



12-03-09P01:10 RCVD

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## Agenda

### JOINT MEETING OF THE BOARD OF DIRECTORS

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

December 10, 2009

9:00 a.m.

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

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#### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - November 12, 2009 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 give your copies to the Clerk of the Board.

**Please turn off cell phones and pagers  
during the meeting**

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

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



## CONSENT ITEMS

- |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 6.  | <u>MTS: Capital Improvement Project Funds Transfer</u><br>Action would approve the transfer of federal Section 5307 and Transit Development Act (TDA) funds from MTS Capital Improvement Program (CIP) 11272 funds (South Bay Maintenance Facility Acquisition) to create a CIP for trolley automated passenger counters (APCs).                                                                                                                                                                                                                                    | Approve |
| 7.  | <u>MTS: San Diego and Arizona Eastern (SD&amp;AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&amp;AE Board of Directors at its November 3, 2009, Meeting</u><br>Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports (Attachment A); and (2) ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on November 3, 2009. | Ratify  |
| 8.  | <u>MTS: Insurance Brokerage and Consultation Services - Contract Amendment</u><br>Action would authorize the CEO to enter into MTS Doc. No. G1035.1-07 with BB&T John Burnham Insurance Services to exercise remaining option years to provide insurance brokerage and consultation services as specified in MTS's Request for Proposals (RFP).                                                                                                                                                                                                                     | Approve |
| 9.  | <u>MTS: Investment Report - October 2009</u><br>Action would receive a report for information.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Receive |
| 10. | <u>MTS: Series B Variable Pension Obligation Bonds Refinancing</u><br>Action would approve Resolution No. 09-25.1, which would amend previously approved Resolution No. 09-25 by modifying the interest rate provision.                                                                                                                                                                                                                                                                                                                                             | Approve |
| 11. | <u>MTS: Federal 5311(f) Intercity Bus Program Grant Application</u><br>Action would approve Resolution No. 09-26 authorizing the CEO to submit applications for \$233,498 of Federal Transit Administration (FTA) Section 5311(f) funds for operating assistance in nonurbanized areas.                                                                                                                                                                                                                                                                             | Approve |
| 12. | <u>MTS: Amendments to Policy No. 21 - Revenue-Generating Display Advertising, Concessions, and Merchandise</u><br>Action would adopt the proposed amendments to MTS Policy No. 21 regarding revenue-generating display advertising, concessions, and merchandise.                                                                                                                                                                                                                                                                                                   | Adopt   |

## CLOSED SESSION

- |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 24. | a. <u>MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS</u> Pursuant to California Government Code Section 54956.8;<br><u>Property:</u> 3650 Main Street, Chula Vista, California (Assessor Parcel No. 623-250-23);<br><u>Agency Negotiators:</u> Tiffany Lorenzen, General Counsel; Tim Allison, Manager of Real Estate Assets; and Bruce Beach, Best Best & Krieger, LLP;<br><u>Negotiating Parties:</u> Sav-On Systems, a California Limited Partnership;<br><u>Under Negotiation:</u> Price and Terms of Payment | Possible<br>Action |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|

Oral Report of Final Actions Taken in Closed Session

## NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing on FY 2010 Midyear Service Changes (Sharon Cooney) Adopt  
Action would: (1) conduct a public hearing on recommended service adjustments to achieve \$7 million in subsidy savings; (2) adopt Resolution No. 09-27, "Findings in Support of Exemption Under the California Environmental Quality Act (CEQA) Related to Proposed Budget-Related Service Adjustments"; and (3) respond to suggestions made by the public and take action (if any) on the package of service adjustments at the next regularly scheduled Board meeting on January 7, 2010.

## DISCUSSION ITEMS

30. MTS: FY 2009 Final Budget Comparison (Tom Lynch) Approve  
Action would approve applying \$1,853,000 to the MTS contingency reserve.

## REPORT ITEMS

45. MTS: Semiannual Security Report (January through June 2009) (Bill Burke) Receive  
Action would receive a report for information.
46. MTS: Fare Component Usage Trends (Mark Thomsen) Receive  
Action would receive a report on fare component usage trends.
47. MTS: Operations Budget Status Report for September 2009 (Mike Thompson) Receive  
Action would receive the Metropolitan Transit System (MTS) operations budget status report for September 2009.
48. MTS: Report on the Creation of a Central MTS Database and Reporting Tool (Devin Braun) Receive  
Action would receive a report on the new central database and reporting tool.
60. Chairman's Report Information
61. Audit Oversight Committee Chairman's Report Information
62. Chief Executive Officer's Report Information
63. Board Member Communications
64. Additional Public Comments Not on the Agenda  
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
65. Next Meeting Date: January 7, 2010
66. Adjournment

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 12-10-09

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

RECESS:

RECONVENE:

CLOSED SESSION: NONE

RECONVENE:

PUBLIC HEARING: 9:06 a.m.

RECONVENE: 11:46 a.m.

ORDINANCES ADOPTED: -

ADJOURN:

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	<input checked="" type="checkbox"/> (Boyak) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
FAULCONER	<input type="checkbox"/> (Emerald) <input type="checkbox"/>		
GLORIA	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
JANNEY	<input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>		
LIGHTNER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>		
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		11:40

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Vicki Rogers*  
*[Signature]*



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

MINUTES

November 12, 2009

MTS  
1255 Imperial Avenue, Suite 1000, San Diego

FINANCE WORKSHOP

1. Roll Call

Chairman Rindone called the meeting to order at 9:01 a.m. A roll call sheet listing Board member attendance is attached. The Finance Workshop was recessed at 9:02 a.m. to accommodate outside counsel attending the Board meeting closed session.

BOARD OF DIRECTORS MEETING

Chairman Mathis called the meeting of the Board of Directors to order at 9:03 a.m. The Board convened to Closed Session at 9:03 a.m.

CLOSED SESSION (Taken Out of Order)

24. a. MTS: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION SIGNIFICANT EXPOSURE TO LITIGATION Pursuant to Subdivision (b) of the California Government Code Section 54956.9 (One Potential Case).
- b. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8; Property: 3650 Main Street, Chula Vista, California (Assessor Parcel No. 623-250-23); Agency Negotiators: Tiffany Lorenzen, General Counsel; Tim Allison, Manager of Real Estate Assets; and Jane Wiggans, Wiggans Group, Inc.; Negotiating Parties: Sav-On Systems, a California Limited Partnership; Under Negotiation: Price and Terms of Payment

Oral Report of Final Actions Taken in Closed Session

The Board reconvened to open session at 9:42 a.m. Ms. Lorenzen reported the following:

- a. The Board received a report from General Counsel.
- b. The Board received a report and gave direction to the agency negotiators and outside counsel.

The Board of Directors meeting was recessed until after the Finance Workshop. The Finance Workshop reconvened at 9:45.

REVISED PAGE 2 OF NOVEMBER 12, 2009 MINUTES  
FINANCE WORKSHOP

2. MTS: Fiscal Year 2010 and 2011 Budgets

Mr. Jablonski stated that meetings have taken place with the Budget Development Committee and the Executive Committee concerning a variety of revenue and expense updates and their potential impacts on the fiscal year 2010 and 2011 operating budgets. He added that staff will be reviewing the current situation, the projected forecast, and the strategy going forward.

Mr. Larry Marinesi, MTS Budget Manager, gave a PowerPoint presentation on the MTS fiscal year 2010 and 2011 forecast. He added that the fiscal year 2009 sales tax revenue began to drop off in the first quarters with a significant drop in the third and fourth quarters compared to the previous fiscal years. He stated that the first quarter of fiscal year 2010 was down 17% compared to the first quarter of 2009.

Mr. Marinesi stated that SANDAG's new sales tax projection is a reduction of -11.1% from the budgeted projection for fiscal year 2010, which is a \$7.2 million decrease. He stated that ridership is projected to be ~~8.6%~~ -8.1% lower than budgeted, and there is a \$7.5 million reduction in fare revenue expected compared to the fiscal year 2010 budget, which is an 8% variance. He stated that interest income and advertising revenue have decreased by ~~\$8.7~~ \$1.2 million, which is a total of ~~8.6%~~ -17.5%. He reviewed expenses, which are expected to be lower than budgeted for a favorable variance of ~~2.9%~~ \$2.9 million. He explained that the budget shortfall expected for fiscal year 2010 is \$13 million.

Mr. Marinesi described options for \$12.5 million in one-time funding shifts from the capital program to operations that included American Recovery Reinvestment Act funds, compressed natural gas credits, funds from the South Bay Maintenance Facility Project, and TDA capital reserves. He added that all of these funds are flexible and can be used for operations. He stated that these options were discussed with the Budget Development Committee and the Executive Committee. He stated that the \$13 million shortfall in the fiscal year 2010 budget could be balanced with \$12.6 million from one-time funding.

Mr. Marinesi reviewed fiscal year 2011 projections for operating revenues and expenses, which results in a \$14 \$14.4 million shortfall. He stated that there could be \$8.2 million in one-time funding, which would leave a remaining deficit of \$6.2 million for fiscal year 2011.

Sharon Cooney continued with the presentation describing fare adjustments. She stated that a number of opportunities have been considered including increases in monthly pass fares, increases in day pass fares, additional charges for day passes, raising the senior eligibility to age 65, and implementing on-peak and off-peak rates. She added that all fare activities would require a fare ordinance change and actions by the SANDAG Board.

Ms. Cooney stated that \$7 million in annual subsidy savings could be realized from service changes. She reviewed the proposal of Sunday service reductions, which would be reduced substantially. She added that very few weekday reductions are being considered because it is felt that the current weekday service is appropriate for the demand. She stated that there may be reductions in Saturday frequency on some routes, and one route may be discontinued. Ms. Cooney stated that the baseline level of Sunday service would be reduced substantially, 28 of the current 60 Sunday routes would not operate, and of the 32 routes remaining, most would

be shortened, operate at a reduced frequency, or have reduced spans in the evenings and mornings.

Ms. Cooney described the data from the Comprehensive Operational Analysis of weekend service that was completed and analyzed by staff. There were 2,556 total hours of onboard passenger counts on Saturdays and Sundays. She stated that 56% of the weekday passenger load is carried on Saturday, and 58% of the weekday hours and miles are operated at a cost of \$11 million. She stated that Sunday is the lowest ridership day of the week (43.8 riders per revenue hour, which is 43% of the total of weekday passengers) carrying 145,000 passengers versus 274,000 weekday riders. She added that Sunday has the highest percentage of discretionary trips.

Ms. Cooney described the approach to the Sunday restructure, which would retain weekday and Saturday service as much as possible. She pointed out that all of the routes that are proposed to be affected are listed in the handout, and the map shows the Sunday network of routes with frequency changes and span changes.

Ms. Cooney stated that the Budget Development Committee has made a recommendation to staff to move forward as soon as possible with the service adjustments. She stated that staff will continue to refine the alternatives adding that the schedule includes November public outreach and passenger feedback, a public hearing on December 10, final Board decision on January 7, and February 28 implementation.

Mr. Jablonski stated that one-time dollars will have to be used to balance the fiscal year 2010 budget. He stated that to balance the remaining \$6 million deficit, the Budget Development Committee decided against raising fares. He stated that there is volatility relating to sales tax revenue and passenger revenue, and implementing the service changes in March rather than June would save money that could be used as a hedge going into fiscal year 2011. He stated that staff is seeking Board concurrence on the strategy proposed.

Members discussed the process required to have senior age limits raised and the reliance on SANDAG sales tax projections. Mr. Jablonski stated that staff feels that structural change is necessary instead of relying on one-time dollars to balance the budget.

In response to Ms. Boyak, Mr. Jablonski clarified that the fare adjustments being proposed include changing the senior eligibility age of full fare pass from age 60 to age 65 over a period of time. Ms. Boyak expressed her support of the service changes and urged the Budget Development Committee to be more aggressive due to the uncertainty of TDA funds.

Mr. Gloria recognized staff's efforts to avoid a fare increase stating that fare adjustments would be inappropriate at this time. In response to Mr. Gloria, Ms. Cooney stated that riders were asked about their pattern of need during the weekend service analysis, and those patterns were considered in the proposed service adjustments. She explained that various trips were considered to be discretionary. Mr. Gloria stated that he cannot support fare increases or reductions in service and does not want to have to consider service reductions annually. Mr. Rindone clarified that service adjustments are being considered rather than fare increases.

Mr. Jablonski stated that \$30 million has been lost in State Transit Assistance funds. He stated that we would not be where we are today if those dollars had not been lost. He added that he is having discussions with the California Transit Association (CTA) about the lawsuit it prevailed in against the state. He described other budget-saving measures including freezing staff wages

and a 20% reduction in management staff that have already taken place. He stated that the attempt has been to balance the budget with the least amount of impact to the public.

Mr. Mathis added that everyone on the Board would agree that it is not the desire to cut service, but the circumstances require making a business decision about solutions to continue to serve the greatest number of members of the public.

Mr. Gloria stated that he recognizes that tough decisions need to be made. He feels that the people that he represents rely on the system and discretionary trips are a part of their quality of life. He wants to be clear about his position on reducing weekend service.

Mr. Rindone encouraged members to submit any recommendations or alternatives that may differ from those of the Budget Development Committee.

Mr. McClellan encouraged raising the age of senior eligibility to the age of 66 or 67. In response, Mr. Mathis stated that other transit agencies in the state consider age 65 to be the age limit for the senior pass.

In response to Ms. Lightner, Ms. Cooney will look into why there are no outreach events planned at University Town Center. Ms. Lightner stated that the map showing discontinued routes needs to be more easy to read. Ms. Cooney stated that the Budget Development Committee has asked that the location of the houses of worship be looked at in relation to routes.

Ms. Bragg stated that the schedule is very aggressive and shared that she is concerned about the amount of public outreach. Ms. Cooney described the method of public outreach.

Mr. Ewin stated displeasure that the public outreach schedule does not give him enough time to get the word out. He asked if the changes would affect the lifeline services at all and stated that as long as he can remember, bus service ran all the way down University Avenue. He added that this could be a road map to developers defining where projects should be planned.

Mr. Roberts urged members to consider where the money is going to come from for the budget deficit and suggestions and recommendations are encouraged.

Mr. Ewin suggested that more than six days lead time be allowed for public input. He also suggested that the members go to Sacramento to confront the elected officials to let them know how transit is affected. He stated that this is a good lesson on controlling the baseline when times are good because you are forced to live with those decisions when times are tough.

Mr. Rindone requested that staff look for some outreach dates in early December.

#### Action Taken

Mr. Ovrum moved to receive the report, to provide direction consistent with staff's recommendation, and to encourage members to submit suggestions and recommendations to the Budget Development Committee prior to the December 10, 2009, public hearing and the January 7, 2010, Board meeting. Ms. Boyak seconded the motion, and the vote was 13 to 0 in favor.

#### 3. Public Comment

*Clive Richard:* Mr. Richard acknowledged the prevailing lawsuit against the State of California. He stated that MTS's current situation is because of the economy and added that transit is last in line for funding. He stated his concern over using one-time funding for ongoing expenses. He stated that he is concerned about the lead time that has been given for the service adjustments as he feels that more time is needed for discussion.

*Michel Anderson:* Mr. Anderson stated that Michael Allen & Associates would like to alert the Board of the possibility of increasing advertising revenue. He added that of the 600 buses in the fleet, 225 have advertising leaving 60% without advertising. He stated that if advertising were to be allowed on the Series 300 and 400 buses (the red and white buses), the result would be that over 50% of the fleet would have advertising, and local advertisers would recognize the heavier exposure. He stated that schematics have been shared with staff. Mr. Rindone requested that staff provide a report at the next Budget Development Committee meeting.

4. Adjournment

The Finance Workshop adjourned at 10:55 a.m.

BOARD OF DIRECTORS MEETING

The Board meeting reconvened at 10:55 a.m.

1. Roll Call

2. Approval of Minutes of October 22, 2009

Mr. McClellan moved to approve the minutes of the October 22, 2009, MTS Board of Directors meeting. Mr. Ewin seconded the motion, and the vote was 12 to 0 in favor (Ms. Bragg abstained).

3. Public Comments

There were no public comments.

4. MTS: Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees for 2010 (Tiffany Lorenzen)

Mr. Rindone nominated Mr. Roberts, Mr. Selby, and Mr. Mathis to the Ad Hoc Nominating Committee. There were no nominations from the floor.

Mr. Rindone moved to accept the nominations. Ms. Bragg seconded the motion, and the vote was 13 to 0 in favor.

5. MTS: Nomination and Election of the MTS Chairperson (Tiffany Lorenzen)

Mr. Mathis excused himself from the meeting to comply with the state voting requirements. Mr. Rindone stated that this item is to consider the recommendation for chairmanship effective January 2010. Tiffany Lorenzen, MTS General Counsel, described the process for appointment of the chairperson. She stated the Executive Committee reviews and makes a recommendation to the Board whether to renominate the existing chairperson. The Executive Committee has

followed that process. The motion before the Board would be to reelect the existing chairperson.

Mr. McClellan moved to receive the recommendation from the Executive Committee for the nomination of Harry Mathis as the MTS Chairperson. Mr. Ovrum seconded the motion, and the vote was 12 to 0 in favor (the vote excluded Mr. Mathis).

## CONSENT ITEMS

6. MTS: San Diego Trolley, Inc. Safety Process Audit Report  
Action would receive an internal audit report on San Diego Trolley, Inc.'s (SDTI's) safety process.
7. MTS: Public Transportation Modernization, Improvement, and Service Enhancement Account Funding  
Action would adopt Resolution No. 09-24 authorizing the CEO or his designee to submit allocation requests for interest earned from fiscal year 2007-2008 California Public Transportation Modernization, Improvement, and Service Enhancement Account-State Transit Assistance Agencies funding.
8. MTS: Semiannual Uniform Report of DBE Awards or Commitments and Payments  
Action would receive the Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards or Commitments and Payments.
9. MTS: San Diego Transit Corporation Warranty Process Audit Report  
Action would receive an internal audit report on San Diego Transit Corporation's (SDTC's) warranty process.
10. MTS: Investment Report - September 2009  
Action would receive a report for information.
11. MTS: Southland Transit, Inc. - Contract Option Year  
Action would authorize the CEO to execute MTS Doc. No. B0449.2-06 for: (1) one 12-month option period for central minibus fixed-route services with Southland Transit, Inc. (Southland); and (2) one 12-month option period for Sorrento Valley Coaster Connection (SVCC) services with Southland.
12. MTS: Capital Improvement Project Grant Award  
Action would approve the addition of Federal Grant No. CA-04-0145 to MTS Capital Improvement Program (CIP) 11239 (40-Foot Compressed Natural Gas Bus Procurement Project).
13. MTS: Investment Report - August 2009  
Action would receive a report for information.
14. MTS: Transportation Development Act (TDA) Claim Amendment  
Action would adopt Resolution Nos. 09-1, 09-2, and 09-3 approving the revised FY 2009 Transportation Development Act (TDA) Article 4.0, 4.5, and 8.0 claims.

### Action on Consent Items

Mr. Van Deventer moved to approve Consent item Nos. 6-14. Mr. Ewin seconded the motion, and the vote was 13 to 0 in favor.

### NOTICED PUBLIC HEARINGS

25. None.

### DISCUSSION ITEMS

30. None.

### REPORT ITEMS

46. MTS: Fiscal Year 2009 Comprehensive Annual Financial Report (Cliff Telfer) (Taken Out of Order)

Linda Musengo stated that the Comprehensive Annual Financial Report (CAFR) for the years ended June 30, 2009 and 2008 has been presented to the Audit Oversight Committee, and the recommendation was that the CAFR be presented to the Board. Ms. Musengo introduced Ken Pun and Roma Layosa of Caporicci & Larson to give the highlights of the CAFR.

Mr. Pun, CPA with Caporicci & Larson (C&L), gave a PowerPoint presentation on the scope of work for the audit performed by C&L that included the audit of MTS's financial statements and the review of internal control policies and procedures.

Mr. Pun gave an overview of MTS's management responsibilities, C&L's responsibilities, and summary of C&L's audit approach, which included year-to-year comparisons of specific account balances. He stated that the assessment determined that MTS is a low-risk auditee, which means that there is no need to test a high number of transactions in order to determine that the numbers and disclosures are accurate.

Mr. Pun reviewed C&L's unqualified audit opinion stating that financial statements are fairly presented in all material respects, significant accounting policies have been consistently applied, estimates are reasonable, and disclosures are properly reflected in the financial statements.

Mr. Pun stated that the audit resulted in no disagreements with management, no material errors or irregularities were discovered, and no significant deficiencies or material weaknesses were determined. He provided a brief overview of the financial statement sections of the audit that included the introductory, financial, and statistical sections.

Mr. Pun stated that compared to last year, the balance sheet is consistent. As of June 30, 2009, MTS has approximately \$1.9 billion in total assets and \$2.74 billion in total liabilities with a net result of \$1.2 billion in net assets. He added that the total revenue is \$278 million and total operating expenses are \$296 million. He noted that there is an increase in the net assets of \$15 million.

Mr. Pun summarized statements of cash flow from operating activities, which were consistent with 2008. He reviewed cash flows from operating activities, noncapital financing activities, capital, related financing activities, and investing activities.

Mr. Pun reviewed the state financial and budget shortfall and subsequent events, including the stabilization of fuel prices, refinancing the variable rate pension obligation bonds (POBs), the State of California's budget, and evaluation of the fare and route structures. He stated that the state and financial budget shortfall has reduced or eliminated State Transit Assistance (STA) significantly, which could affect ongoing operations.

Mr. Pun reported on the pension plan schedule of funding progress for San Diego Trolley, Inc (SDTI) and San Diego Transit Corporation (SDTC) and concluded his report with a review of the new Governmental Accounting Standards Board (GASB) pronouncements. He noted that next year, GASB Statement No. 53 (Accounting and Financial Reporting for Derivative Instruments) will be required, which may have an impact on the MTS financial statement and will require more disclosure related to the CNG swap agreement.

Mr. Mathis, Mr. Roberts, and Mr. Falconer acknowledged the service of Ernie Ewin, Chairman of the Audit Oversight Committee.

Mr. Ewin asked Mr. Pun if there was any information requested from management that was not provided in conjunction with this CAFR; Mr. Pun responded that there was not.

#### Action Taken

Mr. Selby moved to receive the Fiscal Year 2009 CAFR. Mr. Roberts seconded the motion, and the vote was 13 to 0 in favor.

#### 45. MTS: 2009 Taxicab Passenger Survey (John Scott) (Taken Out of Order)

John Scott, Taxicab Administration Manager, reported on the results of the 2009 Taxicab Passenger Study. He explained that the Taxicab Administration conducts these studies on a periodic basis, and the last studies were completed in 1994 and 1999. He stated that the purpose of the survey was to gather performance data regarding trip origins, destinations, distances, times and fares, and to profile passenger characteristics.

Tim McLarney, True North Research, gave a PowerPoint presentation that reviewed the results of the study beginning with the methodology. He stated that a total of 896 passengers were surveyed; 420 were residents of the county, and 476 were visitors. He reviewed how trips were initiated and reported that the average trip distance in the city was 4.6 miles with the vast majority of trips beginning and ending in downtown San Diego.

Mr. McLarney reviewed opinions of passengers who were asked to rate taxicab service in San Diego. He stated passengers were generally pleased with the various aspects of service—in particular, taxicab availability during the day, driver courtesy, and promptness of service. He stated that across the board, passengers are rating the taxicab industry in San Diego better than they were ten years ago.

Mr. McLarney reported that the taxicab industry is being viewed more favorably today, and 25.3% of the passengers rated service to be better than in other cities. He reported that the



most important aspects of taxicab service to the customer is ease of finding a taxicab on the street and prompt response to phone calls.

Mr. McLarney stated that 27.3% chose public transportation as their second choice of transportation if taxicabs were not available and 12% would have taken a personal vehicle if taxicabs were not available. He added that 44% have access to a vehicle compared to 29% who did not have a vehicle in the past study.

Mr. McLarney reported that from the customers' perspective, the industry's performance has improved overall—especially promptness of service, overall performance, and safety.

Mr. Scott reported that the study will be used as a regional tool to improve service and safety issues. Mr. Gloria added that the Taxicab Committee will be looking at the number of medallions that are issued, the standard rate of fare, and the distribution of service. Mr. McLarney reported that the average cost of a taxicab ride is \$14.

#### Action Taken

Mr. Gloria moved to receive the report and confirmed that the Taxicab Committee will be discussing the number of medallions, standard rates of fare, and distribution of service. Ms. Bragg seconded the motion, and the vote was 11 to 0 in favor.

47. MTS: Semiannual Security Report (January through June 2009) (Bill Burke)

This agenda item was trailed to the December 10, 2009, meeting.

48. MTS: Report on the Creation of a Central MTS Database and Reporting Tool (Devin Braun)

This agenda item was trailed to the December 10, 2009, meeting.

49. MTS: Operations Budget Status Report for September 2009 (Mike Thompson)

This report was waived.

#### Action Taken

Mr. Van Deventer moved to receive the report for information. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

60. Chairman's Report

Mr. Mathis thanked the Board for its confidence in his chairmanship and stated that he looks forward to serving in the next four years.

61. Audit Oversight Committee Chairman's Report

None.

62. Chief Executive Officer's Report

Mr. Jablonski reported that on October 27 and 28, 2009, he was in Pasadena with the California Transit Association. He also reported that there has been activity in the LOSSAN Corridor Board related to the creation of an MOU to hire consultants to improve the corridor between all of the partners from San Luis Obispo to San Diego. He stated that the MOU will come before this Board for approval. He stated that funding is still being worked out—possibly shared along the corridor.

63. Board Member Communications

Mr. Rindone described how LOSSAN was created and how it was extended to the six southern counties of California to coordinate heavy rail. He stated that currently funding is being sought for double tracking and to improve AMTRAK service. He added that LOSSAN will be involved in high-speed rail, heavy rail, and light rail.

64. Additional Public Comments Not on the Agenda

*Clive Richard:* Mr. Richard complimented San Diego Trolley for planning for the future. He stated that rail transit has done a great job of coordinating with SANDAG.

65. Next Meeting Date

The next regularly scheduled Board meeting is December 10, 2009.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:42 a.m.



Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:



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



Office of the General Counsel  
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 11-12-09

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

RECESS: -

RECONVENE: -

CLOSED SESSION: 9:03 a.m.

RECONVENE: 9:42 a.m.

PUBLIC HEARING: -

RECONVENE: -

ORDINANCES ADOPTED: -

ADJOURN: 11:20 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BOYACK	<input checked="" type="checkbox"/> (Cunningham) <input type="checkbox"/>		11:26 a.m.
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		11:29 a.m.
GLORIA	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
JANNEY	<input type="checkbox"/> (Bragg) <input checked="" type="checkbox"/>		
LIGHTNER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>	9:04 during closed	
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
YOUNG	<input type="checkbox"/> (Emerald) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Vicki Rogers*  
*[Signature]*



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

## Agenda

Item No. 6

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

CIPs 11272, 11278

December 10, 2009

### SUBJECT:

MTS: CAPITAL IMPROVEMENT PROJECT FUNDS TRANSFER

### RECOMMENDATION:

That the Board of Directors approve the transfer of federal Section 5307 and Transit Development Act (TDA) funds from MTS Capital Improvement Program (CIP) 11272 funds (South Bay Maintenance Facility Acquisition) to create a CIP for trolley automated passenger counters (APCs).

#### Budget Impact

The transfer of \$2 million from MTS CIP 11272 to a new CIP would allow all necessary trolley APCs to be procured and installed in a timely manner.

### DISCUSSION:

The funds needed for the South Bay Land Acquisition Project (CIP 11272) have been reduced due to falling property values. As a result, a total of \$2 million in federal and TDA funding has become available. The procurement and installation of the APCs would allow MTS to outfit the needed sample size within the fleet to gather more frequent and accurate passenger counts on the trolley.

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

Paul C. Jablonski  
 Chief Executive Officer

Key Staff Contact: Lisa Fowler, 619.557.4510, [lisa.fowler@sdmts.com](mailto:lisa.fowler@sdmts.com)

DEC10-09.6.CIP FUNDS TRANSFER.LFOWLER.doc

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





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San Diego, CA 92101-7490  
(619) 231-1466 • FAX (619) 234-3407

## Agenda

Item No. 7

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

SDAE 710 (PC 50771)

December 10, 2009

**SUBJECT:**

MTS: SAN DIEGO AND ARIZONA EASTERN (SD&AE) RAILWAY COMPANY  
QUARTERLY REPORTS AND RATIFICATION OF ACTIONS TAKEN BY THE SD&AE  
RAILWAY COMPANY BOARD OF DIRECTORS AT ITS NOVEMBER 3, 2009,  
MEETING

**RECOMMENDATION:**

That the Board of Directors:

1. receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports (Attachment A); and
2. ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on November 3, 2009 (Attachment A).

Budget Impact

None.

**DISCUSSION:**

Quarterly Reports

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV, Museum, and Carrizo have provided the attached quarterly reports of their operations during the third quarter of calendar year 2009 (Attachment A).



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

## SD&AE Property Matters

Under its adopted policy for dealing with the SD&AE Railway, the MTS Board of Directors must review all property matters acted on by the SD&AE Board. At its meeting of November 8, 2009, the SD&AE Board:

1. received a report on the documents processed by staff since its last meeting on July 28, 2009 (Attachment A);
2. approved issuing a license to Cox Communications, Inc. for a proposed aerial fiber-optics crossing over SD&AE tracks located on West Palm Avenue between South Marshall Avenue and Front Street in the City of El Cajon;
3. approved the execution of a Construction and Maintenance Agreement granting a license for Segments 7 and 8A of the Bayshore Bikeway Project;
4. authorized the execution of a Construction and Maintenance Agreement granting a license to the San Diego Unified Port District (the Port) for fiber-optics installations with the condition that installation be within the Blue Line Rehabilitation Project's schedule; and
5. approved the 2010 SD&AE Board of Directors meeting schedule.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, [tiffany.lorenzen@sdmts.com](mailto:tiffany.lorenzen@sdmts.com)

DEC10-09.7.SDAE RPTS.TLOREN.doc

Attachment: A. SD&AE Meeting Agenda & Materials **(Board Only Due to Volume)**



# AGENDA

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

SDAE 710.1  
(PC 50771)

San Diego & Arizona Eastern  
Railway Company

A Nevada Nonprofit  
Corporation

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

BOARD OF DIRECTORS  
Don Seil, Chairman  
Bob Jones  
Paul Jablonski

OFFICERS  
Paul Jablonski, President  
Bob Jones, Secretary  
Linda Musengo, Treasurer

OF COUNSEL  
Tiffany Lorenzen

November 3, 2009

9:00 a.m.

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

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

	RECOMMENDED ACTION
1. <u>Approval of the Minutes of July 28, 2009</u> Action would approve the SD&AE Railway Company minutes of July 28, 2009.	Approve
2. <u>Statement of Railway Finances (Linda Musengo)</u> Action would receive a report for information.	Receive
3. <u>Report on San Diego and Imperial Valley (SD&amp;IV) Railroad Operations (Jose Ramos)</u> Action would receive a report for information.	Receive
4. <u>Report on Pacific Southwest Railway Museum (Diana Hyatt)</u> Action would receive: (1) a report for information; and (2) an update on the Notice to Abate Nuisance.	Receive
5. <u>Report on the Desert Line (Armando Freire)</u> Action would receive: (1) a report for information; and (2) an update on the Notice to Abate Nuisance.	Receive
6. <u>Real Property Matters (Tim Allison)</u>  a. <u>Summary of SD&amp;AE Documents Issued Since July 28, 2009</u> Action would receive a report for information.	Receive

- b. License Agreement with Cox Communications, Inc. Approve

Action would approve issuing a license to Cox Communications, Inc. for a proposed aerial fiber-optics crossing over SD&AE tracks located on West Palm Avenue between South Marshall Avenue and Front Street in the City of El Cajon.
- c. Bayshore Bikeway Project – Segment North of the Salt Works Approve

Action would approve the execution of a Construction and Maintenance Agreement granting a license for Segments 7 and 8A of the Bayshore Bikeway Project.
- d. Port of San Diego Fiber-Optics Connectivity Project License Approve

Action would authorize the execution of a Construction and Maintenance Agreement granting a license to the San Diego Unified Port District (the Port) for fiber-optics installations.
- 7. Approval of the 2010 SD&AE Board of Directors Meeting Schedule (Tiffany Lorenzen) Approve

Action would approve the 2010 SD&AE Board of Directors meeting schedule.
- 8. Old Business
- 9. New Business
- 10. Public Comments
- 11. Next Meeting Date: January 19, 2010 (pending approval of Agenda Item No. 7).
- 12. Adjournment



DRAFT

MINUTES OF THE  
BOARD OF DIRECTORS MEETING OF THE  
SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

July 28, 2009

A meeting of the Board of Directors of the San Diego & Arizona Eastern (SD&AE) Railway Company, a Nevada corporation, was held at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, on July 28, 2009, at 9:00 a.m.

The following persons, constituting the Board of Directors, were present: Bob Jones and Paul Jablonski. Also in attendance were:

MTS staff:  
San Diego Trolley, Inc. staff:  
SD&IV staff:  
Pacific Southwest Railway Museum:

Carrizo Gorge Railway, Inc. (Carrizo):  
Burlington Northern Santa Fe (BNSF):  
International Border Rail Institute:  
Tierra Madre Railway:  
City of Chula Vista:

Tiffany Lorenzen, Tim Allison  
Wayne Terry  
Jose Ramos, Don Seil  
Diana Hyatt, Dick Pennick, Dan Marnell,  
Duane Dubke  
Chas McHaffie  
John Hoegemeier  
Richard Borstadt  
R. Mitchel Beauchamp  
Janice Kluth

1. Approval of Minutes

Mr. Jablonski moved to approve the Minutes of the April 21, 2009, SD&AE Railway Board of Directors meeting. Mr. Jones seconded the motion, and it was unanimously approved.

2. Statement of Railway Finances

Linda Musengo reviewed the financial statement as of the second quarter of 2009 (attached to the agenda item). Ms. Musengo noted that last year's profits were remarkable due to the sale of property and recouping income that had been incorrectly reported. She also noted that the revenue from right of entry permits has doubled.

Action Taken

Mr. Jablonski moved to receive the report for information. Mr. Jones seconded the motion, and it was unanimously approved.

3. Report on SD&IV Operations

Jose Ramos reviewed the Periodic Report of the SD&AE Railway Company for activities for the 2<sup>nd</sup> quarter of calendar year 2009 (attached to the agenda item). Mr. Ramos noted a correction to page 3-2 under Labor: "At the end of June 30, 2009, the San Diego & Imperial Railroad had ~~44~~ 13 employees."

Action Taken

Mr. Jones moved to receive the report for information. Mr. Jablonski seconded the motion, and it was unanimously approved.

4. Report on Pacific Southwest Railway Museum Operations

Diana Hyatt reviewed the Museum's second quarter report (attached to the agenda item) and submitted an update on the Museum's vegetation and debris removal (see attachment) in response to the Department of Forestry and Fire Protection's Order to Abate Public Nuisance. Ms. Hyatt reported that the Museum has completed about 50% of its weed abatement and added that the Border Patrol is not happy because the cleanup uncovers its hidden sensors. She stated that the fire prevention bureau chief was impressed with the Museum's progress and identified five areas that still need attention, such as the trestle under the bridge at Division. Ms. Hyatt reported that the Museum's biggest issue is its current financial crisis and stated concern as to how much longer it will be able to operate.

Ms. Hyatt requested Board approval to allow the Museum to operate in the Campo Valley (see attached letter from James P. Garrett, Fire Prevention Bureau Chief). Tim Allison clarified that no report has been submitted stating that operations are safe over the bridge at milepost 66.7.

Mr. Jones stated that the Board must have a report stating that the bridge at milepost 66.7 is safe to operate over to consider the Museum's request. Ms. Hyatt asked if the Board would approve the Museum's operations if it did not cross over the bridge at milepost 66.7. Chas McHaffie said that Carrizo does not have any issues with those conditions. Mr. Jones responded that he had no objections as long as the Museum can get a waiver and, once the Board receives the waiver, the Board will notify the Museum that it may begin operations—the Museum does not have to wait until next meeting to begin.

Action Taken

Mr. Jones moved to receive the report for information. Mr. Jablonski seconded the motion, and it was unanimously approved.

5. Report on the Desert Line

Charles McHaffie reviewed Carrizo's report (attached to the agenda item). Mr. McHaffie stated that Carrizo has applied for federal stimulus funding for the Desert Line. He added that Carrizo now has an additional office in Washington DC. In response to Mr. Jablonski's question regarding Carrizo's bridge inspections noted on pages 5-5 and 5-6 of the agenda item, Mr. Allison stated that staff is scheduling an inspection to compare the repairs made to the recommendations in the Osmose report.

Action Taken

Mr. Jablonski moved to receive the report for information. Mr. Jones seconded the motion, and it was unanimously approved.

6. Real Property Mattersa. Summary of SD&AE Documents Issued Since April 21, 2009

Since the April 21, 2009, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-09-399: Right of Entry Permit to HP Communications, Inc. to repair fiber infrastructure at 36<sup>th</sup> Street in San Diego and Lemon Avenue in La Mesa.
- S200-09-401: Right of Entry Permit to the US Navy for the Bay Bridge run/walk event.
- S200-09-402: Right of Entry Permit to the City of La Mesa for its Flag Day Parade.
- S200-09-403: Right of Entry Permit to David Evans & Associates for performing topographic surveys on the South Line.
- S200-09-404: Right of Entry Permit to Hillcrest Contracting for construction of the Palomar Gateway Project in Chula Vista.
- S200-09-405: Termination of license for a private crossing of the Coronado Branch with Dynergy, Inc.
- S200-09-406: Lease with Levi Herman for a portion of the spur track right-of-way at Main Street in Chula Vista.
- S200-09-407: Right of Entry Permit to Ninyo & Moore for excavation of test pits at the San Ysidro Yard.
- S200-09-408: Right of Entry Permit to Ross A. Guy & Son General Engineering for test pit excavations at the San Ysidro Yard.
- S200-09-409: Construction and Maintenance Agreement with the City of San Diego for the Bayshore Bikeway Project.
- S200-09-410: Right of Entry Permit to Ortiz Asphalt Paving, Inc. to perform roadway paving on State Route 94 in Campo.
- S200-09-411: Right of Entry Permit to PAR Electric to perform pole replacement for SDG&E on the Coronado Branch at F and G Streets.
- S200-09-412: Right of Entry Permit to TY Lin International to perform bridge inspections on the Orange Line.

#### Action Taken

Mr. Jones moved to receive the report for information. Mr. Jablonski seconded the motion, and it was unanimously approved.

b. License Agreement with Tessera Solar

Tim Allison reviewed Tessera Solar's request for a license for a proposed at-grade crossing over SD&AE tracks west of Plaster City and south of S80 at County Road 2003. Mr. Allison explained that Tessera Solar is constructing a solar plant south of Plaster City. Mr. Allison searched for prior authorization for this crossing but hasn't found

anything. He stated that the crossing would be utilized by approximately 80 Tessera Solar employees, and Tessera Solar would pay for and maintain a full upgrade of the crossing (to SD&AE standards). Mr. Allison described the layout of the area and the proximity of SD&AE's property to the crossing.

Mr. Jones stated that the only concern that he has is that if SD&AE runs trains on the rail in the future, a signal would be needed considering the large number of Tessera Solar employees utilizing the crossing. Mr. Allison responded that the license agreement could include that Tessera Solar would have to agree to install and fund a full crossing, which would be very costly.

Mr. Allison clarified that SD&AE charges about \$1,500 annually for a licensing fee, but the Board can adjust that fee for annual recurring revenue. Mr. Jablonski and Mr. Jones agreed that the average industry standard annual rate is somewhere around \$5,000. Mr. Jones will verify this with a railroad real estate agent to determine the market amount. Mr. Allison clarified that annual increase fees are written into the licensing fees and are revocable.

#### Action Taken

Mr. Jones moved to approve issuing a license to Tessera Solar for a proposed at-grade crossing over SD&AE tracks located west of Plaster City and south of S80 (Evans Hewes Highway) at County Road 2003. Tessera Solar will pay for and maintain a crossing to railroad requirements, and the annual rate will be negotiated consistent with industry standards. Mr. Jablonski seconded the motion, and it was unanimously approved.

#### c. Otay Valley Regional Park Trail Crossing

Mr. Allison reviewed the County of San Diego's request for a public crossing and agreements for the Otay Valley Regional Park Trail north of the Palm Avenue Station in the City of San Diego (as described in the agenda item). Mr. Jones asked if there would be a public barrier from the tracks. Mr. Allison stated that the County proposes adding a chain-link fence—currently there is no barrier—and the agreement would require that the County be responsible for all liabilities. Mr. Allison clarified that the trail would be used recreationally by pedestrians and bicyclists.

Wayne Terry informed the Board that the west end of the Palm Avenue Station is slated for the Blue Line rehab staging area. Discussion ensued regarding possible affects to the station from the proposed crossing.

Tiffany Lorenzen added that the insurance is being finalized with the City of San Diego, and, if this request is approved by the SD&AE Board, it would be forwarded to the MTS Board of Directors for approval.

#### Action Taken

Mr. Jablonski moved to approve a public crossing and agreements for the Otay Valley Regional Park Trail north of the Palm Avenue Station in the City of San Diego. Mr. Jones seconded the motion, and it was unanimously approved.

d. Private Crossing of the Coronado Branch North of E Street in Chula Vista

Tim Allison introduced Janice Kluth from the City of Chula Vista Redevelopment Agency. Mr. Allison stated that the City of Chula Vista Redevelopment Agency is requesting a license for a proposed at-grade crossing over SD&AE tracks located on the Coronado Branch north of E Street in the City of Chula Vista (as described in the agenda item). Mr. Allison added that currently the tracks are not operational.

Mr. Jablonski inquired as to whether the Redevelopment Agency intends to sell this property to a private developer. Ms. Kluth responded that it would most likely be a sale.

Action Taken

Mr. Jablonski moved to approve issuing a license to the Redevelopment Agency of the City of Chula Vista for a proposed at-grade crossing over SD&AE tracks located on the Coronado Branch north of E Street in the City of Chula Vista. The Redevelopment Agency will pay for and maintain a crossing to railroad requirements, and the annual rate will be negotiated. Mr. Jones seconded the motion, and it was unanimously approved.

7. Election to Fill Vacant Position of SD&AE Chairman

Mr. Jones stated that RailAmerica is recommending that Don Seil replace Pete Jespersen as Chairman as Mr. Jespersen has taken a position as General Manager for the Indiana/Ohio Railroad.

Action Taken

Mr. Jablonski moved to approve forwarding a recommendation to the MTS Board of Directors to elect Don Seil as Chairman of the SD&AE Railway Company Board of Directors to replace the position vacated by Pete Jespersen. Mr. Jones seconded the motion, and it was unanimously approved.

8. Election to Fill Vacant Position of SD&AE AlternateAction Taken

Mr. Jablonski moved to forward a recommendation to the MTS Board of Directors to elect Wayne Terry as Mr. Jablonski's alternate on the SD&AE Railway Company Board of Directors to replace the position vacated by Peter Tereschuck. Mr. Jones seconded the motion, and it was unanimously approved.

9. Old Business

None.

10. New Business

None.

11. Public Comments

None.

12. Next Meeting Date

The next meeting of the SD&AE Railway Company Board of Directors is scheduled for Tuesday, October 20, 2009.

13. Adjournment

The meeting was adjourned at 9:57 a.m.

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President

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Of Counsel

JGarde  
MINUTES-SDAE.7-28-09..doc

Attachments: PSRM Vegetation and Debris Removal June 13 – July 25, 2009  
Letter dated 5/28/09 from James P. Garrett

## Pacific Southwest Railway Museum

### PSRM vegetation and debris removal June 13 - July 25, 2009

Column1	Column2	Column3	Column4	Column5	Column6	Column7
Date	MP	MP	# of laborers	total manhours	\$ value*	notes
6/13/2009	65	65.5	18	135	3,077.00	
6/17/2009	64.8	65	3	24	547.00	
6/20/2009	64.7	65	6	36	820.00	
6/23/2009	64.9	65.2	3	18	410.00	
6/24/2009	64.9	65.2	6	36	820.00	
6/26/2009	64.8	65	7	42	957.00	
6/27/2009	64.6	65	14	112	2,552.00	
7/4/2009	60	60.1	4	24	547.00	
7/4/2009	65.5	66.4	4	4	91.00	
7/8/2009	66.7	66.8	8	32	729.00	
7/8/2009	62.5	62.8	6	12	273.00	
7/10/2009	65.8	66.4	5	12.5	285.00	
7/11/2009	65.8	66.4	7	42	957.00	
7/18/2009	59.9	60	3	9	205.00	
7/19/2009	59.9	65.5	2	4	91.00	1
7/22/2009	65	65.5	6	36	820.00	
7/25/2009	59.9	60	4	16	365.00	
equipment rental					1,690.00	
Total to date:					15,236.00	

\* \$22.79/volunteer hour from 2007 study by Independent Sector:

[www.independentsector.org](http://www.independentsector.org)

1. preliminary inspection

## Pacific Southwest Railway Museum

### PSRM vegetation and debris removal June 13 - July 25, 2009



Brush clearing @ MP 64.9 looking west

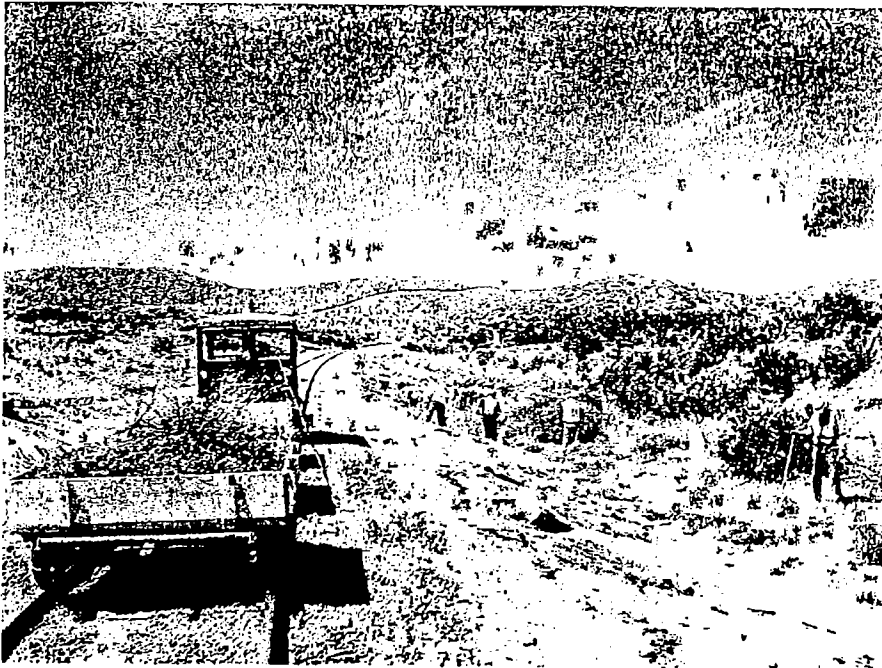


Completing debris cleanup at Division looking west

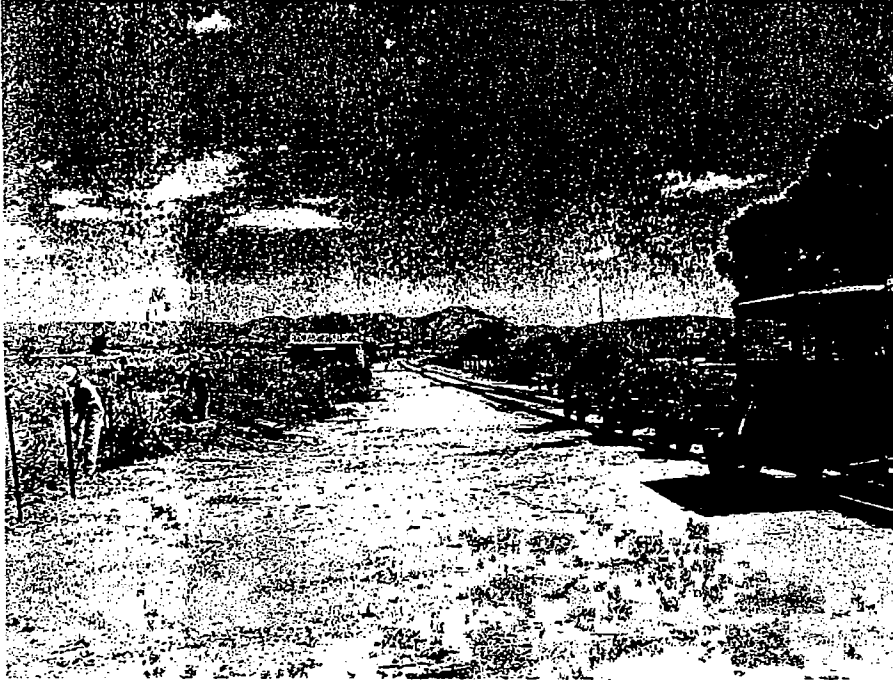




Cleaning ROW of rotten ties @ MP 66.8 looking east



Clearing vegetation back 25' at MP 62.7 looking west (site of first fire)



Clearing dried tumbleweeds past fence line at MP 65.9 looking east

**DEPARTMENT OF FORESTRY AND FIRE PROTECTION**

2249 Jamacha Road  
 El Cajon, CA 92019  
 Website: [www.fire.ca.gov](http://www.fire.ca.gov)  
 (619) 590-3100



May 28, 2009

Howard Winsor, Unit Chief  
 California Department of Forestry and Fire Protection  
 San Diego Unit  
 2249 Jamacha Road  
 El Cajon, CA 92019  
 (619) 590-3100

**ORDER TO ABATE PUBLIC NUISANCE**

Carrizo Gorge Railway, Inc. (CGR)  
 2295 Fletcher Parkway, Suite 101  
 El Cajon, CA 92020  
 (619) 938-1943

Pacific Southwest Railway Museum, Inc. (PSRM)  
 4695 Nebo Drive  
 La Mesa, CA 91941-5259

Pursuant Public Resources Code Section 4171 the California Department of Forestry and Fire Protection (Cal Fire) declares the operation of Locomotives and Railcars on the San Diego Short line Railway to be a public nuisance due to fire hazards endangering public safety. This determination is based on the following conditions:

- Violations of Public Resources Code 4296.5 and Title 14 of the California Code of Regulations sections 1290-1294 persist along the rail way. The rail way has never been in complete compliance with these provisions during the operating history of either CGR or PSRM.
- Inspection of Locomotive operated on Sunday May 24, 2009 following the fires occurring in the yard and near mile post 62.6 showed lack of adequate maintenance (i.e.: cleaning carbon traps) and/or malfunctioning equipment (carbon traps full).

**You are hereby ordered to abate the public nuisance by the following actions:**

- Suspend all operation of Locomotives and Rail Cars along the San Diego Short Line Railway from the US-Mexico Border to the San Diego-Imperial County Line. Except as permitted in attachment A of this order.
- Remove flammable vegetation/items along the railway in compliance with Public Resources Code 4296.5 and Title 14 of the California Code of Regulations sections 1290-1294 prior to resuming Locomotive and Rail Car operations. Compliance allowing the resumption of operations to be confirmed by Cal Fire.

- Develop in cooperation with Cal Fire operating plans that ensure safe operation of all locomotives, with particular attention to installation and maintenance of appropriate spark arrestors and brake components.

Hyrailer and Railway Motorcar (speeders) operations in support of the listed activities are permitted under this order as follows:

- Law Enforcement, Fire Fighting and Rescue operations.
- Right of way maintenance including work towards compliance with this and previous abatement orders.

All vehicles operating on the right of way will be in compliance with all federal, state and local regulations, rules, and professional standards as listed but not limited to the Railroad Fire Prevention Field Guide.

Note that being in compliance with Public Resources Code 4296.5 and Title 14 of the California Code of Regulations sections 1290-1294 does not relieve you of any liability associated with the train operations of your organization.

If you should have any questions or concerns please do not hesitate to call.

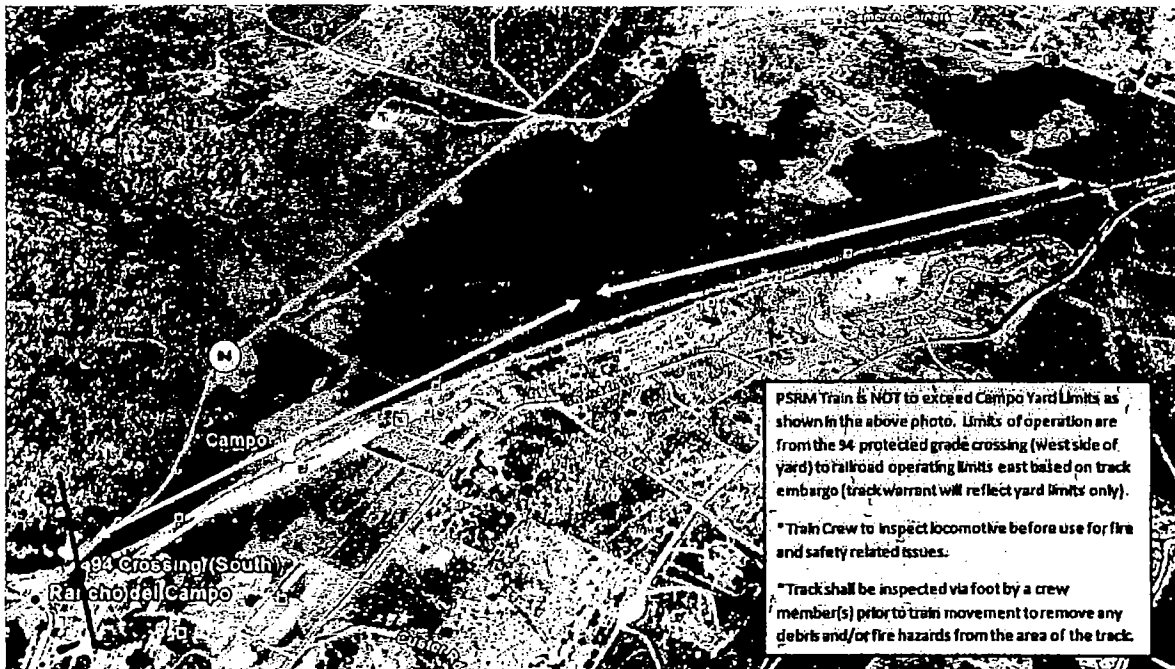


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James P. Garrett  
Fire Prevention Bureau Chief  
San Diego Unit  
619-590-3120

## ATTACHMENT A

Locomotive and Rail Car operations are permitted under this order between the protected rail crossings at Hwy 94 near Forest Gate Road and the protected rail crossing at Hwy 94 near Old Mill Road. This will allow limited operations by CRG and PSRM within manageable area.



## Agenda

Item No. 2

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

SDAE 710.1 (PC 50771)

November 3, 2009

SUBJECT:

STATEMENT OF RAILWAY FINANCES

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

The SD&AE operating statements for FY 08/09 and FY 09/10 are attached for information.  
Linda Musengo will give an update during the meeting.

2-RAILWYFINANCES.doc

Attachment: Operating Statements for FY 08/09 and FY 09/10

## SD&amp;AE operating statement FY2009 and FY2008

	2009					2008				
	Q1	Q2	Q3	Q4	Total	Q1	Q2	Q3	Q4	Total
Revenue										
Right of entry permits	\$ 30,178	\$ 10,900	\$ 13,113	\$ 35,141	\$ 89,332	\$ 5,000	\$ 8,650	\$ 2,850	\$ 19,050	\$ 35,550
Lease income	9,820	14,783	16,677	3,620	44,900	5,047	8,568	17,587	15,477	46,679
SD&IV 1% freight fee	-	-	-	35,803	35,803	-	38,720	106,331	-	145,051
Joint use fee	-	-	-	-	-	-	-	89,000	-	89,000
Carrizo Gorge	213	99	-	-	312	-	-	1,062	198	1,260
Sale of real property	-	-	-	-	-	-	-	-	288,693	288,693
Other income	-	-	-	-	-	570	5,696	(741)	-	5,525
Total revenue	40,211	25,782	29,790	74,564	170,347	10,617	61,634	216,089	323,418	611,758
Expense										
Admin wages	18,777	15,793	21,304	25,941	81,815	17,641	16,758	15,307	25,244	74,950
Outside services	7,196	13,273	319	23,893	44,681	3,898	10,631	53,987	10,554	79,070
Energy	-	-	-	99	99	1,395	-	-	4,794	6,189
Insurance premium	9,114	8,783	8,486	8,974	35,356	10,533	10,373	10,122	8,948	39,976
Other miscellaneous expense	6,666	1,772	5,252	238	13,927	543	845	342	18	1,748
Depreciation	-	-	-	19,499	19,499	-	-	-	19,496	19,496
Total expense	41,752	39,620	35,360	78,644	195,377	34,010	38,607	79,758	69,054	221,429
Net income/(loss)	\$ (1,541)	\$ (13,838)	\$ (5,571)	\$ (4,080)	\$ (25,030)	\$ (23,393)	\$ 23,027	\$ 136,331	\$ 254,365	\$ 390,330

Other miscellaneous expense includes \$12,337 paid to Baker & Miller related to petition filing  
 Outside services includes \$22,867 to LAN Engineering and \$14,354 to Kimley Horn for services related to right of way

**Reserve balance 2008** **\$ 890,451**

Allocated interest earnings - estimated

Operating profit/(loss)

Improvement expense 2009

**Reserve balance 2009- estimated** **\$ 867,187**

## SD&amp;AE operating statement FY2010-2009

	2010 Q1	2009 Q1
<b>Revenue</b>		
Right of entry permits	\$ 21,619	30,178
Lease income	25,871	9,820
SD&IV 1% freight fee	-	-
Carrizo Gorge	-	213
Sale of real property	-	-
Other income	-	-
<b>Total revenue</b>	<b>47,490</b>	<b>40,211</b>
<b>Expense</b>		
Personnel costs	22,734	18,777
Outside services	12,031	7,196
Energy costs	-	-
Risk management	8,486	9,114
Misc operating expenses	20,474	6,666
Depreciation	-	-
<b>Total expense</b>	<b>63,725</b>	<b>41,753</b>
<b>Net income/(loss)</b>	<b>\$ (16,235)</b>	<b>\$ (1,542)</b>

Misc operating expense includes \$20,069 paid to Baker &amp; Miller

Outside services includes \$12,031 paid to LAN Engineering for services related to right of way

<b>Reserve balance 2009</b>	<b>867,187</b>
Allocated interest earnings - estimated	442
Operating profit (loss)	(16,235)
Improvement expense 2010	
<b>Reserve balance 2010- estimated</b>	<b>851,394</b>



## Agenda

Item No. 3

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

SDAE 710.1 (PC 50771)

November 3, 2008

**SUBJECT:**

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

**RECOMMENDATION:**

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

Budget Impact

None.

**DISCUSSION:**

An oral report will be given during the meeting.

Attachment: Periodic Report for the 3rd Quarter of 2009



September 30, 2009

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

## Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company; activities of interest for the 3rd Quarter of 2009 are listed as follows:

### 1. Labor

At the end of September 30, 2009 the San Diego & Imperial Railroad had 12 employees:

- 1 General Manager
- 1 Trainmaster
- 1 Asst. Trainmaster
- 1 Manager - Marketing & Sales
- 1 Office Manager
- 1 Mechanical Officer
- 2 Maintenance of Way Employees
- 4 Train Service Employees

## 2. Marketing

In the 3rd Quarter of 2009 versus 3rd Qt 2008, Gas (LPG), paper, Grain and abrasives material paper and poultry declined. In general Mexican traffic declined slightly.

New customer Rio Tinto – will begin shipments to Tecate, MX of Sodium Borate and new carloads should be reflected in 4<sup>th</sup> quarter.

## 3. Reportable Injuries/Environmental

Through year to date, September 30, 2009, there were no FRA Reportable injuries or environmental incidents on the SDIY Railroad.

Days FRA Reportable Injury Free: 3656

## 4. Summary of Freight

	2009	2008	2007
Total rail carloads that moved by SDIY Rail Service in the quarter.	1,272	1,653	1,650
Total railroad carloads Terminating/Originating Mexico in the quarter.	1,021	1,298	1,368
Total railroad carloads Terminating/Originating El Cajon, San Diego, National City, San Ysidro, California in the quarter.	251	355	282
Total customers directly served by SDIY in the quarter	12	12	12
Regional Truck trips that SDIY Railroad Service replaced in the quarter	4,198	5,455	5,445

Respectfully,

*D. J. Seif*

General Manager

## Agenda

Item No. 4

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

SDAE 710.1 (PC 50771)

November 3, 2009

### SUBJECT:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

### RECOMMENDATION:

That the SD&AE Board of Directors receive: (1) a report for information; and (2) an update on the Notice to Abate Nuisance.

#### Budget Impact

None.

### DISCUSSION:

A report will be presented during the meeting. The report will include the status of the weed abatement and payment to CAL FIRE.

Attachment: Third Quarter Report for 2009



# **Pacific Southwest Railway Museum**

**La Mesa Depot 4695 Nebo Drive La Mesa, CA 91941 619-465-7776**

October 9, 2009

SD&AE Board  
c/o Metropolitan Transit System  
1255 Imperial Avenue, #1000  
San Diego, CA 92101

Re: Third Quarter, 2009 report

Dear SD&AE Board:

During the third quarter of 2009, the Pacific Southwest Railway Museum operated no Golden State and no Tecate passenger trains. Total income from SD&AE property for third quarter 2009 was \$3,001.00. In comparison, during the third quarter of 2008, we operated 34 passenger trains carrying 948 passengers with a total income of \$16,629. Our quarterly payment of \$60.01 is enclosed herein.

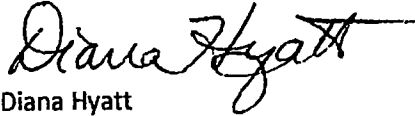
We have acquired two roofing quotes for the Campo Depot. Both quotes assume new wood sheeting will be purchased and installed by museum volunteers. One quote is for \$8,000 and the other is for \$13,195. The County of San Diego awarded the museum a grant of \$7,000 to be applied towards this necessity. We expect the entire undertaking to be completed by the end of November.

Weed abatement continued slowly through August and September. Two community residents have assisted us in our efforts to clean the right of way of vegetation and debris: Dan Lawrence of San Vicente Ranch (owned by Father Joe's Villages) and Tony Neff, owner and editor of the Backcountry Messenger. The San Diego Freedom Ranch continued to provide us with four men once a week during this quarter. As of early September we were unable to continue to contract with them for additional work days during the week for pay due to some internal financial issues at their organization. To date, we have been unable to schedule a final inspection by Cal Fire since Chief Francois has been on vacation since September 24<sup>th</sup>. Further, Cal Fire has never shared any genuine information with the museum, including a copy of the investigation or the notes of the investigator which conclusively proves a clear and direct connection between PSRM's train and the fires of May 24<sup>th</sup>.

We have been investigating other, more effective options regarding weed spraying along the right of way. It is possible that the museum may be able to do the job for the same costs as hiring an outside contractor and apply the herbicides and pre-emergents more frequently. The problem still remains that, particularly the pre-emergents are not effective unless they have sat on the ground for 12-24 hours, then saturated into the soil with at least half an inch of rain. Until our research is complete and all

necessary equipment is in our possession, we will continue to contract with an outside weed spraying company to treat the right of way as one of several weed control methods.

Very Truly Yours,

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

Diana Hyatt  
President

## Agenda

Item No. 5

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

SDAE 710.1 (PC 50771)

November 3, 2009

**SUBJECT:**

REPORT ON THE DESERT LINE

**RECOMMENDATION:**

That the SD&AE Board of Directors receive: (1) a report for information; and  
(2) an update on the Notice to Abate Nuisance.

Budget Impact

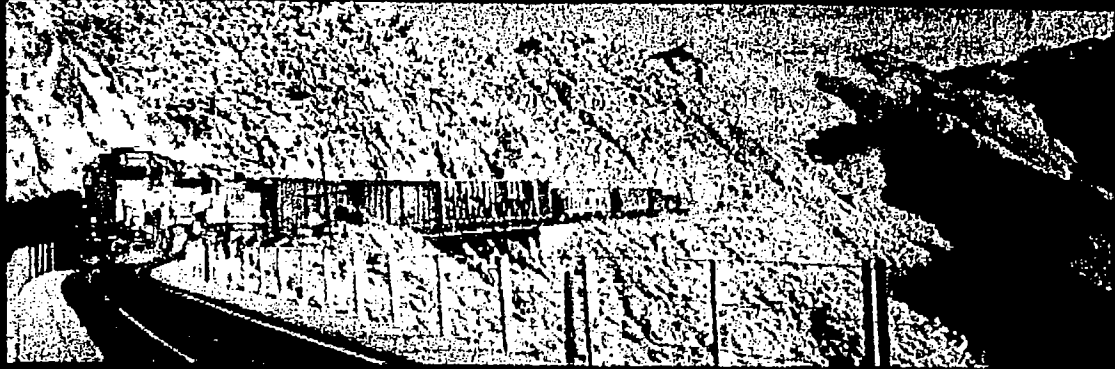
None.

**DISCUSSION:**

A report will be presented during the meeting. The report will include an update on the status of the weed abatement.

5-DESERTLINE.doc

Attachment: A. Third Quarter 2009 Report



# Carrizo Gorge Railway

## Periodic Report

To The San Diego & Arizona Eastern Railway Company

Third Quarter 2009

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



## **CARRIZO GORGE RAILWAY, INC.**

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### **Accomplishments during Third Quarter 2009**

- Weed Abatement.
- Bridge rehabilitation.
- Clean up and reorganization in Jacumba yard.
- Desert Line Spur Maintenance.

## **CONTENTS**

### **THIRD QUARTER 2009 ACTIVITY**

Appendix A- MOW Summary

Appendix B- Desert Line Track Rehabilitation  
Offset Financial Summary

Appendix C- Desert Line Freight Revenues  
Financial Summary

## CARRIZO GORGE RAILWAY, INC.

### Third Quarter 2009

Metropolitan Transit Development Board  
San Diego & Arizona Eastern Railway Board  
1255 Imperial Avenue 10<sup>th</sup> floor  
San Diego, California 92101

Pursuant to reporting agreement, here is the summary of Third Quarter activity for 2009.

#### I. Labor

As of September 30<sup>th</sup>, 2009, Carrizo Gorge Railway has 21 employees to cover overall administration of the road and operations in the U.S. on the Desert Line.

- 4 Administration
- 1 Marketing
- 1 Purchasing Agent
- 1 DSL (contractor)
- 1 Train Master
- 5 Track Maintenance
- 1 Division Engineer
- 3 Locomotive engineers/Part Time
- 3 Railroad police
- 1 Railroad police chief

## **CARRIZO GORGE RAILWAY, INC.**

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### **II. Marketing**

Carrizo Gorge Railway is in the process of conducting a survey to clearly define the current freight availability that could move via the desert line upon it's reopening.

More recent marketing efforts have resulted in new business moving in to our system via the San Ysidro border crossing wish will result in a moderate increase to our Mexico business:

### **III. Desert Line**

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

In this quarter, we mostly concentrated in clearing vegetation. And have once again, began clearing vegetation 10 feet from the rail on each side of the track and 25 feet in MP 86.0. We have started clearing vegetation at MP 74.0 going eastbound. The goal set is: to have the desert line from MP 74.0 to MP 129.6 in compliance with CDF standards (mineral soil) by the fourth quarter of this year. The following is the breakdown of the clearence of vegetation for the third quarter.

# CARRIZO GORGE RAILWAY, INC.

Vegetation Clearance				
Date	MP	MP	Total Miles Cleared	Type of Clearance
7/1/2009	88.00	88.60	0.60	10 ft. clearance on ROW
7/6/2009	87.00	88.00	1.00	10 ft. clearance on ROW
7/7/2009	86.75	87.00	0.25	25 ft. clearance on ROW
7/8/2009	86.50	86.75	0.25	25 ft. clearance on ROW
7/13/2009	86.40	86.50	0.10	25 ft. clearance on ROW
7/14/2009	86.25	86.40	0.15	25 ft. clearance on ROW
7/15/2009	86.10	86.25	0.15	25 ft. clearance on ROW
7/20/2009	86.00	86.10	0.10	10 ft. clearance on ROW
7/21/2009	85.40	86.00	0.60	10 ft. clearance on ROW
7/22/2009	85.00	85.40	0.40	10 ft. clearance on ROW
7/27/2009	84.70	85.00	0.30	10 ft. clearance on ROW
7/28/2009	84.10	84.70	0.60	10 ft. clearance on ROW
7/29/2009	83.90	84.10	0.20	10 ft. clearance on ROW
8/3/2009	83.50	83.90	0.40	10 ft. clearance on ROW
8/4/2009	83.10	83.50	0.40	10 ft. clearance on ROW
8/5/2009	82.80	83.10	0.30	10 ft. clearance on ROW
8/10/2009	82.00	82.80	0.80	10 ft. clearance on ROW
8/11/2009	81.40	82.00	0.60	10 ft. clearance on ROW
8/12/2009	80.70	81.40	0.70	10 ft. clearance on ROW
8/17/2009	80.20	80.70	0.50	10 ft. clearance on ROW
8/18/2009	79.70	80.20	0.50	10 ft. clearance on ROW
8/19/2009	79.00	79.70	0.70	10 ft. clearance on ROW
8/24/2009	84.10	84.40	0.30	10 ft. clearance on ROW
8/25/2009	82.40	82.60	0.20	10 ft. clearance on ROW
8/25/2009	78.90	79.00	0.10	10 ft. clearance on ROW
8/26/2009	78.30	78.90	0.60	10 ft. clearance on ROW
8/31/2009	78.00	78.30	0.30	10 ft. clearance on ROW
9/1/2009	86.30	86.70	0.40	25 ft. clearance on ROW
9/8/2009	74.00	74.20	0.20	10 ft. clearance on ROW
9/9/2009	74.20	74.60	0.40	10 ft. clearance on ROW
9/10/2009	74.60	74.90	0.30	10 ft. clearance on ROW
9/11/2009	74.90	75.00	0.10	10 ft. clearance on ROW
9/14/2009	75.00	75.40	0.40	10 ft. clearance on ROW
9/15/2009	75.40	75.80	0.40	10 ft. clearance on ROW
9/16/2009	75.80	76.00	0.20	10 ft. clearance on ROW
9/17/2009	76.00	76.50	0.50	10 ft. clearance on ROW
9/18/2009	76.50	76.90	0.40	10 ft. clearance on ROW
9/21/2009	76.90	77.10	0.20	10 ft. clearance on ROW
9/22/2009	77.10	77.70	0.60	10 ft. clearance on ROW
9/23/2009	77.70	78.00	0.30	10 ft. clearance on ROW
9/24/2009	78.00	78.40	0.40	10 ft. clearance on ROW
9/25/2009	74.00	74.20	0.20	10 ft. clearance on ROW
9/28/2009	74.20	74.60	0.40	10 ft. clearance on ROW
9/29/2009	74.60	74.90	0.30	10 ft. clearance on ROW
9/30/2009	74.90	75.80	0.90	10 ft. clearance on ROW

**Total Miles  
Cleared**

**From MP 74.0-MP 88.6= 17.7 Miles of  
Main/Secondary Track.**

## CARRIZO GORGE RAILWAY, INC.

### IV. Reportable Injuries / Environmental Incidents

There were no reportable injuries during the third quarter of 2009.

There were no reportable accidents in the third quarter of 2009.

There were no environmental incidents during the third quarter of 2009.

## CARRIZO GORGE RAILWAY, INC.

### V. Freight Activity

No freight activity in the 3<sup>rd</sup> quarter of 2009 due to the embargo. The purpose of embargo was to start a rehabilitation program to improve safety, capacity and reliability on the Desert Line. We begun to store empties, with an approximate amount of 200 GE cars located in various sidings and spurs as of July 2009.

MOW Sand carloads moved on the Desert Line	0
Revenue Sand carloads moved on the Desert Line	0
Revenue Freight carloads moved to/from Seeley Via interchange with UPRR, on the Desert Line	0
Non-Revenue Freight carloads moved from UPRR and USG, on the Desert Line	0
Revenue Freight carloads terminating/originating in Mexico to/from San Ysidro via interchange with SD&IV Railroad	0
Total overall third quarter 2009 Carloads Moved	0
Revenue Empty	200
Revenue Storage	374

## **CARRIZO GORGE RAILWAY, INC.**

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### **VI. Mexican Railroad**

Carrizo Gorge Railway is the rail freight operator for the State of Baja California, Mexico and continues to employ the following personnel dedicated to freight service south of the border.

Here is an update of Carrizo Gorge Railway, Inc. Mexico's Operation.

#### **CURRENT MEXICO PERSONNEL**

1	Director of Operations
1	Trainmaster
3	Dispatchers
3	Train Engineers
6	Conductors
1	Mechanic
1	Car Inspector
1	Division Engineer
1	Track Inspector
2	Track Supervisor
8	Track laborer

# CARRIZO GORGE RAILWAY, INC.

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## Appendix A M.O.W. SUMMARY

### DESERT LINE

#### TRACK

Ties Installed (6" x 8" x 8')	0	each
(7" x 9" x 9")	0	each
Stringers	0	each
90 lb/yd Rail Change Out	0	ft.
113 lb. rail Change Out	0	ft.
Repair Open Joints	0	each
Track Regaging	0	each
Separator Rails (4" x 8" x 20")	0	each
Replace Missing Track Bolts	10	each
Rail Anchors Replaces	2	each
Repair Broken angle bars (60 lb.)	0	each
(75 lb.)	0	each
(90 lb.)	4	each
Track Surfaced	0	ft
Track Spikes Used (new)	0	each
Switch Ties Installed	0	each



# **CARRIZO GORGE RAILWAY, INC.**

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## **Appendix B OFFSET FINANCIAL SUMMARY**

### **DESERT LINE SAND OPERATION**

There was no production or commercial sale of sand from M.O.W. activity on the Desert Line during Third Quarter of 2009.

