Metropolitan Transit System

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

03-05-09P12:59 RCVD

Agenda

JOINT MEETING AND FINANCE WORKSHOP

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

March 12, 2009

9:00 a.m.

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

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

FINANCE WORKSHOP - 9:00 a.m.

ACTION RECOMMENDED

1. Roll Call

2. MTS: Fiscal Year 2010 Budget Development — Approve
   Action would receive a report on the FY 2010 operating budget development, and approve the strategy recommended by the Executive and Budget Development Committees for addressing the FY 2010 budget deficit.

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

4. Adjournment

Please turn off cell phones and pagers
during the meeting

Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

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

5. a. Roll Call

   b. Approval of Minutes - February 19, 2009 — Approve

   c. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

CONSENT ITEMS

6. MTS: Broadway Wye Signals, Switches, and Catenary Upgrade Design - Work Order — Approve
   Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1127.0-08, Work Order No. 08-20 with General Engineering Consultant (GEC) Bureau Veritas for designing signal, track switches, and catenary system improvements at the Broadway Wye in downtown San Diego.

7. MTS: America Plaza CCTV Equipment Upgrade – Contract Award — Approve
   Action would authorize the CEO to execute MTS Doc. No. PWL112.0-09 with Electro Specialty Systems, Inc. for procurement and installation of America Plaza Trolley Station closed-circuit television (CCTV) equipment upgrades.

8. MTS: Increased Authorization for Legal Services - Law Offices of Wheatley Bingham & Baker — Approve/Ratify
   Action would authorize the CEO to execute MTS Doc. No. G1111.6-07 with the Law Offices of Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority.

9. MTS: Increased Authorization for Legal Services - McDougal Love Eckis Smith Boehmer & Foley, APC — Approve/Ratify
   Action would authorize the CEO to execute MTS Doc. No. G1067.5-07 with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratify prior amendments entered into under the CEO's authority.

10. MTS: Regional Scheduling System - Contract Amendments — Approve/Ratify
    Action would: (1) ratify MTS Doc. No. G0856.11-03 with GIRO, Inc. as executed by the CEO for regional scheduling system modifications; and (2) authorize the CEO to execute MTS Doc. No. G0856.12-03 with GIRO, Inc. for the addition of the HASTOP module.

11. MTS: Excess Liability Insurance Renewal — Ratify
    Action would ratify and confirm the placement of the liability insurance policy (limits of $75 million less a $2 million self-insurance retention) at an annual cost of approximately $1,891,823 effective March 1, 2009, through March 1, 2010.

12. MTS: Contract Assignments for On-Call Engineering Services — Approve
Action would authorize the CEO to execute assignments of contracts from the San Diego Association of Governments (SANDAG) for on-call engineering services with David Evans and Associates, Inc. and Kimley-Horn and Associates.

13. MTS: Bay Marina Drive Widening Impacts to Cleveland Avenue Crossing — Approve
Action would authorize the CEO to execute Amendment No. 2 to MTS Doc. No. S200-06-291 to cover impacts to the Coronado Branch and future obligations of the City of National City relating to the redevelopment of the area west of Interstate 5 at Bay Marina Drive.

CLOSED SESSION

24a. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code section 54956.8 — Possible Action
Property: The San Diego and Arizona Eastern (SD&AE) Railway Company Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties
Agency Negotiators: Paul Jablonski, MTS Chief Executive Officer; Tiffany Lorenzen, MTS General Counsel; and Tim Allison, MTS Manager of Real Estate Assets
Negotiating Parties: Carrizo Gorge Railway
Under Negotiation: Terms of Sale

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing on FY 2010 Budget-Related Service Changes — Approve
Action would: (1) conduct a public hearing on recommended service adjustments to achieve at least $4.7 million in subsidy savings and, at most, $10.7 million in subsidy savings; (2) adopt Resolution 09-12, "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 March 26, 2009.

DISCUSSION ITEMS

30. MTS: Light Rail Network: Short- and Long-Term Operating Plans — Possible Action
Action would adopt the plan for changes to the light rail transit (LRT) system to improve efficiency in the short-term and to accommodate a viable long-term operating plan.

31. MTS: Booz Allen Hamilton Consultant's Report - Low-Floor Capability Assessment and LRV Recommendations — Possible Action
Action would receive a report for information.

DISCUSSION ITEMS - CONTINUED

32. MTS: Sole-Source Contract Award to The ARC of San Diego for Interior Deep Cleaning of SDTC Buses — Approve
Action would authorize the CEO to execute a sole-source contract, MTS Doc. No. B0517.0-19, for a three-year base period with two 1-year options with The ARC of San Diego (ARC) for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses.

REPORT ITEMS

45. MTS: Security Report Update — Receive
Action would receive a report for information.

46. MTS: Investment Report - January 2009 — Receive
Action would receive a report for information.

60. Chairman's Report — Information

61. Audit Oversight Committee Chairman's Report — Information

62. Chief Executive Officer's Report — Information

63. Board Member Communications

64. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

65. Next Meeting Date: March 26, 2009

66. Adjournment

METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 3/12/09 CALL TO ORDER (TIME): 9:03 a.m.

RECESS: _____ RECONVENE: _____

CLOSED SESSION: _____ RECONVENE: _____

PUBLIC HEARING: _____ RECONVENE: _____

ORDINANCES ADOPTED: _____ ADJOURN: 10:25 a.m.

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BOYACK	☐	(Cunningham)	☑	9:14 a.m. during AI 2	
EWIN	☑	(Allan)	☐		
FAULCONER	☐	(Emerald)	☐		☑
GLORIA	☑	(Emerald)	☐		
LIGHTNER	☑	(Emerald)	☐		
MATHIS	☑	(Vacant)	☐		
MCCLELLAN	☑	(Hanson-Cox)	☐		
MCLEAN	☑	(Janney)	☐		
OVROM	☑	(Woiwode)	☐		
RINDONE	☑	(Castaneda)	☐		
ROBERTS	☑	(Cox)	☐		
RYAN	☐	(B. Jones)	☑	9:10 a.m. during AI 2	
SELBY	☑	(England)	☐		
YOUNG	☑	(Emerald)	☐	9:17 a.m. during AI 2	
ZARATE	☐	(Parra)	☐		☑

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

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL _____

Gail.Williams/Roll Call Sheets

Metropolitan Transit System

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

Agenda

Item No. 2

MTS OPERATORS FINANCE WORKSHOP

FIN 310

March 12, 2009

SUBJECT:

MTS: FISCAL YEAR 2010 BUDGET DEVELOPMENT

RECOMMENDATION:

That the MTS Board of Directors receive a report on the FY 2010 operating budget development, and approve the strategy recommended by the Executive and Budget Development Committees for addressing the FY 2010 budget deficit.

Budget Impact

None at this time.

DISCUSSION:

MTS FY 2010 Operating Budget

On Friday, February 27, 2009, and Thursday, March 5, 2009, staff met with the Budget Development Committee (BDC) and Executive Committee (EC), respectively, regarding the updated FY 2010 operating budget forecasts and discussed various initiatives regarding operating budget closure. The BDC and EC received the report and approved forwarding the report to the MTS Board of Directors for review. The EC and BDC both recommend a budget strategy that includes nonfare revenue adjustments, nonservice costs and personnel adjustments, fare increases, and service adjustments.

Paul C. Jablonski
Chief Executive Officer

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

MAR12-09.2.FY 2010 BUDGET DEV.LMARINESI.doc

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.

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MTS Metropolitan Transit System

AGENDA ITEM NO. 2

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

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

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

(PLEASE PRINT)

Date 3/12/09	
Name	ANNA DANIELS
Address	4084 45th ST.
Telephone	619.563-8090
Organization Represented	At Large Community
Subject of Your Remarks	ADVOCACY FOR TRANSNET FUNDING → TRANSIT
Regarding Agenda Item No.	2
Your Comments Present a Position of:	SUPPORT [ ] OPPOSITION [X]

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
   At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
   Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

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

Finance Workshop agenda Item 2

MTS Metropolitan Transit System

AGENDA ITEM NO. 2

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(PLEASE PRINT)

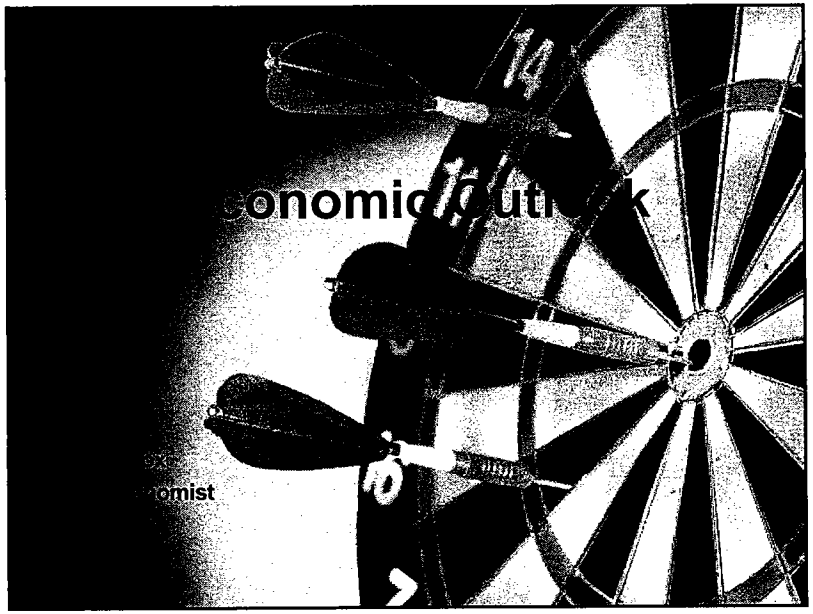
Date 3/18/2009	
Name LINDA McCANN	
Address 1029 28th S	
Telephone (619) 702-6179	
Organization Represented	NONE
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

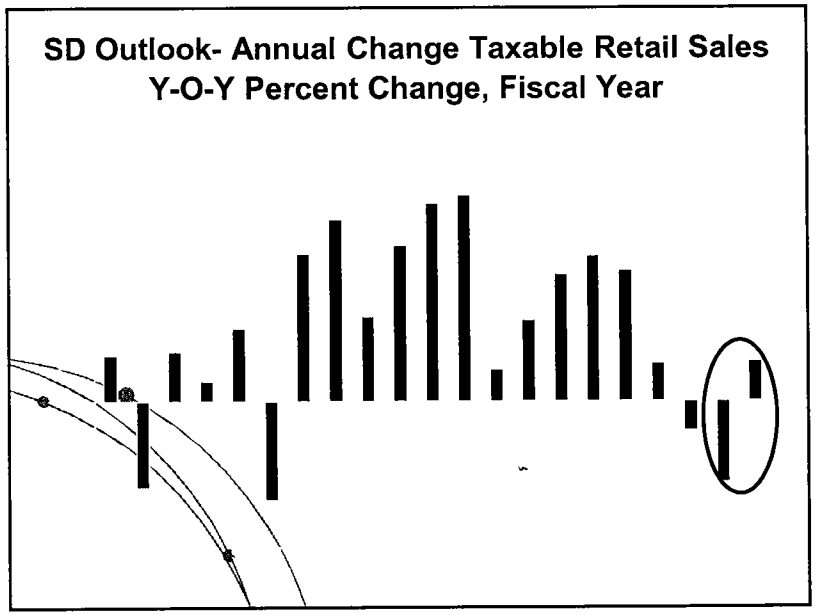
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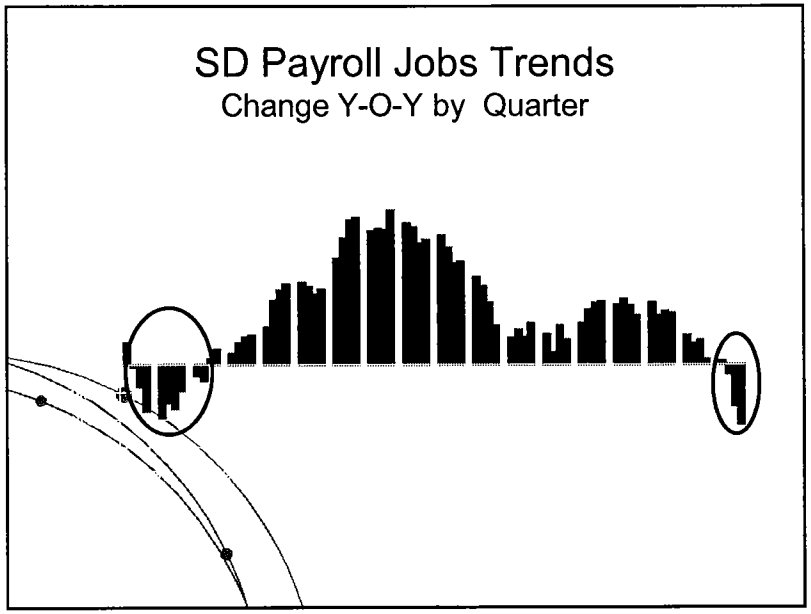
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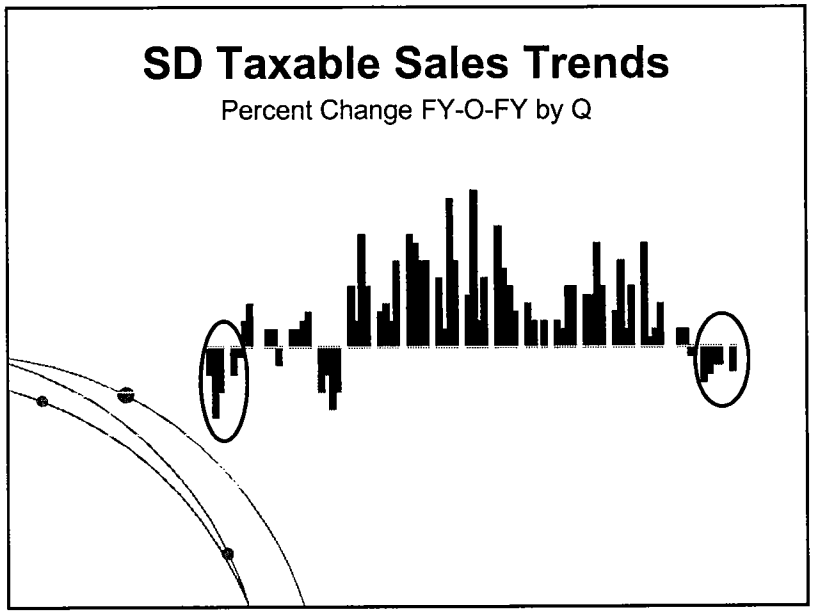
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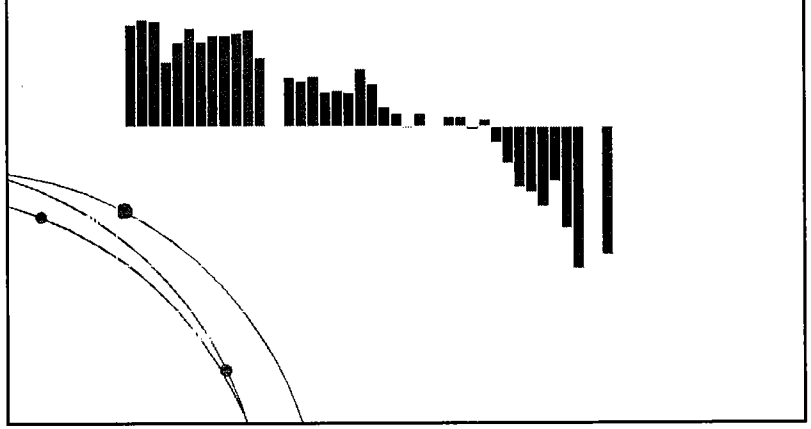

14


SD Outlook- Annual Change Taxable Retail Sales
Y-O-Y Percent Change, Fiscal Year

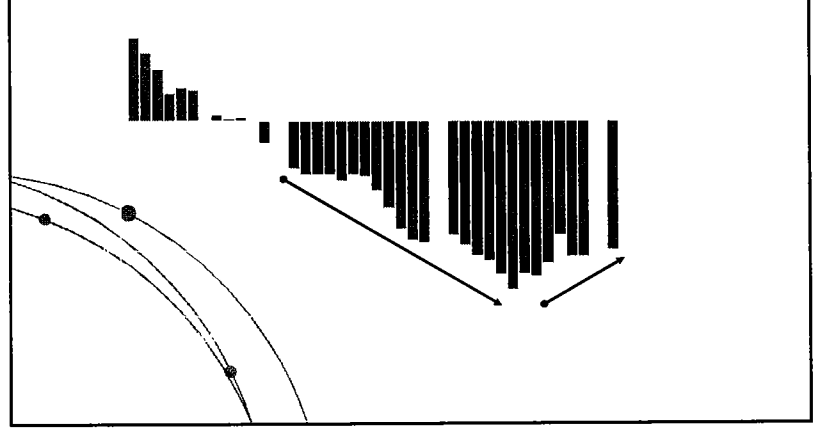

SD Payroll Jobs Trends
Change Y-O-Y by Quarter


SD Taxable Sales Trends
Percent Change FY-O-FY by Q

SD Decline in Payroll Jobs
Change Y-O-Y by Month

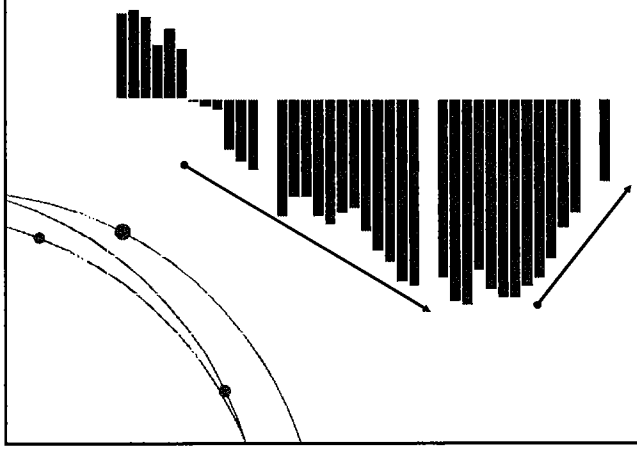


SD Construction Employment
Stabilizing Trend, Change Y-O-Y by Month



SD Financial Activities Employment

Stabilizing Trend, Change Y-O-Y by Month



SD Outlook-2009 Industry Talley Sheet

Pluses

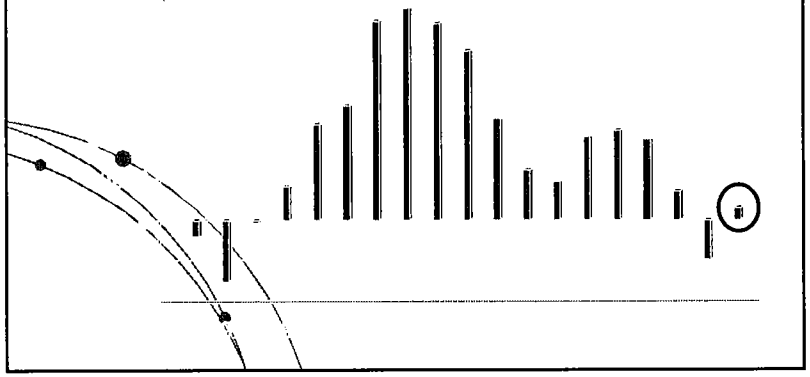
- Defense
- Construction
- Health Services

Minuses

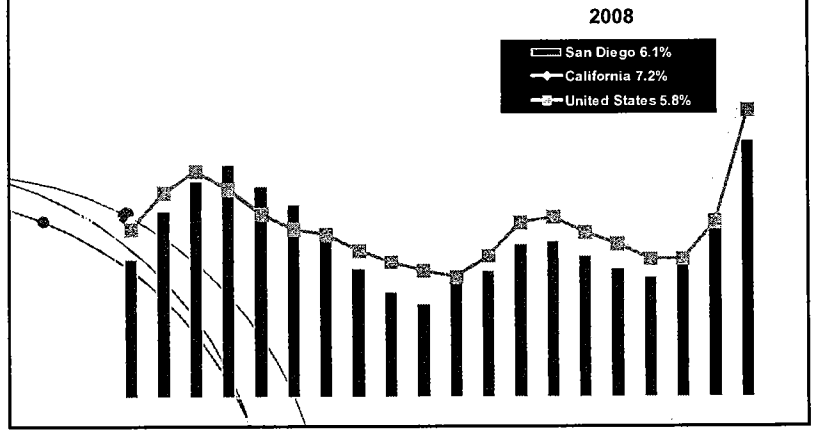
- Retail Services
- High-Tech Clusters
- Financial Services
- Agriculture

