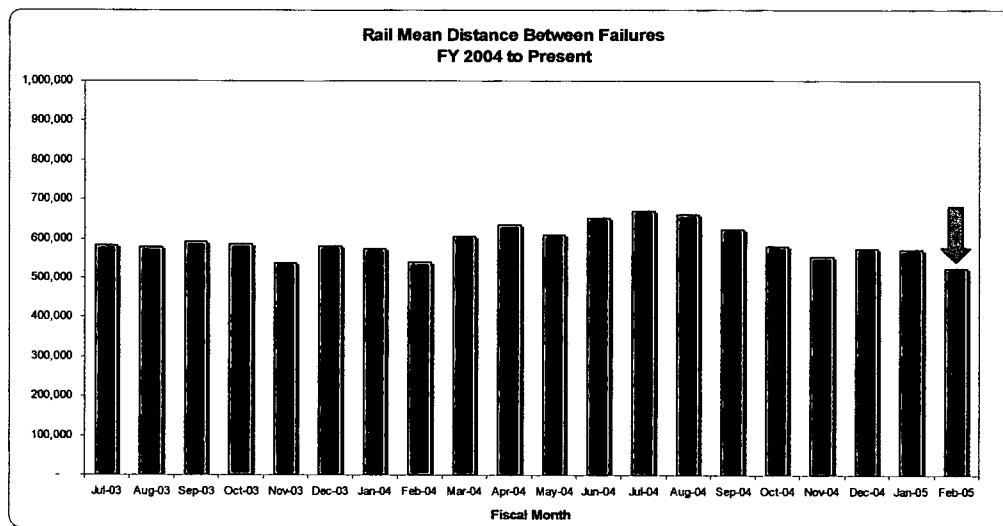
Mean Distance Between Failures - Bus



- Mean distance between failures for MTS Bus was 14,095 miles, a continued trend of improvement since August 2004 (note: data does not include Internal Bus performance prior to August 2004).



Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 524,056 car miles.



Customer Complaints

- Non-ADA complaints remained at 12-13 complaints per 100,000 passengers
- ADA services reported 18 complaints in February 2005, which only represented 0.07% of February 2005 ADA ridership.

Collision Accidents

- MTS Bus collision rate was 2.79 collisions per 100,000 miles in February 2005.
- MTS Rail had an two collision accidents in February 2005, at a rate of 0.38 collisions per 100,000 miles.



Metropolitan Transit System

**February 2005
Monthly Performance Indicators**

April 28, 2005





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Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

April 28, 2005

Minor Contract Actions

- Creative Pipe, Inc. for various metal parts for the Mission Valley East (MVE) Light Rail Transit (LRT) Project.
- Accessible San Diego for an advertisement to be placed in a specialized publication that provides information to the disabled community.
- Berryman and Henigar for general engineering services for BOSA's Downtown Electra Condominium Project at Kettner and Broadway.
- Modern Continental Construction Co. for construction services for the MVE LRT Project.
- SDSU Foundation for an amendment to a lease agreement for the MVE LRT Project.

Contract Matters

There were no Contract Matters.

gail.williams/agenda item 61



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