# CARRIZO GORGE RAILWAY, INC.

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## Appendix C FINANCIAL SUMMARY

### DESERT LINE

#### REVENUE FREIGHT HAULED

Railcar loads to/from UP Interchange, Seeley /Plaster City	0
Railcar loads revenue sand from Dixie (Plaster City) to Campo	0
Non-revenue Freight USG Cars	
<b>Total</b>	<b>0</b>

#### Track Use Fees:

##### Interchange freight to/from UPRR over the Desert Line

SD&AE/MTS 1% payment (200 Railcars Emptys and 374 Railcars Storage)	\$ 330.01
SD&IV / Rail America payment 6.9%	\$2,297.73

##### Revenue Sand from Dixie to Campo

SD&AE / MTS 1% payment	0.00
SD&IV RailAmerica payment (0 cars at \$0.00 each)	0.00

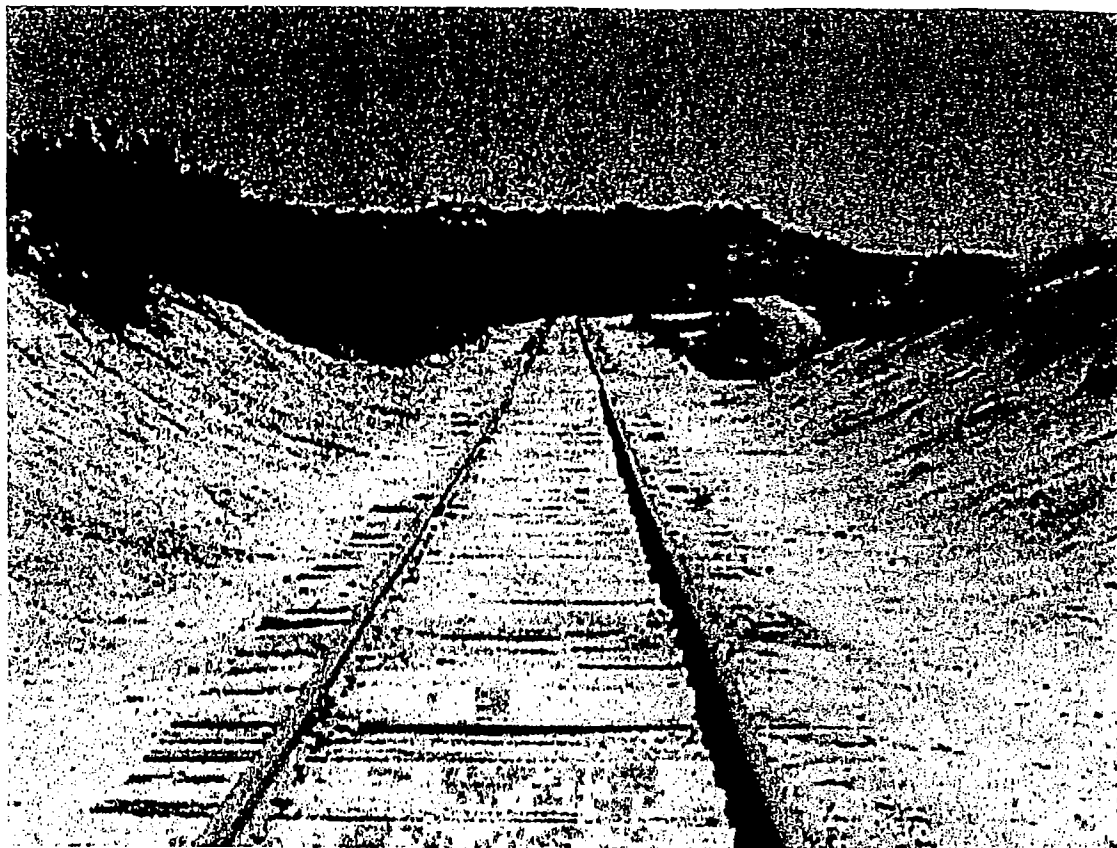
## CARRIZO GORGE RAILWAY, INC.

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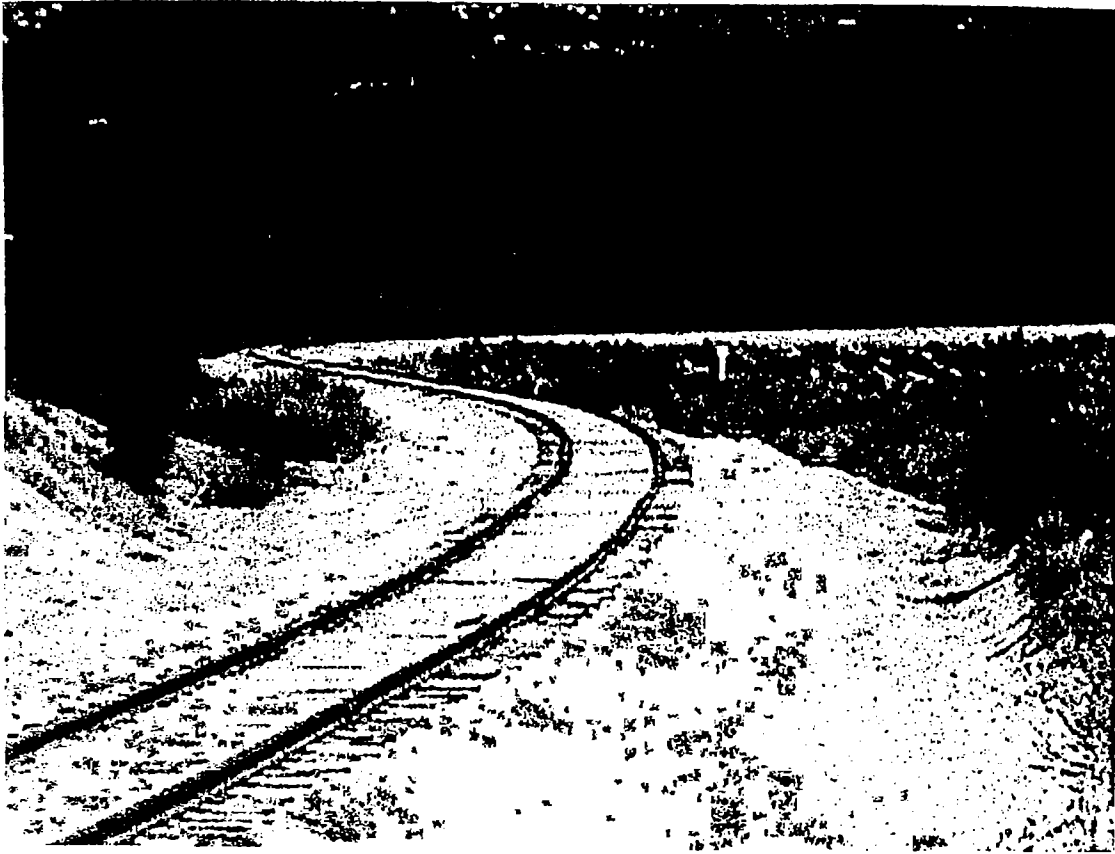
## CARRIZO GORGE RAILWAY, INC.

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## CARRIZO GORGE RAILWAY, INC.

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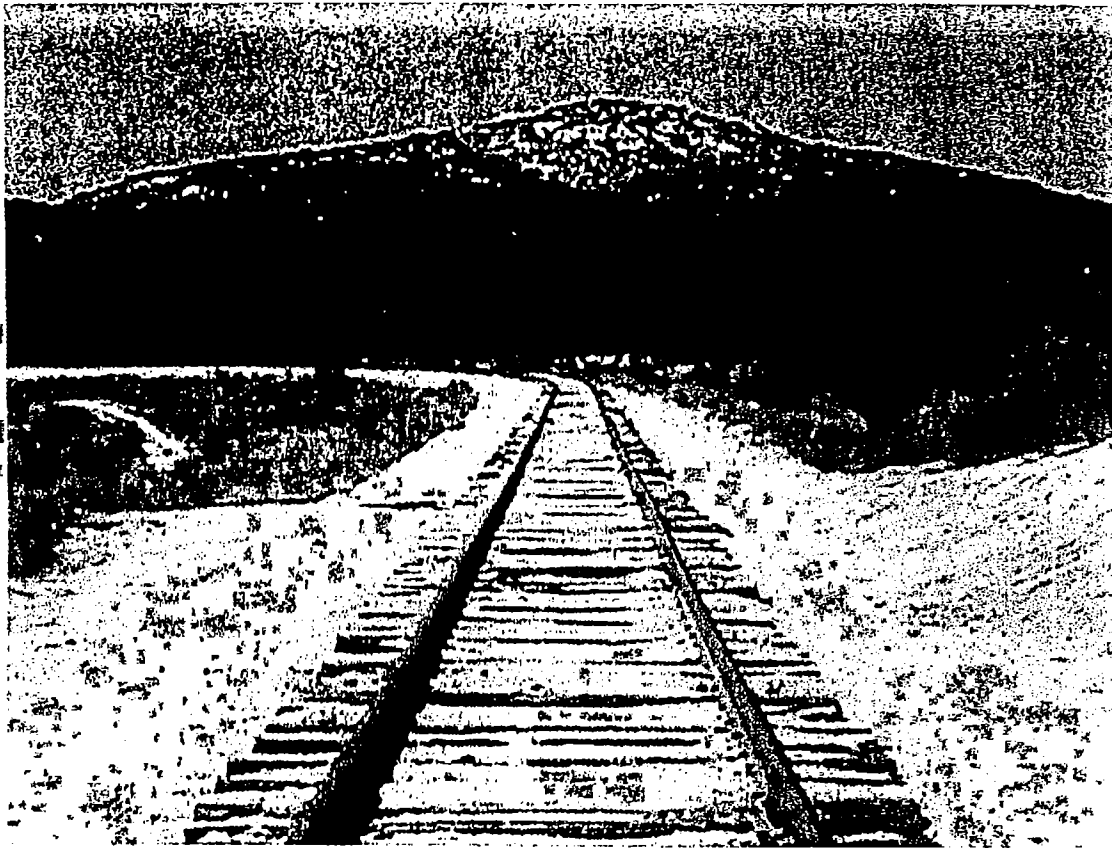
## CARRIZO GORGE RAILWAY, INC.

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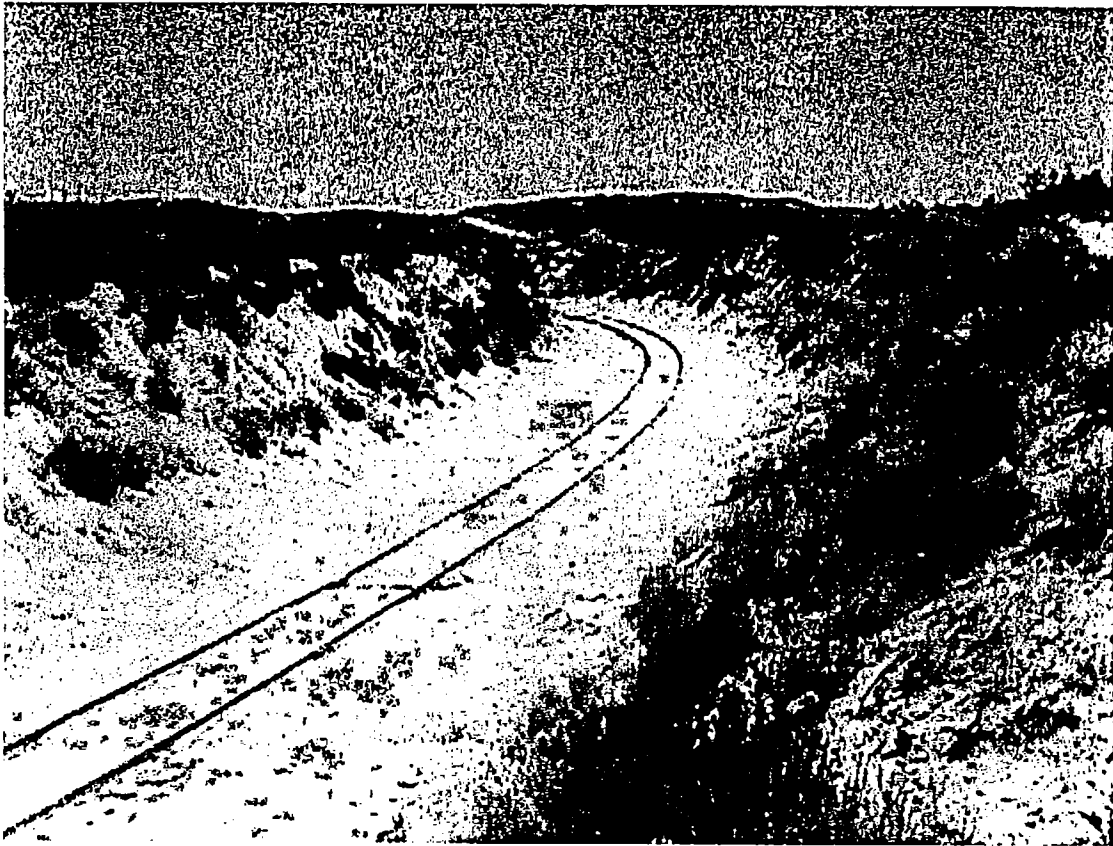
## CARRIZO GORGE RAILWAY, INC.

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## CARRIZO GORGE RAILWAY, INC.

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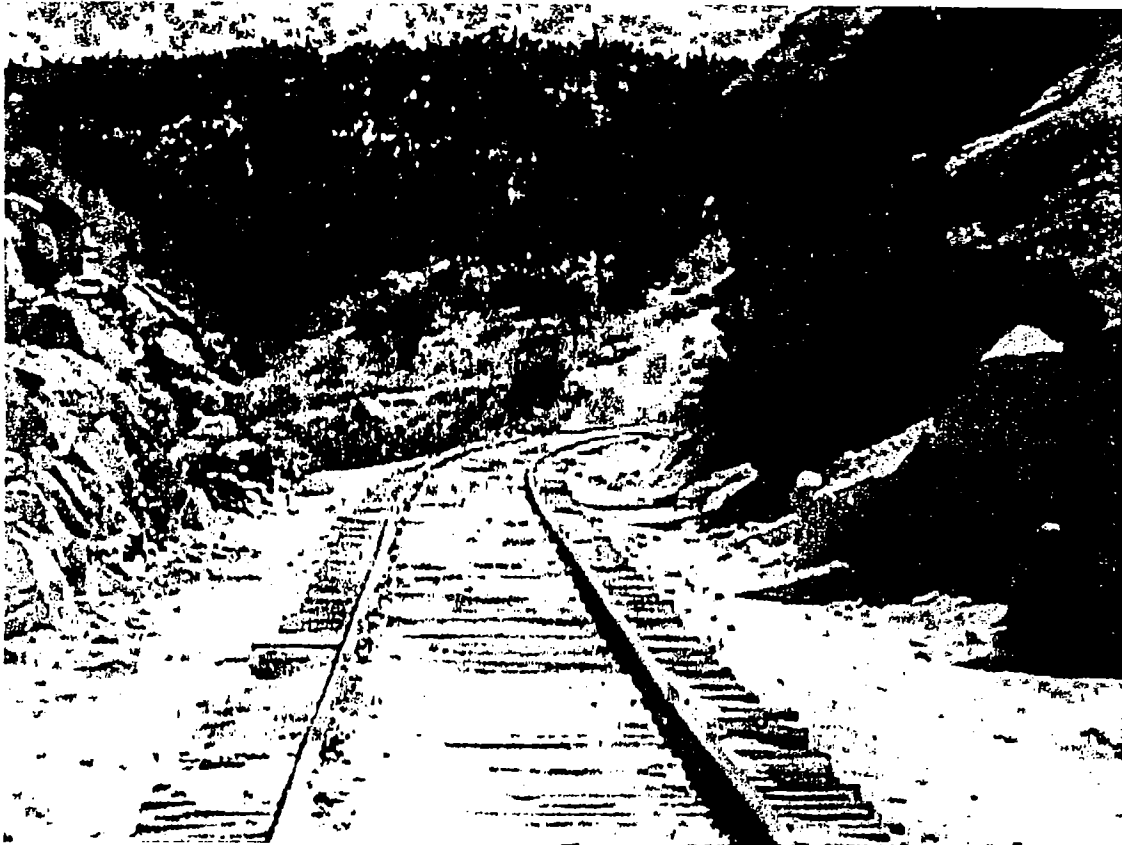
## CARRIZO GORGE RAILWAY, INC.

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## CARRIZO GORGE RAILWAY, INC.

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## Agenda

Item No. 6a

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

SDAE 710.1 (PC 50771)

November 3, 2009

### SUBJECT:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE JULY 28, 2009

### RECOMMENDATION:

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

#### Budget Impact

None.

### DISCUSSION:

Since the July 28, 2009, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-09-413: Lease to CBS Outdoor for a billboard at Harbor Drive and Civic Center Drive in the City of National City.
- S200-09-414: Lease to CBS Outdoor for a billboard at 28<sup>th</sup> Street and Harbor Drive in the City of San Diego.
- S200-09-415: Lease to CBS Outdoor for a billboard at Merlin Drive and Imperial Avenue in the City of San Diego.
- S200-09-416: Lease to CBS Outdoor for a billboard at 32<sup>nd</sup> Street and Harbor Drive in the City of San Diego.
- S200-10-417: Right of Entry Permit to TC Construction to abandon sewer lines along Lemon Grove Avenue in Lemon Grove.
- S200-09-418: Right of Entry Permit to Bike the Bay for the 2009 Annual Event.
- S200-10-419: Right of Entry Permit to Erreca's, Inc. to construct slope repair near Interstate 805 in the City of San Diego.

- S200-10-420: Deposit Agreement with Carrizo Gorge Railway, Inc. for lease negotiations.
- S200-10-421: Durable Right of Entry Permit to City of La Mesa for maintenance work within the City of La Mesa.
- S200-10-423: Right of Entry Permit to Sim J. Harris, Inc. for street paving at Iris Avenue and Dairy Mart Road in the City of San Diego.
- S200-10-427: Right of Entry Permit to Ninyo and Moore for geotechnical investigations along the Coronado Branch in the City of Chula Vista.
- S200-10-428: Right of Entry Permit to Pacific Drilling Co. for geotechnical investigations along the Coronado Branch in the City of Chula Vista.
- S200-10-430: Right of Entry Permit to SDG&E for underground electrical installation at 28<sup>th</sup> Street and Harbor Drive in the City of San Diego.

## Agenda

Item No. 6b

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

SDAE 710.1 (PC 50771)

November 3, 2009

**SUBJECT:**

LICENSE AGREEMENT WITH COX COMMUNICATIONS, INC.

**RECOMMENDATION:**

That the SD&AE Railway Company Board of Directors approve issuing a license to Cox Communications, Inc. for a proposed aerial fiber-optics crossing over SD&AE tracks located on West Palm Avenue between South Marshall Avenue and Front Street in the City of El Cajon.

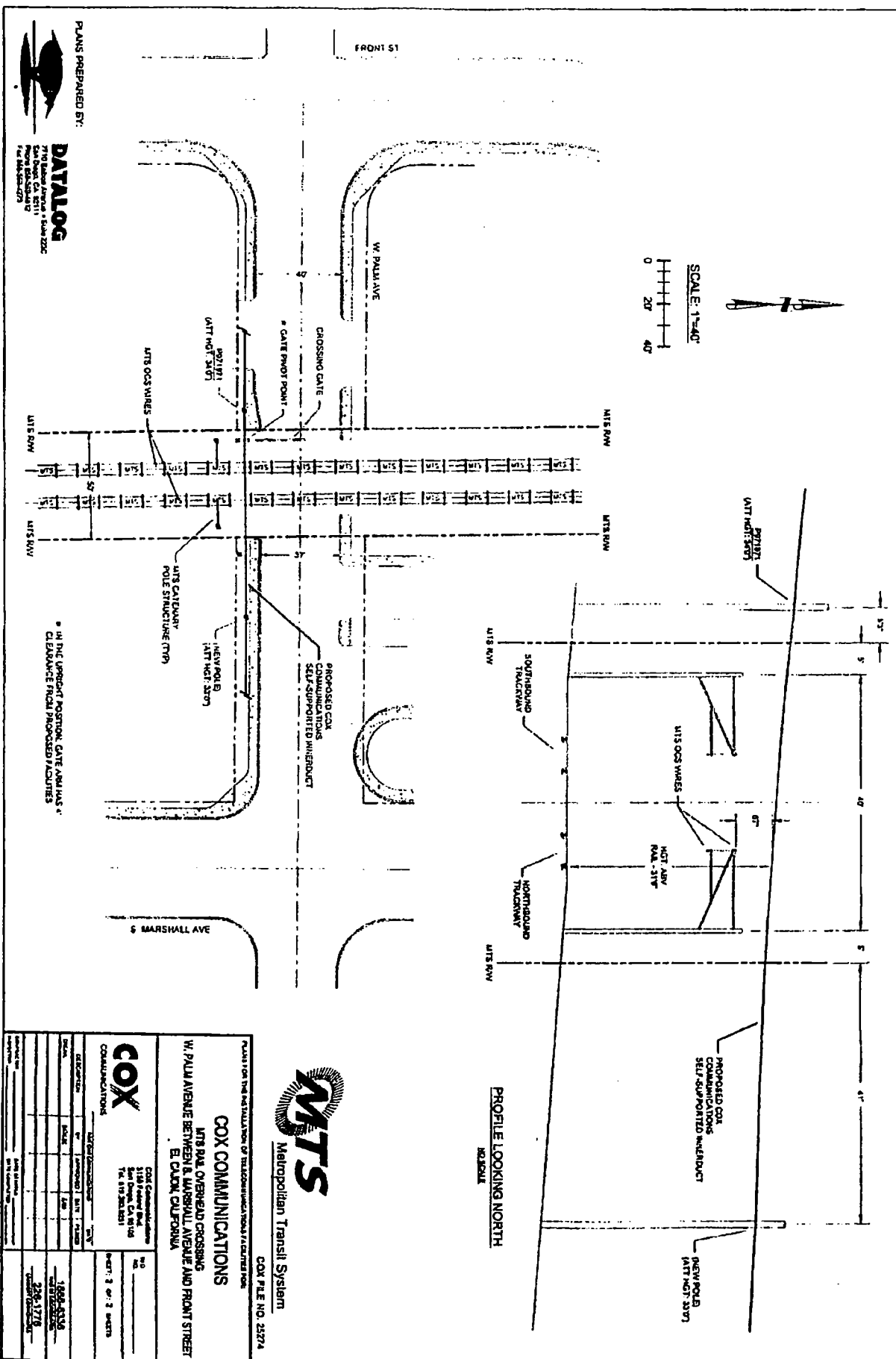
Budget Impact

Yearly license fees would be credited to the SD&AE reserve, and processing fees would be reimbursed to MTS.

**DISCUSSION:**

Cox Communications, Inc. requests the issuance of a license for an aerial fiber-optic crossing over SD&AE tracks located on West Palm Avenue between South Marshall Avenue and Front Street in the City of El Cajon. The aerial crossing will serve as an upgrade to Cox Communications' system. Attached is an exhibit of the proposed project.

Attachment: Proposed Project Exhibit



## Agenda

## Item No. 6c

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

SDAE 710.1

November 3, 2009

### SUBJECT:

BAYSHORE BIKEWAY PROJECT – SEGMENT NORTH OF THE SALT WORKS

### RECOMMENDATION:

That the SD&AE Railway Board of Directors approve the execution of a Construction and Maintenance Agreement granting a license for Segments 7 and 8A of the Bayshore Bikeway Project.

#### Budget Impact

Processing fees will be reimbursed.

### DISCUSSION:

The San Diego Association of Governments (SANDAG) (in coordination with the County of San Diego and the cities of Chula Vista, National City, and San Diego) is developing the project for approximately a seven-mile segment of the Bayshore Bikeway. The Bayshore Bikeway is a designated 24-mile bikeway loop route around the San Diego Bay and consists of approximately 12 miles of off-street bicycle paths (Class 1) and 12 miles of on-street sections designated as either bicycle lanes or bicycle routes (Class 2 or 3). The Bayshore Bikeway route extends from the Broadway Pier in San Diego to the Coronado Ferry Terminal in Coronado. The route traverses the cities of San Diego, National City, Chula Vista, Imperial Beach, and Coronado.

On May 1, 2009, the SANDAG Transportation Committee adopted the Mitigated Negative Declaration for Segments 4, 5, 7, and 8A of the Bayshore Bikeway and authorized final design. Segments 4, 5, 7, and 8A of the Bayshore Bikeway are located along the eastern San Diego Bay in the cities of San Diego, National City, and Chula Vista. The proposed alignment for this portion of the bikeway would extend from 32nd Street in the City of San Diego along Harbor Drive; through the City of National City along Civic Center Drive, Tidelands Avenue, and West 32nd Street; and within the City of Chula Vista from H Street to Stella Street.

Segments 7 and 8A are in the final design. The proposed alignment is shown on page 6c-3. It crosses the SD&AE Coronado Branch tracks at J Street (Marina Way); runs westerly of the right-of-way on the SD&AE easement until approximately L Street;

crosses the tracks again at this location; then runs within the right-of-way until it exits on to Bay Boulevard right-of-way at approximately the Interstate 5 on- and off-ramps. Page 6c-6 shows the project typical cross sections.

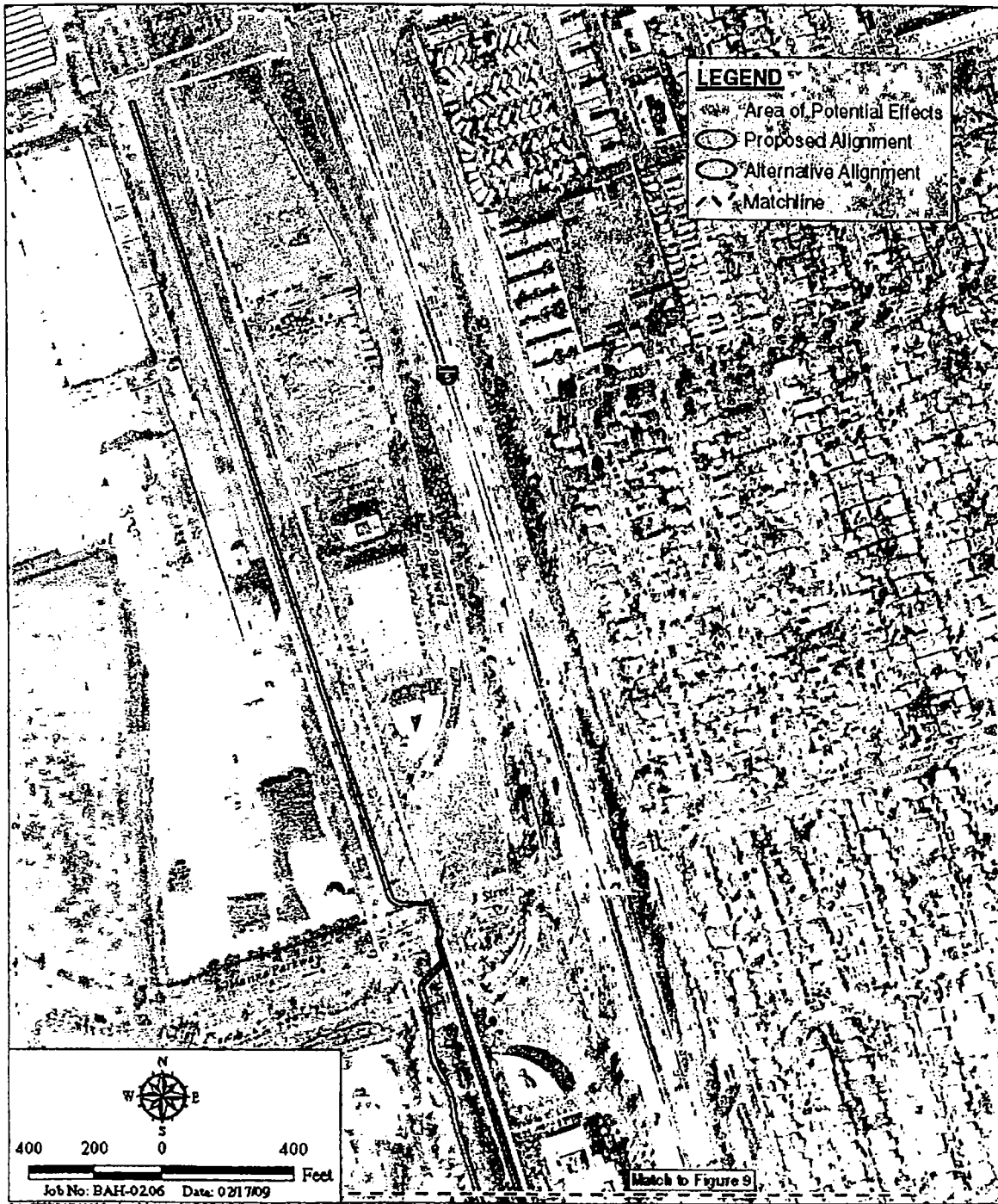
The SD&AE Board heard a presentation on this project during its initial development phase at its Board Meeting on October 10, 2008, as an information item. SANDAG is now asking for authority to cross the tracks and utilize the right-of-way per the current design. SANDAG would construct the project, and the City of Chula Vista would operate and maintain the bikeway in its city limits.

Board approval is requested for the execution of a Construction and Maintenance Agreement granting a license for Segments 7 and 8A of the Bayshore Bikeway Project.

NOV3-09.6c.BAYSHORE BIKEWAY.TALLISON.doc

Attachments: Proposed Alignment  
Project Typical Cross Sections



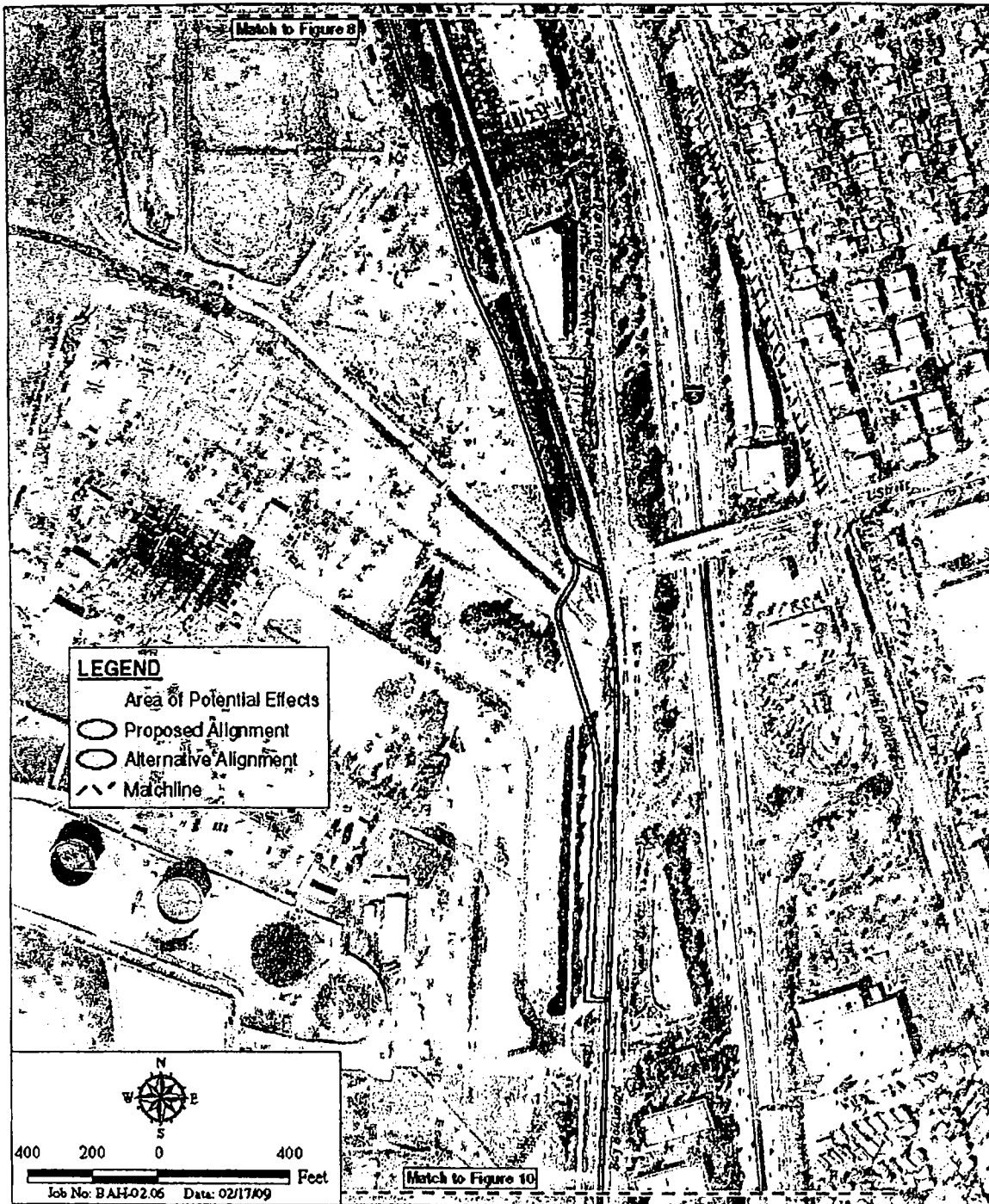


**Proposed Bike Path Alignment (Segments 7 and 8A)**

BAYSHORE BIKEWAY

Figure 8

**HELIX**

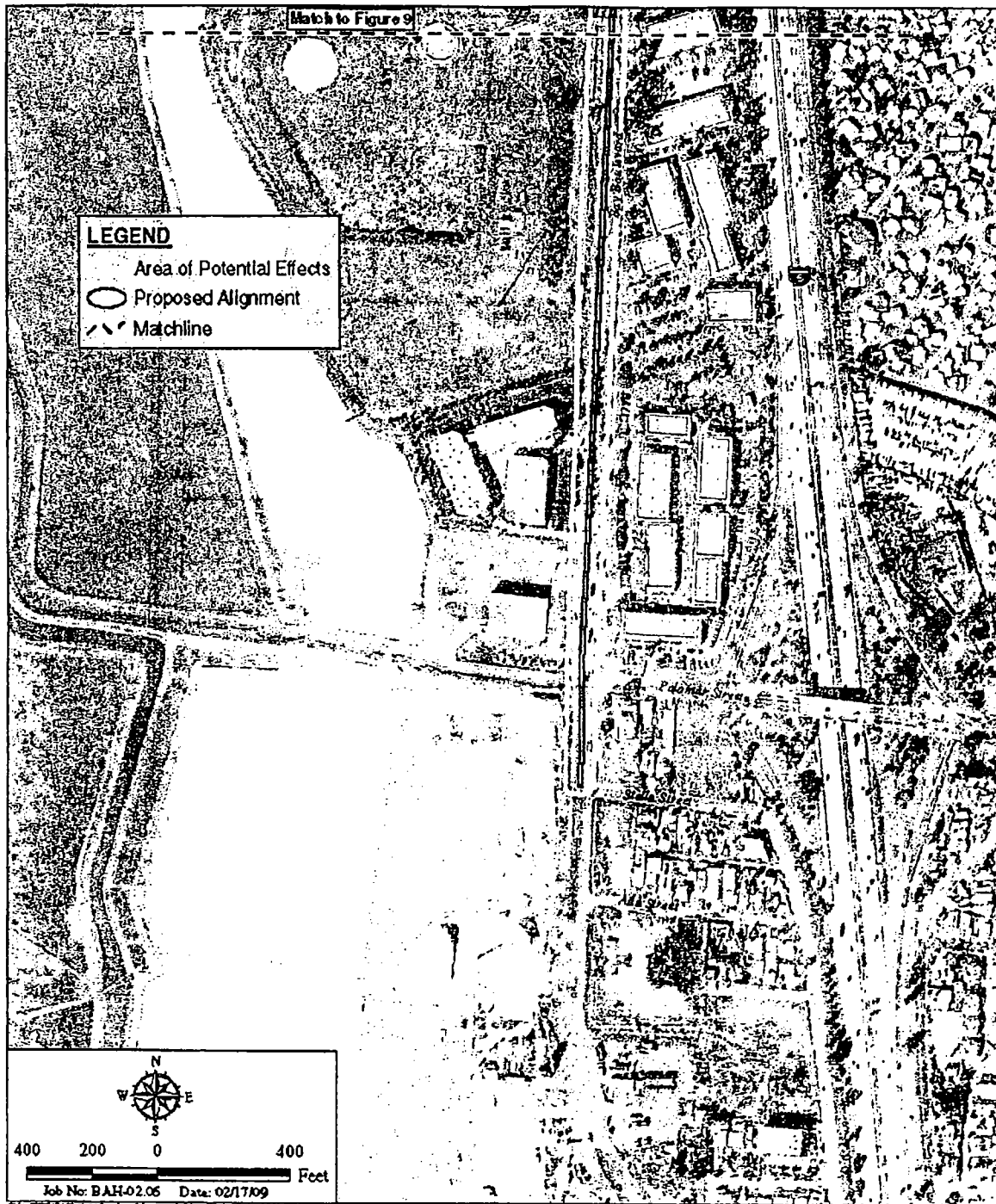


## Proposed Bike Path Alignment (Segment 8A)

BAYSHORE BIKEWAY

Figure 9

**HELIX**

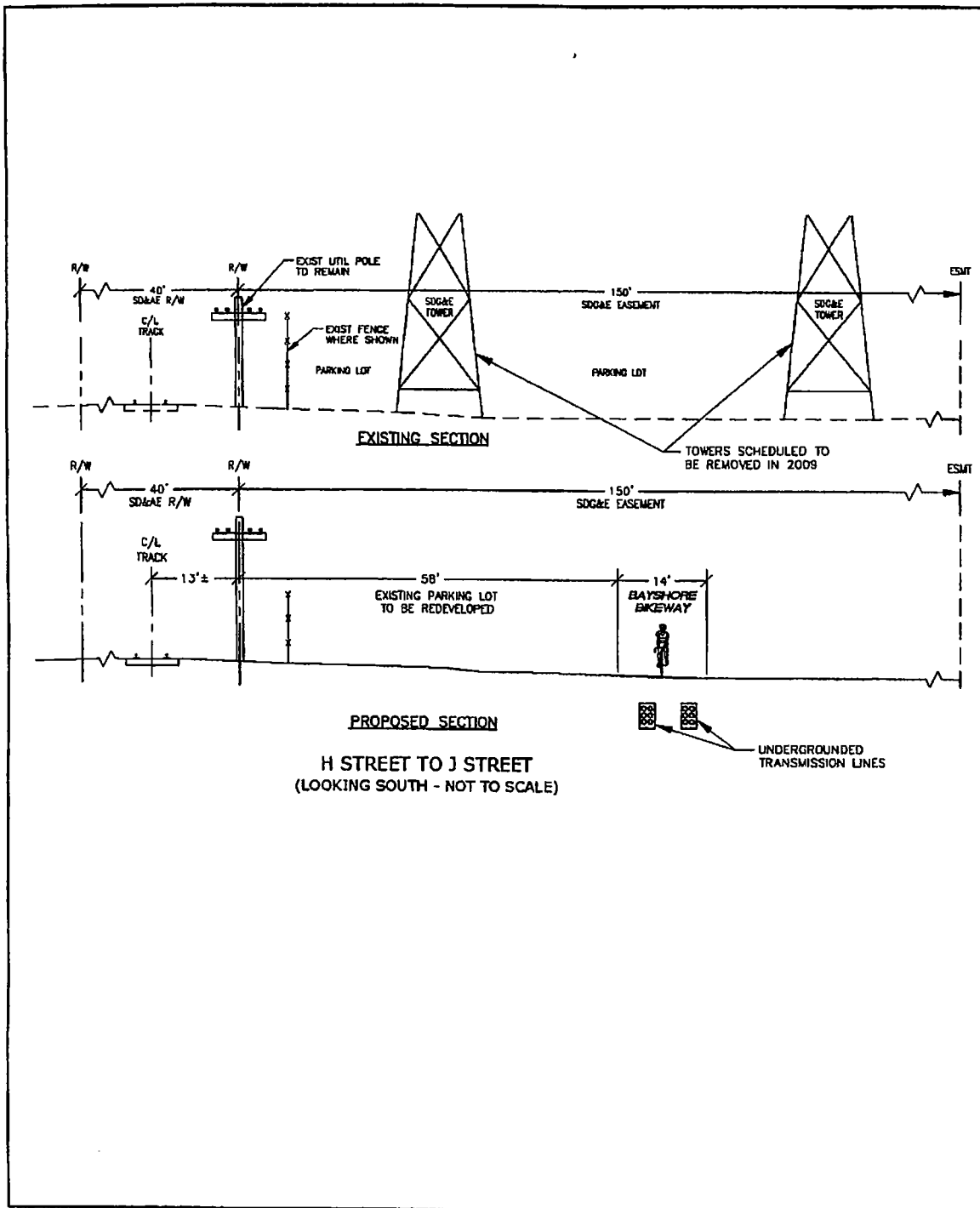


**Proposed Bike Path Alignment (Segment 8A)**

BAYSHORE BIKEWAY

**VELIX**

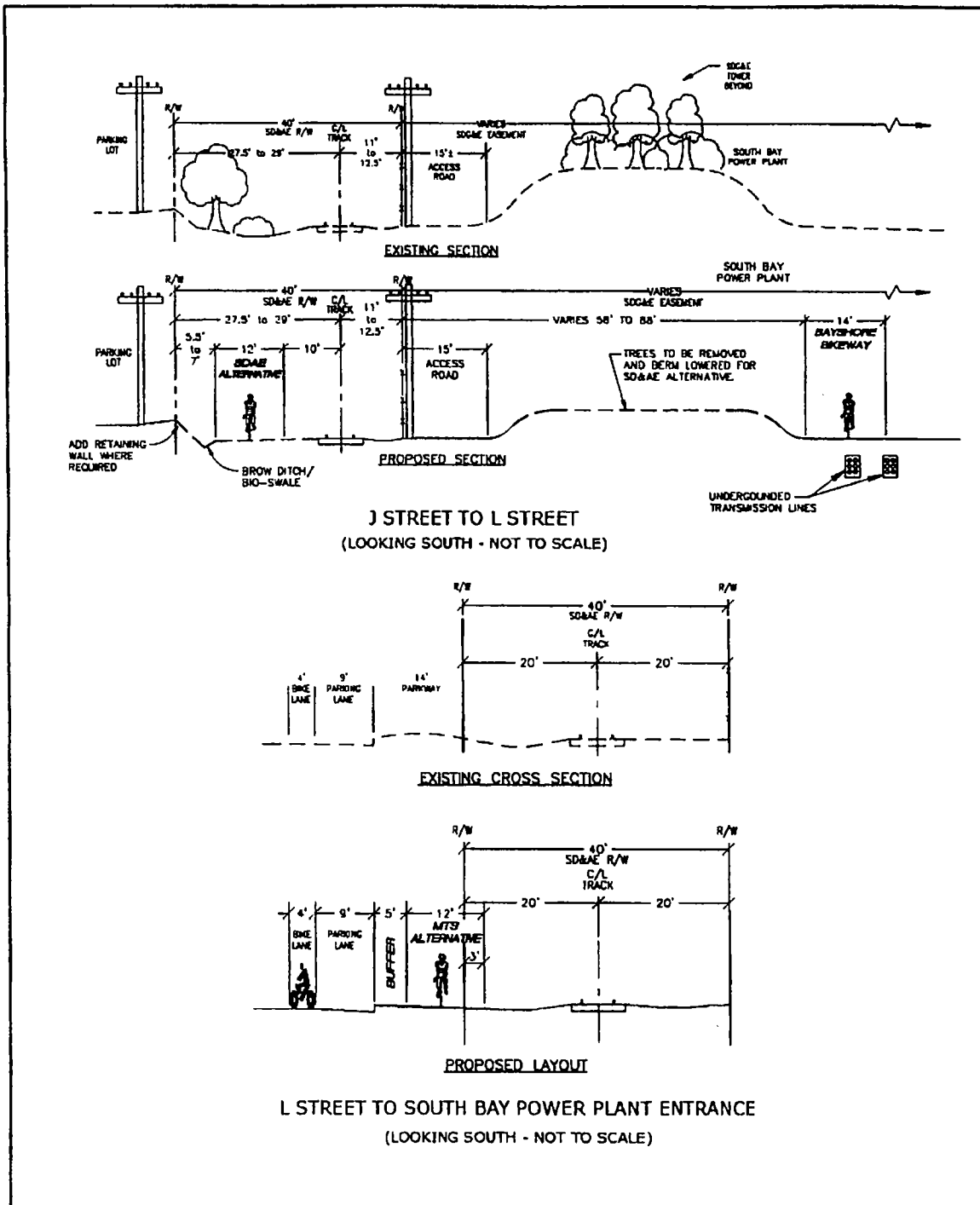
Figure 10



### Typical Cross-sections - SDG&E Easement

## BAYSHORE BIKEWAY

Figure 14



Typical Cross-sections - SDG&E Easement and SD&AE Railroad ROW

BAYSHORE BIKEWAY.

HELIX

Figure 15

## Agenda

Item No. 6d

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

SDAE 710.1 (PC 50771)

November 3, 2009

### SUBJECT:

PORT OF SAN DIEGO FIBER-OPTICS CONNECTIVITY PROJECT LICENSE

### RECOMMENDATION:

That the SD&AE Railway Company Board of Directors authorize the execution of a Construction and Maintenance Agreement granting a license to the San Diego Unified Port District (the Port) for fiber-optics installations.

#### Budget Impact

Unknown at this time (depending upon direction from the Board).

### DISCUSSION:

The Port is developing the Port-Wide Fiber-Optics Connectivity Project and would like to use SD&AE right-of-way to provide a regional network infrastructure for rapid transfer of security information and sensor data to participating regional government, state, and local public agencies that are members of the San Diego Security Network Consortium (SDSNC). The Port plan includes installing fiber-optic cables along the MTS and SD&AE rail corridor and lashing the cables to the existing catenary poles.

The Port would build a security fiber-optics network to make use of the existing infrastructure to the maximum extent possible and provide the missing pieces needed to complete a fiber-optics loop around the San Diego Bay. Ultimately, the Port would have a fiber-optics route that would extend from Old Town to 24<sup>th</sup> Street in National City (page 6d-2). The use of the SD&AE right-of-way would allow utilization of the Bayside corridor and a portion of the South Line from 12<sup>th</sup> and Imperial to 24<sup>th</sup> Street.

It would be beneficial to MTS and SD&AE to receive fiber-optic strands in this loop configuration as it would provide full continuity to all members in the SDSNC network despite a break in the cable, which could easily occur during a natural disaster or terrorist attack.



## Agenda

Item No. 7

San Diego and Arizona Eastern (SD&AE)  
Railway Company

SDAE 710.1 (PC 50771)

Board of Directors Meeting

November 3, 2009

### SUBJECT:

APPROVAL OF THE 2010 SD&AE BOARD OF DIRECTORS MEETING SCHEDULE

### RECOMMENDATION:

That the SD&AE Board of Directors approve the 2010 SD&AE Board of Directors meeting schedule.

#### Budget Impact

None.

### DISCUSSION:

The SD&AE Board of Directors customarily meets once each quarter to discuss business and receive reports from its contract operators. The following meeting schedule is recommended for 2010:

Tuesday, January 19, 2010	9:00 a.m.	(Fourth Quarter 2009 Reports)
Tuesday, April 20, 2010	9:00 a.m.	(First Quarter 2010 Reports)
Tuesday, July 20, 2010	9:00 a.m.	(Second Quarter 2010 Reports)
Tuesday, October 19, 2010	9:00 a.m.	(Third Quarter 2010 Reports)

Upon approval of the above meeting dates, additional information regarding materials due dates and mail-outs are as follows:

#### Materials Due to Clerk

Friday, January 8, 2010  
Friday, April 9, 2010  
Friday, July 9, 2010  
Friday, October 8, 2010

#### Materials Mailed

Wednesday, January 13, 2010  
Wednesday, April 14, 2010  
Wednesday, July 14, 2010  
Wednesday, October 13, 2010





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## Agenda

Item No. 8

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

LEG 491

December 10, 2009

**SUBJECT:**

**MTS: INSURANCE BROKERAGE AND CONSULTATION SERVICES - CONTRACT  
AMENDMENT**

**RECOMMENDATION:**

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into MTS Doc. No. G1035.1-07 (Attachment A) with BB&T John Burnham Insurance Services to exercise remaining option years to provide insurance brokerage and consultation services as specified in MTS's Request for Proposals (RFP).

**Budget Impact**

The total amendment cost would not exceed \$203,640. The term of the contract extension would be for a period of two years. The total costs would be charged against each of the three agencies involved according to services provided. Funds have been and will be identified and allocated within each agency. The estimated annual breakdown between agencies is noted within the table below.

AGENCY	ESTIMATED ANNUAL BUDGET IMPACT				
	MTS	SDTC	SDTI	SD&AE	TOTAL
OPTION YEAR 4	\$63,198	\$17,655	\$17,355	\$2,107	\$100,315
OPTION YEAR 5	\$65,095	\$18,185	\$17,875	\$2,170	\$103,325
	63%	17.6%	17.3%	2.1%	100%



DISCUSSION:

At the direction of the Board, staff released an RFP on October 11, 2006. From that RFP, BB&T John Burnham Insurance Services was identified as the top contender and was contracted for three years with two 1-year options to provide the insurance services requested.

Therefore, staff recommends authorizing the CEO to execute MTS Doc. No. G1035.1-07 with BB&T John Burnham Insurance Services to exercise remaining option years to provide insurance brokerage and consultation services.



---

Paul C. Jablonski  
Chief Executive Officer

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

DEC10-09.8.BURNHAM INS BROKERAGE CONSULT SVCS.JDOW.doc

Attachment: A. MTS Doc. No. G1035.1-07

DRAFT

December 10, 2009

MTS Doc. No. G1035.1-07  
LEG 491 (PC 50633)

Ms. Iris J. Gladney  
BB&T John Burnham Insurance Services  
750 B Street, Suite 2400  
San Diego, CA 92101-2476

Dear Ms. Gladney:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G1035.0-07 - INSURANCE BROKERAGE AND  
CONSULTATION SERVICES

This letter will serve as Amendment No. 1 to MTS Doc. No. G1035.0-07. This contract amendment authorizes additional costs not to exceed \$203,640 for professional services. The total value of this contract, including this amendment, is \$487,385. This amendment also exercises option years four and five, which extends the contract terms to cover the period to January 1, 2012. All terms, requirements, and provisions as indicated in the Standard Conditions Services contract remain in effect. Additional authorization is contingent upon MTS approval.

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

Sincerely

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Iris J. Gladney  
BB&T John Burnham Insurance Services

DEC10-09.8.AttA.BURNHAM  
INSURANCE SVCS.JDOW.doc

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



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## Agenda

Item No. 9

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

FIN 300

December 10, 2009

### SUBJECT:

MTS: INVESTMENT REPORT – OCTOBER 2009

### RECOMMENDATION:

That the Board of Directors receive a report for information.

#### Budget Impact

None.

### DISCUSSION:

Attachment A is a report of MTS investments as of October 2009. The first column provides details about investments restricted for capital support and debt service; the majority are related to the 1995 lease and leaseback transactions.

The second column (unrestricted investments) reports the working capital for MTS operations employee payroll and vendors' goods and services. This column includes the investment in San Diego Transit Corporation's pension obligation bonds that were repurchased and represents an asset that is not currently available to fund operations.


Total cash and investment balances have decreased by \$7 million primarily due to liquidation of a \$3 million retention trust account and additional expenditures related to bus purchases.

Transfers from the Local Agency Investment Fund (LAIF) to the operating account totaling \$5 million were initiated in October. The current monthly yield in the LAIF investment is 0.65%, which represents a reduction from 2.779% since August 2008.



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

Other restricted funds are designated for various capital improvement projects.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Linda Musengo, 619.557.4531, [linda.musengo@sdmts.com](mailto:linda.musengo@sdmts.com)

DEC10-09.9.INVESTMENT RPT OCT.LMUSENGO.doc

Attachment: A. MTS Investment Report for October 2009

**San Diego Metropolitan Transit System  
Investment Report  
October 31, 2009**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	<b>Average rate of return</b>
Cash and Cash Equivalents				
Bank of America - concentration sweep account	\$ 5,718,275	\$ 8,294,437	\$ 14,012,712	0.00%
Total Cash and Cash Equivalents	<u>5,718,275</u>	<u>8,294,437</u>	<u>14,012,712</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	2,515,455		2,515,455	N/A *
Local Agency Investment Fund (LAIF) Proposition 1B TSGP grant funds	<u>2,705,336</u>		<u>2,705,336</u>	0.65%
Total Cash - Restricted for Capital Support	<u>5,220,791</u>	<u>-</u>	<u>5,220,791</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)		12,355,303	12,355,303	0.65%
Bank of New York Money Market POB interest	<u>-</u>	<u>40</u>	<u>40</u>	
Total Investments - Working Capital	<u>-</u>	<u>12,355,344</u>	<u>12,355,344</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	33,945,653	-	33,945,653	
Rabobank - Payment Undertaking Agreement	<u>84,951,545</u>	<u>-</u>	<u>84,951,545</u>	7.69%
Total Investments Restricted for Debt Service	<u>118,897,198</u>	<u>-</u>	<u>118,897,198</u>	
Investment in SDTC Pension Obligation Bonds				
Bank of America custodial account	<u>-</u>	<u>35,630,000</u>	<u>35,630,000</u>	
Total Investment in SDTC Pension Obligation Bonds	<u>-</u>	<u>35,630,000</u>	<u>35,630,000</u>	
Total cash and investments	<u><b>\$ 129,836,264</b></u>	<u><b>\$ 56,279,781</b></u>	<u><b>\$ 186,116,044</b></u>	

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



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## Agenda

Item No. 10

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

ADM 110.7 (PC 50101)

December 10, 2009

### SUBJECT:

MTS: SERIES B VARIABLE PENSION OBLIGATION BONDS REFINANCING

### RECOMMENDATION:

That the Board of Directors approve Resolution No. 09-25.1 (Attachment A), which would amend previously approved Resolution No. 09-25 by modifying the interest rate provision.

#### Budget Impact

None at this time.

### DISCUSSION:

#### General Background

In October 2004, MTS issued \$77,490,000 of taxable pension obligation bonds for the benefit of San Diego Transit Corporation. The purpose of the bonds was to make contributions to the San Diego Transit Corporation Retirement Plan to reduce its unfunded liability. The proceeds less fees were invested into the retirement plan, and the bonds were issued in two different series.

Series A bonds in the amount of \$38,690,000 were issued as fixed-rate bonds that mature in annual installments between 2006 and 2024 and bear various interest rates ranging from 2.58% to 5.15% (increasing progressively over the maturities). Interest is due and payable semiannually on June 1 and December 1. Principal is due and payable on December 1.



Series B Bonds in the amount of \$38,800,000 were issued as variable rate bonds that mature in annual installments between 2024 and 2034. Interest is based upon a Weekly Rate determined by the remarketing agent that should approximate the London Interbank Borrowing Rate (LIBOR) and is payable on a monthly basis. In August 2005, MTS entered into a seven-year Swap Agreement with UBS Investment Bank to fix the interest rate at 4.424%.

#### Current Situation

At the October 22, 2009, meeting, the MTS Board of Directors authorized staff to pay off the Series B variable pension obligation bonds at a cost of \$38,800,000 and terminate its Swap Agreement with UBS Bank. MTS terminated the UBS Swap Agreement on November 3, 2009.

The sources of funds to pay off the Series B variable pension obligation bonds will be (i) the proceeds from the issuance of \$30,000,000 of pension obligation refunding bonds to be purchased by Dexia, which is anticipated to occur before the end of the year, and (ii) a payment from MTS in the amount of \$8,800,000 plus the costs of issuing the refunding bonds. The refunding bonds would bear interest at 2.85% over LIBOR, reset every month, and be due and payable in full in six years from the date of their issuance. At MTS's option, the bonds could be paid down in whole or in any combination of payment amounts after a one-year period.

In order to comply with the terms of the proposed purchase of the refunding bonds by Dexia, bond counsel for MTS is recommending that Resolution No. 09-25 be amended to state that interest would be payable at the maximum rate allowable by law. The proposed resolution is included with the agenda item as Attachment A. The change is necessary in the rare event wherein the rate on the bonds would be set higher than 12%, which was the cap placed on the interest rate in Resolution No. 09-25. Under California law, the 12% cap is not applicable to taxable bonds such as the new refunding bonds. This interest rate would in all likelihood only apply in the event that MTS defaulted on the bonds.

Based upon the above, staff recommends approval of Resolution No. 09-25.1 (Attachment A), which would amend previously approved Resolution No. 09-25 by modifying the interest rate provision.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, [tom.lynch@sdmts.com](mailto:tom.lynch@sdmts.com)

DEC10-09.10.POB REFINANCING RESO 09-25.1.TLYNCH.doc

Attachment: A. Resolution No. 09-25.1



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-25.1

Resolution of the Board of Directors of the San Diego Metropolitan Transit System  
Providing for the Issuance and Sale of San Diego Metropolitan Transit System  
Pension Obligation Refunding Bonds, Authorizing a Trust Agreement,  
Bond Purchase Agreement, Termination of the Interest Rate Swap Relating  
to the 2004 Series B Variable Rate Pension Obligation Bonds,  
and Other Matters Relating Thereto

WHEREAS, the San Diego Metropolitan Transit System ("MTS") has assumed the obligations of San Diego Transit Corporation with respect to the Retirement Plan for Noncontract Employees, the Retirement Plan for Amalgamated Transit Union ("ATU") Local 1309 Contract Employees, and the Retirement Plan for International Brotherhood of Electrical Workers ("IBEW") Local 465 Contract Employees (collectively, the "Plan") and is obligated to provide the benefits under the Plan as required by California law, including, without limitation, California Public Utilities Code Sections 120520 et seq.; and

WHEREAS, MTS is obligated to: (1) make annual contributions to the Plan to fund pension benefits for its employees, (2) amortize the unfunded accrued actuarial liability ("UAAL") with respect to such pension benefits over a period not exceeding 30 years, and (3) appropriate funds for the purposes described in (1) and (2) above; and

WHEREAS, MTS desires to issue Taxable Pension Obligation Refunding Bonds, 2009 Series A (the "Bonds") for the purpose of providing amounts, along with other funds, to refund all of its Taxable Pension Obligation Bonds, 2004 Series B (Variable Rate Demand Bonds) (the "2004 Series B Bonds"), which were originally issued in order to evidence a portion of MTS's obligations to the Plan and to pay a portion of the UAAL of MTS; and

WHEREAS, MTS entered into an International Swaps and Derivative Association ("ISDA") Master Agreement dated August 15, 2005, including a Schedule, Credit Support Annex, and Confirmation (collectively, the "Interest Rate Swap Agreement") with UBS AG ("Counterparty"), pursuant to which MTS agreed to pay a fixed amount, and the Counterparty agreed to pay a floating amount relating to the 2004 Series B Bonds.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the Board of Directors of MTS as follows:

The Board of Directors of MTS (the "Board") hereby finds and declares that the issuance of the Bonds to refund the 2004 Series B Bonds and the other actions contemplated by this Resolution are in the best interests of MTS and will result in significant benefits to the patrons of MTS's transit services.

The Board hereby authorizes and approves the issuance of the Bonds and hereby authorizes and directs the Chief Executive Officer of MTS to execute the Bonds and to cause the Bonds to be authenticated and delivered in accordance with the October 6, 2009, Proposal for a Direct Private Placement ("Proposal"), signed by Dexia Credit Locale (the "Purchaser"), with such changes therein, deletions therefrom, and additions thereto as the Chief Executive Officer shall approve, such approval to be conclusively evidenced by the execution and delivery of the Bonds; provided, however, that the aggregate principal amount of the Bonds shall not exceed \$38,800,000, the interest rate on the

Bonds bearing interest at variable rates shall not exceed the maximum rate allowable by law, and the Bonds shall mature no later than December 1, 2034, notwithstanding the provisions for redemption of the Bonds, if any. Each such determination by the Chief Executive Officer shall be conclusively evidenced by the issuance of the Bonds. The Bonds shall constitute an obligation imposed by law, pursuant to the Constitution and the laws of the State of California. The Bonds shall not, however, constitute an obligation of MTS for which MTS is obligated or permitted to levy or pledge any form of taxation or for which MTS has levied or pledged or will levy or pledge any form of taxation.

The Board hereby authorizes and approves the preparation, execution, and delivery of a trust agreement (the "Trust Agreement") setting forth the terms and provisions of the Bonds in accordance with the Proposal, with such changes therein, deletions therefrom, and additions thereto as the Chief Executive Officer shall approve, such approval to be conclusively evidenced by the execution and delivery of the final Trust Agreement. MTS shall enter into the Trust Agreement with The Bank of New York Mellon Trust Company, N.A. (the "Trustee").

The Chief Executive Officer is hereby authorized and directed to execute and deliver a bond purchase agreement with the Purchaser on behalf of MTS.

If the Chief Executive Officer of MTS determines that it will be advantageous to MTS to terminate the Interest Rate Swap Agreement, the Chief Executive Officer of MTS is hereby authorized to do so on behalf of MTS and to pay any early termination payment to the Counterparty from any available source of MTS funds.

All actions heretofore taken by the officers and agents of MTS with respect to the issuance, sale, and delivery of the Bonds are hereby ratified, confirmed, and approved, including, without limitation, retaining Nossaman LLP as bond counsel and Public Financial Management, Inc., as financial advisor.

The Chief Executive Officer of MTS is authorized and directed to do any and all things and to execute and deliver any and all documents which they or any of them may deem necessary or advisable in order to consummate the transactions contemplated by this Resolution and otherwise to carry out, give effect to, and comply with the terms and intent of this Resolution.

This resolution shall take effect immediately upon its adoption at a duly constituted regular or special meeting called for that purpose.

PASSED AND ADOPTED by the Board of Directors this \_\_\_\_ day of \_\_\_\_\_ 2009, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

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Office of the General Counsel  
San Diego Metropolitan Transit System

OCT22-09.32.POBS.AttA.RESO 09-25.TLYNCH.DOC



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## Agenda

Item No. 11

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

OPS 950.7 (PC 50451)

December 10, 2009

### SUBJECT:

MTS: FEDERAL 5311(f) INTERCITY BUS PROGRAM GRANT APPLICATION

### RECOMMENDATION:

That the Board of Directors approve Resolution No. 09-26 (Attachment A) authorizing the Chief Executive Officer (CEO) to submit applications for \$233,498 of Federal Transit Administration (FTA) Section 5311(f) funds for operating assistance in nonurbanized areas.

#### Budget Impact

None at this time.

### DISCUSSION:

The California Department of Transportation (Caltrans) administers a statewide competitive grant program wherein transit agencies and nonprofit organizations are eligible to apply for up to \$233,489 in financial assistance for operations serving areas outside of the federally defined urban boundary. Eligible projects can include existing operations, new services, or service expansion; however, projects must be consistent with the state-adopted objectives and meet federal certifications and assurance guidelines. MTS already meets the federal guidelines as an eligible recipient of other federal funds.



### Recommendation

The grant requirements include submission of a resolution by the Board of Directors authorizing its submittal and project programming. Therefore, staff recommends that the Board approve, by resolution, submission of a grant application and project programming. Caltrans requires that the San Diego Association of Governments certify that it would amend the Regional Transportation Improvement Program in the event of a grant award.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Nancy Dall, 619.557.4537, [nancy.dall@sdmts.com](mailto:nancy.dall@sdmts.com)

DEC10-09.11.BUS PROG GRANT APPLICATION.NDALL.doc

Attachment: A. Resolution No. 09-26

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-26

A Resolution Authorizing Federal Funding Under FTA Section 5311(f)  
[49 U.S.C. Section 5311(f)] with the California Department of Transportation

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital and operating assistance projects for nonurbanized public transit services under Section 5311(f) of the Federal Transit Act; and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311(f) grants for public transportation projects; and

WHEREAS, MTS desires to apply for said financial assistance to operate rural transit service in San Diego County; and

WHEREAS, MTS has, to the maximum extent feasible, coordinated and consulted with other transportation providers and users in the region, including consultation with San Diego County Health and Human Services; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, to file and execute applications on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311(f) of the Federal Transit Act of 1964, as amended.

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

2. The Chief Financial Officer, or designated representative, is authorized to provide additional information as the California Department of Transportation may require in connection with the application for Section 5311(f) projects.

3. The Chief Financial Officer, or designated representative, is authorized to submit and approve requests for reimbursement of funds from the California Department of Transportation for the Section 5311(f) project.

PASSED AND ADOPTED, by the Board of Directors this \_\_\_\_\_ day of \_\_\_\_ 2009, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

---

Office of the General Counsel  
San Diego Metropolitan Transit System

DEC10-09.11.AttA.RESO 09-26.  
INTERCITY BUS PROG GRANT.NDALL.doc



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## Agenda

Item No. 12

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

ADM 110.2

December 10, 2009

### SUBJECT:

MTS: AMENDMENTS TO POLICY NO. 21 – REVENUE-GENERATING DISPLAY  
ADVERTISING, CONCESSIONS, AND MERCHANDISE

### RECOMMENDATION:

That the Board of Directors adopt the proposed amendments to MTS Policy No. 21 (Attachment A) regarding revenue-generating display advertising, concessions, and merchandise.

#### Budget Impact

None.

### DISCUSSION:

In an effort to delineate clearer standards for what constitutes acceptable advertising on MTS property and to reduce ambiguities within the current policy, staff is proposing the following changes to Policy No. 21 (Revenue-Generating Display Advertising, Concessions, and Merchandise):

1. Designating MTS Advertising Spaces a Nonpublic Forum  
Designating MTS advertising space as a nonpublic forum would allow MTS to place reasonable restrictions on the content of speech allowed on its displays. The changes proposed to Policy No. 21 would allow MTS to restrict advertising to commercial products and services only and would prohibit noncommercial advertising.





2. Restricting the Subject Matter of Proposed Advertising to Commercial Advertising  
The current policy allows noncommercial advertisements to be displayed. Allowing noncommercial advertising can be problematic by requiring MTS to make judgment calls regarding the acceptability or offensiveness of the content of certain messages. Limiting MTS advertising space to commercial ads only would eliminate this subjective analysis.
3. Reserving the Right to Allow Exceptions to MTS Policy if MTS Determines that Application of the Policy Would Likely be Unconstitutional in Any Particular Situation  
The proposed policy change would allow MTS to be flexible when making decisions without invalidating the entire policy.

All revenue from advertising would be accrued according to MTS policy and allocated during the annual budget process. Therefore, staff recommends adoption of the proposed amendments to Policy No. 21.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, [tiffany.lorenzen@sdmts.com](mailto:tiffany.lorenzen@sdmts.com)

DEC10-09.12.AMEND POLICY 21.ABOEKAMP.doc

Attachment: A. Proposed MTS Policy No. 21 (Revenue-Generating Display Advertising, Concessions, and Merchandise)



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## Policies and Procedures

No. 21

SUBJECT:

Board Approval: 2/26/04 12/10/09

### MTS REVENUE-GENERATING DISPLAY ADVERTISING, CONCESSIONS, AND MERCHANDISE

PURPOSE:

To establish a policy and guidelines concerning a revenue-generating advertising, concessions, and merchandise program encompassing trolley stations, MTS property and facilities, and selected printed materials.

Advertising on bus shelters and benches within the public rights-of-way shall be governed by the applicable policies of the applicable jurisdiction. The City of San Diego policy is included as Attachment A to this policy.

BACKGROUND:

Public transit operators and administration agencies have historically utilized advertising, concessions, and merchandising programs to supplement operational and capital funds. A sound advertising and concessions program can be a viable, alternative income source while maintaining aesthetic standards and promoting transit use.

POLICY:

It is the policy of the Metropolitan Transit System (MTS) that advertising spaces on MTS property, which includes buses, light rail vehicles, and related transportation facilities, shall constitute a nonpublic forum.

The following guidelines will be reviewed annually to reflect the current policies of the MTS Board of Directors and to reflect changes in the trends of social and economic acceptance and appropriateness of various forms of advertising and concessions.

#### 21.1 Advertising - General

21.1.1 The subject matter for all advertising materials displayed on MTS property shall be limited to speech which proposes a commercial



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.

transaction as its primary purpose.

- a. Acceptable advertising must promote for sale, lease, or other financial benefit a product, service, event, or other property interest in primarily a commercial manner for primarily a commercial purpose.

~~Safety, aesthetic considerations, rider convenience, and information needs will take precedence over revenue generation.~~

21.1.2 Safety, aesthetic considerations, rider convenience, and information needs will take precedence over revenue generation.

21.1.23 Quantity, quality, and placement of all advertising will be controlled by and subject to the specific approval of MTS.

21.1.34 MTS reserves the right to reject any advertisement, ~~commercial or noncommercial~~, that does not meet the Board's standards as set forth in this policy. Before any advertisement is rejected, it shall be referred to the Chief Executive Officer and General Counsel for MTS for appropriate action and a final decision.

21.1.45 The advertising program will serve the needs of local as well as national advertisers and encourage the promotion of public transit. Local advertisers will be guided by the appropriate transit agency staff in promoting specific routes/lines serving their areas.

21.1.56 No advertisement will be permitted that:

- a. appears to make a personal attack on any individual or upon any company, product, or institution; or falsely disparages any service or product or is defamatory in any respect;
- b. might be interpreted to be offensive to any religious, ethnic, racial, or political group;
- c. directly or indirectly refers to religion;
- d. is of a political or electoral nature, as determined by MTS;
- ee. might be interpreted as condoning any type of criminal act or which might be considered as derogatory toward any aspect of the law enforcement profession;
- ef. portrays acts of violence, murder, sedition, terrorism, vandalism, or other acts of violence against persons, animals, or institutions; or
- eg. depicts nudity or portions of nudity that would be considered as offensive, distasteful, pornographic, or erotic, is obscene, or

advertises adult entertainment. The rule of "public acceptance" should be used in such cases; i.e., if the advertisement has already gained public acceptance, then it may be considered as acceptable to MTS.

- h. depicts, suggests, or refers to alcohol, tobacco, or firearms, which includes promoting or offering in commerce the sale or use of alcohol, tobacco or firearms, or firearms-related products.
- fi. might be interpreted as condoning any type of discrimination; or
- gj. might be interpreted as condoning or soliciting any unlawful act or conduct; or
- k. contains profane language and/or appearance or suggestion of profane language.

21.1.67—No advertisement will be permitted that is in conflict with any applicable federal, state, or local law, statute, or ordinance.

21.1.78—No advertisement will be permitted that contains false or grossly misleading information.

21.1.9 MTS reserves the right to allow exceptions to the policy if MTS determines that application of the policy as written would likely be unconstitutional in any particular situation. No liquor, tobacco, religious, political, or firearms advertisements will be permitted.

21.1.910—Upon written demand by the Chief Executive Officer of MTS on stated grounds that shall be reasonable and upon review by General Counsel of MTS, any advertisement or other display deemed to be objectionable noncompliant with this policy will be removed. No refund shall be made for the time such objectionable material was on display.

21.1.101 Advertising treatments will not impede vehicular or pedestrian traffic, will not restrict the visibility of directional/traffic signs and informational material, and will not encroach on necessary sight lines (e.g., driver/operator view of waiting patrons) nor present any other safety risks or hazards.

21.1.142 Advertising industry standard sizes will be used for all advertising treatments.

21.1.123 Advertising treatments will be maintained in "like-new" condition. Damage to the advertisement or its housing will be corrected within forty-eight (48) hours.

## 21.2 Advertising - Light Rail Vehicles and Buses

~~21.2.1 Light rail vehicles (LRVs) will not carry commercial advertising. Buses may continue the practice of having interior and exterior advertising.~~

~~21.2.21——For light rail vehicles (LRVs) and buses, a maximum of 10 percent of the full fleet may carry full-bus advertising formats rather than conventional advertising formats. Vehicle fronts must remain "unwrapped" with standard paint schemes and materials. The San Diego Transit Executive Committee, serving as the advertising design review committee, shall review and approve all full-bus advertisements in advance of installation.~~

~~21.2.32——Transit information material may be placed inside LRVs and buses at the discretion of the operating corporation's Chief Executive Officer. Such information can include, in accordance with this policy, the promotion of regularly scheduled public transit routes that will serve major community events open to the public with no admission charge. The subject matter and proposed advertisement regarding such event must comply with the provisions set forth under section 21.1 of this policy. Such information can include, in accordance with this policy, the promotion of regularly scheduled public transit routes that will serve major community events open to the public with no admission charge.~~

~~21.2.43——At the request of a recognized public entity and with the approval of the individual operating corporation's Chief Executive Officer, LRVs and buses may carry notices of events that are served by regularly scheduled transit routes and open to the public for an entrance or other fee in accordance with this policy and under the following conditions only:~~

- ~~• The subject matter and proposed advertisement of the noticed event must comply with the provisions set forth under section 21.1 of this policy.~~
- Such notices shall be limited to no more than once per month.
- More than one event may be shown on the same notice.
- The listing order within the monthly notice will be by event dates. Should more than one event start on the same date, alphabetical ranking will then be used.
- Notices will be produced in English and Spanish.
- The production costs of each notice (including translation, typesetting, camera work, and printing) will be reimbursed by the participating public entity/event. If more than one public entity/event is involved, costs will be divided equally among all participants.

~~21.2.54——Metropolitan Transit System advertising would be excluded from the 10 percent cap on full-bus advertising formats.~~

21.2.65 ~~\_\_\_\_\_~~ Super King and Mural formats are approved for acceptable use on buses. The size specification for the Super King is 226 inches x 30 inches and is placed between the front and rear wheel wells on the street side of the bus. Murals are defined as encompassing the space under the vehicle passenger windows on each side of the bus and extending from the front of the bus to just past the rear wheel well. These advertising formats will not be subject to the 10 percent cap assigned to full-bus wraps.

### 21.3 Advertising - Transit Centers, Major Transit Points, Stations, and Stops

21.3.1 Advertising treatments (housings) will be designed to complement the architecture of the transit centers/stations and the flavor of the surrounding community. MTS plan specifications will be followed wherever applicable. Advertising treatments will be designed, constructed, and placed in accordance with all applicable local, state, and federal standards.

21.3.2 Any unsold transit center, major transit points, and station display advertising space will be allocated for graphics and/or other nonrevenue-producing functions approved by the MTS Board. At least one full display panel per transit center and station will be reserved exclusively for transit-related items.

### 21.4 Advertising - Printed Materials

21.4.1 Advertising space may be allowed in printed materials (e.g., timetables, maps, and informational brochures) at the discretion of the ~~operating corporation's~~ Chief Executive Officer.