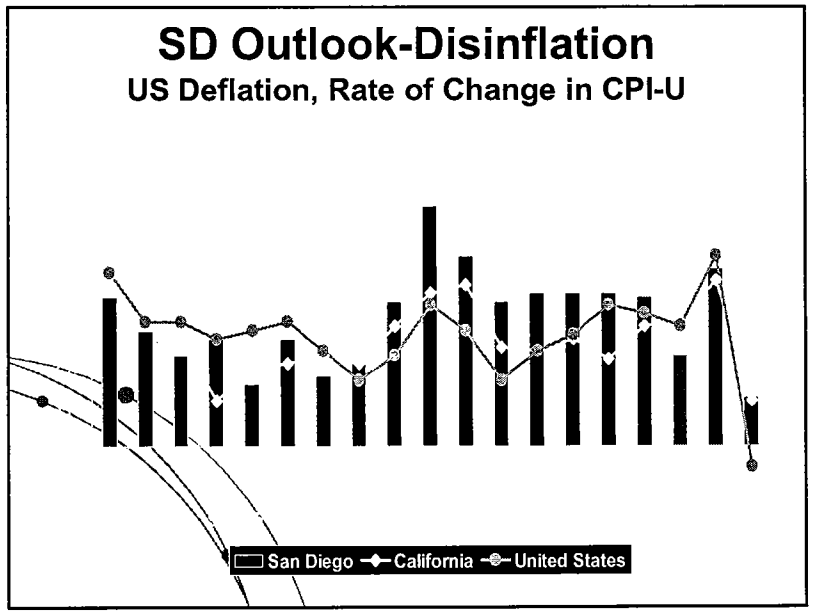
SD Outlook-2009 Slow Job Growth

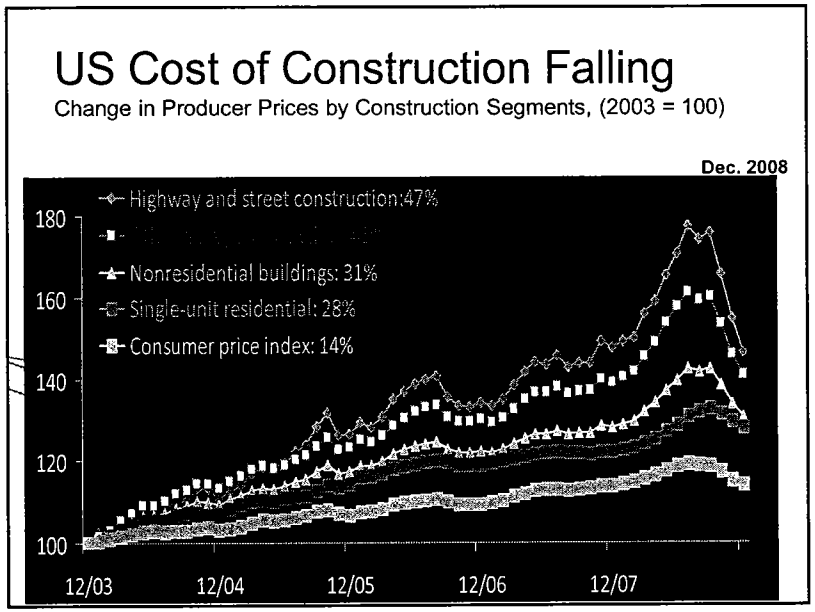
Annual Change Payroll Jobs

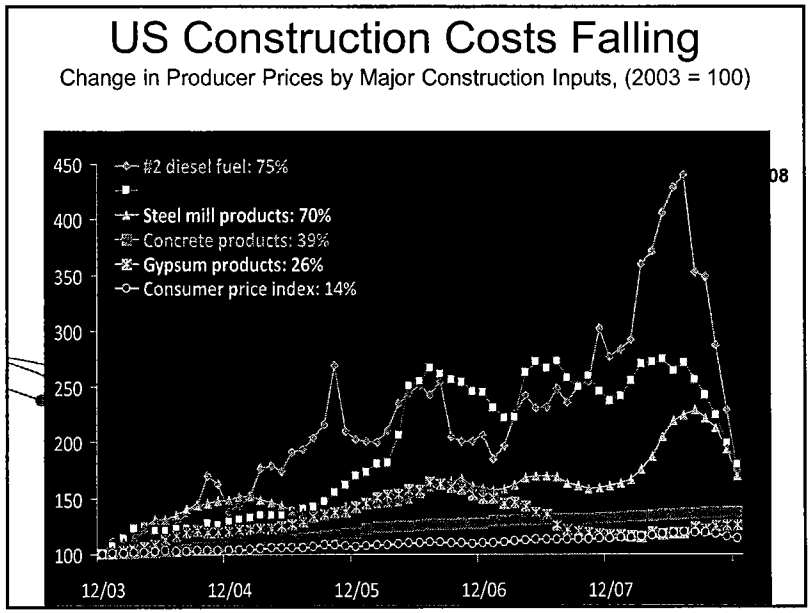


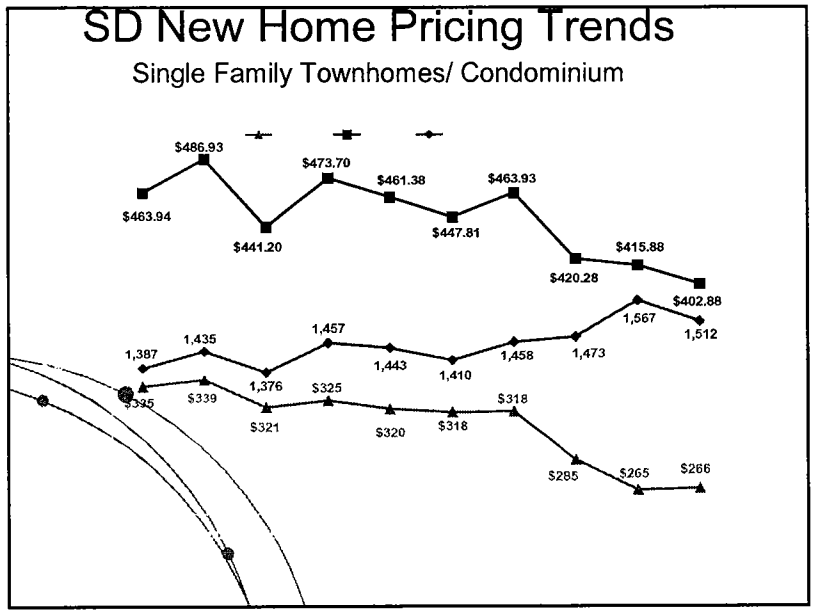
SD Outlook-Rising Unemployment Rate




SD Outlook-Disinflation
US Deflation, Rate of Change in CPI-U
San Diego
California
United States

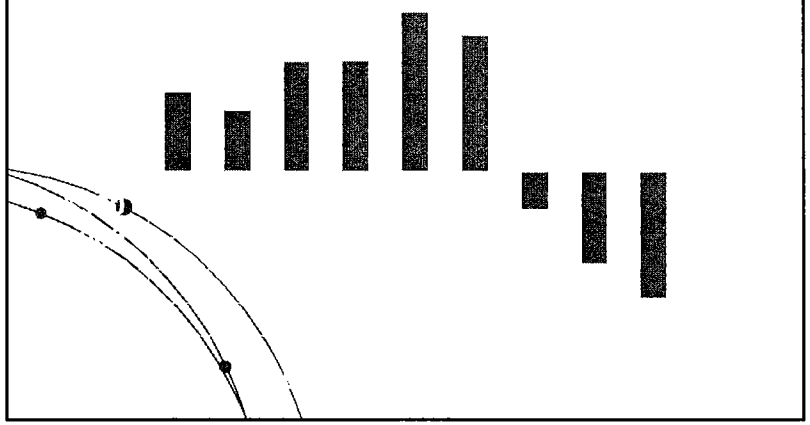

US Cost of Construction Falling
Change in Producer Prices by Construction Segments, (2003 = 100)
Dec. 2008
Highway and street construction:47%
Nonresidential buildings: 31%
Single-unit residential: 28%
Consumer price index: 14%
180
160
140
120
100
12/03
12/04
12/05
12/06
12/07


US Construction Costs Falling
Change in Producer Prices by Major Construction Inputs, (2003 = 100)
#2 diesel fuel: 75%
Steel mill products: 70%
Concrete products: 39%
Gypsum products: 26%
Consumer price index: 14%
450
400
350
300
250
200
150
100
12/03
12/04
12/05
12/06
12/07


SD New Home Pricing Trends
Single Family Townhomes/ Condominium
$463.94
$486.93
$441.20
$473.70
$461.38
$447.81
$463.93
$420.28
$415.88
1,387
1,435
1,376
1,457
1,443
1,410
1,458
1,473
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$339
$321
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$318
$285
$265
$266

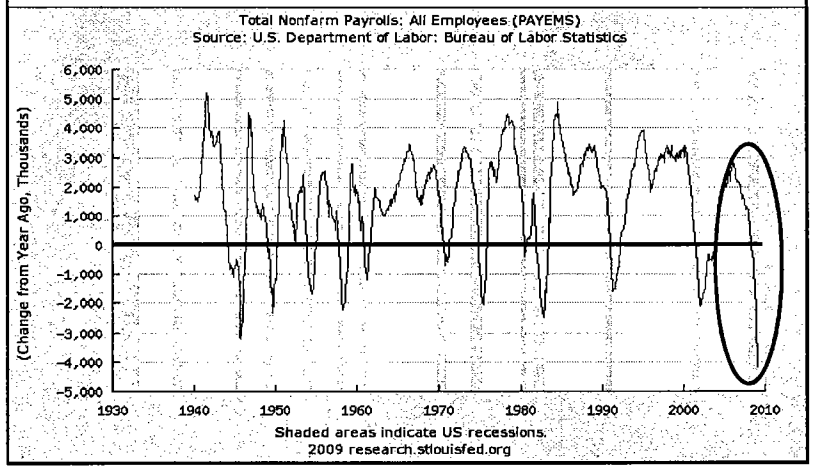
SD Housing-Reverse Wealth Effect

"Great Consumer Contraction", M$

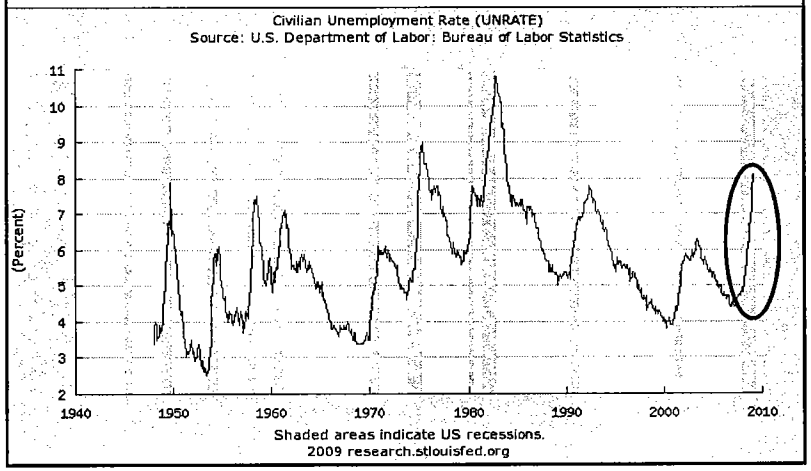


US W&S Employment Declining

Y-O-Y Change by Month

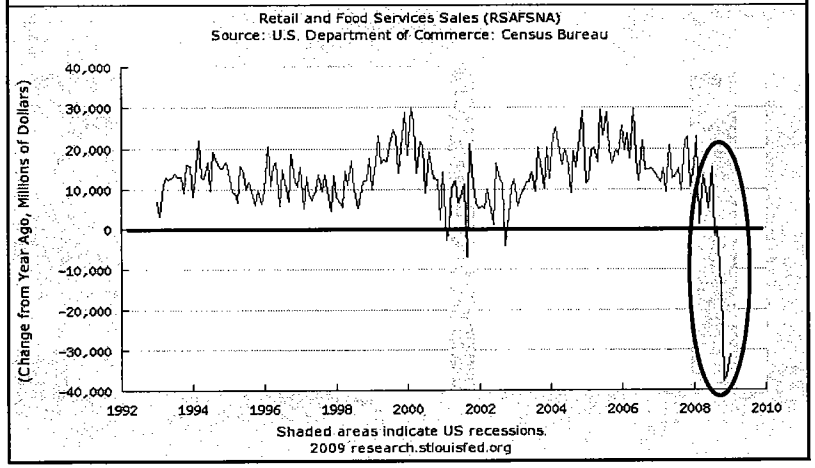


US Unemployment Rate Rising

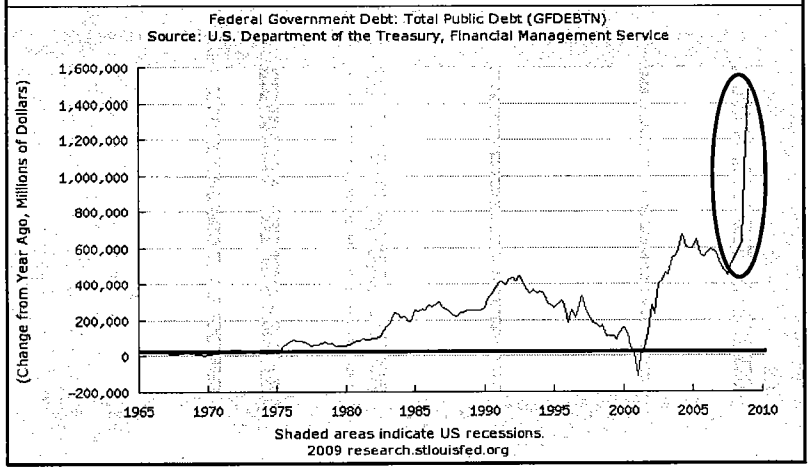


US- Retail Sales Have Declined

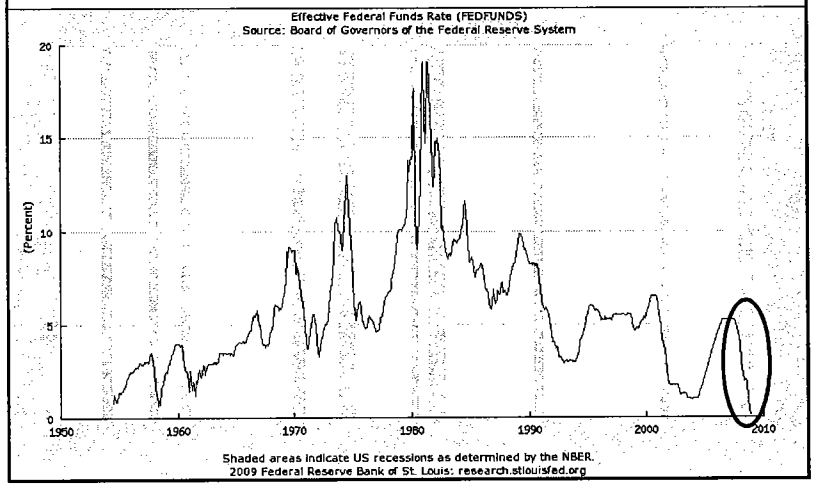
Y-O-Y Change by Month, M$



US Federal Public Debt Has Nearly Tripled
Y-O-Y Change by Month, M$

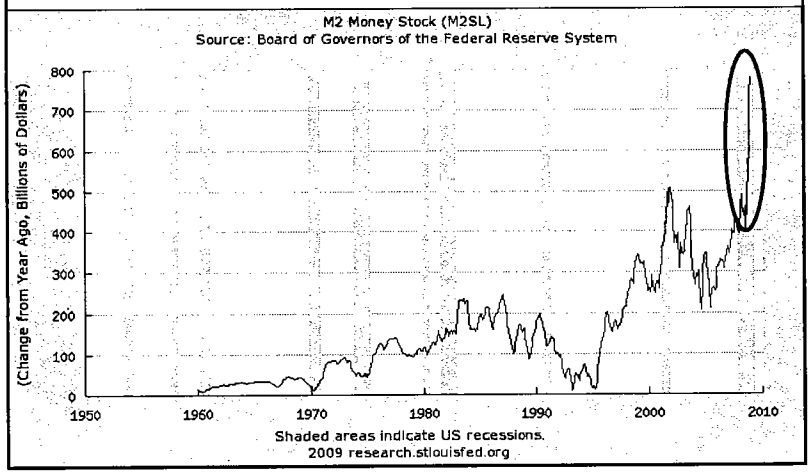


US Federal Funds Rate Reduced to "0"



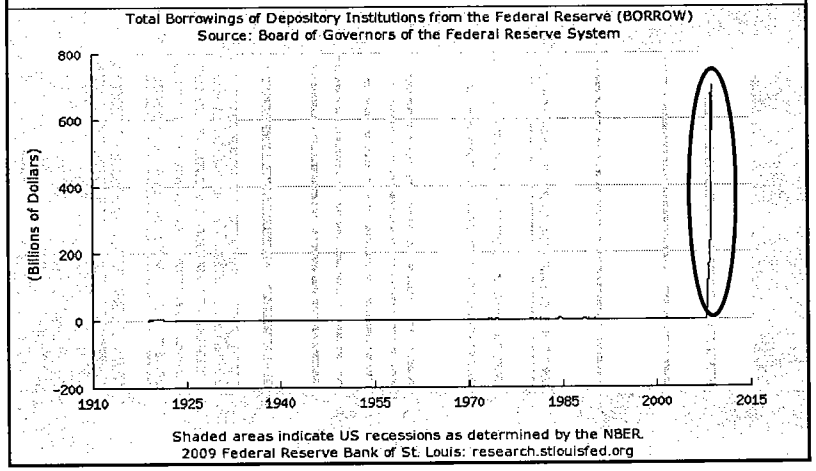
US Money Supply Has Nearly Doubled

YOY Change by Month, $B

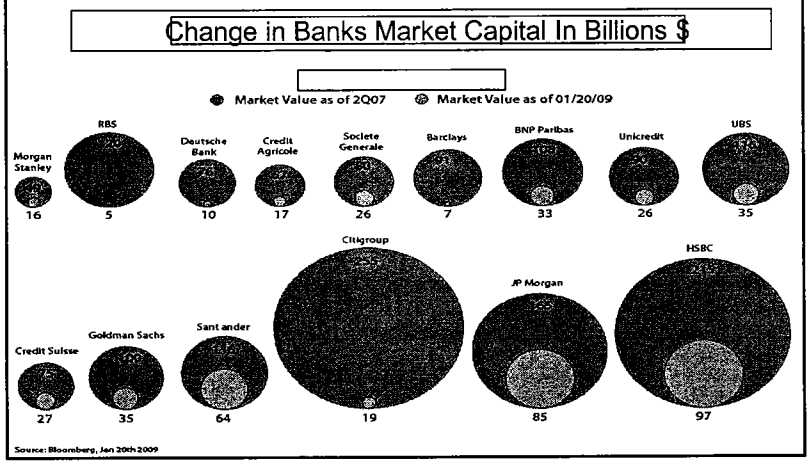


US Borrowing from Federal Reserve

(Change Y-O-Y for monthly borrowings, B$)



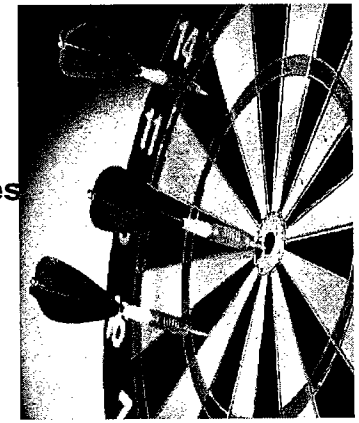
US Banks- A Balance Sheet Problem



2009 Outlook Key Assumptions

"Darkest Before the Dawn Forecast Assumptions"

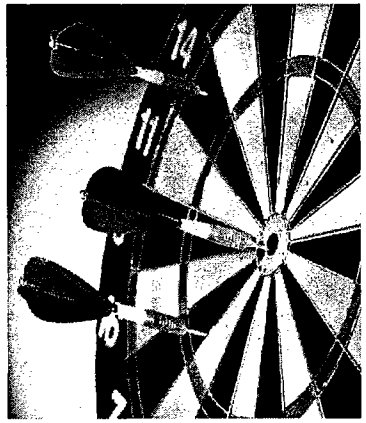
- Deflation Except Wages
- Bundles of New Money
- Stable Marginal Tax Rates
- Low Interest Rates
- Economic Stimulus
- US-No Depression

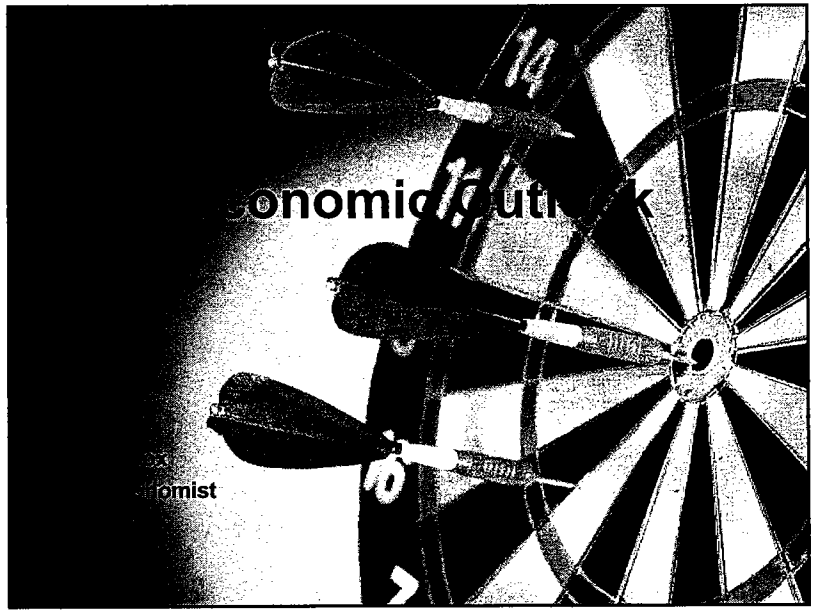


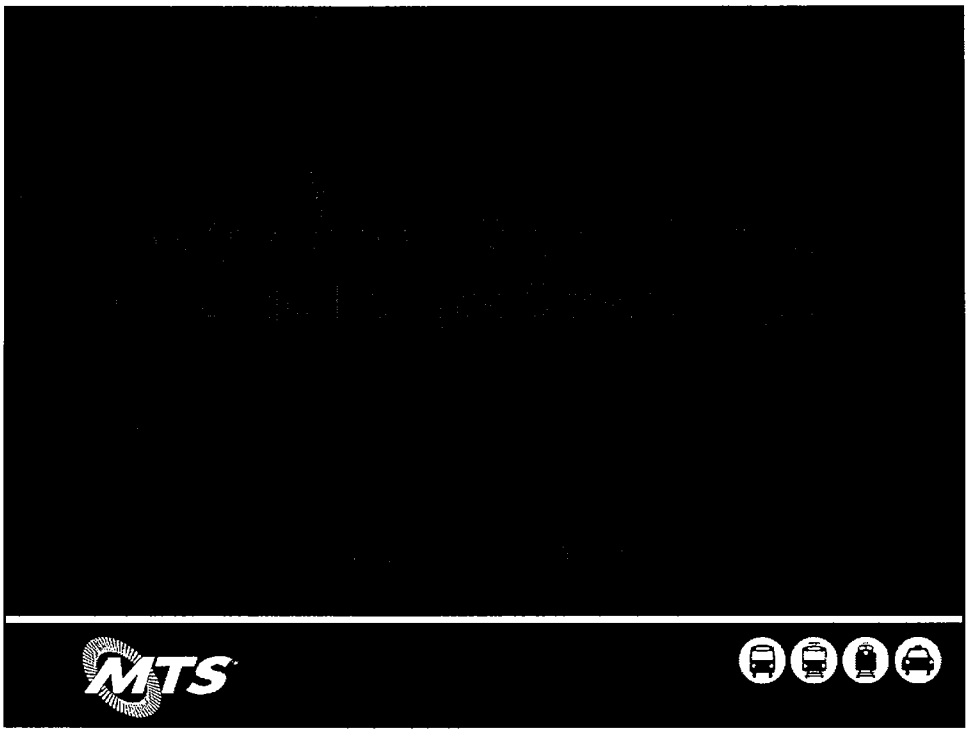
2009 SD Outlook Summary

"Very Slow Growth-End of Local Recession"

- Slow Job Growth
- U-Rate Up
- Lower Home Prices
- Reverse Wealth Effect
- Weak Retail Sales
- Less VC Investment
- Disinflation
- SD-FIFO & Boost from Construction
- Significant Risk-







Metropolitan Transit System
Fiscal Year 2010 Projection
Sales Tax Revenue Increases

- SANDAG final position on TDA / TransNet subsidy levels:
  - Use County -1.0% assumption in TDA (since County administers and distributes funding)
  - Use SANDAG +2.2% assumption in TransNet (outside of County administration)

	FY09 Mid Year Budget	FY10 Projection	Variance
TDA (at -1.0% projection)	56,773,548	54,899,413	(1,874,135)
TransNet (at 2.2% projection)	20,229,452	20,697,682	468,230
Total Revenues	**77,003,000**	**75,597,095**	**(1,405,905)**

- MTS Board could make a policy decision regarding TDA assumptions
  - Risks / Issues Include:
    - TDA Claim must be at -1.0% level since MTS cannot claim more than "official" amount
    - MTS' cash distributions would be at -1.0% level at the beginning of the year. If actual sales taxes grow to 2.2% level, the County could adjust mid year and cash distributions could then increase at 2.2% level.
    - If sales taxes exceed the -1.0% projection, the County is not obligated to pay MTS the overage. The County could replenish their depleted TDA reserves.

Metropolitan Transit System
Fiscal Year 2010 Projection
Sales Tax Revenue Increases (continued)

- Impact of TDA percentages:
  - Each percentage change adds (or subtracts) approximately $700,000
  - Approximately adds $2.24M shifting from -1.0% to 2.2%

	FY09 Mid Year Budget	FY10 Projection	Variance
TDA (at -1.0% projection)	*56,773,548*	*54,899,413*	*(1,874,135)*
TDA (at 2.2% projection)	56,773,548	57,140,126	366,579

- Other Factors in TDA Allocation
  - Shifting of population percentage from the South County to North County
  - Capital matching needs as approved by the FY 2010 Capital Improvement Program





Metropolitan Transit System
Operating Budget Projection
Fiscal Year 2010

	Amended Budget	FY10 Est. Budget	Variance	Variance %
Operating Revenues	95,222,332	99,107,148	3,884,816	4.1%
Subsidy Revenues	130,122,000	120,722,902	(9,399,098)	-7.2%
Reserve Revenues	60,243	60,243	(0)	0.0%
Total Revenues	**225,404,575**	**219,890,293**	**(5,514,282)**	**-2.4%**
Total Expenses	223,654,821	230,909,011	7,254,190	3.2%
Total Revenues Less Expenses	1,749,754	(11,018,718)	(12,768,472)	

- **With additional 25% in STA, FY09 has $1.75M in budgeted carry forward**
- **Operating Revenues projected higher - Jan fare increase and stabilizing passenger levels**
- **Subsidy Revenues down:**
  - **Complete elimination of STA ($7.5M)**
  - **TDA projections at -1.0% ($1.9M)**
- **Operating Expenses projected increase at 3.2%**





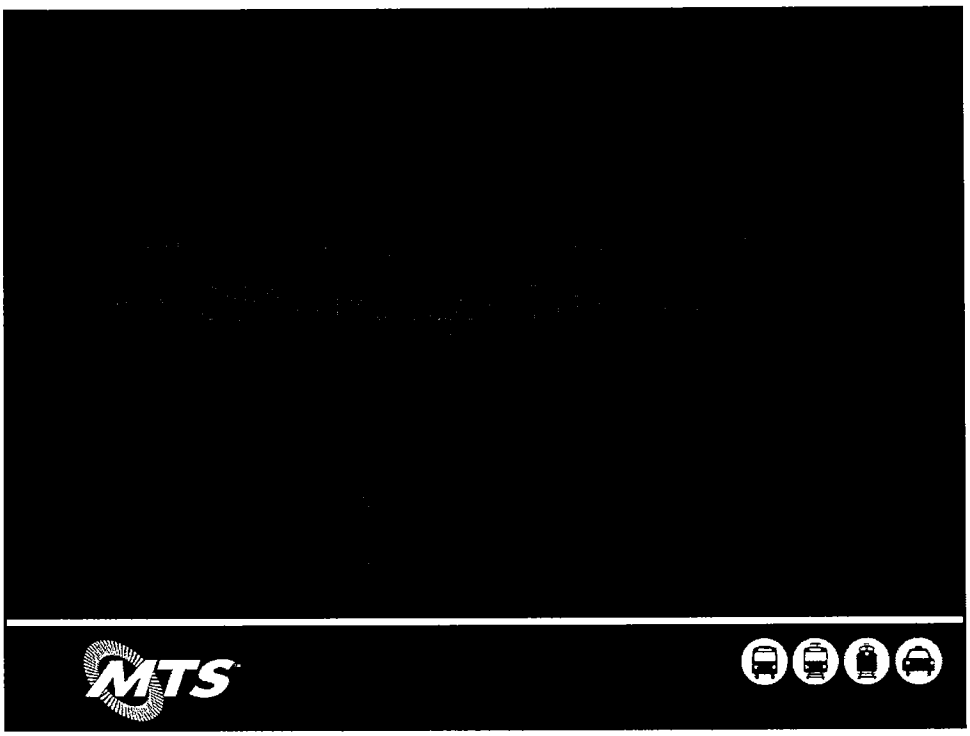
San Diego Metropolitan Transit System
Operating Budget: FY2010 - FY2014
Budget Development Committee Recommendation
($000s)

	FY10 Impact	FY11 Impact	FY12 Impact	FY13 Impact	FY14 Impact
Total Projected Need	**11,000**	**11,000**	**11,000**	**11,000**	**11,000**
Initiatives:					
FY 2009 Projected Carry Forward	1,750	-	-	-	-
Non-Fare Revenue Adjustments	377	377	377	377	377
Non-Service Cost Adjustments	657	657	657	657	657
Personnel Adjustments	1,369	939	939	939	939
Fare / Service Adjustments	6,900	7,175	7,450	7,724	7,999
Total BDC Recommendations	**11,053**	**9,148**	**9,423**	**9,698**	**9,973**
Total Over/(Under)	**53**	**(1,852)**	**(1,577)**	**(1,302)**	**(1,027)**

* All information presented is in FY2009 dollars

Budget Committee / Executive Committee Recommendation

- $4 increase in adult monthly pass (from current $68 to $72)
- Increases in other monthly passes
  - S/D/M Pass from $17 to $18
  - Student from $34 to $36
  - Premium Express Pass from $90 to $100
- Increase $1 one-way cash adult bus fares to $2.25 (except SVCC)
  - 4 routes affected (Routes 851, 871/872 and 904)
- Eliminate $1.25 Downtown Trolley fare
- Increase Senior Age Eligibility to 65 years old over a five-year period
  - Increase age one year each year (Requires TNET II Amendment)
- $4.703 million subsidy savings from service adjustments required



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

February 19, 2009

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

FINANCE WORKSHOP

1. Roll Call

Chairman Rindone called the meeting to order at 8:03 a.m. A roll call sheet listing Board member attendance is attached.

2. MTS: FY 2009 Midyear Adjustment and FY 2010 Preliminary Projections (FIN 310.1)

Chairman Rindone advised Board members that the state's budget had been passed that morning. Mr. Paul Jablonski, MTS CEO, reported that MTS has been receiving $14 million annually in State Transit Assistance (STA) funding but had only received the first quarter allocation of $3.5 million to date. He reported that the state issued a letter advising MTS there would be no further payments and that the state was considering eliminating this funding for transit altogether. He added that the state budget being recommended by the legislature now allows for another 25 percent, or $3.5 million. He added that the recommended state budget provides for no further STA funding for transit until 2013. He added that this equates to a $14 million loss of funding per year for MTS.

Mr. Jablonski also reported that preliminary indications are that MTS will receive approximately $50 million in economic stimulus monies from the federal government. He added that more details on this funding will become available over the next couple of weeks. In response to a question from Mr. McClellan, Mr. Jablonski stated that he was pretty sure that this funding was for construction only. He added that one-half of this funding has to be obligated within 180 days and the remainder within the next year. He added that the money has to be spent in two years, and that current Federal Transit Administration (FTA) regulations would probably have to be followed in the use of this funding.

Mr. Larry Marinesi, MTS Budget Manager, provided an overview of the FY 2009 budget adjustment and reported that $1.77 million would be needed to balance the budget if MTS does not receive the recommended additional quarter of STA funding. He reviewed revenues and expenses and reviewed staff's recommendation as outlined in the agenda item.

Mr. Marinesi also reviewed preliminary information for the FY 2010 budget. The Board was advised that Mr. Marney Cox, Chief Economist for SANDAG, presented a report to the Executive Committee justifying his sales tax revenue projection of 2.2 percent for FY 2010. It was also reported that this same presentation will be given to the Budget Development Committee next week, and the Committee will recommend budget projections for STA and Transportation Development Act (TDA) funding levels. Mr. Marinesi reviewed revenue and expense projections for the operating budget and reported that the Budget Development

Committee has started the process of reviewing budget initiatives, including a potential fare adjustment as well as service adjustments.

Ms. Sharon Cooney, Interim Direction of Planning, reported that proposals for service adjustments have been developed based on performance measures outlined in Policy 42 – Transit Service Evaluation and Adjustment (passengers per revenue hour, subsidy per passenger, and farebox recovery ratio) and that follow the Comprehensive Operational Analysis (COA) core principles of having a system that is customer-focused, competitive, integrated, and sustainable. She reviewed other factors that were also considered including overall ridership, available travel alternatives, geographic equity, Title VI, and system network impacts. She added that public hearings will be held as directed by the Board. Ms. Cooney then reviewed the details of June 2009 service adjustments that would be recommended to achieve savings of $6.3 million and $10.85 million. Mr. Jablonski pointed out that six months are needed to complete the process for service adjustments, which should be made in June in order to experience a full fiscal year of savings. He added that that next opportunity to make service adjustments would be in September 2009.

Mr. Jablonski reported that the Budget Development Committee will look at a number of fare-increase scenarios at its next meeting. He stated that the goal is to do service adjustments to achieve $6 million in savings and augment the savings with a fare increase to achieve a total savings of $11 million. He added that MTS is also considering $3 million in savings through staff and revenue-producing activities related to MTS's real estate holdings. Mr. Young complimented staff on exploring all options for saving money and stressed the importance of making the public aware of the causes of the budget shortfall. He complimented staff on marketing efforts this year and suggested using the media to explain the causes of MTS's funding problem.

Chairman Mathis reported that MTS has a public outreach effort underway to provide the public with information on service adjustments currently under consideration and providing questionnaires for the public to use to make comments. He stated that he was at one of these events earlier, and riders were understanding and appreciated the opportunity to comment on what is being considered. Ms. Cooney reported that there is a poster on display at each of these events showing the decline in state funding. She stated that handouts are also available showing this information, and a number of staff members are at each event to talk to riders as well. She stated that many riders were already aware of the funding difficulties. Mr. Rindone stated that he was at an event that morning as well and that the visual materials were exceptionally well done. He requested that staff fax copies of the charts to Board members. Staff displayed and explained the charts that are being used during these sessions. In response to a question from Mr. McClellan, staff reviewed the outreach process. Mr. McClellan stated that this represents only a small sample of MTS's riders. Ms. Cooney stated that the information being presented at the outreach events is also available on MTS's web site, and riders appear to be making a concerted effort to attend one of the outreach events. Mr. Jablonski stated that this particular process has engaged more riders than anything MTS has done before and added that it is hard to engage with a million people. Mr. Rindone directed staff to communicate the funding chart to each of the members and on the MTS web site. Ms. Cooney reported that Take Ones that detail each of the recommended service adjustments will be on all buses and trolleys next week and explained that Telephone Information staff also have this information so they can communicate with the public regarding this matter.

In response to a question from Mr. Ewin regarding MTS's biggest challenge, Mr. Jablonski explained that further loss of sales tax revenues and potential ridership losses are of concern.

He stated that MTS has experienced ridership increases throughout the year, and this has slowed somewhat as fuel prices have started to return to normal. He stated that MTS needs to balance its need to retain ridership with the need to increase fares in order to preserve fare revenues. Mr. Ewin suggested that the Rider Alert be sent to each of the cities for posting on their web sites and stated that this was an ongoing suggestion. In response to another question from Mr. Ewin, Mr. Jablonski stated that he didn't think MTS would need to use reserves to balance its FY 2009 budget, and he is not planning on recommending the use of reserves in FY 2010 either. He also advised Mr. Ewin that the Budget Development Committee directed him to speak to SANDAG about pursuing a change that was recommended previously to increase the senior eligibility, in a phased manner, to age 65. He stated that age 65 is commonly used and that this change would be phased in so that anyone paying a senior fare already would not be affected.

Mr. Young questioned Mr. Cox's sales tax revenue projection of a 2.2 percent increase. Mr. Jablonski stated that MTS takes its cue from SANDAG on this assumption, which has a significant effect on the budget, because SANDAG is responsible for the flow of that funding from the County of San Diego. He added that the County is projecting a negative one percent. Mr. Roberts suggested that Mr. Cox be invited to give his presentation to the full Board. He added that Mr. Cox's margin of error is two percent in either direction and stated that Mr. Cox has a long, positive history with his projections. He felt that it would be a better course to follow Mr. Cox's projection and make a mid-course corrected if needed. Mr. Rindone thought this was a worthwhile suggestion. Mr. Rindone directed staff to have Mr. Cox make his presentation to the full Board. Mr. Rindone stated that the Budget Development Committee will consider what types of hearings should be conducted regarding the service adjustments and asked that this issue be added to the Budget Development Committee agenda.

Mr. Jablonski pointed out that the attachments to Resolution 09-10 will have to be revised if the additional 25 percent of STA funding is approved by Governor Schwarzenegger.

Action Taken

Mr. Ewin moved to approve Resolution No. 09-10 (Attachment A of the agenda item) of the combined MTS FY 2009 midyear adjustment, which includes the use of $1.77 million in nonrecurring revenues to balance the MTS operating budget, with the understanding that the amount and the appropriate attachments will be revised if the Governor approves the additional STA revenues proposed in the state budget for FY 2009; and (2) receive a report on preliminary MTS FY 2010 projections. Mr. Mathis moved to second the motion, and the vote was 14 to 0 in favor.

3. Public Comment

Clive Richard: Mr. Richard stated that he was disappointed at the amount of time it took to develop the service adjustment scenarios presented today.

Lorraine Leighton: Ms. Leighton stated that she saw no Rider Alerts on the Orange and Blue Lines. She also pointed out a possible typographical error on the PowerPoint slide that referred to Route No. 855.

4. Adjournment

Chairman Rindone adjourned the meeting at 9:09 a.m. after reminding the Board that the next Finance Workshop will be held March 12, 2009, at 9:00 a.m.

BOARD MEETING

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:09 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Young moved to approve the minutes of the January 15, 2009, MTS Board of Directors meeting. Mr. Ewin seconded the motion, and the vote was 14 to 0 in favor.

3. Public Comments

Sonia Ruan: Ms. Ruan, Principal of Kimball School, expressed her gratitude to MTS employees who donated money to purchase bicycles for Kimball School students. She recognized Mr. Joe Martinez, SDTI Revenue Supervisor, in particular for helping organize this effort and for helping her facilitate trolley transportation for a school field trip. Mr. Martinez stated that 75 bikes were donated this year along with 25 $50 gift certificates for Albertsons.

Clive Richard: Mr. Richard completed a Speaker Slip but opted not to make any comments.

CONSENT ITEMS:

6. MTS: Mission Valley East Legal Services – Contract Amendment (CIP 10426.12)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. M6655.9-07 (in substantially the same form as Attachment A of the agenda item) with Hecht, Solberg, Robinson, Goldberg, and Bagley, LLP for legal services on the Mission Valley East Light Rail Transit Project.

7. 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 February 3, 2009, Meeting (SDAE 710)

Recommend that the Board of Directors (1) receive the San Diego and Imperial Valley Railroad, Pacific Southwest Railway Museum Association, and Carrizo Gorge Railway, Inc. quarterly reports (Attachment A of the agenda item); (2) ratify actions taken by the San Diego and Arizona Eastern Railway Company Board of Directors at its meeting on February 3, 2009 (Attachment A of the agenda item); and (3) authorize Carrizo to decrease its insurance requirements from $50 million to $10 million as it is not currently operating freight in the U.S. (Insurance requirements would increase accordingly upon resumption of U.S. freight operations.)

8. SDTI: Neleco, Inc. "Superlube" Rail Lubricant – Contract Amendment (Option Year Two) (OPS 970.6)

Recommend that the Board of Directors authorize the CEO to execute SDTI Doc. No. C.O.018.2-05 (Attachment A of the agenda item) with Neleco, Inc. to exercise option year two to provide Synco SuperLube Rail Lubricant.

9. MTS: Increased Authorization for Legal Services – Law Offices of Michael E. Ripley (LEG 491)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. G1080.3-07 (in substantially the same form as Attachment A of the agenda item) with the Law Offices of Michael E. Ripley for legal services and ratify prior amendments entered into under the CEO's authority.

10. SDTI: Copier Lease (OPS 970.6)

Recommend that the Board of Directors authorize the CEO to award a contract (MTS Doc. No. L0856.0-09) to Canon Business Solutions West (in substantially the same format as Attachment A of the agenda item) to lease 12 copiers to support administrative functions throughout SDTI for a period not to exceed five years.

11. MTS: Federal Transit Administration 5311 Program of Projects (OPS 950.7)

Recommend that the Board of Directors approve Resolution No. 09-8 (Attachment A of the agenda item) authorizing the use of $256,744 of Federal Transit Administration Section 5311 funds for operating assistance in nonurbanized areas.

12. MTS: Lease with U.S. Navy for Regional Transit Management System Repeater Site on Mount Soledad (OPS 901)

Recommend that the Board of Directors authorize the CEO to execute a five-year lease (Attachment A of the agenda item) with 3 five-year options with the U.S. Navy for its Regional Transit Management System repeater site on Mount Soledad.

13. MTS: Office of Homeland Security Grant Applications (AG 210.9)

Recommend that the Board of Directors approve Resolution No. 09-9 (Attachment A of the agenda item) authorizing the CEO to submit applications for FY 2008-2009 California Transit Security Grant Program – State Transit Assistance Agencies funding.

14. MTS: FY 2010 Capital Improvement Program Revision (CIP 53710)

Recommend that the Board of Directors (1) approve the FY 2010 Capital Improvement Program (CIP) with the amended federal and nonfederal funding levels (Attachment A of the agenda item). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the CEO to identify and adjust projects for the adjusted funding levels (any adjustments in excess of $500,000 would be brought to the Board's attention); (2) forward a recommendation to the SANDAG Board of Directors to approve the submittal of the adjusted federal Section 5307 and 5309 applications for the MTS FY 2010 CIP (shown in Attachment A of the agenda item) now that federal appropriations have been finalized; and (3) forward a recommendation to the SANDAG Board of Directors to approve the amendment of the Regional Transportation Improvement Program in accordance with the FY 2010 CIP recommendations.

Action on Recommended Consent Items

Mr. Young moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, 10, 11, 12, 13, and 14. Ms. Boyack seconded the motion, and the vote was 13 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

Public Comment

Lorraine Leighton: Ms. Leighton stated that if the CEO was given a raise, it should be put into transportation instead.

The Board convened to Closed Session at 9:12 a.m.

a. MTS: CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a) Balfour Beatty/Ortiz v. Metropolitan Transit System (Superior Court Case No. GIC 868963)

b. MTS: CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a): San Diego Public Transit Riders Alliance v. MTS et al. (San Diego Superior Court Case Nos. 07-2007-0082217-CU-TT-CTL and 37-2008-00086580-CU-TT-CTL)

c. MTS: CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – INITIATION OF LITIGATION Pursuant to California Government Code Section 54956.9(b): (One Potential Case)

d. MTS: CLOSED SESSION – PUBLIC EMPLOYEE PERFORMANCE EVALUATION (CHIEF EXECUTIVE OFFICER) Pursuant to California Government code Section 54957.

The Board reconvened to Open Session at 10:05 a.m.

Oral Report of Final Actions Taken in Closed Session

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

a. The Board received a report and gave direction to outside counsel.

b. The Board received a report and gave direction to outside counsel

c. The Board received a report and gave direction to General Counsel.

d. Called for a vote. Chairman Mathis reported that Mr. Jablonski recommended and the Board agreed that there be no pay increase or bonus for the CEO in 2009. Mr. McClellan voted to approve this recommendation. The motion was seconded by Mr. Rindone and passed by a 14 to 0 vote.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS:

30. MTS: Amendment to Executive Employment Agreement (ADM 150.3)

Ms. Lorenzen reported that this action was being recommended in order to bring the CEO's Cafeteria Plan into line with new Internal Revenue Service regulations. She stated that this is a zero-cost item.

Action Taken

Mr. Rindone moved to amend the Executive Employment Agreement with the CEO to convert the Special Executive Cafeteria Plan from a percentage of pay to a fixed dollar amount and clarify that any future bonuses will be deposited into the CEO's 401(a) account. Mr. Ovrom seconded the motion, and the vote was 14 to 0 in favor.

31. MTS: Service Adjustments for Sorrento Valley Coaster Connection (SRTP 830)

Mr. Brent Boyd, Senior Transportation Planner, reviewed the current structure of this service as well as events that took place in 2008, including the loss of funding, the fare increase, and efforts with Sorrento Valley employers to develop a public-private partnership to provide this service. He called attention to a detailed list of comments that had been received since the Public Hearing on this service on January 15, 2009. He also provided the Board with detailed information on ridership losses that resulted from the fare increase.

Mr. Boyd then reviewed two alternatives for proceeding on this matter – (1) to discontinue the service altogether; or (2) to restructure the service and develop a cost-sharing plan (50/50) with North County Transit District (NCTD). He reviewed the details of the routes that would be discontinued and the routes that would be reconfigured. He reported that the reconfigured service would require a $300,000 subsidy to operate. He also reported that the goal is to maintain a $2.17 subsidy level with a 25 percent farebox recovery rate. He added that the recommended Memorandum of Understanding states that if the service becomes less productive, the Board has the option to discontinue it at that time. Mr. Jablonski stated that quarterly reports would be made regarding the productivity of this service as part of an overall review of MTS's service productivity measures.

Public Comment

Leah Bahu: Ms. Bahu stated that she takes the Coaster from downtown San Diego to Sorrento Valley. She stated that she favors Alternative 2. She pointed out that 40 percent of Coaster passengers get off the train at Sorrento Valley.

Benjamin Forrest: Mr. Forrest stated that he also rides the Coaster from downtown San Diego to Sorrento Valley. He supported Alternative 2 and expressed his hope that service could be restored at some time in the future. He stated that he was encouraged to see the ridership increase that occurred when fuel prices were so high. In response to a question from Mr. McClellan, Mr. Forrest stated that a fare increase could cause people to consider switching to

another transportation mode but that some would stay. He stated a fare increase would make the service less attractive as an option.

In response to a question from Mr. Gloria, Ms. Cooney explained that QualComm's decision to provide a shuttle service for its employees was a business-based decision. She added that they were already operating an intercampus shuttle. She stated that MTS talked to QualComm multiple times during efforts to develop a public-private partnership, but they wanted to provide this service to their employees.

Action Taken

Mr. Ewin moved to (1) receive a report on public comments received since the January 15, 2009, public hearing; (2) approve Alternative No. 2, which includes elimination of Routes 975, 976, and 977, retention of adjusted Routes 89 and 978, restructuring of Routes 973 and 974 and 971 and 972, and discontinuation of all Sorrento Valley Coaster Connection (SVCC) trips before 6:30 a.m. contingent upon a cost-sharing agreement between North County Transit District (NCTD) and MTS; (3) authorize the CEO to execute a Memorandum of Understanding between MTS and NCTD (in substantially the same form as in Attachment A of the agenda item); and (4) authorize complete elimination of the SVCC service on or after April 1, 2009 (Alternative 1), in the event that a cost-sharing agreement between MTS and NCTD is not executed. Mr. Ewin stated that he made this motion with the understanding that the Board would receive periodic reports on the productivity of this service. Ms. Boyack seconded the motion, and the vote was 14 to 0 in favor.