21.4.2 Advertising space may be allowed on the reverse side of regional passes, tickets, and transfers at the discretion of the ~~MTS~~ Chief Executive Officer.

21.4.3 No advertising space shall supersede necessary transit information and/or regulations.

21.4.4 At the discretion of the ~~respective~~ Chief Executive Officer, MTS and ~~operating corporations~~ may allocate space in printed materials to inform transit customers about private entities actively participating in transit services, e.g., pass and ticket-sales outlets.

### 21.5 Concessions

21.5.1 Concession formats, quantity, and placement will be approved and controlled by the MTS Board.

21.5.2 ~~Acceptable concession formats are: pay telephones, automatic teller machines (ATMs), child care facilities, and kiosks/shops for the sale of prepaid transit fares, transit-related merchandise, and rider convenience~~

~~items approved by the MTS Board. Any additional concession formats are subject to Board approval.~~

21.5.32——Contracts for any concession format or related development will be awarded in accordance with existing MTS policies.

21.5.43——During hours of business, concessionaires will provide the public with transit information materials as directed and supplied by MTS or its designated representative.

21.5.54——Concession treatments/structures will be designed to complement the architecture of the transit centers/stations and the flavor of the surrounding community. MTS plan specifications will be followed wherever applicable. Concession treatments/structures will be designed, constructed, and placed in accordance with all applicable local, state, and federal standards.

21.5.65——Concession treatments/structures will not impede vehicular or pedestrian traffic, will not restrict the visibility of directional signs and informational materials, and will not encroach on necessary sight lines.

21.5.76——Concessionaire contracts will include remittance to MTS ~~or its designated operating corporation. Said remittance will be made on a~~ monthly basis and shall include a flat rate, plus percentage of gross revenue, as approved by the MTS Board.

21.5.87——Any and all concession on-site signing and displays will be in accordance with existing MTS policies and subject to approval of the ~~MTS Chief Executive Officer.~~

## 21.6 Merchandise

21.6.1 Any and all system-related merchandise will be of the highest available quality and project a positive transit image.

21.6.2 Merchandise licensing agreements and royalty payments will be made in accordance with existing MTS policies.

## 21.7 Revenue

21.7.1 All revenue received from any form of advertising shall be accrued according to MTS policy and allocated during the annual budget process. ~~Except as otherwise provided, revenue from advertising in transit centers, major transit points, stations, and stops shall accrue to MTS.~~

21.7.2 ~~Revenue received by each corporation for vehicle and printed material advertising, concessions, and merchandise will be retained by the respective corporation and used to offset the need for public subsidy. Revenue received from electronic message boards located at San Diego Trolley stations will be retained by San Diego Trolley.~~

~~21.7.3 Revenue received from advertising on the reverse side of regional passes, tickets, and transfers shall be utilized as reimbursement to the MTS "Transfers, Tickets, Passes" line item.~~

~~21.7.4 In lieu of revenue, MTS may elect to accept an equivalent value of goods and/or services, including, but not limited to, capital improvements, information services, and site maintenance.~~

## 21.8 Contractor Services

21.8.1 MTS may engage contractor(s) services for the development, implementation, management, and maintenance of advertising, concessions, and/or merchandise programs in conformance with existing Board policies and in the best interests of MTS.

LTresc/SChamp/JGarde  
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12/10/09

### Attachment A – City of San Diego Advertising Policy

Original Policy approved on 5/9/83.

Policy revised on 6/6/85.

Policy revised on 7/9/87.

Policy revised on 6/23/88.

Policy revised on 3/22/90.

Policy revised on 3/14/91.

Policy revised on 4/9/92.

Policy revised on 5/12/94.

Policy revised on 8/11/94.

Policy revised on 6/22/95.

Policy revised on 3/27/97.

Policy revised on 6/11/98.

Policy revised on 2/22/01

Policy revised on 2/26/04.

Policy revised on 12/10/09.



## ATTACHMENT A

### MTS POLICY NO. 21

#### CITY OF SAN DIEGO ADVERTISING POLICY

##### Subject:

#### ADVERTISING ON BUS STOP SHELTERS AND BENCHES

##### Background:

The City of San Diego (City) entered into a Memorandum of Understanding (MOU) with the Metropolitan Transit Development Board (MTS), adopted July 25, 1988, and amended February 25, 1991, and June 21, 1999, authorizing MTS to install bus stop shelters and bus benches in public rights-of-way in the City. Pursuant to the MOU, MTS contracted with third parties for the construction, installation, and maintenance of the bus stop shelters and benches. In exchange, MTS's contractors receive the proceeds from the sale of advertising space on the shelters and benches.

MTS regulated the content of the advertising placed on the bus stop shelters and benches according to its Policies and Procedures No. 21. After advertising containing a religious message was removed pursuant to that policy, valid concerns were raised that the policy may violate due process and first amendment rights governing public speech.

##### Purpose:

It is the intent of the City Council to establish a policy governing advertising on bus stop shelters and benches in the public rights-of-way within the City that will be included by amendment in the MOU between the City and MTS, and administered by MTS.

It is the further intent of the City Council to prohibit advertising on bus stop shelters and benches of alcoholic beverages, tobacco products, and firearms in recognition of the fact that many public transit patrons are minors, that possession of these products by minors is illegal and dangerous, and that advertising is a persuasive medium for encouraging the use of these products by minors.

This policy applies only to advertising space located in designated areas on bus stop shelters and benches, as described in the MOU between the City and MTS.

##### Policy:

#### Advertising on Bus Stop Shelters and Benches:

1. In its agreement with its advertising contractors, MTS shall reserve the right to reject any advertisement, commercial or noncommercial, which does not meet the standards set forth in this policy.
2. All advertising posted on bus stop shelters and benches must conform to the

following criteria:

- A. Defamatory Advertising. No advertising will be permitted that falsely disparages any person, product, or company, or that is likely to damage the reputation of any person, product, or company.
  - B. Advertising Condoning Criminal Conduct. No advertising will be permitted that is likely to incite or produce imminent unlawful activity.
  - C. Obscene Advertising. No advertising will be permitted that contains obscene matter or matter harmful to minors, as defined in California Penal Code Sections 311 and 313.
  - D. False Advertising. No advertisement will be permitted that contains false or grossly misleading information.
  - E. Alcohol, Tobacco, and Firearms. No advertisement will be permitted that promotes the sale of alcoholic beverages, tobacco or tobacco products, or firearms.
  - F. Existing Laws. All advertisements must conform to applicable federal, state, and local laws.
3. The City may make demand upon the Chief Executive Officer of MTS for the removal of any advertisement, commercial or noncommercial, that does not conform to this policy. Such demand shall be in writing and shall state reasonable grounds for the demand. MTS shall consider and act upon the demand in accordance with this policy.

SGreen/SChamp/JGarde  
POLICY.21.REV GENERATE DISPLAY  
AD CONCESSIONS & MERCHANDISE  
7/13/06



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

Item No. 25

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

SRTP 830

December 10, 2009

**SUBJECT:**

MTS: PUBLIC HEARING ON FY 2010 MIDYEAR SERVICE CHANGES  
(SHARON COONEY)

**RECOMMENDATION:**

That the Board of Directors:

1. conduct a public hearing on recommended service adjustments to achieve \$7 million in subsidy savings (as described in Attachments A and B);
2. adopt Resolution No. 09-27, "Findings in Support of Exemption Under the California Environmental Quality Act (CEQA) Related to Proposed Budget-Related Service Adjustments" (Attachment C); and
3. respond to suggestions made by the public and take action (if any) on the package of service adjustments at the next regularly scheduled Board meeting on January 7, 2010.

Budget Impact

If the Board adopts the strategy for reducing FY 2010 subsidies and bridging the FY 2011 budget deficit that staff presents, implementation of the staff-recommended service changes is expected to result in an annual operating subsidy savings of \$7 million.

**DISCUSSION:**

Declines in Transportation Development Act and TransNet II revenues and lower-than-projected fare revenues have created an FY 2010 deficit projection of \$13 million. While the Supreme Court has ruled that the state's raid of the State Transit Assistance fund was unconstitutional, it is not anticipated that the state will have the resources to comply



with the court ruling in the short term and, therefore, any additional state revenue remains in question for FY 2010 and FY 2011. Most of the FY 2010 operating deficit can be covered by available funds, including federal stimulus funds, natural gas tax credits, and capital budget transfers. However, since the budget shortage is attributable to overall declines in ongoing sources of operating revenue, the deficit is structural and will recur in FY 2011 and future years.

To address the fiscal emergency, a meeting of the Budget Development Committee (BDC) was held on November 5, 2009. Based on BDC recommendation, at its November 12 meeting, the Board of Directors directed staff to hold a public hearing to cover the budget shortfall in part through reductions in service.

The strategy to focus on Sunday service was adopted for several reasons.

1. A previous proposal from last spring to save approximately \$5 million included the total discontinuation of almost a dozen routes, which would adversely affect revenues since passengers on those routes would be likely to stop purchasing monthly passes. Focusing on one day of the week achieves a budget savings without completely eliminating any route. All routes that operate on weekdays and Saturdays would continue to operate six days of the week.
2. Sunday was selected because it is the lowest ridership day of the week. MTS has 274,000 boardings on an average weekday and almost half that (145,000) on an average Sunday. Sunday ridership is concentrated in the midday period with far fewer trips in the morning and later evening, and reductions of span of Sunday service would affect far fewer passengers than on other days of the week.
3. Focusing service reductions on Sunday would make it easier to rebuild the system as the economy improves and revenues gradually return to precrisis levels.
4. Surveys have shown that a greater percentage of trips on Sundays are discretionary than on any other day. These would include trips that, while essential, could be made at a different time or on a different day, such as shopping, social purposes, and recreation. Work and school trips occur at a much higher percentage on weekdays, and Saturdays and are typically less flexible.
5. Sundays have a lower average farebox recovery ratio due primarily to higher discount pass use. Since there is less revenue per hour and mile of service provided, and thus a higher subsidy, it requires fewer reductions to achieve the desired subsidy savings.

The proposed Sunday network was developed using ridership data, surveys, and information collected during the recent Weekend Service Analysis project. A base service of 60-minute frequencies was overlaid on top of the heaviest corridors, determined by ridership data, adjacent land uses, transit connections, and Sunday trip purpose and patterns. The base span of the proposed Sunday service network is approximately 7 a.m. to 7 p.m. covering the period of time when most of current Sunday ridership occurs.

To maximize coverage using the minimum amount of resources possible, most overlapping or nearby services were consolidated. Segments that connect areas served in the new Sunday network but do not significantly enhance coverage were not included. These corridors were constructed into routes that mirror existing routes as much as possible to minimize passenger confusion. Some routes would have minor modifications from their existing path in order to cover the identified network. Additional frequency and span was added on corridors where warranted by demand and up to the level possible to still achieve the \$7 million in subsidy savings. Approximately 2/3 of remaining Sunday routes would operate at 30-minute or better frequency, and about 1/3 would offer later service up to or beyond 10 p.m.

In addition to the proposed revision of the Sunday service network, there are some proposals for major and minor reductions to weekday and Saturday services. Major reductions are defined by the Federal Transit Administration as those that reduce a route's miles or hours by more than 25%. Including their proposed weekday, Saturday, and Sunday changes, only one route would have major service changes:

- Route 880 (premium express service between 4S Ranch, Sorrento Valley, and University City): This service would be changed to operate between 4S Ranch and downtown San Diego discontinuing the service to Sorrento Valley and UTC. The route has been in service since March 2009 and carries fewer than six passengers per trip on average. Pre-implementation surveys showed demand to be evenly split between the current destinations and downtown. The North City areas were chosen to test the viability of a route from the I-15 corridor to these business and high-employment areas. However, there has been little appreciable growth in ridership since implementation and overall passenger levels remain unacceptably low. The route would also operate two round-trips daily instead of its current three round-trips. This change would affect more than 25% of the route's miles and hours. This route is fully subsidized by developer funds dedicated to serving 4S Ranch.

MTS Policy No. 42 also states that any service change affecting more than 25 percent of a route's weekly in-service miles or hours is considered a "major service change" and requires a properly noticed public hearing prior to Board action. Although the changes proposed for only one route meet this criterion, the network impact (particularly on Sundays) is substantial enough that staff noticed a hearing on all of the proposed changes to MTS services. A "Public Hearing Notice" flyer notifying the public of the December 10, 2009, public hearing was posted on board vehicles and on [www.sdmts.com](http://www.sdmts.com).

Details about the proposal are available at:

[http://www.sdmts.com/Marketing/PublicHearingTakeOne\\_Dec1009.asp](http://www.sdmts.com/Marketing/PublicHearingTakeOne_Dec1009.asp)

A public notice was also posted in a newspaper of general circulation as required by Board policy. Interested parties are requested to contribute their comments in the public hearing process. In addition to the testimony received at the hearing itself, there is an opportunity to comment in advance via mail, e-mail, on-line survey, or telephone voice mail. Finally, 18 outreach events were held throughout the MTS jurisdiction at transit centers and facilities.

### Finding of Fiscal Emergency

Pursuant to California Public Resources Code (PRC) section 21080.32, subdivisions (d)(1) and (2), MTS staff has determined that a fiscal emergency exists that is caused by the failure of MTS revenues to adequately fund agency programs and facilities within the meaning of PRC section 21080.32(d)(1). Details of the findings are related in Attachments C and D.

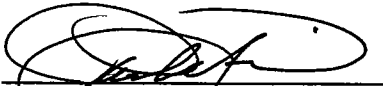
### Title VI Analysis

Recent Federal Transit Administration guidance for Title VI of the federal Civil Rights Act and related federal regulations provides for an analysis to be done to determine if there is a discriminatory impact on people of limited means or minority racial groups prior to the implementation of major service changes. Agencies are required to perform a self-assessment. MTS staff has conducted the self-assessment using a template provided by the FTA. The report for these proposals for service adjustments is attached (Attachment E).

Based on its analysis, staff concluded that the major service changes proposed for Board approval could have a disproportionate adverse effect on minority and low-income populations. However, while there could be some impact to minority and low-income passengers, this is mitigated by the existence of another local route (Route 921) that serves the Sorrento Valley and UTC areas and follows nearly the same path between the two as Route 880.

### Next Steps

MTS will respond to suggestions made by the public at this hearing at the next regularly scheduled MTS Board meeting on January 7, 2010. The Board will take action (if any) on service adjustments at that meeting.



Paul C. Jablonski  
Chief Executive Officer

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

DEC10-09.25.FY 10 MIDYEAR SVC CHGS.SCOONEY.doc

- Attachments:
- A. Proposed Budget-Related Service Adjustments for February 2010 Implementation
  - B. Public Hearing Notice (front page)
  - C. Resolution No. 09-27
  - D. Memo Regarding MTS Fiscal Emergency
  - E. Title VI Analysis (Environmental Justice and LEP)
  - F. Memo from Councilmember Todd Gloria dated 12/1/09 Regarding Staff Proposal
  - G. Transcription of Public Comments Received (**provided the day of Public Hearing**)

**WEEKDAY PROPOSED CHANGES: Mostly minor reductions with low passenger impacts.**

Route	Change summary	Annual Subsidy Savings
2	Reduce to 15-min. midday frequency; move Dwtm terminal to America Plaza.	\$326,777
20	Disc. midday express trips betw. dwtn & K. Mesa; and 60-min. north of Mira Mesa.	\$371,996
30	Discontinue service between Dwtm and Old Town after 7pm.	\$263,949
50	Reduce several trips at the periphery of the rush hours.	\$183,918
150	Minor scheduling efficiencies due to Route 50 reductions.	\$16,908
210	Move Dwtm terminal to America Plaza.	\$31,511
854	Every other trip runs directly between Amaya Trolley & Grossmont Coll., via SR-125.	\$58,943
860	Discontinue the last northbound trip.	\$29,979
874/875	No service to Granite Hills after 6pm.	\$12,269
880	Reroute to Dwtm instead of Sorrento Valley & UTC, with 2 roundtrips instead of 3.	\$0
906/907	New loop route (Iris Trolley-San Ysidro) replaces southern end of Routes 929, 932.	(\$1,259,445)
916/917	Discontinue half hour north side overlay except during peak hours.	\$103,480
929	Service south of Iris replaced by new Rt. 906/907. Move Dwtm terminal to City Coll.	\$737,996
932	Service south of Iris replaced by new Rt. 906/907.	\$612,549
992	Discontinue two last round trips at night.	\$19,666
Blue	Reduce span of peak to end earlier in the AM and start later in the PM.	\$321,785
Blue	End last four trips at America Plaza instead of Old Town.	
<b>TOTAL WEEKDAY</b>		<b>\$1,832,280</b>

**SATURDAY PROPOSED CHANGES: Frequencies reduced on many core routes; routes shortened where possible.**

Route	Change summary	Annual Subsidy Savings
2	Reduce to 20-min. frequency.	\$64,686
3	Discontinue first southbound half-trip.	\$1,585
7	Reduce to 15-min. frequency.	\$79,879
8.9	Reduce to 30-min. frequency during the non-summer months.	\$50,053
10	Reduce to 20-min. frequency and move eastern terminal to the City Hts. Transit Plaza.	\$101,103
11	Reduce to 30-min. frequency.	\$144,748
15	Reduce to 20-min. frequency.	\$102,147
20	Reduce to 60-min. frequency north of Fashion Valley.	\$76,739
27	Reduce to 90-min. frequency and move Kearny Mesa terminal to Balboa/Convoy.	\$21,894
30	Operate between Old Town and the VA Hospital only (extend to UTC after 10pm).	\$133,736
41	Move northern terminal to UTC instead of UCSD.	\$53,665
88	Reduce to 60-min. frequency.	\$32,397
105	Reduce to 60-min. frequency and move northern terminal to Clairemont Square.	\$108,634
874/875	Reduce to 60-min. frequency, and discontinue service to Granite Hills.	\$63,760
901	Reduce to 60-min. frequency between 6pm and 7pm.	\$10,856
906/907	New loop route (Iris Trolley-San Ysidro) replaces southern end of Routes 929, 932.	(\$187,978)
929	Service south of Iris Trolley is replaced by new Route 906/907.	\$92,129
932	Service south of Iris Trolley is replaced by new Route 906/907.	\$92,039
955	Discontinue two early morning half-trips.	\$2,189
967/968	Reduce to 120-min. frequency.	\$29,710
992	Reduce to 30-min. frequency and discontinue two last round trips at night.	\$46,177
Blue	End last four trips at America Plaza instead of Old Town.	\$9,224
<b>TOTAL SATURDAY</b>		<b>\$1,129,372</b>

**SUNDAY PROPOSED SERVICE NETWORK:** Most service is hourly, some critical corridors more frequent; some routes slightly restructured for better coverage or connections; span is generally 6am-7pm, select corridors operate later.

Route	Current Frequency	Proposed Frequency	Current Span	Proposed Span	Routing change summary
1	30	30	6am-12mid	7am-8pm	Move eastern terminal to Dwtn La Mesa (no Grossmont or Amaya).
2	20	30	430am-1am	6am-10pm	Extend east on Adams Ave. through Normal Heights.
3	30	60	530am-1130pm	6am-8pm	Move western terminal to City College (no Bankers Hill or Hillcrest).
4	30	60	6am-1130pm	7am-7pm	No routing changes proposed.
5	30	30	5am-930pm	6am-8pm	No routing changes proposed.
6	30	----	630am-1030pm	----	Route would not operate on Sundays.
7	15	20	5am-2am	6am-12mid	Operate between City College and 69th only (no Broadway or La Mesa).
8/9	20	30	530am-1230am	6am-8pm	Operate between Old Town, Sea World, and Mission Blvd only.
10	20	30	5am-1230am	6am-8pm	Move eastern terminal to the City Hts. Transit Plaza.
11	30	30	5am-12am	6am-8pm	Operate between Euclid Trolley & Dwtn (1st/Broadway) only.
13	30	60	530am-10pm	6am-8pm	Change to Plaza Blvd. & D Ave. instead of 18th St. (National City).
15	20	30	5am-1am	6am-12mid	Move Dwtn terminal to City College.
20B	30/60	60	530am-10pm	6am-8pm	Add service to Kearny Villa Rd. between Balboa and Clairemont Mesa.
27	60	----	6am-830pm	----	Route would not operate on Sundays.
28	30	60	6am-11pm	6am-8pm	No routing changes proposed.
30	30	30	5am-130am	6am-11pm	Operate between Old Town and VA Medical Center only (no Dwtn or UTC).
35	30	30	630am-11pm	7am-8pm	Shortline of current route at Newport.
41	30	30	6am-11pm	6am-8pm	Serve central Linda Vista and move northern terminal to UTC (no UCSD).
44	30	60	6am-12mid	6am-8pm	Extend to serve Health Center Dr. (Sharp Hospital).
88	60	----	630am-9pm	----	Route would not operate on Sundays.
105	60	60	630am-9pm	6am-7pm	Move northern terminal to Clairemont Square; route change in Bay Park.
115	60	----	630am-9pm	----	Route would not operate on Sundays.
120	30	30	530am-1030pm	6am-10pm	Operate only between Broadway and Fashion Valley (no Kearny Mesa).
201/202	15	15	6am-1030pm	6am-1030pm	No changes proposed.
701	60	----	630am-930pm	----	Route would not operate on Sundays.
704	60	----	7am-930pm	----	Route would not operate on Sundays.
705	60	----	730am-730pm	----	Route would not operate on Sundays.
711	30	60	630am-930pm	7am-7pm	New route combines parts of 701, 704, 709 & 712 to serve E. Chula Vista.
712	60	----	630am-9pm	----	Route would not operate on Sundays.
815	30	60	530am-830pm	7am-6pm	No routing changes proposed.
832	60	----	9am-530pm	----	Route would not operate on Sundays.
833	60	----	9am-530pm	----	Route would not operate on Sundays.
845	60	----	730am-630pm	----	Route would not operate on Sundays.
848	60	----	7am-10pm	----	Route would not operate on Sundays.
854	60	----	8am-930pm	----	Route would not operate on Sundays.
855	60	----	6am-930pm	----	Route would not operate on Sundays.
856	60	----	530am-10pm	----	Route would not operate on Sundays.
864	30	60	5am-11pm	7am-6pm	Move east terminal to East Main & Broadway (no Alpine).
872A	----	----	8am-530pm	----	Route would not operate on Sundays.
874/875	30	60	630am-10pm	7am-6pm	No service to Granite Hills.
901	30	60	5am-230pm	6am-8pm	Operate only between 12th/Imperial and Coronado City Hall.
904	60	----	10am-630pm	----	Route would not operate on Sundays.
905	60	----	530am-7pm	----	Route would not operate on Sundays.
906/907	---	60	----	6am-8pm	New loop route replaces southern end of Routes 929, 932.
916/917	60	----	6am-930pm	----	Route would not operate on Sundays.
921	60	----	7am-8pm	----	Route would not operate on Sundays.
923	60	----	6am-7pm	----	Route would not operate on Sundays.
928	60	----	630am-930pm	----	Route would not operate on Sundays.
929	20	20	5am-3am	6am-11pm	Operate only between Iris Ave. and 8th St. Trolley (National City).
932	20	60	430am-1am	6am-8pm	Operate only between Iris Ave. and E St. Trolley (Chula Vista).
933/934	30	60	530am-130am	6am-8pm	Discontinue Satellite/Iris loop south of Coronado Ave.
936	30	30	530am-11pm	6am-8pm	No routing changes proposed.
955	30	30	5am-12mid	6am-8pm	No routing changes proposed.
961	60	60	7am-8pm	6am-8pm	Operate only 24th St. Trolley and Plaza Bonita.
962	60	----	7am-730pm	----	Route would not operate on Sundays.
965	45	----	7am-730pm	----	Route would not operate on Sundays.
967	120	----	7am-730pm	----	Route would not operate on Sundays.
968	120	----	8am-7pm	----	Route would not operate on Sundays.
992	15	30	5am-1230am	6am-11pm	No routing changes proposed.
Blue	15	15	430am-2am	430am-2am	End last four trips at America Plaza instead of Old Town.
Orange	15	30	530am-1230am	6am-10pm	Reduce freq to 30 min.
Green	15	30	430am-1am	6am-10pm	Reduce freq to 30 min.
<b>TOTAL SUNDAY SUBSIDY SAVINGS</b>				<b>\$4,082,227</b>	





# Cambios propuestos

Puesto hasta 11 Diciembre 2009



# Proposed Changes

Post until December 11, 2009

## Aviso de audiencia pública

ESTA INFORMACION ESTA DISPONIBLE EN DIFERENTES FORMATOS. Para solicitar esta información en un formato diferente, por favor llame al (619) 231-1466. Los operadores del Metropolitan Transit System siguen una política que prohíbe la discriminación con respecto a los servicios e instalaciones.

**MTS debe reducir su presupuesto de operaciones debido a la pérdida de financiamiento estatal de ayuda al tránsito e ingresos fiscales menores.** Casi la mitad del presupuesto de operaciones de MTS proviene de impuestos sobre las ventas y otros subsidios gubernamentales. En los últimos tres años, estos ingresos han disminuido por más de 43 millones de dólares. Para equilibrar sus presupuestos, MTS ha aumentado sus tarifas, aumentado sus ingresos de publicidad, reducido servicio, eliminado aproximadamente el 20 por ciento de todos los puestos ejecutivos y reducido los costos internos. Desafortunadamente los impuestos sobre las ventas siguen disminuyendo y MTS debe reducir su costo de operaciones reduciendo sus servicios una vez más.

### RESUMEN DE REDUCCIONES PROPUESTAS PARA EL SERVICIO

En lugar de aumentar las tarifas o precios de los pases, la junta directiva de MTS considerará una propuesta el día 10 de diciembre para reducir la totalidad de servicios de tránsito, principalmente los domingos. Esto incluirá la reducción de frecuencia en las rutas del día domingo y la eliminación de varias rutas dominicales. Un mapa al dorso de este aviso al pasajero muestra la nueva red propuesta para los servicios dominicales de MTS. La propuesta también incluirá algunas reducciones en servicio sabatino, principalmente en frecuencia y longitud, y otros ajustes al servicio de entre semana.

Las metas de la propuesta son mantener una red central de servicio entre semana y los sábados, retener servicio en las rutas principales los domingos, y afectar a la menor cantidad de pasajeros posible. La cantidad de pasajeros los domingos es aproximadamente la mitad que en los días de entre semana. **Si es aprobado por la junta directiva de MTS, estos cambios entrarían en vigor a partir 28 de febrero 2010.**

### MTS BUSCA SU OPINIÓN

El público está invitado a aportar su opinión sobre cualquiera de las propuestas detalladas a continuación. La junta directiva de MTS considerará todo el aporte público antes de tomar una decisión. Hay varias maneras para aportar comentarios:

- Testimonio público en la **AUDIENCIA PÚBLICA, Jueves, 10 diciembre del 2009, 9:00 a.m.**  
1255 Imperial Avenue, décimo piso (en el centro de tránsito 12th/Imperial), San Diego, CA 92101
- Línea directa telefónica: (619) 595-4912 (correo de voz)
- Correo electrónico: **mts.planning@sdmts.com**
- Correo postal: **MTS Public Hearing Comments**, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101

### CAMBIOS PROPUESTOS A LA RED DE SERVICIOS MTS

Detalles y cualquier actualización estarán disponibles en nuestro sitio web en **www.sdmts.com**.

#### DÍAS DE ENTRE SEMANA

Aquellas rutas no nombradas no tienen cambios propuestos en los días de entre semana.

ruta	CAMBIOS PROPUESTOS
2	La frecuencia de mediodía sería reducida de 12 a 15 minutos y la terminal del centro sería trasladada a America Plaza (igual que la terminal actual durante los fines de semana) en lugar de Ash St./Harbor Dr.
20	Los viajes directos de mediodía entre el centro y Kearny Mesa serían descontinuados. También, el servicio de mediodía al norte de Mira Mesa sería reducido a cada hora. <b>El servicio de hora pico no se vería afectado.</b>
30	La terminal sur sería trasladada a Old Town solamente después de las 7 p.m.
50	Varios viajes en cada dirección de la ruta 50 serían descontinuados. El servicio de mediodía se mantendría cada hora, pero algunos servicios, de la hora pico cambiaría de cada 15 minutos a cada 30 minutos.
210	La terminal del centro se trasladaría a America Plaza en lugar de Ash St./Harbor Dr.
854	La frecuencia sería reducida a cada 60 minutos.
860	Sería descontinuaría el último viaje en la dirección hacia al norte de la tarde.
874/875	El servicio al área de Granite Hills sería descontinuado después de las 6 pm.
880	La ruta cambiaría para servir al centro en lugar de Sorrento Valley y UTC.
916/917	La frecuencia sería reducida a cada 60 minutos en toda la ruta.
929	La terminal del centro se cambiaría a la estación de trolley de City College (igual que la terminal actual durante los fines de semana).
992	El servicio sería descontinuado después de las 11 pm.
Blue Line	El servicio de hora pico sería reducido por dos viajes durante las mañanas y en las tardes. También, el servicio nocturno entrando/saliendo de Old Town sería reducido (el último viaje en dirección sur saliendo de Old Town sería aproximadamente a la medianoche).

#### SÁBADOS

Las reducciones sabatinas serían principalmente la frecuencia de servicio, aunque algunas rutas serían reducidas. La lista a continuación incluye los cambios propuestos para los sábados (**aquellas rutas no nombradas no tienen cambios propuestos**):

ruta	CAMBIOS PROPUESTOS
2	La frecuencia sería reducida a cada 20 minutos.
7	La frecuencia sería reducida a cada 15 minutos.
8/9	La frecuencia sería reducida a cada 30 minutos, excepto durante el verano.
10	La frecuencia sería reducida a cada 20 minutos y la terminal este sería trasladada a la terminal de tránsito de City Heights (avenida University en la autopista 15).
11	La frecuencia sería reducida a cada 30 minutos.
15	La frecuencia sería reducida a cada 20 minutos.
20B	El servicio al norte de Fashion Valley sería reducido a una frecuencia de cada hora.
27	El servicio operaría aproximadamente cada 90 minutos, entre Pacific Beach y la calle Convoy solamente.
30	La terminal sur sería trasladada a Old Town. También, la terminal norte sería trasladada al centro médico VA. El servicio de la ruta 30 continuaría a UTC después de las 10 p.m. solamente.
41	La terminal norte sería trasladada al centro de tránsito de UTC.
88	La frecuencia sería reducida a cada 60 minutos.
105	La frecuencia sería reducida a cada 60 minutos y la terminal norte sería trasladada a Clairemont Square. El servicio de la ruta 105 al norte de Clairemont Mesa Blvd. sería descontinuado en los sábados.
874/875	La frecuencia sería reducida a cada 60 minutos y el servicio al área de Granite Hills sería descontinuado.
955	Algunos viajes se reducirían, por la mañana y por las tardes.
967/968	La frecuencia sería reducida a cada dos horas.
992	La frecuencia sería reducida a cada 30 minutos y el servicio sería descontinuado después de las 11 pm.

Consulte al reverso para las propuestas del domingo ➡

## Public Hearing Notice

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.

**MTS must reduce its operating budget due to a loss of State Transit Assistance funding and lower tax revenues.** Almost half of the MTS operating budget comes from sales tax and other government subsidies. Over the past three years, this revenue has dropped by more than \$43 million. To balance its budgets, MTS has increased fares, increased advertising revenues, reduced service, eliminated about 20 percent of all management positions and reduced internal costs. Unfortunately sales tax revenues continue to drop and MTS must again reduce its operating costs by reducing its services.

### SUMMARY OF PROPOSED SERVICE REDUCTIONS

Rather than raise fares or pass prices, the MTS Board of Directors will consider a proposal on December 10 to reduce the overall scope of transit services, primarily on Sunday. This will include the reduction of frequency on Sunday routes and the elimination of many Sunday routes. A map on the reverse side of this Rider Alert shows the proposed new Sunday network for MTS services. The proposal will also include some reductions in Saturday service, primarily to route frequencies and length, and some additional adjustments to weekday service.

The goals of the proposal are to maintain the core network of weekday and Saturday service, retain service on the major corridors on Sunday, and impact as few riders as possible. Ridership on Sundays is about one-half that of weekdays. **If approved by the MTS Board of Directors, these changes would take effect starting February 28, 2010.**

### MTS WANTS YOUR INPUT

Members of the public are invited to provide input on any of the proposals detailed below. The MTS Board of Directors will consider all public input prior to making a decision. There are several ways to provide comments:

- Public Testimony at the **PUBLIC HEARING, Thursday, December 10, 2009, 9:00 a.m.:**  
1255 Imperial Avenue, 10th Floor (@ the 12th/Imperial Transit Center), San Diego, CA 92101
- Telephone Hotline: (619) 595-4912 (voice mail)
- E-mail: **mts.planning@sdmts.com**
- U.S. Mail: **MTS Public Hearing Comments**, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101

### PROPOSED CHANGES TO MTS NETWORK OF SERVICES

Details and any updates will be available on our website at **www.sdmts.com**.

#### WEEKDAYS

Routes not listed have no proposed weekday changes:

ROUTE	PROPOSED CHANGES
2	Midday frequency would be reduced from 12 to 15 minutes, and the downtown terminal would be moved to America Plaza (same as current weekend terminal) instead of Ash St./Harbor Dr.
20	Midday express trips between Downtown and Kearny Mesa would be discontinued. Also, midday service north of Mira Mesa would be reduced to hourly. <b>Rush hour service not affected.</b>
30	Route would be shortened at Old Town after 7 pm (no Rt 30 to downtown at night).
50	Several trips in each direction of Route 50 would be discontinued. Midday service would still be hourly, but some rush hour service would change from 15 minute to 30 minute frequency.
210	Downtown terminal would be moved to America Plaza instead of Ash St./Harbor Dr.
854	Frequency would be reduced to every 60 minutes.
860	The last northbound trip of the evening would be discontinued.
874/875	Service to Granite Hills area would be discontinued after 6 pm.
880	Route would be changed to serve Downtown instead of Sorrento Valley and UTC.
916/917	Frequency would be reduced to every 60 minutes on the entire route.
929	Downtown terminal changed to City College Trolley Station (same as current weekend terminal).
992	Service would end at approx. 11 pm.
Blue Line	Rush hour service would be reduced by two trips each in the morning and afternoon. Also, late service to/from Old Town would be reduced (last southbound departure would be approximately 12 midnight).

#### SATURDAYS

**Saturday** reductions would be primarily the frequency of service, but some routes would be shortened. The list below includes proposed Saturday changes (**routes not listed have no proposed changes**):

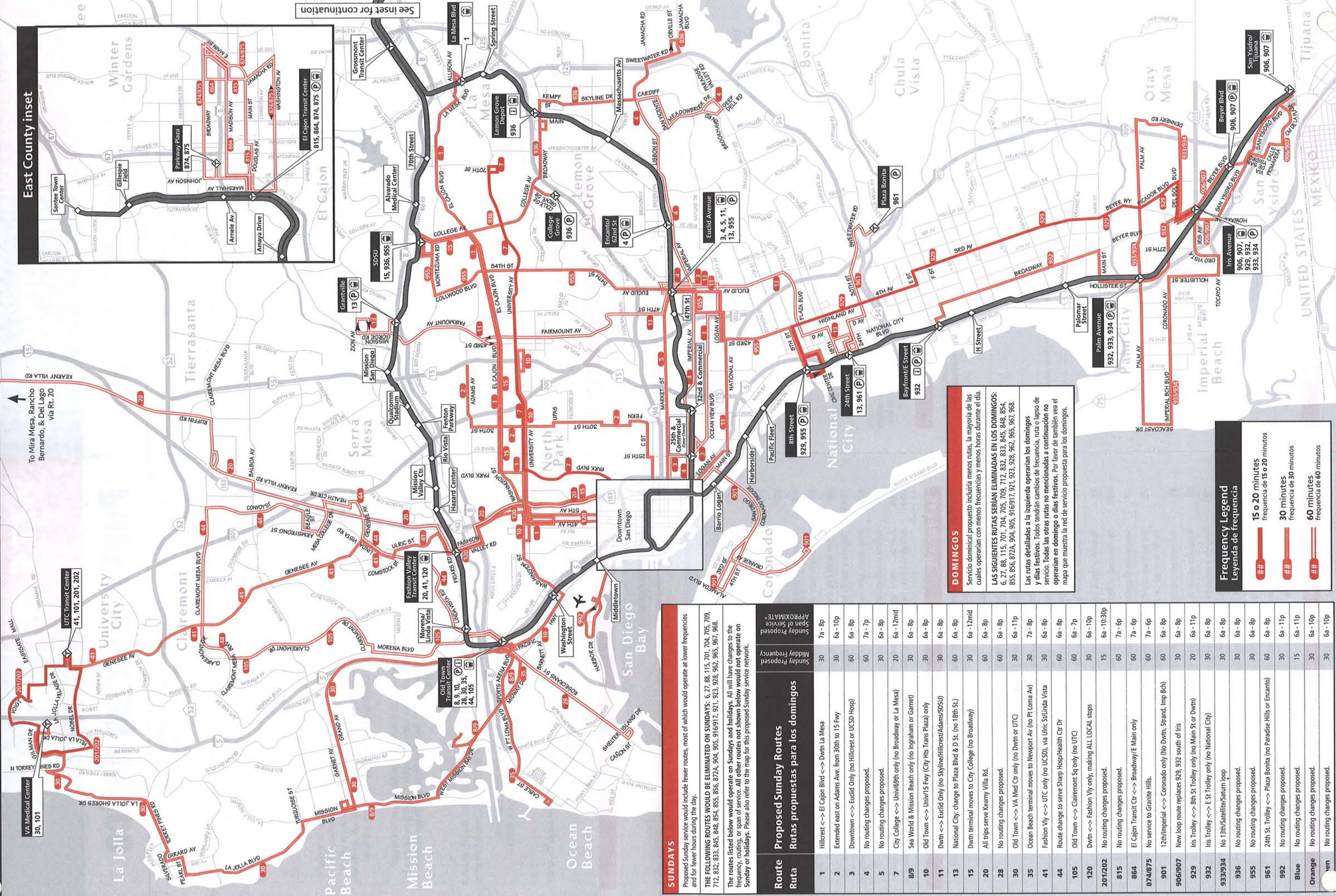
ROUTE	PROPOSED CHANGES
2	Frequency would be reduced to every 20 minutes.
7	Frequency would be reduced to every 15 minutes.
8/9	Frequency would be reduced to every 30 minutes except during summer.
10	Frequency would be reduced to every 20 minutes and the eastern terminal would be moved to the City Heights Transit Plaza (University Ave. at the 15 freeway).
11	Frequency would be reduced to every 30 minutes.
15	Frequency would be reduced to every 20 minutes.
20B	Service north of Fashion Valley would be reduced to an hourly frequency.
27	Service would operate approximately every 90 minutes, between Pacific Beach and Convoy St. only.
30	The southern terminal would be moved to Old Town. Also, the northern terminal would be moved to the VA Medical Center. Route 30 service would continue to UTC only after 10pm.
41	The northern terminal would be moved to UTC. (No Route 41 Saturday service to UCSD).
88	Frequency would be reduced to every 60 minutes.
105	Frequency would be reduced to every 60 minutes and the northern terminal would be moved to Clairemont Square. Saturday Route 105 service north of Clairemont Mesa Bl. would be discontinued.
874/875	Frequency would be reduced to every 60 minutes and service to Granite Hills area would be discontinued.
955	Some early morning and evening trips reduced.
967/968	Frequency would be reduced to every 120 minutes on each route.
992	Frequency would be reduced to every 30 minutes. Service would end at approx. 11 pm.

See other side for Sunday proposals ➡



PROPOSED SUNDAY SERVICE MAP

(Routes not shown would not operate on Sundays)



**DOMINGOS**  
Servicio dominical propuesto incluiría menos rutas, la mayoría de las cuales operarían con menos frecuencias y menos horas durante el día.

**LAS SIGUIENTES RUTAS SERÍAN ELIMINADAS EN LOS DOMINGOS:**  
6, 27, 88, 115, 701, 704, 705, 709, 712, 832, 833, 845, 848, 854, 855, 856, 872A, 904, 905, 916/917, 921, 923, 928, 962, 965, 967, 968.

Las rutas detalladas a la izquierda operarían los domingos y días festivos. Todos tendrían cambios de frecuencia, ruta o lapso de servicio. Todas las otras rutas no mencionadas a continuación no operarían en domingo o días festivos. Por favor de también vea el mapa que muestra la red de servicio propuesta para los domingos.

**Frequency Legend**  
Leyenda de frecuencia

- 15 o 20 minutes  
frecuencia de 15 o 20 minutos
- 30 minutes  
frecuencia de 30 minutos
- 60 minutes  
frecuencia de 60 minutos

Route	Proposed Sunday Routes	Sunday Proposed	Sunday Proposed
Ruta	Rutas propuestas para los domingos	Frecuencia	Span of Service
1	Hillcrest <-> El Cajon Blvd <-> Dvtn La Mesa	30	7a - 8p
2	Extended east on Adams Ave. from 30th to 15 Fwy	30	6a - 10p
3	Downtown <-> Euclid Only (no Hillcrest or UCSD Hosp)	60	6a - 8p
4	No routing changes proposed.	60	7a - 7p
5	No routing changes proposed.	30	6a - 8p
7	City College <-> Univ/69th only (no Broadway or La Mesa)	20	6a - 12mid
8/9	Sea World & Mission Beach only (no Ingraham or Garnet)	30	6a - 8p
10	Old Town <-> Univ/15 Fwy (City Hts Trans Plaza) only	30	6a - 8p
11	Dvtn <-> Euclid Only (no Skyline/Hillcrest/Adams/SDSU)	30	6a - 8p
13	National City, change to Plaza Blvd & D St. (no 18th St.)	60	6a - 8p
15	Dvtn terminal moves to City College (no Broadway)	30	6a - 12mid
20	All trips serve Kearny Villa Rd.	60	6a - 8p
28	No routing changes proposed.	60	6a - 8p
30	Old Town <-> VA Med Ctr only (no Dvtn or UTC)	30	6a - 11p
35	Ocean Beach terminal moves to Newport Av (no Pt Loma Av)	30	7a - 8p
41	Fashion Vly <-> UTC only (no UCSD), via Ulric St/Linda Vista	30	6a - 8p
44	Route change to serve Sharp Hosp/Health Ctr Dr	60	6a - 8p
105	Old Town <-> Clairemont Sq only (no UTC)	60	6a - 7p
120	Dvtn <-> Fashion Vly only, making ALL LOCAL stops	30	6a - 10p
201/202	No routing changes proposed.	15	6a - 10:30p
815	No routing changes proposed.	60	7a - 9p
864	El Cajon Transit Ctr <-> Broadway/E Main only	60	7a - 9p
874/875	No service to Granite Hills.	60	7a - 9p
901	12th/Imperial <-> Coronado only (No Dvtn, Strand, Imp Bch)	60	6a - 8p
906/907	New loop route replaces 929, 932 south of Iris	30	6a - 8p
929	Iris Trolley <-> 8th St Trolley only (no Main St or Dvtn)	20	6a - 11p
932	Iris Trolley <-> E St Trolley only (no National City)	30	6a - 8p
933/934	No 13th/Satellite/Saturn loop	30	6a - 8p
936	No routing changes proposed.	30	6a - 8p
955	No routing changes proposed.	30	6a - 8p
961	24th St. Trolley <-> Plaza Bonita (no Paradise Hills or Encanto)	60	6a - 8p
992	No routing changes proposed.	30	6a - 11p
Blue	No routing changes proposed.	15	6a - 11p
Orange	No routing changes proposed.	30	6a - 10p
Green	No routing changes proposed.	30	6a - 10p

\*Span of service is approximate and includes the time when service may be anywhere on the route. Lapso de servicio que se muestra es aproximado e incluye el tiempo cuando el servicio puede estar en cualquier parte de la ruta.



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**RESOLUTION NO. 09-27**

Findings in Support of Exemption Under the California Environmental Quality Act (CEQA)  
Related to Proposed Budget-Related Service Adjustments

WHEREAS, the Metropolitan Transit System (MTS) is proposing the implementation of service adjustments, including a reduction and/or elimination of some transit services, to bridge an \$13 million funding deficit in the MTS FY 2010 budget; and

WHEREAS, MTS, as a publicly owned transit agency, finds that a "fiscal emergency" exists as a result of a failure of agency revenues to adequately fund agency programs and facilities within the meaning of California Public Resources Code section 21080.32, subdivision (d)(1) and (2); and

WHEREAS, MTS has operated transit service with the assistance of subsidies allocated by the State of California from the State Transit Assistance (STA) Program, and the State has eliminated funding for that program; and

WHEREAS, MTS now projects lower-than-budgeted sales tax receipts in FY 2010, which affects MTS revenue from TransNet and Transportation Development Act; and

WHEREAS, MTS renders written findings in support of the determination that the service reductions found in Attachment A to MTS Agenda Item No. 25 on December 10, 2009, do not require an environmental impact report before MTS approves the transit service reductions; and

WHEREAS, if a project falls within a category exempt by administrative regulation under the California Environmental Quality Act (CEQA), no further agency evaluation of environmental impact is required; and

WHEREAS, a project defined in California Public Resources Code section 21065, subdivision (a) or (b) that reduces or eliminates the availability of an existing publicly owned transit service is exempt from CEQA Guidelines where the publicly owned transit agency has made a finding that there is a fiscal emergency caused by the failure of agency revenues to adequately fund agency programs and facilities and after the publicly owned transit agency has held a public hearing to consider those actions as enunciated in Public Resources Code section 21080.32, subdivision (d)(1); and

WHEREAS, it has been established and made clear in the reports and prior public meetings that a fiscal emergency exists based on MTS's projections to have negative working capital within one (1) year of the date that MTS has made the finding that there is a fiscal emergency pursuant to Public Resources Code section 21080.32, subdivisions (d)(1) and (2); and

WHEREAS, it has been established and made clear in the reports and prior public hearings that MTS has inadequate funds to operate the services detailed in Attachment A to MTS Agenda Item No. 25 on December 10, 2009, because MTS is confronted with a \$13 million budget deficit for FY 2010; and

WHEREAS, it has been established and made clear in the reports and prior public hearings that MTS must take immediate action to remediate the budget shortfall and to address the lack of funding; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS makes the following findings:

1. MTS has determined that a fiscal emergency exists, which is caused by the failure of MTS revenues to adequately fund agency programs and facilities within the meaning of California Public Resources Code section 21080.32, subdivision (d)(1).
2. MTS is projected to have negative working capital within one year from the date of the instant finding of a fiscal emergency as determined by adding together all unrestricted cash, unrestricted short-term investments, and unrestricted short-term accounts receivable and then subtracting unrestricted accounts payable. Employee retirement funds, including Internal Revenue Code section 457 deferred compensation plans and Section 401(k) plans, health insurance reserves, bond-payment reserves, and workers' compensation reserves are not factored into the formula for working capital as specified in Public Resources Code section 21080.32, subdivision (d)(2).
3. The MTS Finance Department has reviewed these findings and validated that a fiscal emergency exists.
4. MTS has scheduled a public hearing to occur on **December 10, 2009, at 9:00 a.m., at Metropolitan Transit System located at 1255 Imperial Avenue, 10<sup>th</sup> Floor, San Diego, California 92101**. MTS shall consider service adjustments as detailed in Attachment A to MTS Agenda Item No. 25 on December 10, 2009, including, but not limited to, the reduction and/or elimination of the aforementioned routes based on the existing fiscal emergency and absence of funding. The public hearing is being conducted in compliance with Public Resources Code section 21080.32, subdivision (d)(1).
4. MTS shall respond to suggestions made by the public at its next regularly scheduled public meeting as mandated in Public Resources Code section 21080.32, subdivision (d)(1).

PASSED AND ADOPTED, DETERMINED, AND ORDERED this \_\_\_\_ day of December 2009 by the following vote.

AYES:

NAYS:

ABSENT:

ABSTAINING:

**PUBLIC HEARING**  
**Att. C, AI 25, 12/10/09**

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System  
System

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Office of the General Counsel  
San Diego Metropolitan Transit

DEC10-09.25.AttC.RESO 09-27.SVC ADJ.SCOONEY.DOC



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

## Memorandum

DATE: November 25, 2009  
TO: Paul Jablonski, Chief Executive Officer  
FROM: Cliff Telfer, Chief Financial Officer  
SUBJECT: MTS Fiscal Emergency

As of today, November 25, 2009, MTS is qualified to issue a "fiscal emergency" based upon the California Public Resources Code (CPRC) Section 21080.32(d):

(2) For purposes of this subdivision, "fiscal emergency," when applied to a publicly owned transit agency, means that the agency is projected to have negative working capital within one year from the date that the agency makes the finding that there is a fiscal emergency pursuant to this section. Working capital shall be determined by adding together all unrestricted cash, unrestricted short-term investments, and unrestricted short-term accounts receivable and then subtracting unrestricted accounts payable. Employee retirement funds, including Internal Revenue Code Section 457 deferred compensation plans and Section 401(k) plans, health insurance reserves, bond payment reserves, workers' compensation reserves, and insurance reserves, shall not be factored into the formula for working capital.

As outlined in the above definition, the below table indicates MTS' current and forecasted working capital position over the next two months. MTS's working capital is projected to become negative in December 2009.

San Diego Metropolitan Transit System Working Capital Analysis In Millions \$	
<u>November</u>	<u>December</u>
\$6.2	(\$0.5)
* Includes all unrestricted cash, investments and accounts receivable less unrestricted accounts payables.	

Concluding, the table above indicates MTS is projected to have negative working capital by December 2009 and based upon the CPRC Section 21080.32(d), MTS qualifies to issue a "fiscal emergency."

DEC10-09.25.AttD.FISCAL EMERG.SVC ADJ.SCOONEY.DOC



**San Diego Metropolitan Transit System**  
**Title VI, Environmental Justice, and Limited English Proficiency**  
**Analysis of Proposed Changes to Premium Express Route 880**

In March 2009 the San Diego Metropolitan Transit System (MTS) began a new Premium Express route serving the 4S Ranch, Rancho Bernardo, Mira Mesa, Sorrento Valley, and University Towne Center (UTC) areas. Funding for the route was provided by mitigation funding from the developers of 4S Ranch (4S Kelwood), and the funding is required to be spent on transit improvements for 4S Ranch residents.

At that time, using surveys and demand analysis, MTS determined the most cost-effective use of the funds, for both 4S Ranch residents and residents of the greater San Diego area, was to establish the aforementioned express route. However, use of the route has been poor (fewer than six passengers per trip) and staff proposes to alter the routing. The current Route 880 operates three AM peak trips from 4S Ranch and three PM peak trips to 4S Ranch. The adjusted route would operate two round trips daily and serve Downtown San Diego, a market that surveys indicated would be of equal interest as a destination for 4 S Ranch residents. The 4 S Ranch community currently does not have access to the Downtown San Diego area via transit. This change would affect more than 25 percent of the route's miles.

This Title VI analysis addresses the proposed new route, which will be presented to the MTS Board of Directors on December 10, 2009. The route will be considered a pilot project, and is subject to service reductions or discontinuation if it is under-utilized or over budget.

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

MTS proposes adjusting Route 880 to provide express service between 4S Ranch and downtown San Diego.

*Nature of Change:* It is proposed that Route 880 be adjusted to serve downtown San Diego. This change would discontinue this Route's service to Mira Mesa, Sorrento Valley and University Towne Center (UTC) areas. One round trip will also be discontinued.

*Basis for Change:* The developers of 4S Ranch provided developer mitigation funding to be used for 4S Ranch transit purposes. After surveying the community, and assessing regional travel patterns, an express route to Sorrento Valley and UTC was determined to be the best use of the funds. However, operation of this pilot has demonstrated poor demand for the current routing. Since the surveys showed equal interest in the 4S community for the downtown destination, MTS is proposing to reroute the service to try to develop greater route productivity.

*Mode of Service Impacted:* Motorbus

*Communities Affected:* 4S Ranch, Rancho Bernardo, Mira Mesa, Sorrento Valley, University Towne Center (UTC), Downtown San Diego.

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

Route changes. An analysis was completed to assess the potential impacts on low-income and minority communities by comparing the percentage of census tracts considered low-

income and minority (2000 U.S. Census) through which the route will travel to the entire MTS service area average. The results are shown in the figure below. A map is included as an attachment.

**Figure 1:**

LOW-INCOME AND/OR MINORITY (LIM) TOTAL						
	CENSUS TRACTS SERVED			LIM POPULATION IN CENSUS TRACTS SERVED		
	LIM	TOTAL	PCT LIM	LIM	TOTAL	PCT LIM
Route 880	2	6	33%	9,646	25,568	38%
MTS SERVICE AREA	205	452	45%	1,045,459	2,017,735	52%

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

Funding for this route may only be used to fund transit services for residents of 4S Ranch pursuant to the development permit. Under the proposed change, the 4S Ranch community could use the re-designed Route 880 to access the Rancho Bernardo Transit Station, transfer to Route 20 there, and then transfer to Route 921 in Mira Mesa. The community of Mira Mesa will continue to have better service to Sorrento Valley and UTC via the existing Route 921, which operates every 30 minutes from 6:00 a.m. to 8:00 p.m.

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

The route will benefit low-income and minority populations. There should be minimal noise impacts to residential areas, as the route will operate along already well-traveled corridors. The greatest impact of the change will be felt by those 4 S Ranch residents who currently use the service to gain access to Sorrento Valley and UTC. However, 4 S Ranch is not a LIM community.

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

While a straight analysis of the census tracts through which Route 880 runs would show a disproportionately high impact overall, this would be misleading. The community of Mira Mesa, which does have an 880 stop and which would not be served by Route 880 if the proposed changes to the Route are implemented, is disproportionately LIM, but this community will have the alternative of Route 921 to gain access to Sorrento Valley and UTC communities served by the current Route 880 routing. In addition, Route 921 is a lower cost alternative to the current Route 880, which is a Premium Express service (with a fare more than double that of Route 921).

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

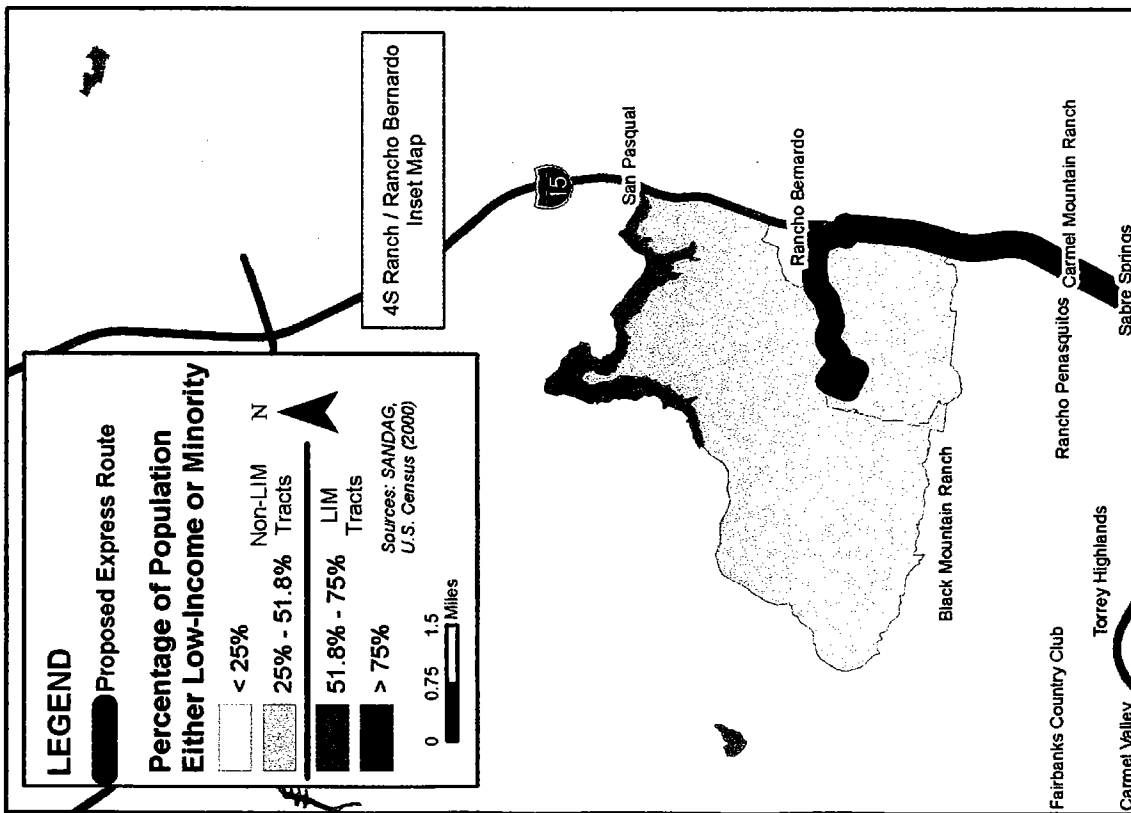
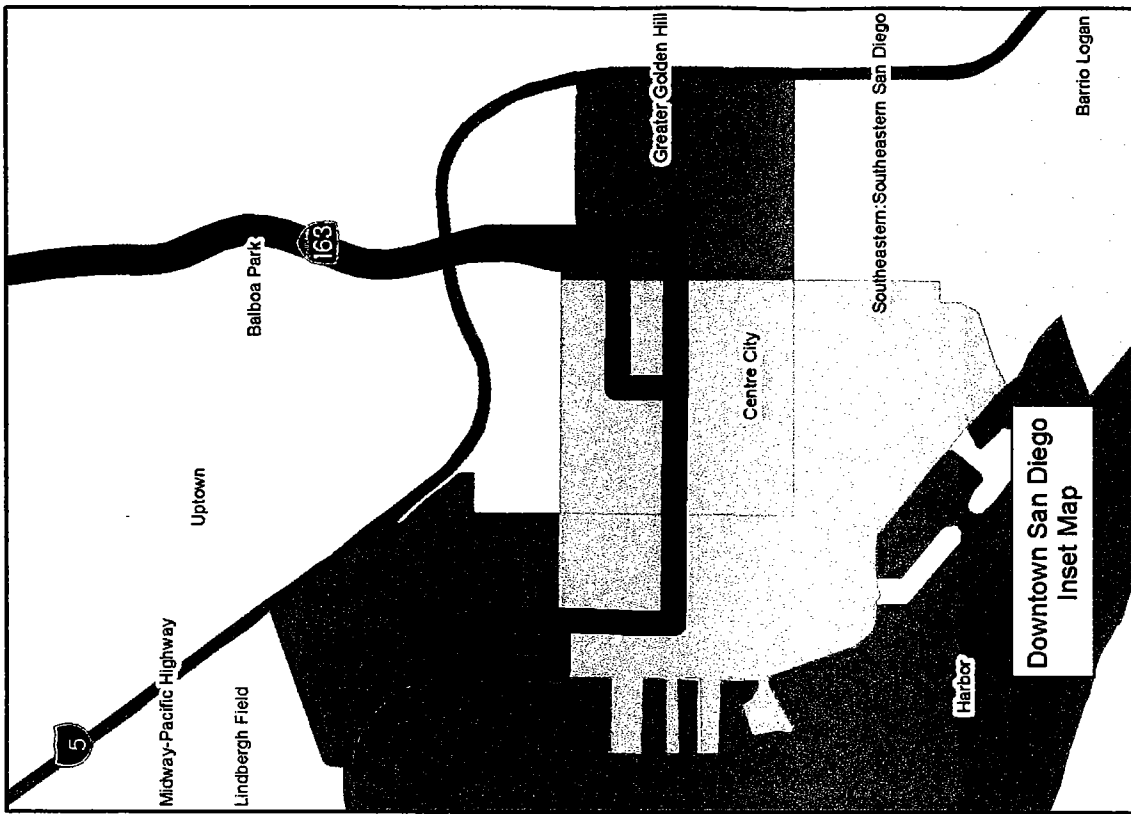


MTS will print and distribute "Take One" flyers that will be posted on all MTS bus and trolley vehicles. These flyers will be printed in both English and Spanish. A public hearing will be held on December 10. Eighteen outreach events, including one at the Rancho Bernardo Transit Station, which is currently served by Route 880, will be held.

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

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

Title VI Self-Analysis template from: <http://www.fta.dot.gov/documents/Newequityquestions.doc>  
**(Recommended Title VI, Env. Justice, and LEP Analysis of Proposed Service and Fare Changes)**



CENSUS TRACTS SERVED				LIM POPULATION IN CENSUS TRACTS SERVED			
LIM	TOTAL	PCT LIM		LIM	TOTAL	PCT LIM	
2	6	33%		9,216	25,789	36%	
Route 807 (4S Ranch - Downtown San Diego)				202			
				1,048,428			
				2017/2020			

**TITLE VI ANALYSIS - Proposed Route**  
**4S Ranch - Downtown San Diego**





**OFFICE OF COUNCILMEMBER TODD GLORIA  
CITY OF SAN DIEGO**

**M E M O R A N D U M**

**TO:** Harry Mathis, Chairman  
San Diego Metropolitan Transit System

**FROM:** Councilmember Todd Gloria, Third Council District

**DATE:** December 1, 2009

**SUBJECT:** Proposed MTS Service Reductions

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The Metropolitan Transit System (MTS) FY 2010 and 2011 forecast presented at the November 12, 2009 Board of Directors meeting presented a sobering assessment of our agency's fiscal health over the next 18 months. While I appreciate and support the staff's refusal to consider fare increases to bridge the growing budget deficit, I am deeply concerned by the suggested reductions in transit service, particularly on Sundays.

In response to the concerns I raised at the November 12 meeting, you and others called on board members to make suggestions on alternative methods for addressing the budget challenge our organization is currently facing. I would like to offer a couple of options that should be considered in advance of a final decision on the service reductions presented at the board meeting.

- **Consideration of underutilized transit service on weekdays and Saturdays.** While it is true that ridership declines on the weekend, it is also true that 145,000 customers do choose to use our system on Sundays. Before any Sunday service is eliminated, I would like to ensure weekday and Saturday routes that may have lower ridership than the proposed Sunday routes are considered for reductions. Additionally, I would request that "discretionary trips" not include rides to medical appointments and religious functions.
- **Restoration of commercial advertising on MTS buses.** This suggestion was raised by a member of the public at the November 12 meeting. I understand that this action alone would not cover the budget gap but could allow the board to avoid cutting transit service on which our customers rely.
- **Revisit SANDAG offer of the use of one-time funds.** In June, MTS chose not to request SANDAG amend the TransNet ordinance to provide approximately

\$20 million for transit operations but held open the possibility to reconsider this angle during mid-year budget discussions.

- **Implementation of transit funding options offered in SANDAG's Transit Impediments Study.** In September 2009, SANDAG finalized its Transit Impediments Study. This document includes three sections dedicated to potential existing, new and future funding options for transit. Acknowledging that MTS's five year budget outlook is not encouraging, it would be wise for the board to aggressively champion one or more of the funding mechanisms contemplated in the study.

The global economic crisis and its corresponding effects on national, state and local governments understandably require public agencies like MTS to make tough choices in order to balance their budgets. I stand ready to do my part to resolve our budget deficit but I would hope that the ramifications of our choices will not be borne solely by our customers – most of whom are the least able to sacrifice in an economy like this one. I would hope that the board, with your leadership, can entertain a broader conversation to resolve our financial challenge than just service cuts and fare increases. Indeed, if we wish to entice choice riders to select our service and meet the demands regional growth models and state environmental mandates, we must grow our operations, not shrink them.