32. MTS: El Cajon Transit Center Demolition Project Status – MOU Expiration/New Proposal (CIP 11217)

Mr. Wayne Terry, Chief Operating Officer – Trolley, reviewed the history of the original plan to demolish the building located at the El Cajon Transit Center. He showed visuals of the center, the building, and the required repairs that would have to be made if the building were not demolished. He also reported that the annual maintenance cost was approximately $37,200. He then reported that the contractors' bid for demolishing this building ($294,000) was more than double the engineer's estimate of $120,000. He then reviewed the terms of the agreement with Kobey Corporation/BriceHouse Starboard LLC that was developed as an alternative to demolishing the building. He also reviewed the proposed facility improvements, all to be done without cost to MTS. He reported that MTS will actually save $114,000 for the initial five-year term of the lease. He added that liquidated damages of $5,000 per month would be due from MTS should it enter into a development agreement for this site prior to the end of the lease. He advised the Board there are no development opportunities on the horizon.

Mr. McClellan expressed his support for this MOU. In response to a question from Mr. Jones, Mr. Terry stated that SDTI staff will monitor the upkeep of this facility as well as the capital portion of the project and that MTS has had good experience with Kobey Corporation. Ms. Lorenzen stated that there is a default provision in the lease that addresses this matter.

Action Taken

Mr. McClellan moved to authorize the CEO to execute a letter (Attachment A of the agenda item) to SANDAG to let the MOU (MTS Doc. No. L0862.0-09) between SANDAG and MTS (for construction and construction management services) expire on March 31, 2009, and request that SANDAG return the remaining funds to MTS Capital Improvement Project 11217 (Blue and Orange Line Station Improvements); and (2) authorize the CEO to execute a multiyear contract

(Attachment B of the agenda item) with The Kobey Corporation, in partnership with BriceHouse Starboard LLC (the Partnership) to provide the structural capital improvement necessary to house, maintain, and manage an on-site convenience store, including accessible public restroom facilities. Mr. Faulconer seconded the motion, and the vote was 14 to 0 in favor.

33. MTS: Natural Gas Hedge Program (FIN 300)

Mr. Cliff Telfer, MTS Chief Financial Officer (CFO), introduced Mike McDonald of McDonald partners and explained that this firm was hired to review MTS's options for participating in a natural gas hedging program to help stabilize its budget. He explained that the expense for compressed natural gas (CNG) comprises 5 percent of MTS's operating budget and that 76 percent of MTS's buses are powered by CNG fuel with very volatile prices.

Mr. McDonald reviewed MTS's exposure to fuel price volatility and the goals of a hedge program. He explained that the goals of MTS's program would be to stabilize the budget without adverse operational impact and with minimal administrative burden and acceptable risk exposure. He stated that the program should also have a competitive implementation process. He provided an overview of SDG&E's Core Aggregate Transfer (CAT) Program, hedging options, recommended hedging strategies, factors influencing the success of the hedge, and implementation steps.

Mr. McDonald also reviewed the pros and cons of various hedging strategies and recommended the Commodity Swap strategy, which has a flexible term and quantity (set monthly), is very efficient, has minimal administrative burden, has sufficient providers to ensure competitive pricing, and meets the goal of achieving budget stability. He added that a properly drafted contract would eliminate any margin requirements. He then reviewed the mechanics of executing a Commodity Swap and stated that the risk associated with volume is very low because MTS's usage of CNG is pretty consistent.

Mr. McDonald advised the Committee that MTS should adopt a hedge policy to guide staff in executing these actions and added that the policy should give authority to the CEO and CFO to execute these swaps because of the need for immediate action in response to quickly changing prices.

In response to a question from Chairman Mathis, Mr. Telfer stated that MTS has staff in place that can administer this program.

Action Taken

Mr. Ewin moved to (1) approve the Natural Gas Hedge Program; (2) approve the Core Aggregate Transfer Program: and (3) adopt a natural gas hedge policy, which designates the CEO and Chief Financial Officer as the administrators of the policy and authorizes the administrators to execute hedges in accordance with this policy. Ms. Lightner seconded the motion, and the vote was 13 to 0 in favor.

REPORT ITEMS:

45. MTS: Service Performance Monitoring Report for July Through December 2008 (SRTP 825)

Mr. Devin Braun, Senior Transportation Planner reviewed the Mid-Year Performance Monitoring Report, providing information on ridership, average weekday ridership, passengers per in-

service hour, on-time performance, preventable accidents, complaints, in-service hours/miles, and peak vehicle requirements. Mr. Braun reported that peak vehicle requirements have been reduced because of service cuts and because of scheduling efficiencies that have been developed by staff.

Ms. Cooney reported that staff is working with SANDAG's statistician to develop a more dependable trolley ridership estimation program. She stated that trolley ridership numbers reflect a decline, and staff believes these numbers are not correct. Mr. Jablonski stated that the current formula is based on Ticket Vending Machine and cash fare sales, and more and more MTS riders are now using passes, which are currently being estimated. He felt that this was where the counts were inaccurate. He stated that consideration is being given to purchasing passenger counters. He added that the cost for this equipment would be between $1 million to $1.5 million, but pointed out that the amount of federal funding MTS receives is based on these ridership numbers; therefore, it is very important that they not be underreported.

Action Taken

Mr. McClellan moved to receive a report for information. Mr. Rindone seconded the motion, and the vote was 12 to 0 in favor.

46. MTS: Navy Metro Transportation Demand Management Initiative (SRTP 835)

Mr. Mike Daney, MTS Senior Transportation Planner, and Mr. Dan Martin, SANDAG Principal Planner, provided an overview of the Transportation Demand Initiative being developed by the U.S. Navy that would be funded in part or completely through the Navy's Transportation Incentive Program. Mr. Daney stated that MTS is assisting by evaluating commute patterns between Murphy Canyon/Tierrasanta, Otay Mesa, and Eastern Chula Vista and base facilities. Mr. Daney also explained that the Navy is considering a number of transportation modes. Mr. Martin explained the structure of the pilot program that is currently being developed and explained that the pilot program is fully funded.

Chairman Mathis stated this service seemed like charter service since its use would be limited to Navy personnel.

Action Taken

Mr. Ovrom moved to receive a report on the Navy Metro Transportation Demand Management Initiative for information. Mr. McClellan seconded the motion, and the vote was 11 to 0 in favor.

47. SDTI: Chargers Football 2008 Year-End Summary (OPS 970.2)

Mr. Tom Doogan, Special Events Coordinator, provided information on the 2008 Chargers Season, including ridership/game attendance, ticket booth revenue, manual ticket sales, fare inspection, and cost recovery. He reported that the estimated net revenue for the 2008 Chargers season was $401,800 for 11 games. He also reported that SDTI carried 23.9 percent of the gate, which is higher than other rail systems. He stated that this is the result of the Trolley's infrastructure and the good job done by personnel who work on game days.

Mr. Doogan also provided information on the negative impact weeknight game service has on the entire system (fleet requirement and normal service).

Action Taken

Mr. McClellan moved to receive a report for information. Mr. Rindone seconded the motion, and the vote was 9 to 0 in favor.

48. MTS: Year-To-Date Operations Budget Status Report Through November 2008 (FIN 310.2)

No presentation was given on this item.

Action Taken

Mr. McClellan moved to waive the staff presentation on this item and receive a year-to-date operations budget status report for MTS through November 2008. Mr. Ovrom seconded the motion, and the vote was 9 to 0 in favor.

49. MTS: Investment Report – December 2008 (FIN 300)

Ms. Linda Musengo, Finance Manager, reported that cash balances declined again during the past month largely due to planned payments for buses purchases. She also reported that most of the Local Agency Investment Funds investment has been transferred to the cash account at Bank of America to ensure liquidity of assets. She added that interest earnings have been static.

Action Taken

Mr. McClellan moved to receive a report for information. Mr. Ovrom seconded the motion, and the vote was 9 to 0 in favor.

60. Chairman's Report

Chairman Mathis made no report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin, Chairman of the Audit Oversight Committee, made no report.

62. Chief Executive Officer's Report

Legislative Trip: Mr. Jablonski reported that he and Ms. Cooney along with SANDAG Executive Director Gary Gallegos and NCTD Executive Director Matt Tucker recently traveled to Washington, D.C. to meet with the staff of San Diego's legislative delegation. He stated that delegation staff members are going to do a joint letter to the General Services Administration regarding their plans to reconfigure the San Ysidro border crossing. He stated that this letter will promote improved pedestrian and transit flow at this location.

Federal Railroad Administration Visit: Mr. Jablonski also reported that he met with Grady Cothen, Acting Associate Administrator of the Federal Railroad Administration, to discuss House Bill 2095 regarding positive train control. He stated that the requirements outlined in this bill would be very expensive to implement. He added the MTS has temporal operation between freight and passenger rail and added that Mr. Cothen indicated there will be exemptions for systems like San Diego.

63. Board Member Communications

There were no Board Member Communications.

64. Additional Public Comments on Items Not on the Agenda

There were no additional Public Comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, March 19, 2009.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:39 a.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

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

Approved as to form:

Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet
gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 2/19/09 CALL TO ORDER (TIME): 8:03 a.m.

RECESS: _____ RECONVENE: _____

CLOSED SESSION: _____ RECONVENE: _____

PUBLIC HEARING: _____ RECONVENE: _____

ORDINANCES ADOPTED: _____ ADJOURN: 9:09 a.m.

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BOYACK	☑	(Cunningham)	☐		
EWIN	☑	(Allan)	☐	8:03 a.m. during AI 2	
FAULCONER	☑	(Emerald)	☐	8:27 a.m. during AI 2	
GLORIA	☑	(Emerald)	☐		
LIGHTNER	☑	(Emerald)	☐		
MATHIS	☑	(Vacant)	☐		
MCCLELLAN	☑	(Hanson-Cox)	☐		
MCLEAN	☑	(Janney)	☐		
OVROM	☑	(Woiwode)	☐		
RINDONE	☑	(Castaneda)	☐		
ROBERTS	☑	(Cox)	☐	8:11 a.m. during AI 2	
RYAN	☐	(B. Jones)	☑	8:09 a.m. during AI 2	
SELBY	☑	(England)	☐		
YOUNG	☑	(Emerald)	☐		
ZARATE	☐	(Parra)	☐		☑

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

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail.Williams/Roll Call Sheets

Metropolitan Transit System

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.

CIP 11255

March 12, 2009

SUBJECT:

MTS: BROADWAY WYE SIGNALS, SWITCHES, AND CATENARY UPGRADE DESIGN - WORK ORDER

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1127.0-08, Work Order No. 08-20 (Attachment A) with General Engineering Consultant (GEC) Bureau Veritas for designing signal, track switches, and catenary system improvements at the Broadway Wye in downtown San Diego.

Budget Impact

The total cost of $149,611 for MTS Doc. No. G1127.0-08 Work Order No. 08-20 would come from FY 2009 Capital Improvement Project (CIP) 11255-0600 (Broadway Wye Switch Machines).

DISCUSSION:

Broadway Wye is one of the two most critical track junctions in San Diego's trolley system operations wherein all inbound and outbound Blue Line and Orange Line trains diverge and converge. In addition, all Green Line trains use the Broadway Wye junction to go from the Yard to Old Town to begin regular revenue service. The Broadway Wye junction also includes one of the busiest street grade crossings, one of the tightest track curves on the trolley main line, and interfaces with the Coaster and Burlington Northern Santa Fe/San Diego and Imperial Valley Railroad freight crossing control.

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MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

The existing electric and hydraulic switch machines that allow trains to diverge and converge are old, very worn, and outdated. The catenary contact wire through the sharp curve is worn and in need of replacement, and signal system upgrades are needed that would extend signal protection from Santa Fe Depot to County Center Station. Any problems with malfunctioning switches, tracks, catenaries, or signal systems in this area greatly impact train operations on both Blue and Orange Lines and some Green Lines.

In 2009, staff requested and received approval for capital funds to design improvements to Broadway Wye switches, signals, and catenary systems. To start the process, Bureau Veritas was asked to review and provide design scope and fees for improvements to the Broadway Wye switches, signals, and catenary system. Attachment A is the proposed work order describing the scope of work and fees. Hourly rates for the GEC engineering services are fixed per competitively bid contract. Staff has reviewed the hours for the tasks and found them to be reasonable; therefore, staff recommends approval of MTS Doc. No. G1127.0-08 Work Order No. 08-20 to Bureau Veritas for Broadway Wye improvements.

Paul C. Jablonski
Chief Executive Officer

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

MAR12-09.6.BROADWAYWYEWORKORDER.RDESAI.doc

Attachment: A. MTS Doc. No. G1127.0-08 Work Order No. 08-20

DRAFT

March 12, 2009

MTS Doc. No. G1127.0-08
Work Order No. 08.20
CIP 11255

Mr. Philip R. Kern
Program Manager
Bureau Veritas
11590 West Bernardo Court, Suite 100
San Diego, CA 92127-1624

Dear Mr. Kern:

Subject: MTS DOC. NO. G1127.0-08, WORK ORDER NO. 08.20, GENERAL ENGINEERING SERVICES FOR METROPOLITAN TRANSIT SYSTEM BROADWAY WYE SWITCH REPLACEMENT PROJECT

This letter will serve as our agreement for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide engineering services to develop design plans and specifications for the replacement of six existing switches, including signaling and catenary system modifications, located in the Broadway Wye portion of the downtown trolley system, in accordance with the attached Scope of Services (Exhibit I).

SCHEDULE

The Scope of Services, as described above, shall extend through December 31, 2009.

PAYMENT

Payment shall be based on actual costs, not to exceed $149,611.00 without prior authorization.

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

Sincerely,

Paul C. Jablonski
Chief Executive Officer

MAR12-09.6.AttA.BROADWAYWYE.RDESAI.doc

Attachment: Exhibit I

Accepted:

_____
Philip R. Kern
Bureau Veritas

Date: _____

EXHIBIT I

SCOPE OF SERVICES

ENGINEERING SERVICES
FOR
METROPOLITAN TRANSIT SYSTEM
BROADWAY WYE SWITCH REPLACEMENT PROJECT
SAN DIEGO, CA

MTS DOC. NO. G1127.0-08, WORK ORDER NO. 08.20

DESCRIPTION

There are six switches located in the Broadway Wye, in downtown San Diego, three hydraulic and three electric-powered, which are outdated and causing operational issues. The Metropolitan Transit System (MTS) is proposing that all six of the existing switch machines, rods, and switch ties be removed and replaced with powered US&S M23A/ECC switches having current technology for better and more efficient operations. Also, modifications will be required to the signaling system and audio circuits to accommodate the new switches and provide operational consistency.

In addition, some components of the existing catenary system, in this same area, are worn, such as the contact wire, and are not functioning properly. MTS is proposing that the contact wire be replaced or positioning modified to reduce or prevent roll and other components be redesigned.

The area between the Broadway Wye and the City Center/Little Italy Station is dark; therefore, an assessment of the area and design for indicators and signalizing for three aspects of north and south movements through the Broadway Wye up to station 0045 in City Center needs to be performed
.

Under this work order, the General Engineering Consultant (GEC) will provide engineering services for the design and preparation of contract documents (plans, special provisions and cost estimates) for replacement of all six switches, signaling modifications to accommodate new switches, including new housing for circuitry and catenary system improvements.

TASKS

Prepare design plans and specifications for Broadway Wye switch replacements and other modifications including the following tasks:

1. Research as-built plans and CADD files for existing configuration of the switches and control and audio circuitry. Meet with MTS project manager, SDTI Operations, and Maintenance of Way staff to confirm final scope of work, design criteria, and constraints.

2. Perform field reconnaissance to photograph and verify existing conditions at the site.

3. Perform a field assessment of the dark area between Broadway Wye and station 0045 in City Center for determining indicators and signaling for three aspects (to be included in package

as a construction additive alternate). Assessment to include whether existing signaling cabinet should be extended or use microlock components.

4. For the three pairs of switches, prepare a base map for the location of each pair utilizing drawings from previously designed projects within the same area.

5. Prepare construction plans, special provisions, and estimates for the work. The plan set will consist of the following:

   a. Title Sheet

   b. Notes, Legend, Index, and Vicinity Map

   c. Switch Layout Plans (switch layout and track work details for tie and ballast replacement, if needed) at 1" = 40' scale

   d. Signaling System Plans (ABS layout, assembly, and details) at 1"= 40' scale

   e. Catenary System Plans (components, and details) at 1" = 40' scale

   f. Staging plans and set pairs for operation

   g. Construction Detail Sheets

   h. Signaling and Indicator System plans for construction additive alternate work at 1" = 40' Scale

   i. Construction Detail Sheets for construction additive alternate work

   Specifications will be limited to preparation of special provisions commencing with Section 10 – General Construction Requirements. All designs shall conform to the MTDB LRT Design Criteria, AREMA Manual of Railway Engineering, and the AREMA Communication and Signal Manual.

   Construction cost estimate will be based on unit rates from historic and current cost data from MTS construction projects.

6. Make submittals at 65%, 95%, and final stages according to the requirements of Section VII of the LRT Design Criteria and Appendix B of the MTDB Design Manual. Attend (3) design review meetings and incorporate comments into contract documents.

7. Provide design management services, including attendance at regular progress meetings (5), design review meetings (3), update of project schedules, management of subconsultants, budget monitoring, preparation of exhibits, contract administration, design supervision, and coordination.

ITEMS TO BE PROVIDED BY MTS

1. Available electronic files in AutoCAD format for the affected stations.
2. Record drawings for Broadway Wye affected area.
3. Specifications for turn-out tie special track work (ref. Blue Line Switch Machine Upgrade).

4. Partial design of catenary system improvements.
5. As-builts for audio circuits.

CLARIFICATIONS AND EXCLUSIONS

1. Design support during construction is excluded unless otherwise noted.
2. Environmental reviews, assessments, or reports are excluded.
3. Utility potholing and locating services are excluded.
4. Hazardous materials and groundwater monitoring work are excluded.
5. Traffic signal modification plans and traffic control plans are excluded.
6. Traffic, encroachment, and environmental permits are excluded.
7. No right-of-way acquisition is proposed.
8. CPUC and FTA processing and permits are excluded.
9. Settlement monitoring and studies are hereby excluded.
10. Design of modifications to surrounding roadway is excluded.
11. Coordination with SDG&E is excluded.
12. Preparation of traffic control plans is excluded.
13. Advance procurement of equipment is excluded.
14. Surface improvements outside of ballasted track area are excluded.

PROJECT SCHEDULE

1. Submit 65% complete design documents (65% schematic drawings and cost estimate) no later than 60 working days after receipt of Notice to Proceed.

2. Submit 95% complete design documents (95% complete plans, special provisions, and final cost estimate) no later than 20 working days after receipt of 65% design review comments from MTS.

3. Submit final contract plans, special provisions, and engineer's estimate of probable construction cost no later than 20 working days after receipt of 95% design review comments from MTS.

DELIVERABLES

1. Five copies of each percent plans and specification submittal.
2. Five copies of each percent cost estimate submittal.
3. A detailed project schedule will be submitted prior to commencing work.

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
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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.

CIP 11201

March 12, 2009

SUBJECT:

MTS: AMERICA PLAZA CCTV EQUIPMENT UPGRADE – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL112.0-09 (in substantially the same form as Attachment A) with Electro Specialty Systems, Inc. for procurement and installation of America Plaza Trolley Station closed-circuit television (CCTV) equipment upgrades.

Budget Impact

The funding for the America Plaza Trolley Station CCTV Project is allocated under a Transportation Safety Administration Grant (FY 09 Capital Improvement Program [CIP] No. 11201-0800) in the amount of $114,516.17.

DISCUSSION:

MTS Policy No. 52 governing procurement of goods and services requires a formal competitive bid process for procurements exceeding $100,000. The U.S. Department of Homeland Security has provided San Diego Trolley, Inc. (SDTI) with funding to improve the America Plaza Trolley Station. This project would consist of furnishing, installing, replacing, programming, licensing, integrating, testing, and commissioning 13 cameras (including the addition of one new megapixel camera and associated equipment), software, conduit, boxes, wire, and required appurtenances to upgrade the existing CCTV at the America Plaza and Museum buildings, trolley platform, equipment rooms, server rooms, SDTI electric room, and MTS's Building A control and server rooms.

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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.

An Invitation for Bids (MTS Doc. No. PWL112.0-09) was issued on January 8, 2009, to interested parties for the American Plaza CCTV upgrade project. On February 9, 2009, three bids were received in response to the Invitation for Bids (see Bid Summary, Attachment B). The project was advertised for maximum exposure and competition.

Staff recommends award of the contract to Electro Specialty Systems, Inc., the lowest responsive, responsible bidder.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contacts: Russ Desai, 619.595.4908, Rushikesh.Desai@sdti.sdmts.com
Marco Yniguez, 619.557.4576, Marco.Yniguez@sdmts.com

MAR12-09.7.AM PLAZA CCTV UPGRADE.MYNIGUEZ.doc

Attachments: A. Draft Agreement for Electro Specialty Systems
B. Bid Summary

DRAFT

STANDARD PROCUREMENT AGREEMENT

PWL112.0-09
CONTRACT NUMBER
CIP 11201
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2009, in the State of California by and between San Diego Metropolitan Transit System, a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Electro Specialty Systems

Address: 9474 Chesapeake Drive
Suite 903, San Diego, CA 92123

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

Telephone: (858) 571-7746

Authorized person to sign contracts: David R. Reed (Name) V.P. Business Development (Title)

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

To furnish and install all components and equipment as needed to successfully integrate, commission, and upgrade the existing closed-circuit television (CCTV) system at the San Diego Trolley, Inc. (SDTI) America Plaza Station, Museum, and Central Control, including the addition of the optional new megapixel camera system as stipulated in the Invitation for Bids (IFB) MTS Doc. No. PWL112.0-09. The contractor shall pay prevailing wages as required by the California Labor Code and the Federal Davis-Bacon Act, and in accordance with the Standard Procurement Agreement, Standard Conditions Procurement, Transportation Security Administration (TSA) Requirements, and the MTS Safety Department Standard Operating Procedures (SAF016-03). The following order of precedence will govern the interpretation of this contract:

1. The Invitation for Bids.
2. The upgrade to the existing CCTV system at the SDTI America Plaza Station, Museum, and Central Control Scope of Work.
3. The Electro Specialty System Bid dated February 9, 2009.
4. The Standard Procurement Agreement, including Standard Conditions Procurement and TSA Requirements.

The delivery, installation, testing, and acceptance for this project will be completed within sixty (60) calendar days from the date of the Notice to Proceed. Total contract expenditure shall not exceed $114,516.17. Price includes all material, labor, and sales tax. Payment terms shall be net thirty (30) days from invoice approval date.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$114,516.17	11201-0800	2009

By: _____
Chief Financial Officer — Date

(___ total pages, each bearing contract number)

MAR12-09.7.AttA.ELECTRO SPEC CCTV CONTRACT.MYNIGUEZ.doc

BID SUMMARY

AMERICA PLAZA CCTV UPGRADE
GRAND TOTALS
MTS DOC. NO. PWL112.0-09

	*Electro Specialty Systems	Redrock Security & Cabling, Inc.	Audio Assoc. of San Diego
GRAND TOTALS			
Base Equipment	$71,223.99	$76,674.52	$108,796.79
Option Equipment	$17,868.18	$26,630.41	$64,350.46
Base Labor	$24,208.00	$53,100.00	$79,435.00
Option Equipment Labor	$1,216.00	$3,000.00	$3,400.00
GRAND TOTAL (BASIS OF AWARD)	**$114,516.17**	**$159,404.94**	**$255,982.25**

***Lowest Responsive and Reasonable Bidder:** **Electro Specialty Systems**

Metropolitan Transit System

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Agenda

Item No. 8

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

LEG 491 (PC 50633)

March 12, 2009

SUBJECT:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES – LAW OFFICES OF WHEATLEY BINGHAM & BAKER

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1111.6-07 (in substantially the same format as Attachment A) with the Law Offices of Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority.

Budget Impact

Not to exceed $80,000 for the Law Offices of Wheatley Bingham & Baker. The recommended amounts should be contained within the fiscal year 2009 budget.

DISCUSSION:

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

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

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.

scheduled to proceed to trial, and the total cost of their legal services will exceed the CEO's authority.

Wheatley Bingham & Baker are currently under contract with the Agencies for $410,000. Attorney Roger Bingham has successfully defended the Agencies in a number of tort liability matters. Pending invoices for recent and current services are anticipated to exceed current contract authority due to legal defense costs.

The CEO has approved contracts up to the $100,000 authority level. Staff is requesting Board approval of MTS Doc. No. G1111.6-07 with Wheatley Bingham & Baker for legal services and ratification of prior contracts/amendments entered into under the CEO's authority.

Paul C. Jablonski
Chief Executive Officer

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

MAR12-09.8.LEGALSVCS WHEATLEY.JDOW.doc

Attachment: A. MTS Doc. No. G1111.6-07

DRAFT

March 12, 2009

MTS Doc. No. G1111.6-07
LEG 491 (PC 50633)

Mr. Roger Bingham
Wheatley Bingham & Baker
1201 Camino Del Mar, Suite 201
Del Mar, CA 92014-2569

Dear Mr. Bingham:

SUBJECT: AMENDMENT NO. 6 TO MTS DOC. NO. G1111.0-07: LEGAL SERVICES – GENERAL LIABILITY

This letter will serve as Amendment No. 6 to MTS Doc. No. G1111.0-07. This contract amendment authorizes additional costs not to exceed $80,000 for professional services. The total value of this contract including this amendment is $490,000. 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,

Paul C. Jablonski
Chief Executive Officer

MAR12-09.8.AttA.LEGALSVCS
WHEATLEY.JDOW.doc

Accepted:

_____
Roger Bingham
Wheatley Bingham & Baker

Date: _____

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
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Agenda

Item No. 9

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

LEG 491 (PC 50633)

March 12, 2009

SUBJECT:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES - MCDOUGAL LOVE ECKIS SMITH BOEHMER & FOLEY, APC

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1067.5-07 (in substantially the same format as Attachment A) with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratify prior amendments entered into under the CEO's authority.

Budget Impact

Not to exceed $55,000 for McDougal Love Eckis Smith Boehmer & Foley, APC. Recommended amounts should be contained within the FY 2009 budget.

DISCUSSION:

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

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

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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.

scheduled to proceed to trial, and the total cost of their legal services will exceed the CEO's authority.

McDougal Love Eckis Smith Boehmer & Foley, APC are currently under contract with the Agencies for $230,000. Attorney Steven Boehmer has successfully defended the Agencies in a number of tort liability matters. Pending invoices for recent and current services are anticipated to exceed current contract authority due to legal defense costs.

The CEO has approved contracts up to the $100,000 authority level. Staff is requesting Board approval of MTS Doc. No. G1067.5-07 with McDougal Love Eckis Smith Boehmer & Foley, APC, for legal services and ratification of prior contracts/amendments entered into under the CEO's authority.

Paul C. Jablonski
Chief Executive Officer

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

MAR12-09.9.LEGALSVCS MCDOUGAL ET AL.JDOW.doc

Attachment: A. MTS Doc. No. G1067.5-07

DRAFT

March 12, 2009

MTS Doc. No. G1067.5-07
LEG 491 (PC 50633)

Mr. Steven E. Boehmer
McDougal Love Eckis Smith Boehmer & Foley, APC
460 North Magnolia Avenue, PO Drawer 1466
El Cajon, CA 92020-1466

Dear Mr. Boehmer:

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. G1067.0-07: LEGAL SERVICES – GENERAL LIABILITY

This letter will serve as Amendment No. 5 to MTS Doc. No. G1067.0-07. This contract amendment authorizes additional costs not to exceed $55,000 for professional services. The total value of this contract, including this amendment, is $285,000. 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,

Paul C. Jablonski
Chief Executive Officer

CL-G1067 5-07 MCDOUGALLOVEECKIS SMITHBOEHMERFOLEY JDOW.doc

Accepted:

_____
Steven E. Boehmer
McDougal Love Eckis Smith Boehmer & Foley, APC

Date: _____

Metropolitan Transit System

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

Agenda Item No. 10

CIP 10940

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

March 12, 2009

SUBJECT:

MTS: REGIONAL SCHEDULING SYSTEM – CONTRACT AMENDMENTS

RECOMMENDATION:

That the Board of Directors:

1. ratify MTS Doc. No. G0856.11-03 (Attachment A) with GIRO, Inc. as executed by the Chief Executive Officer (CEO) for regional scheduling system modifications; and

2. authorize the CEO to execute MTS Doc. No. G0856.12-03 (Attachment B) with GIRO, Inc. for the addition of the HASTOP module.

Budget Impact

The cost of Amendment No. 11 was budgeted in the FY 09 planning budget account No. 50451-53114. The cost of Amendment No. 12 is $79,035. MTS has received a Job Access and Reverse Commute (JARC) Program grant in the amount of $62,832 with a local match of $16,203. Through a cost-sharing agreement with North County Transit District (NCTD), MTS would pay 79.46% ($12,875), and NCTD would pay 20.54% ($3,328) of the local match. MTS's portion of the local match would come from the approved FY 10 CIP.

DISCUSSION:

Background Information

The Regional Scheduling System (RSS) is a regional fixed-bus route and rail-scheduling system. The system provides the regional transit agencies with the necessary tools to

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.

build efficient timetables and vehicle and crew schedules for bus and rail operations. It also supports operator bid processing and aids the physical dispatching of bus drivers and train operators.

Amendment No. 11

In November 2008, the CEO executed a contract amendment with GIRO, Inc. for an amount not to exceed $62,700. This amendment was necessary for a modification to implement software modifications to reflect changes in Collective Bargaining Rostering Rules.

Amendment No. 12

Amendment No. 12 is necessary for the addition of the HASTOP module to allow for the automatic production of stop posters in a variety of user-selectable formats.

The adjusted amount of the contract, including these amendments, is $2,352,449 with an MTS cost share of $1,991,208 and an NCTD cost share of $361,241.

Conclusion

Staff recommends Board approval and ratification of the amendments as stated above.

Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. MTS Doc. No. G0856.11-03
B. MTS Doc. No. G0856.12-03

Metropolitan Transit System

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

RECU 14 NOV, 2008

Att.A, AI 10,
3/12/09

ORIGINAL

November 3, 2008

MTS Doc. No. G0856.11-03
CIP 50451

Mr. Daniel Dubuc
Administration Director
GIRO, Inc.
75 Rue du Port-Royal East, Suite 500
Montreal (Quebec)
CANADA H3L 3T1

Dear Mr. Dubuc:

Subject: AMENDMENT NO. 11 TO MTS DOC. NO. G0856.0-03; TO REGIONAL SCHEDULING SYSTEM

This shall serve as our Amendment No. 11 to the above referenced document and in response to GIRO, INCS. (GIRO's) cost proposal dated October 28, 2008, with the break out below.

SCOPE OF SERVICES

MTS Planning requires a modification to support workweek rostering of 4 days on and 3 days off or 4/3 workweeks in the Regional Scheduling System (RSS) HASTUS which changes to the following modules: *HASTUS-Vehicle*, *Minbus*, *HASTUS-Crew*, *CrewOpt*, *HASTUS-Roster*, and *HASTUS-DDAM.*

SCHEDULE

The workweek rostering shall be fully implemented by April 15, 2009, for use in April's 2009 route shake ups and bid rostering.

ACCEPTANCE

The criteria for final "Acceptance" of the modification are as follows:

- Supports the new route group definitions for *Minbus.*
- Supports MTS parameters, duty types, and rules to allow 4/3 duties.
- Supports cost function customization for *CrewOpt* and *Roster* optimization to support the 4/3 workweeks in accordance with MTS work rules.
- Supports MTS bid role definition to allow 4/3 workweeks bidding process.
- New windows are clearly legible when viewed from a projector for the Shakeup monitor.
- Supports vacation board bidding process to allow selecting 4/3 workweeks, while supporting the addition of a new extra board on one of the days off to produce 5/2 week for vacation board operators.
- Supports the vacation shifting process for the 4/3 workweeks.
- Supports the *Operation* type and weekly payroll calculation on overtime and guarantee for 4/3 workweeks.
- Adapt the *Operation* type payroll calculation for sick and vacation for 4/3.

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 the 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.

PAYMENT

The total cost of this amendment is $62,700 and will be paid as follows: 25% on Acceptance of the specifications; and 75% on Acceptance of the customized software based on criteria for acceptance indentified above.

The following table lists the contract actions to date:

Action	Total
Initial Contract	1,834,275
Amendment 1	0
Amendment 2	13,200
Amendment 3	56,272
Amendment 4	56,881
Amendment 5	0
Amendment 6	15,290
Amendment 7	60,363
Amendment 8	47,363
Amendment 9	9,000
Amendment 10	118,069
Amendment 11	62,700
Amended Contract Total	$2,273,413

The total cost of the contract, including this amendment, shall not exceed $2,273,413. All other terms and conditions of the contract remain unchanged.

If you agree with the above, please sign below and return the document marked "Original" to the Contract Specialist at MTS. Retain the other copy for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

CBROWN-CL
CL-G0856.11-03.GIRO.DBOSSERT

Attachment A: Cost Proposal

Accepted:

Daniel Dubuc
GIRO, Inc.

Date: Nov. 17, 2008

Cost Proposal

October 28, 2008

Mrs. Chiachi Rumbolo
ITS Project Coordinator
San Diego Association of Government
401 B Street, Suite 800
San Diego, CA 92101
USA

Subject: Amended *HASTUS* customization proposal for 4/3 scheduling and ops rules

Dear Mrs. Rumbolo:

Further to our proposal letter dated October 7th, 2008 GIRO Inc. is pleased to submit to San Diego Association of Governments (SANDAG) and San Diego Metropolitan Transit System (MTS) the enclosed amended proposal for the modification of your current *HASTUS* version 2004 installation to support workweek rostering of 4 days on and 3 days off or 4/3 workweeks. This proposal takes into account the requirements recently discussed between MTS and GIRO personnel.

GIRO proposes to develop, test, and implement several site-specific customizations in SANDAG's *HASTUS* 2004. The following modules will be impacted: *HASTUS-Vehicle, Minbus, HASTUS-Crew, CrewOpt, HASTUS-Roster,* and *HASTUS-DDAM.*

Proposed work and services

GIRO proposes to develop, install, and test the customizations in support of 4/3 workweek rostering. The proposed GIRO services include the following:

- Produce *Scheduling* and *Operations* specifications for the customization.
- Configuration of the relevant variables and adjustments as needed.
- Development and installation of new parameters required and customization of existing parameters.
- Pre-delivery testing.
- On-site visit for scheduling training on the *CrewOpt* and *Roster* modules for the production of optimized 4/3 workweeks.

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✉ info@giro.ca

- Documentation and teleconference for training on daily operations customizations related to the *Bid* and *DDAM* modules.
- Implementation support.

The proposed customizations include the following:

- Support new route group definitions for *Minbus*.
- Adapt MTS parameters, duty types, and rules to allow 4/3 duties.
- Cost function customization for *CrewOpt* and *Roster* optimization to support the creation of 4/3 workweeks in accordance with MTS work rules.
- Adapt MTS bid role definition to allow 4/3 workweeks bidding process.
- Produce new windows for the Shakeup monitor.
- Adapt the vacation board bidding process to allow selecting 4/3 workweeks, while supporting the addition of a new XB on one of the days off to produce 5/2 week for vacation board operators.
- Adapt the vacation shifting process for the 4/3 workweeks.
- Adapt the *Operation* type and weekly payroll calculation on overtime and guarantee for 4/3 workweeks.
- Adapt the *Operation* type payroll calculation for sick and vacation for 4/3.

Cost information

Cost information for this proposal is provided in Table 1.

Services	Scheduling	Operations
Specifications	$ 2,500	$ 6,250
Customizations and configurations	$ 7,500	$28,000
Training visit (4 days) and preparation	$ 7,500	N/A
Documentation and conference call training	N/A	$ 3,750
Implementation support	$ 2,000	$ 3,000
Travel Expenses *(note 1)*	$ 2,200	N/A
Sub-total	$21,700	$41,000
Total *(note 2)*	$62,700	

Table 1 – Cost information (2008 rates).

Note 1: Travel expenses are based on one on-site visit for training delivery by a GIRO employee. Optionally, training may be conducted at GIRO premises in Montreal: GIRO would not charge travel expenses. However, travel and living expenses for San Diego personnel would be borne by San Diego's SANDAG/MTS.

Note 2: All cost information in Table 1 is based on year 2008 rates. In the event that the purchase order is received after December 20, 2008, rates would increase by 4%.

Project planning

Work would start in Montréal after receiving your formal order in the form of a Purchase Order. The project will require customization of the application code in SANDAG's *HASTUS* version, testing, and delivery.

Assuming your formal order is received at GIRO before the end of 2008, the project timelines outlined in Table 2 would apply.

Services	Timelines
1 – Scheduling (Configuration, customization, tuning, testing)	January 5 to February 16, 2009
2 – Roster Training	To be determined – Between February 16 and March 27, 2009.
3 – Operations (Configuration, customization, testing)	February 17 to April 15, 2009.

Table 2 – Proposed project timelines.

Cost

The total cost of this project, including the required work, services, and expenses outlined above is $62,700.

Conditions

This proposal is for a fixed cost contract. Costs are expressed in US dollars, and exclude any applicable taxes or duties, for which SANDAG would be responsible. Implementation of the proposed customizations will have no impact on the cost of the Maintenance and Support Contract. The proposed payment schedule is the following:

- 25% on acceptance of the specifications; and
- 75% on acceptance of the customized software.

This proposal is valid for 90 days, with a caveat on rates indicated in the Cost Information section.

Request you inform GIRO of your concurrence with this amended proposal. We look forward to working with you and members of SANDAG and MTS on the proposed customizations to your current *HASTUS* installation.

Yours truly,

Francois Carignan
Senior Account Manager

FC:HT

CC: Mr. Daniel Bossert, MTS
Mr. Steve Tomkiel, MTS
Mrs. Liette Belliveau, GIRO
Mrs. Lyne Senécal, GIRO

GIRO-SANDAG-PROP-TCOST-LET-20081007_1.doc

March 12, 2009

MTS Doc. No. G0856.12-03
CIP 10940

Mr. Daniel Dubuc
Administration Director
GIRO, Inc.
75 Rue du Port-Royal East, Suite 500
Montreal (Quebec)
CANADA H3L 3T1

Dear Mr. Dubuc:

Subject: AMENDMENT NO. 12 TO MTS DOC. NO. G0856.0-03 FOR THE REGIONAL SCHEDULING SYSTEM

This shall serve as Amendment No. 12 to MTS Doc. No. G0856.0-03 in response to the GIRO, Inc. proposal for HASTOP module implementation dated January 22, 2009, and as further described below.

SCOPE OF SERVICES

The addition of the HASTOP module to the Regional Scheduling System (RSS) as outlined in the attached proposal dated January 22, 2009.

SCHEDULE

All work related to the implementation of the new HASTOP module shall be completed within five (5) months of the signature of this Amendment.

PAYMENT

The total cost of the HASTOP module is $79,035. The payment milestones are as follows:

PERCENT	MILESTONE	PAYMENT
30%	Schedule/Specification Approval	23,710.50
50%	Delivery/Preacceptance	39,517.50
20%	Final Acceptance	15,807.00

The following table lists contract actions to date:

ACTION	TOTAL
Initial Contract	$1,834,275
Amendment No. 1	$0
Amendment No. 2	$13,200
Amendment No. 3	$56,272
Amendment No. 4	$56,881
Amendment No. 5	$0
Amendment No. 6	$15,290
Amendment No. 7	$60,363
Amendment No. 8	$47,364
Amendment No. 9	$9,000
Amendment No. 10	$118,069
Amendment No. 11	$62,700
Amendment No. 12	$79,035
Amended Contract Total	$2,352,449

The total cost of this amendment shall not exceed $79,035 without prior written approval from MTS. The total cost of the contract, including this amendment, shall not exceed $2,352,449.

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

Sincerely,

Paul C. Jablonski
Chief Executive Officer

MAR12-09.10.AttB.GIRO RSS AMD NO 3.DBOSSERT.doc

Attachment: GIRO Proposal Dated 1/22/09

Agreed:

_____
Daniel Dubuc
GIRO, Inc.

Date: _____

January 22, 2009

Mr. Devin Braun
Senior Transportation Planner
Metropolitan Transit System
1255 Imperial Ave, Suite 1000
San Diego, CA 92101
USA

Subject: Updated proposal for *HASTOP* addition to current *HASTUS* suite

Dear Mr. Braun:

As requested, GIRO Inc. is pleased to submit to SANDAG this updated proposal for addition of the *HASTOP* module to your current *HASTUS* suite.

The *HASTOP* module allows the automatic production of stop posters in a variety of user-selectable formats. Stop-specific posters showing passing times and applicable notes for each bus stop can be printed, or alternatively, stop passing time data can be exported to an external publishing application via an interface. Times at each stop are computed from scheduling data using run time information and stop-to-stop distances stored in the *HASTUS* database. Stop poster and interface output formats are defined in a configuration file named HASTOP.INI. It is also possible to define the poster format individually for each stop; this is useful at busy intersections or transfer points where more information can be better displayed using a specific format.

Scope of work

To estimate the extent of services and expenses, the following elements are taken into account:

- Project management: Work required by the Project Manager to organize and supervise the project team, and prepare status reports as required.
- Specifications defining precisely how *HASTOP* will be configured.
- Configuration, where relevant variables are initialized and adjustments are made as needed.

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- Testing prior to delivery where tests are conducted using a representative set of San Diego data.
- Training sessions where your staff will be taught how to use the new module and its features. Training is planned on-site with your *HASTUS* installation and uses a hands-on methodology. This proposal includes two days training.
- Implementation support: Time our staff will spend answering functional questions and advising users on how to use the application most effectively in your context.

Cost Information

The optional *HASTOP* module is subject to a license fee. The license fee is based on the current peak number of vehicles which is assumed to be 700, as currently specified in your *HASTUS* license. A 20% discount on license fees for *HASTOP* is applicable, as outlined in Table 1, because this is an addition to the base scheduling modules currently installed. An optional twelve-month warranty is shown in the pricing structure.

The *HASTOP* license fee quoted herein is based on 2009 rates. In the event of a subsequent upgrade of the full *HASTUS* suite to version 2010 or 2011, the *HASTOP* portion of the upgrade would not be subject to a license charge.

A summary of applicable costs is outlined in Table 1. The work and services item includes 10 days for minor modifications and adaptations of the generic stop posters. Additional costs would be incurred if more extensive modifications are required.

License (700 peak vehicles)	$41,625
Discount on license fee	*($ 8,325)*
Work and services	$41,935
Optional extended warranty (12 months)	$ 2,894
Expenses	$ 3,800
Total	$81,929

Table 1 – HASTOP addition (2009)

The number of users within SANDAG has no impact on *HASTUS* license fees. GIRO does not levy interfacing license fees for data export to external systems.

Project planning

Work would start in Montréal approximately four weeks after receiving your formal approval with the signed amended license. It is estimated that a period of four months would be required to complete the project after formal approval is received.

Prior to using *HASTOP* in a "production" context, it is essential that all public stop locations be precisely identified (localized) on the *Geo* map and that all *HASTUS* route definitions include relevant stop sequences.

Conditions

This proposal is for a fixed cost contract. Costs are expressed in US dollars; exclude any applicable taxes or duties, for which SANDAG would be responsible. They are based on 2009 pricing and are valid for 120 days. Your current *HASTUS* license would be amended to include the new *HASTOP* module.

The proposed payment schedule is as follows: 50% at contract signature and 50% upon acceptance. These percentages apply to the total cost of the *HASTOP* module addition.

System acceptance

A single acceptance milestone has been planned for *HASTOP*. Acceptance is reached when SANDAG provides confirmation of acceptance or no later than fourteen days following completion of work and delivery of software, whichever occurs first.

Maintenance

The cost of the Maintenance and Support Agreement will be revised at the end of the warranty period to reflect the addition of *HASTOP*. For year 2010, the addition of the proposed *HASTOP* module would result in an increase of the yearly cost of the maintenance agreement of approximately $3,858.

We hope this proposal will be to your satisfaction. Please let us know when you wish to proceed with the addition of *HASTOP*. GIRO will then forward the *HASTUS* License Amendment for signature. Do not hesitate to contact the undersigned if you have questions or require additional information. We look forward to the opportunity of working with you and members of SANDAG and its divisions on this enhancement to your current *HASTUS* installation.

Yours truly,

François Carignan
Senior Account Manager
francois.carignan@giro.ca

FC/TS

GIRO-SEV-PROP-TCC6T-LET-20070970-1.doc

Metropolitan Transit System

San Diego, CA 92101-7490
619.231.1466, FAX 619.234.3407

Agenda

Item No. 11

LEG 491 (PC 50633)

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

March 12, 2009

SUBJECT:

MTS: EXCESS LIABILITY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors ratify and confirm the placement of the liability insurance policy (limits of $75 million less a $2 million self-insurance retention) at an annual cost of approximately $1,891,823 effective March 1, 2009, through March 1, 2010.

Budget Impact

The proposed premium, including taxes and fees, would be approximately $1,796,529. The total premium for excess liability insurance coverage, including terrorism coverage and excess workers' compensation, represents a 5 percent decrease ($95,294). The specific allocation among MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and San Diego and Arizona Eastern (SD&AE) Railway Company would be based on the underwriting exposure. Costs associated with the excess insurance policies are allocated across two fiscal years. For fiscal year 2008, staff estimates that SDTI, SDTC, and MTS will be within budget. No budget adjustment is proposed at this time. Fiscal year 2010 budgets are being developed, and funds should be designated and included within them.

The approximate annual breakdown between agencies is noted within the table below.

COMBINED TOTAL EXCESS INSURANCE PREMIUMS					
Estimated Annual Budget Impact					
Agency	MTS	SD&AE	SDTC	SDTI	TOTAL
Excess Insurance Costs	$265,771	$33,887	$736,972	$759,899	$1,796,529
	14.8%	1.9%	41.0%	42.3%	

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

DISCUSSION:

MTS, SDTC, SDTI, and SD&AE jointly purchase commercial insurance in order to finance large catastrophic awards for bodily injury and other damage claims. Existing policies will expire on March 1, 2009, with limits up to $75 million, including $2 million in self-insurance retention per general liability loss occurrence. MTS's insurance broker, BB&T-John Burnham Insurance Services, has contacted interested insurance companies to obtain the best coverage for a tolerable premium. This report outlines the proposal for renewing MTS's liability insurance and staff's recommendations.