# Comment Subject Summary

Route 1	3	Route 31	1	Route 810	3	Route 906	3	Express	1
Route 2	10	Route 35	1	Route 815	1	Route 907	3	Fares	7
Route 3	13	Route 40	1	Route 832	3	Route 921	3	Green Line	5
Route 6	19	Route 41	7	Route 833	3	Route 923	11	Orange Line	2
Route 7	10	Route 44	7	Route 845	4	Route 928	11	Question	1
Route 8	9	Route 50	3	Route 848	6	Route 929	5	Security	1
Route 9	9	Route 84	3	Route 850	1	Route 932	5	Support	1
Route 10	11	Route 88	2	Route 851	1	Route 934	1	System	78
Route 11	16	Route 105	5	Route 854	7	Route 936	1	Trolley	3
Route 13	3	Route 115	8	Route 855	16	Route 955	1		
Route 14	1	Route 120	9	Route 856	11	Route 961	1		
Route 15	3	Route 150	1	Route 864	11	Route 962	1		
Route 18	1	Route 210	4	Route 874	3	Route 965	3		
Route 20	11	Route 701	3	Route 875	4	Route 992	4		
Route 25	2	Route 704	4	Route 880	27	All	1		
Route 27	16	Route 705	3	Route 901	17	Blue Line	4		
Route 28	1	Route 709	8	Route 904	1	Budget	4		
Route 30	20	Route 712	3	Route 905	5	Omnia Vista	2		

Comment Method	Number	Number of Route Comments
Customer Service	8	15
Email	113	178
Other	11	20
Petition	3	4
Phone	120	192
Survey	93	111
<b>Total</b>	<b>348</b>	<b>520</b>

## Proposed Service Adjustments Comments Received

Report printed on December 09, 2009

### Route 1 (3 Comments)

I just got a glimpse of the proposed Sunday service changes/discontinuations of bus services. I totally disagree with the rerouting of the route 3 on Sundays from Euclid Trolley to City College ONLY!! I work in Bankers Hill in a senior retirement community on weekends; my shift starts at 7AM. How the hell am I supposed to get to work on Nutmeg Street if the number 3 goes only as far as City College? This isn't helping me out AT ALL!! What am I supposed to do about getting to work on Sunday mornings? And just exactly how is inconveniencing us passengers EVEN MORE by deleting or reducing what little bus service we already have, going to solve a gap in the budget? You took away our routes 16, 81, 1 and 25 from downtown, 14, 18, 13 to SDSU, 932 from downtown to the Border, and Lord knows which other routes that were a big help to us! What more do you want? What are you trying to get us to do? Walk to our destinations? Did it ever occur to you people at MTS that implementing these proposed service changes will indeed CONTRIBUTE to the unemployment situation even more because people are going to be fired from or have to be forced to quit their jobs in an attempt to locate closer to their place of residence due to lack of public transportation from their starting point to their destination? You people don't have anything to worry about because you drive your "big-fine" SUV's and other "swanky-dank-dank" automobiles to get your butts to and fro. WHAT THE HELL ARE WE SUPPOSED TO DO? [Comment ID 708]

Regarding proposed Sunday changes: 1. It just doesn't seem right to me that an entire community, Serra Mesa, will have no service on Sunday if the 928 does not run. I work at the CVS on Sandrock Rd - I would have to tell my boss that I can't work on Sundays (I take the 928 from Fashion Valley). 2. With the 6 not running on Sunday, much of North Park is left with the only option of taking 2 routes to get to Fashion Valley, and 3 routes to get to Mission Valley: the 1 west to Hillcrest, then the 120 to Fashion Valley - then the Green Line Mission Valley merchants are too happy about this proposal. For employees it means a much longer commute. And for the elderly it means more walking - so they might not shop on Sunday. [Comment ID 887]

I understand the reasons you need to make cuts despite having raised ticket and pass prices. But please do understand that some of the proposed service changes for 2010 will leave many people utterly stranded on Sundays, especially those who need to get to work. Isn't public transit supposed to serve the needy? I am writing about your proposal to discontinue Sunday service on Route #6. I use that route weekdays and on Sundays to commute to work in the valley from North Park, as do other fellow riders I have seen, especially those finishing work later in the evening. I finish work at 9 pm and could have returned home via Hillcrest but you are proposing to discontinue Sunday service after 8 pm on all the routes running through Hillcrest, namely #1, #10 and #11. I am writing to urge you retain at least a skeletal Sunday service on Route #6, maybe on an hourly basis from 10 am till 10 pm, so that those of us who have to depend on public transit can still get to work. [Comment ID 1032]

### Route 2 (10 Comments)

I find it amazing that you have increased the price of transit fare and discontinued free transfers and now you are going to decrease service. If you wish to increase ridership, the fares should have been decreased and transfers should be free. Transit routes should be improved and service increased as well. I have used the bus in the past but now it is not a good choice for me economically. As much as I can, I drive to where I need to go or I carpool. I used to take the number 2 bus to the airport and then you put in the "Airport Flier" which made it more difficult. Now even a trip downtown on the bus which used to be very convenient is too costly compared to driving my car. Experience in other cities has shown that making transit more affordable, and in some cases even free, along with increasing service has greatly increased ridership and thus increased revenues while decreasing traffic and pollution. What you are doing is decreasing ridership and pricing yourself out of business. Naomi Sobo 2838 Juniper St. San Diego, CA 92104 [grammome@cox.net](mailto:grammome@cox.net) [Comment ID 737]

Why are you trying to inconvenience your customers again? You already created hardship for those of us who work at Harbor and Ash by reducing the 15 service. You threatened to do this to the #2 a few months back, but then you only affected the weekend which I thought was great. Now you want to do it again and take it away from those of us who ride the bus from Harbor and Ash. I have been riding the #2 for years now. I don't think it's fair to have to take 2 buses especially in the winter "in the dark" at my age (53) to go home. And to have to get up earlier to take 2 buses to work? That is not service! Why do you keep on cutting service and then claim to be the best transit in the nation? Who is profiting from this? Some gray haired top dog who gets a bonus while the drivers get cut hours and some layoffs and no raises? You are already cutting Sunday service. The compass card gives you one month extra payment since we aren't going by "months anymore", you have raised the bus fare and will probably do it again. This has got to be the worst customer service I have

ever heard of? Nobody at the "top" will feel this will they? No it's the people who use your service and the drivers who work so hard to make good customer service. And you can't even give that in return? The three S rule: Safety, Schedule, Service is a LIE! You are greedy and want to put more money in your pockets. You don't care how these changes will inconvenience the ones who use your service. And the way you set up your hearings at a time when nobody can come to them because they are at work. The ones who do not work and use your service won't feel this as bad as those who do their best to WORK! [Comment ID 768]

These service changes you are opposing for the 2, 20,30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [Comment ID 853]

TO WHOM IT MAY CONCERN... I WORK AT THE COUNTY BUILDING AND I'M 68 YEARS OF AGE... I GET OFF WORK AT 5:30 AND IT'S DARK. I CAN'T BELIEVE YOU WOULD HAVE US WALKING ALL THE WAY TO UNION ST. TO CATCH THE # 2. PLEASE RECONSIDER YOUR PROPOSAL. THE # 2 IS VERY CONVENIENT FOR A LOT OF US. DON'T CHANGE PLEASE... MARVAL LEWIS [Comment ID 878]

Greetings friends at MTS: I am writing you today with much disappointment in regards to your upcoming bus/trolley service cut-offs and re-routing. I want to voice my blaring opposition to the proposal to cut-off service, specifically in regards to the Bus no.2 which ends its route at my County of San Diego workplace, at the Embarcadero. These plans must not have been considered with the actual bus riders in mind; people who rely on these busses for their daily commute and business. If such attempts at thwarting the no.2 bus line from its final destination at Ash & Harbor Drive (the County Administration Center) are allowed to go forward, this will cause much hardship for County employees and residents who need to go to work or, as customers, come in to get their marriage licenses, passports, birth certificates, and other important information. More often than not, the services provided at this County Recorder's office are utilized by people who do not drive; who may be poor and rely on public transportation. It would seem that MTS is inadvertently discriminating against these people by knowingly shutting off vital routes and services that are meant for the public good. A little investigation into the Bus no.2 ridership will reveal its crucial role in transporting public employees and residents. Furthermore, your cessation of the no.2 bus from the western part of the train tracks would create more public transportation nightmares: -Forcing County employees and customers to walk over 15 minutes to the nearest bus stop, for example. -Creating an issue of safety for those people who have to walk alone after dark. -Discouraging the "green" initiatives and environmental awareness that MTS claims to support by forcing County employees and customers to drive polluting vehicles to the worksite. I must bring to your attention that a lot of my friends and co-workers rely on this transportation as a part of their daily lives. My own situation, for example, is one wherein I do not have another option, since I do not have a car. I leave at 7:30pm and it is well past sunset year-round. This is a safety concern, and a potential problem, which could adversely affect my punctuality when considering the trek which must be endured to and from the nearest no.2 bus stop. I implore you to PLEASE reconsider your attempts to cut-off this important service that so many of us rely upon. PLEASE DO NOT CUT-OFF SERVICE TO THE no.2 BUS! We've already lost our weekend service, which has prevented some of us from putting in overtime or working on special projects on the weekend. Furthermore, it has discouraged use of public transit for special events, such as the Big Balloon Parade, Martin Luther King, Jr. Day Parade, tourism to the San Diego Maritime Museum, etc. What is the tangible savings that MTS will discover if Bus no.2 service is cut-off? How about considering the cost of LOSING bus riders? I, for one, would no longer be paying to ride the bus. I will discourage other friends and co-workers to stop supporting MTS, as well, so long as they continue to spit in our faces with their discriminatory route cuts and services which do not cater to the daily commuter. The irony of MTS advocating a "green" philosophy as well as having recently won a national award for its services while simultaneously cutting off vital public transportation services to public administrative offices, such as the County Administration Center, is an outrage. PLEASE DO NOT CHANGE THE BUS no.2 SERVICES to the County Administration building at Ash & Harbor Dr. - We have already suffered enough time changes, cuts, etc. It's time to put your customers FIRST and THINK before you put these disastrous policies into place. Thank you for your consideration. Jeff Graves, Imaging Technician II Union Steward, SEIU Local 221 County of San Diego 7(619) 557-4147 [Comment ID 892]

I have some concerns about some of the proposed service cuts and some questions. I am unable to make the public hearing as I have to work. RE: Route 20 I ride the 20A most weekdays and the flyer says midday express trips would be discontinued. Does that include the 20A? I usually go to work between the hours of 10:00 a.m. and 1:00 p.m. How would I be affected. Most times I catch the 20A downtown but sometimes I catch it at Fashion Valley. How will that change? I sincerely hope you do not change it too much as I do not have a car and rely on public transportation to get me to and from work. Also, it says that on Saturdays the 20B service north of Fashion Valley would be reduced to hourly. Does this mean I would have to catch the bus at Fashion Valley instead of downtown and would it go from Fashion Valley straight to the Kearny Mesa Transit Center? The proposed service for Sundays on this route is somewhat better as it goes down Kearny Villa Rd. I work at Kearny Villa Rd. and Balboa Ave. and I sometimes work weekends. How will the changes affect how I get to work? I am also displeased at the proposal to not have the 120 run north of Fashion Valley on Sundays. I sometimes take the 120 if I have to work on weekends since it is the only bus that goes by Kearny Villa Rd. and Balboa. I hope you reconsider this. I know there are people who also work in that area on the weekends as well as students attending some of the newer colleges in the area. I want you to know that I am opposed to the elimination of the #6 bus on Sundays. I would think that enough people ride that bus to work at the malls along the route that it should not be eliminated. I sometimes take that route over to the malls on Sunday to shop and to eliminate that would be cutting a vital east-west corridor. Perhaps you could have it run at least once an hour. I live in South Park six blocks from the # 2 route and that is the one that I ride most often to connect with going to and coming home from work. Changing the frequency on one of the most popular routes in the system would be detrimental to bus riders as well as to the MTS. [Comment ID 913]

I am disabled senior citizen living on 3rd Avenue between Date and Elm. I go to church at the 1st Unitarian Universalist Church by UCSD Medical Center. Your proposed elimination

of the #3 bus on Sundays means that I will be unable to go to church on Sunday without getting a ride from someone because I am unable to walk from Washington St, the nearest bus, to the church. I prize my independence and do not want to impose on other church members. The #3 now stops just across the parking lot from the church and makes it easy for me to attend church functions. Without that stop I will be dependent on others. Please, either restore the Hillcrest portion of the #3 route on Sunday or add a loop to the #120 route that goes to the stop by the UCSD Medical Center and 1st UU Church. Other people attending church use that bus and also bus riders should be able to visit people hospitalized at UCSD Medical Center on Sundays. Frequency is not a problem for me because I am retired and have a flexible schedule, but span of service can be if the bus stops too early for me to get home after some event. Again I would have to depend on others for a ride, which I am reluctant to do. I need busses to run at least until 10 PM. I like the route change on the #2 on Sunday. I often go out to Kensington and the extension of the #2 to the I 15 means I do not have to change from the #2 to the #11 to get there, which is easier for me. Thanks for being open to our concerns, Sylvia Robb [*Comment ID 985*]

I am not referring to the Saturday/Sunday schedule. I am referring to the cut service on weekdays on the #2 that will no longer take me to work at Harbor and Ash. That would force me to take two buses to and from work. I would have no choice but to continue riding but I would be greatly inconvenienced 5 days a week. I spend 40 minutes on the bus to and from and that's just taking one bus. If you change it to stop at America Plaza that would include time waiting for the second bus and I would be in transit to and from work much longer. [*Comment ID 992*]

I use the bus system to get to and from work, if the 2 bus stops running at 10pm I don't know what will do. I can't change my work schedule and can't afford to take a taxi 4 days out of the month. I also don't want to risk my safety and be stuck downtown until the bus starts running again in the mornings. I have a full time job, I can't afford to quit and get another job just so it coincides with the bus schedule. [*Comment ID 1000*]

### Route 3 (13 Comments)

I strongly urge you not to cut Sunday morning service on routes 8/9, 10, and 3, between 8am and 9am. These routes are my only way to work. Sincerely, Victoria Heins-Shaw [*Comment ID 691*]

I just got a glimpse of the proposed Sunday service changes/discontinuations of bus services. I totally disagree with the rerouting of the route 3 on Sundays from Euclid Trolley to City College ONLY!! I work in Bankers Hill in a senior retirement community on weekends; my shift starts at 7AM. How the hell am I supposed to get to work on Nutmeg Street if the number 3 goes only as far as City College? This isn't helping me out AT ALL!! What am I supposed to do about getting to work on Sunday mornings? And just exactly how is inconveniencing us passengers EVEN MORE by deleting or reducing what little bus service we already have, going to solve a gap in the budget? You took away our routes 16, 81, 1 and 25 from downtown, 14, 18, 13 to SDSU, 932 from downtown to the Border, and Lord knows which other routes that were a big help to us!! What more do you want? What are you trying to get us to do? Walk to our destinations? Did it ever occur to you people at MTS that implementing these proposed service changes will indeed CONTRIBUTE to the unemployment situation even more because people are going to be fired from or have to be forced to quit their jobs in an attempt to locate closer to their place of residence due to lack of public transportation from their starting point to their destination? You people don't have anything to worry about because you drive your "big-fine" SUV's and other "swanky-dank-dank" automobiles to get your butts to and fro. WHAT THE HELL ARE WE SUPPOSED TO DO? [*Comment ID 708*]

Cutting off Bus #11, and #3 on Sundays going to Hillcrest area and onward is quite upsetting to many of the riders, including me. Specially #11 on Sunday. What happens to Adams Avenue. We are being cut off from there. There are restaurants, and a movie theatre and other organizations/ a vegetarian restaurant (only one in town), an Aikido Dojo and a Park, etc... and Week-end is the only time to go there. Also, the decrease of the service to Hillcrest is upsetting on a Sunday. To have 120 carry the load on its own is not enough. There is Whole Foods there and there is a movie theatre plus uptown with Trader Joe's, Ralph's etc. & many many other things of course. 1. #11 is my first and most concern because it is a convenient and necessary bus for many bus riders. 2. Also, being cut-off from Hillcrest on Sunday is not fair. They do have a big Grocery store, they have uptown shopping center with Trader Joe's and Landmark Movie theaters as I've mentioned above. 3. To rely on 120 for all that is going to be a bad experience for Sunday as it will be packed and slow. That is discouraging bus riders to ride the buses and go places. 4. What about Adams Avenue.... I do not understand what you extended with #2 but even if, #2, goes the round about way to Adams. Takes a long time. That will discourage me to go to Adams on Sunday for sure. My Suggestions is for Sunday: 1. Keep #11 as is. It will help cover the slack for #120 and share in the lack of #3 being cut off. Also, with this suggestion of keeping #11 to Hillcrest and Adams, it will give us an efficient way to get there. Maybe do not have it go to San Diego State. Unless it will cramp the students. Have it end at Adams and Mulbrough or something like that. 2. Keep #120 as limited stops on Sunday. If everything is going to rely on #120, the ride maybe cramped and unpleasant. At least, if #11 if kept, then it will share the burden and solve that problem. I have no problem with frequency reduction on Saturday for #11, #2, #10, etc. Do whatever with #3. But please do not limit the transportation to Hillcrest or cut us off to Adams. Many bus riders I ride with feel the same way. We are the ones to suffer because we are the ones who rely on the bus system. Thank you for the anticipated serious consideration in this matter. [*Comment ID 759*]

Please Please Please do not cut us off from #11 on Sunday going to Hillcrest and Adams. That is my main concern!!!! I sent a previous e-mail but I am afraid you will not read it. So here is another one. #11 if kept on Sunday as is, will cover the slack for #3 and also keep a good connection to Adams (2 won't do...takes tooooo long). ALSO, Keep 120 on Sunday



Limited stops. If you Keep #11 that will then be o.k. My bottom line suggestions. We are the riders. Do not leave us in the lurch! Thanks. *[Comment ID 760]*

Lives in Univ. Heights and has been traveling on the buses since 1975 - doesn't drive. Can't believe the proposals that some inner-city routes would be cut. Can't believe there's no service to UCSD Hospital on Sundays - it's outrageous. Poor people can't afford a taxi cab to go there. Can't believe we're trying to cut the #11 through Adams. Can't believe, it's ridiculous that the #15 won't go down Broadway. MTS is penny-wise and pound-foolish. Just raise prices. Make routes run every hour because that gives people something rather than nothing. MTS needs to ask the federal government for stimulus money. Who's running MTS, they are lacking good ideas if all they have to recommend is cutting routes. *[Comment ID 780]*

I work on Sunday. My schedule is Sunday through Thursday, what am I supposed to do when you take off the 3 and 11 routes? You didn't put that in the Take Ones. *[Comment ID 799]*

On Sunday 3 will only go to Euclid and not Hillcrest or UCSD Hospital. I think this is an outrage This is the main bus that transports people from the downtown and south bay to the two main hospitals in San Diego. I know people use this bus constantly. It is always filled with people going and coming on Sunday. I urge you to reconsider, perhaps, less frequency but do not cut. *[Comment ID 824]*

This is a security officer and I am concerned. I use the 705 on Sunday night and take it home on Sunday morning. Also bus 3, I live in the Hillcrest area at night. *[Comment ID 865]*

I was concerned to see a proposal to eliminate route 3 service to UCSD Hospital on Sundays. The nearest Zipcars to downtown are at UCSD Hospital. If we owned a car, my family's transit use would be drastically reduced. It has been difficult to convince my wife to continue without a car since the Zipcars (then Flexcars) were removed from downtown. Making access to Zipcars even more challenging on Sundays may tip us toward a car purchase. The Zipcars at UCSD Hospital draw from a wide geographic area in which Flexcars were once distributed. Making the Zipcars less accessible could affect many users decisions regarding a car purchase and reduce or eliminate transit use among those current Zipcar members. Zipcar places cars at UCSD as the result of a contract with the institution. I doubt Zipcar placing cars elsewhere is likely without an incentive. Independent of the route 3 issue, it would benefit MTS ridership to facilitate Zipcar placing cars nearer a transit hub in an area with potential users. Zipcars along the portion of the trolley route that is both orange and blue downtown would be desirable. Perhaps MTS has an influence in parking near the clock tower. (Given the many buses on Broadway, something closer to Smart Corner would probably be ideal.) If Zipcar could be enticed to place cars in such a transit friendly location, service changes would be unlikely to affect Zipcar use. Encouraging Zipcar use is good for MTS ridership - those of use without our own car are far more likely to use transit that those who own a car. Thanks for your consideration. Todd Ruth 550 Front Street Unit 501 San Diego, CA 92101-7096 *[Comment ID 885]*

I am Laurie L. S., a senior, 82years old, who lives at 4109 Front St. Apt. 4, SD/CA 92103-2038. I have NO CAR, so I just depend on Bus 3 for my errands and in going to St. Joseph's Cathedral for my Sundays and Holidays Masses. I noticed that there is a proposal that Bus 3 Routes will be changed for Sundays & Holidays as follows: DTSD <--> Euclid ONLY (NO Hillcrest or UCSD Hospital). What happens to those people who live within the area and those people going to UCSD to visit families and friends who are confined at the Hospital, who have NO CARS? Please keep the current schedule for Bus 3 as is. I would appreciate and thank you so much. I am sure I am not the only one affected by the change. *[Comment ID 914]*

I attend college Monday through Friday and I work Sunday through Thursday. The proposed changes to the # 3 Bus Route will have me stranded downtown as I get off from work at 8pm and won't arrive downtown via the 992 until 9:20pm (approx). I have never felt comfortable riding the trolley late at night by myself, especially during this time of the year. Route # 3 proposed changes should be extended for the safety and convenience of the working class people who will not get off from work until 8pm and after. These proposes are forcing workers everywhere to make a choice between finding harder ways to get back and forth to work or risk losing/leaving their jobs to a lack of adequate transportation. In this economy, that is not a choice anyone should have to make. Thank you, a faithful city transit rider. *[Comment ID 967]*

I am disabled senior citizen living on 3rd Avenue between Date and Elm. I go to church at the 1st Unitarian Universalist Church by UCSD Medical Center. Your proposed elimination of the #3 bus on Sundays means that I will be unable to go to church on Sunday without getting a ride from someone because I am unable to walk from Washington St, the nearest bus, to the church. I prize my independence and do not want to impose on other church members. The #3 now stops just across the parking lot from the church and makes it easy for me to attend church functions. Without that stop I will be dependent on others. Please, either restore the Hillcrest portion of the #3 route on Sunday or add a loop to the #120 route that goes to the stop by the UCSD Medical Center and 1st UU Church. Other people attending church use that bus and also bus riders should be able to visit people hospitalized at UCSD Medical Center on Sundays. Frequency is not a problem for me because I am retired and have a flexible schedule, but span of service can be if the bus stops too early for me to get home after some event. Again I would have to depend on others for a ride, which I am reluctant to do. I need busses to run at least until 10 PM. I like the route change on the #2 on Sunday. I often go out to Kensington and the extension of the #2 to the 115 means I do not have to change from the #2 to the #11 to get there, which is easier for me. Thanks for being open to our concerns, Sylvia Robb *[Comment ID 985]*

We use either #3 or 11 bus to get home from Padres games. A late game makes this tricky enough without the changes *[Comment ID 1026]*

## Route 6 (19 Comments)

TO THE BOARD, IF YOU STOP THE SATURDAY'S AND SUNDAY'S SERVICES OF RT. 928 OR 6. YOU ARE SRANDTING MORE THAN HALF OF SERRA MESA AND HILCREAST AREAS. THE 928 ON SATURDAY AND SUNDAY IN ALWAYS FULL BECAUSE IT SIT LESS LESS THAN 20 PEOPLE. I WILL NO LONGER BE ABLE TO MY MEETING IN BALBOA PARK ON SUNDAYS NIGHT. A WHAT HAPPEN IF I NEED TO GO THE E.R. ROOM AT BALOBA'S HOSPITAL? MY ONLY WAY IS THE BUS!!!!!! NONE OF YOU LIVE IN SAN DIEGO OR TAKE THE BUSES DAILY SO YOU NO WAY ON KNOWING WHAT IN FEEL LIKE TO HAVE SOME SCREW UP LIVE. IF YOU WISH TO HELP GIVE UP YOUR RAISES, AND QUIT BUYING BUSES FOR LONG ROUTES. AND PUT NORMAL PEOPLE ON THE BOARD NOT POLITICALIANS!!!! SUSAN FARRINGTON DISABLE RIDER [Comment ID 663]

I feel that you're doing a great disservice by not allowing North Park residents to travel to either Fashion Valley or Mission Valley on Sundays. Instead of discontinuing bus route 6 altogether, why not have it operational to coincide with mall hours--slightly before & after for shoppers/employees [Comment ID 698]

Route 6 - Please reconsider discontinuing ANY service of this route on Sunday -- those of us who do not drive for various reasons use this route to get to and from the Mission Valley area and would not be able on Sunday. [Comment ID 756]

Can't believe we're eliminating the Route 6 on Sundays. People in North Park can't shop or work in Mission Valley on Sundays. It's a terrible idea. She goes down to the valley the short way on the 6. Should provide at least hourly service. [Comment ID 772]

Lives in Univ. Heights and has been traveling on the buses since 1975 - doesn't drive. Can't believe the proposals that some inner-city routes would be cut. Can't believe there's no service to UCSD Hospital on Sundays - it's outrageous. Poor people can't afford a taxi cab to go there. Can't believe we're trying to cut the #11 through Adams. Can't believe, it's ridiculous that the #15 won't go down Broadway. MTS is penny-wise and pound-foolish. Just raise prices. Make routes run every hour because that gives people something rather than nothing. MTS needs to ask the federal government for stimulus money. Who's running MTS, they are lacking good ideas if all they have to recommend is cutting routes. [Comment ID 780]

Enough is enough. For the last six years, you have done everything but shut down the whole system. Last year, you raised the rates twice. You fired people then you rehired them and gave them a fat raise and increased their medical benefits. Why does LA and San Francisco do ok with the same amount of money? They aren't making any cuts. Our ridership down here is heavy so I know you are making money. What I see, the front office there continues to take and take. Why don't you cut your paychecks and cut back some of your bonuses and benefits. I mean you have some drivers and I don't see how they are suffering. They are so fat that I know you have to take a crane and put them behind the seat. They are not suffering. I've been out of work since March. I've been having a hard time finding a job and it is going to be even harder when you do these cuts because you've got off a lot of main routes. The number 6 that you are going to screw up, do you have any idea how many people take the bus to get to work to the all bus shopping centers and hotels? How many old people? Then you are going to cut off the 11 so they can get to shopping or grocery stores. Cut off the free ride to the kids. If you are hurting so bad you don't give the free rides. Also, the free ride on New Year's Eve, get rid of that. So they are drunk let them go out and get arrested. Why do you have to take it out on us and make us pay so they can have a free ride. I suggest you rethink this. [Comment ID 818]

6 to Texas Street. Hit's the First United Methodist Church and the Scotts temple. In these two places you have very busy schedules on Sunday. You will be cutting the people completely on Sunday from the assistance of the church or the temple programs. If you could make it from 8 am to 7 pm on the hour that will give people the possibility to attend church. There are many Seniors who don't have a car and won't be able to attend the church. Another suggestion: When there are two wheelchairs on the bus, it is impossible for the driver to accept the grocery carts which are getting very bigger. I have problems myself, because I am unstable. I think the drivers...(disconnected, called back). The drivers should not accept big suitcases, or shopping carts, or big bundles when there are already two wheelchairs. It is impossible to walk to a seat of stand when there are so many objects around us. Consider the possibility of accidents. Picture it, two wheelchairs, grocery carts, and a transient with all his baggage. [Comment ID 820]

Getting rid of 6 on Sunday to mission valley is a bad idea. It is a used route. [Comment ID 825]

The last six years you have done nothing but raise fairs and cut routes. These changes that you are doing will mess up the people who take the bus to get to work. Now, I've been unemployed since March and have had a problem getting a job but if I do get a job, I'll have to worry about how I'm going to get to work. You cut services and then give yourselves raises and increase your benefits. Your drivers are doing well. They are so fat, they are not hurting. How about cutting their wages? Another thing is you don't give free rides to kids. Some people get on with 3, 4, 5 kids. Look at all the revenue you are losing there. You are charging \$72 for a city bus pass but there is really nothing here. In LA, they've got something to see. They are adding shuttles and they don't go cutting. You need to find another way of doing it besides cutting routes. The last time you made price increase and cuts you said it was the last one and that it should fix it. You are boxing in the senior citizens. I don't see why you are worried about petrol when you use natural gas which is much cheaper. When things get back to good, what are you going to do because you just ruined everything. [Comment ID 864]

Regarding proposed Sunday changes: 1. It just doesn't seem right to me that an entire community, Serra Mesa, will have no service on Sunday if the 928 does not run. I work at the CVS on Sandrock Rd - I would have to tell my boss that I can't work on Sundays (I take the 928 from Fashion Valley). 2. With the 6 not running on Sunday, much of North Park is left with the only option of taking 2 routes to get to Fashion Valley, and 3 routes to get to Mission Valley: the 1 west to Hillcrest, then the 120 to Fashion Valley - then the Green Line east to Mission Valley (or the 1 east to Fairmount Ave, then the 13 to Grantville, and the Green Line west to Mission Valley). Weekends are important to merchants. I can't imagine the Mission Valley merchants are too happy about this proposal. For employees it means a much longer commute. And for the elderly it means more walking - so they might not shop on Sunday. [Comment ID 887]

I have some concerns about some of the proposed service cuts and some questions. I am unable to make the public hearing as I have to work. RE: Route 20 I ride the 20A most weekdays and the flyer says midday express trips would be discontinued. Does that include the 20A? I usually go to work between the hours of 10:00 a.m. and 1:00 p.m. How would I be affected. Most times I catch the 20A downtown but sometimes I catch it at Fashion Valley. How will that change? I sincerely hope you do not change it too much as I do not have a car and rely on public transportation to get me to and from work. Also, it says that on Saturdays the 20B service north of Fashion Valley would be reduced to hourly. Does this mean I would have to catch the bus at Fashion Valley instead of downtown and would it go from Fashion Valley straight to the Kearny Mesa Transit Center? The proposed service for Sundays on this route is somewhat better as it goes down Kearny Villa Rd. I work at Kearny Villa Rd. and Balboa Ave. and I sometimes work weekends. How will the changes affect how I get to work? I am also displeased at the proposal to not have the 120 run north of Fashion Valley on Sundays. I sometimes take the 120 if I have to work on weekends since it is the only bus that goes by Kearny Villa Rd. and Balboa. I hope you reconsider this. I know there are people who also work in that area on the weekends as well as students attending some of the newer colleges in the area. I want you to know that I am opposed to the elimination of the #6 bus on Sundays. I would think that enough people ride that bus to work at the malls along the route that it should not be eliminated. I sometimes take that route over to the malls on Sunday to shop and to eliminate that would be cutting a vital east-west corridor. Perhaps you could have it run at least once an hour. I live in South Park six blocks from the #2 route and that is the one that I ride most often to connect with going to and coming home from work. Changing the frequency on one of the most popular routes in the system would be detrimental to bus riders as well as to the MTS. [Comment ID 913]

If you discontinue the number 6 on Sundays, you will severely impact my ability to get to work and to go grocery shopping on the way home from work. I don't know how you can say that there are hardly any people riding the 6 on Sundays, every time I'm on it, it's nearly full. I understand budget cuts need to be made, but how about once an hour for the 6 or how about a shorter work day, instead of what it is now, perhaps run from 8-8? Please don't take the only source of transportation many people have away. [Comment ID 971]

Please reconsider eliminating weekend service on the #6. Many people shop on weekends and use the bus to access the trolley to stadium events and other destinations. Parking in Mission Valley and Fashion Valley is already impossible. Eliminating weekend service on the #6 will only make it worse! And shortening weekend hours on any bus or trolley could lead to an increase in drunk driving-related traffic accidents. [Comment ID 1002]

I think its unfair to discontinue the #6 route. Many people use it to go to the Malls and to get to work. This will be a great inconvenience and takes away from the idea of San Diego being a green city. [Comment ID 1007]

Discontinuing Route 6 on Sundays would cut off access for some of San Diego's poorer neighborhoods from Mission Valley Shopping Center. Where are we supposed to shop, Fashion Valley with all its high-end stores? It would mean I would have to take 2 buses and the trolley to get there, so a 15 minute trip turns into a 2 hr (minimum) nightmare. Since I've started taking the bus in May of this year, the rates have increased and the service declined. I have a family of 4 and pay over \$200 in monthly fees. [Comment ID 1009]

I want to be an independent as possible -- discontinuing Route 6 is bad for everyone on the route -- please reconsider [Comment ID 1017]

The proposed change that affects me most is discontinuing the 6 on Sundays. However, the worst idea I see on the list is discontinuing the 27 on Sundays. There are other ways to get to Mission Valley from North Park. But there is NO other service on Balboa and from Clairemont to PB and a lot of people rely on it as infrequent as it already is on weekends. If you had to drop one of the proposed cuts, that would be my suggestion. [Comment ID 1024]

I understand the reasons you need to make cuts despite having raised ticket and pass prices. But please do understand that some of the proposed service changes for 2010 will leave many people utterly stranded on Sundays, especially those who need to get to work. Isn't public transit supposed to serve the needy? I am writing about your proposal to discontinue Sunday service on Route #6. I use that route weekdays and on Sundays to commute to work in the valley from North Park, as do other fellow riders I have seen, especially those finishing work later in the evening. I finish work at 9 pm and could have returned home via Hillcrest but you are proposing to discontinue Sunday service after 8 pm on all the routes running through Hillcrest, namely #1, #10 and #11. I am writing to urge you retain at least a skeletal Sunday service on Route #6, maybe on an hourly basis from 10 am till 10 pm, so that those of us who have to depend on public transit can still get to work. [Comment ID 1032]

I read about your proposed cancelation of Route 6 and Route 928 on Sundays. I just want to let you know that you should NOT cancel these two bus routes because a lot of people rely on both Route 6 and Route 928 to get to work. My daughter works in Mission Valley on Sundays and she cannot change her schedule. If you cancel these routes how is my daughter and other people who don't have cars suppose to get to and from work? The trolley doesn't go to Serra Mesa, North Park, Normal Heights, etc. If you cancel these two routes you are going to have a lot of upset people who work on Sundays and who also, want to go shopping at Mission Valley Mall and Fashion Valley Mall angry. Especially right before

Christmas because people will not be able to go to work or shop at these malls. Please do NOT cancel Route 6 and Route 928. It would do more harm than good. [Comment ID 10331]

## Route 7 (10 Comments)

Making most of the cuts n the first day of the week is a mistake. Sunday is like any other day. The logical thing is to reduce the frequencies equally on Saturday and Sunday so that peopel can still go to events. As long as you will have overcrowding, for example it is bes to have the #10 run equally late Sat and Sun just may be hourly so we can still get from one place to another, obviously with more planning. But with the 10 you have really missed the boat. The #10 is duplicated by the #7 from Park ad Univ east thus if you cut anything east of park and Univ one has to transfer but little else is lost. try having route 10A after 8pm Sat/Sun that runs Old Town to Park and University with a loop at the east end as follows.

Bus Turn from University eastbound on Normal Street North to Washington Street (connects with 15 this way) right on Polk and South on Park Back to University. this keeps the link through Hillcrest from Old Town o Park and University where those going further East can use the #7. This way you could run this every half hour after 8pm to midnite (even weekdays) and save money without cutting people off Sunday night or making them go downtown to get back up North. Think about the simplicity of this! With this shortened route fewer buses needed, fewer drivers, less fuel, and the public still can get from Hillcrest to Old Town easily! [Comment ID 7631]

Most of the changes are preposterous. Caller lists many of the routes and summarizes the changes without comment. The bus drivers should have a break. The 7 should go to La Mesa at least once an hour. Where will the 15 and 10 turn around there's no way to turn buses around there. The 30 should go all the way downtown because the Trolley's packed. [Comment ID 7871]

It would make more sense to split the cuts equally between Saturday and Sunday, reducing the frequency to the point that buses aren't overcrowded, such as a bus that runs every hour this way you don't strand anyone. For example, route 10 it would make a lot more sense if in the evening hours that you run route 10 seven days a week from old town to park and university cause people could transfer the 7 and go east. This would solve all your financing problems as you wouldn't need the bus to go as far as it does now and you wouldn't need as many drivers or the number of buses. The bus goes east to University and Normal, north on Normal, goes east on Polk, and South on University. If you truncate the route, you would achieve the needed savings while preserving the link between Hillcrest, Old Town and the Washington Street Trolley. Having no service at all on Washington Street will be a great inconvenience. I ride the bus every Sunday to Wrestling Practice. The way to get more people to ride transit is to have the same schedule every run to midnight just make it run less frequently. [Comment ID 7951]

I don't approve of the changes on the 7 bus. I hope they remain the same. Thank you. [Comment ID 8151]

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 77 What about the other routes that serve Broadway. [Comment ID 8271]

Opposed to cut of Route 7 not going to La Mesa. Uses the route to visit other houses and there is no other bus. Also opposed to Route 88 cut in Hotel Circle, which will hurt tourists and her. It only runs every hour and people need it to get to Fashion Valley. Opposed to many of the proposals that are against the consumer and many that don't have cars and can't make it to the hearing. [Comment ID 8321]

These service changes you are opposing for the 2, 20,30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [Comment ID 8531]

I'm an avid user of the bus and I am concerned about the drop in service. If you want to reach me call me at 619-602-6081 [Comment ID 8751]

MTS needs to adjust the frequency on the 7. Having three (3) bus running in the same direction within 5 mins of each other is wasting funds. Is MTS aware of the visitors that come to San Diego? A lot of visitors are from foreign countries, and they are use to taking mass transit. Cutting service to where it's hard to have access is not promoting the city i.e. having the 7 begin and terminate at City College on Sundays instead of running down Broadway. You need later buses for the people who work late e.i. (at the airport)(Sunday schedules is not late enough). [Comment ID 9871]

MTS needs to realize people work 7 days a week. MTS has already cut the service from the airport to downtown connections. The late hour connections from downtown to the outlying areas are needed. I work at the airport and get done at 01:00. The late night 7 route is needed seven days of the week. MTS is dis-servicing its customers who are already

paying for the most recent price increase since June of 09. Maybe cut the frequency more then the times. MTS is here to serve the public not line their own pockets. [\[Comment ID 1010\]](#)

## Route 8 (9 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #8/9 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra, Move On [\[Comment ID 668\]](#)

I strongly urge you not to cut Sunday morning service on routes 8/9, 10, and 3, between 8am and 9am. These routes are my only way to work. Sincerely, Victoria Heims-Shaw [\[Comment ID 691\]](#)

She is opposed to changes that are proposed. In particular the reductions to the 8/9, the 992, and the Blue Line trolley. Keep the routes as they are. [\[Comment ID 786\]](#)

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 7? What about the other routes that serve Broadway. [\[Comment ID 827\]](#)

These service changes you are opposing for the 2, 20,30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [\[Comment ID 853\]](#)

The last six years you have done nothing but raise fares and cut routes. These changes that you are doing will mess up the people who take the bus to get to work. Now, I've been unemployed since March and have had a problem getting a job but if I do get a job, I'll have to worry about how I'm going to get to work. You cut services and then give yourselves raises and increase your benefits. Your drivers are doing well. They are so fat, they are not hurting. How about cutting their wages? Another thing is you don't give free rides to kids. Some people get on with 3, 4, 5 kids. Look at all the revenue you are losing there. You are charging \$72 for a city bus pass but there is really nothing here. In LA, they've got something to see. They are adding shuttles and they don't go cutting. You need to find another way of doing it besides cutting routes. The last time you made price increase and cuts you said it was the last one and that it should fix it. You are boxing in the senior citizens. I don't see why you are worried about petrol when you use natural gas which is much cheaper. When things get back to good, what are you going to do because you just ruined everything. [\[Comment ID 864\]](#)

Letter: I live in Pacific Beach. I have a monthly pass I use for a work, shopping and going other places. I read about the proposed service changes and I'm concerned about several of them. The 8/9 not running down Ingraham and Garnet on Sunday is a problem because people live on or near these streets and need to shop or go to work. Eliminating Sunday service on the 27 is another mistake for the same reasons. The 27 is the only direct connection between Pacific Beach, Clairemont, and Convoy St. I also feel it is important to run the 30 downtown on weekends. On paper the plan looks good, but transferring to the trolley is time consuming and means standing outside waiting. This is especially uncomfortable at night, which will happen if you also cut out the evening downtown route. Public transportation needs to be convenient and available for it to be a viable form of transportation. Thank you for listening. [\[Comment ID 904\]](#)

weekdays route 30- i disagree with the changes proposed for the 30 route as it is used so much and people also take it from downtown route 50- another one i disagree with as it is also a well used route and i wish you actually ran it more frequently and the rush hour service should stay every 15 minutes because people depend on it sundays route 27 - that is a route that i find necessary if i want to go to kearny mesa and beyond from pb (where i live) and it only runs hourly and doesn't run late...otherwise i have no way to get there on sundays as a direct route route 8/9 - you have already cut back on the 9 route on the weekdays to end at 8pm and that is very inconvenient for me, as i would like to get home with a more direct route, as the 9 from old town is closer to my home than the 8 and the fact that you want to change it so that i wouldn't be able to get home, is CRAZY! so please change your mind on this one route 30- cut back more on this route is also nuts, when it is so well used, especially on weekends and especially going downtown and utc who comes up with



these proposals that are not well thought out or acceptable do they ever ride the buses on a regular schedule to see what is really necessary for improvements and cut backs on the routes (I'd say from my experience of riding the buses for almost 15 years, that they don't) you are making it more difficult for people to want to ride the bus, instead of driving their cars what happened to transit first? also how much do all the administration and higher up executives get paid for their jobs, how about cutting back on their salaries and then keeping the status quo on the bus routes and even add more frequency with the extra monies and ridership will go up thank you for reading my comments and i hope you don't just toss them into the trash box but really look hard into what is happening with the transit system and how to make it more accessible to a larger contingent of people who live in san diego happy holidays! [\[Comment ID 911\]](#)

Don't cut Route 27. Don't increase the frequency of Route 27 on Saturdays to 90 minutes. Don't cut off the 8 & 9 as proposed and don't decrease frequency to 30 minutes. Don't cut the 854 to hourly on weekdays. Don't lay off drivers. [\[Comment ID 930\]](#)

## Route 9 (9 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #8/9 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra. Move On [\[Comment ID 668\]](#)

I strongly urge you not to cut Sunday morning service on routes 8/9, 10, and 3, between 8am and 9am. These routes are my only way to work. Sincerely, Victoria Heins-Shaw [\[Comment ID 691\]](#)

She is opposed to changes that are proposed. In particular the reductions to the 8/9, the 992, and the Blue Line trolley. Keep the routes as they are. [\[Comment ID 786\]](#)

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 7? What about the other routes that serve Broadway. [\[Comment ID 827\]](#)

These service changes you are opposing for the 2, 20,30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [\[Comment ID 853\]](#)

The last six years you have done nothing but raise fares and cut routes. These changes that you are doing will mess up the people who take the bus to get to work. Now, I've been unemployed since March and have had a problem getting a job but if I do get a job, I'll have to worry about how I'm going to get to work. You cut services and then give yourselves raises and increase your benefits. Your drivers are doing well. They are so fat, they are not hurting. How about cutting their wages? Another thing is you don't give free rides to kids. Some people get on with 3, 4, 5 kids. Look at all the revenue you are losing there. You are charging \$72 for a city bus pass but there is really nothing here. In LA, they've got something to see. They are adding shuttles and they don't go cutting. You need to find another way of doing it besides cutting routes. The last time you made price increase and cuts you said it was the last one and that it should fix it. You are boxing in the senior citizens. I don't see why you are worried about petrol when you use natural gas which is much cheaper. When things get back to good, what are you going to do because you just ruined everything. [\[Comment ID 864\]](#)

Letter: I live in Pacific Beach. I have a monthly pass I use for a work, shopping and going other places. I read about the proposed service changes and I'm concerned about several of them. The 8/9 not running down Ingraham and Garnet on Sunday is a problem because people live on or near these streets and need to shop or go to work. Eliminating Sunday service on the 27 is another mistake for the same reasons. The 27 is the only direct connection between Pacific Beach, Clairemont, and Convoy St. I also feel it is important to run the 30 downtown on weekends. On paper the plan looks good, but transferring to the trolley is time consuming and means standing outside waiting. This is especially uncomfortable at night, which will happen if you also cut out the evening downtown route. Public transportation needs to be convenient and available for it to be a viable form of transportation. Thank you for listening. [\[Comment ID 904\]](#)

weekdays route 30- i disagree with the changes proposed for the 30 route as it is used so much and people also take it from downtown route 50- another one i disagree with as it is also a well used route and i wish you actually ran it more frequently and the rush hour service should stay every 15 minutes because people depend on it sundays route 27 - that is a route that i find necessary if i want to go to kearny mesa and beyond from pb (where i live) and it only runs hourly and doesn't run late..otherwise i have no way to get there on sundays as a direct route route 8/9 - you have already cut back on the 9 route on the weekdays to end at 8pm and that is very inconvenient for me, as i would like to get home with a more direct route, as the 9 from old town is closer to my home then the 8 and the fact that you want to change it so that i wouldn't be able to get home, is CRAZY! so please change your mind on this one route 30- cut back more on this route is also nuts, when it is so well used, especially on weekends and especially going downtown and utc who comes up with these proposals that are not well thought out or acceptable do they ever ride the buses on a regular schedule to see what is really necessary for improvements and cut backs on the routes (i'd say from my experience of riding the buses for almost 15 years, that they don't!) you are making it more difficult for people to want to ride the bus, instead of driving their cars what happened to transit first? also how much do all the administration and higher up executives get paid for their jobs, how about cutting back on their salaries and then keeping the status quo on the bus routes and even add more frequency with the extra monies and ridership will go up thank you for reading my comments and i hope you don't just toss them into the trash box but really look hard into what is happening with the transit system and how to make it more accessible to a larger contingent of people who live in san diego happy holidays! [\[Comment ID 9117\]](#)

Don't cut Route 27. Don't increase the frequency of Route 27 on Saturdays to 90 minutes. Don't cut off the 8 & 9 as proposed and don't decrease frequency to 30 minutes. Don't cut the 854 to hourly on weekdays. Don't lay off drivers. [\[Comment ID 930\]](#)

## Route 10 (11 Comments)

I strongly urge you not to cut Sunday morning service on routes 8/9, 10, and 3, between 8am and 9am. These routes are my only way to work. Sincerely, Victoria Heins-Shaw [\[Comment ID 691\]](#)

Making most of the cuts n the first day of the week is a mistake. Sunday is like any other day. The logical thing is to reduce the frequencies equally on Saturday and Sunday so that peopl can still go to events. As long as you will have overcrowding, for example it is bes to have the #10 run equally late Sat and Sun just may be hourly so we can still get from one place to another, obviously with more planning. But with the 10 you have really missed the boat. The #10 is duplicated by the #7 from Park ad Univ east thus if you cut anything east of park and Univ one has to tranfer but little else is lost. try having route 10A after 8pm Sat/Sun that runs Old Town to Park and University with a loop at the east end as follows. Bus Turn from University eastbound on Normal Street North to Washington Street (connects with 15 this way) right on Polk and South on Park Back to University, this keeps the link through Hillcrest from Old Town o Park and University where those going further East can use the #7. This way you could run this every half hour after 8pm to midnite (even weekdays) and save money without cutting people off Sunday night or making them go downtown to get back up North. Think about the simplicity of this! With this shortened route fewer buses needed, fewer drivers, less fuel, and the public still can get from Hillcrest to Old Town easily! [\[Comment ID 763\]](#)

Is a regular MTS traveler. Looks like the 10 will only go to I-15 on Saturdays, is that right? Also on Sunday too? The notice doesn't say. Please send the bus at least to Fairmount, a lot of people would benefit from that. Please call me with these answers. [\[Comment ID 778\]](#)

Most of the changes are preposterous. Caller lists many of the routes and summarizes the changes without comment. The bus drivers should have a break. The 7 should go to La Mesa at least once an hour. Where will the 15 and 10 turn around there's no way to turn buses around there. The 30 should go all the way downtown because the Trolley's packed. [\[Comment ID 787\]](#)

It would make more sense to split the cuts equally between Saturday and Sunday, reducing the frequency to the point that buses aren't overcrowded, such as a bus that runs every hour this way you don't strand anyone. For example, route 10 it would make a lot more sense if in the evening hours that you run route 10 seven days as week from old town to park and university cause people could transfer the 7 and go east. This would solve all your financing problems as you wouldn't need the bus to go as far as it does now and you wouldn't need as many drivers or the number of buses. The bus goes east to University and Normal, north on Normal, goes east on Polk, and South on University. If you truncate the route, you would achieve the needed savings while preserving the link between Hillcrest, Old Town and the Washington Street Trolley. Having no service at all on Washington Street will be a great inconvenience. I ride the bus every Sunday to Wrestling Practice. The way to get more people to ride transit is to have the same schedule every run to midnight just make it run less frequently. [\[Comment ID 795\]](#)

Everything is going to be worse on Sundays. Why are you changing the Route 10 because it always runs late. [\[Comment ID 808\]](#)

That is a stupid idea of cutting route 10 on Saturdays to I-15. Don't you realize that people need to come all the way to College Avenue. 30,20, I know you shouldn't cut those services either. [\[Comment ID 852\]](#)

These service changes you are opposing for the 2, 20,30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [\[Comment ID 853\]](#)

Why do you want to cut route 10 to I-15 on Saturdays? Does it every occur to you that people want an express pass. It's bad enough that we have to pay \$5 for the service. You obviously don't care about the public. [\[Comment ID 854\]](#)

I'm an avid user of the bus and I am concerned about the drop in service. If you want to reach me call me at 619-602-6081 [\[Comment ID 875\]](#)

I understand the reasons you need to make cuts despite having raised ticket and pass prices. But please do understand that some of the proposed service changes for 2010 will leave many people utterly stranded on Sundays, especially those who need to get to work. Isn't public transit supposed to serve the needy? I am writing about your proposal to discontinue Sunday service on Route #6. I use that route weekdays and on Sundays to commute to work in the valley from North Park, as do other fellow riders I have seen, especially those finishing work later in the evening. I finish work at 9 pm and could have returned home via Hillcrest but you are proposing to discontinue Sunday service after 8 pm on all the routes running through Hillcrest, namely #1, #10 and #11. I am writing to urge you retain at least a skeletal Sunday service on Route #6, maybe on an hourly basis from 10 am till 10 pm, so that those of us who have to depend on public transit can still get to work. [\[Comment ID 1032\]](#)

## Route 11 (16 Comments)

Cutting off Bus #11, and #3 on Sundays going to Hillcrest area and onward is quite upsetting to many of the riders, including me. Specially #11 on Sunday. What happens to Adams Avenue. We are being cut off from there. There are restaurants, and a movie theatre and other organizations/ a vegetarian restaurant (only one in town), an Aikido Dojo and a Park, etc... and Week-end is the only time to go there. Also, the decrease of the service to Hillcrest is upsetting on a Sunday. To have 120 carry the load on its own is not enough. There is Whole Foods there and there is a movie theatre plus uptown with Trader Joe's, Ralph's etc. & many many other things of course. 1. #11 is my first and most concern because it is a convenient and necessary bus for many bus riders. 2. Also, being cut-off from Hillcrest on Sunday is not fair. They do have a big Grocery store, they have uptown shopping center with Trader Joe's and Landmark Movie theaters as I've mentioned above. 3. To rely on 120 for all that is going to be a bad experience for Sunday as it will be packed and slow. That is discouraging bus riders to ride the buses and go places. 4. What about Adams Avenue... I do not understand what you extended with #2 but even if, #2, goes the round about way to Adams. Takes a long time. That will discourage me to go to Adams on Sunday for sure. My Suggestions is for Sunday: 1. keep #11 as is. It will help cover the slack for #120 and share in the lack of #3 being cut off. Also, with this suggestion of keeping #11 to Hillcrest and Adams, it will give us an efficient way to get there. Maybe do not have it go to San Diego State. Unless it will cram the students. Have it end at Adams and Mulbrough or something like that. 2. Keep #120 as limited stops on Sunday. If everything is going to rely on #120, the ride may be cramped and unpleasant. At least, if #11 if kept, then it will share the burden and solve that problem. I have no problem with frequency reduction on Saturday for #11, #2, #10, etc. Do whatever with #3. But please do not limit the transportation to Hillcrest or cut us off to Adams. Many bus riders I ride with feel the same way. We are the ones to suffer because we are the ones who rely on the bus system. Thank you for the anticipated serious consideration in this matter. [\[Comment ID 759\]](#)

Please Please Please do not cut us off from #11 on Sunday going to Hillcrest and Adams. That is my main concern!!!! I sent a previous e-mail but I am afraid you will not read it. So here is another one. #11 if kept on Sunday as is, will cover the slack for #3 and also keep a good connection to Adams (2 won't do...takes tooooo long). ALSO, Keep 120 on Sunday Limited stops. If you Keep #11 that will then be o.k. My bottom line suggestions. We are the riders. Do not leave us in the lurch! Thanks. [\[Comment ID 760\]](#)

Lives in Univ. Heights and is bothered by the Route 11 cuts. Doesn't understand the form, but on Sundays, it would run only Downtown to Euclid Only. He doesn't understand if he's at Monroe and Park will he be able to get to Hillcrest? You can't cut that, he needs to get around. Don't cut any services because he needs to get out of his house on Sundays. [\[Comment ID 777\]](#)

Lives in Univ. Heights and has been traveling on the buses since 1975 - doesn't drive. Can't believe the proposals that some inner-city routes would be cut. Can't believe there's no service to UCSD Hospital on Sundays - it's outrageous. Poor people can't afford a taxi cab to go there. Can't believe we're trying to cut the #11 through Adams. Can't believe, it's ridiculous that the #15 won't go down Broadway. MTS is penny-wise and pound-foolish. Just raise prices. Make routes run every hour because that gives people something rather than nothing. MTS needs to ask the federal government for stimulus money. Who's running MTS, they are lacking good ideas if all they have to recommend is cutting routes. [\[Comment ID 780\]](#)

I work on Sunday. My schedule is Sunday through Thursday, what am I supposed to do when you take off the 3 and 11 routes? You didn't put that in the Take Ones. [\[Comment ID 799\]](#)

Cutting the route going into Skyline Hills and SDSU isn't right. We can give raises to the board members, but we can't take money back from them and give it to the riders and drivers of the route. Uses San Diego Transit a lot, don't cut Route 11 where people need it. [\[Comment ID 810\]](#)



You can't cut the 11 going down Park and Adams. That's how I get to work at 4am. If you do cut it, you have to find another bus to run through there. [\[Comment ID 863\]](#)

You say that 11 is not running from El Cajon Blvd to the store on Adams. How are we supposed to get to Vons to get our passes? [\[Comment ID 872\]](#)

I use the 11 to get to SDSU to get to Kaiser Hospital. I know there are at least three wheelchair people with the same problem. [\[Comment ID 874\]](#)

Ref. Route 11, SDSU College Area. I Live at 5038 Chaparral Way, 92115. I catch the # 11 route bus and your proposed changes will just mean that I will be more restricted. I am 70 years old and convenience is what I need. Not restrictive ways to get around to dispell the boredom of retirement. Thankyou for your time. Ted K. Tichenor [\[Comment ID 882\]](#)

To Whomever It May Concern, My name is Justin Aquino and I am writing on behalf of my grandmother. She is a beautiful and independent senior, who supports and relies on public transportation. She approached me last week once she knew that mts had proposed to make necessary cuts due to budget deficits. My grandmother utilizes public transportation heavily because she does not have a driver's license. My brothers and I used to be able to take her wherever she needed to go but we are now unable to because we are away for college. She babysits her grandson, my baby cousin, and consequently cannot do a few of her important errands during the week. She lives along Skyline Drive in Valencia Park and so she uses the #11 frequently on the weekends. She depends on the bus route with which mts proposes to cut on sunday, where mts would only supply the #11 to stop only at Euclid, and not at skyline/hillcrest/adams/sdsu. See, she uses this line to go into downtown and run her errands, one of which is grocery shopping for her week ahead. I hope you may take my grandmother into consideration when you decide which routes to close on sunday and which to open. Thank you for your time and consideration, and I do appreciate that you are giving the public a chance to voice our concerns, comments, and pleas. Take care and I look forward to a response. -- Agape, Justin Aquino (619) 988-5088 Loyola Marymount University Natural Science | Environmental Science [\[Comment ID 886\]](#)

Has no other transportation and solely relies on MTS. Is a volunteer at Balboa Park and uses the bus on weekends. She wouldn't be able to volunteer on weekends if the bus service is cut. The bus is always full of working people on the weekend, much to her surprise. Many people ignore the notices, so she hopes that this won't affect those people. [\[Comment ID 925\]](#)

Strongly objects to the changes to the bus routes proposed on the weekend, especially on Park Blvd. She uses the bus, particularly on the weekend, so don't change it. [\[Comment ID 926\]](#)

I am disabled senior citizen living on 3rd Avenue between Date and Elm. I go to church at the 1st Unitarian Universalist Church by UCSD Medical Center. Your proposed elimination of the #3 bus on Sundays means that I will be unable to go to church on Sunday without getting a ride from someone because I am unable to walk from Washington St, the nearest bus, to the church. I prize my independence and do not want to impose on other church members. The #3 now stops just across the parking lot from the church and makes it easy for me to attend church functions. Without that stop I will be dependent on others. Please, either restore the Hillcrest portion of the #3 route on Sunday or add a loop to the #120 route that goes to the stop by the UCSD Medical Center and 1st UU Church. Other people attending church use that bus and also bus riders should be able to visit people hospitalized at UCSD Medical Center on Sundays. Frequency is not a problem for me because I am retired and have a flexible schedule, but span of service can be if the bus stops too early for me to get home after some event. Again I would have to depend on others for a ride, which I am reluctant to do. I need busses to run at least until 10 PM. I like the route change on the #2 on Sunday. I often go out to Kensington and the extension of the #2 to the 15 means I do not have to change from the #2 to the #11 to get there, which is easier for me. Thanks for being open to our concerns, Sylvia Robb [\[Comment ID 985\]](#)

We use either #3 or 11 bus to get home from Padres games. A late game makes this tricky enough without the changes [\[Comment ID 1026\]](#)

I understand the reasons you need to make cuts despite having raised ticket and pass prices. But please do understand that some of the proposed service changes for 2010 will leave many people utterly stranded on Sundays, especially those who need to get to work. Isn't public transit supposed to serve the needy? I am writing about your proposal to discontinue Sunday service on Route #6. I use that route weekdays and on Sundays to commute to work in the valley from North Park, as do other fellow riders I have seen, especially those finishing work later in the evening. I finish work at 9 pm and could have returned home via Hillcrest but you are proposing to discontinue Sunday service after 8 pm on all the routes running through Hillcrest, namely #1, #10 and #11. I am writing to urge you retain at least a skeletal Sunday service on Route #6, maybe on an hourly basis from 10 am till 10 pm, so that those of us who have to depend on public transit can still get to work. [\[Comment ID 1032\]](#)

### Route 13 (3 Comments)

I just got a glimpse of the proposed Sunday service changes/discontinuations of bus services. I totally disagree with the rerouting of the route 3 on Sundays from Euclid Trolley to City College ONLY!! I work in Bakers Hill in a senior retirement community on weekends; my shift starts at 7AM. How the hell am I supposed to get to work on Nutmeg Street if the number 3 goes only as far as City College? This isn't helping me out AT ALL!! What am I supposed to do about getting to work on Sunday mornings? And just exactly how is

inconveniencing us passengers **EVEN MORE** by deleting or reducing what little bus service we already have, going to solve a gap in the budget? You took away our routes 16, 81, 1 and 25 from downtown, 14, 18, 13 to SDSU, 932 from downtown to the Border, and Lord knows which other routes that were a big help to us!! What more do you want? What are you trying to get us to do? Walk to our destinations? Did it ever occur to you people at MTS that implementing these proposed service changes will indeed **CONTRIBUTE** to the unemployment situation even more because people are going to be fired from or have to be forced to quit their jobs in an attempt to locate closer to their place of residence due to lack of public transportation from their starting point to their destination? You people don't have anything to worry about because you drive your "big-fine" SUV's and other "swanky-dank-dank" automobiles to get your butts to and fro. **WHAT THE HELL ARE WE SUPPOSED TO DO?** [Comment ID 708]

The proposal of some what is called would be very unmanageable for me especially as someone like me who is trying to get my documents and files off/for my lifestyle! With all the route changes and then MTS Buses expenses for tickets it is very difficult for me to manage to get to here to there! Especially when I'm homeless. [Comment ID 745]

Regarding proposed Sunday changes: 1. It just doesn't seem right to me that an entire community, Serra Mesa, will have no service on Sunday if the 928 does not run. I work at the CVS on Sandrock Rd - I would have to tell my boss that I can't work on Sundays (I take the 928 from Fashion Valley). 2. With the 6 not running on Sunday, much of North Park is left with the only option of taking 2 routes to get to Fashion Valley, and 3 routes to get to Mission Valley: the 1 west to Hillcrest, then the 120 to Fashion Valley - then the Green Line east to Mission Valley (or the 1 east to Fairmount Ave, then the 13 to Grantville, and the Green Line west to Mission Valley). Weekends are important to merchants. I can't imagine the Mission Valley merchants are too happy about this proposal. For employees it means a much longer commute. And for the elderly it means more walking - so they might not shop on Sunday. [Comment ID 887]

### Route 14 (1 Comments)

I just got a glimpse of the proposed Sunday service changes/discontinuations of bus services. I totally disagree with the rerouting of the route 3 on Sundays from Euclid Trolley to City College ONLY!! I work in Bankers Hill in a senior retirement community on weekends; my shift starts at 7AM. How the hell am I supposed to get to work on Nutmeg Street if the number 3 goes only as far as City College? This isn't helping me out AT ALL!! What am I supposed to do about getting to work on Sunday mornings? And just exactly how is inconveniencing us passengers **EVEN MORE** by deleting or reducing what little bus service we already have, going to solve a gap in the budget? You took away our routes 16, 81, 1 and 25 from downtown, 14, 18, 13 to SDSU, 932 from downtown to the Border, and Lord knows which other routes that were a big help to us!! What more do you want? What are you trying to get us to do? Walk to our destinations? Did it ever occur to you people at MTS that implementing these proposed service changes will indeed **CONTRIBUTE** to the unemployment situation even more because people are going to be fired from or have to be forced to quit their jobs in an attempt to locate closer to their place of residence due to lack of public transportation from their starting point to their destination? You people don't have anything to worry about because you drive your "big-fine" SUV's and other "swanky-dank-dank" automobiles to get your butts to and fro. **WHAT THE HELL ARE WE SUPPOSED TO DO?** [Comment ID 708]

### Route 15 (3 Comments)

Most of the changes are preposterous. Caller lists many of the routes and summarizes the changes without comment. The bus drivers should have a break. The 7 should go to La Mesa at least once an hour. Where will the 15 and 10 turn around there's no way to turn buses around there. The 30 should go all the way downtown because the Trolley's packed. [Comment ID 787]

These service changes you are opposing for the 2, 20, 30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [Comment ID 853]

### Route 18 (1 Comments)

I just got a glimpse of the proposed Sunday service changes/discontinuations of bus services. I totally disagree with the rerouting of the route 3 on Sundays from Euclid Trolley to City College ONLY!! I work in Bankers Hill in a senior retirement community on weekends; my shift starts at 7AM. How the hell am I supposed to get to work on Nutmeg Street if the number 3 goes only as far as City College? This isn't helping me out AT ALL!! What am I supposed to do about getting to work on Sunday mornings? And just exactly how is inconveniencing us passengers **EVEN MORE** by deleting or reducing what little bus service we already have, going to solve a gap in the budget? You took away our routes 16, 81, 1 and 25 from downtown, 14, 18, 13 to SDSU, 932 from downtown to the Border, and Lord knows which other routes that were a big help to us!! What more do you want? What are you trying to get us to do? Walk to our destinations? Did it ever occur to you people at MTS that implementing these proposed service changes will indeed **CONTRIBUTE** to the

unemployment situation even more because people are going to be fired from or have to be forced to quit their jobs in an attempt to locate closer to their place of residence due to lack of public transportation from their starting point to their destination? You people don't have anything to worry about because you drive your "big-fine" SUVs and other "swanky-dank-dank" automobiles to get your butts to and fro. WHAT THE HELL ARE WE SUPPOSED TO DO? [\[Comment ID 708\]](#)

## Route 20 (11 Comments)

I currently use route 880 to commute from Rancho Bernardo to UCSD. The route change is unfortunate for me. However, if the new route to downtown would make a stop in Mira Mesa (Westview Parkway and Black Mountain Road) with an efficient connection to routes 31 to UTC and 921 to UCSD, before continuing its trip on I15 south to downtown, this would still make for much faster commute to UTC/UCSD than using route 20 to get to Mira Mesa. Please, consider adding Mira Mesa as a stop for the new route 880. Paul Hick [\[Comment ID 724\]](#)

My name is Marcellela Delay, I use the 810 to Escondido and on the dates you don't have transportation or recommend 20 it would take an hour and a half. I do work from 6am to 3pm. I suggest at least on the 810, you have one bus at the morning at 5am and the last one for those who work bank hours....I appreciate very much if whatever the result is that I am very troubled with you closing the routes for four days and for the other people be rerouted. We are paying the right fare for the service. Not all people have the day off. Please, take this to the board. [\[Comment ID 816\]](#)

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else. I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 7? What about the other routes that serve Broadway. [\[Comment ID 827\]](#)

I live in Clairemont (92117). I usually never ride the buses on Saturday or Sunday. So those changes don't bother me. I take the #27 bus to Clairemont & Complex Transit Center on a regular basis on weekdays, to get to Downtown. But it does bother me a bit that if I needed to take the #27 on a weekend, it will be either not available (Sunday) or crowded (Saturday). The only proposed change that bothers me is the cancelling of midday #20 bus express service from/to Downtown to/from Clairemont & Complex Transit Center. I am going to have to spend a lot more time waiting for the #20 bus at Downtown [10th & Broadway] and Clairemont & Complex Transit Center, and those #20 buses are going to be a lot more crowded. Riding in a crowded bus is a lot more stressful. I buy a pass every month; I would be willing to pay more for my pass and keep the midday #20 bus express to/from Downtown and Clairemont & Complex Transit Center, rather than ride on a more crowded #20 bus. Paul Couillard 6176 Beadnell Way #74 San Diego CA 92117 [\[Comment ID 839\]](#)

That is a stupid idea of cutting route 10 on Saturdays to I-15. Don't you realize that people need to come all the way to College Avenue. 30,20, I know you shouldn't cut those services either. [\[Comment ID 852\]](#)

These service changes you are opposing for the 2, 20,30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [\[Comment ID 853\]](#)

The last six years you have done nothing but raise fares and cut routes. These changes that you are doing will mess up the people who take the bus to get to work. Now, I've been unemployed since March and have had a problem getting a job but if I do get a job, I'll have to worry about how I'm going to get to work. You cut services and then give yourselves raises and increase your benefits. Your drivers are doing well. They are so fat, they are not hurting. How about cutting their wages? Another thing is you don't give free rides to kids. Some people get on with 3, 4, 5 kids. Look at all the revenue you are losing there. You are charging \$72 for a city bus pass but there is really nothing here. In LA, they've got something to see. They are adding shuttles and they don't go cutting. You need to find another way of doing it besides cutting routes. The last time you made price increase and cuts you said it was the last one and that it should fix it. You are boxing in the senior citizens. I don't see why you are worried about petrol when you use natural gas which is much cheaper. When things get back to good, what are you going to do because you just ruined everything. [\[Comment ID 864\]](#)

ROUTE 845 to AND POWAY Look, the bus service up here is already super BAD! It was much better 25 years ago without spending millions for the RB transit station! Now no one can even get home from the RB transit center after 7:13...as it is. People cannot go to North County fair and get home. This is ridiculous, there is a bad connection with the southbound 20, and just a lot of bad connections that reflect poor management and planning. So anyone returning from North County fair or Escondido, misses the last bus....at RB transit station. Only now the walk is 2-3 miles instead of 3/4 of a mile. Does this make any sense? Not to most bus riders. Not to seniors or the disabled! Not to people trying to save gas money by taking the bus. No, the bus is so bad that most people risk losing their jobs if they try to rely on it! Also, very often the 845 drivers are so out of it they are not paying attention to stop at a bus stop when someone rings the bell!! And they do not stop at the bus stop when someone is standing there to catch the bus!! This is a continual problem...these

drivers who are spaced out and not paying attention ... and speeding!! Outrageous!! Now you want to end the service on the weekend. This is a very bad idea. This is not the dark ages. Many people work on the weekend or are home and this is the only time they can DO THEIR SHOPPING. If you take away weekend service in Poway and RB it will hurt the businesses in the area. This bus company does not deserve the national awards it has received!!! Not at all. It's all just for show...and not the truth. Now you want to hurt the people of this city even more than you already have! as it is I have to reload my compass card online and even though I have paid for the premium pass your inefficient system cheats me out of three days of my premium pass! Total Incompetence !!! at the publics expense! Sincerely, Tara M Heide 30 year bus rider. [Comment ID 887]

I have some concerns about some of the proposed service cuts and some questions. I am unable to make the public hearing as I have to work. RE: Route 20 I ride the 20A most weekdays and the flyer says midday express trips would be discontinued. Does that include the 20A? I usually go to work between the hours of 10:00 a.m. and 1:00 p.m. How would I be affected. Most times I catch the 20A downtown but sometimes I catch it at Fashion Valley. How will that change? I sincerely hope you do not change it too much as I do not have a car and rely on public transportation to get me to and from work. Also, it says that on Saturdays the 20B service north of Fashion Valley would be reduced to hourly. Does this mean I would have to catch the bus at Fashion Valley instead of downtown and would it go from Fashion Valley straight to the Kearny Mesa Transit Center? The proposed service for Sundays on this route is somewhat better as it goes down Kearny Villa Rd. I work at Kearny Villa Rd. and Balboa Ave. and I sometimes work weekends. How will the changes affect how I get to work? I am also displeased at the proposal to not have the 120 run north of Fashion Valley on Sundays. I sometimes take the 120 if I have to work on weekends since it is the only bus that goes by Kearny Villa Rd. and Balboa. I hope you reconsider this. I know there are people who also work in that area on the weekends as well as students attending some of the newer colleges in the area. I want you to know that I am opposed to the elimination of the #6 bus on Sundays. I would think that enough people ride that bus to work at the malls along the route that it should not be eliminated. I sometimes take that route over to the malls on Sunday to shop and to eliminate that would be cutting a vital east-west corridor. Perhaps you could have it run at least once an hour. I live in South Park six blocks from the #2 route and that is the one that I ride most often to connect with going to and coming home from work. Changing the frequency on one of the most popular routes in the system would be detrimental to bus riders as well as to the MTS. [Comment ID 913]

The 20 should be two routes. 1) N. Freeway up from Fashion Valley to Carmel Mountain & Rancho Bernardo. 2) Slow run to Mira Mesa & Penasquitos. The route needs to stay every half hour M-F AND weekends. No other way to go north. It's way overcrowded in the a.m. and p.m. with standing room only. Eliminate discounts for employees and the University discounts. [Comment ID 927]

## Route 25 (2 Comments)

I just got a glimpse of the proposed Sunday service changes/discontinuations of bus services. I totally disagree with the rerouting of the route 3 on Sundays from Euclid Trolley to City College ONLY!! I work in Bankers Hill in a senior retirement community on weekends; my shift starts at 7AM. How the hell am I supposed to get to work on Nutmeg Street if the number 3 goes only as far as City College? This isn't helping me out AT ALL!! What am I supposed to do about getting to work on Sunday mornings? And just exactly how is inconveniencing us passengers EVEN MORE by deleting or reducing what little bus service we already have, going to solve a gap in the budget? You took away our routes 16, 81, 1 and 25 from downtown, 14, 18, 13 to SDSU, 932 from downtown to the Border, and Lord knows which other routes that were a big help to us!! What more do you want? What are you trying to get us to do? Walk to our destinations? Did it ever occur to you people at MTS that implementing these proposed service changes will indeed CONTRIBUTE to the unemployment situation even more because people are going to be fired from or have to be forced to quit their jobs in an attempt to locate closer to their place of residence due to lack of public transportation from their starting point to their destination? You people don't have anything to worry about because you drive your "big-fine" SUV's and other "swanky-dank-dank" automobiles to get your butts to and fro. WHAT THE HELL ARE WE SUPPOSED TO DO? [Comment ID 708]

If you cut 928 Sunday service and you already cut 25 then we won't have a way to get down to go anywhere on any bus. [Comment ID 846]

## Route 27 (16 Comments)

We have heard of a proposed cutback in the bus routes for Sundays and are asking you to please reconsider this move. We have a number in our congregation who depend on bus transportation to get to church. We kindly ask that you continue with the current bus schedule for the sake of those low-income individuals who desire to worship on Sundays. [Comment ID 767]

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on

weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 7? What about the other routes that serve Broadway. [Comment ID 827]

I live in Clairemont (92117). I usually never ride the buses on Saturday or Sunday. So those changes don't bother me. I take the #27 bus to Clairemont & Complex Transit Center on a regular basis on weekdays, to get to Downtown. But it does bother me a bit that if I needed to take the #27 on a weekend, it will be either not available (Sunday) or crowded (Saturday). The only proposed change that bothers me is the cancelling of midday #20 bus express service from/to Downtown to/from Clairemont & Complex Transit Center. I am going to have to spend a lot more time waiting for the #20 bus at Downtown [10th & Broadway] and Clairemont & Complex Transit Center, and those #20 buses are going to be a lot more crowded. Riding in a crowded bus is a lot more stressful. I buy a pass every month; I would be willing to pay more for my pass and keep the midday #20 bus express to/from Downtown and Clairemont & Complex Transit Center, rather than ride on a more crowded #20 bus. Paul Couillard 6176 Beadnell Way #74 San Diego CA 92117 [Comment ID 839]

These service changes you are opposing for the 2, 20, 30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [Comment ID 853]

Please don't stop Route 27 on Sunday. [Comment ID 868]

I am opposed to cutting route 27 on Sunday. I depend on it for medical treatment and employment and it would be a disaster if you cut it. I don't understand, the bus is usually full. There is no other bus running down Balboa. [Comment ID 869]

To whom this may concern, Please don't change the schedule for Route 27, especially don't cancel the Sunday route. I use Route 27 everyday, sometime 4 times a day, sometimes more. I use it to go to work, go to the beach, and on Sunday to go to church. Please don't change it. Sincerely, Kim Phan [Comment ID 895]

To whom this may concern, Please do not cancel the Sunday route or make the Saturday route 90 minutes long for the 27. I use the 27 route alot on the weekday and the weekend for both work and pleasure, and depend on it to get to other routes like the 44, 41, 50, and 105 since I don't live close enough to get to any of those other routes. I'm also in my 60s and can't walk too much to get to the next closest route. Please consider my situation and do not cancel the Sunday 27 route. Hung Chu [Comment ID 897]

Letter: I live in Pacific Beach. I have a monthly pass I use for a work, shopping and going other places. I read about the proposed service changes and I'm concerned about several of them. The 8/9 not running down Ingraham and Garnet on Sunday is a problem because people live on or near these streets and need to shop or go to work. Eliminating Sunday service on the 27 is another mistake for the same reasons. The 27 is the only direct connection between Pacific Beach, Clairemont, and Convoy St. I also feel it is important to run the 30 downtown on weekends. On paper the plan looks good, but transferring to the trolley is time consuming and means standing outside waiting. This is especially uncomfortable at night, which will happen if you also cut out the evening downtown route. Public transportation needs to be convenient and available for it to be a viable form of transportation. Thank you for listening. [Comment ID 904]

I use the 27 everyday, including on Sundays. Please, do not discontinue it. [Comment ID 907]

weekdays route 30- i disagree with the changes proposed for the 30 route as it is used so much and people also take it from downtown route 50- another one i disagree with as it is also a well used route and i wish you actually ran it more frequently and the rush hour service should stay every 15 minutes because people depend on it sundays route 27 - that is a route that i find necessary if i want to go to keamy mesa and beyond from pb (where i live) and it only runs hourly and doesn't run late...otherwise i have no way to get there on sundays as a direct route route 8/9- you have already cut back on the 9 route on the weekdays to end at 8pm and that is very inconvenient for me, as i would like to get home with a more direct route, as the 9 from old town is closer to my home than the 8 and the fact that you want to change it so that i wouldn't be able to get home, is CRAZY! so please change your mind on this one route 30- cut back more on this route is also nuts, when it is so well used, especially going downtown and utc who comes up with these proposals that are not well thought out or acceptable do they ever ride the buses on a regular schedule to see what is really necessary for improvements and cut backs on the routes (i'd say from my experience of riding the buses for almost 15 years, that they don't) you are making it more difficult for people to want to ride the bus, instead of driving their cars what happened to transit first? also how much do all the administration and higher up executives get paid for their jobs, how about cutting back on their salaries and then keeping the status quo on the bus routes and even add more frequency with the extra monies and ridership will go up thank you for reading my comments and i hope you don't just toss them into the trash box but really look hard into what is happening with the transit system and how to make it more accessible to a larger contingent of people who live in san diego happy holidays! [Comment ID 911]

Petition/Letter signed by 238 people (unverified) "The following citizens of San Diego and bus riders of the #27 route who hereby protest the discontinuation of the route on Sundays and the change of service to 90 minutes on Saturdays." [Comment ID 929]

Don't cut Route 27. Don't increase the frequency of Route 27 on Saturdays to 90 minutes. Don't cut off the 8 & 9 as proposed and don't decrease frequency to 30 minutes. Don't cut the 854 to hourly on weekdays. Don't lay off drivers. [Comment ID 930]



after the schedule changes in June, I was unable to work Saturday evenings, because the only bus to Pacific Beach directly stopped 3 minutes before my shift ended. The same is also happening now. I have to leave, 15 minutes early from my job to be able to catch the bus, which can't always happen. If I miss the bus, I usually get home from taking public transit around 10 pm, and I have to be up at 4:30 to make it to work the next day on time. I think that if you want to consider an alternative, why not use a smaller bus on weekends for the 27, as the 928 does? It would save money, and allow transit riders to continue with their trips. [Comment ID 982]

1) Most of your riders have to work M-F. The weekends are our only chance to get anything done. Without MTS service on many of these lines, we can't do that. 2) Proposed changes to the 27 make getting to Clairemont stores for PB residents impossible. Every 90 min is NOT service... it's an ultimatum to be waiting for the bus or get screwed. 3) Proposed discontinuation of the 923 would cripple OB residents on Sundays. The 923 is the only through route available to us. PLEASE DON'T TAKE AWAY THE SUNDAY 923!!! Thank you. [Comment ID 1006]

The proposed change that affects me most is discontinuing the 6 on Sundays. However, the worst idea I see on the list is discontinuing the 27 on Sundays. There are other ways to get to Mission Valley from North Park. But there is NO other service on Balboa and from Clairemont to PB and a lot of people rely on it as infrequent as it already is on weekends. If you had to drop one of the proposed cuts, that would be my suggestion. [Comment ID 1024]

## Route 28 (1 Comments)

I work for the Union Trip. I take the 28 bus on Sunday. I work midnight on Sundays. They are going to stop at 8pm, instead of 10:30pm. If there is a possibility that you can run this hourly and make a last trip out to Shelter Island at 10:30pm, otherwise, it is going to cost \$20 to get to work. Also, the Green Line is going to stop at 10pm. I hit the 10:30 trip Thursday-Tuesday. I know the people on the bus are all restaurant people either going to work or coming from it. If you could make the last trip on Sunday at 10:30pm and the green line at 11pm, that would be extremely helpful. People do depend on the bus to get to work late at night. [Comment ID 812]

## Route 30 (20 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #8/9 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra, Move On [Comment ID 668]

SDMTS, I'm unhappy that limiting Route 30 on weekends is being considered. When I go downtown on weekends if I want to save gas, I'll have to wait for the Bus and then wait for Trolley too. I probably won't bother going downtown on weekends if the proposal goes through. It would be very inconvenient if I was a senior citizen. Please reconsider, Robert Parkinson [Comment ID 752]

Is concerned about the truncation of Route 30 at Old town. Has to go to the Post Office on Saturday nights. Wants good connections between the 10 and the Trolley so that there's an easy way to get downtown. [Comment ID 775]

Most of the changes are preposterous. Caller lists many of the routes and summarizes the changes without comment. The bus drivers should have a break. The 7 should go to La Mesa at least once an hour. Where will the 15 and 10 turn around there's no way to turn buses around there. The 30 should go all the way downtown because the Trolley's packed. [Comment ID 787]

She takes the bus to work in La Jolla from Downtown between 9am and 10am and home around 5pm or 6pm. The buses are very full with people working, shopping and going to church. It will be a hardship to reduce the service to hourly. Please reconsider the changes. [Comment ID 809]

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the

National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 7? What about the other routes that serve Broadway. [Comment ID 827]

Letter: I live in Bird Rock, La Jolla. I have been riding the Route 30 for the past 37 years nearly 7 days a week. Please do not cut Sunday to hourly. I catch the bus every Sunday to go to work in downtown La Jolla (Hershel + Silverado) and then home to Forward St. and La Jolla Blvd. between five and six o'clock pm. I get to work on the Forward St bus between 9 and 10 am. Usually the bus has been the large double bus and it is full of passengers going to work, church, and also the many tourists. I am totally dependent on the bus and due to the fullness of the big bus at the times I mentioned I implore you to keep 30 minute service. Thank you. [Comment ID 834]

Dear MTS Planning and Board of Directors: I just wanted to voice my opinion and views on the re-rerouting of Route 929 from Broadway to City College Terminal. I feel that you will lose ridership this way and the change should not happen. The Bus Drivers already have said the change has been made is that TRUE? Or am I wasting my time in voicing my opinion? I come from La Jolla, UTC area (sometimes over 2 hours on the bus total trip time) on Route 150 to Downtown in front of the NBC Building where I catch the 929 Route to National City. I find that it will be a total inconvenience trying to get over to City College Terminal to catch the 929. There are so many people that ride the 150 and 30 Routes that jump right on the 929 in front of the NBC building and go home from there, (Horton Plaza will also lose business if the bus is rerouted) by the time we catch the buses in the evening we are exhausted from working all day, now this will be even more exhausting trying to rush over there - this will probably add another 1/2 hour :( Please don't move the 929 - if you can move the 901 NOT the 929 that would be better - Please!!!! Also, the 150 should be an express all the way to Downtown and not stop in Old Town. When will we get an Express bus to National City? Is that in the works? Also, on the 150 we feel that it's a total waste of our time going to the VA Hospital, can't the 30 pick and drop off people there??? Please let me know what you think of my requests, people are afraid to speak up. [Comment ID 840]

That is a stupid idea of cutting route 10 on Saturdays to 1-15. Don't you realize that people need to come all the way to College Avenue. 30,20, I know you shouldn't cut those services either. [Comment ID 852]

These service changes you are opposing for the 2, 20,30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [Comment ID 853]

The last six years you have done nothing but raise fares and cut routes. These changes that you are doing will mess up the people who take the bus to get to work. Now, I've been unemployed since March and have had a problem getting a job but if I do get a job, I'll have to worry about how I'm going to get to work. You cut services and then give yourselves raises and increase your benefits. Your drivers are doing well. They are so fat, they are not hurting. How about cutting their wages? Another thing is you don't give free rides to kids. Some people get on with 3, 4, 5 kids. Look at all the revenue you are losing there. You are charging \$72 for a city bus pass but there is really nothing here. In LA, they've got something to see. They are adding shuttles and they don't go cutting. You need to find another way of doing it besides cutting routes. The last time you made price increase and cuts you said it was the last one and that it should fix it. You are boxing in the senior citizens. I don't see why you are worried about petrol when you use natural gas which is much cheaper. When things get back to good, what are you going to do because you just ruined everything. [Comment ID 864]

1. I would like to see extended trolley on the weekends. I take the 41 or 30 up to La Jolla. I would like to see the service on the weekends to the area in La Jolla. I don't want them cancelling the night schedule on the weekends. 2. I would like to see the trolley up to UTC. I go there a lot. [Comment ID 877]

ROUTE 845 rb AND POWAY Look, the bus service up here is already super BAD! It was much better 25 years ago without spending millions for the RB transit station! Now no one can even get home from the RB transit center after 7:13...as it is. People cannot go to North County fair and get home. This is ridiculous. there is a bad connection with the southbound 20..and just a lot of bad connections that reflect poor management and planning. So anyone returning from North County fair or secondido, misses the last bus....at RB transit station...only now the walk is 2-3 miles instead of 3/4 of a mile. Does this make any sense? Not to most bus riders. Not to seniors or the disabled! Not to people trying to save gas money by taking the bus. No, the bus is so bad that most people risk losing their jobs if they try to rely on it! Also, very often the 845 drivers are so out of it they are not paying attention to stop at a bus stop when someone rings the bell!! And they do not stop at the bus stop when someone is standing there to catch the bus!! This is a continual problem..these drivers who are spaced out and not paying attention ... and speeding!! Outrageous!! Now you want to end the service on the weekend. This is a very bad idea. This is not the dark ages. Many people work on the weekend or are home and this is the only time they can DO THEIR SHOPPING. If you take away weekend service in Poway and RB it will hurt the businesses in the area. This bus company does not deserve the national awards it has received!!! Not at all. It's all just for show...and not the truth. Now you want to hurt the people of this city even more than you already have! as it is I have to reload my compass card online and even though I have paid for the premium pass your inefficient system cheats me out of three days of my premium pass! Total Incompetence !!! at the publics expense! Sincerely, Tara M Heide 30 year bus rider. [Comment ID 881]

Letter: I live in Pacific Beach. I have a monthly pass I use for a work, shopping and going other places. I read about the proposed service changes and I'm concerned about several of them. The 8/9 not running down Ingraham and Garnet on Sunday is a problem because people live on or near these streets and need to shop or go to work. Eliminating Sunday

service on the 27 is another mistake for the same reasons. The 27 is the only direct connection between Pacific Beach, Clairemont, and Convoy St. I also feel it is important to run the 30 downtown on weekends. On paper the plan looks good, but transferring to the trolley is time consuming and means standing outside waiting. This is especially uncomfortable at night, which will happen if you also cut out the evening downtown route. Public transportation needs to be convenient and available for it to be a viable form of transportation. Thank you for listening. [Comment ID 904]

weekdays route 30- i disagree with the changes proposed for the 30 route as it is used so much and people also take it from downtown route 50- another one i disagree with as it is also a well used route and i wish you actually ran it more frequently and the rush hour service should stay every 15 minutes because people depend on it sundays route 27 - that is a route that i find necessary if i want to go to Kearny mesa and beyond from pb (where i live) and it only runs hourly and doesn't run late... otherwise i have no way to get there on sundays as a direct route route 8/9 - you have already cut back on the 9 route on the weekdays to end at 8pm and that is very inconvenient for me, as i would like to get home with a more direct route, as the 9 from old town is closer to my home than the 8 and the fact that you want to change it so that i wouldn't be able to get home, is CRAZY! so please change your mind on this one route 30- cut back more on this route is also nuts, when it is so well used, especially on weekends and especially going downtown and uic who comes up with these proposals that are not well thought out or acceptable do they ever ride the buses on a regular schedule to see what is really necessary for improvements and cut backs on the routes (i'd say from my experience of riding the buses for almost 15 years, that they don't!) you are making it more difficult for people to want to ride the bus, instead of driving their cars what happened to transit first? also how much do all the administration and higher up executives get paid for their jobs, how about cutting back on their salaries and then keeping the status quo on the bus routes and even add more frequency with the extra monies and ridership will go up thank you for reading my comments and i hope you don't just toss them into the trash box but really look hard into what is happening with the transit system and how to make it more accessible to a larger contingent of people who live in san diego happy holidays! [Comment ID 911]

Don't discontinue the service to Downtown San Diego [Comment ID 963]

Direct service between La Jolla/Pacific Beach and downtown is very important, especially since the timing of connections at Old Town often results in an extra 15-30 minutes of travel time each way. This is an unacceptable level of service. Thank you for your consideration. [Comment ID 973]

Decrease in frequency of 992 makes it far less useful. Also: many students live in UTC area along 30 route. Ending at VA hospital makes getting downtown on weekend very inconvenient! [Comment ID 993]

If the weekend schedule is going will not take me downtown from PB I might as well just start back biking everyday so it will not be a pain on the days I have too. Way take a hour trip using buses when I can bike in 30 minutes or a 3 hour trip using buses when can bike there and back in 1.5 hours. Specially if I move to National City. Well the stores are starting to closed down so I might not have anywhere to go to next year so it might not matter. [Comment ID 1013]

## Route 31 (1 Comments)

I currently use route 880 to commute from Rancho Bernardo to UCSD. The route change is unfortunate for me. However, if the new route to downtown would make a stop in Mira Mesa (Westview Parkway and Black Mountain Road) with an efficient connection to routes 31 to UTC and 921 to UCSD, before continuing its trip on I15 south to downtown, this would still make for much faster commute to UTC/UCSD than using route 20 to get to Mira Mesa. Please, consider adding Mira Mesa as a stop for the new route 880. Paul Hick [Comment ID 724]

## Route 35 (1 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #8/9 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra, Move On [Comment ID 668]



## Route 40 (1 Comments)

These service changes you are opposing for the 2, 20, 30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [\[Comment ID 853\]](#)

## Route 41 (7 Comments)

Hello my name is Mr. James Lindquist and I work at the Veterans Hospital. I take the 864 from Business Hwy 8 to the El Cajon transit to catch the green line to Fashion Valley and the 41 to the Veteran's Hospital. If you cancel the 864, I won't have any way to get to work, I'm disabled, and blind in one eye. I'll lose my job. Thank you very much. I hope you keep the 864 going. Thank you for your kind attention to the matter. God bless you. [\[Comment ID 729\]](#)

Hello, my name is Mr. James Lindquist and my number is 619-390-3701 and I live in Lakeside, CA. I work at the Veteran's Hospital in La Jolla. I catch the 864 on Business Hwy 8 to the El Cajon Trolley Station. I catch the green line to Fashion Valley. I catch the 41 to the Veteran's Hospital. If you cut the 864 I won't be able to get to work. If I can't get to work, I get fired. I'm blind in one eye and I can't drive. Thank you for your wonderful great drivers you have, you've got good drivers, and good customer service... helped me out a lot. Keep the 864 going cause a lot of people will lose their jobs if they can't get to work. Thank you very much for your time and attention to this matter. I'm a Vietnam Veteran and I'm disabled and I have to get to work. I have to support my kids or else they are going to starve. [\[Comment ID 734\]](#)

1. I would like to see extended trolley on the weekends. I take the 41 or 30 up to La Jolla. I would like to see the service on the weekends to the area in la Jolla. I don't want them cancelling the night schedule on the weekends. 2. I would like to see the trolley up to UTC. I go there a lot. [\[Comment ID 877\]](#)

To whom this may concern, Please do not cancel the Sunday route or make the Saturday route 90 minutes long for the 27. I use the 27 route alot on the weekday and the weekend for both work and pleasure, and depend on it to get to other routes like the 44, 41, 50, and 105 since I don't live close enough to get to any of those other routes. I'm also in my 60s and can't walk too much to get to the next closest route. Please consider my situation and do not cancel the Sunday 27 route. Huong Chu [\[Comment ID 897\]](#)

The proposal to cut all service to Clairemont at 8pm makes transit useless after later afternoon. If either the 44 or 41 stayed running it would help a lot. [\[Comment ID 934\]](#)

I live close enough to both the 44 and 41 to walk to the 41 if I have to. If one or the other ran later, it would definitely soften the blow a lot. [\[Comment ID 936\]](#)

Some kind of service into Clairemont after 7 or 8 pm would really help. I can walk to either the 41 or 41 if I have to, but not having either running means i just can't use transit on Sunday evening or even late afternoon. [\[Comment ID 938\]](#)

## Route 44 (7 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #89 Sea World/Crown Point/Pacific Beach, #44 to Clairemont Square, #105 to Mission Bay Park, #120 to Balboa Park. Used periodically: #30 to La Jolla Cove, #35 to Ocean Beach, #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore, #101 to Torrey Pines, #115 to Cowles Mountain, #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena, Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra, Move On [\[Comment ID 668\]](#)

FIN - BUS CUTS To MTS & Rep. Frye: Re: Bus Cuts, #44 & \$84 -#44 - Please keep Route 44 Linda Vista running every 30 min. on Sunday. Please tell me that this is a typo and it isn't going to run every 60 min on Sunday. It isn't fair that the #41 Genesee should keep running every 30 min and not the 44 also. The 44 serves low-income Linda Vistas who are one of the highest bus rider neighborhoods. It will be miserable going to Balboa Park on Sunday and getting stuck at Old Town for an hour. It will be miserable going to Clairemont Square shopping on Sunday and having our food melt for an hour. Please keep 44 running every 30 minutes on Sunday, or you are not the best transit in country. -#84 - Please restore service to Cabrillo National Monument at least on weekends. We are very sad that we are not able to go to Cabrillo any more because service was deleted. There should be

service to every park in the City on weekends, or you're not the best transit. Can you at least put in a shuttle to run Jan for Whale Festival and September for Cabrillo festival. You might also run a special shuttle on Memorial & Veterans Day for Rosecrans Natl Cemetery. Please restore service to Cabrillo, we like to hike there with the Canyoneers and cool off when it's hot. -#120 - We are sorry to see the 120 stop running express from Linda Vista to Balboa Park. We used this route a lot as an alternative to 3 connections from Linda Vista to Balboa Park. The people downtown don't need an extra connection to Fashion Valley when they can take the trolley. If you're going to keep 120 running to Fashion Valley, keep it also to Linda Vista, Kearny Mesa. The people in Linda Vista ride the bus as much as the people in North Park who get weekend 15 min. We take the bus on weekends, we are not weekday commuters, we are bus riders all the time. Please do not delete our Sunday service, we ride the bus even more on Sundays as we go about town. Thank you very much. Sincerely, Valerie Sanfilippo SEIU, Sierra, Move On [\[Comment ID 715\]](#)

I think you should continue the 120 to Linda Vista on Sundays. I need it to get to my Father's home. I notice the 44 will only run once an hour. If you discontinue the 120 to Linda Vista, I will need to walk about two miles. Please have the 44 travel north every half hour on Sundays. As for money savings, eliminate more management positions. 20% obviously isn't enough. Public transit is needed more. [\[Comment ID 765\]](#)

To whom this may concern, Please do not cancel the Sunday route or make the Saturday route 90 minutes long for the 27. I use the 27 route alot on the weekday and the weekend for both work and pleasure, and depend on it to get to other routes like the 44, 41, 50, and 105 since I don't live close enough to get to any of those other routes. I'm also in my 60s and can't walk too much to get to the next closest route. Please consider my situation and do not cancel the Sunday 27 route. Huong Chu [\[Comment ID 897\]](#)

The proposal to cut all service to Clairemont at 8pm makes transit useless after later afternoon. If either the 44 or 41 stayed running it would help a lot. [\[Comment ID 934\]](#)

I live close enough to both the 44 and 41 to walk to the 41 if I have to. If one or the other ran later, it would definitely soften the blow a lot. [\[Comment ID 936\]](#)

Some kind of service into Clairemont after 7 or 8 pm would really help. I can walk to either the 41 or 41 if I have to, but not having either running means i just can't use transit on Sunday evening or even late afternoon. [\[Comment ID 938\]](#)

## Route 50 (3 Comments)

Could you please provide meaningful information about the proposed changes to the Route 50. Your website indicates that it will make "fewer trips" but shows that the proposed frequency is the same as the current frequency. It is impossible for the public to comment without additional information. If changes must be made to this route, please do NOT eliminate the buses that run hourly during the day. Many jurors and downtown workers ride the Route 50. These individuals need buses running throughout the day. Eliminating midday buses will either stand these people or require that they make multiple transfers to get back to where they parked their vehicles. If trips must be eliminated, please consider reducing the afternoon peak hour trips to every 30 minutes. Thank you for your consideration. Susan Mithman 4871 Mt. Almagosa Dr. San Diego, CA 92111 Route Weekday Peak: Current Frequency Weekday Peak: Proposed Frequency Weekday MIDDAY: Current Frequency Weekday MIDDAY: Proposed Frequency Other Weekday Changes/Notes 50 15 15 60 60 Fewer trips. [\[Comment ID 744\]](#)

I work at the Courthouse downtown, Hall of Justice, 330 W. Broadway. I am a daily bus rider. I normally take the # 50 from University City to downtown, except when I have an appointment and have to leave early, then I drive to Old Town and take the # 30 or # 150 bus to downtown. This system has been working for me and a lot of other people and now you want to mess with it. First, "surveys" were taken on the # 50 route on September 16 (a work furlough day for the Courthouse staff) and again on October 21 (another work furlough day for the Courthouse). The people taking the survey were told on Sept. 16th that a large portion of riders were not there but that didn't seem to matter. So what kind of validity can the survey have if the brains operating the survey were too stupid to figure out that most of the ridership was off on the days the survey was taken? The # 50 comes every 15 minutes in the morning, or at least it is supposed to come every 15 minutes. You can't be counted on. Last week the bus was so late that two of them arrived at the same time. How dumb is that. They both left UTC at the same time. Didn't they think it would have been more efficient and less costly than to run an empty bus? This happens more times than not. I have to be at work On-Time!!! Obviously not a problem for MTS workers. So I have to catch a bus at 6:45 to try and make it to downtown by 8:00. The "proposed changes" says you plan on reducing the span of the more frequent rush house service. I am part of that rush-house service and I need to be at work on time. You also propose discontinuing some morning and evening trips. What about jurors who are release from duty mid day. Now they have to wait hours before they get home. Do any of you have any common sense and actually care about your riders? Signed, a future car clogging the freeway and caused by MTS. Lee Ryan 619-450-5005 (work) [\[Comment ID 755\]](#)

To whom this may concern, Please do not cancel the Sunday route or make the Saturday route 90 minutes long for the 27. I use the 27 route alot on the weekday and the weekend for both work and pleasure, and depend on it to get to other routes like the 44, 41, 50, and 105 since I don't live close enough to get to any of those other routes. I'm also in my 60s and can't walk too much to get to the next closest route. Please consider my situation and do not cancel the Sunday 27 route. Huong Chu [\[Comment ID 897\]](#)

## Route 84 (3 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #8/9 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra, Move On [Comment ID 668]

FIN - BUS CUTS To MTS & Rep. Frye: Re: Bus Cuts, #44 & \$84 -#44 - Please keep Route 44 Linda Vista running every 30 min. on Sunday. Please tell me that this is a typo and it isn't going to run every 60 min on Sunday. It isn't fair that the #41 Genesee should keep running every 30 min and not the #44 also. The #44 serves low-income Linda Vistas who are one of the highest bus rider neighborhoods. It will be miserable going to Balboa Park on Sunday and getting stuck at Old Town for an hour. It will be miserable going to Clairemont Square shopping on Sunday and having our food melt for an hour. Please keep #44 running every 30 minutes on Sunday, or you are not the best transit in country. -#84 - Please restore service to Cabrillo National Monument at least on weekends. We are very sad that we are not able to go to Cabrillo any more because service was deleted. There should be service to every park in the City on weekends, or you're not the best transit. Can you at least put in a shuttle to run Jan for Whale Festival and September for Cabrillo festival. You might also run a special shuttle on Memorial & Veterans Day for Rosecrans Natl Cemetery. Please restore service to Cabrillo, we like to hike there with the Canyoneers and cool off when it's hot. -#120 - We are sorry to see the 120 stop running express from Linda Vista to Balboa Park. We used this route a lot as an alternative to 3 connections from Linda Vista to Balboa Park. The people downtown don't need an extra connection to Fashion Valley when they can take the trolley. If you're going to keep 120 running to Fashion Valley, keep it also to Linda Vista, Kearny Mesa. The people in Linda Vista ride the bus as much as the people in North Park who get weekend 15 min. We take the bus on weekends, we are not weekday commuters, we are bus riders all the time. Please do not delete our Sunday service, we ride the bus even more on Sundays as we go about town. Thank you very much. Sincerely, Valerie Sanfilippo SEIU, Sierra, Move On [Comment ID 715]

84 to Cabrillo National Monument. I do not find it on the Sunday schedule. This is a terrible thing to do to the monument when so many people like to visit it on Saturday and Sunday. At least, give us a few trips if not the whole day, maybe 10 to 3pm. [Comment ID 821]

## Route 88 (2 Comments)

My name is Ileana and am a single parent. Every day I use route 929 and trolley and 88 to get to and from work. I pay my dues every day. Im very sad that we the public have to pay for someone else borrowing your money. I work Sundays I take the 88 every Sunday without fail. You are planning on taking the 88 out of service on Sundays. I work for a Hotel and the tourist will be affected as well. Im a front desk agent at the Mission Valley Resort. I cant afford to work 4 days a week because I can't get to work on Sundays, because there is no more bus routes that can make it to my work place. If there is anyone that can make a difference please consider my situation as a single parent. [Comment ID 766]

Opposed to cut of Route 7 not going to La Mesa. Uses the route to visit other houses and there is no other bus. Also opposed to Route 88 cut in Hotel Circle, which will hurt tourists and her. It only runs every hour and people need it to get to Fashion Valley. Opposed to many of the proposals that are against the consumer and many that don't have cars and can't make it to the hearing. [Comment ID 832]

## Route 105 (5 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #8/9 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise

our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra, Move On [*Comment ID 668*]

Doesn't want the 105 changed on Saturday because her husband can't get to work if we do that. He'd only work 3 days a week if we cut the route. He's on multiple medications and needs the benefits of his job to pay for them. [*Comment ID 781*]

I live in the area with the 105 bus route. You are planning to change it to an hour which makes it less convenient for me. Adding an hour, especially if you miss the bus or when the bus driver doesn't stop, really ruins the entire day. It's the only connection out here to west UC. [*Comment ID 849*]

These service changes you are opposing for the 2, 20,30, 15 and the blue line, it doesn't make sense. You should make these changes. You obviously don't ride the bus. Did it ever occur to you that people need the bus on the weekends too? 2, 7, 8, 9, 10, 15, 20b, 37, 40, and the 105. You don't care about the people of San Diego. [*Comment ID 853*]

To whom this may concern, Please do not cancel the Sunday route or make the Saturday route 90 minutes long for the 27. I use the 27 route alot on the weekday and the weekend for both work and pleasure, and depend on it to get to other routes like the 44, 41, 50, and 105 since I don't live close enough to get to any of those other routes. I'm also in my 60s and can't walk too much to get to the next closest route. Please consider my situation and do not cancel the Sunday 27 route. Huong Chu [*Comment ID 897*]

## Route 115 (8 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #89 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra, Move On [*Comment ID 668*]

Hello my name is Francis Mettle. I live here in San Diego my number is 951-265-7886 my comment is this: I rely on the Sunday service the 854 and the 115 because I go to my synagogue on that day. I go there on Sunday morning. I know there are also a lot of people go to church on Sunday and the reduction in cuts 854 Sunday Service, 705 and 704 and the other Chula Vista transit. I have a lot of friends that use the transit on Sunday to go to church. What are we going to do? We don't have money for a taxi, right now, I can't even afford...right now I am learning to drive but I don't have enough money to afford a car yet much less up keep and all that and I have to use the bus and the trolley. I don't think it is fair to me, or my friends, or my relatives who don't have a car nor can afford a car because they are low income. They rely on the bus and the trolley just like I do, and it is not fair. I understand that you're proposing these cuts or reductions but take into consideration all the people who go to church and use the public transportation on Sunday who use the bus to go to church. What about those people? And then this other people who cannot afford a car and use public transportation to go to work? You know everywhere you go where people are working, they work from sunup to sundown, and even on holidays. They work them on the weekends too. You know, I have friends where their family members are working and they don't have Sundays or holidays off because they are working them to the bone. Please, take my comments into consideration. If you cut the Sunday service on the 115 and the 854 I'm going to have to take a taxi. I don't have money to take a taxi. [*Comment ID 732*]

Will the 115 run on Monday through Friday for classes at Grossmont College? [*Comment ID 774*]

Lives in San Carlos area every day. Those two lines should run regular schedule on Sunday instead of being deleted as proposed. [*Comment ID 776*]

A lot of people use the route on Sunday to go to church and to go work. People would lose their jobs. All access to Lakeside would be terminated on Sunday. I recommend the 848 and the 115 be run on the same route on Sunday. This way the public would be better served. Thank you. [*Comment ID 870*]

most important routes 115,854 need 2 buses to get to church, already takes forever to get there, have to leave extra early & miss evening events [*Comment ID 951*]

Please do not discontinue weekend service in the 115 route. There is not another bus route that operates in my area. I need this service to get to school. [*Comment ID 976*]

Seniors use the 115 and 854 to get to church on Sundays. Please don't cut the route. [*Comment ID 1030*]



## Route 120 (9 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #8/9 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra, Move On [Comment ID 668]

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Cutting off Bus #11, and #3 on Sundays going to Hillcrest area and onward is quite upsetting to many of the riders, including me. Specially #11 on Sunday. What happens to Adams Avenue. We are being cut off from there. There are restaurants, and a movie theatre and other organizations/ a vegetarian restaurant (only one in town), an Aikido Dojo and a Park, etc... and Week-end is the only time to go there. Also, the decrease of the service to Hillcrest is upsetting on a Sunday. To have 120 carry the load on its own is not enough. There is Whole Foods there and there is a movie theatre plus uptown with Trader Joe's, Ralph's etc. & many many other things of course. 1. #11 is my first and most concern because it is a convenient and necessary bus for many bus riders. 2. Also, being cut-off from Hillcrest on Sunday is not fair. They do have a big Grocery store, they have uptown shopping center with Trader Joe's and Landmark Movie theaters as I've mentioned above. 3. To rely on 120 for all that is going to be a bad experience for Sunday as it will be packed and slow. That is discouraging bus riders to ride the buses and go places. 4. What about Adams Avenue.... I do not understand what you extended with #2 but even if, #2, goes the round about way to Adams. Takes a long time. That will discourage me to go to Adams on Sunday for sure. My Suggestions is for Sunday: I keep #11 as is. It will help cover the slack for #120 and share in the lack of #3 being cut off. Also, with this suggestion of keeping #11 to Hillcrest and Adams, it will give us an efficient way to get there. Maybe do not have it go to San Diego State. Unless it will cram the students. Have it end at Adams and Mulbrough or something like that. II. Keep #120 as limited stops on Sunday. If everything is going to rely on #120, the ride maybe cramped and unpleasant. At least, if #11 if kept, then it will share the burden and solve that problem. I have no problem with frequency reduction on Saturday for #11, #2, #10, etc. Do whatever with #3. But please do not limit the transportation to Hillcrest or cut us off to Adams. Many bus riders I ride with feel the same way. We are the ones to suffer because we are the ones who rely on the bus system. Thank you for the anticipated serious consideration in this matter. [Comment ID 759]

Please Please Please do not cut us off from #11 on Sunday going to Hillcrest and Adams. That is my main concern!!!! I sent a previous e-mail but I am afraid you will not read it. So here is another one. #11 if kept on Sunday as is, will cover the slack for #3 and also keep a good connection to Adams (2 won't do...takes tooooo long). ALSO, Keep 120 on Sunday Limited stops. If you Keep #11 that will then be o.k. My bottom line suggestions. We are the riders. Do not leave us in the lurch! Thanks. [Comment ID 760]

I think you should continue the 120 to Linda Vista on Sundays. I need it to get to my Father's home. I notice the 44 will only run once an hour. If you discontinue the 120 to Linda Vista, I will need to walk about two miles. Please have the 44 travel north every half hour on Sundays. As for money savings, eliminate more management positions. 20% obviously isn't enough. Public transit is needed more. [Comment ID 765]

Regarding proposed Sunday changes: 1. It just doesn't seem right to me that an entire community, Serra Mesa, will have no service on Sunday if the 928 does not run. I work at the CVS on Sandrock Rd - I would have to tell my boss that I can't work on Sundays (I take the 928 from Fashion Valley). 2. With the 6 not running on Sunday, much of North Park is left with the only option of taking 2 routes to get to Fashion Valley, and 3 routes to get to Mission Valley: the 1 west to Hillcrest, then the 120 to Fashion Valley - then the Green Line east to Mission Valley (or the 1 east to Fairmount Ave, then the 13 to Grantville, and the Green Line west to Mission Valley). Weekends are important to merchants. I can't imagine the

Mission Valley merchants are too happy about this proposal. For employees it means a much longer commute. And for the elderly it means more walking - so they might not shop on Sunday. [*Comment ID 887*]

I have some concerns about some of the proposed service cuts and some questions. I am unable to make the public hearing as I have to work. RE: Route 20 I ride the 20A most weekdays and the flyer says midday express trips would be discontinued. Does that include the 20A? I usually go to work between the hours of 10:00 a.m. and 1:00 p.m. How would I be affected. Most times I catch the 20A downtown but sometimes I catch it at Fashion Valley. How will that change? I sincerely hope you do not change it too much as I do not have a car and rely on public transportation to get me to and from work. Also, it says that on Saturdays the 20B service north of Fashion Valley would be reduced to hourly. Does this mean I would have to catch the bus at Fashion Valley instead of downtown and would it go from Fashion Valley straight to the Kearny Mesa Transit Center? The proposed service for Sundays on this route is somewhat better as it goes down Kearny Villa Rd. I work at Kearny Villa Rd. and Balboa Ave. and I sometimes work weekends. How will the changes affect how I get to work? I am also displeased at the proposal to not have the 120 run north of Fashion Valley on Sundays. I sometimes take the 120 if I have to work on weekends since it is the only bus that goes by Kearny Villa Rd. and Balboa. I hope you reconsider this. I know there are people who also work in that area on the weekends as well as students attending some of the newer colleges in the area. I want you to know that I am opposed to the elimination of the #6 bus on Sundays. I would think that enough people ride that bus to work at the malls along the route that it should not be eliminated. I sometimes take that route over to the malls on Sunday to shop and to eliminate that would be cutting a vital east-west corridor. Perhaps you could have it run at least once an hour. I live in South Park six blocks from the #2 route and that is the one that I ride most often to connect with going to and coming home from work. Changing the frequency on one of the most popular routes in the system would be detrimental to bus riders as well as to the MTS. [*Comment ID 913*]

This would stop me from seeing my son when he is hospitalized at Rady Childrens! [*Comment ID 941*]

I am disabled senior citizen living on 3rd Avenue between Date and Elm. I go to church at the 1st Unitarian Universalist Church by UCSD Medical Center. Your proposed elimination of the #3 bus on Sundays means that I will be unable to go to church on Sunday without getting a ride from someone because I am unable to walk from Washington St, the nearest bus, to the church. I prize my independence and do not want to impose on other church members. The #3 now stops just across the parking lot from the church and makes it easy for me to attend church functions. Without that stop I will be dependent on others. Please, either restore the Hillcrest portion of the #3 route on Sunday or add a loop to the #120 route that goes to the stop by the UCSD Medical Center and 1st UU Church. Other people attending church use that bus and also bus riders should be able to visit people hospitalized at UCSD Medical Center on Sundays. Frequency is not a problem for me because I am retired and have a flexible schedule, but span of service can be if the bus stops too early for me to get home after some event. Again I would have to depend on others for a ride, which I am reluctant to do. I need busses to run at least until 10 PM. I like the route change on the #2 on Sunday. I often go out to Kensington and the extension of the #2 to the I 15 means I do not have to change from the #2 to the #11 to get there, which is easier for me. Thanks for being open to our concerns, Sylvia Robb [*Comment ID 985*]

## Route 150 (1 Comments)

Dear MTS Planning and Board of Directors: I just wanted to voice my opinion and views on the re-rerouting of Route 929 from Broadway to City College Terminal. I feel that you will lose ridership this way and the change should not happen. The Bus Drivers already have said the change has been made is that TRUE? Or am I wasting my time in voicing my opinion? I come from La Jolla, UTC area (sometimes over 2 hours on the bus total trip time) on Route 150 to Downtown in front of the NBC Building where I catch the 929 Route to National City. I find that it will be a total inconvenience trying to get over to City College Terminal to catch the 929. There are so many people that ride the 150 and 30 Routes that jump right on the 929 in front of the NBC building and go home from there, (Horton Plaza will also lose business if the bus is rerouted) by the time we catch the buses in the evening we are exhausted from working all day, now this will be even more exhausting trying to rush over there - this will probably add another 1/2 hour :( Please don't move the 929 - if you can move the 901 NOT the 929 that would be better - Please!!!! Also, the 150 should be an express all the way to Downtown and not stop in Old Town. When will we get an Express bus to National City? Is that in the works? Also, on the 150 we feel that it's a total waste of our time going to the VA Hospital, can't the 30 pick and drop off people there?? Please let me know what you think of my requests, people are afraid to speak up. [*Comment ID 840*]

## Route 210 (4 Comments)

From the Web Customer Contact Form The proposed service change will add more delays and travel time for those of us working at the County and the Navy at Harbor Drive. I request that if this change goes through, the #210 bus not leave before 5:10 pm from America Plaza. It is a long walk to the Trolley. Thanks a lot. [*Comment ID 794*]

It seems as though MTS is not concerned with the safety and comfort of the passengers these days. Because of the hazardous conditions trying to cross Pacific Hwy and hiking up the hill to cross the Trolley tracks to catch the Blue Line ( which is also due to be cut in frequency during RUSH HOUR gasp! ); how in the world are we supposed to catch a 5:03 pm

bus? If Route # 2 and Route # 210 do not stop on Harbor and Ash St. it will not only be a great inconvenience but it will be dangerous crossing the streets! The Airport Flyer, Route # 992 is on the far side of Harbor Drive, a difficult crossing, and the bus stops do not have adequate protection against the rush of traffic whizzing by. The Ocean beach bus runs only on the half hour and will not connect in time with the Route # 210. On this route our commute time has increased over the past few years from 45 minutes to 60 minutes by going through City Heights. Whenever you shorten the route and force us to make another connection you extend our commute to work. Shall it now be an hour plus? Although this is due to budget cuts we request you to please consider our predicament. *[Comment ID 803]*

I am one of the passenger of bus route #210. I heard from my co passenger that bus route # 210 will be eliminated from Ash Street and Harbor Drive and will be transfer to One America Plaza by Broadway and Kettner. I was a single Mom with a disable daughter who need my help everyday for her needs. My work schedule is 8 am to 5 pm and it is a short walk to my work from Ash & Harbor to Ash & Kettner. If the bus route # 210 will be eliminate it is a long walk for me and I need to adjust my time so I won't be late to work. How about my daughter needs too? It is hard for me to adjust. Our schedule were fine right now for bus route #210 from Mira Mesa to Ash & Harbor. Please for the sake of my daughter and the rest of my co passenger please don't eliminate the bus route #210 on Ash & Harbor. *[Comment ID 829]*

To Whom it May Concern, I write on behalf of several people that utilize the route 210 bus to commute downtown during the work week. We would like to prevent the route from ending on Broadway, and instead continue to have it end near the Holiday Inn. Ending the route on Broadway would result in several of us having to transfer to the Airport bus to get to our work destinations. We immensely appreciate your consideration regarding retaining the route as it currently is set up. Thanks and have a great day, V/R Jennifer Rupp FMERS  
Product Line - Program Lead Naval Facilities Engineering Command NAVFAC Southwest Phone: (619) 532-3225 Fax: (619) 532-4958 *[Comment ID 898]*

### Route 701 (3 Comments)

I'm calling to complain that you are going to eliminate the 701 bus services in Chula Vista on Sunday which goes down Hilltop. On Hilltop, there are 5 different churches, one of which is mine. If you eliminate the 704 and 701 I will not be able to go to church and you will prevent me from exercising my freedom of religion. I think that is pretty crappy. *[Comment ID 838]*

On Saturday and Sunday, 701/704, that is my only mode of transportation. I go to work and church on Sunday. A taxi is too expensive. I can't go to the Public Hearing because I work. *[Comment ID 862]*

She doesn't take the bus, but is calling for people who do. Rides the 712 to Southwestern College for school. The 701 takes her to the Chargers and Padres games. It is a disappointment to have the routes discontinued on Sunday. Takes the buses to the library, events, malls, etc. Traffic will be increased due to elimination of bus service. *[Comment ID 915]*

### Route 704 (4 Comments)

I'm calling to complain that you are going to eliminate the 701 bus services in Chula Vista on Sunday which goes down Hilltop. On Hilltop, there are 5 different churches, one of which is mine. If you eliminate the 704 and 701 I will not be able to go to church and you will prevent me from exercising my freedom of religion. I think that is pretty crappy. *[Comment ID 838]*

On Saturday and Sunday, 701/704, that is my only mode of transportation. I go to work and church on Sunday. A taxi is too expensive. I can't go to the Public Hearing because I work. *[Comment ID 862]*

She doesn't take the bus, but is calling for people who do. Rides the 712 to Southwestern College for school. The 701 takes her to the Chargers and Padres games. It is a disappointment to have the routes discontinued on Sunday. Takes the buses to the library, events, malls, etc. Traffic will be increased due to elimination of bus service. *[Comment ID 915]*

For me personally I really do not like the service changes that you are thinking of doing especially in the east county. I have to get out to east county twice a week once on Friday then on Sunday. The route I use on Sunday will not be running, which is the 836. The Chula Vista routes please do not discontinue my family and I use these routes especially the 704 and the 705. Please come up with another idea for the the 704, 705, 856 and the 932 please. *[Comment ID 1021]*

### Route 705 (3 Comments)

This is a security officer and I am concerned. I use the 705 on Sunday night and take it home on Sunday morning. Also bus 3, I live in the Hillcrest area at night. [\[Comment ID 865\]](#)

She doesn't take the bus, but is calling for people who do. Rides the 712 to Southwestern College for school. The 701 takes her to the Chargers and Padres games. It is a disappointment to have the routes discontinued on Sunday. Takes the buses to the library, events, malls, etc. Traffic will be increased due to elimination of bus service. [\[Comment ID 915\]](#)

For me personally I really do not like the service changes that you are thinking of doing especially in the east county. I have to get out to east county twice a week once on Friday then on Sunday. The route I use on Sunday will not be running, which is the 856. The Chula Vista routes please do not discontinue my family and I use these routes especially the 704 and the 705. Please come up with another idea for the 704, 705, 856 and the 932 please. [\[Comment ID 1021\]](#)

### Route 709 (8 Comments)

Please do not discontinue service of the 709 route on Sundays. Or please reconsider keeping the route on limited service. The 709 route is used for those attending church services at Calvary Chapel San Diego. The address is 1771 East Palomar Street, Chula Vista, CA 91913. My mom and brother use the bus to attend church service at 9:15 am and they take the bus home. Perhaps instead of shutting it down completely on Sundays, you could run it in the morning through 1:30 pm? Church services are 8:00 am, 9:15 am and 11:15 am... which gets out approximately 12:45 pm. Thank you. [\[Comment ID 761\]](#)

Calvary Chapel is very interested in keeping the Sunday bus route active in our area. We have church members that rely on route 709 which picks up and drops off in front of our building. Please continue to provide this necessary form of transportation for the community to be able to attend church services. [\[Comment ID 764\]](#)

Your plan will severely hurt Chula Vista's economy, tax revenues, and the people's welfare. Additionally, in comparison to San Diego and other city area bus routes your plan is partial and un-fair as follows: 1. No east or west buses on Sunday, yet to our south, Imperial Beach and Olay Mesa get 30 minute services east and west supporting their businesses, SD-tax revenues and peoples. During your stressed budget times, you add a bus loop 906/907 to support the factory outlets on the border. I'm not buy that it is due to Buses 929 and 932 not going to the border, people will jump from bus to the Trolley at Iris Avenue. 2. Only Chula Vista's east west route goes to/from the Plaza Bonita Mall and National City 24th St once an hour but your plan and map indicates that major San Diego area malls and plazas and colleges are getting at least 30 minute interval bus services while the Trolley is near by as an alternative. Should we close down Chula Vista's South West College on Sundays? They do have a few classes on Sundays. 3. Trying to shut down Chula Vista's East Lake Malls and Plazas thereby decreasing our city's tax revenue and influencing our next elections while San Diego prospers but continues to waste their revenues? Solution: Recommend employ a new route east/west Chula Vista Route 709/712 at 60 or 30 minute intervals or keep 709 on Sundays at 30 minute intervals to be fair and impartial. New bus route 709/712 would go from H street Trolley up H Street to SWC then to East Lake Plaza on Telegraph then to East Lake Mall on Olympic Parkway then back on Palomar St to the Palomar Trolley station or run two buses on this new route going back and forth. New route 709/712 will work and after you've learned this then you could make the 709/712 the Saturday and Sunday route for East/West Chula Vista. Note. Has MTS as yet looked into getting and employing incrementally the effective and reliable Automatic Passenger Counting (APC) systems on every bus, perhaps APC system Directional Counting Sensors that count people coming and going at the time and place it occurs vice continuing with your 20th century manual counting methods? These systems pay for themselves as they support the metrics needed for making informed decisions quickly while supporting efficient planning practices . . . quality improvements. [\[Comment ID 804\]](#)

FAX via Congressman Bob Filner As a collective input voice, the Sunday ridership of Route 709 from La Media Road to Eastlake, and I, as we have been conferring in the bus, are one in earnestly requesting in entreating hereby that the present, reduced hourly frequency of the bus be maintained for our Sunday service needs. We need to go to church, to perform Sunday Social Obligations, to engage in some Sunday, senior's day, recreational diversions, and to attend to unforeseen Sunday needs. To be left without a Sunday bus at all would be to inflict an untellable misery, an irredeemable injustice, since we either have monthly-basis passes that cover all days, including Sundays, or we pay the fare as mandated. Your kind consideration and concern shall be highly appreciated. [\[Comment ID 903\]](#)

She doesn't take the bus, but is calling for people who do. Rides the 712 to Southwestern College for school. The 701 takes her to the Chargers and Padres games. It is a disappointment to have the routes discontinued on Sunday. Takes the buses to the library, events, malls, etc. Traffic will be increased due to elimination of bus service. [\[Comment ID 915\]](#)

I work two jobs and attend school at SWCC. I work at Walmart from 4pm - 1am on sundays. I already ride my bike home to san ysidro from eastlake parkway for 1 hour and 30 minutes home. I can't afford to ride my bike two hours as well. Please, do not change the schedule. Thank you. 709ABC on Sundays. [\[Comment ID 939\]](#)



Service on Sundays in Chula Vista West to East is a good idea; #709 might cover it. [*Comment ID 946*]

You must plan to support an East/West bus route on Saturday and Sunday in Chula Vista to support our economy, college, and professional/personal needs. [*Comment ID 988*]

### Route 712 (3 Comments)

Your plan will severely hurt Chula Vista's economy, tax revenues, and the people's welfare. Additionally, in comparison to San Diego and other city area bus routes your plan is partial and un-fair as follows: 1. No east or west buses on Sunday, yet to our south, Imperial Beach and Olay Mesa get 30 minute services east and west supporting their businesses, SD-tax revenues and peoples. During your stressed budget times, you add a bus loop 906/907 to support the factory outlets on the border. I'm not buy that it is due to Buses 929 and 932 not going to the border, people will jump from bus to the Trolley at Iris Avenue. 2. Only Chula Vista's east west route goes to/from the Plaza Bonita Mall and National City 24th St once an hour but your plan and map indicates that major San Diego area malls and plazas and colleges are getting at least 30 minute interval bus services while the Trolley is near by as an alternative. Should we close down Chula Vista's South West College on Sundays ? They do have a few classes on Sundays. 3. Trying to shut down Chula Vista's East Lake Malls and Plazas thereby decreasing our city's tax revenue and influencing our next elections while San Diego prospers but continues to waste their revenues ? Solution: Recommend employ a new route east/west Chula Vista Route 709/712 at 60 or 30 minute intervals or keep 709 on Sundays at 30 minute intervals to be fair and impartial. New bus route 709/712 would go from H street Trolley up H Street to SWC then to East Lake Plaza on Telegraph then to East Lake Mall on Olympic Parkway then back on Palomar St to the Palomar Trolley station or run two buses on this new route going back and forth. New route 709/712 will work and after you've learned this then you could make the 709/712 the Saturday and Sunday route for East/West Chula Vista. Note. Has MTS as yet looked into getting and employing incrementally the effective and reliable Automatic Passenger Counting (APC) systems on every bus, perhaps APC system Directional Counting Sensors that count people coming and going at the time and place it occurs vice continuing with your 20th century manual counting methods? These systems pay for themselves as they support the metrics needed for making informed decisions quickly while supporting efficient planning practices . . . quality improvements. [*Comment ID 804*]

She doesn't take the bus, but is calling for people who do. Rides the 712 to Southwestern College for school. The 701 takes her to the Chargers and Padres games. It is a disappointment to have the routes discontinued on Sunday. Takes the buses to the library, events, malls, etc. Traffic will be increased due to elimination of bus service. [*Comment ID 915*]

Due to the buses not running I have to walk 2 miles from and to Trolley. If we can have the 712 run last run to trolley at 9:30 p.m., I wouldn't have to walk. [*Comment ID 937*]

### Route 810 (3 Comments)

I would like to suggest that the Express buses run on the days between Christmas and New Years...Monday through Thursday. Many of us need to work those days and have only limited ways to get to San Diego from North County. If the ridership on those days don't statistically meet your needs for full buses, I would further suggest running 4 buses instead of eight and stopping those buses at the Escondido Transit Center, Rancho Bernardo Transit Center and Sabre Springs ONLY, on the way to San Diego. Then the reverse on the way back north in the afternoon. [*Comment ID 696*]

My name is Marcellela Delay, I use the 810 to Escondido and on the dates you don't have transportation or recommend 20 it would take an hour and a half. I do work from 6am to 3pm. I suggest at least on the 810, you have one bus at the morning at 5am and the last one for those who work bank hours....I appreciate very much if whatever the result is that I am very troubled with you closing the routes for four days and for the other people be rerouted. We are paying the right fare for the service. Not all people have the day off. Please, take this to the board. [*Comment ID 816*]

I ride the 810 from Escondido and catch the 880 in Rancho Bernardo and get off at the San Diego Tech Center and the opposite to get home. I buy the monthly compass card just because this route exist and have been riding it since March, when it started — no one told me about it. I didn't know it existed — it was just by chance that I found the route around the time it started. I started riding for the sake of the traffic, for the convenience it offers me, and because its good for the environment. I, like many of the riders, am highly disappointed in the budget cuts, and realize that MTS has to make some cuts, but we, as a group, feel that there's just not enough evidence to conclude that Sorrento Valley and UTC is not a worthwhile route, and we feel this way because we have not seen a viable and consistent communication to explain the convenience, benefits, and local impact that riding provides. I, personally, just haven't seen MTS target the right audience to ride this particular bus route. Most of the people who ride are those who sought it out, and NOT one person rides because they've seen an ad or heard about it through an MTS communication. I just think that perhaps if it were better advertised or more incentivized then maybe you can attract others. My recommendations: • Try to identify the market and do some due diligence on how to reach them • Look to make some subsidies... o Free Trial: 14 days for free — collect user data to reduce abuse of program o Refer a friend get \$5 off your next pass (limit 5) • Cross marketing... Make the MTS card a discount card with special offers (like a AAA card)

Lastly, I want to leave you with this – more people know that MTS is rated the best transportation system, rather than what routes are available, it's sad. My thought is simple, today, we are expanding the highways, but what will happen when you run out of room? Thank you for your time and reading this, I hope that there's some consideration for how young this route is and what kind of potential it has. Best regards, Manny Hernandez Director Product Operations | Supply Chain Franklin Wireless 5440 Morehouse Drive Suite 1000 San Diego, CA 92121 Off. (858) 623-0000 xt. 110 Cel. (805) 822-8582 ? This is the best number to reach me at! Fax. (858) 623-0050 manny@franklinwireless.com  
www.franklinwireless.com [Comment ID 901]

### Route 815 (1 Comments)

The one problem I see is that there is no proposed Sunday service in El Cajon to the 99 Cents Only store at East Main and Pepper Dr. It's been a problem to have this major destination on a once-hourly route. Should be on at least 2 different routes, 7 days a week. I also have some concerns with a once-hourly 815. [Comment ID 753]

### Route 832 (3 Comments)

Goes to his brother's house near Santana HS in Santee. Don't cut the routes, add more service to West Santee. He has to walk miles to West Santee. [Comment ID 918]

Santee has such a limited bus schedule as it is and taking away the Sunday routes leaves A LOT of people with out transportation. You already went to smaller buses and now you want to change it so that there is nothing for people to use on Sundays leaving most of us stranded at home. We can not afford to take taxis all the time and with this change we will not be able to go anywhere. There are many people that rely on the buses on Sunday out here and they are not able to voice their opinion. I hope that you will send someone out to talk to them while they take the buses on the weekends to get their opinions on all of this. [Comment ID 981]

The 832 bus needs to run more frequently and longer all 7 days of the week. [Comment ID 1014]

### Route 833 (3 Comments)

Goes to his brother's house near Santana HS in Santee. Don't cut the routes, add more service to West Santee. He has to walk miles to West Santee. [Comment ID 918]

#833 should run earlier on Saturdays, Sundays, 7am to 7 pm, stop the cut. Keep Sundays Route, stoop being greedy. [Comment ID 950]

Santee has such a limited bus schedule as it is and taking away the Sunday routes leaves A LOT of people with out transportation. You already went to smaller buses and now you want to change it so that there is nothing for people to use on Sundays leaving most of us stranded at home. We can not afford to take taxis all the time and with this change we will not be able to go anywhere. There are many people that rely on the buses on Sunday out here and they are not able to voice their opinion. I hope that you will send someone out to talk to them while they take the buses on the weekends to get their opinions on all of this. [Comment ID 981]

### Route 845 (4 Comments)

Dear Sir/Madam, I am an elderly widow living only on Social Security at a low-income senior citizen center which has about 100 apartments, on the #845 Poway bus route. There are other low-income apartment complexes on the same route. This bus is our only transportation to Pomerado Hospital and the rehab centers near it, which are on this route, as well as to churches for Sunday services, and supermarkets, etc. Now, you are proposing that we low-income elderly citizens, who do not have other transportation, will not have access to health care, worship services, etc. on weekends and holidays. I beg of you not to eliminate the 845 bus service on weekends and holidays. We need it!!! I am very upset. I have no relatives in California. I am totally on my own! And now you propose to eliminate my only transportation support system. I don't have the money to buy a car or pay for a taxi! When my husband died shortly after I called 911 and the paramedics transported him to Pomerado Hospital, the Poway Fire Department charged me \$1193 for that trip to the hospital, where he died in the ICU. I can't afford that money to get to the hospital. Unless, its an extreme emergency, I can do that! So, what do I do if I need to get to Urgent Care at Pomerado Hospital, etc. You're proposing I don't get sick on weekends and holidays and therefore, don't need medical care than! I am a devout Catholic who has an obligation to attend Sunday Mass, I go St. Michael's Catholic Church on Pomerado Road, directly across from Pomerado Hospital. It is the closest Catholic Church in Poway. The only one I can attend. I am parishioner at St. Michael's. I have no other way to go to Church. You are taking away Faith and Worship! I object very much to your eliminating the 845 bus schedule on weekends

& holidays and beg of you to please not do this! I would attend the public hearing but I can't get to Imperial Ave. I have arthritis in my leg and hand and its spreading, so I would have a hard time taking all those buses to the meeting and back to Poway. Otherwise, I would be there and speak up. Sincerely, Lois Heelan, 13150 Pomerado Rd. #244, Brookview Senior Citizen Village, Poway, Ca 92064 [Comment ID 695]

My parents live in Poway and take the 845 during the weekend. They are concerned about the no Sunday Service. They are seniors and don't drive and would appreciate the continuation of service even if it severely cut instead of completely discontinued. [Comment ID 813]

ROUTE 845 rb AND POWAY Look, the bus service up here is already super BAD! It was much better 25 years ago without spending millions for the RB transit station! Now no one can even get home from the RB transit center after 7:13...as it is. People cannot go to North County fair and get home. This is ridiculous. there is a bad connection with the southbound 20..and just alor of bad connections that reflect poor management and planning. So anyone returning from North County fair or escondido, misses the last bus....at RB transit station..only now the walk is 2-3 miles instead of 3/4 of a mile. Does this make any sense? Not to most bus riders. Not to seniors or the disabled! Not to people trying to save gas money by taking the bus. No, the bus is so bad that most people risk losing their jobs if they try to rely on it! Also, very often the 845 drivers are so out of it they are not paying attention to stop at a bus stop when someone rings the bell!! And they do not stop at the bus stop when someone is standing there to catch the bus!! This is a continual problem..these drivers who are spaced out and not paying attention ... and speeding!! Outrageous!! Now you want to end the service on the weekend. This is a very bad idea. This is not the dark ages. Many people work on the weekend or are home and this is the only time they can DO THEIR SHOPPING. If you take away weekend service in Poway a nd RB it will hurt the businesses in the area. This bus company does not deserve the national awards it has received!!! Not at all. It's all just for show...and not the truth. Now you want to hurt the people of this city even more than you already have! as it is I have to reload my compass card online and even though i have paid for the premium pass your inefficient system cheats me out of three days of my premium pass! Total Incompetence !!! at the publics expense! Sincerely, Tara M Heide 30 year bus rider. [Comment ID 881]

Letter: We are senior citizens living in Poway and do not drive. We really appreciate the route 845 bus during the weekend and are sad to hear that there will be no route 845 bus on Sundays in 2010. Even reduce schedule of Route 845 bus on Sundays are much better than totally stop the service on Sunday. Thank you and happy holidays. [Comment ID 905]

## Route 848 (8 Comments)

Geriah Ronald Hudson I had some concerns that I wanted to express some concerns. Someone told me the 848 was continued. I recommend that you do not take away the 848. I live in my own apartment in Lakeside but I go to work on Sunday. If there's no 848 then I don't know how to get to work. You guys are going to have to tell me the location where you're at, the address to walk in and talk to you by myself. Basically, to my concern and to my knowledge I got some few words to say to you guys. Please, don't take the 848; there are other people every Sunday that go to work. They are not informed about this. I am really concerned. I'm worried that I'm going to get written up. I've never been written up and it's been a year and a half. If I get written up there's going to be problems between you guys and me because I'm going to take this to a complaint and write a complaint against you guys. This is not fair that you guys want to take away a bus any day. Especially me, I have to get to work on Sunday there is nobody that can give me a ride every Sunday. I am on my own, I'm living on my own. I have a disability, yes I do...but basically I take public transportation, why do you guys have to take away the 848 bus away and why are all the other buses? Why does it have to be discontinued? I'm going to get in trouble if I don't get to work on time. That's the only bus in Lakeside the 848...but you guys do what you guys got to do because I'm going to call MTS and I'm going to write a discussion and plus write a complaint and probably call human resources. Basically also to my knowledge is since this kind of situation is happening right now, I'm going to have to call Labor Board on you guys. I basically think that you guys are taking advantage of the system and you guys are also taking advantage of everybody that needs to take the bus to work and you guys are also taking advantage of MTS and all the bus routes. You guys are taking advantage of everything. That's ok because I'm calling Labor Board and complaining. All I need is your address but I can look it up on the computer. You know that's fine, basically, whoever started this whole situation problem with taking away buses, especially the 848 from Lakeside, I'm going to take this to the next level. If you don't fix this, I'm going to call human resource and if you guys don't I'm going to call Labor Board. If you have any questions give me a call 619-212-6940. You guys are so messed up. I got you guys' address but that's ok I see it on the paper but you know what that's all the comments I got. Do what you got to do. [Comment ID 705]

Geriah Ronald Hudson, please call me at 619-212-6940. I wanted to let you know if this hasn't been taken care of what I have said and I have talked about this to leave me a voice message. You need to keep the 848 on Sunday, basically, that's my opinion. To let you know again, if this isn't taken care of and you do end the bus on Sunday then I am calling the Labor Board and plus Human Main Resources. You guys are foolish and greedy and selfish. That's ok. People have got to get to work. My ## has to get to work on Sundays and if my ## has to skip work because the bus don't run every Sunday and I am late to work and I get written up you're ## is with me. You're ## is mine and I'm going to have to report you to Labor Board and Human Main Resources. Please, I'm warning you guys if you take away the 848 then I'm going to have to report you guys and I want to know if you were going to take away the 848 if you are going to take away all the buses or just a couple. If you do, I'm going to call labor board and sue you. [Comment ID 721]

Dear sir or mam, i am concered with the proposed changes for 2010 to route 848. Public Transit is my only method of transportation as with many residents of lakeside. The Discontinuation of route 848 on weekends wld shut off vital transportation into the greater county on Sundays. Please consider reducing to 2 hour intervals rather than discontinuing

service completely. [Comment ID 723]

I am opposed to the idea of cutting the service in Lakeside on the weekdays. This would impose a great hardship to many people who depend on it for work and other things. The State of CA or the city should do something else. [Comment ID 850]

A lot of people use the route on Sunday to go to church and to go work. People would lose their jobs. All access to Lakeside would be terminated on Sunday. I recommend the 848 and the 115 be run on the same route on Sunday. This way the public would be better served. Thank you. [Comment ID 870]

To Whom It May Concern: I don't agree with the proposal services for Route 848 to have the services eliminated on Sundays. I am low averages income citizens and doesn't have a ride. I only rely on buses transportation. And I have disability problems. The only thing I can go places and do my personal errands, etc was to ride the bus everyday including Sundays which Route 848. I'm not just speaking for myself. I am speaking for everybody like me who doesn't have a car for transportation and uses route 848 bus to go to places where we need to go including Sundays. I respectfully would like to request not to stop the Sunday services route 848. Your sincere concern would be greatly appreciated for the Sunday continuance services for route 848. In addition I have disability bus pass. These is the only transportation that able me to travel from one place to another. Visiting family, friends and etc on Sundays. Please continue the 848 route services on Sundays. Respectfully, Barry Chavez [Comment ID 891]

Please bring back Route 848 & you can make a direct route to Grossmont College. [Comment ID 949]

The elimination or restriction of certain routes will make it impossible for some some Sunday workers to get to and from work on Sunday. In particular: 1. route 848 will not run; therefore there is no transportation from Lakeside to El Cajon. 2. 864 will not run out to Walmart at Las Coches Rd. Was any consideration given to commuting workers in these trying times/ Was there any coordination with employers? [Comment ID 1034]

## Route 850 (1 Comments)

I take the 2nd bus from Rancho Penasquitos. A few times, the bus gets their early and the bus leaves early without waiting for the passengers to come at the Freemont Stop and then goes to the Paseo Cardillo she waits there for a couple of minutes before leaving. Then she gets to downtown San Diego and asks if anybody needs to stop. I thought it was common practice that the driver stops at each stop without asking if anybody needs to stop. [Comment ID 822]

## Route 851 (1 Comments)

I disagree with cancelling the bus route into Spring Valley. It affects the economically disadvantaged especially and has repercussions for the people living and outside of Spring Valley. [Comment ID 857]

## Route 854 (7 Comments)

Transit User. I didn't hear any notice about the meeting until this morning on the news. I didn't see any notice on the busses today either. My answering machine is broken. It is very distressing to me. Sunday's encompasses holidays and it limits the ability of people to get out to things like family events and church. I'm hoping you can find other ways to take care of this. I am in San Carlos and I hope the latest I can stay out on a Sunday is through the 854. Otherwise it would be hard to do anything on a weekend or holiday. I would like to hear about a meeting in advance so she can plan to go. [Comment ID 658]

Hi my name is Sally and I live off of Los Coches Road. I understand the 854 is not going to be running from this area to El Cajon transit center. I am curious how we are all going to get to work? Thank you very much. [Comment ID 719]

Hello my name is Francis Mettle. I live here in San Diego my number is 951-265-7886 my comment is this: I rely on the Sunday service the 854 and the 115 because I go to my synagogue on that day. I go there on Sunday morning. I know there are also a lot of people go to church on Sunday and the reduction in cuts 854 Sunday Service, 705 and 704 and the other Chula Vista transit. I have a lot of friends that use the transit on Sunday to go to church. What are we going to do? We don't have money for a taxi, right now, I can't even afford...right now I am learning to drive but I don't have enough money to afford a car yet much less up keep and all that and I have to use the bus and the trolley. I don't think it is fair to me, or my friends, or my relatives who don't have a car nor can afford a car because they are low income. They rely on the bus and the trolley just like I do, and it is not fair. I



understand that you're proposing these cuts or reductions but take into consideration all the people who go to church and use the public transportation on Sunday who use the bus to go to church. What about those people? And then this other people who cannot afford a car and use public transportation to go to work? You know everywhere you go where people are working, they work from sunup to sundown, and even on holidays. They work them on the weekends too. You know, I have friends where their family members are working and they don't have Sundays or holidays off because they are working them to the bone. Please, take my comments into consideration. If you cut the Sunday service on the 115 and the 854 I'm going to have to take a taxi. I don't have money to take a taxi. [\[Comment ID 732\]](#)

Lives in San Carlos area every day. Those two lines should run regular schedule on Sunday instead of being deleted as proposed. [\[Comment ID 776\]](#)

Don't cut Route 27. Don't increase the frequency of Route 27 on Saturdays to 90 minutes. Don't cut off the 8 & 9 as proposed and don't decrease frequency to 30 minutes. Don't cut the 854 to hourly on weekdays. Don't lay off drivers. [\[Comment ID 930\]](#)

most important routes 115,854 need 2 buses to get to church, already takes forever to get there, have to leave extra early & miss evening events [\[Comment ID 951\]](#)

Seniors use the 115 and 854 to get to church on Sundays. Please don't cut the route. [\[Comment ID 1030\]](#)

## Route 855 (16 Comments)

Is a Senior Citizen who lives in Rancho San Diego/Casa de Oro. Has used 855/856 since 1978. Eliminating this route on Sundays cuts off the whole area. People can't ride to visit family and friends on Sundays. [\[Comment ID 771\]](#)

I'm e-mail you on the proposal of eliminating sunday and holidays on routes 855 & 856. These two bus routes (855 & 856) would cause a hardship for me if they would eliminated this routes in february of 2010. I'm hoping mts will reconsider of removing routes 855 & 856 from service reduction on sunday and holiday. [\[Comment ID 790\]](#)

Keep running on Sunday. I like to travel on Sunday to my parents' house, on holidays, to go shopping, and to go out and do things. Please keep it going and don't cut it. [\[Comment ID 798\]](#)

My name is Vasaltio Hoya. I'm retired and live in East County, please, don't cut the 855. That's what I use to catch the trolley and ride to the downtown trolley. I'm trying to save and consume less by using the public transportation. I'm making a concerted effort to taking the trolley. I lived in Chicago and they have a wonderful transit system. Please do not cut the 855 bus line on Sunday. I'm positive that you can find other means to reducing expenses. In a bureaucracy as large as you, you can make internal changes to save money. Wish you well. [\[Comment ID 802\]](#)

Today I'm writing this e-mail about the reduction of two bus routes (855 & 856) on Sunday and Holiday. It would be a really hardship to me if bus routes 855 & 856 would be omitted on sunday and holiday. I used the 855 on sunday to go to church and used the 856 on Sunday and Holiday please keep the 855 & 856 running on this days. [\[Comment ID 805\]](#)

My name is Judy on behalf of bus the 855 from Spring Valley to Jamacha. I have a disability and it is hard for me to walk up a hill to get to church. If you take away the 855 it'll be harder for me to go to church and do other things, like groceries. Please keep the 855 running. There are a lot of elderly people on the bus going to work or going to church. [\[Comment ID 814\]](#)

Please consider continuing the service to the bus stop in front of Faith Chapel on Sundays. This stop is important to a lot of my friends at the church. Thank you for your time. [\[Comment ID 831\]](#)

Please allow the bus to stop on sundays in front of my church 9400 Campo road spring valley Ca 91977. There are many folks who can't get here any other way. [\[Faith Chapel\]](#) [\[Comment ID 841\]](#)

I am against cutting it on Sunday. I use the bus and the trolley to go to work on Sundays periodically and my sister rides the bus as a caretaker. We are against the cuts. [\[Comment ID 855\]](#)

Weekly rider of 855. We will be trapped in this town. If there were any type of natural disaster such as fire it would a danger to all of us. There are a lot of people who rely on it. Sunday is the only day I am employed and I need the bus to work. [\[Comment ID 861\]](#)

We don't want that to stop running on the weekends or holiday because we work on those days. I've been riding this bus for 7 years and I know people ride it. It's tough to find a

new job right now, please, do not cut the bus. Call me back 619-670-5690. [*Comment ID 8771*]

I really dont think is a good idea to not give service to Rancho San Diego., the only buses that go there are the 856, and 855. on sunday , there would not be any way of getting to Rancho san Diego on Sunday. , I have been using public transportation over three years now and this proposed changes will really affect that since there would not be service to this area on sundays., There as to be some more options to keep a route on to Rancho San Diego. I will really apresiate if this is consider, since there is many people using this routes on sundays to Rancho San Diego. sincerely Edgar O Flores. [*Comment ID 8891*]

Today I'm writing this e-mail to stop you from reduction bus services on Sunday and Holiday route 855. I used route 855 on Sunday to go to church and to have lunch. then I go shopping before I go home . It would be a hardship if you omitted route 855 om Sunday and Holiday! [*Comment ID 8961*]

To whom it may concern, I am writing to express my concern regarding the proposed Sunday service cuts. For those without cars, being able to travel to church and other locations on Sunday is very important. I especially ask you to retain current service levels for routes 855 and 864. Thank you for considering my request. Brian Jennings [*Comment ID 9001*]

Please keep Route 855 on Sundays.. I use the bus to get to work .. Spring Valley /Rancho San Diego is so isolated from San Diego proper. The bus is so important for transporion for so many of us in Spring Valley / Rancho San Diego. [*Comment ID 9101*]

Rides the 855 every Sunday. Please keep the line going on Sundays. The 855...keep it alive! [*Comment ID 10361*]

## Route 856 (11 Comments)

If the 856 is eliminated on Sundays, I will be unable to get to my church. I feel you should cut the 936 instead because it is a shorter route and allow the 856 to go all the way to SDSU on Sundays. The distance between Jamacha Rd and Broadway in Lemon Grove has a few places where people can walk across a bridge over the freeway. Please retain the longer route! Patricia Jarecki [*Comment ID 6991*]

I PROTEST! Route 856 is my only connection to anywhere! Sundays are usually the only days I can go shopping...and you are taking it away from me? I am a Senior Citizen with health problems and you want to take away my only connection with shopping - or anything!. Tell me who else to write to and I will. [*Comment ID 7411*]

Is a Senior Citizen who lives in Rancho San Diego/Casa de Oro. Has used 855/856 since 1978. Eliminating this route on Sundays cuts off the whole area. People can't ride to visit family and friends on Sundays. [*Comment ID 7711*]

I'm e-mail you on the proposal of eliminating sunday and holidays on routes 855 & 856. These two bus routes (855 & 856) would cause a hardship for me if they would eliminated this routes in february of 2010. I'm hoping mts will reconsider of removing routes 855 & 856 from service reduction on sunday and holiday. [*Comment ID 7901*]

Today I'm writing this e-mail about the reduction of two bus routes (855 & 856) on Sunday and Holiday. It would be a really hardship to me if bus routes 855 & 856 would be omitted on sunday and holiday. I used the 855 on sunday to go to church and used the 856 on Sunday and Holiday please keep the 855 & 856 running on this days. [*Comment ID 8051*]

I'm waiting for the bus right now. The 856 on the weekend wait is already one hour. If you cut it, I won't be able to get to work on the weekends. During the week, I'll have to walk half a mile to get to the 936 and then another hour to get ready for work. [*Comment ID 8281*]

We don't want that to stop running on the weekends or holiday because we work on those days. I've been riding this bus for 7 years and I know people ride it. It's tough to find a new job right now, please, do not cut the bus. Call me back 619-670-5690. [*Comment ID 8711*]

I really dont think is a good idea to not give service to Rancho San Diego., the only buses that go there are the 856, and 855. on sunday , there would not be any way of getting to Rancho san Diego on Sunday. , I have been using public transportation over three years now and this proposed changes will really affect that since there would not be service to this area on sundays., There as to be some more options to keep a route on to Rancho San Diego. I will really apresiate if this is consider, since there is many people using this routes on sundays to Rancho San Diego. sincerely Edgar O Flores. [*Comment ID 8891*]

The 856 / Sunday being discontinued may inconvenience many senior citizens in Lemon Grove at St. John's Plaza. [*Comment ID 9621*]

I am so frustrated with all of the changes. You proposed to cut all bus service to Rancho San Diego on weekends. That cuts out my option to take any classes on the weekend at Cuyamaca College. Riding the bus is not a choice. It's a requirement. Question ten asking whether I'd rather walk farther, wait longer, pay more or go a different day is ridiculous. I

CAN'T go a different day. I can't walk farther. Public transit already takes me at least 4 times as long to get anywhere as a car and if I had more money I wouldn't BE riding the bus. Life doesn't stop on the weekends and neither can I. [\[Comment ID 984\]](#)

For me personally I really do not like the service changes that you are thinking of doing especially in the east county. I have to get out to east county twice a week once on Friday then on Sunday. The route I use on Sunday will not be running, which is the 856. The Chula Vista routes please do not discontinue my family and I use these routes especially the 704 and the 705. Please come up with another idea for the the 704, 705, 856 and the 932 please. [\[Comment ID 1021\]](#)

## Route 864 (11 Comments)

Hello my name is Mr. James Lindquist and I work at the Veterans Hospital. I take the 864 from Business Hwy 8 to the El Cajon transit to catch the green line to Fashion Valley and the 41 to the Veteran's Hospital. If you cancel the 864, I won't have any way to get to work, I'm disabled, and blind in one eye. I'll lose my job. Thank you very much. I hope you keep the 864 going. Thank you for your kind attention to the matter. God bless you. [\[Comment ID 729\]](#)

Hello, my name is Mr. James Lindquist and my number is 619-390-3701 and I live in Lakeside, CA. I work at the Veteran's Hospital in La Jolla. I catch the 864 on Business Hwy 8 to the El Cajon Trolley Station. I catch the green line to Fashion Valley. I catch the 41 to the Veteran's Hospital. If you cut the 864 I won't be able to get to work. If I can't get to work, I get fired. I'm blind in one eye and I can't drive. Thank you for your wonderful great drivers you have, you've got good drivers, and good customer service... helped me out a lot. Keep the 864 going cause a lot of people will lose their jobs if they can't get to work. Thank you very much for your time and attention to this matter. I'm a Vietnam Veteran and I'm disabled and I have to get to work. I have to support my kids or else they are going to starve. [\[Comment ID 734\]](#)

Hello, Bus route 864 I have work viejas casino every night from 11pm to 7am and leave from el cajon 8:15pm to alpine/viejas arrive 9:15pm during weekends but start February 28 I dont like 7am to 6pm and should same all day to work or trip from 5am to 10pm. Thanks Chris Christopher Davison [\[Comment ID 749\]](#)

I disagree with the cutting of the 864 on Sunday. I work in up in Alpine. The only mode of transportation I have is through the bus the 864. I have no other way of getting up there. It took me over a year of unemployment to find it. To have it taken away because of this, that is just not right. It's not fair. I hope you reconsider and let it run all the way through Alpine on Sunday. I'm not the only one, people ride the bus to Alpine to church. It affects other people religiously. There must be another way to balance the budget even if you have to raise the prices to make it run. I would pay the extra money. [\[Comment ID 844\]](#)

I request you don't make the change especially on Sunday. People work up there. It has taken them a lot to find these jobs. I suggest you just raise the bus rates because it is going to take away from so many people. Thank you. [\[Comment ID 845\]](#)

You made it hard for people that ride the 864 and you want to make it even harder for people to go to Dr. appt work and shopping [\[Comment ID 888\]](#)

I recently heard that the 864 route may be eliminated on Sundays. I work for Viejas Casino, & this would be very bad for me & other workers at the casino. Please reconsider dropping the 864. Why should people have to keep paying the price just because those stupid Republicans don't want to raise taxes? The Republicans wrecked the economy, & they should stop forcing people like me to pay the price for their mistakes. I pay \$72 each month for a bus pass. It seems like the more I pay, the worse the service gets. Do you really think that's fair? Some Viejas workers come from as far away as Tijuana. Are you thinking of reducing trolley service too? That will be a problem for people like them. Start thinking about all the people out there who are paying for Republican mistakes & pigheadedness. We are people, & we matter. Please think about us when you make your decision about Sundays. I was very upset when I heard about the changes. I am going to be even more upset if you go through with this. Tammy Smith [\[Comment ID 890\]](#)

To whom it may concern, I am writing to express my concern regarding the proposed Sunday service cuts. For those without cars, being able to travel to church and other locations on Sunday is very important. I especially ask you to retain current service levels for routes 855 and 864. Thank you for considering my request. Brian Jennings [\[Comment ID 900\]](#)

Please do not change the 864 bus route! My job depends on using the current bus route and at the same current time each morning(5:35 AM). I am willing to pay more for bus pass. [\[Comment ID 1023\]](#)

Bus route 864 weekend from El Cajon transit to alpine/viejas to work because viejas casino open 24 hours and I work viejas casino from 11pm to 7am. [\[Comment ID 1027\]](#)

The elimination or restriction of certain routes will make it impossible for some some Sunday workers to get to and from work on Sunday. In particular: 1. route 848 will not run; therefore there is no transportation from Lakeside to El Cajon. 2. 864 will not run out to Walmart at Las Cochles Rd. Was any consideration given to commuting workers in these trying times/ Was there any coordination with employers? [\[Comment ID 1034\]](#)

**Route 874 (3 Comments)**

I ride the 874,875 on Sunday mornings as well as some other times...from what I understand you guys are going to be screwing with the bus system again and changing the times and where they go. I'm a little disappointed because you are going to cut the 874 to Granite Hills because that is the only way I can get to church to catch the shuttle mountain shuttle. When you get this please call me at 6197159152. [*Comment ID 6821*]

I don't think it is a good idea to change the bus routes because people go in that area. Please, call me at 619-704-5606 [*Comment ID 7961*]

I'm an avid user of the bus and I am concerned about the drop in service. If you want to reach me call me at 619-602-6081 [*Comment ID 8751*]

**Route 875 (4 Comments)**

I ride the 874,875 on Sunday mornings as well as some other times...from what I understand you guys are going to be screwing with the bus system again and changing the times and where they go. I'm a little disappointed because you are going to cut the 874 to Granite Hills because that is the only way I can get to church to catch the shuttle mountain shuttle. When you get this please call me at 6197159152. [*Comment ID 6821*]

I don't think it is a good idea to change the bus routes because people go in that area. Please, call me at 619-704-5606 [*Comment ID 7961*]

I'm an avid user of the bus and I am concerned about the drop in service. If you want to reach me call me at 619-602-6081 [*Comment ID 8751*]

Don't change Route 875. Many people work in El Cajon and would not have a way to work. I take either the 8:47 or 9:17 p.m. of the 875 - What would replace this at this time with the stop at Main & Broadway? [*Comment ID 9311*]

**Route 880 (27 Comments)**

Yesterday I learned that the MTA is proposing "changes" to the 880 route. Reading the PDF file on the MTS web site it states: "Route change: Downtown instead of Sorrento Valley, UTC" This seems like a rather disingenuous way to say that you're canceling the 880 route. If you are cancelling the route, please say so in a clear manner so that I can appropriately plan my transportation needs. [*Comment ID 7141*]

I started taking the 880 to work in mid October. I took it one day on a "fluke", never expecting to like it. I was so impressed that I logged on that very day and extended my pass for another month. Well, that is what I thought I did but it turns out what I really did was pay double for my pass for a month. But I love the bus so much I didn't care. It was still cheaper than driving my truck. Since then I have seen the ridership slowly start to grow. Those of us that are regulars are a "bus family", watching out for each other. We are also dedicated to getting the ridership increased. But it is going to take some time. Please don't stop coming to Sorrento Valley/UTC. I know everyone has their own story to tell but I honestly can see this route being very successful if given the time it needs for people to find out how great it is. I would never have known if a friend of mine on Facebook hadn't posted his experience and even then it took me a few months to ask him for more details. I didn't even know where the RB Transit Station was located and I live in RB. I work at Qualcomm. My building has 1200 people in it. From my bus stop I can count at least 8 more Qualcomm buildings. I just know if the word got out we can make this profitable. Below I have listed a few suggestions that may or may not work: 1. How about a free riding day for the 880 one day a month for a couple of months? It would cost someone \$11 to try the bus. That is a lot for people to swallow on top of all the bus stigma out there. If they got to try it once they might like it. Qualcomm subsidizes our passes so maybe they would advertise a free bus ride day. 2. What if we stopped at Sabre Springs Transit Station? One of our regulars said he knows people there that would like to take the bus but have no way of catching it. 3. What about a smaller bus that burns less gas? 4. What about one less trip - only two? I know that is on your plans already but it sounds like you are trying to relieve the strain on the 810. I am sure the 810 wasn't successful right off the bat. Riding the 880 has gotten me looking into other buses I might be able to use other times. Please, please, please don't take the 880 out of Sorrento Valley. I know we will get the ridership we need if we can just have enough time. Sincerely, Paula Lanese PS I am going to try and attend the RB Transit Station Meeting on Sunday. [*Comment ID 7171*]

Hello, I would like to put in a request to not change Route 880 that serves the Sorrento Valley area from 4S Ranch via the Rancho Bernardo Transit station. While the ridership has not reached a high count yet, it has been gradually improving. Almost all the folks who have tried it have caught on to it and continued using the service on a daily basis. We have been extremely happy with the service and would really like MTS to pursue it for at least a years time before looking to make changes. Better advertising and a few free rides (lets say for an entire week in early December) might go a long way in attracting a lot of people to try it out (\$11 per day prevents a lot of people from giving it a try). There are lot of people in



4S Ranch and Rancho Bernardo who work in Sorrento Valley, hence there is a strong reason to believe that the ridership can go up in the near future, with better advertising. I am also aware of a few people who are going to move to 4S Ranch soon and are looking forward to using the bus service. Sincerely, Shrenik Patel [*Comment ID 722*]

I currently use route 880 to commute from Rancho Bernardo to UCSD. The route change is unfortunate for me. However, if the new route to downtown would make a stop in Mira Mesa (Westview Parkway and Black Mountain Road) with an efficient connection to routes 31 to UTC and 921 to UCSD, before continuing its trip on I15 south to downtown, this would still make for much faster commute to UTC/UCSD than using route 20 to get to Mira Mesa. Please, consider adding Mira Mesa as a stop for the new route 880. Paul Hick [*Comment ID 724*]

I am very disappointed to learn that MTS has proposed discontinuing the only route that effectively services those of us who commute from North County inland to the Sorrento Valley / UTC area. I have been living in North Poway, and working in Sorrento Valley since I relocated here from Boston in 1991. I have always wished that there were a viable public transportation option so that I wouldn't have to drive to work each day. Over the years, I often checked with MTS to see if there were any routes, but always found it would take at least 2 hours each way. I was thrilled this past April, when I accidentally learned about the new Route 880, and have been riding it ever since. I say that I "accidentally" learned about the new route because I didn't hear about it in the newspaper, or on the MTS site, but rather, on an internal web page at work that I rarely read. Over the past 6 months, I have been able to recruit a few new riders among my friends and co-workers. Each person that I introduce to the service has been surprised that they hadn't heard of it before. I have worried that MTS might not continue the service due to lack of ridership, and have done what I can to promote Route 880. Unfortunately, it doesn't seem like MTS is doing nearly as much as the other riders and I are in this area. Why hasn't there been any advertising done for this? It seems that the buses could at least have a banner on the side reminding drivers that they have this as an option! A couple months ago, the route schedule was changed, and ridership dropped significantly. Has MTS considered returning to the more popular schedule before simply dropping the route? Have you considered reducing it to 2 instead of 3 round trips each day? Would smaller buses be more economical? Have you considered adding a stop at the Saber Springs Transit Center? If you added one stop near NewGen and GenProbe on Mira Mesa, might it attract ridership? Please reconsider dropping the current Route 880, and instead try to make it more attractive to potential bus commuters. Sincerely, Carl Browning [*Comment ID 730*]

Hello, I recently moved to 4S ranch and am planning to use the 880 Express for my daily commute to Qualcomm (in Sorrento Valley) starting in January. The news that the service route might change and will not service Sorrento valley comes as a major disappointment to me (right when I was planning to start using it). In the 1 week that I have lived in 4S ranch, I have tried various commute options (car, motorcycle and bus), and the bus option turned out to be the winner. • Car takes 27-28 minutes while bus takes 35 (not a problem at all). I can skip the stress, read a book, listen to music instead of staring at the road. • Motorcycle is faster for sure (20 minutes) but requires a lot more attention and focus. I really hope you will consider alternatives than eliminating this route. Thank you. Sincerely, Vinod Panikath [*Comment ID 738*]

Hi, I would really request you to consider continuing the bus service from 4S Ranch to UTC via Sorrento valley (the existing route 880). I heard that there is a plan to discontinue this route and that the bus will go to downtown directly. Currently there are 3 timings in morning and evening for route 880. I think there will definitely be more folks riding this bus if the services are delayed in the evening, ie, buses starting from UTC around 7pm or later. A smaller bus is also a better idea to save cost, in case ridership is low. Morning – From 4S Ranch to UTC via Sorrento Valley – 7:17am, 7:47am, 8:27am Evening – From UTC to 4S Ranch via Sorrento Valley - at 5:15pm, 5:45pm, 6:15pm I wanted to express interest in continuing the bus service since this is benefiting many folks living in this area. Thanks ranaya [*Comment ID 739*]

Hello, I'm a regular user of Route 880 from Rancho Bernardo Transit Center to Sorrento Valley; I work at Qualcomm. I was unable to attend the public hearing, hence I'm writing this email. I became aware of the reroute of 880 to Downtown, as a user of this transportation, I would appreciate if you keep at least one bus to Sorrento Valley/UTC area. Also, running big bus seems un-economical and wasteful, hence wondering if you could change that to smaller bus. I would greatly appreciate if you kept the route. Thank you Ravi Haliker 858-651-3718 [*Comment ID 742*]

Hello, I'm a regular user of Route 880 from Rancho Bernardo Transit Center to Sorrento Valley; I work at Qualcomm. I was unable to attend the public hearing, hence I'm writing this email. I became aware of the reroute of 880 to Downtown, as a user of this transportation, I would appreciate if you keep at least one bus to Sorrento Valley/UTC area and I'm ok w/ smaller bus. I would greatly appreciate if you kept the route. Also, If you could arrange free pass for a day, I'll get some 4S Ranch friends and colleagues to try out this route and see whether we can get more people. Thank you Sudharma Rao [*Comment ID 743*]

Dear MTS: I take Bus 880 every week day from 4s ranch to Qualcomm office in Sorrento Valley. If Bus 880 re-routes to Downtown, my commute will become much harder. I will have to drive and suffer traffic jams on Mira Mesa and I-15. I therefore would like to submit my request to keep Bus 880, perhaps switch to a smaller bus, to Sorrento Valley where a lot of Hi-Tech employees like me. Thanks -thomas [*Comment ID 746*]

Hi, I moved to Rancho Bernardo this year and have been taking the 880 express bus to my job at Qualcomm in Sorrento Valley since doing so; the availability of the bus was one of the factors in my decision to move to RB. While I understand that there have been some deep cuts to the transit budget, I'm really disturbed by the proposed change to route the 880 to downtown instead of continuing service to Sorrento Valley. This would probably require that my wife and I buy another car (we're currently a one-car family) and would mean that I get much less work done (I work on the bus to and from Rancho Bernardo). While current service is great, I wonder if some alternatives might be possible: 1) Reduce the number of

trips from three to two or even one (my vote would be for keeping the earliest busses). 2) Use a smaller bus, like those that are used for the 845. I understand that the seats on these are not as nice and that the ride is bumpier, but I would greatly prefer that to not having bus service. I rode such a bus from the Coaster to Qualcomm for a year before moving to RB, and nobody seemed to mind it much. 3) Work with Qualcomm to have Qualcomm provide a subsidy or to do something to encourage ridership. There are many Qualcomm employees that live in RB and 4SRanch, but I haven't seen anything from Qualcomm encouraging use of the 880. Perhaps a combination of (1) and (2) combined with either a Qualcomm subsidy or increased ridership drummed up by Qualcomm would make the service more viable. Thanks, Jeff Stephenson [Comment ID 747]

Hi, I'm a current 880 bus rider living @ 4S Ranch, working in Qualcomm at Sorrento Valley. I've been taking the bus since June when I first learned about the route from one of my colleagues. It has been a fantastic experience and life changing benefit for me since then. Ever since I moved to 4S Ranch area in 2007, I had been dreaming of a practical public transportation means to go to work from home. It will not only reduce the increased traffic jam, the pollution etc, but relieve myself from daily driving stress. I had looked into the vanpool and route 20 options. However, neither those options deemed practical to me. I was worried that maybe my dream would never be realized. Nothing was changed until one day in April I run into one of my colleagues - Mannish. We chatted a little bit of each other. I asked him how he commuted daily since both of us live in the same area. He told me that he was taking the bus. What? Bus!! How could I not know about this since I was the one looking for such thing? He told me how wonderful and great service the bus was. I was totally fascinated by what he told me and decided to give it a try. I first tried one day and found out it was an awesome experience. After that I purchased the monthly compass card and started the ride. It has been a life changing benefit for me since then. No driving stress, very reasonable travel time, meet new friends etc. I cannot really imagine all of these will be taken away and I have to switch back to the old routine. Since I started riding the bus daily, the ridership has been steadily increasing, slowly though. I have to admit that the ridership is not that high to make this route a successful now. But there are lots of other factors into this. It's not because there are limited potential bus riders in this area. One of the biggest reasons of low ridership is lack of advertisement. Not that many people are actually aware of such good service even though the route has been running more than half a year. Back in few months ago I met another person in gym and told him I was riding the bus to work. He asked me why I lived and how the bus operated etc. He told me he was living in the same area and was looking for such service too! Later he became another long term bus rider. There are quite few other persons I know are very interested in taking the bus too. Give this route some more time and increase the advertisement, I'm sure more people will take such wonderful bus. To address the short term needs and reduce the operating cost, we can:

- Use smaller size bus
- Reduce the trip frequency

Please do not take the route entirely away. Sincerely, Xiangdong Pan - a loyal 880 rider [Comment ID 748]

I wrote an email earlier but something new has come to my attention so I wanted to add it. I heard there were "counts" being taken on the buses to see what ridership was. This was not an accurate way to count the number of people that use this route. We have several riders that have Compass Passes but don't take the bus every day. However they have paid for their pass for the month. For instance, one of the regulars, Manny, rides the bus but he travels a lot for his job. In fact this month he hasn't used his pass more than 4 times I think because he had to go out of town. Another rider, Jim, has only used his pass one week this month because he was taking vacation. There are several more that do this. But they have paid for their pass for the whole month. Several of us work at Qualcomm. We compiled an email letter to HR at Qualcomm and there were 23 names on the letter. We all currently use the bus except for two who are going to start in January. That is just Qualcomm. We have other regulars that don't work at The Q. I doubt MTS knew there were that many riders already with passes. Hopefully it isn't a done deal but I fear the worse. Like we said, we are willing to have a smaller bus and less trips. Anything to keep our route. I know we will get ridership up if given the time. This route started on the first Monday in April. That wasn't very long ago and it hasn't been given a fair chance. [Comment ID 758]

I am against the proposed changes to the MTS 880 route changes. I am a steady rider of the 880 bus and have been since June of this year. I find it very convenient and relaxing to be able to leave my car at home (or at the RB Transit Station). It also makes me more efficient at work knowing that I have to leave to catch the bus to get home. My feeling is that it takes at least a year to establish a steady ridership and by cutting the Sorrento Valley service you are not allowing the ridership to grow. I am willing to ride on a smaller bus and cut the trips down to 2 trips a day each way. If you cut the Sorrento Valley route, I will be forced to drive to work every day and will have no need to buy an MTS monthly pass. Please reconsider the change in routes. Thank You, Roger Ruuspacka Senior Staff Engineer/Manager Qualcomm, Inc. [Comment ID 791]

I ride the 810 from Escondido and catch the 880 in Rancho Bernardo and get off at the San Diego Tech Center and the opposite to get home. I buy the monthly compass card just because this route exist and have been riding it since March, when it started - no one told me about it, I didn't know it existed - it was just by chance that I found the route around the time it started. I started riding for the sake of the traffic, for the convenience it offers me, and because its good for the environment. I, like many of the riders, am highly disappointed in the budget cuts, and realize that MTS has to make some cuts, but we, as a group, feel that there's just not enough evidence to conclude that Sorrento Valley and UTC is not a worthwhile route, and we feel this way because we have not seen a viable and consistent communication to explain the convenience, benefits, and local impact that riding provides. I, personally, just haven't seen MTS target the right audience to ride this particular bus route. Most of the people who ride are those who sought it out, and NOT one person rides because they've seen an ad or heard about it through an MTS communication. I just think that perhaps if it were better advertised or more incentivized then maybe you can attract others. My recommendations:

- Try to identify the market and do some due diligence on how to reach them
- Look to make some subsidies...
- Free Trial: 14 days for free - collect user data to reduce abuse of program
- Refer a friend get \$5 off your next pass (limit 5)
- Cross marketing...