Current Program

MTS currently has excess liability coverage contained in five layers of insurance limits from various insurance companies. These layers provide for a total general liability limit of $75 million. These policies contain coverage for war or warlike action, including specific forms of terrorism. The cost of these policies, including taxes and fees, is approximately $1,891,823.

Proposed Program

The proposed liability program is anticipated to include four policy layers and would carry self-insurance retention of $2 million for general liability and public entity excess liability. The self-insurance retention for workers' compensation was required to be lowered to $1 million. Additional coverage to include terrorism is being proposed. All of this coverage would provide full limits up to $75 million at an annual cost of approximately $1,796,529. Terrorism coverage has become critical due to the potential of a catastrophic loss from the occurrence of one event. The need to obtain terrorism coverage rests with the importance of avoiding the broadly worded terrorism exclusion.

The total premium for excess liability insurance coverage, including terrorism coverage and excess workers' compensation, represents a 5 percent decrease ($95,294) from the previous year.

An underlying policy just for workers' compensation has been retained for the limits between $1 million and $2 million. This policy will offer the required policy outline form for which the layers above will follow in coverage format. The premium coverage cost for this policy is approximately $240,546, which represents a zero percent rate change. This premium has been incorporated in the total recommended insurance cost request.

RENEWAL ISSUES

Underwriting Base

Some of the factors influencing the premium rates are payroll for excess workers' compensation and construction costs, car miles, and revenue miles. Calculated in for the policy period was a modest payroll adjustment decrease. Overall annual passenger counts and revenue miles submitted were marginally changed.

Insurance Market

A favorable competitive market remains opened up due to open competition between insurance carriers that have experienced negative ratings with AM Best. The current proposal does not include any of the AIG family of insurance companies.

Paul C. Jablonski
Chief Executive Officer

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

MAR12-09.11.LIABILITYINSRENEW.JDOW.doc

Attachment: A. MTS 2009 Excess Insurance Proposal

BB&T

BB&T Insurance Services of California, Inc.

Presented by:

JOHN STARICH, ARM, CIC
Senior Vice President

and

SHERRY ENANO, CISR
Account Manager

METROPOLITAN TRANSIT SYSTEM

EXCESS LIABILITY AND WORKERS' COMPENSATION INSURANCE PROPOSAL

MARCH 1, 2009

BB&T INSURANCE SERVICES OF ORANGE COUNTY, 680 LANGSDORF DRIVE, FULLERTON, CA
BB&T – KNIGHT INSURANCE SERVICES, 535 N BRAND BLVD., 10TH & 11TH FLOORS, GLENDALE, CA
BB&T INSURANCE SERVICES OF ORANGE COUNTY, 2415 CAMPUS DRIVE, STE 200, IRVINE, CA
BB&T – TANNER INSURANCE SERVICES, 4480 WILLOW ROAD, PLEASANTON, CA
BB&T INSURANCE SERVICES OF CALIFORNIA INC, 1891 E ROSEVILLE PARKWAY, STE 180, ROSEVILLE, CA
BB&T – JOHN BURNHAM INSURANCE SERVICES, 750 B STREET, STE 2400, SAN DIEGO, CA
BB&T INSURANCE SERVICES OF CALIFORNIA INC., 10100 TRINITY PARKWAY, STE 300, STOCKTON, CA

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SPECIAL NOTATIONS

IMPORTANT: This proposal of insurance is intended to be only a brief outline of coverages to be afforded. It is not intended to replace actual contract language. The policies themselves must be read for specific details of coverages, extensions, limitations, and exclusions, as well as conditions which, as an insured, you would need to comply with in the event of a loss.

ℬ

Coverage recommendations and premiums are reflective of information (payrolls, locations, operations, products data, financial data, loss experience, etc.) provided to us and supplied to the carriers and could vary before or after inception date of the policy, subject to the carriers' final review. Premiums contained in this proposal are valid for 30 days unless extended by the carrier.

ℬ

The first named insured listed will be responsible for handling all communications, including but not limited to, payment of premium, request for policy changes and loss information, and receipt of cancellation notices.

ℬ

There is no coverage for any current or past joint venture, partnership, or corporation that is not shown as a named insured. Please notify us immediately of any entity changes.

ℬ

This proposal does not constitute an insurance binder, nor does it convey any type of interest, therein. Once coverage is ordered, evidence of coverage will be issued.

ℬ

If you need clarification of any terms, conditions, limitations, or exclusions contained in this proposal or checklist, please contact our office.

ℬ

Higher liability limits of coverage than those contained in this proposal may be available. We recommend that you consider increasing your liability limits to minimize the risk of being underinsured in the event of a large claim filed against you.

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NOTIFICATION OF IMPORTANT CHANGES RELATING TO TERRORISM RISK INSURANCE ACT

As you may be aware, President Bush recently signed legislation enacting a seven-year extension of the Terrorism Risk Insurance Act (TRIA) until December 31, 2014. There are several important changes that we would like to make you aware of.

A. Change in Definition of "Act of Terrorism"
Prior to the enactment of the extension legislation, TRIA applied only to acts of terrorism committed by an individual or individuals "acting on behalf of any foreign person or foreign interest." This restriction has been removed such that the Secretary of Treasury may also certify acts of terrorism commonly described as "domestic terrorism." Because your policy may contain a limitation or exclusion relating to "certified acts of terrorism" and/or "other acts of terrorism" or "non-certified acts of terrorism" this change in the law may impact coverage under your policy. You should review your insurance policy and note the revised certification criteria under TRIA (as described below).

B. Revised Definition of Act of Terrorism under TRIA
TRIA defines "act of terrorism" as any act that is certified by the Secretary of the Treasury, in concurrence with the Secretary of State and the Attorney General of the United States:

1. To be an act of terrorism;
2. To be a violent act or an act that is dangerous to human life, property or infrastructure;
3. To have resulted in damage within the United States, or outside of the United States in the case of an air carrier (as defined in section 40102 of Title 49, United States Code) or a United States flag vessel (or a vessel based principally in the United States, on which United States income tax is paid and whose insurance coverage is subject to regulation in the United States), or the premises of a United States mission; and
4. To have been committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

C. Clarification of Operation of $100 Billion Cap on AH Insurer and Federal Obligations
If aggregate insured losses attributable to terrorist acts certified under TRIA exceed $100 billion in a Program Year (January 1 through December 31) and an insurer has met its deductible under the program, that insurer shall not be liable for the payment of any portion of the amount of such losses that exceeds $100 billion, and in such case insured losses up to that amount are subject to pro rata allocation in accordance with procedures established by the Secretary of Treasury.

D. Change in the Recoupment of the Federal Share of Insured Losses
Should there be a terrorist act certified under TRIA, Treasury must recoup 133% of the amount of its payments under the program (limited to $27.5 billion minus the amount insurers retain in that calendar year as a result of the insurer deductible and co-share) through policyholder surcharges:

1. For an act of terrorism occurring prior to 2011, the collection must be completed by September 30, 2012;
2. For an act of terrorism occurring during 2011, the collection must be 35% completed by September 30, 2012 with the balance collected by September 30, 2017; and
3. For a later event, the collection must be completed by September 30, 2017.

No act may be certified as an act of terrorism if the act is committed as part of the course of a war declared by Congress (except for workers' compensation) or if losses resulting from the act, in the aggregate for insurance subject to TRIA, do not exceed $5,000,000.

The information above is a summary only. The United States Treasury maintains a copy of the act relevant regulations and other materials. The Web site for the Terrorism Risk Insurance Program is located at www.treas.gov under the Office of Financial Institutions, which is part of the Domestic Finance Section. You can also visit the National Association of Insurance Commissions' website at www.naic.org and use the NAIC Search Tool for more information on the Terrorism Risk Insurance Program Reauthorization Act of 2007.

Insurers will continue to replace existing TRIA disclosure notices with notices that contain current information regarding the federal program. For mid-term policies effective prior to December 26, 2007 little action is required as those policies are in compliance with prior legislation. For policies effective December 26th and later, insurers will continue to provide disclosure notices. At BB&T Insurance Services of California, Inc., we will continue to work with our insurance carriers to minimize disruption or confusion to our policyholders as this transition into the extension period proceeds. Please call your BB&T Insurance Services of California, Inc. representative if you have questions.

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SERVICING PERSONNEL

IMPORTANT PHONE NUMBERS & E-MAIL:

Senior Vice President:	John Starich
Direct Line:	619.525.2803
Fax Number:	888.328.1310
E-mail:	JStarich@BBandT.com
Account Manager:	Sherry Enano
Direct Line:	619.525.2863
Fax Number:	888.328.1310
E-mail:	SEnano@BBandT.com
Claims Manager:	Denise Johnson
Direct Line:	619.525.2832
Fax Number:	888.328.1270
E-mail:	DJohnson@BBandT.com
Loss Control Consultant:	Kathleen Goggin
Direct Line:	714.578.7344
Cell Line:	714.626.7639
E-mail:	KGoggin@BBandT.com

ADDRESSES/TELEPHONES:

750 B Street, Suite 2400	PO Box 129077
San Diego, CA 92101-2476	San Diego, CA 92112-9077
Main Office Number:	619.231.1010
Main Facsimile:	619.236.9134

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SCHEDULE OF NAMED INSUREDS

- Metropolitan Transit System (MTS)
- San Diego Metropolitan Transit Development Board (MTDB)
- San Diego Trolley, Inc. (SDTI)
- San Diego & Arizona Eastern Railway (SD&AE)
- San Diego Transit Corporation (SDTC)
- San Diego Vintage Trolley

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EXCESS WORKERS' COMPENSATION

Carrier:	ACE American Insurance Company
A.M. Best Rating:	A+ XV (admitted)
Policy Term:	March 1, 2009 to March 1, 2010
Coverage and Limits:	
WORKERS' COMPENSATION	STATUTORY Each Accident STATUTORY Each Employee for Disease
EMPLOYER'S LIABILITY:	$ 2,000,000 Each Accident $ 2,000,000 Each Employee for Disease
Self-Insured Retention:	$ 1,000,000 Each Accident $ 1,000,000 Each Employee for Disease
Covered State:	California
Terrorism:	Included in premium
Rate:	$ 0.3787 per $100 Payroll (Second year of two-year rate agreement)
Estimated Annual Payroll:	$ 63,512,787 (reduced from $64,084,315)
Endorsements:	ACE Specific Excess WC and EL policy CKE-1167 Loss and Expense Adjustment Endorsement – ALAE included Endorsement CK-12887b Disclosure Notice of Terrorism Insurance Coverage TRIA 11b ACE Producer Compensation Practices & Policies WC990342 Communicable Disease Coverage WC990348 US Treasury Dept's Office of Foreign Assets and Control Notice ILP0010104

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EXCESS WORKERS COMPENSATION

Endorsements (cont.):

Notification of Premium Adjustment WC990444
Trade or Economic Sanctions Endorsement WC990773
Voluntary Compensation Schedule CKE18768a
Name and Address Amendatory Endorsement CK-1836a
Cap on Losses from Certified Acts of Terrorism WC990459A
Applicable State Amendatory Endorsements

Binding Conditions:

* ACE shall have the right but not the duty to have ACE USA Claims or, at our discretion, a designated vendor of ACE, audit the claims handling process within 60 days after binding coverage. ACE is not obligated to share the results of their claims audit as part of a condition for binding coverage.
* ACE USA will not be required to supply system generated loss information under their program.
* You must supply loss data in a form that meets the ACE Excess WC submission requirements as documented under their program.
* You must adhere to the notification requirements as documented under their program.
* You must notify ACE of any new, additional or replacement aircraft (owned or leased) within 30 days of acquisition.

Premium:

$ 240,546 Minimum & Deposit. 25% Minimum Earned Premium

The net premium is due 20 days from inception.
Failure to remit by that date, will normally result in Notice of Cancellation

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EXCESS LIABILITY – FIRST LAYER

Carrier:	Everest National Insurance Company
A.M. Best Rating:	A+ XV (admitted)
Policy Term:	March 1, 2009 to March 1, 2010
Coverage:	Special Excess Liability for Public Entities covered excess of a Retained Limit or Scheduled Underlying insurance.
Limits:	***Aggregate Limits*** $ 10,000,000 "Products-Completed Operations Hazard" Aggregate $ 10,000,000 "Employment Practices Liability Wrongful Acts" Aggregate $ 10,000,000 Employee Benefit Liability Aggregate ***Per "Occurrence or "Wrongful Act" or Employee Benefit Wrongful Act" Limit*** $ 10,000,000 Any one "occurrence", "wrongful act" or "employee benefit wrongful act" or series of continuous, repeated, or related "occurrences", "wrongful acts" or "employee benefit wrongful acts" in excess of your "retained limit" ***Per "Employment Practice Liability Wrongful Act" Limit*** $ 10,000,000 Any one "employment practice liability wrongful act" or series of continuous, repeated, or related "employment practice liability wrongful act" in excess of your "retained limit" Inclusive of Loss Adjustment Expenses and Costs

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EXCESS LIABILITY – FIRST LAYER

Self-Insured Retention:	$ 2,000,000	Any one "occurrence", "wrongful act" or "employee benefit wrongful act" or series of continuous, repeated, or related "occurrences", "wrongful acts" or "employee benefit wrongful acts"
	$ 2,000,000	Any one "employment practice liability wrongful act" or series of continuous, repeated, or related "employment practice liability wrongful act"
Terrorism:	Premium is included ($15,648)	
Rate:	Flat	

Endorsements:

Public Entity Excess Liability Declarations
California Changes – Cancellation and Nonrenewal
Common Policy Conditions
Nuclear Energy Liability Exclusion
Pollution Exclusion "Blended" 72 Hour form as per current coverage (Manuscript)
Earlier Notice of Cancellation – 90 days
Delete Transit Exclusion (Manuscript)
Reimbursement of Defense costs EPLI
Delete UN/UIM Exclusion (Manuscript)
Named Insured Endorsement
Pollution Changes
Addendum to Declarations
Certified Acts and Other Acts of Terrorism Coverage Above Retained Limit; Cap on Losses
Additional Insured, per current coverage: *San Diego Unified Port District; California State University-SDSU as respects Mission Valley East Line; Executive Complex, LP Jamison as respects leased property (The Transit Store)*

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EXCESS LIABILITY – FIRST LAYER

Premium: $ 798,055 Minimum & Deposit. 25% Minimum Earned Premium. 100 Minimum & Deposit Premium.

The net premium is due 20 days from inception.
Failure to remit by that date, will normally result in Notice of Cancellation

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EXCESS LIABILITY – SECOND LAYER

Carrier:	Endurance American Specialty Insurance Company
A.M. Best Rating:	A XV (non-admitted)
Policy Term:	March 1, 2009 to March 1, 2010
Coverage:	Following Form Excess Liability
Limits:	*$ 15,000,000 Each Occurrence $ 15,000,000 Annual Aggregate, Where Applicable Inclusive of Loss Adjustment Expenses and Costs
Excess Of:	$ 10,000,000 Underlying limit excess of $ 2,000,000 Each Occurrence SIR Inclusive of Loss Adjustment Expenses and Costs
Terrorism:	Included in premium ($14,500)
Rate:	Flat
Endorsements:	
A. **EXCLUSIONS:**	Asbestos Nuclear Energy Silica War Certified Acts of Terrorism and Other Acts of Terrorism
B. **OTHER ATTACHMENTS:**	Following Form Pollution Exclusion – Time Element 3/40 Policyholder Notice Applicable to TRIA Defense & Expense Amendatory Endorsement OFAC Advisory Notice Service of Suit Clause

* *Lexington layer ($10MM xs $10MM) has been included in the Endurance Layer (which was the 3rd layer, $5MM xs $20MM, on expiring policy.)*

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EXCESS LIABILITY – SECOND LAYER

Binding Conditions:

* Signed TRIA form.
* Signed D-1 form.

Premium:

$ 350,000.00	Minimum & Deposit.	25% Minimum Earned Premium
10,500.00	State Tax	
787.50	Stamping Fee	
$ 361,287.50		

The net premium is due 20 days from inception.
Failure to remit by that date, will normally result in Notice of Cancellation

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EXCESS LIABILITY – SECOND LAYER
TRIA AND D-1 FORMS (FOR SIGNATURE)

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Endurance

Name of Applicant: San Diego Transit Corporation
San Diego Metropolitan Transit Development Board

Insurance Company: Endurance American Specialty Insurance Company

POLICYHOLDER DISCLOSURE
NOTICE OF TERRORISM INSURANCE COVERAGE

You are hereby notified that under the Terrorism Risk Insurance Act, as reauthorized and amended, that you have a right to purchase insurance coverage for losses resulting from acts of terrorism, as defined in Section 102(1) of the Act: The term "act of terrorism" means any act that is certified by the Secretary of the Treasury - in concurrence with the Secretary of State, and the Attorney General of the United States - to be an act of terrorism; to be a violent act or an act that is dangerous to human life, property, or infrastructure; to have resulted in damage within the United States, or outside the United States in the case of certain air carriers or vessels or the premises of a United States mission; and to have been committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

YOU SHOULD KNOW THAT WHERE COVERAGE IS PROVIDED BY THIS POLICY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM SUCH LOSSES MAY BE PARTIALLY REIMBURSED BY THE UNITED STATES GOVERNMENT UNDER A FORMULA ESTABLISHED BY FEDERAL LAW. HOWEVER, YOUR POLICY MAY CONTAIN OTHER EXCLUSIONS WHICH MIGHT AFFECT YOUR COVERAGE, SUCH AS AN EXCLUSION FOR NUCLEAR EVENTS. UNDER THIS FORMULA, THE UNITED STATES GOVERNMENT GENERALLY REIMBURSES 85% OF COVERED TERRORISM LOSSES EXCEEDING THE STATUTORILY ESTABLISHED DEDUCTIBLE PAID BY THE INSURANCE COMPANY PROVIDING THE COVERAGE. THE PREMIUM CHARGED FOR THIS COVERAGE IS PROVIDED BELOW AND DOES NOT INCLUDE ANY CHARGES FOR THE PORTION OF LOSS COVERED BY THE FEDERAL GOVERNMENT UNDER THE ACT.

YOU SHOULD ALSO KNOW THAT THE TERRORISM RISK INSURANCE ACT, AS REAUTHORIZED AND AMENDED, CONTAINS A $100 BILLION CAP THAT LIMITS U.S. GOVERNMENT REIMBURSEMENT AS WELL AS INSURERS' LIABILITY FOR LOSSES RESULTING FROM CERTIFIED ACTS OF TERRORISM WHEN THE AMOUNT OF SUCH LOSSES IN ANY ONE CALENDAR YEAR EXCEEDS $100 BILLION. IF THE AGGREGATE INSURED LOSSES FOR ALL INSURERS EXCEED $100 BILLION, YOUR COVERAGE MAY BE REDUCED.

Acceptance or Rejection of Terrorism Insurance Coverage

[ ] I hereby elect to purchase Terrorism coverage for certified acts of terrorism for a prospective premium of

[ ] I hereby decline to purchase terrorism coverage for certified acts of terrorism. I understand that I will have no coverage for losses resulting from certified acts of terrorism.

_____ _____
Policyholder Signature Date

NOTICE:

1. **THE INSURANCE POLICY THAT YOU ARE APPLYING TO PURCHASE IS BEING ISSUED BY AN INSURER THAT IS NOT LICENSED BY THE STATE OF CALIFORNIA. THESE COMPANIES ARE CALLED "NONADMITTED" OR "SURPLUS LINE" INSURERS.**
2. **THE INSURER IS NOT SUBJECT TO THE FINANCIAL SOLVENCY REGULATION AND ENFORCEMENT THAT APPLY TO CALIFORNIA LICENSED INSURERS.**
3. **THE INSURER DOES NOT PARTICIPATE IN ANY OF THE INSURANCE GUARANTEE FUNDS CREATED BY CALIFORNIA LAW. THEREFORE, THESE FUNDS WILL NOT PAY YOUR CLAIMS OR PROTECT YOUR ASSETS IF THE INSURER BECOMES INSOLVENT AND IS UNABLE TO MAKE PAYMENTS AS PROMISED.**
4. **CALIFORNIA MAINTAINS A LIST OF ELIGIBLE SURPLUS LINE INSURERS APPROVED BY THE INSURANCE COMMISSIONER. ASK YOUR AGENT OR BROKER IF THE INSURER IS ON THAT LIST, OR VIEW THAT LIST AT THE INTERNET WEB SITE OF THE CALIFORNIA DEPARTMENT OF INSURANCE: www.insurance.ca.gov.**
5. **FOR ADDITIONAL INFORMATION ABOUT THE INSURER YOU SHOULD ASK QUESTIONS OF YOUR INSURANCE AGENT, BROKER, OR "SURPLUS LINE" BROKER OR CONTACT THE CALIFORNIA DEPARTMENT OF INSURANCE, AT THE FOLLOWING TOLL-FREE TELEPHONE NUMBER: 1-800-927-4357.**
6. **IF YOU, AS THE APPLICANT, REQUIRED THAT THE INSURANCE POLICY YOU HAVE PURCHASED BE BOUND IMMEDIATELY, EITHER BECAUSE EXISTING COVERAGE WAS GOING TO LAPSE WITHIN TWO BUSINESS DAYS OR BECAUSE YOU WERE REQUIRED TO HAVE COVERAGE WITHIN TWO BUSINESS DAYS, AND YOU DID NOT RECEIVE THIS DISCLOSURE FORM AND A REQUEST FOR YOUR SIGNATURE UNTIL AFTER COVERAGE BECAME EFFECTIVE, YOU HAVE THE RIGHT TO CANCEL THIS POLICY WITHIN FIVE DAYS OF RECEIVING THIS DISCLOSURE. IF YOU CANCEL COVERAGE, THE PREMIUM WILL BE PRORATED AND ANY BROKER'S FEE CHARGED FOR THIS INSURANCE WILL BE RETURNED TO YOU."**

Date: _____ A-16

Insured: _____

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EXCESS LIABILITY – THIRD LAYER

Carrier:	Steadfast Insurance Company
A.M. Best Rating:	A XV (non-admitted)
Policy Term:	March 1, 2009 to March 1, 2010
Coverage:	Following Form Excess Liability. Form #STF-RRP-D-102-A (12/94)
Limits:	$ 30,000,000 Each Occurrence $ 60,000,000 Policy Aggregate Inclusive of Loss Adjustment Expenses and Costs
Excess Of:	$ 25,000,000 Underlying limit excess of $ 2,000,000 Each Occurrence SIR Inclusive of Loss Adjustment Expenses and Costs
Terrorism:	Included in premium ($26,477)
Rate:	Flat
Endorsements:	
A. **EXCLUSIONS:**	Punitive Damages Wrap-ups or OCIP Professional E&O Securities & Financial E&O Fungus / Mold Earth Movement/ Subsidence Financial Institutions Joint Venture War Patrol Access

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EXCESS LIABILITY – THIRD LAYER

B. **OTHER ATTACHMENTS**

25% Minimum Earned
Service of Suit
Terrorism Retained Amounts Endorsement
Electronic Data Liability Amendment Endorsement
90 Day NOC except for non-pay; amend to "Pay on Behalf"

Binding Conditions:

* Signed D-1 form.