Make the MTS card a discount card with special offers (like a AAA card) Lastly, I want to leave you with this - more people know that MTS is rated the best transportation system, rather than what routes are available, it's sad. My thought is simple, today, we are expanding the highways, but what will happen when you run out of room? Thank you for your time and reading this, I hope that there's some consideration for how young this route is and what kind of potential it has. Best regards, Manny Hernandez Director Product Operations | Supply Chain Franklin Wireless 5440 Morehouse Drive Suite 1000 San Diego, CA 92121 Off. (858) 623-0000 xt. 110 Cel. (805) 822-8582 ? This is the best number to reach me at! Fax. (858) 623-0050 manny@franklinwireless.com

[www.franklinwireless.com \[Comment ID 901\]](#)

I take the 880. I know this can be a successful route eventually. It is awesome. We would be willing to take a smaller bus. Less trips. [\[Comment ID 952\]](#)

Please do not cut 880! It has been life changing for me since I started riding. Please try other options to reduce the cost instead of cutting: smaller bus; cut trip frequency etc. [\[Comment ID 953\]](#)

We want to request keeping 880. Following are suggestions: (1) Use smaller size buses to reduce cost, (2) if extremely necessary, cut down on number of trips rather than stopping the service completely, (3) Improve advertising with QUALCOMM, 4S shopping complex etc. [\[Comment ID 954\]](#)

The 880 route is the only public transit option available to me. There has not been any advertising to promote 880. Can you consider adding Saber Springs Transfer to 880? [\[Comment ID 955\]](#)

I work at QUALCOMM, Inc., and utilize the 880 route. it would be okay with me to pay a higher fare or reduce the number of buses to 1 or 2. My preference is to ride the first or second bus. Thanks! [\[Comment ID 956\]](#)

I currently take the 880 from Rancho Bernardo to Sorrento Valley. Cutting this bus would terribly impact my trip to work. [\[Comment ID 957\]](#)

Ride route 880 from 4S Ranch, cancelling the service will impact my daily commute. I will be forced to use a car. Would help if Route 880 service is continued by making some changes and not cancelling the service all together. [\[Comment ID 958\]](#)

Kindly consider extending the service for several months more; the 880 is still a relatively new service; better advertisement and free riders will definitely help increase ridership. Also consider reducing the rides from 3 to 2. [\[Comment ID 959\]](#)

Route 880 keep 1 trip a day @ 5:45 pm from UTC/Sorrento Valley = cut costs. Still serving area & riders. Consider UCSD Preuss School. [\[Comment ID 960\]](#)

I ride on the 880 and take it Monday through Friday and believe that it's a mistake to reroute this directly to San Diego. I would have to resort back to driving, whereas, I and other fellow riders are trying to be environmentally responsible. We as a group feel that not enough has been done to promote the route to the thousands of people who work in the area. It's a shame that this route is being considered for the chopping block after only 6 months of service with no real and viable marketing. If this route goes away, I will stop using public transportation all together. [\[Comment ID 980\]](#)

It would be a shame to stop the 880 bus route before it has had time to build up ridership. It was not very well advertised and I just happened to stumble across it. [\[Comment ID 999\]](#)

I ride the 880. If you cancel the Sorrento Valley route then I will not take any public transit. [\[Comment ID 1018\]](#)

## Route 901 (17 Comments)

FIN - MTS PLANNING re SUNDAY SERVICE I would rather you raised the fare on the MTS rather than stop Sunday service. We can afford to pay up to \$100 a month for transit, but we can't afford to pay \$300 a month for a car if we have no way to get around. It is not logical to expect people to take the transit system who can't afford a car, and then be able to afford a car to get around on Sunday. It would be crippling and cruel to cut Sunday service, those of us who take the bus and trolley use it everyday, otherwise we have to stay home, and that's not safe, what if we have to go to pharmacy? And we need our recreation in order to be able to maintain our health for working. Here are the routes that I use on Sunday and would be lost and a prisoner of my studio apartment without: Used constantly: #8/9 Sea World/Crown Point/Pacific Beach. #44 to Clairemont Square. #105 to Mission Bay Park. #120 to Balboa Park. Used periodically: #30 to La Jolla Cove. #35 to Ocean Beach. #84 to Cabrillo Monument (Jan. whale fest & Sept. Cabrillo fest) - please restore. #101 to Torrey Pines. #115 to Cowles Mountain. #901 to Coronado/Tijuana Estuary. We would love additional service to: Lake Morena. Lake Hodges. Thank you, please continue to raise our fares, don't cut service. Thank you Valerie Sanfilippo SEIU, Sierra. Move On [\[Comment ID 668\]](#)

Can't believe we're cutting the 901 on Sundays. Not going through Imperial Beach to Iris cuts off her only way to work on the Strand. She needs to get back to Iris Street Trolley Station. Willing to pay a higher fee. [\[Comment ID 770\]](#)

Don't cancel the 901 on Sundays. She has small kids that she has to take to a babysitter. Run the bus from Coronado to Rainbow Drive in Imperial Beach. Even once every 2 hours would be ok. This route needs to stay in effect. Too many people count on this route. [\[Comment ID 785\]](#)

Eliminating Imperial Beach to Iris is a mistake because people do take the bus going into work, going to Coronado, or going to downtown. You guys are supposed to be the best transit in the Country and you are making cuts. The buses are always late. The trolleys run late. You can't ride it all the time. You should cut the board of governors, cut managers, cut the fat that way instead of from people trying to ride the buses to get to work. [Comment ID 801]

Dear MTS Planning and Board of Directors: I just wanted to voice my opinion and views on the re-rerouting of Route 929 from Broadway to City College Terminal. I feel that you will lose ridership this way and the change should not happen. The Bus Drivers already have said the change has been made is that TRUE? Or am I wasting my time in voicing my opinion? I come from La Jolla, UTC area (sometimes over 2 hours on the bus total trip time) on Route 150 to Downtown in front of the NBC Building where I catch the 929 Route to National City. I find that it will be a total inconvenience trying to get over to City College Terminal to catch the 929. There are so many people that ride the 150 and 30 Routes that jump right on the 929 in front of the NBC building and go home from there, (Horton Plaza will also lose business if the bus is rerouted) by the time we catch the buses in the evening we are exhausted from working all day, now this will be even more exhausting trying to rush over there - this will probably add another 1/2 hour :( Please don't move the 929 - if you can move the 901 NOT the 929 that would be better - Please!!!! Also, the 150 should be an express all the way to Downtown and not stop in Old Town. When will we get an Express bus to National City? Is that in the works? Also, on the 150 we feel that it's a total waste of our time going to the VA Hospital, can't the 30 pick and drop off people there??? Please let me know what you think of my requests, people are afraid to speak up. [Comment ID 840]

I wish to protest as strongly as possible about the proposed change to the Sunday 901 bus route. The proposed change will completely eliminate any bus service on Sunday to: Navy Housing, Silver Strand Beach, Loews Coronado and Coronado Cays. San Diego is a military town. I cannot believe eliminating bus service to Navy Housing would be a very popular decision. The proposed change will cause great hardship to South Bay residents who work in Coronado. I take the current 05:24am Sunday 901 bus, and I can attest to the fact that it is very crowded. It is standing room only at times. Many of my fellow 901 bus riders disembark at Loews Coronado, the Hotel Del, and both Navy bases. If the proposed elimination of the Silver Strand/Imperial Beach route takes place, these people will be forced to take a 933/934 bus to the Blue Line trolley to 12th & Imperial/downtown, then switch to a southbound 901 back to Coronado. This will make the riders late for work, not to mention the annoyance factor of multiple connections. I cannot believe MTS would like the publicity of disallowing our brave young Navy guys from taking the 901 bus to Imperial Beach to surf and relax. How many tourists have I talked to and instructed, on the 901 bus, how to get to the Silver Strand beach or I.B. pier. What about all the kids trapped without bus service at Navy military housing? Many of those kids work at all the touristy restaurants and ice cream shops in Coronado. This proposed change is a very bad idea. It will put an end to a very vital link in San Diego's economy. [Comment ID 842]

To Whom It May Concern: My name is Holly Ansley and I am the General Manager of the Glorieta Bay Inn. We are extremely concerned about the proposed changes concerning Bus Route 901 on Sundays and the fact that you will be eliminating the route heading up on the Strand to Coronado Island. The majority of my staff lives in Imperial Beach and works on Sunday. Sundays are the busiest day of the week in the hotel industry. Out of 19 housekeeping employees, about 12 of them take the 901 bus. I am not sure about the other businesses on Coronado Island, but I am pretty sure you are not just affecting my staff, but the Del, Loews, Best Western, and Coronado Marriott. Each person who takes the bus sets aside extra time each morning and afternoon to come to work and get home and now after these long days, that process will become even longer. I cherish my staff and want to support them in all manners. This is a huge concern to them and to me. The look on their face when they saw these proposed changes were of deep concern. I am pleading with you to reconsider this change and have the 901 continue to travel up the Strand to Coronado Island on Sundays. Thank you, Holly Ansley General Manager Glorieta Bay Inn 1630 Glorieta Blvd Coronado, CA 92118 Direct (619) 365-0244 - (619) 435-6182 holly@glorietabayinn.com www.glorietabayinn.com [Comment ID 899]

A lot of people go from South San Diego to Coronado on Sundays. Many people go to the Cays and to Loew's to work, church in Coronado, etc. and it would be a hardship not to have the 901 on the strand. Please don't completely eliminate the route from this area. [Comment ID 920]

Leave the 901 as it is. Needs the bus to get to/from work. [Comment ID 921]

Don't cut the 901 on Sundays. Uses it to get to/from work. [Comment ID 923]

If you take away the Sunday 901 I cannot get to work. Because 934 will probably not run early enough. [Comment ID 940]

I Work on the silver strand at loews hotel. I will not be able to get to work. [Comment ID 970]

i live in the south bay and work in coronado i would have no way to get to work if the 901 service to my area is discontinued as proposed [Comment ID 983]

Sunday 901 will not go downtown on Sunday. Lack of transfer unfairly requires double payment to transfer. [Comment ID 996]

To spare spending on routes through Coronado, it makes more sense to discontinue Route 904 altogether rather than limiting Route 901. The 904 is a redundant line any day of the week anyway, since it only goes a very short walking distance farther than the 901. Furthermore, the majority of passengers come from Imperial Beach, Strand, and Downtown, the areas which would not be serviced. There are less riders from Coronado Island because the area is so small that nearly everything is within walking distance. Most riders coming from Coronado would most likely only be riding the 901 in order to get to either Downtown or the Strand/Imperial Beach, which would not be possible with the proposed changes. For

these reasons, the changes might inconvenience both passengers and MTS income, since ridership would be so sparse in such a limited area as Coronado only. [*Comment ID 10157*]

I use the 901 for work and have seen plenty of people traveling between Coronado and Imperial Beach on Sundays. Couldn't you at least have a very early morning trip, a midday trip, an evening trip, and a late night trip on that route? I do not have a flexible day for my travel needs. I use public transportation to get everywhere that I can't reach reasonably by walking. This includes work. I work 5 to 7 days a week and my days off vary from week to week. If you have busses running hourly, are you going to make sure that when a bus breaks down, there's a back up bus on the way to pick up passengers in a reasonable amount of time? People who work have obligations and cannot wait an extra hour for the next bus. [*Comment ID 10221*]

Uses the 901 to get to work at a late night shift. Single mother will be unemployed if the route is removed. [*Comment ID 10291*]

### Route 904 (1 Comments)

To spare spending on routes through Coronado, it makes more sense to discontinue Route 904 altogether rather than limiting Route 901. The 904 is a redundant line any day of the week anyway, since it only goes a very short walking distance farther than the 901. Furthermore, the majority of passengers come from Imperial Beach, Strand, and Downtown, the areas which would not be serviced. There are less riders from Coronado Island because the area is so small that nearly everything is within walking distance. Most riders coming from Coronado would most likely only be riding the 901 in order to get to either Downtown or the Strand/Imperial Beach, which would not be possible with the proposed changes. For these reasons, the changes might inconvenience both passengers and MTS income, since ridership would be so sparse in such a limited area as Coronado only. [*Comment ID 10157*]

### Route 905 (5 Comments)

Please let this route run at least until 11P. [*Comment ID 6787*]

I have a compliant, my name is Charlie Vose. I'm going to complain about the schedule for Saturday about Airway Road and Virginia Blvd. You have a schedule from their going to IRIS Trolley Station. On your old schedule you had a 1:45 and you have a 2:45 but on your new schedule you have a 12:45 and a 2:45, I mean that is ridiculous. Why you taking off the 1:45? I suggest you should put it up for us instead of having us to wait the two hour difference. Thank you very much. [*Comment ID 7317*]

I am concerned about discontinuing the 905 on Sunday. If you cut the bus I won't be able to see my family and they won't be able to see me. I don't think it is right. [*Comment ID 8487*]

Uses the 905 to get to work a late night shift. Wants the route to stay. [*Comment ID 10287*]

Don't cut the 905 and 934. It makes it inconvenient for Mar Vista school students. [*Comment ID 10317*]

### Route 906 (3 Comments)

Your plan will severely hurt Chula Vista's economy, tax revenues, and the people's welfare. Additionally, in comparison to San Diego and other city area bus routes your plan is partial and un-fair as follows: 1. No east or west buses on Sunday, yet to our south, Imperial Beach and Olay Mesa get 30 minute services east and west supporting their businesses, SD-tax revenues and peoples. During your stressed budget times, you add a bus loop 906/907 to support the factory outlets on the border. I'm not buy that it is due to Buses 929 and 932 not going to the border, people will jump from bus to the Trolley at Iris Avenue. 2. Only Chula Vista's east west route goes to/from the Plaza Bonita Mall and National City 24th St once an hour but your plan and map indicates that major San Diego area malls and plazas and colleges are getting at least 30 minute interval bus services while the Trolley is near by as an alternative. Should we close down Chula Vista's South West College on Sundays? They do have a few classes on Sundays. 3. Trying to shut down Chula Vista's East Lake Malls and Plazas thereby decreasing our city's tax revenue and influencing our next elections while San Diego prospers but continues to waste their revenues? Solution: Recommend employ a new route east/west Chula Vista Route 709/712 at 60 or 30 minute intervals or keep 709 on Sundays at 30 minute intervals to be fair and impartial. New bus route 709/712 would go from H street Trolley up H Street to SWC then to East Lake Plaza on Telegraph then to East Lake Mall on Olympic Parkway then back on Palomar St to the Palomar Trolley station or run two buses on this new route going back and forth. New route 709/712 will work and after you've learned this then you could make the 709/712 the Saturday and Sunday route for East/West Chula Vista. Note. Has MTS as yet looked into getting and employing incrementally the effective and reliable Automatic Passenger Counting (APC) systems on every bus, perhaps APC system Directional Counting Sensors that count people coming and going at the time and place it occurs vice continuing with your 20th century manual counting



methods? These systems pay for themselves as they support the metrics needed for making informed decisions quickly while supporting efficient planning practices . . . quality improvements. [*Comment ID 804*]

929,932 cutting them off on Iris, I think it is a great idea. The only thing I would enjoy seeing is the 906/907 listed at 30 minute intervals, I suggest making it 15 or 20 minute interval. [*Comment ID 826*]

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 77 What about the other routes that serve Broadway. [*Comment ID 827*]

### Route 907 (3 Comments)

Your plan will severely hurt Chula Vista's economy, tax revenues, and the people's welfare. Additionally; in comparison to San Diego and other city area bus routes your plan is partial and un-fair as follows: 1. No east or west buses on Sunday, yet to our south, Imperial Beach and Olay Mesa get 30 minute services east and west supporting their businesses, SD-tax revenues and peoples. During your stressed budget times, you add a bus loop 906/907 to support the factory outlets on the border. I'm not buy that it is due to Buses 929 and 932 not going to the border, people will jump from bus to the Trolley at Iris Avenue. 2. Only Chula Vista's east west route goes to/from the Plaza Bonita Mall and National City 24th St once an hour but your plan and map indicates that major San Diego area malls and plazas and colleges are getting at least 30 minute interval bus services while the Trolley is near by as an alternative. Should we close down Chula Vista's South West College on Sundays ? They do have a few classes on Sundays. 3. Trying to shut down Chula Vista's East Lake Malls and Plazas thereby decreasing our city's tax revenue and influencing our next elections while San Diego prospers but continues to waste their revenues ? Solution: Recommend employ a new route east/west Chula Vista Route 709/712 at 60 or 30 minute intervals or keep 709 on Sundays at 30 minute intervals to be fair and impartial. New bus route 709/712 would go from H street Trolley up H Street to SWC then to East Lake Plaza on Telegraph then to East Lake Mall on Olympic Parkway then back on Palomar St to the Palomar Trolley station or run two buses on this new route going back and forth. New route 709/712 will work and after you've learned this then you could make the 709/712 the Saturday and Sunday route for East/West Chula Vista. Note. Has MTS as yet looked into getting and employing incrementally the effective and reliable Automatic Passenger Counting (APC) systems on every bus, perhaps APC system Directional Counting Sensors that count people coming and going at the time and place it occurs vice continuing with your 20th century manual counting methods? These systems pay for themselves as they support the metrics needed for making informed decisions quickly while supporting efficient planning practices . . . quality improvements. [*Comment ID 804*]

929,932 cutting them off on Iris, I think it is a great idea. The only thing I would enjoy seeing is the 906/907 listed at 30 minute intervals, I suggest making it 15 or 20 minute interval. [*Comment ID 826*]

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 77 What about the other routes that serve Broadway. [*Comment ID 827*]

### Route 921 (3 Comments)

I currently use route 880 to commute from Rancho Bernardo to UCSD. The route change is unfortunate for me. However, if the new route to downtown would make a stop in Mira Mesa (Westview Parkway and Black Mountain Road) with an efficient connection to routes 31 to UTC and 921 to UCSD, before continuing its trip on I15 south to downtown, this would still make for much faster commute to UTC/UCSD than using route 20 to get to Mira Mesa. Please, consider adding Mira Mesa as a stop for the new route 880. Paul Hick [*Comment ID 724*]

San Diego's public transit is already extremely minimalistic. I will probably have to cancel a Dec. 7 medical procedure because I will not be able to get all four buses home leaving the

hospital after 6:30 pm. After my Tuesday evening class I have to walk 3 miles to get home because the 921 has quit. I work on Sunday and the 921 van is nearly full. [\[Comment ID 990\]](#)

There are scores of people living/visiting Mira Mesa who will have to suffer a lot if the 921 service is withdrawn on Sundays. The bus is kind of a utility service without which life will become standstill. I have already spoken to many people and they are much worried about the adverse impact of the proposed change. [\[Comment ID 994\]](#)

## Route 923 (11 Comments)

Hosteling International in San Diego Would like to get more info on the 923 proposed cuts and wanted to look at the survey. Return the call. Where are the proposed cuts on our website? [\[Comment ID 657\]](#)

The proposed change in the bus schedule will severely affect impacts the Point Loma Hostel. Eliminating Sunday service of the 923 bus is the ONLY bus that runs down Voltaire and is the main artery between Ocean Beach, Downtown and the airport. Over 60% of our hostellers use public transportation rather than cars to come to our hostel. This would have a great impact on the hostellers that we serve. I strongly urge you to reconsider and do not change the present schedule. [\[Comment ID 688\]](#)

Dear Mts Staff, Please know that as a school teacher myself I totally understand the deep fiscal concerns your dept. is facing in trying to streamline your operations. Please beware, that prosing bus routes cuts such 923, may sound as a viable alternatives in the short run, greater concerns are the dire affects to the very core of the customers that you try to reach, those needing/choosing alternate means of transportation. Please reconsider your plans of ending the Sunday bus route(923) to the Famous Point Loma Hostel, a San Diego Icon, a center for cultural and community awareness like no other. As you know many of us residents are being bombarded with higher living costs and many with job layoffs. Again, have some mercy, give us low-to-middle class population a chance to at least keep some normalcy to our lives when we most needed. With extreme gratitude, The Henry Family [\[Comment ID 689\]](#)

Dear MTS Board of Directors, I appreciate the challenge MTS faces; lower sales tax revenue and subsidies have put a strain on their budget. Just like all companies, they need to make adjustments. However, it doesn't make sense to balance their budget by drastically cutting routes at a time when community members are looking towards public transportation as a solution to their own budget crunch. One recently proposed change would eliminate Sunday service for the 923, the only bus that directly links Ocean Beach to the Airport with no transfer and to Downtown, with only one transfer. This would have a negative impact on the low to middle income residents who live in Ocean Beach and Point Loma, many of whom rely on public transportation. It would also seriously impact the 3,500 travelers who visit Hostelling International San Diego, Point Loma each year. The family-friendly Point Loma Hostel is a favorite among travelers. With an occupancy rate of 84%, the hostel provides an affordable alternative for many travelers. Over 60% of our hostellers come to San Diego without a car. Over half of the hostellers are international, coming from cities where public transportation is the norm, not the exception. They need the bus to get to the hostel, they use the bus to get around San Diego. MTS has offered other choices: To get downtown, a hosteller can walk over one mile to Ocean Beach, catch Route 35, and transfer to Route 30 or the Blue Line Trolley, doubling ride time and adding a 30 minute walk to the bus stop. There is no alternative to the airport. Our hosteller's options are limited. They can drive a car, impacting the neighborhood parking and the environment, stay at another location or choose not to come to San Diego at all. As one of our Brazilian visitors said, "It would make it impossible to come here." There has to be another solution to this budget crisis A concerned hosteller Laura Olson Puyallup, WA [\[Comment ID 693\]](#)

Dear Sirs: I am currently serving as a board member of Hostelling International. One of our hostels is located in Point Loma. The success of this hostel is due in part to the ability to access it by public transportation. It is critical that the bus route 923 stay in service on Sundays. We are working hard to make the experience for the traveler coming to San Diego memorable in every way. Our Point Loma hostel has won awards for quality and friendliness. We will lose many of our future and returning customers if the bus route is stopped. Many of the young visitors are on limited budgets and the bus provides an excellent affordable way for them to access the Point Loma location. I am hoping that my letter and others will be read and considered when this proposal is brought to the table. Thank you, Barbara Ness [\[Comment ID 711\]](#)

The 923 is the only bus that directly link Ocean Beach to San Diego International Airport, cutting the route will have a negative impact on the low to middle income residents living in Ocean Beach and Point Loma, many of whom rely on public transportation. It doesn't make sense to balance your budget by cutting your routes at a time when community members are looking towards public transportation as a solution to their own budget crunch. Cancelling the Sunday 923, would negatively impact the 3500 travelers visiting Hostelling International San Diego, of which over 64% come without a car. There has to be another solution. [\[Comment ID 751\]](#)

923 is cancelled and there are churches there. How are you going to get out there for church? [\[Comment ID 856\]](#)

The 923 goes to churches there in Ocean Beach. Please, don't cut. [\[Comment ID 873\]](#)

Who should I call about the 923 service on Sunday? Please, call me at 619-459-4518. We need the 923 badly because I go places on Sunday. [\[Comment ID 876\]](#)

Don't cut the 923 on Sunday. She and her daughter go to work and school on Sunday. [Comment ID 924]

1) Most of your riders have to work M-F. The weekends are our only chance to get anything done. Without MTS service on many of these lines, we can't do that. 2) Proposed changes to the 27 make getting to Clairemont stores for PB residents impossible. Every 90 min is NOT service... it's an ultimatum to be waiting for the bus or get screwed. 3) Proposed discontinuation of the 923 would cripple OB residents on Sundays. The 923 is the only through route available to us. PLEASE DON'T TAKE AWAY THE SUNDAY 923!!! Thank you. [Comment ID 1006]

## Route 928 (11 Comments)

TO THE BOARD, IF YOU STOP THE SATURDAY'S AND SUNDAY'S SERVICES OF RT. 928 OR 6, YOU ARE SRANDIND MORE THAN HALF OF SERRA MESA AND HILLCREST AREAS. THE 928 ON SATURDAY AND SUNDAY IN ALWAYS FULL BECAUSE IT SIT LESS LESS THAN 20 PEOPLE. I WILL NO LONGER BE ABLE TO MY MEETING IN BALBOA PARK ON SUNDAYS NIGHT. A WHAT HAPPEN IF I NEED TO GO THE E.R. ROOM AT BALOBAS HOSPITAL? MY ONLY WAY IS THE BUS!!!!!! NONE OF YOU LIVE IN SAN DIEGO OR TAKE THE BUSES DAILY SO YOU NO WAY ON KNOWING WHAT IN FEEL LIKE TO HAVE SOME SCREW UP LIVE. IF YOU WISH TO HELP GIVE UP YOUR RAISES, AND QUIT BUYING BUSES FOR LONG ROUTES, AND PUT NORMAL PEOPLE ON THE BOARD NOT POLITICALLANS!!!! SUSAN FARRINGTON DISABLE RIDER [Comment ID 663]

He lives in Serra Mesa and as a retired person he depends on Route 928 on Sundays. Please don't eliminate the routes. He'll come to the meeting on the 10th. [Comment ID 779]

The 928 is the most direct route from Fashion Valley to Stonerest. There is no other route going up there on weekends. On Sunday people work in that area and they can't get to work without walking from Clairemont Rd. People use the Walmart and Fry's too for shopping. Please reconsider making this change on Sundays. [Comment ID 783]

Have we considered doing adopt-a-route? Maybe Fry's or Walmart will help us out on the cost of the route because they'll lose revenue as well if we cut the route. [Comment ID 784]

Lives in Serra Mesa. Is upset that we are stopping Route 928 on Sundays. She's been taking it for 20 years. She works on Sunday at Nieman Marcus. Other elderly and retired people need the bus too. This is America and transportation is important here. This isn't a 3rd world country. There are no other options for people living in this area. Have a heart for these people who live in Serra Mesa. You can cut back the span a little bit, but still run it. [Comment ID 807]

If you cut 928 Sunday service and you already cut 25 then we won't have a way to get down to go anywhere on any bus. [Comment ID 846]

On the proposal, 928 cutting out on Sunday. I am disabled and the 928 is the only way to get out of Serra Mesa. It is more than just an inconvenience. Sometimes Sunday I need to go out. [Comment ID 867]

December 7, 2009 Dear Ms. Frye, I recently inherited a unit from my parents in Woodbridge Apartments in the Serra Mesa section of San Diego. Since I am from NYC, I do NOT know how to drive and was delighted to see that the bus stops on the corner. And I can take that bus to connect with other transportation to go anywhere in this city. That includes to the movies, the mall, the supermarket (even Whole Foods and Trader Joe's if I want to take two buses), and all the cultural activities this city has to offer. When my parents moved here, they chose this location since it was so close to Von's (since closed) and fairly close to Henry's (since closed). This is a great community with a wonderful library, a nearby post office and various restaurants. I am so afraid that for the veterans, the military families and the older people who depend on the bus that even with the elimination of service for only one day a week, there will be a ripple effect in Stonerest. The Walmart there seems to depend on the bus traffic (I've seen many people on the bus with Walmart bags). For Stonerest shopping center to go the way of the small mall that had been at Ruffin Road and Gramercy would be a shame. If the city of San Diego makes this sort of decision, it will impinge on the quality of life for those of us who depend on the bus. There are many people who go to work and church on Sundays. A financial crisis in the city is no reason to limit bus service. It would affect the use of natural resources and damage air quality since people would have to ask neighbors for car rides to get from place to place. I think this is a short-sighted solution to a long range plan. I am heartily against the proposed elimination of route 928 (and all the others even though I have no direct interest in them) on Sundays. Thanks for your attention. Sincerely, Leslie Radwan (nee Stitt) [Comment ID 880]

Regarding proposed Sunday changes: 1. It just doesn't seem right to me that an entire community, Serra Mesa, will have no service on Sunday if the 928 does not run. I work at the CVS on Sandrock Rd - I would have to tell my boss that I can't work on Sundays (I take the 928 from Fashion Valley). 2. With the 6 not running on Sunday, much of North Park is left with the only option of taking 2 routes to get to Fashion Valley, and 3 routes to get to Mission Valley: the 1 west to Hillcrest, then the 120 to Fashion Valley - then the Green Line east to Mission Valley (or the 1 east to Fairmount Ave, then the 13 to Grantville, and the Green Line west to Mission Valley). Weekends are important to merchants. I can't imagine the Mission Valley merchants are too happy about this proposal. For employees it means a much longer commute. And for the elderly it means more walking - so they might not shop on Sunday. [Comment ID 887]



I live in Serra Mesa and I use the 928 on Sunday to get to work. If you cut the bus you will hurt me and hurt others too. If anything, please, extend the wait to two hours or something, please, do not discontinue. [*Comment ID 908*]

I read about your proposed cancellation of Route 6 and Route 928 on Sundays. I just want to let you know that you should NOT cancel these two bus routes because a lot of people rely on both Route 6 and Route 928 to get to work. My daughter works in Mission Valley on Sundays and she cannot change her schedule. If you cancel these routes how is my daughter and other people who don't have cars suppose to get to and from work? The trolley doesn't go to Serra Mesa, North Park, Normal Heights, etc. If you cancel these two routes you are going to have a lot of upset people who work on Sundays and who also, want to go shopping at Mission Valley Mall and Fashion Valley Mall angry. Especially right before Christmas because people will not be able to go to work or shop at these malls. Please do NOT cancel Route 6 and Route 928. It would do more harm than good. [*Comment ID 1033*]

## Route 929 (5 Comments)

Please consider seriously NOT cutting length of trips. Consider how bad it is to be told "The bus doesn't go there any more on Sunday." (929 to downtown and back) Or have to wait until tomorrow for the bus to pick me up downtown and take me home. 1) If you are paying cash, you are trapped away from your location, and you CAN'T TRANSFER. 2) If you don't know the bus doesn't go there anymore, you will have spent half the cost of the day pass to get to the new end of the line. With limited funds, your only option is go back home. 3) Waiting longer is so much more acceptable than not going at all. 4) With my reduced \$, I shudder to think that I will have to stay home Sundays. Thanks for thinking of us. [*Comment ID 692*]

Your plan will severely hurt Chula Vista's economy, tax revenues, and the people's welfare. Additionally, in comparison to San Diego and other city area bus routes your plan is partial and unfair as follows: 1. No east or west buses on Sunday, yet to our south, Imperial Beach and Olay Mesa get 30 minute services east and west supporting their businesses, SD-tax revenues and peoples. During your stressed budget times, you add a bus loop 906/907 to support the factory outlets on the border. I'm not buy that it is due to Buses 929 and 932 not going to the border, people will jump from bus to the Trolley at Iris Avenue. 2. Only Chula Vista's east west route goes to/from the Plaza Bonita Mall and National City 24th St once an hour but your plan and map indicates that major San Diego area malls and plazas and colleges are getting at least 30 minute interval bus services while the Trolley is near by as an alternative. Should we close down Chula Vista's South West College on Sundays? They do have a few classes on Sundays. 3. Trying to shut down Chula Vista's East Lake Malls and Plazas thereby decreasing our city's tax revenue and influencing our next elections while San Diego prospers but continues to waste their revenues? Solution: Recommend employ a new route east/west Chula Vista Route 709/712 at 60 or 30 minute intervals or keep 709 on Sundays at 30 minute intervals to be fair and impartial. New bus route 709/712 would go from H street Trolley up H Street to SWC then to East Lake Plaza on Telegraph then to East Lake Mall on Olympic Parkway then back on Palomar St to the Palomar Trolley station or run two buses on this new route going back and forth. New route 709/712 will work and after you've learned this then you could make the 709/712 the Saturday and Sunday route for East/West Chula Vista. Note: Has MTS as yet looked into getting and employing incrementally the effective and reliable Automatic Passenger Counting (APC) systems on every bus, perhaps APC system Directional Counting Sensors that count people coming and going at the time and place it occurs vice continuing with your 20th century manual counting methods? These systems pay for themselves as they support the metrics needed for making informed decisions quickly while supporting efficient planning practices . . . quality improvements. [*Comment ID 804*]

929,932 cutting them off on Iris, I think it is a great idea. The only thing I would enjoy seeing is the 906/907 listed at 30 minute intervals, I suggest making it 15 or 20 minute interval. [*Comment ID 826*]

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 7? What about the other routes that serve Broadway. [*Comment ID 827*]

Dear MTS Planning and Board of Directors: I just wanted to voice my opinion and views on the re-rerouting of Route 929 from Broadway to City College Terminal. I feel that you will lose ridership this way and the change should not happen. The Bus Drivers already have said the change has been made is that TRUE? Or am I wasting my time in voicing my opinion? I come from La Jolla. UTC area (sometimes over 2 hours on the bus total trip time) on Route 150 to Downtown in front of the NBC Building where I catch the 929 Route to National City. I find that it will be a total inconvenience trying to get over to City College Terminal to catch the 929. There are so many people that ride the 150 and 30 Routes that jump right on the 929 in front of the NBC building and go home from there, (Florton Plaza will also lose business if the bus is rerouted) by the time we catch the buses in the evening we are exhausted from working all day, now this will be even more exhausting trying to rush over there - this will probably add another 1/2 hour :( Please don't move the 929 - if you can move the 901 NOT the 929 that would be better - Please!!!! Also, the 150 should be an express all the way to Downtown and not stop in Old Town. When will we get an Express

bus to National City? Is that in the works? Also, on the 150 we feel that it's a total waste of our time going to the VA Hospital, can't the 30 pick and drop off people there??? Please let me know what you think of my requests, people are afraid to speak up. *[Comment ID 840]*

## Route 932 (5 Comments)

I just got a glimpse of the proposed Sunday service changes/discontinuations of bus services. I totally disagree with the rerouting of the route 3 on Sundays from Euclid Trolley to City College ONLY!! I work in Bankers Hill in a senior retirement community on weekends; my shift starts at 7AM. How the hell am I supposed to get to work on Nutmeg Street if the number 3 goes only as far as City College? This isn't helping me out AT ALL!! What am I supposed to do about getting to work on Sunday mornings? And just exactly how is inconveniencing us passengers EVEN MORE by deleting or reducing what little bus service we already have, going to solve a gap in the budget? You took away our routes 16, 81, 1 and 25 from downtown, 14, 18, 13 to SDSU, 932 from downtown to the Border, and Lord knows which other routes that were a big help to us!! What more do you want? What are you trying to get us to do? Walk to our destinations? Did it ever occur to you people at MTS that implementing these proposed service changes will indeed CONTRIBUTE to the unemployment situation even more because people are going to be fired from or have to be forced to quit their jobs in an attempt to locate closer to their place of residence due to lack of public transportation from their starting point to their destination? You people don't have anything to worry about because you drive your "big-fine" SUV's and other "swanky-dank-dank" automobiles to get your butts to and fro. WHAT THE HELL ARE WE SUPPOSED TO DO? *[Comment ID 708]*

Your plan will severely hurt Chula Vista's economy, tax revenues, and the people's welfare. Additionally, in comparison to San Diego and other city area bus routes your plan is partial and un-fair as follows: 1. No east or west buses on Sunday, yet to our south, Imperial Beach and Olay Mesa get 30 minute services east and west supporting their businesses, SD-tax revenues and peoples. During your stressed budget times, you add a bus loop 906/907 to support the factory outlets on the border. I'm not buy that it is due to Buses 929 and 932 not going to the border, people will jump from bus to the Trolley at Iris Avenue. 2. Only Chula Vista's east west route goes to/from the Plaza Bonita Mall and National City 24th St once an hour but your plan and map indicates that major San Diego area malls and plazas and colleges are getting at least 30 minute interval bus services while the Trolley is near by as an alternative. Should we close down Chula Vista's South West College on Sundays? They do have a few classes on Sundays. 3. Trying to shut down Chula Vista's East Lake Malls and Plazas thereby decreasing our city's tax revenue and influencing our next elections while San Diego prospers but continues to waste their revenues? Solution: Recommend employ a new route east/west Chula Vista Route 709/712 at 60 or 30 minute intervals or keep 709 on Sundays at 30 minute intervals to be fair and impartial. New bus route 709/712 would go from H street Trolley up H Street to SWC then to East Lake Plaza on Telegraph then to East Lake Mall on Olympic Parkway then back on Palomar St to the Palomar Trolley station or run two buses on this new route going back and forth. New route 709/712 will work and after you've learned this then you could make the 709/712 the Saturday and Sunday route for East/West Chula Vista. Note. Has MTS as yet looked into getting and employing incrementally the effective and reliable Automatic Passenger Counting (APC) systems on every bus, perhaps APC system Directional Counting Sensors that count people coming and going at the time and place it occurs vice continuing with your 20th century manual counting methods? These systems pay for themselves as they support the metrics needed for making informed decisions quickly while supporting efficient planning practices . . . quality improvements. *[Comment ID 804]*

929,932 cutting them off on Iris, I think it is a great idea. The only thing I would enjoy seeing is the 906/907 listed at 30 minute intervals, I suggest making it 15 or 20 minute interval. *[Comment ID 826]*

MTS user for 2 decades. I take MTS when I visit San Diego, but primarily on the weekends. I typically use 8,9,30,20. Look at retaining service to downtown on the 30 on the weekend, or else, I'd have to take it to Old Town. Try to retain service on the 20 to Mira Mesa. National City won't like to hear about the changes, why can't we go back to how the National City Transit ran it in the past. 906/907 Why not run it seven days a week and leave 929/932 as is. As for Chula Vista, you need to hear exactly what Chula Vista people want for Chula Vista transit. As for the 8/9 I like the idea for the one route, but I like the route as is. Try not to cut it. Try not to cut service in Poway. You have 90 minute service on weekends, don't make it worse. I sometimes use 27 on Saturday to get to the beach. I've used it a couple times to get to the complex. What about route 77 What about the other routes that serve Broadway. *[Comment ID 827]*

For me personally I really do not like the service changes that you are thinking of doing especially in the east county. I have to get out to east county twice a week once on Friday then on Sunday. The route I use on Sunday will not be running, which is the 856. The Chula Vista routes please do not discontinue my family and I use these routes especially the 704 and the 705. Please come up with another idea for the the 704,705,856 and the 932 please. *[Comment ID 1021]*

## Route 934 (1 Comments)

Don't cut the 905 and 934. It makes it inconvenient for Mar Vista school students. *[Comment ID 1031]*

### Route 936 (1 Comments)

I'm waiting for the bus right now. The 856 on the weekend wait is already one hour. If you cut it, I won't be able to get to work on the weekends. During the week, I'll have to walk half a mile to get to the 936 and then another hour to get ready for work. [\[Comment ID 828\]](#)

### Route 955 (1 Comments)

I have to go to work early in the Work. I catch the bus to SDSU early in the morning. It will affect me and other people. Leave the early morning alone. No change in the early morning. [\[Comment ID 860\]](#)

### Route 961 (1 Comments)

The 961 on the weekends is essential for many people. On the weekends now as it runs only hourly, I see that the bus is much more full. Seeing this I believe that cutting the Sunday service will greatly affect many people. [\[Comment ID 1008\]](#)

### Route 962 (1 Comments)

Hi, As a daily MTS rider, I am opposed to eliminating the 962 bus route on Sundays. As an American citizen living in Mexico, I use the trolley and bus to get to work and church. I am blessed in that I work part-time at my church and I need to get to and from the border to 6038 Cumberland on a daily basis. Last year after a period of unemployment, my car was repossessed and I became dependent on the trolley and bus. For the first time in my life I became a public transportation user. I enjoy riding the trolley and bus and I congratulate you on winning the Public Transportation award, your service certainly deserves it, especially Oscar the 962 bus driver.. He knows how to drive a bus and treats his riders with concern and respect. If you eliminate the 962 on Sunday, I will have no way to get to and from church and that distresses me greatly. If you need any additional information, do not hesitate to contact me. [\[Comment ID 754\]](#)

### Route 965 (3 Comments)

Dear San Diego Metropolitan Transit System, I recently learned that you plan to discontinue MTS Bus Route 965 on 28Feb10. I would hope that you reconsider this decision. Every single Saturday and Sunday I catch the 965 bus at the Landis and 41st street intersection at either 8:12 AM or 8:47 AM for the trip down to Home Avenue and Gateway Drive. From there I walk about a third of a mile down to the Home Avenue Medical Clinic located at 3940 Home Avenue, and then subsequently catch the same bus about a half hour later on its next loop around its' route. If you shut it down I'd have to take the Thirteen Bus at Landis St. and Fairmount Avenue, then get off at Home Avenue and half to walk about two miles to the clinic, and I don't have the strength for it and am at a loss for a solution. For your general information I purchase a senior monthly bus pass on the 1st of each month and I use the Bus every day and the trolley occasionally to see my Dad in Santee. [\[Comment ID 762\]](#)

I heard the 965 will not run on Sundays. I need the bus to work on Sunday because I always go out on Sunday. [\[Comment ID 817\]](#)

965 Please keep it. Raymond [\[Comment ID 909\]](#)

### Route 992 (4 Comments)

She is opposed to changes that are proposed. In particular the reductions to the 8/9, the 992, and the Blue Line trolley. Keep the routes as they are. [\[Comment ID 786\]](#)

As someone who works until 11pm at the airport, I was concerned to hear that you are considering cutting off service on bus #992 at 11pm. I do not have a car and I know of several other airport employees who rely on the #992. The last flight usually leaves just before 11pm, so I often get the bus that arrives at terminal 2 at 11:12pm. There are also a few passengers who take the #992 downtown after arriving on flights, but it is mainly the late night airport workforce which relies on the #992 on a daily basis. Thank You [Comment ID 879]

Petition/Letter Signed by 16 People The proposed changes would be a big burden to the people of San Diego, especially the 992, 929, 932 and the Trolley. People use MTS to go to work, school, doctor, shopping, and for other reasons. Cutting the 992 at 11:00 p.m. will prevent workers working late from getting home from the airport. It's hard to get a job right now due the economy, and these people will have to do that if you cut their service. Do something else to minimize the impacts other than cutting service again. MTS always makes its changes by affecting passengers. The government should support the people. Some people are amenable to a mild/small increase in fares to maintain these critical services. [Comment ID 928]

Decrease in frequency of 992 makes it far less useful. Also: many students live in UTC area along 30 route. Ending at VA hospital makes getting downtown on weekend very inconvenient! [Comment ID 995]

## All (1 Comments)

Doesn't agree with the cuts on Sundays. Reduce the routes to every 2 hours instead of cutting completely.  
6,27,88,115,701,704,705,709,712,832,833,845,848,854,855,872A,904,905,916,917,923,928,962,955,7,968. Would like us to contact him to get his ideas after noon on Thursday.  
[Comment ID 919]

## Blue Line (4 Comments)

The proposal of some what is called would be very unmanageable for me especially as someone like me who is trying to get my documents and files off for my lifestyle! With all the route changes and then MTS Buses expenses for tickets it is very difficult for me to manage to get to here to there! Especially when I'm homeless. [Comment ID 745]

She is opposed to changes that are proposed. In particular the reductions to the 8/9, the 992, and the Blue Line trolley. Keep the routes as they are. [Comment ID 786]

She doesn't take the bus, but is calling for people who do. Rides the 712 to Southwestern College for school. The 701 takes her to the Chargers and Padres games. It is a disappointment to have the routes discontinued on Sunday. Takes the buses to the library, events, malls, etc. Traffic will be increased due to elimination of bus service. [Comment ID 915]

Keep the Blue Line span of service in the morning departure at 4:59 a.m. the same. He works in Downtown with others starting at 6am, but couldn't get there if the span is cut. Keep it running late because events run late too. [Comment ID 916]

## Budget (4 Comments)

Have we considered doing adopt-a-route? Maybe Fry's or Walmart will help us out on the cost of the route because they'll lose revenue as well if we cut the route. [Comment ID 784]

MTS has \$22 million available to it from SANDAG's reallocation of Transnet, authorized by a 2/3 vote of SANDAG. MTS should use that funding and avoid all cuts. [Comment ID 968]

i suggest that the higher pay employees take pay cuts and that way there will be more money in the budget for trolley projects and or new buses and bus routes. [Comment ID 997]

SOFAR challenges the validity of MTS's claim that they are in a fiscal emergency. SOFAR is opposed to the proposed service reductions, because such reductions will only harm the long-term vitality of San Diego's public transit system. MTS needs to consider alternative means of funding to reduce their budget deficiency without cutting service. MTS is obligated to complete further research into public desire for transit projects before making service reductions, failing to provide public transit as an adequate means of transportation will continue to exacerbate social, economic, and environmental problems throughout San Diego. [Comment ID 1038]



## Chula Vista (2 Comments)

To whom it may concern, This is regarding the proposed service changes for February, and i just don't understand how cutting almost all the routes that run for the city of chula vista is going to do any good? What you are proposing to do is to leave those who rely on public transportation on Sundays, with out any transportation at all. Many people rely on taking the bus on Sundays, not everyone is using it for work, but those who do, are going to be left trying to figure out how to get to work and home. This will not only affect people, but i think businesses in the city will feel hurt, considering that those who do take the bus on Sundays are most likely going shopping of some sort. I think reducing the span of service from the current 6:30-9:30/7:30-9:30 to at least 10:30 - 7:30, would be more realistic than completely cutting all routes on Sundays I hope you realize that once more people learn that the city will be left with out public transportation on Sundays, they will be outraged, and will demand some sort of action, and change to this proposed planned you guys plan. sincerely Concerned rider [Comment ID 700]

Please do not cut the chula vista routes. I sometimes use those routes to get to work [Comment ID 757]

## Express (1 Comments)

I take the Express Commuter Bus everyday and I have a concern about the bus not running from Dec 25-Jan 1st. Please call me. 619-685-2607, Reconsider giving it from Dec 28-Dec 31st I paid \$100 a month for this Compass Premium Express. [Comment ID 811]

## Fares (7 Comments)

If we cut prices, we'll have more riders. Thereby more payers and we won't have to cut anything. People in personnel should take a cut in their paychecks and stop taking raises, take lowers instead. These are the solutions to all the problems. Get it together MTS. Go back to the prices of the 90's and that will fix MTS overnight. MTS will make MILLIONS. [Comment ID 782]

The 20 should be two routes. 1) N. Freeway up from Fashion Valley to Carmel Mountain & Rancho Bernardo. 2) Slow run to Mira Mesa & Penasquitos. The route needs to stay every half hour M-F AND weekends. No other way to go north. It's way overcrowded in the a.m. and p.m. with standing room only. Eliminate discounts for employees and the University discounts. [Comment ID 927]

Petition/Letter Signed by 16 People The proposed changes would be a big burden to the people of San Diego, especially the 992, 929, 932 and the Trolley. People use MTS to go to work, school, doctor, shopping, and for other reasons. Cutting the 992 at 11:00 p.m. will prevent workers working late from getting home from the airport. It's hard to get a job right now due the economy, and these people will have to do that if you cut their service. Do something else to minimize the impacts other than cutting service again. MTS always makes its changes by affecting passengers. The government should support the people. Some people are amenable to a mild/small increase in fares to maintain these critical services. [Comment ID 928]

Fares for public transit are a little high. [Comment ID 947]

I would be happy to pay for my UCSD pass. I know UCSD pays a portion of the cost. i would be willing to pay the difference. I would prefer to pay more than to lose any service. [Comment ID 961]

Charge a premium if necessary; it already takes a long time to get a trolley through downtown on weekend nights. [Comment ID 966]

Sunday 901 will not go downtown on Sunday. Lack of transfer unfairly requires double payment to transfer. [Comment ID 996]

## Green Line (5 Comments)

Hi Folks The proposed service cuts referred to in the Union-Tribune recalled a letter I sent you over a year ago with no reply on your part. Herewith the gist: At present both the

Orange and Green lines cover the vastly underutilized segment between the E.C. Transit Center and Gillespie Field (and Santee). You are fortunate to witness more than 3 or 4 individuals board or disembark at Gillespie Field or at the Santee stop at any one time. Wouldn't it make more sense to terminate the Orange Line at the E.C. stop and have the few who decide to continue transfer to a Green Line train? On a related subject: there have been a few events (air shows) at Gillespie Field where the venue was directly within a hundred or so yards from the trolley stop across Marshall Ave. yet I have never seen any publicity on your part to subsidize this event by exhorting a "fun day for the family by hopping on the trolley to attend this event". Most individuals are under the impression that attending requires fighting auto traffic to reach the Bradley Avenue entry to the airport. Do you have Publicity? Respectfully, Eric Stevens [\[Comment ID 664\]](#)

Hello my name is Mr. James Lindquist and I work at the Veterans Hospital. I take the 864 from Business Hwy 8 to the El Cajon transit to catch the green line to Fashion Valley and the 41 to the Veteran's Hospital. If you cancel the 864, I won't have any way to get to work, I'm disabled, and blind in one eye. I'll lose my job. Thank you very much. I hope you keep the 864 going. Thank you for your kind attention to the matter. God bless you. [\[Comment ID 729\]](#)

Hello, my name is Mr. James Lindquist and my number is 619-390-3701 and I live in Lakeside, CA. I work at the Veteran's Hospital in La Jolla. I catch the 864 on Business Hwy 8 to the El Cajon Trolley Station. I catch the green line to Fashion Valley. I catch the 41 to the Veteran's Hospital. If you cut the 864 I won't be able to get to work. If I can't get to work, I get fired. I'm blind in one eye and I can't drive. Thank you for your wonderful great drivers you have, you've got good drivers, and good customer service... helped me out a lot. Keep the 864 going cause a lot of people will lose their jobs if they can't get to work. Thank you very much for your time and attention to this matter. I'm a Vietnam Veteran and I'm disabled and I have to get to work. I have to support my kids or else they are going to starve. [\[Comment ID 734\]](#)

I work for the Union Trip. I take the 28 bus on Sunday. I work midnight on Sundays. They are going to stop at 8pm, instead of 10:30pm. If there is a possibility that you can run this hourly and make a last trip out to Shelter Island at 10:30pm, otherwise, it is going to cost \$20 to get to work. Also, the Green Line is going to stop at 10pm. I hit the 10:30 trip Thursday-Tuesday. I know the people on the bus are all restaurant people either going to work or coming from it. If you could make the last trip on Sunday at 10:30pm and the green line at 11pm, that would be extremely helpful. People do depend on the bus to get to work late at night. [\[Comment ID 812\]](#)

Regarding proposed Sunday changes: 1. It just doesn't seem right to me that an entire community, Serra Mesa, will have no service on Sunday if the 928 does not run. I work at the CVS on Sandrock Rd - I would have to tell my boss that I can't work on Sundays (I take the 928 from Fashion Valley). 2. With the 6 not running on Sunday, much of North Park is left with the only option of taking 2 routes to get to Fashion Valley, and 3 routes to get to Mission Valley: the 1 west to Hillcrest, then the 120 to Fashion Valley - then the Green Line east to Mission Valley (or the 1 east to Fairmount Ave, then the 13 to Grantville, and the Green Line west to Mission Valley). Weekends are important to merchants. I can't imagine the Mission Valley merchants are too happy about this proposal. For employees it means a much longer commute. And for the elderly it means more walking - so they might not shop on Sunday. [\[Comment ID 887\]](#)

## Orange Line (2 Comments)

Hi Folks The proposed service cuts referred to in the Union-Tribune recalled a letter I sent you over a year ago with no reply on your part. Herewith the gist: At present both the Orange and Green lines cover the vastly underutilized segment between the E.C. Transit Center and Gillespie Field (and Santee). You are fortunate to witness more than 3 or 4 individuals board or disembark at Gillespie Field or at the Santee stop at any one time. Wouldn't it make more sense to terminate the Orange Line at the E.C. stop and have the few who decide to continue transfer to a Green Line train? On a related subject: there have been a few events (air shows) at Gillespie Field where the venue was directly within a hundred or so yards from the trolley stop across Marshall Ave. yet I have never seen any publicity on your part to subsidize this event by exhorting a "fun day for the family by hopping on the trolley to attend this event". Most individuals are under the impression that attending requires fighting auto traffic to reach the Bradley Avenue entry to the airport. Do you have Publicity? Respectfully, Eric Stevens [\[Comment ID 664\]](#)

I just got a glimpse of the proposed Sunday service changes/discontinuations of bus services. I totally disagree with the rerouting of the route 3 on Sundays from Euclid Trolley to City College ONLY!! I work in Bankers Hill in a senior retirement community on weekends, my shift starts at 7AM. How the hell am I supposed to get to work on Nutmeg Street if the number 3 goes only as far as City College? This isn't helping me out AT ALL!! What am I supposed to do about getting to work on Sunday mornings? And just exactly how is inconveniencing us passengers EVEN MORE by deleting or reducing what little bus service we already have, going to solve a gap in the budget? You took away our routes 16, 81, 1 and 25 from downtown, 14, 18, 13 to SDSU, 932 from downtown to the Border, and Lord knows which other routes that were a big help to us!! What more do you want? What are you trying to get us to do? Walk to our destinations? Did it ever occur to you people at MTS that implementing these proposed service changes will indeed CONTRIBUTE to the unemployment situation even more because people are going to be fired from or have to be forced to quit their jobs in an attempt to locate closer to their place of residence due to lack of public transportation from their starting point to their destination? You people don't have anything to worry about because you drive your "big-fine" SUV's and other "swanky-dank-dank" automobiles to get your butts to and fro. WHAT THE HELL ARE WE SUPPOSED TO DO? [\[Comment ID 708\]](#)

**Question (1 Comments)**

I would like more info on the proposed changes. I've missed today's meeting, I see there is one on December 10th. If you could call me back and leave a message. Thank you.  
[Comment ID 659]

**Security (1 Comments)**

Crime at La Mesa Trolley Stations has to have appropriate discussion! Shooting of officer, robberies around stations, lack of maintenance at Grossmont Trolley Station as well  
[Comment ID 979]

**Support (1 Comments)**

I try to avoid making trips on the weekend when possible anyway, since the bus routes I use run hourly. I support your decision to discontinue routes on Sunday. [Comment ID 964]

**System (78 Comments)**

Section under Our Region section on Sunday Service Under Speak out it lists 619-557-4912 which is not a working number. When you dial it, it asks what area code you want. There's some problem there. Customer service gave this number. Paper came out Thursday, and the meeting is today at nine. That is not enough time for passengers. It should have been in a "Take One". I am very disappointed. Yes, sure, I can get to Iris and Palomar or Euclid on a Sunday that's not enough time either, nor is it in a good location, nor it is a good time of day. So, what are you doing for commuters, how do they get to the meetings to voice their opinion. I would like to see something in the paper sooner for our voices to be heard. [Comment ID 656]

Thank you for the opportunity to speak out. I'm calling about the Union Tribune article from Nov 12, 2009 "Sunday Service Cuts". I am calling on behalf of those dependent on the buses and trolley and those who do not drive automobiles. If you cut the service, please, leave some service available so that they can get to their work or other important errands they have to attend. I'm calling on behalf of people with disabilities, particularly those living in Rancho Penasquitos and Carlsbad who have to travel to these areas. Please think of people who do not have private transportation and must rely on MTS for transportation. Thank you. [Comment ID 660]

This is a joke about the MTS service. You guys say this and say that but it's a farce. I've been waiting for six or seven months for a phone call back from somebody but nobody's called me. This is ridiculous. I am a handicapped person with a brain aneurism and nobody has called me back. Somebody needs to call me back. [Comment ID 661]

You need to increase routes and scheduled times not decrease. The new compass cards are pains in the butt. Now people can't go anywhere and enjoy their Sundays. This is ridiculous. Goodbye. [Comment ID 662]

We are going in completely the wrong direction with public transit! When we should be doing everything possible to get people OUT of their cars and INTO buses and trolleys, the MTS just folds up and decides that public transportation isn't supposed to actually get people anywhere but merely provide a few tourists with some entertainment. San Diego is a MAJOR metropolitan area that already provides less in the way of public transportation than any city I have ever lived in, never mind what spurious awards MTS has been given based on the few parts that work (such as, if you happen to be traveling where the trolley goes). The famously car-friendly Los Angeles has better public transportation. Minneapolis-St. Paul was awesome.... What can you say about "America's Finest City" not offering any way to attend evening events and get home by public transportation? I'm not talking about special trolleys for a few big athletic events (and where you need a car to park in the lots to catch the trolley!). I'm talking about anyone who might want to attend a theatre, a concert, a musical event, a lecture... let alone a friend's party. Every reason anyone else leaves home to travel at night is a reason bus riders need the bus. When I lived in Minneapolis, I could go to the opera, dine out at 11 p.m., and still get home by bus. Here, I can't even go to an 8 p.m. lecture or concert and expect to get home. So I don't go. I can't stay late at family events. Even staying much beyond 6 p.m., I pay the price of longer and longer waits at darker and darker bus benches. And Sundays? The day when many of us go to church, get groceries, and generally continue to do all of those things we can't do during the week, because we are WORKING... and which we need to be able to get around to do? Apparently none of these things are considered necessary enough to waste a bus on. It already became radically more inconvenient to make a round trip on Sunday when the buses went from three an hour to one every half hour. How can you cut back even further? What happened to stimulus money for public transportation? Why isn't the MTS begging Washington to keep the system going - and expand it, which is what we should be doing. You guys don't get it. The MORE AND FREQUENT buses there are, the more people will ride. The more

you cut, the more people will give up and either get back into their cars - or if they can't afford cars or can't drive, become a further burden on the welfare system. Eventually, we are going to run out of oil. Poor people can't afford Priuses. The planet can't afford to have everyone in automobiles. For God's sake, there is too much at stake here, from the local to the planetary level, to go on acting as if public transportation is a luxury and not a necessity. [Comment ID 666]

Please don't cut bus service on Sunday's. I am a pastor who has people who depend on it for transportation. [Comment ID 667]

i am writing this email to protest another wave of service cutbacks. > i am a disabled mts bus rider and have had to watch a series of > service cutbacks...making it ever more difficult for me attain public transportation to where i need to go. > i am on permanent disability and therefore have limited income with which to work...yet mts insists on cutting back services/raising fees... making it ever more difficult for persons like myself. > please do not allow another series of service cuts to further polarize > people like myself who are very dependent on mts. [Comment ID 669]

I think before you consider cutting service, you need to know what "service" is. I have watched your level of service decline steadily for the past 5-6 years. Each time, you lose more ridership and resulting revenue, than any possible rate increases, which you have implemented each time you have made these changes. Perhaps if Mr Jablonski and several other executives actually got out and tried to use their system every day for a week for work commute, shopping, entertainment, then they might understand why the majority (total mass transit if I am not mistaken only amounts to at best 8-10 % of total commuting in San Diego) of the public will not use MTS unless it is the only method to get from point A to B. You need real people to recommend changes, not College educated Idiots that have no idea what they are talking about. And especially, not being told how to run a system by "unions", or planning departments that have never used mass transit for day to day getting around. Persons can contract surveys until they are blue in the face, and never get it. If as you say the average ridership is 275,000 persons a day (and I would actually question that) at an average revenue of say \$4 round trip, this is an income level of \$1.1m per day. WE all know this is a lie (which means the ridership is a lie). If it is true then you need to change your thinking and budgeting to break even at this level. And please don't tell me that it is cheaper to ride than driving ourselves. I would be willing to bet that I could find at least \$1,000,000 cost cutting at your administrative level, by cutting multiple layers of management. And probably at least another \$1,000,000 cutting the remaining employee compensation by at least 5%, like many other private sector jobs and employers have had to do. And one final comment, If Mr Jablonski thinks that the average worker has dropped from a 40 hour week to a 24 hour week, then he is totally out of touch with the real world. Michael Richards Lemon Grove, CA. soundbyme@yahoo.com [Comment ID 670]

MTS - My name is Gary Ryder. My bus route was eliminated. I is causing me to walk a long way to closest bus stop at Redwood St. and 30th St. The bus stop at Redwood St. and Boundary was eliminated. This is causing me hardship. I am 63 years old. I have AIDS and heart problem. I had a stroke 12 yrs ago. I am still going through physical therapy and speech therapy. I also had torn achilles tendon. Please reinstate my bus route at Redwood and Boundary. I would be very grateful. Gary Ryder My street address is 2536 Montclair, San Diego Ca. 92104. My phone number is 619-280-3950 Thank you. [Comment ID 671]

We are senior citizens who live in downtown San Diego and are totally dependent upon the bus and trolley services. We would be severely affected if we were unable to travel to our customary destinations on Sundays. Over the years that we have ridden the trolley, we have been asked twice for tickets. We rarely see anyone at the ticket machines and believe that there are great numbers who use the trolley without paying. It is hard to understand that there is nothing which can be done to encourage ticket buying. Surely similar services in other cities have found methods to prevent free rides. Even if it meant hiring a person on each train to check on tickets and to sell tickets to those without, the revenue gained would pay those employees wages. Even if this were done on a sporadic basis so that one couldn't predict when he would be asked for a ticket, it would encourage riders to buy tickets more routinely. The trolley could easily pay for itself if tickets were required as they are on the bus. Norma and Edward Lamberg [Comment ID 672]

This is so laughable. Whommat did u think would appen with u raising fares so often. Didnt u see this coming what u are doing is pricing yourself out we may soon have a skeleton service u do not listen to the puple an the cycle goes on why do u even have these meetings its very sad that u have tunnel vision. I would not even give an [Comment ID 673]

You people don't do it right. Your ridership is down because you keep raising the fares. A lot of people stopped riding the bus because of it. We're planning on buying a car because you can't get around San Diego in the evening now (we had to take an expensive cab ride after a Padres game last summer) Now you want to take away the weekend for poor people. Cut back on building the trolley stops, cut executives pay, or better yet, cut fares to get your riders back. Until you do this household isn't buying 2 bus passes every month. with the price of gas going down its cheaper to drive. K. Porter [Comment ID 674]

How can I get to church on Sundays without bus service? Please don't take away the hope we (the poor) find in attending church services. Thank you and God bless, CHARLIE WOERNER San Diego [Comment ID 675]

To Whom It May Concern: I just read in the paper today, 11/12/09 about possible cuts on Sunday bus service. Please do all you can NOT to do that. I literally ride the bus and trolley EVERY SINGLE day. It is my ONLY means of transportation. I work 2 jobs and I need to be able to get back and forth. One job is even at night. Even though it would be a financial hardship I would rather you raise the prices then to cut services. As nice as the new signs are at the Old Town Trolley station, if money is so tight maybe the cost of things like that need to be delayed. I can do without new signs--I NEED THE BUS SERVICE! Susan Kincaide 3432 Waco Street San Diego, CA 92117patricia@kincaide@sbcglobal.net [Comment ID 676]



I think it is a mistake to cut your service. The people who need your service the most will have few if any other options to travel. We need more public transportation instead of less  
[Comment ID 6791]

I am complaining that Sunday service is planned to be cut again. [Comment ID 680]

You would have a difficult time cutting our Sunday transit service; we haven't had weekend service for years. Previously one could ride from here to Grossmont or to Old Town, but now the only choice is limited service to Grantville. Also, both Los Angeles and Orange County have senior day passes for less than \$2, but there's no such break here for senior citizens. Driving is easy and convenient, and using transit is expensive and inconvenient. What would you do? [Comment ID 684]

Individuals who need to ride the buses because of a disability are having their independence taken away when they are no longer able to get to where they need to be, because of no transportation. [Comment ID 685]

PLEASE!! I am begging you do not cut the bus services in San Diego on Sunday. The service sucks as it is now. I totally rely on the bus services to get back and forth to work, getting up an hour earlier on Sundays so I can end up a work long before the doors open because I would be late if I waited an hour for the next bus. I work six days a week and only have Sundays (when I don't have to work) to go to the grocery store, the laundromat and other chores I have to get done. If you cut the bus service altogether, I would be impossible for me to do what I need to do. Please, do NOT discontinue Sunday's bus service in San Diego. PLEASE [Comment ID 687]

I would like to address on the planning of cutting bus and trolley schedule on Saturdays, Sundays and Holidays. This will have an effect on me as a disable rider that needs the weekend and holiday bus and trolley service due my job. Since I have a job and I will not be able to make the December 10, 2009 meeting to personally voice my complaint. That I'm writing to let the San Diego Metropolitan Transit System board members know that most of the members do have a vehicles and are allowed to drive anywhere to get to their jobs. Just because they don't work on weekends and the holidays does not mean that the rest of the city's residents does not have to suffer their own jobs by having the bus and trolley service cut or do away with it. The erosion of the economy is be created by the MTS board members as an excuse to not wanting to cut back on their own working salary and not to accept any pay raises that is the main objective. None of you put bread on the my table and pay the rent over my head. Why should I single out due to other people's lack of intelligence? The sour economy is creating by these decisions and it is effecting the weakness of the job market. In making a 40 hours a week has been reduce to 24 hours a week. This is in wanting the MTS board members has been creating for the last two years in reducing the public transportation for everyone that are in need to get around in the city of San Diego. In knowing that the majority of the MTS board votes are those who have vehicles and are allowed to drive that does not effect those individuals are need of the public transportation. Thank you for taking the time to read my issue on this matter. In hoping that my job does not have to end because there are no bus and trolley service to help me to get to the job site and my home. In addition to losing my apartment and have no food. [Comment ID 690]