Premium:

$	291,248.00	Minimum & Deposit. 25% Minimum Earned Premium. 100% Minimum & Deposit Premium. No Flat Cancellations.
	8,737.44	State Tax
	655.31	Stamp Fee
$	300,640.75	

The net premium is due 20 days from inception.
Failure to remit by that date, will normally result in Notice of Cancellation

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EXCESS LIABILITY – THIRD LAYER
D-1 FORM (FOR SIGNATURE)

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NOTICE:

1. **THE INSURANCE POLICY THAT YOU ARE APPLYING TO PURCHASE IS BEING ISSUED BY AN INSURER THAT IS NOT LICENSED BY THE STATE OF CALIFORNIA. THESE COMPANIES ARE CALLED "NONADMITTED" OR "SURPLUS LINE" INSURERS.**
2. **THE INSURER IS NOT SUBJECT TO THE FINANCIAL SOLVENCY REGULATION AND ENFORCEMENT THAT APPLY TO CALIFORNIA LICENSED INSURERS.**
3. **THE INSURER DOES NOT PARTICIPATE IN ANY OF THE INSURANCE GUARANTEE FUNDS CREATED BY CALIFORNIA LAW. THEREFORE, THESE FUNDS WILL NOT PAY YOUR CLAIMS OR PROTECT YOUR ASSETS IF THE INSURER BECOMES INSOLVENT AND IS UNABLE TO MAKE PAYMENTS AS PROMISED.**
4. **CALIFORNIA MAINTAINS A LIST OF ELIGIBLE SURPLUS LINE INSURERS APPROVED BY THE INSURANCE COMMISSIONER. ASK YOUR AGENT OR BROKER IF THE INSURER IS ON THAT LIST, OR VIEW THAT LIST AT THE INTERNET WEB SITE OF THE CALIFORNIA DEPARTMENT OF INSURANCE: www.insurance.ca.gov.**
5. **FOR ADDITIONAL INFORMATION ABOUT THE INSURER YOU SHOULD ASK QUESTIONS OF YOUR INSURANCE AGENT, BROKER, OR "SURPLUS LINE" BROKER OR CONTACT THE CALIFORNIA DEPARTMENT OF INSURANCE, AT THE FOLLOWING TOLL-FREE TELEPHONE NUMBER: 1-800-927-4357.**
6. **IF YOU, AS THE APPLICANT, REQUIRED THAT THE INSURANCE POLICY YOU HAVE PURCHASED BE BOUND IMMEDIATELY, EITHER BECAUSE EXISTING COVERAGE WAS GOING TO LAPSE WITHIN TWO BUSINESS DAYS OR BECAUSE YOU WERE REQUIRED TO HAVE COVERAGE WITHIN TWO BUSINESS DAYS, AND YOU DID NOT RECEIVE THIS DISCLOSURE FORM AND A REQUEST FOR YOUR SIGNATURE UNTIL AFTER COVERAGE BECAME EFFECTIVE, YOU HAVE THE RIGHT TO CANCEL THIS POLICY WITHIN FIVE DAYS OF RECEIVING THIS DISCLOSURE. IF YOU CANCEL COVERAGE, THE PREMIUM WILL BE PRORATED AND ANY BROKER'S FEE CHARGED FOR THIS INSURANCE WILL BE RETURNED TO YOU."**

Date: _____ A-20

Insured: _____

EXCESS LIABILITY – FOURTH LAYER

Carrier:	AXIS Surplus Insurance Company
A.M. Best Rating:	A XV (non-admitted)
Policy Term:	March 1, 2009 to March 1, 2010
Coverage:	Following Form Excess Liability.
Limits:	$ 18,000,000 Each Occurrence $ 18,000,000 Annual Aggregate, Where Applicable Inclusive of Loss Adjustment Expenses and Costs
Excess Of:	$ 55,000,000 Underlying limit excess of $ 2,000,000 Each Occurrence SIR Inclusive of Loss Adjustment Expenses and Costs
Terrorism:	Included in premium ($4,500)
Rate:	Flat (except for acquisitions)
Endorsements:	Contractors California Disclosure Notice Minimum Earned Premium Deletion of Pollution Exclusion – Amendatory Endt. Service of Suit SOS – CA SLN – CA Auto No-Fault & Similar Laws Exclusion Professional Liability Exclusion Lead Exclusion Silica Exclusion Violation of Statues that Govern E-mails, Fax or Phone Calls Exclusion

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EXCESS LIABILITY – FOURTH LAYER

Binding Conditions:

* Signed TRIA form.
* Signed D-1 form

Premium:

$	93,000.00	Minimum & Deposit. 25% Minimum Earned Premium. 100% Minimum & Deposit Premium. No Flat Cancellations.
	2,790.00	State Tax
	209.25	Stamping Fee
$	95,999.25	

The net premium is due 20 days from inception.
Failure to remit by that date, will normally result in Notice of Cancellation

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EXCESS LIABILITY – FOURTH LAYER
D-1 FORM (FOR SIGNATURE)

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NOTICE:

1. **THE INSURANCE POLICY THAT YOU ARE APPLYING TO PURCHASE IS BEING ISSUED BY AN INSURER THAT IS NOT LICENSED BY THE STATE OF CALIFORNIA. THESE COMPANIES ARE CALLED "NONADMITTED" OR "SURPLUS LINE" INSURERS.**
2. **THE INSURER IS NOT SUBJECT TO THE FINANCIAL SOLVENCY REGULATION AND ENFORCEMENT THAT APPLY TO CALIFORNIA LICENSED INSURERS.**
3. **THE INSURER DOES NOT PARTICIPATE IN ANY OF THE INSURANCE GUARANTEE FUNDS CREATED BY CALIFORNIA LAW. THEREFORE, THESE FUNDS WILL NOT PAY YOUR CLAIMS OR PROTECT YOUR ASSETS IF THE INSURER BECOMES INSOLVENT AND IS UNABLE TO MAKE PAYMENTS AS PROMISED.**
4. **CALIFORNIA MAINTAINS A LIST OF ELIGIBLE SURPLUS LINE INSURERS APPROVED BY THE INSURANCE COMMISSIONER. ASK YOUR AGENT OR BROKER IF THE INSURER IS ON THAT LIST, OR VIEW THAT LIST AT THE INTERNET WEB SITE OF THE CALIFORNIA DEPARTMENT OF INSURANCE: www.insurance.ca.gov.**
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6. **IF YOU, AS THE APPLICANT, REQUIRED THAT THE INSURANCE POLICY YOU HAVE PURCHASED BE BOUND IMMEDIATELY, EITHER BECAUSE EXISTING COVERAGE WAS GOING TO LAPSE WITHIN TWO BUSINESS DAYS OR BECAUSE YOU WERE REQUIRED TO HAVE COVERAGE WITHIN TWO BUSINESS DAYS, AND YOU DID NOT RECEIVE THIS DISCLOSURE FORM AND A REQUEST FOR YOUR SIGNATURE UNTIL AFTER COVERAGE BECAME EFFECTIVE, YOU HAVE THE RIGHT TO CANCEL THIS POLICY WITHIN FIVE DAYS OF RECEIVING THIS DISCLOSURE. IF YOU CANCEL COVERAGE, THE PREMIUM WILL BE PRORATED AND ANY BROKER'S FEE CHARGED FOR THIS INSURANCE WILL BE RETURNED TO YOU."**

Date: _____ A-24

Insured: _____

BB&T Insurance Services of California, Inc.

PREMIUM COMPARISON

Insurance Renewal Comparison

3/1/2008 - 3/1/2009	3/1/2009 - 3/1/2010
First Layer Excess Liability	**First Layer Excess Liability**
Everest National Insurance Company	*Everest National Insurance Company*
$ 10,000,000 Each Occurrence	$ 10,000,000 Each Occurrence
$ 10,000,000 Aggregate	$ 10,000,000 Aggregate
$ 2,000,000 Retention Per Occurrence	$ 2,000,000 Retention Per Occurrence
FLAT rate	FLAT rate
$ 845,000.00 Total Premium	$ 798,055.00 Total Premium
Second Layer Excess Liability	
Lexington Insurance Company	*Lexington layer has been included in the Endurance American Specialty Insurance layer*
$ 10,000,000 Each Occurrence	
$ 10,000,000 Aggregate	
Excess Of $10M/$10M; $2M SIR	
FLAT rate	
$ 293,086.41 Total Premium (includes taxes & fees)	
Third Layer Excess Liability	**Second Layer Excess Liability**
Endurance American Specialty Insurance Co.	*Endurance American Specialty Insurance Co.*
$ 5,000,000 Each Occurrence	$ 15,000,000 Each Occurrence
$ 5,000,000 Aggregate	$ 15,000,000 Aggregate
Excess Of $20M; $2M SIR	Excess Of $10M; $2M SIR
FLAT rate	FLAT rate
$ 97,663.90 Total Premium (includes taxes & fees)	$ 361,287.50 Total Premium (includes taxes & fees)
Fourth Layer Excess Liability	**Third Layer Excess Liability**
Steadfast Insurance Company	*Steadfast Insurance Company*
$ 30,000,000 Each Occurrence	$ 30,000,000 Each Occurrence
$ 60,000,000 Aggregate	$ 60,000,000 Aggregate
Excess Of $25M; $2M SIR	Excess Of $25M; $2M SIR
FLAT rate	FLAT rate
$ 308,034.37 Total Premium (includes taxes & fees)	$ 300,640.75 Total Premium (includes taxes & fees)
Fifth Layer Excess Liability	**Fourth Layer Excess Liability**
Starr Excess Liability Insurance Company, Ltd.	*AXIS Surplus Insurance Company*
$ 18,000,000 Each Occurrence	$ 18,000,000 Each Occurrence
$ 18,000,000 Aggregate	$ 18,000,000 Aggregate
Excess Of $55M; $2M SIR	Excess Of $55M; $2M SIR
FLAT rate	FLAT rate
$ 105,187.50 Total Premium (includes taxes & fees)	$ 95,999.25 Total Premium (includes taxes & fees)
Workers Compensation Excess Liability	
ACE American Insurance Company	*ACE American Insurance Company*
Statutory Workers Comp Limit	Statutory Workers Comp Limit
Statutory Communicable Disease Limit	Statutory Communicable Disease Limit
0.3787 rate per $100 Payroll	0.3787 rate per $100 Payroll
$ 64,084,315 *Estimated Annual Payroll	$ 63,512,787 *Estimated Annual Payroll
$ 242,710.00 Total Premium (includes CIGA Fee)	$ 240,546.00 Total Premium (includes CIGA Fee)

**Payroll reduced by 0.8918%*

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PREMIUM COMPARISON

Pure Premium Summary Comparison

	3/1/2008 - 3/1/2009	3/1/2009 - 3/1/2010	Increase/Decrease
1st Layer XS Liability	$845,000.00	$798,055.00	-5.6%
*2nd Layer XS Liability	$284,205.00	$350,000.00	-7.7%
*3rd Layer XS Liability	$94,841.00		
4th Layer XS Liability	$298,700.00	$291,248.00	-2.5%
5th Layer XS Liability	$102,000.00	$93,000.00	-8.8%
Excess Workers Comp	$242,710.00	$240,546.00	-0.9%
Total	**$1,867,456.00**	**$1,772,849.00**	**-5.1%**

Premium Comparison Including Taxes and Fees

	3/1/2008 - 3/1/2009	3/1/2009 - 3/1/2010	Increase/Decrease
1st Layer XS Liability	$845,000.00	$798,055.00	-5.6%
*2nd Layer XS Liability	$293,086.41	$361,287.50	-7.5%
*3rd Layer XS Liability	$97,663.90		
4th Layer XS Liability	$308,034.37	$300,640.75	-2.4%
5th Layer XS Liability	$105,187.50	$95,999.25	-8.7%
Excess Workers Comp	$242,710.00	$240,546.00	-0.9%
Total	**$1,891,682.18**	**$1,796,528.50**	**-5.0%**

**(2nd layer decrease reflects 08/09 2nd & 3rd layer total compared to 09/10 2nd layer)*

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MARKETING SUMMARY

Carrier	Status
AIG Excess Liability Insurance Company, Ltd. Non-Admitted (A XV)	***$18MM excess $55MM, $2MM SIR (4th Layer)*** $102,000.00 premium + $3,060.00 state tax + $229.50 surplus lines tax = **$105,289.50**

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CLIENT ACCEPTANCE

I. **COVERAGES/LIMITS:**

A. We do hereby accept underwriters' offer of coverages and limits as outlined in BB&T – John Burnham Insurance Services proposal dated March 1, 2009, except as noted below:

B. Further, we do hereby acknowledge our understanding that the referenced proposal is not intended to alter, amend, or otherwise change actual policy language. Actual policy terms, conditions, limitations, and exclusions will prevail in all circumstances.

II. **TERMS:** The following terms are understood and agreed to:

A. **PAYMENT IN FULL:** All premiums are due and payable on the inception date of the policies referenced. Premiums will be considered past due and policies subject to cancellation 30 days after inception.

B. **FINANCE/INSTALLMENT OPTION:** Premium financing/installments are generally available upon request. Deposit premiums are due and payable on the inception date of the policies. Policy cancellation provisions apply to finance/installment options as referenced above.

C. **AUDITS:** Various elements of the proposed insurance program are subject to annual audit. Resulting "additional premium" charges are due and payable upon receipt of invoices. "Return premiums" will be applied to outstanding balances. If there are no outstanding items, a refund check will be issued.

Insured's Signature	Printed Name & Title	Date

Named Insured: **METROPOLITAN TRANSIT SYSTEM**

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CLIENT ACCEPTANCE ESTIMATED PREMIUM, TAXES AND FEES SUMMARY

Policy Term: March 1, 2009 to March 1, 2010

Coverage	Insurer	AM Best Rating	Estimated Premium	Insurer or Intermediary Fee	Estimated Taxes	Broker Fee	Total
Excess Workers Comp	ACE American Ins Co.	A+ XV	$ 240,546.00				$ 240,546.00
1st Layer Excess	Everest National Ins Co.	A+ XV	$ 798,055.00				$ 798,055.00
2nd Layer Excess	Endurance American Specialty	A XV	$ 350,000.00		$ 11,287.50		$ 361,287.50
3rd Layer Excess	Steadfast Ins Co	A XV	$ 291,248.00		$ 9,392.75		$ 300,640.75
4th Layer Excess	AXIS Surplus Ins Co	A XV	$ 93,000.00		$ 2,999.25		$ 95,999.25
					Estimated Total		$1,796,528.50

This is a convenient premium exhibit, not a legal contract. This is provided to facilitate your understanding of the insurance program requested. Note, the estimated premiums may be subject to audit based on actual exposures to loss.

ACCEPTED BY: _____ Date _____

NAME OF INSURED: METROPOLITAN TRANSIT SYSTEM

Premium Payment Terms:

Minimum and/or Fully Earned Premium and Fees May Apply:
(Refer to individual coverage page(s) for details)

Binding Conditions:
(Refer to individual coverage page(s) for details)

Subjectivities:
(Refer to individual coverage page(s) for details)

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PROPOSED INSURERS/PLACEMENT AUTHORIZATION

Policy Type	Insurance Company	A.M Best Rating	Admitted
1st Layer Excess	Everest National Ins Co	A+ XV	Yes
2nd Layer Excess	Endurance American Spec. Ins Co	A XV	No
3rd Layer Excess	Steadfast Ins Co	A XV	No
4th Layer Excess	AXIS Surplus Insurance Company	A XV	No
Excess Work Comp	ACE American Ins Co	A+ XV	Yes

A.M. BEST'S RATINGS

Assigned to insurers which meet Best's standards for the quantitative and qualitative analysis of the company's financial condition and operating performance. For further information, see the Best's Guide to Ratings.

Secure Ratings	*Vulnerable Ratings*	*Rating Modifiers*
A++, A+ .....Superior	C++, C+ .....Marginal	g .....Group
A, A- .....Excellent	C, C- .....Weak	p .....Pooled
B++, B+ .....Very Good	D .....Poor	r .....Reinsured
B, B- .....Fair	E .....Regulatory	u .....Under Review
	F .....In Liquidation	
	S .....Rating Suspended	

Guide to Best's Financial Size Categories (in $Millions of Reported Policyholders' Surplus & Conditional Reserve Funds)

FSC I	Up	to 1	FSC VI	25	to 50	FSC XI	750	to 1,000
FSC II	1	to 2	FSC VII	50	to 100	FSC XII	1,000	to 1,250
FSC III	2	to 5	FSC VIII	100	to 250	FSC XIII	1,250	to 1,500
FSC IV	5	to 10	FSC IX	250	to 500	FSC XIV	1,500	to 2,000
FSC V	10	to 25	FSC X	500	to 750	FSC XV	2,000	or greater

Not Rated Categories (NR) (Companies not assigned a Best's Rating or FPR are assigned to one of the five NRT categories which identifies the primary reason a rating opinion was not assigned to the company.)

NR-1.....Insufficient Data
NR-2.....Insufficient Size and/or Operation Experience
NR-3.....Rating Procedure Inapplicable
NR-4.....Company Request
NR-5.....Not Formally Followed

NON-ADMITTED CARRIERS

Insurance policies issued by insurers that are not licensed by the State of California are called "Non-Admitted" or "Surplus Lines" insurers. These insurers are not subject to the financial solvency regulation and enforcement which applies to California licensed insurers. These insurers do not participate in any of the insurance guarantee funds created by California law. Therefore, these funds will not pay your claims or protect your assets if the insurer becomes insolvent and is unable to make payments as promised.

Signature is required when purchasing coverage from either a non-admitted insurer, non-rated insurer or an insurer rated less than A- by the A.M. Best Company.

I understand the explanations above and approve the use of the above insurers and hereby authorize and their representatives to complete the placement of my insurance with this company.

Signed By: _____

Title: _____ Date: _____

Name of Company: METROPOLITAN TRANSIT SYSTEM

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BB&T Insurance Services of California, Inc.

ADDITIONAL BB&T INSURANCE SERVICES PRODUCTS

Life Insurance- Our life insurance professionals can provide any and all product solutions for your individual needs, ie term, whole, universal, variable, etc., as well as retirement and estate planning expertise. For immediate interest in life insurance please contact our Life Sales Center @ 800-474-1471.

Employee Benefits- Our EB Department provides various coverage options to employers with employees from 2-5000+. Benefits may include medical, dental, vision, life, AD&D, flexible spending accounts, section 125 plans, etc. There are many ways to provide benefits to you and your staff and these professionals will assist your planning.

Long Term Care- Nursing home expenses can be very costly. This coverage provides funding for that possibility in the future. This product allows your funding today for future needs.

Individual Health Insurance- We can provide various types of individual health/medical insurance coverage through our health insurance sales center @ 800-348-7228.

Personal Insurance- Our Personal Lines division can provide coverage for homes, primary and secondary, autos, motorcycles, boats, jet skis, and ATV's. Individual items such as art, jewelry, furs, guns and silver can also be covered. We also offer umbrella liability protection to provide coverage over and above underlying protection from homeowner's, auto and other personal policies. Please let us know if you would like a personal lines representative to contact you.

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BB&T Insurance Services of California, Inc.

COMPENSATION DISCLOSURE

BB&T Insurance Services, Inc.

BB&T Insurance Services of California, Inc.

Compensation Statement

Our principal remuneration for the placement and service of your insurance policy(ies) will be by commission (a proportion of the premium paid that is allowed to us by the insurance company(ies)) and/or a mutually agreed fee.

You should be aware that we may receive additional income from the following sources:

- **Interest or Investment Income** earned on insurance premiums,

- **Expense Allowances or Reimbursements** from insurance companies and other vendors for (a) educational and professional development programs; (b) managing and administering certain binding authorities and other similar facilities, including claims which may arise, and (c) attendance at insurance company meetings and events; all of which we believe enable us to provide more efficient service and competitive terms to those clients for whom we consider the use of such facilities appropriate.

- **Contingent Commission** (sometimes referred to as "profit sharing") which can be based on profitability, premium volume and/or growth. If any part of your account is on a fee basis, we will not accept contingent commissions related to your account.

If you have questions or desire additional information about remuneration and other income, please contact your Agent who will put you in touch with our Senior Insurance Compliance Officer for assistance. If any part of your insurance program is placed through any BB&T-owned sister companies (including wholesale insurance broker CRC Insurance Services, Inc.; Florida domiciled insurance company, American Coastal Insurance Company; managing general underwriter AmRisc, LP; insurance premium finance company, Prime Rate Premium Finance Corporation, Inc.; or BB&T Assurance Company, Ltd.) disclosure of that income will also be included.

06/07 ed

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PROVIDER SECURITY STANDARDS

BB&T Insurance Services, Inc.

Provider Security Standards

The following is a brief summary of the measures that we have taken as your agent/broker to review and report to you objectively on the financial security of your insuring companies. Information is included on A.M. Best Company, our primary security rating source, and the internal policies and standards, which we have established to address this important issue for our customers.

BB&T Insurance Services Market Security Review- BB&T Insurance Services has established and continues to maintain an internal "Market Security Review Committee" composed of senior management representatives from the Finance, Marketing, Branch, Wholesale and Administrative Divisions of the company. This committee's purpose is to develop and implement a policy, procedure, and standard for the financial security of all insurers, intermediaries, and associations used by BB&T Insurance Services.

This committee meets periodically to review the current listing of all companies, intermediaries and associations, which are actively used by BB&T Insurance Services. It will also act on any pending requests received from throughout the agency to have new providers activated, and to inactivate any providers that do not meet current BB&T Insurance Services standards.

BB&T Insurance Services, Inc. Provider Classifications:

"Approved Provider" – Any provider whose Best's rating is "A- V" or higher. The Best's rating of an "approved" provider will be included on all BB&T Insurance binders and proposals delivered to clients or prospects.

"Acceptable Provider" - Any provider whose Best's rating is "B V" or higher, but below "A-V." The Best's rating of an "acceptable" provider will be included on all BB&T Insurance binders and proposals delivered to clients or prospects.

In addition, these providers which have been reviewed by the BB&T Insurance Services Market Security Review Committee and the applicable client, may be considered acceptable security based on other factors. The client may be required to sign a form of disclaimer or acknowledgement of receipt of this information.

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PROVIDER SECURITY STANDARDS

"Restricted Provider" – Any domestic insurance provider whose Best's rating is "B+ V" or lower, or which has no Best's rating and has not been given an exception by the BB&T Insurance Services Market Security Review Committee. These providers will be accessible only upon presentation of a hold harmless letter after a request for the provider has been submitted to the committee. The Best's rating of any "restricted" provider (if available) will be included on all BB&T Insurance Services binders and proposals delivered to clients or prospects.

"Prohibited Provider" – All other providers not mentioned in one of the paragraphs above. These providers will not be set up for active use in the BB&T Insurance Services management system at any time, for any reason.