My suggestions for saving MTS money: 1.) Close unnecessary trolley stops. 2.) Charge \$1 per day for parking at all trolley stops. Trolley ticket machines will vend dashboard permits. Monthly decals also available. 3.) Get rid of Compass cards and other wasteful and useless programs that riders don't want. 4.) Use smaller buses on weekends and very-off-peak times. 5.) Use more part-time drivers (15 hours a week). 6.) Eliminate all day-passes, as many thousands are resold each day. 7.) Issue route books, like NCTD does, instead of individually-printed route schedules. Charge money for any schedule, map, or route book. 8.) Discontinue MTS "511" telephone service. 9.) Speed up routes, using more freeways, because it is TIME and not MILES that is your real cost. Your accounting is awful. MTS could make a profit on fares alone, with no tax money, if it were not poorly operated. 10.) Use more common sense with token and ticket design, and rate structure. Each token or ticket should say "Half Fare", and be good for Senior or Student. Use 2 such tickets for full adult fare. 11.) Sell coffee and sweetrolls on all trolleys, the employee also cleaning up at the end of the line. 12.) Speed up all routes, so that it no longer takes twice as long to get to work on public transit. Make it faster than using your own vehicle (New York, Chicago, San Francisco, London). Use freeways, special diamond lanes, etc. Run the Orange Trolley 55 miles per hour down Commercial Street, with chain-link fences on both sides of it, and a handful of places for traffic to cross. Fences would have gates permitting trucks, other trains, etc., to open in various places. 13.) Install wi-fi, for a user fee, on trolley and selected bus lines. Users pay a monthly access charge. 14.) Sell ads on route and schedule maps. 15.) Make Sundays free, to increase ridership in the long-term by getting people used to taking MTS. Service would be awful, but how do you complain about free? 16.) Increase the number and type of vending machines at public transit stops. 17.) Ban all automobiles downtown on Broadway. Only ambulances, police and fire vehicles, MTS vehicles, and delivery trucks. 18.) Reduce the number of routes by combining some of them. 19.) Permit vending trucks at trolley parking areas for a steep fee. Pay the trolley ticket machine \$40 for a one-day permit to sell shoes or drafting paper (swapped). \$70 permits you to sell restaurant food. You must also have all other licenses (such as food dealer, restaurant, business license, etc.) Trolley is only selling parking space. 21.) Liquidate MTS assets! 22.) Increase the gasoline tax funding for public transit. 22.) Apply for federal funding to replace lost state funding. This may require a Democratic governor, or at least mayor. [Comment ID 697]

To whom it may concern, This is regarding the proposed service changes for February, and i just don't understand how cutting almost all the routes that run for the city of chula vista is going to do any good? What you are proposing to do is to leave those who rely on public transportation on Sundays, with out any transportation at all. Many people rely on taking the bus on Sundays, not everyone is using it for work, but those who do, are going to be left trying to figure out how to get to work and home. This will not only affect people, but i think businesses in the city will feel hurt, considering that those who do take the bus on Sundays are most likely going shopping of some sort. I think reducing the span of service from the current 6:30-9:30/7:30-9:30 to at least 10:30 - 7:30, would be more realistic than completely cutting all routes on Sundays I hope you realize that once more people learn that

the city will be left with out public transportation on Sundays, they will be outraged, and will demand some sort of action, and change to this proposed planned you guys plan. sincerely Concerned rider [Comment ID 700]

Concerned about the buses being cut on Sunday. It's unfair that the rates go up and we don't provide transfers. It's a joke that we are taking these buses away from the public. The new people who are working want to change things. Maybe the old people need to come back and put the new people in their place. People use the buses on Sundays and Holidays and it's ridiculous to take them away. You say not to use a car, but you take it away. That's not a good story. If you take the buses out, put the Trolley there instead to make up for it. Passenger is in an electric wheelchair. [Comment ID 701]

proposed reduction of your Sunday bus se Description: My brother, who does not drive due to numerous disabilities is very upset over the proposed reduction of your Sunday bus schedule. In spite of his multiple medical and visual issues he works full time at Barona Casino and relies entirely on public transportation to get to work. If the bus schedule near 73rd Street and Jessie street does not start until after 0700 on Sunday, he will not be able to get to work on time. Please reconsider this reduction. People who use bus service that early on Sunday are most likely only trying to get to work. Thank you for your consideration of this matter. [Comment ID 706]

1. The Home Ave Meth Clinic just expanded its hours to weekends. They are on Home Ave and A or Ash. 2. It looks like there is a new med clinic under construction at Dwight & Euclid, and there may be senior housing as well. [Comment ID 716]

I have become a public transit user more and more in the past year and regret that these changes will cut into the times and places I can go on Sundays, effecting local restaurants and events. [Comment ID 718]

She would like a paper stating no service on sunday and holidays, the date of service, and the phone number the public can call regarding issues. [Comment ID 728]

How do you expect me to spend my money at local businesses if i can't get there? Service cuts hurt the San Diego economy. Be well, Jay [Comment ID 735]

Hello, I realize that these changes will save you money, but did you not spend over 30 million on the compass cards that were suppose to save you money!! Now that you have them just about working, you want to cut service!! People that work on Sunday have no choice they are mostly in the businesss that supply you with entertainment on Sunday and would lose their jobs if they cannot get to work!!! The employment pool right now says "I will get someone who can". You have way too many people sitting with clipboards all day when your drivers do a pretty good job for what they get paid!!!! Thank You, David Jeter [Comment ID 750]

As usual, I am totally dissatisfied with the operation of the MTS. Once again, your proposed changes, which shouldn't be called proposed changes, because you've already made up your mind, screw the orange line commuters. You could have saved a little money if you wouldn't have wasted it by patting yourselves on the back with all your "best transit system" bull. You probably could have saved the money that was used to bribe your way to that title also, because, this is by far the worst transit system in the United States that I've had experience with. As much as I hate L.A., their transit system is 100 times better. I won't waste my time making suggestions, because I realize that you don't really give a damn what anyone thinks, you're going to do just what the proposals say like you always do. That's another way you could save money, quit going through the motions and just make your changes instead of printing all these flyers and holding "open forums". I think everyone who works at the MTS headquarters should be fired. You are worthless and are doing a horrible job. Don't count on this solving anything, because each time you cut service be it reduced service or eliminated service, you lose riders, because it no longer is a viable solution. If you want more riders, you need to increase service not decrease it. You've got to spend money to make money. In short, I think you all s--k! [Comment ID 789]

How much did it cost to put into place the compass card diversion? Funds should have been spent on your core function: maintaining frequency of all buses on all routes. Your organization's planning sensibilities reflect no insight, no vision. Be careful—the public's growing perception is that you are more self-serving than serving. I don't agree with any of the proposed changes and weight in with a nay. [Comment ID 792]

I am against your proposal on the Sunday Service. I am handicap and Sunday's I like to go because during the weekdays I have medical appts, otherwise, you will keep us a shut in. There are other ways to get money. Call me if you want. [Comment ID 797]

I really am against any proposed budget cuts in the trolley and the bus. I take the transit and it is very difficult to get around without a car. I live in El Cajon and have to wait 30 minutes to get the bus and then I get to the trolley. I like the drivers. I appreciate the bus and the trolleys. If there are a bunch of budget cuts it is really going to hurt the people who really need it. [Comment ID 819]

I purchase the monthly bus pass for disabilities. I live in Lakeside. You've cut out one bus and now you are taking away another Sunday bus. You just gave yourself two raises. You're taking another bus away in Otay Mesa. You are cutting your own throats. I hope you think you are doing well because what goes around comes around my friend. I really feel sorry for the ones who don't have a real life. I get your message and I'll give your message too. Just remember, the ones who don't think pay attention are watching. I suggest you think about your causes. I hope you have a wonderful day. [Comment ID 836]

[automatically translated from Spanish] The loss or reduction of urban public transit lines is a serious detriment of the population, especially the working class. We must take into account the considerable increase of population that will continue *acelerando*. We are well aware that a high percentage of the population who work Saturdays and Sundays. Everyone needs to mobilize them to go to work, to health care, shopping, to carry out different activities, etc.. Instead of improving them they will stay and decrease the needed traffic. It's absurd, is a throwback. In no country or city is suspension of urban public transit or because this is catastrophic, Saturday and Sunday circulation as 7 days a week. Tip Urban public transport that works! Normally follow the whole, even with improvements, 7 days a week. Rather than remove, suspend *ga* improvement there. That teacher and recognize companies are allowed to enter into circulation. That on Saturdays and Sundays will increase the passenger an extra payment for each passenger. Considerations The California state government has not managed the economy well. A removed many vitally needed aid, and now the urban transport. I think that's about the people who elected him and personal dignity must resign. Another consideration No money, because they have built large-sized units that are expensive? [\[Comment ID 843\]](#)

Can I get more info sent to PO BOX 532034 San Diego 92153 Thank you. [\[Comment ID 847\]](#)

I want to get more information regarding the hearing on the 10th. I want to promote more grant writing to obtain funding to expand the system instead of reducing it. I'm working on a cover story, please, send more info. 916-674-7713, please, call or email at [sd.reader@live.com](mailto:sd.reader@live.com). [\[Comment ID 851\]](#)

I am concerned about the proposed change coming from Imperial Beach. I need it for my job, please, consider keeping it on. [\[Comment ID 859\]](#)

Your company is discriminating against people who take public transportation and who do not have a vehicle. Right now the bus comes right in front of my complex and I can get to all around. How can you do this? [\[Comment ID 866\]](#)

Dear MTS service, I have read the proposed changes for the MTS buses and believe that the reduction of service would not be beneficial to the schedules of our community. On the contrary, I do agree it is to the advantage of the people that the prices are not going up. Moreover, my proposal is that the service is not reduce during peak hours. In addition to this, I have experience riding a trolley where people start to loose control of themselves because of being too crowded and start arguing. I as a high school senior student ride the trolley and the buses to get to school and extra curricular activities and it gets really frustrating when and I'm getting off a bus and see that the trolley is taking off which means I have wait longer for the next one and will probably be late. There have also been many times that I plan according to the bus schedules and when i am getting to the bus stop the bus takes off way before it is supposed to. I hope you take in consideration my proposal of not cutting service during peak hours. Thank you, -Cristina Macias from Sweetwater High School Class of 2010! [\[Comment ID 883\]](#)

Dear MTS services, Proposed changes have been put into question by the Metropolitan Transit System, these changes seem necessary but there has to be other alternatives to handle this situation. Thousands of people including myself ride the Transit System every day to work, school, or for personal use. Reducing frequency of the Sunday routes is a very bad idea in my opinion as it stops people from traveling in an easy way. Most people do not have another way of transportation besides MTS and with this economic crisis its difficult to buy a vehicle of some type, Americans rely on this system for transportation and it would be unfair and chaotic if it were otherwise. I understand the budget crisis has affected this transit system in many ways but reducing the route numbers is only a bad idea as money will not be received for those extra rides. This is not something i approve of as it will not only affect me but millions of other people out there. There has to be another way to handle this issue but i believe this is not the answer as it will only end up affecting MTS clients. Sincerely, Dario Dominguez [\[Comment ID 884\]](#)

Please do not eliminate the bus stop on Campo Rd in front of my church, Faith Chapel. I live in the neighborhood, but would be unable to walk up the hill to attend church...and it gets dark so early now it would not be safe. Thanks you for considering and alternative, maybe you could eliminate it except on Sundays and Wednesdays! Gwen [\[Comment ID 893\]](#)

proposed sunday route stoppages is the most ignorant ideas to come down the pike in years. numerous friends of mine will be left without a way to work while you college educated idiots hop in your beemers thinking all is good many of us rely on your already lousy bus service ie late or no arrivals at scheduled times now leaving us stranded on weekends so much for a greener san diego hope your executive bonuses make up for the massive inconvenience passed down to those of us who work but cant afford cars so much for a greener san diego with much disgust a daily rider [\[Comment ID 902\]](#)

When I ride on the bus I notice loads of unused space for advertising. These sources are not being marketed properly. The last place you should cut is on the trolley during rush hour. [\[Comment ID 906\]](#)

Seniors and families use the bus on weekends. Some of us go to Balboa Park, Coronado, or Mission Bay. Some of us go to church. We think those excursions as important as weekdays. Those who work, these days, often don't get traditional Sat-Sun weekends off...so the weekday/weekend distinction makes even less sense. Please don't eliminate weekend service! Please help reconstruct our California governance (executive, legislative, and financial). [\[Comment ID 912\]](#)

The cuts in service and increase in fares on handicapped and students as a sign of incompetence and of criminal neglect. MTS is trying to cheat train drivers out of their pensions.

MTS is creating a huge headquarters costing \$1 million or more, but we keep it hush hush. MTS's arrogance and contempt for the people should land us in jail. Many incompetent MTS drivers allow pitbulls on board. Bring back the drivers that got paid more because they're not incompetent. MTS gets away with bloody murder because the public isn't capable of articulating their grievances. MTS will NOT cut services, but rather employees who are "chair warmers" and also their salaries. Cut fat cats at the top and fire them for making a mess! MTS employees are thieves and belong in jail. A full-fledged investigation is warranted. MTS wants to create a Taj Mahal for \$1 million dollars to sit on our backsides all day. Our drivers ride the brakes all the way down the route because they don't know how to drive. MTS employees will be landing themselves in San Quentin, their natural homes! [Comment ID 917]

Don't make the change to the bus route on Sundays. Has no other way to get around. [Route number not mentioned.] [Comment ID 922]

Don't cut Route 27. Don't increase the frequency of Route 27 on Saturdays to 90 minutes. Don't cut off the 8 & 9 as proposed and don't decrease frequency to 30 minutes. Don't cut the 854 to hourly on weekdays. Don't lay off drivers. [Comment ID 930]

Petition/Letter Sent by 8 People Dear Sir/Madam: As a member of the Arc of San Diego and an advocate for people with disabilities, I would like to voice my concerns regarding the restructuring of Sunday services. Accessible public transportation is a lifeline for people with disabilities. Many of them are dependent on the bus system to provide reliable transportation that is essential to their daily lives. They utilize these services to travel to and from work, medical appointments, and other vital activities. The bus system truly provides essential support in increasing the level of independence for people with disabilities. The proposed restructuring of Sunday services will greatly impact people with disabilities. I strongly urge you to avoid restructuring Sunday services. Decisions made regarding the bus service disproportionately impact the lives of people with disabilities. These changes often result in an overwhelming burden for people with disabilities who have limited sources of transportation and income. Thank you for your consideration of my position regarding this issue. [Comment ID 933]

Please make necessary changes on the weekend, because I have to be able to get to work on the weekdays, and I also have doctor's appointments on weekdays, because of my disability. [Comment ID 935]

I will have to change my work schedule and if this does not happen, I will have to find another job because of MTS changes. [Comment ID 942]

I think this is stupid to cut bus routes because people need the buses. [Comment ID 944]

Appreciate the effort to make budget cuts the least painful possible. [Comment ID 945]

To save money, it would be better to cut routes to every 90-120 minutes 7 days a week, rather than discontinue one whole day a week, such as Sundays. [Comment ID 948]

I, as well as many other people work on the weekends. Eliminating routes on Sundays and raising the fare is not the answer [Comment ID 965]

MTS Board needs to learn to manage better. 40+ years of riding this bus system & now you want to make it more difficult for those who have physical limitations and rely on MTS to meet life needs? Who in heaven's name are you really serving? [Comment ID 969]

Do not affect the bus routes I have included, many people from my community use them very day and if reduced or removed, would damage the lifestyle of many people. [Comment ID 974]

I know you need to save money, but of course ridership is down from last year, gas is not 5.00 a gallon, over the years I am sure it is not!!! I will not be able to get to work on the weekend, and that will raise the unemployment rate!!!!!!! [Comment ID 975]

These changes are disastrous for anyone riding public transit in San Diego. The city is becoming unlivable for anyone without a car. [Comment ID 977]

I have marked that I will still be able to use the buses on Saturday or Sunday but I have not seen an actual proposed schedule yet so I do not know if I will be able to or not. It could be that they do not run early or late enough. I work two jobs and getting back and forth is important. Buses and trolleys are my only means of transportation. If the schedules do not work out I may have to quit one of my jobs and I really can not afford to do that! As much as rising the fares and passes would be a hardship I would rather face that! My 80 year old mother also uses public transportation and the schedule changes could possibly prevent her from getting around easily. She may not be able to get out and make her appointments to the doctors etc. especially if she should miss connections and have to wait another hour for the next bus! Taxis are just too expensive. I understand budget crisis but most people who take public transportation are not at an economic level that we have many more options if the bus and trolley service is not there! [Comment ID 978]

i cannot travel far, but being able to ride the bus to my church connects me with friends i would not otherwise be able to see if there wasn't a bus available-i cannot afford to take taxis [Comment ID 986]

working more only during weekends and we cannot go to work anymore. MTS is a public service that really matters with us today especially during this economic crisis. You can increase the fare but do not eliminate the weekend service or else we will lost our job too. Please have pity on us. thank you, yours truly - Andrea [Comment ID 989]

At this point I will have to consider getting a car. I have been a loyal rider for 15 years. I understand the budget issues but if you add up all of the route/service changes over the last few years you will see that you have made single route travel impossible between Hillcrest and downtown with the exception of the 7, and basically anywhere else. I now have to change at least 3 times to go almost anywhere. When I first started I could get on a single bus and go to most places I needed to go. Maybe change once. I would gladly pay a little more for the convenience we used to have and not lose all of this service. You are concerned about losing ridership and income from riders but you continually cut services which your riders need. We are all willing to wait a little longer to get where we want to go, put up with rude drivers, etc. to save on gasoline, be green, etc. At this point the trouble is starting to outweigh the benefits. [Comment ID 991]

Public transit is the answer, not the problem. Ridiculous priorities being shown in this budget decision. [Comment ID 993]

I appreciate the need for saving funds, but the changes that you are proposing for weekends, and the ones that you have made in the past, are not considerate to those of us who have to commute to work on those days. Weekends are not a non-commuting day for anyone who works on the weekend. [Comment ID 998]

If you cut back too much on MTS service. Then people will not be able to get to their jobs. This means there will be lots of more unemployed people in San Diego County. People will lose their jobs because of San Diego Transit ( Period ) [Comment ID 1001]

Why bother with even running this thing? Junk it if you cannot husband your resources enough to run the buses and trolleys. [Comment ID 1003]

If there is a way to have bus routes run 24/7 I am all for it! Besides this if changes are made for cutting back the hours, I will be at risk of losing my job because I depend on working late and using bus routes at night more than the day. [Comment ID 1004]

Ending service at 8 pm on Sunday nights is not logical or possible. People still have work on Sunday nights or need to get to and from places. Cutting bus service that early will severely alter the plans and schedules of many and make it extremely inconvenient and severely damage MTS's reputation of exceptional, reliable service. If the proposed changes are made I will have to either consider moving from my current home or try to buy a car. Personally as a college student, the late night service is important to me. Even on weekends I need the last bus to remain at 11 pm because I am often studying at the library late at night and need to be able to get home that late. [Comment ID 1005]

If you could bring back the smaller buses you used to have in the mid 70's this might help. The little orange and white mercedes buses where able to carry enough people and get into areas where the bigger buses aren't able to serve the public, and they where very economical and green friendly. [Comment ID 1011]

You do not enough riders because you have cut services to the max., buses are late, bus drivers only care about their schedules and no one else's and some of them are rude and mean. [Comment ID 1012]

A lot of people are going to lose their jobs because they will be unable to make it to them to start day shift. A lot of people leave their home before sunrise often in unsafe areas just to make it to work so they can continue to have a home and support their families. And alot more people will also lose jobs that they leave late at night because they will have no way home after work so will have no choice but to quit. Think of all the families that will lose income or worse their home because they do not have the money because of job loss. You can't make money if you can't get to and from work! [Comment ID 1016]

MTS is quickly becoming an unreliable source of transportation. Currently i spend almost as much time commuting to & from work as i spend actually working! Gee! What's wrong w/ that picture? As prices continue to go up, it's soon going to be cheaper to make car payments than to buy bus fare... i bet if any of you had to rely on MTS to get to & from work, you'd be doing a better job providing quality service than what is being provided at the moment! [Comment ID 1019]

I feel that Mts is making a huge mistake by all the changes. I feel that if you lower fares then you will more riders and more money for the city. In these times we do not need too make any changes at these difficult times. [Comment ID 1020]

Most bus routes do not connect to each other or to the trolley. Changing the intervals would be ok if we didn't always have to wait 30 minutes for a bus. Waiting 60 minutes is unreasonable. [Comment ID 1025]

Why are there cuts on Sundays? People need it for jobs and church. [Comment ID 1037]

SOFAR challenges the validity of MTS's claim that they are in a fiscal emergency, SOFAR is opposed to the proposed service reductions, because such reductions will only harm the long-term vitality of San Diego's public transit system, MTS needs to consider alternative means of funding to reduce their budget deficiency without cutting service, MTS is obligated

to complete further research into public desire for transit projects before making service reductions, failing to provide public transit as an adequate means of transportation will continue to exacerbate social, economic, and environmental problems throughout San Diego. [Comment ID 1038]

### Trolley (3 Comments)

1. I would like to see extended trolley on the weekends. I take the 41 or 30 up to La Jolla. I would like to see the service on the weekends to the area in la Jolla. I don't want them cancelling the night schedule on the weekends. 2. I would like to see the trolley up to UTC. I go there a lot. [Comment ID 877]

Charge a premium if necessary; it already takes a long time to get a trolley through downtown on weekend nights. [Comment ID 966]

There's a big difference between 15 and 30 minute service intervals. Trolleys in particular need to run at at least 15 minutes intervals for most of the day, including Sundays. [Comment ID 972]



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

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

## 1. INSTRUCTIONS

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(PLEASE PRINT)

Date	12/10/09
Name	Elizabeth Elman
Address	4049 Brant St, SD CA 92103
Telephone	(805) 341-0738
Organization Represented	UCSD Student Sustainability Collective
Subject of Your Remarks	hindrance to sustainability efforts
Regarding Agenda Item No.	25 (Service Cuts)
Your Comments Present a Position of:	<input type="checkbox"/> <input type="checkbox"/> <b>SUPPORT</b> <input checked="" type="checkbox"/> <b>OPPOSITION</b>

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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(PLEASE PRINT)

Date	12/10/09		
Name	Richard Welchel		
Address	2120 1st Ave		
Telephone	619-544-9534		
Organization Represented			
Subject of Your Remarks	Budget cuts		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<b>SUPPORT</b>	<input checked="" type="checkbox"/> <b>OPPOSITION</b>

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(PLEASE PRINT)

Date	2005-12-10		
Name	Elise Richard		
Address	5153 La Dorna JT		
Telephone	615.867.7049		
Organization Represented	None		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

Date	12/10/09		
Name	Theresa Quirroz		
Address	4719 Bailey Pl		
Telephone	619-263-3457		
Organization Represented			
Subject of Your Remarks	Tr Service Cuts		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<b>SUPPORT</b>	<input type="checkbox"/> <b>OPPOSITION</b>

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(PLEASE PRINT)

Date	12-10-09
Name	Lois FERROT
Address	1146 MELROSE AVE, CV 91911
Telephone	619-427-5961
Organization Represented	MYSELF
Subject of Your Remarks	SUGGESTIONS TO IMPROVE SRVC
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> <input type="checkbox"/> <b>SUPPORT</b> <input checked="" type="checkbox"/> <b>OPPOSITION</b>

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(PLEASE PRINT)

Date	12-10-2009
Name	Chapin, Mrs.
Address	1130-3 <sup>rd</sup> Ave. San Diego, Ca. 92101
Telephone	unlisted
Organization Represented	Seniors
Subject of Your Remarks	cutting of services
Regarding Agenda Item No.	25 Cutting of Services
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input checked="" type="checkbox"/> <b>OPPOSITION</b>

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(PLEASE PRINT)

Date	12/10/09
Name	Crystal Mohr
Address	3950 Ohio St. #417
Telephone	(858) 699-6482
Organization Represented	SOFAR
Subject of Your Remarks	Oppose cuts
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

Date	12/10/09
Name	Duncan McFetridge
Address	P.O. Box 475 DEXAND, CA 91916
Telephone	(619) 445-9638
Organization Represented	SOFAR
Subject of Your Remarks	organized presentation to oppose service changes
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

Date	12/10/	
Name	Sandra London	
Address	1674 Palm Ave	
Telephone	424-7562	
Organization Represented	All people	
Subject of Your Remarks	Cuts in Service	
Regarding Agenda Item No.		
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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R 1062 SINCE 1967

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	12/10/09
Name	Xadira
Address	190 W. Calle Primera Apt E San Pedro, CA 92173
Telephone	(619) 662-2946
Organization Represented	student
Subject of Your Remarks	Bus 929 - 932 - 704 - 712 - 705
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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USED A TRANSCAPER  
704, 712 SPOKE AGAINST CUT  
929 - INSTANT HOME, 932 ALSO  
705 - ALSO

gail.williams/board member listings...  
Request to Speak Form — 7/24/07





AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12-10-09		
Name	Alexandro Beltran		
Address	1188 Beyer way San Ysidro 92173		
Telephone	N/A		
Organization Represented	student		
Subject of Your Remarks	NO Sun. service 929/932		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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929/932  
SHOPPING ON WEEKEND  
DOCTOR ON WEEKEND?

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/09
Name	Alan Silver
Address	1112 5th Ave.
Telephone	858-568-2232
Organization Represented	Sweetwater Union H.S. DIST.
Subject of Your Remarks	NO SUNDAY BUS IN C.U.
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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929/932  
TEACHER

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/09
Name	Juan Rivera
Address	125 Averil Rd #1F
Telephone	(619) 428-5285
Organization Represented	Student
Subject of Your Remarks	929-932 No Sun. Service
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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929/932  
CAN'T GET TRIPS

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12-10-09		
Name	Linda Middlebrook		
Address	5778 Cumberland St		
Telephone	619-681-2893		
Organization Represented			
Subject of Your Remarks	Route #962		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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NEEDS THE 962 TO GET TO WORK

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/09
Name	Todd Ruth
Address	550 Front St. Unit 501
Telephone	(619) 696-7884
Organization Represented	
Subject of Your Remarks	Remember Zipcar. Pls add carsharing downtown.
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

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RS3 - CARSHARING - ZIPCAR USED  
CARSHARING DOWNTOWN

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	10 DECEMBER 2009		
Name	NANCY YUEN		
Address	10250 BLACK MOUNTAIN RD #152		
Telephone	(858) 684-3054		
Organization Represented	NONE		
Subject of Your Remarks	SUPER LOOP CHANGING ALL SCHEDULES INSTEAD OF ONLY CERTAIN ONES.		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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MOVE \$ INTO OPERATION  
RT 20 WHY SOME NOT STAY

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/09
Name	Lillian Hanson
Address	4520 1/2 Georgia St.
Telephone	(619) 220-0172
Organization Represented	
Subject of Your Remarks	TRANSIT SCHEDULE CHANGES #11
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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RT 11



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/09		
Name	Jacqueline Wilson		
Address	7245 Logan Ave		
Telephone	(619) 549-6996		
Organization Represented	Disabled Students		
Subject of Your Remarks	Bus 3, 11, 13		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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IN HOSPITAL ONCE A WEEK  
NEED THE RT 11 EXPLANATION - TO CHURCH  
ALSO RT 3, 13

gail.williams/board member listings...  
Request to Speak Form — 7/24/07





AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1:03

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(PLEASE PRINT)

Date	12-10-09
Name	BOB GUTHRIE
Address	13720 HWY 8 SP8
Telephone	619-328-0640-619-249-1528
Organization Represented	ARC
Subject of Your Remarks	SC04 Service Cut
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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ARC BOARD - REBOWNCORR

gail.williams/board member listings...  
Request to Speak Form — 7/24/07RT SC4 - HANBISON CANYON  
AT RICKS HIS BIKE

## REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	12/10/09
Name	ROBERT RODRIGUEZ
Address	1515 REBEKAH
Telephone	
Organization Represented	
Subject of Your Remarks	874/875
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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874/875

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(PLEASE PRINT)

Date	12-10-09		
Name	Leighton, Lorraine		
Address	1047 Emerald Ave		
Telephone	-		
Organization Represented	Disabled Public		
Subject of Your Remarks	RTS 855, 854, 872A, 848 ETC.		
Regarding Agenda Item No.	#25 & Cutting Service ETC. RT 871/ 872A/ 848		
Your Comments Present a Position of:	<input type="checkbox"/>	<b>SUPPORT</b>	<input checked="" type="checkbox"/> <b>OPPOSITION</b> 856, 855,

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872, 115, 854

STAFF NOT OUT IN SYSTEM



NS STOW

AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	12/10/09	12/10/09
Name	Aaron Mandell	Aaron Mandell
Address	10770 Tamacha Blvd #123 Spring Valley, Ca. 91978	
Telephone	(619) 249-5954	
Organization Represented	Independent	
Subject of Your Remarks	We don't have any Transportation	
Regarding Agenda Item No.	25 RT 855	
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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NO 511020

AGENDA ITEM NO.

25

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	12/10/09	12/10/09
Name	Rose Mandell	Rose Mandell
Address	10770	Jamacha Bld. #123 Spring Valley, Ca. 91978
Telephone	(619) 249-5954	(619) 249-5954
Organization Represented		Independent
Subject of Your Remarks		We don't have any Transportation
Regarding Agenda Item No.	25	R+855
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

835 AM

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

## 1. INSTRUCTIONS

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(PLEASE PRINT)

Date	12-10-09		
Name	ROY THOMPSON		
Address	1345 EMERSON ELLCASON CA 92021		
Telephone	(619) 590-1082		
Organization Represented			
Subject of Your Remarks	ELLCASON		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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Rt 115 to go to downtown HUNT

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	12/10/09
Name	Merry Cowan
Address	532 Broadway #68 El Cajon
Telephone	
Organization Represented	Self.
Subject of Your Remarks	Route 856
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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RT 856



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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(PLEASE PRINT)

Date	12-16-09
Name	michele Beattie
Address	
Telephone	691 444-5068
Organization Represented	
Subject of Your Remarks	Stop the Cut # 833
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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RT 833 - DON'T CARE ABOUT  
EAST COUNTY

gail.williams/board member listings...  
Request to Speak Form — 7/24/07





AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	12/10/0	
Name	Marta Estrada	
Address		
Telephone		
Organization Represented		
Subject of Your Remarks	901, 934	
Regarding Agenda Item No.		
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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901 + 934 LAST TRIP AT  
NIGHT - NEEDS TO USE IT TO GET  
HOME AFTERWORK

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	12-10-09
Name	Christopher Thompson
Address	1555 Satellite Blvd #134 San Diego, CA 92154
Telephone	(757)-647-7879
Organization Represented	
Subject of Your Remarks	live in Imperial Beach, use 901 to get to work at Port of San Diego
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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901/934 - ~~NA~~ GET TO WORK, NAVY  
LIVED IN IMPERIAL BEACH

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12-10-09
Name	Sony A. Ching
Address	348 Elm Ave
Telephone	985-0067
Organization Represented	
Subject of Your Remarks	901 Sunday Cuts
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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SUPPORT FM PLANS & SEWER  
FARMS TO FARM 15 1020  
RT 901

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12-10-01		
Name	Donald J. Fezzex		
Address	348 EIM AV I.B		
Telephone	980-9692		
Organization Represented			
Subject of Your Remarks	901 Sunday Cut		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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96



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	12-10-09		
Name	LOUIS I PRUITT		
Address	#36 1485 ELDER AVE		
Telephone	(619) 423-9655		
Organization Represented	Rt 901		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:		<input type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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HOTELS/RESTAURANTS on  
STRAW

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

8:25 AM

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(PLEASE PRINT)

Date	12/10/09		
Name	Keith Newcomb		
Address	8336 EOLLA IMPERIAL Beach CA		
Telephone	617-737-3447		
Organization Represented			
Subject of Your Remarks	NOT TO COMPLY STOP 901 FROM IB - CORNADO		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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Rt 901



AGENDA ITEM NO.

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(PLEASE PRINT)

Date	12/10
Name	Steve Lo Coco
Address	304 EVERGREEN AVE TB
Telephone	619 424 5345
Organization Represented	Self
Subject of Your Remarks	Route 933 & 934
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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RT 933 & 934 CUT 1 ROUTE  
KEEP ONE

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



NO STW

AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12-10-09
Name	TAMMARA
Address	4102 Cherokee Ave
Telephone	6076467399
Organization Represented	STEP FORWARD
Subject of Your Remarks	How much we need the 11 & 3 Route
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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880

AGENDA ITEM NO.

25

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ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	12/10/2009		
Name	Carl Browning		
Address	16434 Bridlewood Rd Poway CA		
Telephone	858-673-4607		
Organization Represented	Commuters		
Subject of Your Remarks	880 Route Cancellations		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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880 - FAUCO DEBARS NOT  
PROMOTED

NO ALTERNATE

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	12/10/09
Name	Sue Schaffner
Address	739 4th Ave. SD 92101
Telephone	619-338-9981
Organization Represented	Hostelling International San Diego
Subject of Your Remarks	* Cuts To 923
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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FROM TRUSTEE

923 2252007

1410570 RT35 OR 25

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1:08

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(PLEASE PRINT)

Date	
Name Alex Alexander	
Address 950 9th Ave	
Telephone	
Organization Represented	MYSELF
Subject of Your Remarks	#41 - in General
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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ONLY 290

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12-10-09
Name	Evelyn Blackshaw
Address	3441 Ruffin R. 2F
Telephone	858-384-2534
Organization Represented	
Subject of Your Remarks	928
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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RT 928 - SUMMIT

SEARA MESA TO TOLUOY

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

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

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(PLEASE PRINT)

Date	12/10/09
Name	Bruce Blecker
Address	1737 MYRTLE AVE
Telephone	419-991-0501
Organization Represented	
Subject of Your Remarks	Route cut Back Sunday Reductions 7, 11, 120, 992, 115
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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NO SHOW

AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/09	
Name	Tina Bragg	
Address	4135 45th St	
Telephone	619 952-2620	
Organization Represented		
Subject of Your Remarks	regarding the 11 bus + 3 bus	
Regarding Agenda Item No.		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> <b>OPPOSITION</b>

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(PLEASE PRINT)

Date	12/10/09		
Name	David Gomez		
Address	2627 Highland Ave.		
Telephone	(619) 477-7331		
Organization Represented			
Subject of Your Remarks	929 Bus route changes		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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15,120,7 - NOTES IMPROVEMENT

gail.williams/board member listings...  
Request to Speak Form — 7/24/07

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(PLEASE PRINT)

Date	12/10/2009
Name	MARIONNE FRIEDMAN
Address	3105 5TH AVE #25 SD CA 92103
Telephone	(619) 293-3073
Organization Represented	N/A
Subject of Your Remarks	SUNDAY cut off @ 8 PM WORK SEVERAL BUSSES OFFSET SCHEDULE
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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RT 11/20, #3 and #10  
LIVES DAWGERS HILL WORK GROUP



**REQUEST TO SPEAK FORM**

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(PLEASE PRINT)

Date	12/10/09
Name	Noel Tapawan
Address	11227 Avenida De Las Lobas #G
Telephone	(619) 861-3451
Organization Represented	
Subject of Your Remarks	20 Route and cutting Sunday service of the 20 route
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input checked="" type="checkbox"/> <b>OPPOSITION</b>

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LIVAS CARMONA MONTAÑA  
RT 20  
SAYS IT WORKS AT LIBRARY



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	Peter Warner		
Name			
Address	P.O. Box 1166		
Telephone			
Organization Represented	TrainWEB		
Subject of Your Remarks	Various Routes		
Regarding Agenda Item No.	PUBLIC HEARING		
Your Comments Present a Position of:	<input type="checkbox"/>	<b>SUPPORT</b>	<input type="checkbox"/> <b>OPPOSITION</b>

X **MOVED POSITION**

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gail.williams/board member listings...  
Request to Speak Form — 7/24/07

HAVE RT 11 terminate at UCSD HOLIDAY AT SUNDAY

SWEETWATER - 929/932 now 906/907

#3 ENDING AT CITY CENTER



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/09		
Name	Nicolas Gregovich		
Address	222 H St. Apt D Chula Vista, 91910		
Telephone	425 4422		
Organization Represented	Self + Student of College		
Subject of Your Remarks	<del>INCOMP</del> Non compliance of ADA <sup>949</sup> chula vista		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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H STREET DAWGONES  
LIVED IN VIKINGA

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



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(PLEASE PRINT)

Date	12/10/09
Name	Patricia Fish
Address	1364 4th Avenue Chula Vista CA 91911
Telephone	N/A
Organization Represented	#712 Bus Route
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

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gail.williams/board member listings...  
Request to Speak Form — 7/24/07

RT 712  
~~ATTACHED TO BOARD~~  
~~COMMENTS~~



AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/09		
Name	Michelle Krug		
Address	2423 Seabreeze Dr. S.D. 92139		
Telephone	619 434-9343		
Organization Represented			
Subject of Your Remarks	Rte 962 & 961 & C.V Rte's		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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Focus on RT 962 - Rte 962 every 2 hours  
BOT GENERALIZING PARADISE HILLS

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

9:56

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(PLEASE PRINT)

Date	12-10-09
Name	Sandra Termini
Address	567 8 <sup>th</sup> St Imperial Beach, CA 91932
Telephone	(619) 271-1694
Organization Represented	community of Imperial Beach / Silver Strand
Subject of Your Remarks	Work force / Safety / Tourism / Military
Regarding Agenda Item No.	Changes affecting Concerning 901 & 933/934
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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IMPERIAL BEACH

CENTRAL DUND

RT 901

933/734 - KIDS SETBACK SWEETEN COLLEGE

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

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10:03

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(PLEASE PRINT)

Date	12-10-09		
Name	Josephine Brillante		
Address	2447 56th San Diego, CA 92105		
Telephone	619-288-9409		
Organization Represented	public		
Subject of Your Remarks	route 30 - well travelled necessary		
Regarding Agenda Item No.	downtown travel after 7pm		
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT	<input checked="" type="checkbox"/> <b>OPPOSITION</b>	specific route changes

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gail.williams/board member listings...  
Request to Speak Form — 7/24/07

RT 30 PUBLIC HOME TO  
DOWNTOWN  
→ DO NOT CUT TO DOWNTOWN  
RIDE HOME PROBLEM IN MIAMI



AGENDA ITEM NO.

25

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10:10

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(PLEASE PRINT)

Date	Dec 10, 2009
Name	Kathy Evans-Calderepo
Address	5186 Landis St. S.D. 92105 (City Heights)
Telephone	(619) 283-1729
Organization Represented	San Diego Welfare Warriors; Employees of SDSU, Community of City Heights
Subject of Your Remarks	Cuts to #20 midday will prevent TANF families access to County Fair Hearings, Weekend workers
Regarding Agenda Item No.	Cuts to #2 access County Board Sup. H (Rt 20, on campus SDSU Hospital used) 25 Service Cuts (7, 2, 11, 3)
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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#11 ROUTE - NOT APPROPRIATE TO CUT SUMMER  
CITY HEIGHTS  
#2, #20, & #11  
SERVE COUNTY BOARD OF SUPERVISORS

gail.williams/board member listings...  
Request to Speak Form — 7/24/07





AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	2009 DEC 10		
Name	NOE GALLEGOS		
Address	100 HARBOR DRIVE		
Telephone	888-349-6182 X101		
Organization Represented	S. D. READER		
Subject of Your Remarks	SUPPORT OF MDN-REDUCTIONS		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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FINO FUND TO EXPAND SYSTEM  
RT \$56 BIPICUARY

gail.williams/board member listings...  
Request to Speak Form — 7/24/07



NO STOPS

AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

10:19

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(PLEASE PRINT)

Date	12-10-09
Name	Elaine Hannell
Address	10707 Jamaica Blvd Spring Valley, CA 91978
Telephone	(619) 581-5996
Organization Represented	
Subject of Your Remarks	(855) (856) To Possibly raise the fee.
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

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## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

10:17

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(PLEASE PRINT)

Date	12/10/09		
Name	Gary Gues		
Address	1606 Gouy St		
Telephone	619-889-1441		
Organization Represented			
Subject of Your Remarks	Transit Cuts/Funding Sources		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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FLD SKAND  
22 M JAWAL

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AGENDA ITEM NO.

25

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(PLEASE PRINT)

Date	12/10/00		
Name	LYN GWIZDAK		
Address	3810 WABASH AV		
Telephone	SD 29 92104 / 619-563 1044		
Organization Represented			
Subject of Your Remarks	General		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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#7 & #10 CUT BACKS  
#22M

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NO SHOW

AGENDA ITEM NO.

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(PLEASE PRINT)

Date	12/10/09
Name	Melissa Rosenblum
Address	9037 Campina Dr. Apt. C La Mesa, CA, 91942
Telephone	(619) 460-5635
Organization Represented	East Corner Clubhouse
Subject of Your Remarks	Budget + more 874/875 + 871/872
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input checked="" type="checkbox"/> <b>OPPOSITION</b>

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874, 620th CWS, ORAWAR

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AGENDA ITEM NO.

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(PLEASE PRINT)

Date	12-10-09		
Name	STEVE ALCOVE		
Address	MISSION VALLEY		
Telephone	619-563-1309		
Organization Represented	ATU		
Subject of Your Remarks	SERVICE CUTS / 2 DAY OFFS		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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CONTINUOUS FWD

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(PLEASE PRINT)

Date			
Name	TRAVIS HERON		
Address	CHULA VISTA		
Telephone			
Organization Represented	NAPLES INDEPENDENT COUNCIL		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input data-bbox="695 1331 792 1402" type="checkbox"/>	<b>SUPPORT</b>	<input checked="" data-bbox="1029 1331 1127 1402" type="checkbox"/> <b>OPPOSITION</b>

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SUBDAY  
DON'T OUT SERVICE

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AGENDA ITEM NO.

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(PLEASE PRINT)

Date	12/10/08		
Name	Travis Heron		
Address			
Telephone			
Organization Represented	Naples Independent Living Now		
Subject of Your Remarks	704		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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# Metropolitan Transit System FY 2010 Mid-Year Service Adjustments PUBLIC HEARING

December 10, 2009



## MTS Budget

- Operating budget impacted by-
  - Lower than anticipated fare revenue (8% below FY 2010 budgeted)
  - Lower than anticipated TDA and TransNet revenue (11.1% below FY 2010 budgeted)
- Projected FY 2010 Operating Shortfall = \$12.9 million
- Projected FY 2011 Operating Shortfall = \$14.4 million
- Plan for balancing FY 2010 budget includes use of \$12.6 million in shifts from the Capital Program.
- Staff directed to evaluate service to provide \$7 million in subsidy savings

## Background

- November 5, 2009: Budget Development Committee adopts strategy that looks specifically at Sunday service but maintains most services six days/week.
- November 12, 2009: Board authorizes today's public hearing and concurs with BDC decision not to pursue another fare increase at this time.
- Many alternatives reviewed (fare increases, weekday cuts, full route cuts, etc.)
  - March 2009 considered \$5 million across the board network cuts that weren't implemented
  - Weekday cuts would affect more commuters, require more miles cut per dollar saved than weekends
- Sunday service proposal developed through use of Weekend Service Analysis:
  - new, scaled-down network
  - preserves existing routes Mon-Sat
  - some minor frequency, trip, span reductions Mon-Sat

## Weekend Service Analysis

- Every trip on every route counted, both Saturday & Sunday  
- 2,566 hours of on-board counts
- Detailed trip- and stop-level data now available
- Passengers surveyed on how they use the system:

Trip type:	Weekday	Saturday	Sunday
Work	29.6%	20.3%	17.5%
School	13.7%	4.1%	2.4%
Medical	9.8%	3.3%	2.4%
Shopping	21.9%	30.1%	25.9%
Recreation	18.5%	35.4%	32.8%
Religious	4.9%	4.7%	14.9%



## Why Sunday?

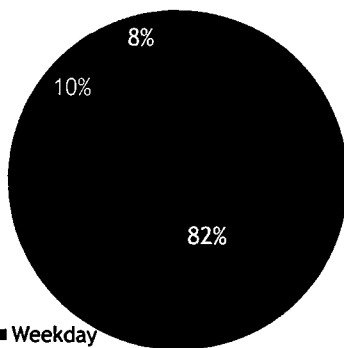
- Lowest number of passengers
- Highest percentage of flexible trips (shopping, recreation, etc.)
- Lowest farebox recovery ratio: fewer service cuts required for same subsidy savings
- Concentration of ridership in midday
- Avoids cutting any routes entirely
- Easier to rebuild system when budget improves
- Retains most regular riders (passholders)



5

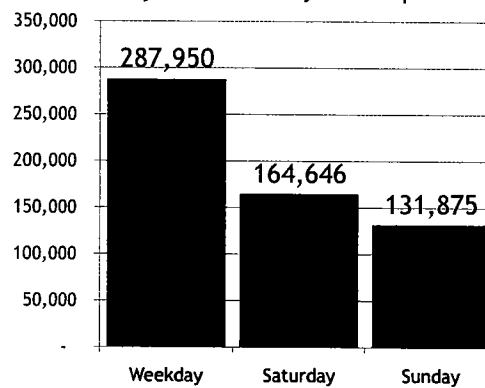
## Why Sunday?

Annual System-wide Ridership



■ Weekday  
■ Saturday  
■ Sunday

System-wide Daily Ridership



6

## Sunday Network Development

- \$7.0 million subsidy target established for service cuts
- Policy 42 requires analysis based on productivity and passengers – not trip type or anecdotal data
- Data from Weekend Service analysis mapped in GIS
- Segments with most ridership prioritized for service
- Base system of routes laid out with 60 minute frequency and a reduced span of 7am-7pm.
  - Nearby and overlapping segments consolidated
  - Routes structured to mirror existing routes where poss.
  - Minor route changes made to cover high ridership areas



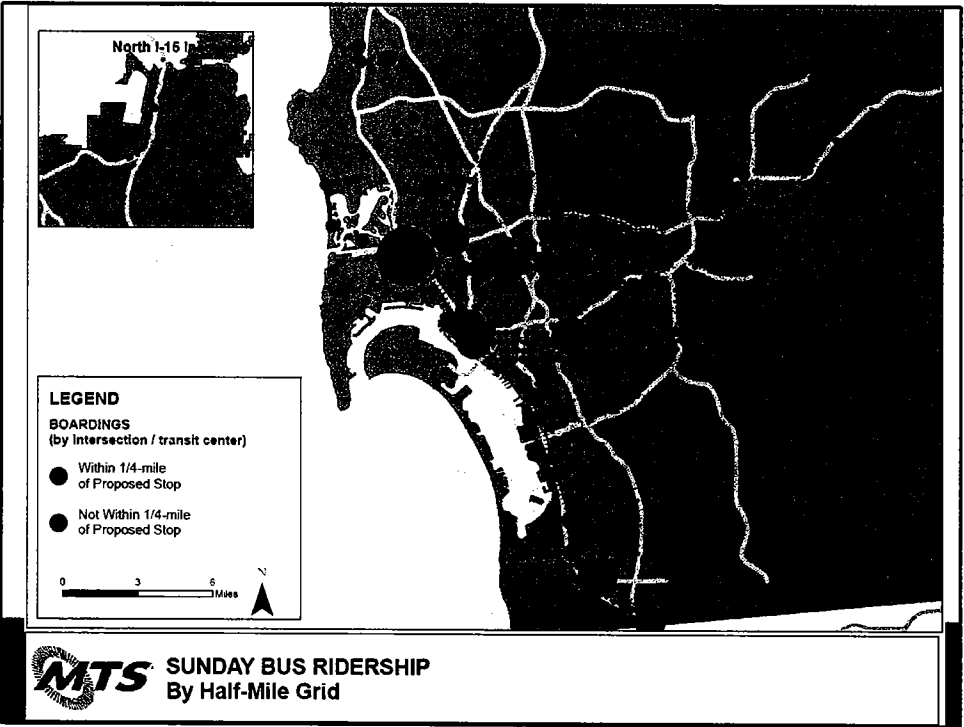
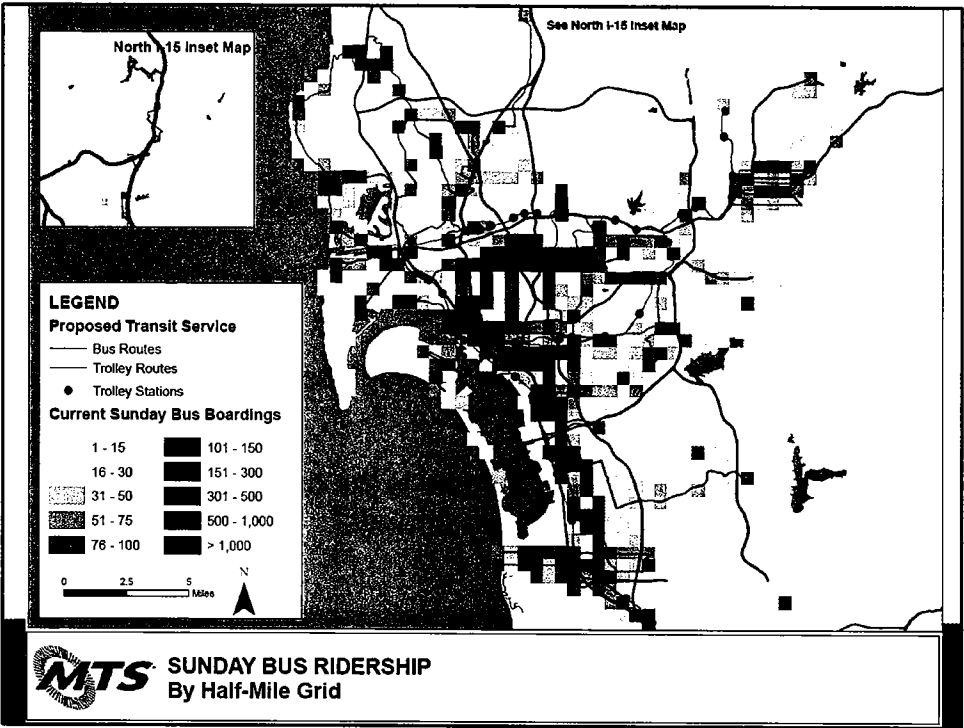
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## Sunday Network Development (cont'd)

- Frequency added (eg. 60 minute to 30 minute) in highest ridership areas to avoid overcrowding, poor reliability
- Span added in areas with more demand for early or late service (eg. Trolley service)
- Some final changes made using comments received from passengers
- Other considerations...
  - Available travel alternatives
  - Title VI analysis
  - System network connectivity



8



## Challenges

- Some people do work on Sundays
- Passengers accessing religious services
- Truly transit dependent have limited travel options
- No trips are 'discretionary' although some are flexible
- Even for flexible trips, Sunday is the only day for some people to run errands



11

## Communication and Outreach

- 18 Events held at transit facilities Nov. 15 – Dec. 5
  - Press release generated media coverage
  - Received nearly 344 written/on-line surveys
    - 30% identified Sunday as their most flexible day
  - Reached several thousand passengers
  - Handouts explaining proposals & budget issues
- Information on MTS website
- Comments also collected via hotline, mail, e-mail
- Notice of public hearing in newspaper
- 110,000 printed notices for vehicles



12



### Comments Received: 347 Total

- 120 by Telephone Hotline
- 113 by E-mail
- 8 via MTS Customer Service
- 93 from survey comment field
- 3 petitions received
- 10 by other means

All comments summarized for Board and provided at hearing today.



## FEBRUARY 2010 SERVICE CHANGE PROPOSALS

### \$7.0 Million in Service Adjustments

#### Routes Affected:

WEEKDAYS: 12 bus routes, 1 Trolley line

SATURDAYS: 16 bus routes, 1 Trolley line

SUNDAYS: All bus routes and Trolley lines

One bus route (880) has major changes



#### WEEKDAYS:

##### Frequency Reduction

2 (Dwtn-North Park): Middays only  
 20 (I-15 Corridor Exp): Middays only  
 916/917 (Oak Park): 30 > 60

##### Other Reductions

50 Reduce trips at ends of peaks  
 860 Discontinue last NB trip  
 992 (Airport): end service at 11pm  
 Blue Line: Reduce peaks, late nights

##### Modified Route

2 Move downtown terminal  
 30 No service downtown after 7pm  
 210 Move downtown terminal  
 854 (La Mesa-San Carlos)  
 874/875 No Granite Hills after 6pm  
 880 Serve downtown, not UTC  
 929 Terminate dwtn at City College

##### Discontinue All Service

None





**SATURDAYS:**

**Frequency Reduction**

2 (Dwtn-North Park): 15 > 20  
 7 (Dwtn-Univ Av-La Mesa): 12 > 15  
 8/9 (Old Town-Mission/P.B.): 20 > 30  
 10 (Old Town-Univ Av): 15 > 20  
 11 (Skyline-Dwtn-SDSU): 20 > 30  
 15 (Dwtn-ECB-SDSU): 15 > 20  
 20 (I-15 Corridor Exp): 30 > 60  
 27 (P.B.-Kearny Mesa): 60 > 90  
 88 (Hotel Circle): 30 > 60  
 105 (Clairemont): 30 > 60  
 874/875 (El Cajon): 30 > 60  
 967/968 (Nat'l City): 60 > 120  
 992 (Airport): 15 > 30

**Modified Route**

10 No service east of 15 Fwy  
 27 No service east of Convoy St  
 30 Old Town-VA only (no Dwtn, UTC)  
 41 End route at UTC (no UCSD)  
 105 No svc north of Clairemont Sq  
 874/875 No service to Granite Hills

**Other Reductions**

955 Fewer early A.M., evening trips  
 992 End service at 11pm

**Discontinue All Service**

None



**SUNDAYS:**

**Frequency Reduction**

19 routes: 2 3 4 7 8/9 10 13 15  
 20 28 44 815 874/875 901 932  
 961 992 Orange Green

**Span Reduction**

33 routes: 1 2 3 4 5 7 8/9 10  
 11 13 15 20 28 30 35 41 44  
 105 120 815 864 874/875 901  
 929 932 933/934 936 955 961  
 992 Blue Orange Green

**Route Modification**

7 routes: 2 13 15 20 35 44 709

**Shortened Routes**

**(large reduction)**

17 routes: 1 3 7 8/9 10 11 30 41  
 105 120 864 874/875 901 929  
 932 933/934 961

**Discontinue Sunday Service**

26 routes: 6 27 88 115 701 704  
 705 712 832 833 845 848  
 854 855 856 872 904 905  
 916/917 921 923 928 962  
 965 967 968



## Impacts of Proposed Changes

		Weekday	Saturday	Sunday
Current	<i>Daily</i>	287,950	164,646	131,875
Ridership	<i>Annual</i>	73,139,300	8,561,592	7,780,625
Riders	<i>Daily</i>	7,140	31,288	131,875
Affected	<i>Annual</i>	1,813,560	1,626,976	7,780,625
Riders	<i>Daily</i>	1,098	4,325	32,718
Lost	<i>Annual</i>	278,892	224,900	1,930,352
% Ridership Lost		0.4%	2.6%	24.8%
% Miles Discontinued		3.4%	10.6%	49.7%
% Hours Discontinued		2.8%	11.4%	50.5%



19

## Sunday Religious Services

During the Sunday morning & midday periods, there are **1,837** ons and **1,581** offs at stops within ¼-mile of religious facilities that will no longer be served.

This represents just over **2%** of all Sunday ridership.

77.5% of religious facilities currently served within a half mile would still be served.



20

## Major Service Changes

- Defined by Federal Transit Administration guidelines
- Any changes that affect more than 25% of a route's hours or miles
- Require a public hearing
- Includes one of the routes recommended today for changes (Route 880)

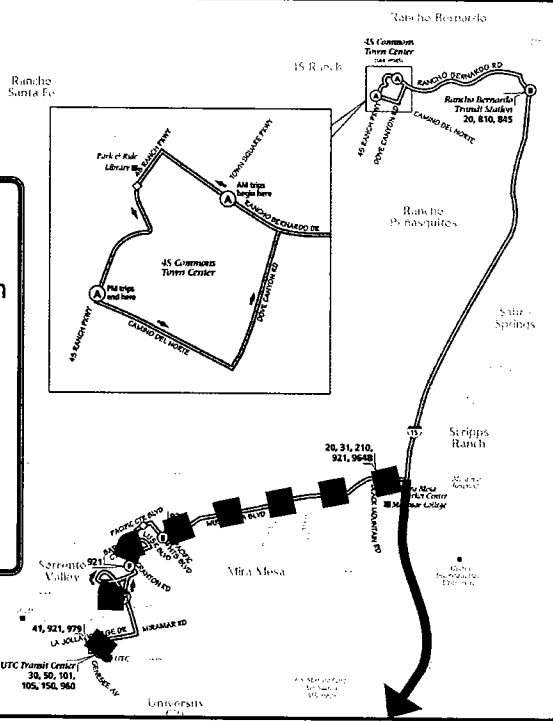


21

# 880

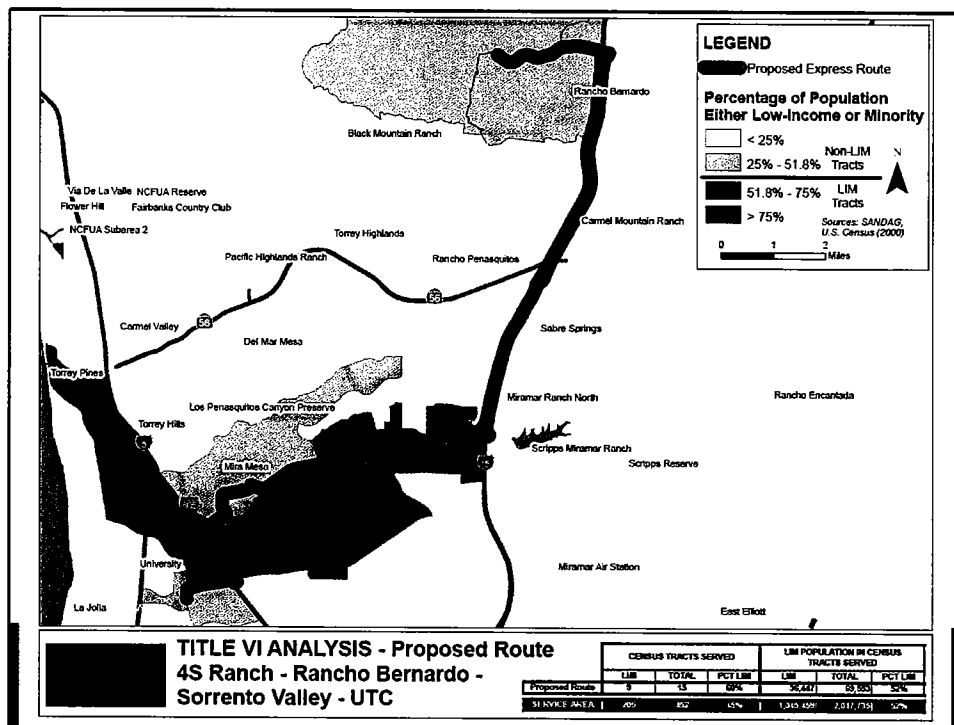
### 4S Ranch – University City via Sorrento Valley

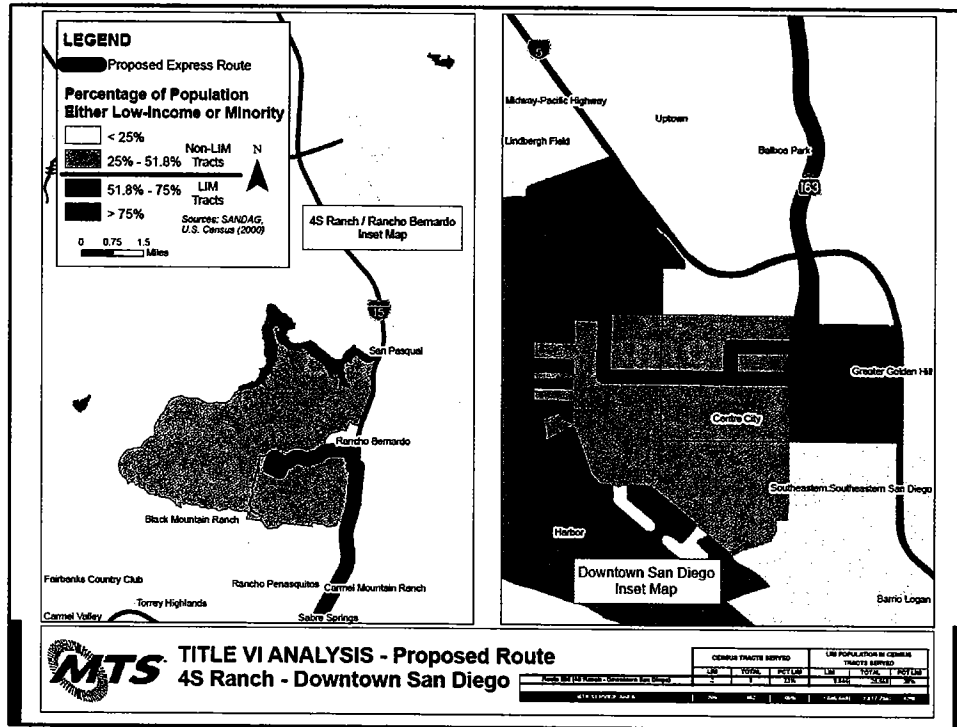
- Fully subsidized by 4S Ranch
- Average 6 passengers/trip
- Proposed Changes:
  - Re-route to serve downtown instead of Sorrento Valley and University City
  - Reduce from three round trips to two



## Title VI Analysis

- One route with major service change (Route 880): proposed changes could impact low-income and minority (LIM) populations more than non-LIM populations.
- LIM impact is to Mira Mesa and UTC areas, also bridged by Route 921; actual riders are from non-LIM tracts.
- This change would have less impact on LIM communities than the readily possible alternatives.
- Complete Title VI analysis included within agenda packet.





## Recommendations

- Conduct a public hearing on recommended service adjustments to achieve at least \$7.0 million in subsidy savings (as described in Attachment A)
- Adopt Resolution 09-27, "Findings in Support of Exemption Under the California Environmental Quality Act (CEQA) Related to Proposed Budget-Related Service Adjustments" (Attachment C)
- Respond to suggestions made by the public and take action (if any) on the package of service adjustments at the next regularly scheduled Board meeting on January 7, 2010



**Metropolitan Transit System  
FY 2010 Mid-Year  
Service Adjustments  
PUBLIC HEARING**

December 10, 2009





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

FIN 310.2

December 10, 2009

### SUBJECT:

MTS: FY 2009 FINAL BUDGET COMPARISON (TOM LYNCH)

### RECOMMENDATION:

That the Board of Directors approve applying \$1,853,000 to the MTS contingency reserve.

#### Budget Impact

None.

### DISCUSSION:

With the completion of the FY 2009 Comprehensive Annual Financial Report (CAFR), the FY 2009 budget can be reviewed with audited numbers. Attachment A-1 summarizes the results with the variances to budget on a consolidated basis for the agency as a whole. Attachments A2-A7 show the results for transit operations (San Diego Transit Corporation [SDTC]), rail operations (San Diego Trolley, Inc. [SDTI]), Contract Services, General Fund, Taxicab Administration, and San Diego and Arizona Eastern (SD&AE) Railway Company, respectively.

#### Overall Results

On a consolidated basis, MTS had an excess of revenues of \$2,298,000 over expenses for FY 2009 for its operations inclusive of SD&AE and Taxicab Administration. The following is a comparison of the results against the amended budget.



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

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

## REVENUES

### Fare Revenue

Passenger revenues were favorable to budget by \$1,788,000 (4.7%), which was primarily the result of receiving commission refunds from SANDAG on day passes for \$2,360,000. Without this, passenger revenue would have been unfavorable by \$572,000 due to lower-than-anticipated ridership largely correlated with the economic recession (specifically unemployment).

### Other Operating Revenue

Other operating revenue was unfavorable to budget by \$541,000—the largest portion was lower advertising revenue.

## EXPENSES

Overall, operating expenses were \$205,041,000 compared to an amended budget of \$207,474,000 for a favorable variance of \$2,433,000. The larger variances were in personnel, transit-funding operations, energy, and risk management.

Total personnel expenses for the fiscal year totaled \$98,502,000 compared to a budget of \$97,912,000, which resulted in an unfavorable variance of \$590,000 (.6%) primarily due to higher-than-estimated wages on the amended budget.

Transit funding operations were favorable to budget by \$942,000—primarily within Chula Vista Transit. Chula Vista Transit is managed separately but falls within MTS's umbrella—MTS pays Chula Vista Transit its funding. These numbers reflect FY 2009 estimates plus prior-year adjustments.

Total year-end energy costs were \$25,282,000 compared to the budget of \$27,161,000, which resulted in a favorable variance of \$1,879,000 (6.9%). This favorable variance is primarily due to lower compressed natural gas (CNG) costs (\$1.30 per therm vs. \$1.47 budgeted) and lower diesel costs. The lower diesel costs are primarily due to usage as MTS has a higher mix of CNG buses due to recent acquisitions of CNG buses.

Total year-end expenses for risk management were \$4,461,000 compared to the budgeted \$3,995,000, which resulted in an unfavorable variance totaling \$506,000 (-12.8%). This unfavorable variance is primarily due to increased legal costs for liability claims within rail operations.

### Subsidy Revenue and Other Nonoperating Revenue and Expenses

Attachment A-8 details subsidy revenue and other nonoperating revenue and expenses. Some of the variances relate to shifting funding from one type to another. When combining the variances of federal revenue, Transportation Development Act (TDA) funds, and TransNet funds, there is a variance of \$1,092,000, which relates to TransNet sales tax revenue coming in lower than projected by SANDAG. The other variances in those funding sources are funding shifts.



State Revenue. MTS is involved in an audit with the State of California related to billings for providing transit service for Medi-Cal patients. The unfavorable variance of \$608,000 reflects the estimated amount of Medi-Cal income compared to budget that MTS could potentially not receive.

#### Reserves

Attachment A-9 details MTS's contingency reserve. The ending reserve balance on June 30, 2008, was \$29,919,000. In FY 2009, the Board of Directors approved the use of \$429,000 of contingency reserves to make up the shortfall for the San Ysidro Intermodal Transit Center Project.

For FY 2009, MTS (exclusive of SD&AE and Taxicab Administration) had an excess of revenues over expenses of \$2,216,000. SD&AE's and Taxicab Administration's operations are self-funded. The excess (shortfall) of revenues over expenses for SD&AE and Taxicab Administration were \$5,000 and \$104,000, respectively. There was \$264,000 in the allocation of interest to the other reserves from the contingency reserves. The total of operating changes comes to \$1,853,000.

Combining all the totals, the contingency reserve balance on June 30, 2009, was \$31,343,000. As part of the FY 2010 budget process, \$1,750,000 of contingency reserves was utilized to balance the budget. In essence, these were to be carryovers from the favorable FY 2009 operating amount discussed above.

MTS has a number of other reserves, and the balances are listed on Attachment A-10.

#### Staff Recommendation

It is staff's recommendation to apply \$1,853,000 to the contingency reserve. As discussed above, \$1,750,000 is currently budgeted to be utilized for FY 2010.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, [tom.lynch@sdmts.com](mailto:tom.lynch@sdmts.com)

DEC10-09.30.FY 09 FINAL BUDGET COMPARISON.TLYNCH.doc

Attachment: A. Schedules and Balance Tables

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**FINAL YEAR END COMPARISON OF ACTUAL TO BUDGET**

**FY 2009**

**CONSOLIDATED**

(in \$000's)

	ACTUALS ON A BUDGET BASIS	AMENDED BUDGET	DOLLAR VARIANCE	PERCENT VARIANCE
Passenger Revenue	\$ 85,193	\$ 83,405	\$ 1,788	2.1%
Other Revenue	5,408	5,949	(541)	-9.1%
<b>Total Operating Revenue</b>	<b>90,601</b>	<b>89,354</b>	<b>1,247</b>	<b>1.4%</b>
Personnel costs	98,502	97,912	(590)	-0.6%
Outside services	64,605	64,524	(81)	-0.1%
Transit operations funding	3,004	3,946	942	23.9%
Materials and supplies	7,134	7,441	307	4.1%
Energy	25,282	27,161	1,879	6.9%
Risk management	4,461	3,955	(506)	-12.8%
Miscellaneous operating expenses	2,053	2,535	482	19.0%
<b>Total Operating Expenses</b>	<b>205,041</b>	<b>207,474</b>	<b>2,433</b>	<b>1.2%</b>
<b>Operating income (loss)</b>	<b>(114,440)</b>	<b>(118,120)</b>	<b>3,680</b>	<b>3.1%</b>
Subsidy Revenue	120,805	122,533	(1,728)	-1.4%
Other Non-Operating Revenue	(4,149)	(2,723)	(1,426)	52.4%
<b>Total Non-Operating Revenue</b>	<b>116,656</b>	<b>119,810</b>	<b>(3,154)</b>	<b>-2.6%</b>
<b>Income (loss) before Reserve Utilization</b>	<b>2,216</b>	<b>1,690</b>	<b>526</b>	<b>31.1%</b>
Transfers	22	0	22	-
Taxicab/SD&AE Reserves	60	60	0	0.0%
<b>Net Income (loss)</b>	<b>\$ 2,298</b>	<b>\$ 1,750</b>	<b>\$ 548</b>	<b>31.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**FINAL YEAR END COMPARISON OF ACTUAL TO BUDGET**  
**FY 2009**  
**TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)**  
**(in \$000's)**

	ACTUALS ON A BUDGET BASIS	AMENDED BUDGET	DOLLAR VARIANCE	PERCENT VARIANCE
Passenger Revenue	\$ 27,882	\$ 26,587	\$ 1,295	4.9%
Other Revenue	141	38	103	271.1%
<b>Total Operating Revenue</b>	<b>28,023</b>	<b>26,625</b>	<b>1,398</b>	<b>5.3%</b>
Personnel costs	55,722	55,795	73	0.1%
Outside services	2,077	1,944	(133)	-6.8%
Transit operations funding	0	0	0	-
Materials and supplies	4,417	4,405	(12)	-0.3%
Energy	8,143	8,653	510	5.9%
Risk management	1,896	1,744	(152)	-8.7%
Miscellaneous operating expenses	5,163	5,179	16	0.3%
<b>Total Operating Expenses</b>	<b>77,418</b>	<b>77,720</b>	<b>302</b>	<b>0.4%</b>
<b>Operating income (loss)</b>	<b>(49,395)</b>	<b>(51,095)</b>	<b>1,700</b>	<b>3.3%</b>
Subsidy Revenue	56,089	56,458	(369)	-0.7%
Other Non-Operating Revenue and Expense	(4,944)	(3,613)	(1,331)	36.8%
<b>Total Non-Operating Revenue</b>	<b>51,145</b>	<b>52,845</b>	<b>(1,700)</b>	<b>-3.2%</b>
<b>Income (loss) before Reserve Utilization</b>	<b>1,750</b>	<b>1,750</b>	<b>0</b>	<b>0.0%</b>
Contingency Reserves		0	0	-
Taxicab/SD&AE Reserves	0	0	0	-
<b>Net Income (loss)</b>	<b>\$ 1,750</b>	<b>\$ 1,750</b>	<b>\$ 0</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**FINAL YEAR END COMPARISON OF ACTUAL TO BUDGET**  
**FY 2009**  
**RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)**  
**(in \$000's)**

	<b>ACTUALS ON A BUDGET BASIS</b>	<b>AMENDED BUDGET</b>	<b>DOLLAR VARIANCE</b>	<b>PERCENT VARIANCE</b>
Passenger Revenue	\$ 33,454	\$ 33,261	\$ 193	0.6%
Other Revenue	553	684	(131)	-19.2%
<b>Total Operating Revenue</b>	<b>34,006</b>	<b>33,945</b>	<b>62</b>	<b>0.2%</b>
Personnel costs	31,505	31,368	(137)	-0.4%
Outside services	9,252	8,448	(804)	-9.5%
Transit operations funding	0	0	0	-
Materials and supplies	2,711	2,989	278	9.3%
Energy	8,819	8,663	(156)	-1.8%
Risk management	2,139	1,790	(349)	-19.5%
Miscellaneous operating expenses	4,025	4,011	(14)	-0.3%
<b>Total Operating Expenses</b>	<b>58,452</b>	<b>57,269</b>	<b>(1,182)</b>	<b>-2.1%</b>
<b>Operating income (loss)</b>	<b>(24,446)</b>	<b>(23,324)</b>	<b>(1,122)</b>	<b>-4.8%</b>
Subsidy Revenue	24,446	23,324	1,122	4.8%
Other Non-Operating Revenue	0	0	0	-
<b>Total Non-Operating Revenue</b>	<b>24,446</b>	<b>23,324</b>	<b>1,122</b>	<b>4.8%</b>
<b>Income (loss) before Reserve Utilization</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>
Contingency Reserves	0	0	0	-
Taxicab/SD&AE Reserves	0	0	0	-
<b>Net Income (loss)</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**FINAL YEAR END COMPARISON OF ACTUAL TO BUDGET**

**FY 2009**

**CONTRACT SERVICES**

(in \$000's)

	ACTUALS ON A BUDGET BASIS	AMENDED BUDGET	DOLLAR VARIANCE	PERCENT VARIANCE
Passenger Revenue	\$ 23,857	\$ 23,557	\$ 300	1.3%
Other Revenue	64	0	64	-
<b>Total Operating Revenue</b>	<b>23,921</b>	<b>23,557</b>	<b>364</b>	<b>1.5%</b>
Personnel costs	557	605	48	7.9%
Outside services	49,886	50,905	1,019	2.0%
Transit operations funding	0	0	0	-
Materials and supplies	1	33	32	97.0%
Energy	8,254	9,775	1,521	15.6%
Risk management	0	0	0	-
Miscellaneous operating expenses	941	929	(12)	-1.3%
<b>Total Operating Expenses</b>	<b>59,639</b>	<b>62,248</b>	<b>2,608</b>	<b>4.2%</b>
<b>Operating income (loss)</b>	<b>(35,718)</b>	<b>(38,691)</b>	<b>2,973</b>	<b>7.7%</b>
Subsidy Revenue	35,718	38,691	(2,973)	-7.7%
Other Non-Operating Revenue	0	0	0	-
<b>Total Non-Operating Revenue</b>	<b>35,718</b>	<b>38,691</b>	<b>(2,973)</b>	<b>-7.7%</b>
<b>Income (loss) before Reserve Utilization</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>
Contingency Reserves	0	0	0	-
Taxicab/SD&AE Reserves	0	0	0	-
<b>Net Income (loss)</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**FINAL YEAR END COMPARISON OF ACTUAL TO BUDGET**

**FY 2009**

**GENERAL FUND (less Taxicab and SD&AE)**

**(in \$000's)**

	<b>ACTUALS ON A BUDGET BASIS</b>	<b>AMENDED BUDGET</b>	<b>DOLLAR VARIANCE</b>	<b>PERCENT VARIANCE</b>
Passenger Revenue	\$ 0	\$ 0	\$ 0	-
Other Revenue	3,617	4,319	(702)	-16.3%
<b>Total Operating Revenue</b>	<b>3,617</b>	<b>4,319</b>	<b>(702)</b>	<b>-16.3%</b>
Personnel costs	10,101	9,547	(554)	-5.8%
Outside services	3,267	3,071	(196)	-6.4%
Transit operations funding	3,004	3,946	942	23.9%
Materials and supplies	6	5	(1)	-20.0%
Energy	59	57	(2)	-3.5%
Risk management	391	387	(4)	-1.0%
Miscellaneous operating expenses	(8,230)	(7,744)	486	-6.3%
<b>Total Operating Expenses</b>	<b>8,599</b>	<b>9,269</b>	<b>671</b>	<b>7.2%</b>
<b>Operating income (loss)</b>	<b>(4,982)</b>	<b>(4,950)</b>	<b>(32)</b>	<b>-0.6%</b>
Subsidy Revenue	4,552	4,060	492	12.1%
Other Non-Operating Revenue	795	890	(95)	-10.7%
<b>Total Non-Operating Revenue</b>	<b>5,347</b>	<b>4,950</b>	<b>397</b>	<b>8.0%</b>
<b>Income (loss) before Reserve Utilization</b>	<b>365</b>	<b>0</b>	<b>365</b>	<b>-</b>
Contingency Reserves	0	0	0	-
Taxicab/SD&AE Reserves	0	0	0	-
<b>Net Income (loss)</b>	<b>\$ 365</b>	<b>\$ 0</b>	<b>\$ 365</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**FINAL YEAR END COMPARISON OF ACTUAL TO BUDGET**

**FY 2009**

**TAXICAB ADMINISTRATION**

(in \$000's)

	<b>ACTUALS ON A BUDGET BASIS</b>	<b>AMENDED BUDGET</b>	<b>DOLLAR VARIANCE</b>	<b>PERCENT VARIANCE</b>
Passenger Revenue	\$ 0	\$ 0	\$ 0	-
Other Revenue	863	754	109	14.5%
<b>Total Operating Revenue</b>	<b>863</b>	<b>754</b>	<b>109</b>	<b>14.5%</b>
Personnel costs	535	523	(12)	-2.3%
Outside services	78	101	23	22.8%
Transit operations funding	0	0	0	-
Materials and supplies	(1)	9	10	111.1%
Energy	7	13	6	46.2%
Risk management	0	0	0	-
Miscellaneous operating expenses	140	148	8	5.4%
<b>Total Operating Expenses</b>	<b>759</b>	<b>793</b>	<b>35</b>	<b>4.4%</b>
<b>Operating income (loss)</b>	<b>104</b>	<b>(39)</b>	<b>143</b>	<b>366.7%</b>
Subsidy Revenue	0	0	0	-
Other Non-Operating Revenue	0	0	0	-
<b>Total Non-Operating Revenue</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Income (loss) before Reserve Utilization</b>	<b>104</b>	<b>(39)</b>	<b>143</b>	<b>-366.7%</b>
Contingency Reserves	0	0	0	-
Taxicab/SD&AE Reserves	39	39	0	0.0%
<b>Net Income (loss)</b>	<b>\$ 143</b>	<b>\$ 0</b>	<b>\$ 143</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**FINAL YEAR END COMPARISON OF ACTUAL TO BUDGET**

**FY 2009**

**SAN DIEGO & ARIZONA EASTERN RAILWAY (SD&AE)**

(in \$000's)

	ACTUALS ON A BUDGET BASIS	AMENDED BUDGET	DOLLAR VARIANCE	PERCENT VARIANCE
Passenger Revenue	\$ 0	\$ 0	\$ 0	-
Other Revenue	170	154	16	10.4%
<b>Total Operating Revenue</b>	<b>170</b>	<b>154</b>	<b>16</b>	<b>10.4%</b>
Personnel costs	82	74	(8)	-10.8%
Outside services	45	55	10	18.2%
Transit operations funding	0	0	0	-
Materials and supplies	0	0	0	-
Energy	0	0	0	-
Risk management	35	34	(1)	-2.9%
Miscellaneous operating expenses	14	12	(2)	-16.7%
<b>Total Operating Expenses</b>	<b>176</b>	<b>175</b>	<b>(1)</b>	<b>-0.6%</b>
<b>Operating income (loss)</b>	<b>(6)</b>	<b>(21)</b>	<b>15</b>	<b>71.4%</b>
Subsidy Revenue	0	0	0	-
Other Non-Operating Revenue	0	0	0	-
<b>Total Non-Operating Revenue</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Income (loss) before Reserve Utilization</b>	<b>(6)</b>	<b>(21)</b>	<b>15</b>	<b>-71.4%</b>
Contingency Reserves	0	0		-
Taxicab/SD&AE Reserves	21	21		0.0%
<b>Net Income (loss)</b>	<b>\$ 15</b>	<b>\$ 0</b>	<b>\$ 15</b>	<b>-</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**FINAL YEAR END COMPARISON OF ACTUAL TO BUDGET**

**FY 2009**

**COMBINED SUBSIDY AND OTHER NON OPERATING REVENUE AND EXPENSES**

(in \$000's)

	ACTUALS ON A BUDGET BASIS	AMENDED BUDGET	DOLLAR VARIANCE	PERCENT VARIANCE
<b><u>Subsidy Revenue</u></b>				
Federal Revenue	\$ 38,583	\$ 34,936	\$ 3,647	10.4%
Transportation Development Act	51,440	56,774	(5,334)	-9.4%
State Transit Assistance	7,508	7,618	(110)	-1.4%
State Revenue - Other	1,392	2,000	(608)	-30.4%
TransNet funds	20,844	20,229	615	3.0%
Other Local subsidies	1,036	977	59	6.0%
<b>Total Subsidy Revenue</b>	<b>120,803</b>	<b>122,533</b>	<b>(1,731)</b>	<b>-1.4%</b>
<b><u>Other Non Operating Revenue and Expense</u></b>				
Investment Earnings	1,821	1,805	16	0.9%
Other Non Operating Income	7,646	7,645	1	0.0%
Other Non Operating Expenses	(13,615)	(12,173)	(1,442)	11.8%
<b>Total Other Non Operating Revenue Revenue and Expense</b>	<b>(4,148)</b>	<b>(2,723)</b>	<b>(1,425)</b>	<b>52.3%</b>
<b>Total Subsidy and Non Operating Revenue and Expense</b>	<b>\$ 116,655</b>	<b>\$ 119,810</b>	<b>\$ (3,156)</b>	<b>-2.6%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM****Contingency Reserve****FY 2009****(in \$000's)**

Balance, June 30, 2008		29,919
Prior Year Revenue Allocated to San Ysidro Transit Center		(429)
FY 2009 Operations	2,216	
FY 2009 Interest and Other Adjustments	(264)	
Addback (deduct)		
SDAE	5	
Taxi	(104)	
Operations, Net		1,853
		<hr/>
Balance, June 30, 2009		<u><u>31,343</u></u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM****Reserve Balances****FY 2009****(in \$000's)**

<u>Title</u>	<u>Amount</u>	<u>Explanation</u>
Contingency	31,343	For ongoing operations, future matching of grants; minimum 4% of operating budget per Policy 36
Capital Project Reserve	871	To hold prior year's CNG rebate for an existing capital project
Taxicab capital	12	For replacement of office equipment and vehicles
Insurance	2,000	Established for potential future liability claims, minimum \$2 million per policy 46
Billboard San Diego	39	Per agreement with city, used for improvements to right of way
Billboard Chula Vista	929	Per agreement with city, used for improvements to right of way
SD&AE	892	Established from 1984 state payments for storm damage, restricted for repair/improvement of line
MTS JPA residual	528	Established from proceeds of legal settlement, restricted for repairs to MTS Tower
Land management	<u>431</u>	For for repair and maintenance of rental property
	<u><u>37,045</u></u>	

# Metropolitan Transit System Final Year End Budget Comparison FY 2009

Board of Directors Meeting  
December 10, 2009



## SAN DIEGO METROPOLITAN TRANSIT SYSTEM FINAL YEAR END BUDGET COMPARISON - FY 2009 COMPARISON OF OPERATIONS TO BUDGET

(in \$ 000's)

	Actual	Amended Budget	Variance
Operating Revenue	\$ 90,601	\$ 89,354	\$ 1,247
Operating Expenses	<u>205,041</u>	<u>207,474</u>	<u>2,433</u>
Operating Income (loss)	(114,440)	(118,120)	3,680
Non Operating Revenue	<u>116,656</u>	<u>119,810</u>	<u>(3,154)</u>
Income (loss) before Reserve Utilization	2,216	1,690	526
Reserves			
Transfers	22	-	(22)
Taxicab/SD&AE reserves	<u>60</u>	<u>60</u>	<u>-</u>
Net Income (loss)	<u>\$ 2,298</u>	<u>\$ 1,750</u>	<u>\$ 548</u>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FINAL YEAR END BUDGET COMPARISON - FY 2009  
CONTINGENCY RESERVE**

(in \$ 000's)

Balance, June 30 , 2009		\$ 29,919
Transferred to San Ysidro TC project		(429)
FY 2009 operations	2,216	
Interest Income allocated to other reserves	(264)	
Taxicab/SD&AE Net Income to their reserves	<u>(99)</u>	
Adjusted total from operations		<u>1,853</u>
Balance, June 30 , 2009		\$ <u>31,343</u>
Usage assumed in FY 2010 Budget		\$ <u>1,750</u>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FINAL YEAR END BUDGET COMPARISON - FY 2009**

**STAFF RECOMMENDATION**

Commit \$1,853,000 from FY 2009 operations to the  
Contingency Reserve



# Metropolitan Transit System Final Year End Budget Comparison FY 2009

Board of Directors Meeting  
December 10, 2009





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

## Agenda

Item No. 45

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

OPS 970.11

December 10, 2009

### SUBJECT:

MTS: SEMIANNUAL SECURITY REPORT (JANUARY THROUGH JUNE 2009)  
(BILL BURKE)

### RECOMMENDATION:

That the Board of Directors receive a report for information.

#### Budget Impact

None.

### DISCUSSION:

Statistics related to security incidents concerning the transit system are compiled by staff based on reports generated by security personnel and Code Compliance inspectors. This information is augmented by reports from local police authorities and is then compiled, summarized, and submitted to the Board of Directors on a midyear and year-end basis. The semiannual report covers the period from January 1, 2009, through June 30, 2009.

### DEPARTMENT OF HOMELAND SECURITY GRANT FUNDS

FY 2006: In November 2006, the Governor's Office of Homeland Security received approval from the U.S. Department of Homeland Security for funding under the FY 06 Infrastructure Protection Program. Consequently, MTS was awarded \$563,000 for the rail division, and \$682,500 for the bus division. For rail, the projects include enhanced



security at four stations - America Plaza, Imperial Transfer Station, Old Town Transit Center, and San Diego State University. Bus projects include additional security at two of the critical bus yards—Imperial Avenue Division and Kearny Mesa Division. MTS will contribute 25% in additional funds toward each award. Due to the magnitude of projects within this grant, an extension to December 31, 2009, was requested and granted. All projects within the scope of this grant are expected to be closed by the end of calendar year 2009.

FY 2007: In May 2007, the Governor's Office of Homeland Security received approval from the U.S. Department of Homeland Security for funding under the FY 07 Transit Security Grant Program. A total of \$55,071 was awarded to MTS with a requirement that the funds be used for security training relating to terrorist attacks against rail and bus. The time period for this grant extends to June 30, 2010.

FY 2007: Under a separate grant application, MTS requested \$1,285,000 (with matching funds from MTS of \$400,000) in order to expand and enhance an existing program of installing onboard closed-circuit televisions (CCTVs). This is a multiphase project that will ultimately allow MTS to remotely view all CCTV systems at stations and onboard light rail vehicles (LRVs) and busses from the MTS Operations Control Center (OCC). The funds will be used to retrofit 44 existing onboard CCTV busses with wireless remote viewing capability and install CCTV and wireless remote access on 60 LRVs. At the close of 2008, the bus project was completed. For the LRV project, a contract has been awarded to a consulting firm to analyze and issue a final report recommending both the latest technology for this endeavor and a company who can best meet the needs of MTS. A project management team is in place to keep the project focused, and completion is expected in June 2010.

FY 2008: In 2008, MTS applied for an additional \$1,500,000 to continue the onboard CCTV program. This project is Phase II of a multiphase program to ultimately attain the dual capability of remote surveillance of all stations and onboard vehicles from the MTS OCC and consists of installing cameras in 74 LRVs and 56 buses in concert with real-time video feeds to responding law enforcement agencies. The Grant Notification letter was received, and the time period for this grant extends to April 30, 2011.

FY 2009: In late 2008, MTS was invited to apply for additional grants within the Transportation Security Grant Program (TSGP). MTS received preliminary approval of our request but has not been informed as to the amount of the award. \$950,000 was originally requested to install CCTV at four additional transit centers and start Phase III of onboard bus CCTV for 80 additional vehicles.

California Proposition 1B FY 2007-2008: Proposition 1B funds in the amount of \$2.7 million have been awarded to MTS for the purpose of security improvements to the system. The funds are a result of bonds approved by California voters to be used for public transportation enhancements, including security. This grant expires in March 2011, and the monies will be used to equip ten trolley stations with CCTVs and complete the installation of onboard CCTVs on the bus fleet. A consulting firm has been retained to assist with the design and engineering of the ten-station CCTV project. Additionally included in this grant is a project that will enhance security in the lobby area of the Mills Building. An MTS internal project team is in place to administer this grant project.



California Proposition 1B FY 2008-2009: MTS filed an application and submitted an Investment Justification requesting \$2.7 million to complete a fiber-optic link from the Old Town Transit Center to the Fashion Valley Transit Center. This request is pending, and MTS awaits an answer from the State of California.

2009 American Recovery and Reinvestment Act: This is a new government grant and is part of the Economic Stimulus Package. MTS has applied and submitted three Investment Justifications totaling \$3,130,000 for the following projects:

- Fiber-optics link between Qualcomm Stadium and the Old Town Transit Center
- CCTV for five additional transit centers
- Construction of a dog kennel to house three Transit Security Administration explosive-detection canines

MTS is awaiting notification from the government regarding the amount of the award.

## TRAINING

Training is a dynamic process in the MTS Security Department with ongoing classes, seminars, guest speakers, written directives, and other coaching media. During this reporting period, the following training presentations were completed:

- Review of court procedures and testimony
- Review of public officer authority and limitations
- Recognition of graffiti and affiliated gangs
- Compass Card enforcement and system operations
- Laws of Arrest: 832 PC class; four officers recertified

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

## Transportation Security Administration (TSA)

Operation Playbook: In late 2008, Congress enacted 49 CFR Parts 1520 and 1580, which expanded the inspection authority of the Transportation Security Administration (TSA). The regulation clarifies TSA's inspection authority in passenger rail requiring regulated entities to (at any time and in a reasonable manner without advance notice) allow TSA and other Department of Homeland Security (DHS) officials to enter and inspect rail properties and operations in order to carry out TSA's security-related statutory or regulatory duties.

Fortunately, MTS Transit Enforcement has a positive working relationship with the local TSA office, and any liaison with MTS's properties or operations will be conducted in conjunction with TSA and MTS.

One program in particular, Operation Playbook, commenced in June and will continue until further notice. The specifics of the program include the deployment of TSA Behavior Detection Officers (BDOs) to designated transit centers to look for individuals who are exhibiting abhorrent behavior consistent with terrorist activity. BDOs will generally observe a facility for only a few hours and will do so while a security officer is in attendance. If any suspicious activity is observed or further action is required, the security officer will be notified. The Transit Enforcement Department looks forward to working with the TSA as a further adjunct to the mission of providing a safe and secure transportation environment. During all TSA operations on MTS property, there will be no interruption of rail or bus service.

MTS Transit Enforcement has been asked by the regional TSA Field Security Director to assume a lead role in a newly created Surface Transportation Committee. The primary mission of the committee is to promote mutual security interests of all ground transportation organizations within the San Diego and Imperial Counties with an aim toward preparation, prevention, and recovery from man-made or natural disasters. MTS Transit Enforcement will chair the committee.

#### Closed-Circuit Television (CCTV)

CCTV is a proven crime deterrent as well as a positive forensic tool in solving crimes and assisting law enforcement agencies. CCTV is presently functioning at 20 stations including:

1. Old Town Transit Center (12 cameras)
2. Euclid Avenue Station (8 cameras)
3. Fashion Valley Transit Center (8 cameras)
4. Qualcomm Stadium Station (16 cameras)
5. 47<sup>th</sup> Street Station (5 cameras)
6. El Cajon Transit Center (2 cameras)
7. San Diego State University Station (27 cameras)
8. Alvarado Medical Center Station (5 cameras)
9. 5<sup>th</sup> & C Street Station (8 cameras)
10. Bayfront/E Street Station (10 cameras)
11. H Street Station (10 cameras)
12. Palomar Street Station (8 cameras)
13. San Ysidro Intermodal Station (19 cameras)
14. Spring Street Station (6 cameras)
15. Amaya Street Station (8 cameras)
16. Imperial Transit Center/parking/building (31 cameras)
17. City College/Smart Corner (6 cameras)
18. Park and Market Station (8 cameras)
19. Civic Center Station (8 cameras)
20. America Plaza Station (14 cameras)

Most stations have a combination of fixed and pan-tilt-zoom (PTZ) cameras. The PTZ cameras have the capability of rotating to capture a wide-area view and can zoom/tilt to capture view-specific views. Fixed cameras are aimed at specific targets, such as platforms and heavily populated patron areas. All cameras record to a digital video

recorder (DVR) and have the capability of retaining 15 days of recorded history. The Euclid Avenue Station has a 30-day recording capacity. All CCTV systems can be viewed on monitors in the Operations Control Center that is staffed with security personnel during hours of train operations. San Diego State University is monitored on a 24/7 basis at the on-campus security station.

The entire CCTV system is widely used by MTS Transit Enforcement Inspectors and various law enforcement agencies for evidentiary purposes. Many have resulted in court convictions and, while not quantifiable directly the system is a value-added crime deterrent security measure. During this reporting period, a total of 16 security-related events were recorded and saved for evidentiary purposes.

#### Special Detail

A special detail focusing on possible illegal reselling of MTS Day Passes on the Blue Line began in May. Transit Enforcement investigated and confirmed this activity and set up undercover teams to arrest and/or issue citations to the violators.

Repeat offenders were chronically collecting and reselling previously purchased/used tickets. Most of the resale and used ticket collection activity occurred during weekdays in Mexico.

MTS has made extra efforts to reprint some of the day pass tickets with more visible and secondary language indicating that the resale of tickets is illegal. As an enforcement measure, "wanted posters" containing the photographs of the chronic violators were posted at strategic locations along the Blue Line.

Other Day Pass issues relative to Ticket Vending Machine (TVM) sales and MTS bus Day Passes are also being investigated.

#### Bike Team Unit

The Bike Team's main focus is on quality of life violations. These violations consist of loiterers, opened alcoholic containers, vandalism, and narcotics possession. The Bike Team patrols trolley stations, transit parking lots, trolley rights-of-way, and bus stops throughout the City of San Diego. The Bike Team Unit also works with the public assisting patrons and tourists with information and directions. The Imperial Avenue Division bus yard and surrounding bus stops continue to be an area of focus due to significant transient activity.

#### Canine Teams

In 2006, three explosive-detection canine teams were funded through a five-year Cooperative Agreement with the Transportation Security Administration (TSA). MTS currently deploys three teams.

Explosive-Detection Units responded to approximately seven requests for searches of suspicious packages/objects during this period. One unit responded to a bomb threat on MTS property, which was received by the San Diego Police Department, with negative results.

One handler attended the annual International Association of Bomb Technicians and Investigators (IABTI) Conference in La Quinta, California in June.

Handlers continue to attend the quarterly bomb investigators meetings and regularly conduct internal training. MTS canine units partner with other agencies' canine units for joint training on an ongoing basis.

### Community Outreach

Operation Lifesaver (OLS) remains very active with regular visits to schools and other organizations. Children (mainly) are taught about transit facts and safety tips and are shown the "Don't Be that Kid" video. They are also given handouts, such as schedules, pens, key chains, coloring books, and bookmarks provided by the MTS Marketing Department.

This period, Sierra Academy in Mira Mesa received the OLS presentation and, later in the week accompanied by an MTS OLS representative, 16 of the 40 special needs students and their teachers were able to put what they learned to the test by taking an outing on the trolley and bus. These kids will soon be using MTS transit as a way to get to their jobs.

Members of the Blind Community Center were also the recipients of the OLS presentation where MTS staff not only taught these members about transit safety but learned a lot about persons with vision impairments.

An MTS OLS representative attended the Carlsbad Health and Wellness Fair in June. MTS Marketing provided a gift bag for a silent auction at this event.

The Transportation Security Administration (TSA) requested Operation Lifesaver training and a safety briefing. Three separate sessions, which included a tour of the SDTI trolley and Operations Control Center, were attended by TSA representatives. These sessions were beneficial as some of the TSA employees may be working with MTS in future security details.

Staff attended the San Ysidro Centennial Celebration in May and handed out OLS and MTS memorabilia.

### Outside Agency Collaborative Details

Department representatives continue to regularly attend the Border Transportation Council meetings to discuss relevant issues, such as criminal activity, illegal transportation carriers, wildcatting and other citizen concerns. Over ten agencies and organizations are represented at these meetings. Issues with stolen vehicles and drug activities were included in the topics of discussion this period. Additionally, this group is working to develop a Web site as a vehicle for information sharing between the agencies.

In May, representatives from MTS, San Diego Police, the City Attorney's office, the City Council, and Clean and Safe attended the East Village "Safety and Quality of Life Forum" at PETCO Park. This forum was arranged by residents and business owners in the East Village to discuss transient crimes and homelessness.

#### San Diego Trolley, Inc.

San Diego Trolley, Inc. experienced 1,258 Part II arrests and 74 reports of Part I incidents during the first half of 2009. This is a 58% reduction in Part I incidents and 6.5% reduction in Part II arrests over the same period in 2008. In the first six months of 2008, there were 1,339 Part II arrests and 117 reports of Part I Incidents.

During this reporting period, enforcement focused on vandalism. As a result, more cases of vandalism were reported and more arrests were made. The Juvenile Court has systematically addressed MTS's cases penalizing juveniles in one form or another. While fiscal collection efforts may be slow, many of those arrested are also being held responsible in the form of being placed on probation, attending graffiti classes and/or serving several hours of Public Service.

A significant arrest and conviction was made in an attempted grand theft in which a suspect (and accomplice waiting in a getaway car) attempted to break into a ticket vending machine. A Lemon Grove Sheriff's officer on patrol heard the ticket vending machine alarm and pursued, apprehended and arrested the suspect. The suspect was convicted, sentenced to prison, and ordered to pay restitution in the amount of \$66,663.

#### San Diego Transit Corporation

San Diego Transit Corporation experienced 106 Part II arrests and 5 reports of Part I incidents in the first six months of 2009. In the first half of 2008, there were 119 Part II arrests and 17 reports of Part I incidents.

#### Contract Transportation Services

MTS Contract Services experienced 43 Part II arrests and 8 reports of Part I incidents for this period in 2009. In the same period in 2008, there were 33 Part II arrests and 8 reports of Part I incidents.



---

Paul C. Jablonski  
Chief Executive Officer

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

DEC10-09.45.SEMIANNUAL SECURITY RPT.BBURKE.doc

- Attachments:
- A. Board FTA 405 Reports (January – June 2009 SDTI)
  - B. Board FTA 405 Reports (January - June 2008 SDTI)
  - C. Board FTA 405 Reports (January - June 2009 SDTC)
  - D. Board FTA 405 Reports (January - June 2008 SDTC)

## BOARD 405 REPORT

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

☐ Form not applicable

NTD ID

☐ Form 005 Included

Mode Type of Service ☐

*Based on the Uniform Crime Reporting Handbook*

Security Items			In Vehicle	In Station	Other Transit Prop.
Location SDTI					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Forcible rape	0	0			
			Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Robbery	24	10			
			Patrons 9	15	2
			Employees 0	0	0
			Others 0	0	0
Aggravated assault	9	5			
			Patrons 1	1	1
			Employees 0	3	0
			Others 1	2	3
Property Crime	Inc Inv	Arrests			
Burglary	0	0	0	0	0
Larceny/theft	32	2			
			Patrons 8	12	8
			Employees 0	0	1
			Others 1	2	2
Motor vehicle theft	9	1			
			Patrons 0	0	9
			Employees 0	0	0
			Others 0	0	0
Arson	0	0	0	0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	57	30	6	23	1
Vandalism	446	81	45	33	3
Sex offenses	15	7	7	0	0
Drug abuse violations	155	159	25	117	17
Driving under the influence	2	2	0	0	2
Drunkenness	138	134	30	97	7
Disorderly conduct	534	500	118	358	24
Trespassing	354	227	0	1	226
Fare evasion	11,088	10,451	8,813	1,638	0
Curfew & loitering laws	116	118	2	101	15

**Total Transit Property Damage**

\$ 16,186.82

# Internal Use Only

Report Run Date

Report Run Time

Reporting Period

09/02/2009

09:40:05AM

01/01/2009 To 06/30/2009

1/1/08 – 6/30/08

## BOARD 405 REPORT

☐ Form not applicableNTD ID ☐☐ Form 005 Included

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

Mode ☐Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
----------------	------------	------------	---------------------

## Location SDTI

Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	38	18			
			Patrons	16	24
			Employees	0	0
			Others	0	0
Aggravated assault	6	3			
			Patrons	2	2
			Employees	0	1
			Others	1	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	59	6			
			Patrons	5	7
			Employees	0	1
			Others	0	10
Motor vehicle theft	14	0			
			Patrons	0	13
			Employees	0	0
			Others	0	1
Arson	0	0			
				0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	84	54	15	39	0
Vandalism	182	37	13	16	8
Sex offenses	15	6	3	3	0
Drug abuse violations	187	192	25	140	27
Driving under the influence	7	7	0	1	6
Drunkenness	149	140	27	107	6
Disorderly conduct	462	429	113	299	17
Trespassing	442	373	0	23	350
Fare evasion	10,643	9,770	7,541	2,226	3
Curfew & loitering laws	110	101	19	70	12

Total Transit Property Damage

\$ 15,476.31

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

09/02/2009

09:40:32AM

01/01/2008 To 06/30/2008

## BOARD 405 REPORT

☐ Form not applicable  
NTD ID ☐  
☐ Form 005 Included

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

Mode ☐

Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
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**Location SDTC**

Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	1	0			
			Patrons	0	0
			Employees	0	3
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Aggravated assault	2	0			
			Patrons	0	0
			Employees	1	0
			Others	1	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	2	0			
			Patrons	0	0
			Employees	2	0
			Others	0	0
Motor vehicle theft	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	22	3		0	3
Vandalism	44	3		1	2
Sex offenses	7	0		0	0
Drug abuse violations	11	11		0	8
Driving under the influence	0	0		0	0
Drunkenness	34	34		16	16
Disorderly conduct	156	34		7	27
Trespassing	3	3		0	0
Fare evasion	20	1		1	0
Curfew & loitering laws	28	18		0	4
				4	14

Total Transit Property Damage

\$ 546.25

# Internal Use Only

Report Run Date

Report Run Time

Reporting Period

09/02/2009

09:40:05AM

01/01/2009 To 06/30/2009



## SDTC

Att. D, AI 45, 12/10/09

1/1/08 - 6/30/08

## BOARD 405 REPORT

☐ Form not applicableNTD ID ☐☐ Form 005 Included

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

Mode ☐Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items		In Vehicle	In Station	Other Transit Prop.
<b>Location SDTC</b>				
<b>Part I Offenses (Reports)</b>				
Violent Crime	Inc Inv	Arrests		
Homicide	1	0		
			Patrons 0	1 0
			Employees 0	0 0
			Others 0	0 0
Forcible rape	0	0		
			Patrons 0	0 0
			Employees 0	0 0
			Others 0	0 0
Robbery	7	2		
			Patrons 2	4 0
			Employees 0	0 0
			Others 0	1 0
Aggravated assault	5	4		
			Patrons 1	1 0
			Employees 1	0 0
			Others 1	1 0
Property Crime	Inc Inv	Arrests		
Burglary	0	0		
Larceny/theft	4	0		
			Patrons 3	1 0
			Employees 0	0 0
			Others 0	0 0
Motor vehicle theft	0	0		
			Patrons 0	0 0
			Employees 0	0 0
			Others 0	0 0
Arson	0	0		
			0	0 0
<b>Part II Offenses (Arrests)</b>				
	Inc Inv	Arrests		
Other assaults	24	2	1	1 0
Vandalism	18	5	3	2 0
Sex offenses	5	0	0	0 0
Drug abuse violations	14	14	0	7 7
Driving under the influence	2	2	0	2 0
Drunkenness	22	22	9	12 1
Disorderly conduct	105	70	5	61 4
Trespassing	2	1	0	0 1
Fare evasion	33	25	2	23 0
Curfew & loitering laws	4	3	0	1 2

Total Transit Property Damage

\$ 1,548.15

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

09/02/2009

09:40:32AM

01/01/2008 To 06/30/2008

# **Semiannual Security Report**

*(William Burke)*

**January – June 2009**

December 10, 2009



1



## **Part I Incidents – Rail**

January through June

	<b>2008</b>	<b>2009</b>
Ridership	17,502,772	15,710,714
Homicide	0	0
Rape	0	0
Robbery	38	24
Agg. Assault	6	9
Burglary	0	0
Theft	59	32
MV Theft	14	9
Arson	0	0
Part I Incidents	117	74
Per 100,000	.67	.47

lowest since  
2007



2



## Part II Arrests – Rail

January through June

	2008	2009
Ridership	17,502,772	15,710,714
Other Assaults	54	30
Vandalism	37	81
Sex Offenses	6	7
Drug Abuse	192	159
DUI	7	2
Drunkenness	140	134
Disorderly Conduct	429	500
Trespassing	373	227
Curfew/Loitering	101	118
Total*	1,339	1,258

\*Does not include citations for fare evasion.



3



## Part II Vandalism

- In some cases cost to repair is minimal but restitution may include:
  - Fines up to \$471
  - Restitution for damages
  - Public Service (including at MTS)
  - Graffiti Class
  - Probation up to five years

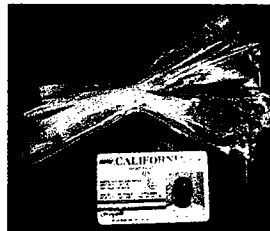
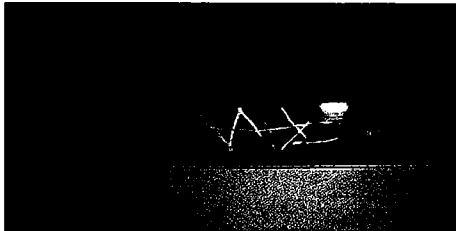


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## Part II Vandalism

- Undercover officer witnessed suspect etching LRV door
- Arrested and found in possession of marijuana
- Found guilty of both charges and fined \$471, plus \$64.45 restitution for vandalism.



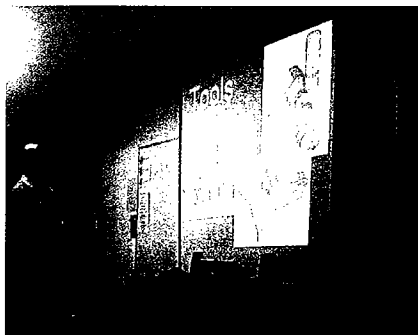
5



## Training

### Graffiti Class

Proper ways of reporting and handling of graffiti for the purpose of appropriate prosecution by the District Attorney



SDPD Officer Arte Perea - Graffiti Strike Force (GSF)/Gang Suppression Unit (GSU).



TSS Lieutenant Montelongo

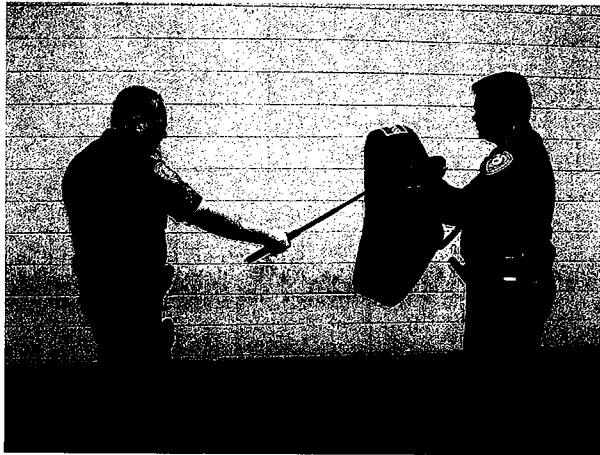


6



## P.O.S.T.-Certified Training

### Defensive Tactics "D-TAC"



7



## Part I Incidents – Bus

January through June

	2008	2009
Ridership	14,305,171	14,445,015
Homicide	1	1
Rape	0	0
Robbery	7	0
Agg. Assault	5	2
Burglary	0	0
Theft	4	2
MV Theft	0	0
Arson	0	0
Total	17	5
Per 100,000	.12	.03



8



## Part II Arrests – Bus

January through June

	2008	2009
Ridership	14,305,171	14,445,015
Other Assaults	2	3
Vandalism	5	3
Sex Offenses	0	0
Drug Abuse	14	11
DUI	2	0
Drunkenness	22	34
Disorderly Conduct	70	34
Trespassing	1	3
Curfew/Loitering	3	18
Total*	119	106

\*Does not include citations for fare evasion.



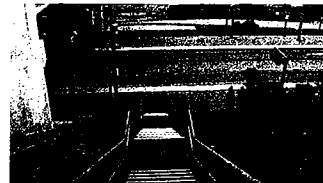
9



## Proposition 1B

CCTV - Grossmont

Red Rock Communication will begin installation  
the week of November 9, 2009

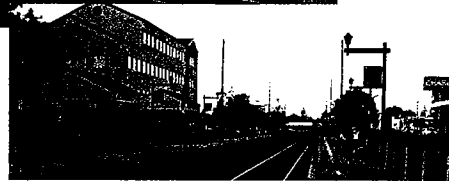
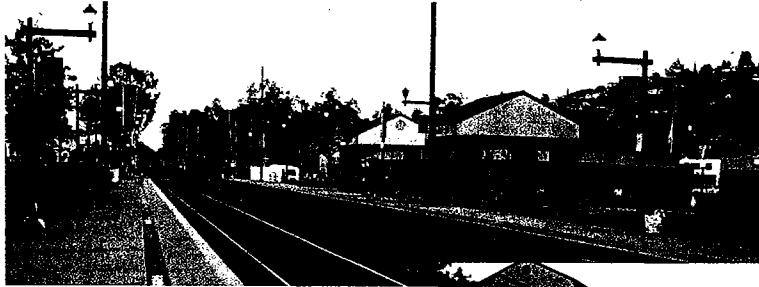


10



## Proposition 1B

CCTV - Grossmont  
Red Rock Communication will begin installation  
the week of November 9, 2009

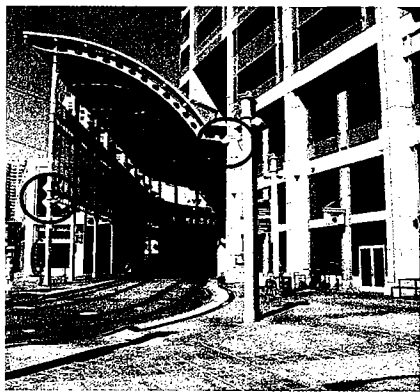


11



## 2006 Transit Security Grant Program

America Plaza



12



## 2006 Transit Security Grant Program

12<sup>th</sup> & Imperial Transfer

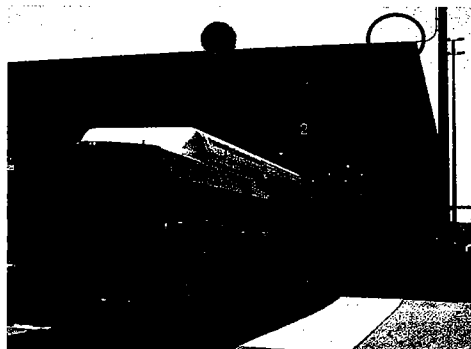


13



## 2006 Transit Security Grant Program

SDTC Imperial Avenue Yard



Hardening facilities



14





## 2006 Transit Security Grant Program

SDTC Imperial Avenue Yard



Hardening facilities

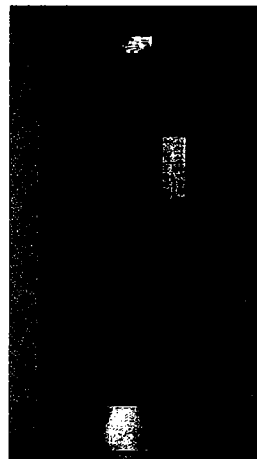


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## 2006 Transit Security Grant Program

SDTC Imperial Avenue



16

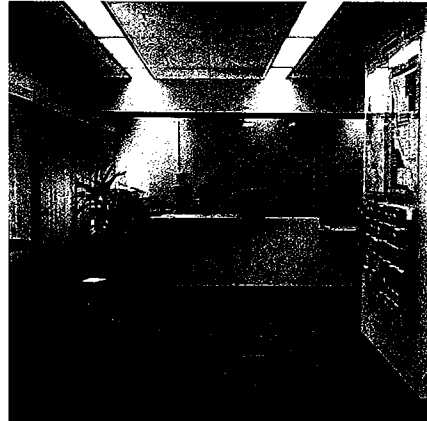


## 2006 Transit Security Grant Program

San Diego Transit - Reception Area

Remodeled to Incorporate  
Updated Security:

- Reinforced Security Plexi-glass
- ADA Compliant access window
- CCTV direct feed to radio room



17



## Explosive Detection



Onboard



In stations



18



## Compass Card

Patrons "Tap" PCID when changing modes of service



Validator for  
COASTER

Validator for  
Trolley



19



## Compass Card

Patrons "tap" when changing modes of service  
(COASTER to Trolley @ Santa Fe)

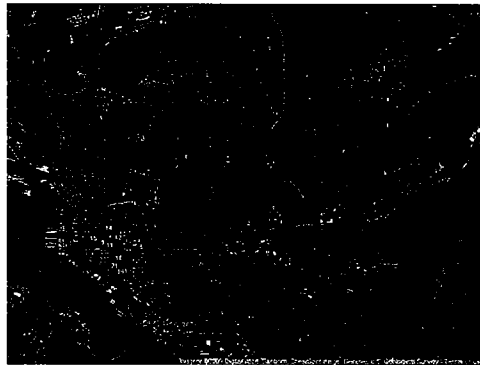


20



## “Cycop”

Real time tracking

**TRANSIT SYSTEMS SECURITY**  
*Activity Details Report*

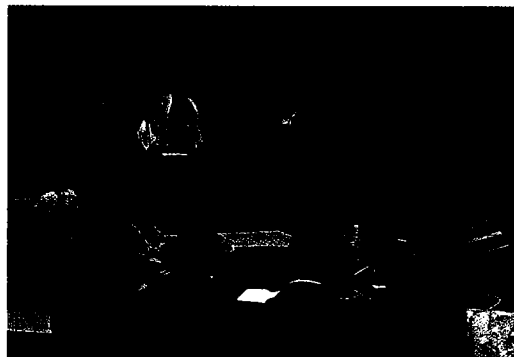
Site CoordName: HTDS SAN DIEGO TROLLEY INC.  
From : 9/22/2009 11:00:05 AM To : 9/22/2009 11:20:00 AM

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21



## Operation Life Saver



## The Blind Community Center



Carlsbad  
Health and Wellness Fair

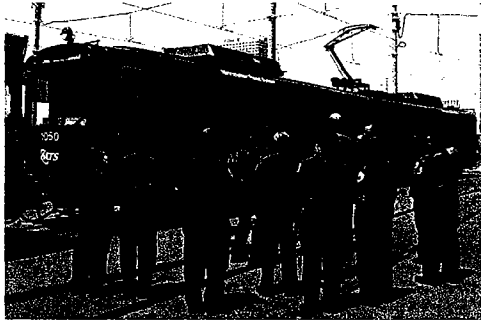


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# Operation Life Saver

Safety Briefing



Transit Security Administration Attendees



23



End



24





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

## Agenda

Item No. 46

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

S RTP 825

December 10, 2009

SUBJECT:

MTS: FARE COMPONENT USAGE TRENDS (MARK THOMSEN)

RECOMMENDATION:

That the Board of Directors receive a report on fare component usage trends.

Budget Impact

None.

DISCUSSION:

MTS implemented four rounds of fare changes in 2008 and 2009. The resulting change in usage by fare component has been substantial. To provide background and context for these trends, an overview of the composition of ridership and comparisons with California peer properties will be presented during the meeting.

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

Paul C. Jablonski  
Chief Executive Officer

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

DEC10-09.46.FARE USAGE TRENDS.MTHOMSEN.doc

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

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



## Metropolitan Transit System

# Fare Component Usage Trends

December 10, 2009



1

## Regional Fare Study

- Goals of Regional Fare Study
  - Simplify regional fare structure
  - No negative impact to passengers & fare revenue
  - Establish structure for integration of Smart Card
- Additional MTS Fare Setting Goals
  - Identify ways to equitably increase fare revenue
  - Increase controls over use of discount passes
- Changes implemented Jan 2008 – Jul 2009



2

## Fare Changes: 2007 > Present

### Cash Fares

Bus - Urban	\$1.75/\$2.25	> \$2.25
SDM	\$1	> \$1.10
- Express/Premium	\$2.50/\$4	> \$2.50/\$5
SDM	\$1/\$1	> \$1.25/\$2.50
Trolley - Regular	\$1.50-\$3	> \$2.50
SDM	\$1	> \$1.25

### Monthly Passes

- Bus+Trolley/Premium	\$60-\$64/\$84	> \$72/\$100
SDM	\$15/--	> \$18/\$25

### Day Passes

- Bus+Trolley/Premium	\$5/--	> \$5/\$14
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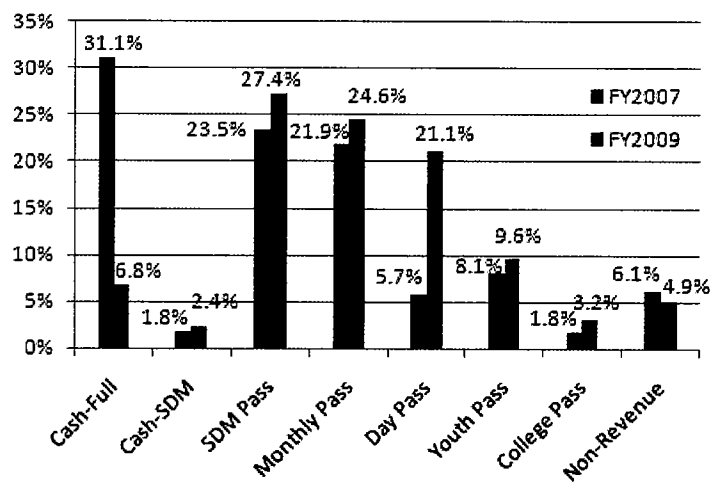
### Transfers

Free	> Day Pass
------	------------



3

## Boardings Share by Fare Component



4



## SDM Fare Boarding Rates California Peer Properties: FY2009

<u>Property</u>	<u>SDM Boardings</u>
<b>MTS</b>	<b>29.8%</b> (30.2% in FY10 Q1)
LA MTA	18.2%
Santa Clara VTA	16.0%
SamTrams	15.4%
Sacramento RTD	12.1%
AC Transit (FY02)	11.0%
NCTD (bus)	9.0%



5

## SDM Pass Holder Composition MTS: 2009

<u>Years of Age</u>	<u>% of Riders</u>
10 - 59	81.7%
60 - 64	9.3%
65 +	9.1%



6

## Impact on MTS FY2009 Revenue of SDM Fare Component Changes

<u>Component Change</u>	<u>~ Revenue Increase *</u>
• Senior qualifying age > 65	\$1,447,000
• SDM boarding rate > 14% (average of California peers)	\$6,773,000

\* If reclassified riders paid regular Cash or Regional Pass rates.





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## Agenda

Item No. 47

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

FIN 310

December 10, 2009

### SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR SEPTEMBER 2009  
 (MIKE THOMPSON)

### RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) operations budget status report for September 2009.

#### Budget Impact

None at this time.

### DISCUSSION:

This report summarizes MTS's operating results for September 2009 compared to the amended midyear budget. Attachment A-1 combines the operations, administration, and other activities results for September 2009. Attachment A-2 details the September 2009 combined operations results, and Attachments A-3 to A-8 present budget comparisons for each MTS operation. Attachment A-9 details budget comparisons for MTS Administration, and A-10 provides September 2009 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company/debt service).

#### MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, the year-to-date September 2009 MTS net-operating subsidy unfavorable variance totaled \$1,831,000 (-6.5%). Operations



produced a \$1,640,000 (-5.8%) unfavorable variance, and the administrative /other activities areas were unfavorable by \$192,000.

## MTS COMBINED RESULTS

### Revenues

Year-to-date combined revenues through September 2009 were \$23,896,000 compared to the year-to-date budget of \$25,989,000, which represents a \$2,093,000 (-8.1%) negative variance. This is primarily due to unfavorable variance within passenger revenue due to lower-than-budgeted ridership.

### Expenses

Year-to-date combined expenses through September 2009 were \$53,760,000 compared to the year-to-date budget of \$54,022,000, which resulted in a \$262,000 (0.5%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$25,212,000 compared to a year-to-date budgetary figure of \$25,526,000, which produced a favorable variance of \$314,000 (1.2%). This is primarily due to favorable year-to-date variances within Administration.

Outside Services and Purchased Transportation. Total outside services for the first three months of the fiscal year totaled \$17,969,000 compared to a budget of \$18,381,000, which resulted in a year-to-date favorable variance of \$413,000 (2.2%). This is primarily due to purchased transportation favorable variances within paratransit operations.

Materials and Supplies. Total year-to-date materials and supplies expenses totaled \$1,765,000 compared to a budgetary figure of \$1,762,000, which resulted in an unfavorable expense variance of \$3,000 (-0.2%).

Energy. Total year-to-date energy costs were \$6,920,000 compared to the budget of \$6,837,000, which resulted in a year-to-date unfavorable variance of \$83,000 (-1.2%). Traction power was unfavorable by \$327,000 due to critical peak-pricing events partially offset by positive variances in diesel and compressed natural gas (CNG).

Year-to-date diesel prices averaged \$2.318 per gallon compared to the budgetary rate of \$2.300 per gallon. Year-to-date CNG prices averaged \$1.164 per therm compared to the budgetary rate of \$1.350 per therm.

Risk Management. Total year-to-date expenses for risk management were \$1,327,000, compared to the year-to-date budget of \$1,004,000, which resulted in an unfavorable variance totaling \$323,000 (-32.1%). This is primarily due to higher-than-expected legal claims costs within rail operations.

General and Administrative. Year-to-date general and administrative costs, including vehicle and facilities leases, were \$56,000 (-10.9%) unfavorable to budget totaling \$568,000 through September 2009 compared to a year-to-date budget of \$512,000. This is primarily due to variances in noncapital equipment within Administration.

#### YEAR-TO-DATE SUMMARY

The September 2009 year-to-date net-operating subsidy totaled an unfavorable variance of \$1,831,000 (-6.5%). These factors include unfavorable variances in passenger revenue, other revenue, energy, and risk management partially offset by favorable variances in personnel costs and outside services.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619.557.4557, [mike.thompson@sdmts.com](mailto:mike.thompson@sdmts.com)

DEC10-09.47.OPS BUDGET SEPT 09.MTHOMPSON.doc

Attachment: A. Comparison to Budget

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**MTS**

Att. A, AI 47, 12/10/09

**CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2010**

**SEPTEMBER 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 22,210	\$ 24,072	\$ (1,862)	-7.7%
Other Revenue	1,686	1,917	(231)	-12.0%
<b>Total Operating Revenue</b>	<b>\$ 23,896</b>	<b>\$ 25,989</b>	<b>\$ (2,093)</b>	<b>-8.1%</b>
Personnel costs	\$ 25,212	\$ 25,526	\$ 314	1.2%
Outside services	17,969	18,381	413	2.2%
Transit operations funding	-	-	-	-
Materials and supplies	1,765	1,762	(3)	-0.2%
Energy	6,920	6,837	(83)	-1.2%
Risk management	1,327	1,004	(323)	-32.1%
General & administrative	425	356	(69)	-19.5%
Vehicle/facility leases	142	156	14	8.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	0	0	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 53,760</b>	<b>\$ 54,022</b>	<b>\$ 262</b>	<b>0.5%</b>
<b>Operating income (loss)</b>	<b>\$ (29,864)</b>	<b>\$ (28,033)</b>	<b>\$ (1,831)</b>	<b>-6.5%</b>
<b>Total public support and nonoperating revenues</b>	<b>(1,048)</b>	<b>(821)</b>	<b>(227)</b>	<b>27.6%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (30,912)</b>	<b>\$ (28,854)</b>	<b>\$ (2,058)</b>	<b>7.1%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 47, 12/10/09

**CONSOLIDATED OPERATIONS**

**COMPARISON TO BUDGET - FISCAL YEAR 2010**

**SEPTEMBER 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
Passenger Revenue	\$ 22,210	\$ 24,072	\$ (1,862)	-7.7%
Other Revenue	117	145	(28)	-19.2%
<b>Total Operating Revenue</b>	<b>\$ 22,327</b>	<b>\$ 24,218</b>	<b>\$ (1,890)</b>	<b>-7.8%</b>
Personnel costs	\$ 21,950	\$ 22,125	\$ 175	0.8%
Outside services	15,487	15,910	423	2.7%
Transit operations funding	-	-	-	-
Materials and supplies	1,761	1,753	(7)	-0.4%
Energy	6,758	6,690	(68)	-1.0%
Risk management	1,197	899	(298)	-33.2%
General & administrative	84	103	19	18.3%
Vehicle/facility leases	135	142	7	5.1%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	4,875	4,875	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 52,247</b>	<b>\$ 52,497</b>	<b>\$ 251</b>	<b>0.5%</b>
<b>Operating income (loss)</b>	<b>\$ (29,919)</b>	<b>\$ (28,280)</b>	<b>\$ (1,640)</b>	<b>-5.8%</b>
<b>Total public support and nonoperating revenues</b>	<b>(185)</b>	<b>42</b>	<b>(227)</b>	<b>-543.1%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (30,105)</b>	<b>\$ (28,238)</b>	<b>\$ (1,867)</b>	<b>6.6%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 47, 12/10/09

**TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)**

**COMPARISON TO BUDGET - FISCAL YEAR 2010**

**SEPTEMBER 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 6,790	\$ 6,949	\$ (159)	-2.3%
Other Revenue	21	15	6	37.6%
<b>Total Operating Revenue</b>	<b>\$ 6,811</b>	<b>\$ 6,964</b>	<b>\$ (153)</b>	<b>-2.2%</b>
Personnel costs	\$ 14,211	\$ 14,208	\$ (2)	0.0%
Outside services	467	397	(70)	-17.7%
Transit operations funding	-	-	-	-
Materials and supplies	1,051	1,008	(43)	-4.3%
Energy	1,799	1,844	45	2.4%
Risk management	372	408	37	9.0%
General & administrative	35	39	4	10.8%
Vehicle/facility leases	50	48	(1)	-3.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	1,658	1,658	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 19,642</b>	<b>\$ 19,611</b>	<b>\$ (31)</b>	<b>-0.2%</b>
<b>Operating income (loss)</b>	<b>\$ (12,831)</b>	<b>\$ (12,647)</b>	<b>\$ (185)</b>	<b>-1.5%</b>
<b>Total public support and nonoperating revenues</b>	<b>(1,134)</b>	<b>(906)</b>	<b>(227)</b>	<b>25.1%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (13,965)</b>	<b>\$ (13,553)</b>	<b>\$ (412)</b>	<b>3.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2010**  
**SEPTEMBER 30, 2009**  
**(in \$000's)**

Att. A, AI 47, 12/10/09

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 8,194	\$ 9,676	\$ (1,481)	-15.3%
Other Revenue	81	130	(49)	-37.9%
<b>Total Operating Revenue</b>	<b>\$ 8,275</b>	<b>\$ 9,806</b>	<b>\$ (1,531)</b>	<b>-15.6%</b>
Personnel costs	\$ 7,408	\$ 7,476	\$ 68	0.9%
Outside services	845	834	(11)	-1.3%
Transit operations funding	-	-	-	-
Materials and supplies	709	736	27	3.7%
Energy	2,777	2,334	(443)	-19.0%
Risk management	825	490	(335)	-68.3%
General & administrative	47	61	14	22.5%
Vehicle/facility leases	49	56	8	13.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	2,953	2,953	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 15,612</b>	<b>\$ 14,941</b>	<b>\$ (671)</b>	<b>-4.5%</b>
<b>Operating income (loss)</b>	<b>\$ (7,337)</b>	<b>\$ (5,135)</b>	<b>\$ (2,202)</b>	<b>-42.9%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (7,337)</b>	<b>\$ (5,135)</b>	<b>\$ (2,202)</b>	<b>42.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 47, 12/10/09

**MULTIMODAL OPERATIONS (FIXED ROUTE)**

**COMPARISON TO BUDGET - FISCAL YEAR 2010**

**SEPTEMBER 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 5,760	\$ 5,928	\$ (168)	-2.8%
Other Revenue	<u>16</u>	<u>-</u>	<u>16</u>	<u>-</u>
<b>Total Operating Revenue</b>	<b>\$ 5,776</b>	<b>\$ 5,928</b>	<b>\$ (152)</b>	<b>-2.6%</b>
Personnel costs	\$ 57	\$ 116	\$ 59	50.7%
Outside services	10,066	10,184	118	1.2%
Transit operations funding	-	-	-	-
Materials and supplies	1	8	7	89.4%
Energy	1,648	1,723	75	4.4%
Risk management	-	-	-	-
General & administrative	-	1	1	-
Vehicle/facility leases	36	37	1	1.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	221	221	-	0.0%
Depreciation	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Operating Expenses</b>	<b>\$ 12,028</b>	<b>\$ 12,289</b>	<b>\$ 261</b>	<b>2.1%</b>
<b>Operating income (loss)</b>	<b>\$ (6,252)</b>	<b>\$ (6,361)</b>	<b>\$ 108</b>	<b>1.7%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b><u>\$ (6,252)</u></b>	<b><u>\$ (6,361)</u></b>	<b><u>\$ 108</u></b>	<b><u>-1.7%</u></b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 47, 12/10/09

**MULTIMODAL OPERATIONS (PARATRANSIT)**

**COMPARISON TO BUDGET - FISCAL YEAR 2010**

**SEPTEMBER 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 468	\$ 574	\$ (106)	-18.4%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 468</b>	<b>\$ 574</b>	<b>\$ (106)</b>	<b>-18.4%</b>
Personnel costs	\$ 33	\$ 50	\$ 17	34.4%
Outside services	2,418	2,792	375	13.4%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	450	603	153	25.4%
Risk management	-	-	-	-
General & administrative	0	2	2	99.2%
Vehicle/facility leases	-	1	1	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	9	9	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 2,910</b>	<b>\$ 3,457</b>	<b>\$ 547</b>	<b>15.8%</b>
<b>Operating income (loss)</b>	<b>\$ (2,442)</b>	<b>\$ (2,883)</b>	<b>\$ 442</b>	<b>15.3%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (2,442)</b>	<b>\$ (2,883)</b>	<b>\$ 442</b>	<b>-15.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS**  
**COMPARISON TO BUDGET - FISCAL YEAR 2010**  
**SEPTEMBER 30, 2009**  
**(in \$000's)**

Att. A, AI 47, 12/10/09

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 997	\$ 946	\$ 52	5.5%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 997</b>	<b>\$ 946</b>	<b>\$ 52</b>	<b>5.5%</b>
Personnel costs	\$ 53	\$ 86	\$ 34	38.9%
Outside services	1,498	1,509	11	0.7%
Transit operations funding	-	-	-	-
Materials and supplies	0	2	1	98.0%
Energy	84	186	102	54.7%
Risk management	-	-	-	-
General & administrative	3	0	(2)	-758.0%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	34	34	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 1,672</b>	<b>\$ 1,818</b>	<b>\$ 145</b>	<b>8.0%</b>
<b>Operating income (loss)</b>	<b>\$ (675)</b>	<b>\$ (872)</b>	<b>\$ 197</b>	<b>22.6%</b>
<b>Total public support and nonoperating revenues</b>	<b>897</b>	<b>897</b>	<b>-</b>	<b>0.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 222</b>	<b>\$ 25</b>	<b>\$ 197</b>	<b>779.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS  
CORONADO FERRY**

Att. A, AI 47, 12/10/09

**COMPARISON TO BUDGET - FISCAL YEAR 2010**

**SEPTEMBER 30, 2009**

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	38	38	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 38</b>	<b>\$ 38</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Operating income (loss)</b>	<b>\$ (38)</b>	<b>\$ (38)</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total public support and nonoperating revenues</b>	<b>51</b>	<b>51</b>	<b>-</b>	<b>0.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 13</b>	<b>\$ 13</b>	<b>\$ -</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**ADMINISTRATION  
CONSOLIDATED**

Att. A, AI 47, 12/10/09

**COMPARISON TO BUDGET - FISCAL YEAR 2010  
SEPTEMBER 30, 2009  
(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	1,448	1,693	(245)	-14.5%
<b>Total Operating Revenue</b>	<b>\$ 1,448</b>	<b>\$ 1,693</b>	<b>\$ (245)</b>	<b>-14.5%</b>
Personnel costs	\$ 3,107	\$ 3,236	\$ 129	4.0%
Outside services	2,431	2,439	8	0.3%
Transit operations funding	-	-	-	-
Materials and supplies	2	8	6	73.5%
Energy	158	141	(17)	-12.0%
Risk management	122	100	(22)	-22.4%
General & administrative	313	226	(87)	-38.3%
Vehicle/facility leases	8	14	6	45.2%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(4,892)	(4,892)	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 1,250</b>	<b>\$ 1,272</b>	<b>\$ 22</b>	<b>1.7%</b>
<b>Operating income (loss)</b>	<b>\$ 199</b>	<b>\$ 421</b>	<b>\$ (223)</b>	<b>52.8%</b>
<b>Total public support and nonoperating revenues</b>	<b>(862)</b>	<b>(863)</b>	<b>1</b>	<b>-0.1%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (664)</b>	<b>\$ (442)</b>	<b>\$ (222)</b>	<b>50.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OTHER ACTIVITIES**

Att. A, AI 47, 12/10/09

**CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2010**

**SEPTEMBER 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	121	79	42	53.1%
<b>Total Operating Revenue</b>	<b>\$ 121</b>	<b>\$ 79</b>	<b>\$ 42</b>	<b>53.1%</b>
Personnel costs	\$ 155	\$ 165	\$ 10	6.0%
Outside services	51	33	(18)	-53.9%
Transit operations funding	-	-	-	-
Materials and supplies	2	1	(1)	-75.6%
Energy	3	5	2	42.2%
Risk management	8	6	(2)	-41.4%
General & administrative	28	26	(2)	-6.0%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	17	17	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 264</b>	<b>\$ 253</b>	<b>\$ (11)</b>	<b>-4.3%</b>
<b>Operating income (loss)</b>	<b>\$ (144)</b>	<b>\$ (174)</b>	<b>\$ 31</b>	<b>17.7%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (144)</b>	<b>\$ (174)</b>	<b>\$ 31</b>	<b>-17.7%</b>

# Metropolitan Transit System FY 2010 - September 2009 Financial Review

(Mike Thompson)

MTS Board of Directors Meeting  
December 10, 2009



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## COMBINED MTS TRANSIT OPERATORS COMPARISON TO BUDGET - SEPTEMBER 30, 2009 - FY 2010 (in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VAR
Fare Revenue	\$22,210	\$24,072	(\$1,862)	-7.7%
Other Revenue	117	145	(28)	-19.2%
<b>Total Operating Revenue</b>	<b>\$22,327</b>	<b>\$24,218</b>	<b>(\$1,890)</b>	<b>-7.8%</b>

### Fare Revenue variance with Budget

- Ridership: -9.0% lower than Budget, -\$2,224K variance
- Average Fares: 1.4% ahead of Budget, \$362K variance

### Fare Revenue comparison to Prior Year

- Ridership decreased by 16.2%
- Average Fares increased by 14.2%



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**COMBINED MTS TRANSIT OPERATORS  
COMPARISON TO BUDGET - SEPTEMBER 30, 2009 - FY 2010  
(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VAR</b>
Personnel Costs	\$21,950	\$22,125	\$175	0.8%
Purchased Transportation	13,652	14,165	513	3.6%
Other Outside Services	1,835	1,745	(90)	-5.2%
Energy	6,758	6,690	(68)	-1.0%
Other Expenses	8,051	7,772	(279)	-3.6%
<b>Total Expenses</b>	<b>\$52,247</b>	<b>\$52,497</b>	<b>\$251</b>	<b>0.5%</b>

Purchased Transportation

- ADA service utilization 14.8% lower than budgeted

Energy - September year to date rates:

- Traction Power \$327K unfavorable YTD due to critical peak pricing
- CNG averaged \$1.164 per therm vs. budget of \$1.350
- Diesel averaged \$2.318 per gallon vs. budget of \$2.300



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**METROPOLITAN TRANSIT SYSTEM**

**COMPARISON TO BUDGET - FY 2010**

**TOTAL REVENUE LESS EXPENSES**

(in \$000's)

Combined Net Operating Variance

MTS Operating Revenue	\$	(1,890)
MTS Operating Expenses		251
MTS Administration / Other Activities		(192)

<b>Total Combined Net Operating Variance</b>	<b>\$</b>	<b>(1,831)</b>
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1255 Imperial Avenue, Suite 1000  
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(619) 231-1466 • FAX (619) 234-3407

## Agenda

Item No. 48

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

SRTP 825

December 10, 2009

### SUBJECT:

MTS: REPORT ON THE CREATION OF A CENTRAL MTS DATABASE AND  
REPORTING TOOL (DEVIN BRAUN)

### RECOMMENDATION:

That the Board of Directors receive a report on the new central database and reporting tool.

#### Budget Impact

None.

#### Executive Committee Recommendation

At its meeting on November 5, 2009, the Executive Committee recommended forwarding this item to the Board of Directors for information.

### DISCUSSION:

MTS must collect, store, and report on data that is applicable to all modes of transit services and operations. To meet these requirements, staff had developed many spreadsheets and databases over the years to use as data stores and reporting tools. With so many different operating divisions now reporting under the MTS umbrella (MTS Bus, MTS Trolley, Contracted Bus, Contracted Paratransit, Chula Vista Transit, etc.), MTS has begun to collect all data in a central database called Transit Operational Activity Data (TOAD) in order to provide an instant and central reporting tool.



The MTS IT Department has collected past data, is collecting current data, and is writing reports to analyze the data in TOAD. Such reports can automatically show current trends in many performance areas including ridership, on-time performance, accidents, claims, and road calls.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Devin Braun, 619.595.4916, [Devin.Braun@sdmts.com](mailto:Devin.Braun@sdmts.com)

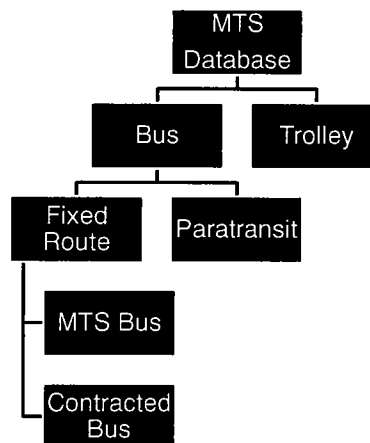
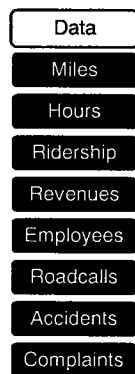
DEC10-09.48.MTS DATABASE & REPORTING TOOL.DBRAUN.doc

## Central MTS Database and Reporting Tool

MTS Board of Directors Meeting  
December 10, 2009



## Reporting Needs



## Current Methods

- Every operator creates spreadsheets which are saved onto the network
- Databases for the fareboxes (SANDAG), scheduling system, and the Regional Transit Management System are all separate with their own reporting tools created and managed by the original system vendor



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## Centralized Database

- Consolidate data into a database
  - Enter data once, use them many times
  - Correct data once, and all reports are changed automatically
- Automate data import process
  - Farebox data
  - Automatic Vehicle Location data
  - Operations & scheduling data/spreadsheets



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## Reporting Tool

- IT Department writes custom reports for MTS needs
- Data comes from one place
- Available right in the web browser for all agency users
- Immediate access to performance statistics



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## Report Examples

MTS Reports



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# Central MTS Database and Reporting Tool





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## Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

December 10, 2009

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period October 30, 2009 through November 30, 2009

vicki.rogers/agenda item 62



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



REVENUE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G0878.8-03	SCRIPPS HEALTH CORP	ECO PASS 9 MONTH RENEWAL	(\$77,760.00)	11/5/2009
L6624.0-10	PAR ELECTRIC INC	ROE PERMIT SDGE TAYLOR ST POLE REPLACEMENT	(\$830.00)	11/9/2009
L0919.0-10	PURE FITNESS RUN FOR THE HUNGRY	RUN FOR THE HUNGRY NOV 26 2009	(\$840.00)	11/12/2009
L6625.0-10	MCI METRO ACCESS TRANSMISSION	LICENSE FOR AN AERIAL CROSSING	(\$1,500.00)	11/17/2009
L6631.0-10	MCI METRO ACCESS	JROE PERMIT NCTD FIBER OPTIC CABLE	(\$1,250.00)	11/19/2009
S200-10-434	CLEAR CHANNEL OUTDOOR INC	LEASE AGREEMENT - HARBOR DR N OF SIGSBEE	(\$7,200.00)	11/19/2009
S200-10-435	CLEAR CHANNEL OUTDOOR INC	LEASE AGREEMENT - 5 FWY N OF 22ND	(\$1,800.00)	11/19/2009
S200-10-436	CLEAR CHANNEL OUTDOOR INC	LEASE AGREEMENT - 8TH ST W OF I 5 FWY	(\$1,800.00)	11/19/2009
S200-10-433	WEST-TECH CONTRACTING	ROE PERMIT OTAY VALLEY REGIONAL PARK	(\$4,150.00)	11/23/2009
L0934.0-10	HMS CONSTRUCTION	ROE PERMIT TRAFFIC SIGNALS CITY SD-PARK	(\$9,400.00)	11/30/2009

EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G1173.6-08	LAW OFFICE OF JULIE MORRIS SOD	LEGAL SERVICES - GRAL & TORT LIABILITY	\$75,000.00	11/2/2009
G1244.0-09	EARTHWORKS	2009 GO GREEN PARTNERSHIP FOR EARTHDAY	\$0.00	11/2/2009
G1296.0-10	SAN DIEGO SYMPHONY, WINTER POP	2009-2010 PARTNERSHIP AGREEMENT	\$0.00	11/2/2009
G1087.6-07	LIEBMAN, QUIGLEY, SHEPPARD & S	LEGAL SERVICES - GRAL & TORT LIABILITY	\$70,000.00	11/5/2009
G1165.2-08	OPPER & VARCO, LLP	LEGAL SERVICES ENVIRONMENTAL LAW	\$55,000.00	11/5/2009
L5708.1-09	ALADDIN DEVELOPERS INC	AMENDED 9 RESTATED NO BUILD EASMT NUTMEG	\$0.00	11/5/2009
T0476.0-10	TRUE NORTH RESEARCH, INC	TAXI-CAB ON CALL SURVEY SVCS 3YR	\$100,000.00	11/12/2009
G1194.1-08	THE BUSINESS CLEANING COMPANY	EXERCISE OPTION YEAR ONE JANITORIAL SVCS	\$12,010.56	11/17/2009
L0930.0-10	CHAM HILL INC	ROE PERMIT SANDAG ENG DESIGN STUDY ORANG	\$0.00	11/17/2009
G1300.0-10	CANON BUSINESS SOLUTIONS	PRUCHASE COPIER FOR FINANCE W/MAINTENANCE	\$12,078.56	11/19/2009
G1301.0-10	HOLIDAY BOWL	HOLIDAY BOWL AND POINSETTIA BOWL ADV	\$1,175.00	11/19/2009
T0477.0-10	SANDAG	MOU FOR ASSIGNMENT OF TELEPHONE SURVEY	\$100,000.00	11/19/2009
G0867.9-03	MOTOROLA	TRANSIT SIGNAL PRIORITY AMEND 7	\$25,466.51	11/23/2009
G1086.1-07	LAW OFFICES OF HARRY E TEAR	LEGAL SERVICES WORKERS COMPENSATION	\$25,000.00	11/23/2009
G1273.1-09	DLA PIPPER, LLP	LEGAL SERVICES INT PROPERTY, PATENT, TMA	\$20,000.00	11/23/2009
L0926.0-10	COUNTY OF SAN DIEGO	CONSTRUCTION AND MAINT AGREE OTAY VALLEY	\$0.00	11/23/2009

## EXPENSE CONTRACTS

Doc #	Organization	Subject	Amount	Day
L0927.0-10	CITY OF SAN DIEGO	LIC AGREE PLACE OTAY VRT ON SDAE PROPERT	\$0.00	11/23/2009
L0928.0-10	COUNTY OF SAN DIEGO	LIC AGREE PLACE OTAY VRT ON SDAE PROPERT	\$0.00	11/23/2009
B0514.1-09	EF ENTERPRISES	ADDITIONAL INSPECTION SVCS	\$2,975.00	11/30/2009
G1291.0-10	SANDAG	MOU #5001317 SD SUPERIOR COURT, NCTD	\$0.00	11/30/2009
L0903.1-10	PRIZM JANITORIAL SERVICES	ADD ADDITIONAL JANITORIAL SERVICES	\$18,180.00	11/30/2009
L0932.0-10	HERITAGE SECURITY SVCS	10 MOS SERVICES FOR MTS SOUTH BAY FACILI	\$100,000.00	11/30/2009

## PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
11/5/2009	ACCESSIBLE SAN DIEGO	ACCESS GUIDE ADS QTY 2	\$6,250.00
11/5/2009	OMEGA ELEVATOR	REPAIRS FOR ESCALATOR #1 SDSU	\$18,600.00
11/5/2009	AZTEC JANITORIAL SERVICES	CLEANUP ENTIRE 1214C BLDG	\$624.00
11/5/2009	RELIABLE MONITORING SVCS	GAS DETECTION SYSTEMS REPLACEMENT	\$83,087.78
11/5/2009	ZONES CORPORATE SOLUTIONS	ANNUAL SUPPORT MAINTENANCE RENEWAL	\$21,075.62
11/5/2009	ASSOCIATED POSTERS INC	MTS HOLIDAY FOOD DRIVE	\$980.75
11/5/2009	CONVIS	FULL PAGE ADS IN THE MEETING PLANNE	\$7,440.00
11/5/2009	THE GATES GROUP	MTS COLORING BOOK - ENGLISH	\$4,290.19
11/5/2009	SID TOOL CO INC	HARDWOOD DECK PLATFORM TRUCK	\$202.85
11/5/2009	INC GCAP SERVICES	PUBLIC FORUM MODERATOR SVCS	\$900.00
11/5/2009	RICHARDS WILCOX INC	7-TIER LETTER SIZE ADDER UNIT	\$2,158.68
11/9/2009	MADDEN CONSTRUCTION	CONCRETE SLAB LA MESA TROLLEY STATI	\$941.64
11/17/2009	OTAY VALLEY ROCK LLC	W-706 2" RR BALLAST 432 TON FOR TRA	\$13,987.20
11/17/2009	VISIBLE INK	POSTERS 30 X 40 INJET PRINT/UV INK.	\$3,601.80
11/17/2009	NETWORK LIQUIDATORS	NORTEL BAYSTACK 5510-24T	\$1,514.88
11/17/2009	NETWORK LIQUIDATORS	NORTEL BAYSTACK 470-48T	\$2,144.75
11/23/2009	PRESSNET EXPRESS	SPRING 2010 11 X 17 COLLEGE POSTERS	\$629.66
11/23/2009	PRESSNET EXPRESS	2009 HOLIDAY BOWL DAY PASS	\$1,033.11
11/23/2009	ETHERWAN SYSTEMS INC	ETHERNET MEDIA CONVERTER	\$2,199.00
11/23/2009	FUSION STORM	MAC PRO TWO QUAD CORE INTEL XEON	\$14,881.35
11/30/2009	PERVO TRAFFIC CENTER	NO TRESPASSING ENG/SPAN	\$726.23

PURCHASE ORDERS			
DATE	Organization	Subject	AMOUNT
11/30/2009	US POSTAL SERVICE	POSTAGE FOR METER HASLER WJ-135	\$6,000.00

WORK ORDERS			
Doc #	Subject	Amount	Day
G1246.0-09.05.01	WO AMEND 1 REV SCOPE CCTV DESIGN	\$6,553.47	11/2/2009
G1127.0-08.20.01	NO COST WO FOR TIME EXTENSION	\$0.00	11/30/2009