History - A.M. Best Company was incorporated in 1899 as the first rating agency in the world to offer reliable information on the financial condition of U.S. insurance companies. The ***Best's Rating Guide*** was first published in 1900, and has since become a cornerstone of the security review process by continuously evaluating the financial integrity of over 4,100 insurance companies. In 1984, the first edition of the ***Best's International Rating Guide*** was published, reporting on the claims-paying ability of over 950 international insurers.

The information used by Best's to rate insurance carriers is provided by the companies themselves as a part of their normal filings with the National Association of Insurance Commissioners, those states in which the company is licensed, the SEC and/or with its shareholders. Rating reviews are performed annually on each insurance company and on an interim basis as conditions dictate.

Best's Rating System – The Best's rating system is designed to evaluate a wide range of objective and subjective factors that affect the overall performance of an insurance company (not applicable to associations or intermediaries). These factors deal with the company's financial strength, its operational performance, and its ability to meet its financial obligations to policyholders, as follows:

*Profitability
*Quality of reinsurance program
*Quality and diversification of assets
*Adequacy of policy loss reserves
*Capital structure
*Spread of risk
*Leverage/Capitalization
*Liquidity
*Adequacy of policyholder's surplus
* Management experience and objectives

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PROVIDER SECURITY STANDARDS

Best's Rating Symbols – A typical Best's rating is composed of two parts. The **"Security"** portion provides an alphabetical indication of the quality of the security provided by a company to its policyholders. This rating is further defined in three categories, "Secure", "Vulnerable", or "Not Assigned". The **"Financial Size"** (FSC) portion of the Best's rating uses Roman numerals to rank companies based on the dollar amount of their policyholder's surplus and contingent reserve funds.

While comparative rankings for security or financial size by themselves may not adequately portray the complete financial health of a company, the combination of the two has proven to be reliable in predicting the ability of a company to meet its claims obligations in a timely manner, both now and in the near future. The actual rating symbols used by Best and their meanings are:

"Secure" Ratings	A++ or A+	Superior
	A or A-	Excellent
	B++ or B+	Very Good
"Vulnerable" Ratings	B or B-	Adequate
	C++ or C+	Fair
	C or C-	Marginal
	D	Very Vulnerable
	E	Under Supervision
	F	In Liquidation

"Not Assigned" Ratings - NA-1 through NA-11, indicating conditions such as inadequacy of size (to justify a rating), inapplicable rating procedure, incomplete financial information, significant change in rating, insufficient operating experience, or a suspended rating.

Financial Size Categories

I	Under $1,000,000	VIII	100,000,000 – 250,000,000
II	1,000,000 - 2,000,000	IX	250,000,000 – 500,000,000
III	2,000,000 - 5,000,000	X	500,000,000 – 750,000,000
IV	5,000,000 - 10,000,000	XI	750,000,000 – 1,000,000,000
V	10,000,000 - 25,000,000	XII	1,000,000,000 - 1,250,000,000
VI	25,000,000 - 50,000,000	XIII	1,250,000,000 – 1,500,000,000
VII	50,000,000 - 100,000,000	XIV	1,500,000,000 – 2,000,000,000
		XV	Over $2,000,000,000

7-07 Edition

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BB&T Insurance Services of California, Inc.

INTRODUCTION TO MYWAVE

MyWave™ Portal

Click+Connect+Communicate

Welcome to a whole new way of working — MyWave is your personalized Web site that allows you to effortlessly click, connect, and communicate with BB&T - John Burnham Insurance Services.

It's designed to offer you time-saving tools and resources that build convenience into managing your everyday work tasks. Whether you want to collaborate with our agency online, quickly access timely news, information, and resources, or connect with over 100,000 peers in your industry, this is the place to be. It's easily accessible, hardworking, and just one of the many value-added services available to you when you partner with us.



"The Community section allows us to easily find out what other companies are doing in a variety of situations. I can get answers quickly from other colleagues in the industry; the Community has become my personal sounding board."

Trevor, MyWave Portal User, Northeast

Collaboration Center

- Our two-way document posting capabilities allow a seamless exchange of information sharing and collaboration
- Users can download and share documents, make updates, and track a document's history – simplifying updates to reports, worksheets, questionnaires, and policies
- Saves time by allowing you to manage team projects and streamline everyday work tasks

Survey Benchmarking

- Participate in benefit plan and/or P&C program surveys
- Allows you to determine how your plans and programs compare to other employers across the U.S.

Community

- Through MyWave Community, you have access to a vast and knowledgeable network of colleagues from across the country
- Share information and resources via the Community's interactive forum that allows you to post questions to your peers, provide insight into other users' questions, and allows you to track responses based on topics or individual questions
- Community topics include Compensation, Employee Relations, HR Development, HR Management Topics, Recruitment, Risk Management, and Other

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Metropolitan Transit System

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

Agenda

Item No. 12

ADM 122.2

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

March 12, 2009

SUBJECT:

MTS: CONTRACT ASSIGNMENTS FOR ON-CALL ENGINEERING SERVICES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute assignments of contracts (Attachment A) from the San Diego Association of Governments (SANDAG) for on-call engineering services with David Evans and Associates, Inc. and Kimley-Horn and Associates.

Budget Impact

Funding for these contract services is approved by the MTS Board on an annual basis within MTS, San Diego Transit Corporation, and San Diego Trolley, Inc. (hereinafter "the Agencies") operating budgets. The total authorization would be $1,250,000.

DISCUSSION:

SANDAG has entered into agreements with engineering firms to provide on-call services to support the capital program and to support MTS and other agencies as needed. The solicitation used by SANDAG for these services included language permitting assignment of a portion of the contracts to MTS.

Previous MTS contracts for these types of services have expired or are near expiration with the intent to use the assignment provisions from the SANDAG solicitation process. The assignment of the on-call contracts would supply MTS with engineering and right-of-way services for various efforts to support the MTS capital program and other noncapital needs.

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.

The contracts to be assigned are listed in the following table:

SANDAG CONTRACT NO.	CONSULTANTS	ASSIGNED VALUE
5000924	Kimley-Horn and Associates	$500,000
5000931	David Evans & Associates, Inc	$750,000

Attachment A is a draft of the proposed Assignment of Contract agreement for the David Evans and Associates, Inc. and Kimley-Horn & Associates contracts.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tim Allison, 619.595.4903, tim.allison@sdmts.com

MAR12-09.12.ON-CALL ENG SVCS.TALLISON.doc

Attachment: A. Proposed Assignment of Contract Agreements

MTS Doc. No. _____
Project Number: Various
SANDAG Contract Number: 5000931

ASSIGNMENT OF CONTRACT FOR SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) GENERAL ENGINEERING ON-CALL SERVICES (DAVID EVANS & ASSOCIATES, INC.)

THIS ASSIGNMENT AND ASSUMPTION OF CONTRACT FOR GENERAL ENGINEERING ON-CALL SERVICES, hereinafter "Assignment," is made and entered into on this ____ day of March 2009, between the San Diego Association of Governments (SANDAG), a public agency (hereinafter "Assignor"), the Metropolitan Transit System (MTS), a public agency (hereinafter "Assignee"), and David Evans and Associates, Incorporated (Consultant).

WHEREAS, Assignor entered into a General Engineering On-Call Services Contract with Consultant on July 1, 2008, for Contract Number 5000931; and

WHEREAS, when Assignor procured the General Engineering On-Call Services that are the subject of this Assignment, the solicitation included language permitting assignment to Assignee of a portion of Contract Number 5000931;

NOW, THEREFORE, the parties agree as follows.

1. Assignor hereby assigns, transfers, and sets over unto Assignee a portion of Assignor's interest in its contract for General Engineering On-Call Services, Contract Number 5000931, for a total assignment value of $750,000, a copy of which is incorporated herein by reference.

2. Assignee hereby: (i) accepts the partial assignment of Assignor's interest in the General Engineering On-Call Services Contract; (ii) assumes the relevant portion of Assignor's obligations under the Contract arising from and after July 1, 2008; and (iii) agrees to fully and faithfully perform each and every term and condition of Assignor under the General Engineering On-Call Services Contract, arising from and after July 1, 2008, for task or work orders issued by Assignee.

3. Assignor makes no warranty, representation, guarantee, covenant, or averment of any nature whatsoever concerning SANDAG Contract Number 5000931.

4. Notwithstanding the foregoing, neither Assignor nor Consultant shall be deemed by virtue of this Assignment to have waived any rights that it may have against the other party at law or in equity for liabilities arising under the unassigned portion of SANDAG Contract Number 5000931.

5. Should any suit be commenced to enforce, protect, or establish any right or remedy of any of the terms and conditions of this Assignment, the prevailing party shall be entitled to have and recover from the losing party reasonable attorney fees and costs of suit.

6. All task or work orders issued by Assignee shall be labeled with a letter or other distinct numbering designation that clearly distinguishes the documents from Task Orders issued by Assignor to Contractor.

7. Assignee shall execute all task and work orders in accordance with the Master Memorandum of Understanding, SANDAG Contract Number 5000710.

8. SANDAG retains the right to audit MTS's task orders issued from this assignment.

9. This Assignment may be executed and delivered by facsimile signature, and a facsimile signature shall be treated as an original. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Assignment.

THE EFFECTIVE DATE OF THIS ASSIGNMENT IS on or after March ___, 2009.

IN WITNESS WHEREOF, Assignor, Assignee, and Contractor have caused this Assignment to be executed and delivered as of the date first set forth above.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

By: _____

Jack Boda
Director of Mobility Management and Project Implementation

Approved as to form:

By: _____

Office of General Counsel

METROPOLITAN TRANSIT SYSTEM

By: _____

Paul C. Jablonski
Chief Executive Officer

Approved as to form:

By: _____

Office of General Counsel

Contractor hereby consents to the assignment of $750,000 of SANDAG Contract Number 5000931 from SANDAG to MTS. Consent granted on this _____ of March 2009.

David Evans and Associates, Incorporated

By: _____

Siegfried Fassmann, Project Manager

MTS Doc. No. _____
Project Number: Various
SANDAG Contract Number: 5000924

ASSIGNMENT OF CONTRACT FOR SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) GENERAL ENGINEERING ON-CALL SERVICES (KIMLEY-HORN & ASSOCIATES, INC.)

THIS ASSIGNMENT AND ASSUMPTION OF CONTRACT FOR GENERAL ENGINEERING ON-CALL SERVICES, hereinafter "Assignment," is made and entered into on this ____ day of March 2009, between the San Diego Association of Governments (SANDAG), a public agency (hereinafter "Assignor"), the Metropolitan Transit System (MTS), a public agency (hereinafter "Assignee"), and Kimley-Horn & Associates, Incorporated (Consultant).

WHEREAS, Assignor entered into a General Engineering On-Call Services Contract with Consultant on July 15, 2008, for Contract Number 5000924; and

WHEREAS, when Assignor procured the General Engineering On-Call Services that are the subject of this Assignment, the solicitation included language permitting assignment to Assignee of a portion of Contract Number 5000924;

NOW, THEREFORE, the parties agree as follows.

10. Assignor hereby assigns, transfers, and sets over unto Assignee a portion of Assignor's interest in its contract for General Engineering On-Call Services, Contract Number 5000924, for a total assignment value of $500,000, a copy of which is incorporated herein by reference.

11. Assignee hereby: (i) accepts the partial assignment of Assignor's interest in the General Engineering On-Call Services Contract; (ii) assumes the relevant portion of Assignor's obligations under the Contract arising from and after July 15, 2008; and (iii) agrees to fully and faithfully perform each and every term and condition of Assignor under the General Engineering On-Call Services Contract, arising from and after July 15, 2008, for task or work orders issued by Assignee.

12. Assignor makes no warranty, representation, guarantee, covenant, or averment of any nature whatsoever concerning SANDAG Contract Number 5000924.

13. Notwithstanding the foregoing, neither Assignor nor Consultant shall be deemed by virtue of this Assignment to have waived any rights that it may have against the other party at law or in equity for liabilities arising under the unassigned portion of SANDAG Contract Number 5000924.

14. Should any suit be commenced to enforce, protect, or establish any right or remedy of any of the terms and conditions of this Assignment, the prevailing party shall be entitled to have and recover from the losing party reasonable attorney fees and costs of suit.

15. All task or work orders issued by Assignee shall be labeled with a letter or other distinct numbering designation that clearly distinguishes the documents from Task Orders issued by Assignor to Contractor.

16. Assignee shall execute all task and work orders in accordance with the Master Memorandum of Understanding, SANDAG Contract Number 5000710.

17. SANDAG retains the right to audit MTS's task orders issued from this assignment.

18. This Assignment may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Assignment.

THE EFFECTIVE DATE OF THIS ASSIGNMENT IS on or after March ___, 2009.

IN WITNESS WHEREOF, Assignor, Assignee, and Contractor have caused this Assignment to be executed and delivered as of the date first set forth above.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

By: _____

Jack Boda
Director of Mobility Management and Project Implementation

Approved as to form:

By: _____

Office of General Counsel

METROPOLITAN TRANSIT SYSTEM

By: _____

Paul C. Jablonski
Chief Executive Officer

Approved as to form:

By: _____

Office of General Counsel

Contractor hereby consents to the assignment of $500,000 of SANDAG Contract Number 5000924 from SANDAG to MTS. Consent granted on this _____ of March 2009.

Kimley-Horn & Associates, Incorporated

By: _____

Dennis Landaal, Project Manager

Metropolitan Transit System

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

Agenda Item No. 13

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

SDAE 710

March 12, 2009

SUBJECT:

MTS: BAY MARINA DRIVE WIDENING IMPACTS TO CLEVELAND AVENUE CROSSING

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Document No. S200-06-291 (Attachment A) to cover impacts to the Coronado Branch and future obligations of the City of National City relating to the redevelopment of the area west of Interstate 5 at Bay Marina Drive.

SD&AE Board Recommendation

The San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors recommended forwarding this item to the MTS Board for approval.

Budget Impact

The City of National City's cost to reconstruct the crossing could be between $100,000 and $200,000. San Diego and Arizona Eastern (SD&AE) Railway Company would save any potential costs to maintain the crossing if the crossing infrastructure is removed.

DISCUSSION:

The City of National City, MTS, and SD&AE have entered into MTS Document No. S200-06-291 as amended to cover impacts to the Coronado Branch and future obligations of the City of National City relating to the redevelopment of the area west of Interstate 5 at Bay Marina Drive.

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.

The City of National City has asked for consideration of removing the rails, ties, and crossing equipment at Cleveland Avenue as part of its project to widen Bay Marina Drive. In exchange, the City of National City would commit to pay for the reconstruction of the intersection rail improvements and railroad signals in the future if the Coronado Branch is put back in service.

In addition, the SD&AE Board had approved the construction of a private drainage structure on Marina Way at the entrance to the hotel project to the south of Bay Marina Drive as part of a license issued to Marina Gateway Development. The City of National City intends to construct this facility now instead of the developer. SD&AE would amend the existing license to remove this improvement and create a new license issued to the City of National City to cover this installation.

At its meeting of February 3, 2009, the SD&AE Board of Directors approved forwarding staff' recommendation to the MTS Board to amend the MOU with the condition that staff research possible impacts to the current status of the Coronado Branch that may come about from the Surface Transportation Board if this work was done to remove the crossing infrastructure. Staff has determined that this action would not jeopardize the current status of the line because there would be a commitment and obligation to reconstruct the crossing if SD&AE elects to put this section of the branch line back in service. The draft amendment as attached (Attachment A).

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tim Allison, 619.595.4903, tim.allison@sdmts.com

MAR12-09.13.BAYMARINAWIDENIMPACTS.TALLISON.doc

Attachment: A. Draft Amendment No. 2 to MTS Doc. No. S200-06-291

AMENDMENT NO. 2

MEMORANDUM OF UNDERSTANDING

BETWEEN THE

SAN DIEGO METROPOLITAN TRANSIT SYSTEM,
SAN DIEGO AND ARIZONA EASTERN (SD&AE) RAILWAY COMPANY,
CITY OF NATIONAL CITY,
AND
COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF NATIONAL CITY

This second amendment to the Memorandum of Understanding (MOU) is made and entered into by and between the San Diego Metropolitan Transit System (MTS), a California public agency established under the Public Utilities Code, the San Diego and Arizona Eastern (SD&AE) Railway Company, a public benefit corporation whose sole member is MTS, the City of National City (City), and the Community Development Commission of the City of National City (CDC) (collectively the "Parties").

Whereas, the Parties wish to amend the MOU known as MTS Document Number S200-06-291, including any amendments thereto, to further document the Parties' understanding and responsibilities with respect to the redevelopment of properties in National City.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Paragraph 9 is modified as follows:

   9. HARBOR DRIVE RAIL CROSSING

   City shall remove paving to top of rail elevation, if requested by SD&AE, if and when the rail lines crossing Harbor Drive are put back into service upon 30 days' written notice. City shall complete the removal of the paving no later than 90 days following the 30 days' written notice. Failure to remove the paving within this time period will result in the imposition of liquidated damages in the amount of $50 for every day the project is not completed within the aforementioned time schedule. The terms of paragraphs 2 and 3 are incorporated herein.

2. Paragraph 11 is to be added as follows:

   11. CLEVELAND AVENUE – BAY MARINA DRIVE

   City requests and Railroad hereby approves the removal of the crossing improvements at the intersection of Cleveland Avenue and Bay Marina Drive as depicted on "Exhibit C."

   City expressly acknowledges that Railroad shall have the sole and exclusive discretion to order for the City to rebuild this crossing to current standards such that any form of railroad or transportation operations could be conducted by Railroad, MTS or SD&AE. City shall commence work on rebuilding the crossing within 30 days of receiving a written notice from MTS and shall complete the rebuilding within 90 days. The improvements necessary to rebuild the crossing shall include, but are not limited to, rails, ties, track way, crossing panels, railway signaling equipment, and ancillary improvements. Failure to rebuild the crossing within 90 days will result in the imposition of liquidated damages at the rate of

$50 for each day that the intersection is not rebuilt within the aforementioned time schedule.

All other terms and conditions of the original MOU and any amendments thereto shall remain the same. IN WITNESS WHEREOF, the parties have caused this Amendment to the Memorandum of Understanding to be executed by their duly authorized representatives on this ____day of _____ 2009.

METROPOLITAN TRANSIT SYSTEM

By: _____
Paul C. Jablonski
Chief Executive Officer

Approved as to form:

By: _____
Tiffany Lorenzen
MTS General Counsel

CITY OF NATIONAL CITY

By: _____
Ron Morrison
Mayor

COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF NATIONAL CITY, a public body, corporate and politic:

By: _____
Ron Morrison, Mayor

SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY

By: _____
Paul C. Jablonski
President

Approved as to form:

By: _____
Tiffany Lorenzen
Of Counsel

Approved as to form:

By: _____
George H. Eiser III
Legal Counsel

Metropolitan Transit System

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

*REVISED

Agenda Item No. 25

SRTP 830

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

March 12, 2009

SUBJECT:

MTS: PUBLIC HEARING ON FY 2010 BUDGET-RELATED SERVICE CHANGES

RECOMMENDATION:

That the Board of Directors:

1. conduct a public hearing on recommended service adjustments to achieve at least $4.7 million in subsidy savings and, at most, $10.7 million in subsidy savings (as described in Attachment A);

2. adopt Resolution 09-12, "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 March 26, 2009.

Budget Impact

If the Board adopts the strategy for bridging the FY 2010 budget deficit that staff presents at the Finance Workshop on March 12, 2009, implementation of the staff-recommended service changes is expected to result in an annual operating subsidy savings of $4.7 million. However, if the Board adopts an alternative strategy, deeper subsidy savings from service adjustments will be needed, and staff may propose up to the full $10.7 million subsidy savings from service adjustments.

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.

DISCUSSION:

Elimination of state transit funding and lower sales tax revenues have created a projected budget deficit of $11 million for fiscal year 2010. During the budget development process, the MTS Budget Development Committee, Executive Committee, and Board of Directors provided guidance in resolving this significant shortfall, and staff will propose a budgetary strategy for Board approval at today's Finance Workshop. This package includes:

- Nonfare revenue adjustments
- Nonservice cost adjustments
- Personnel adjustments
- Fare adjustments
- Service reductions

Although some service reductions were ultimately needed to bridge the budgetary gap, minimizing impacts on service was a key objective. Various alternative combinations of fare adjustments and service reductions were presented to the Budget Development Committee, the Executive Committee, and the Board as part of the overall budgeting strategy. Ultimately, the Budget Development and Executive Committees recommended a strategy that included $4.7 million in subsidy savings from service adjustments, a $4 increase in the adult monthly pass (from $68 to $72), elimination of the Downtown Trolley fare, and an increase of one-way cash fares on Routes 851, 871/872, and 904 from $1 to $2.25. Commensurate increases would be made to the Senior/Disabled/Medicare and Youth Monthly Passes and/or cash fares.

MTS Policy No. 42 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. In accordance with this policy, staff noticed today's hearing on proposed changes to MTS services. A "Rider Alert" flyer notifying the public of the March 12, 2009, public hearing was posted onboard vehicles and on www.sdmts.com.

Details about the proposal are available at:
http://www.sdmts.com/2009ServiceAdjustment/english/all-routes.html

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, ten outreach events were held throughout the MTS jurisdiction at transit centers and facilities.

All notices indicating proposed service adjustments included a list of adjustments that in total would create $10.7 million in subsidy savings in order to bridge the budgetary gap. However, the budget strategy recommended by the Budget Development and Executive Committees would only require a reduction of $4.7 million in subsidy savings from service adjustments. Attachment A includes all cuts required to achieve a $10.7 million subsidy savings in the event that the Board chooses a different budget strategy than that recommended by the Budget Development and Executive Committees at today's Finance Workshop.

A $4.7 million subsidy savings would require route adjustments as follows:

- **$942,589** from service adjustments requiring public hearing under Board Policy No. 42.

- **$3,244,803 million** from minor service adjustments — primarily span and frequency reductions on weekend services.

- **$723,180** from adjustments to the Sorrento Valley Coaster Connection services already approved by the MTS Board.

These service changes are detailed in Attachment B.

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. MTS will respond to suggestions made by the public at this hearing at the next regularly scheduled MTS Board meeting on March 26.

Title VI Analysis

Recent Federal Transit Administration guidance for Title VI of the federal Civil Rights Act and related federal regulations provides for an analysis to be done to determine if there is a discriminatory impact on people of limited means or minority racial groups prior to the implementation of significant system-wide service changes. Agencies are required to perform a self-assessment. MTS staff has conducted the self-assessment using a template provided by the FTA. The report for the $4.7 million service adjustment is attached (Attachment E). Based on its analysis, staff concluded that the major service changes proposed for Board approval do not have a disproportionate adverse effect on minority and low-income populations.

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

~~The Title VI report for the broader $10.7 million service adjustment was unavailable at the time that this agenda item was mailed and will be supplied to the Board in time for the public hearing.~~

If the Title VI for the broader $10.7 million service adjustment is chosen, staff will perform an additional Title VI analysis for the Board's March 26, 2009, meeting.

Next Steps

The Board will take action (if any) on service adjustments at its March 26 meeting. At that time, staff will provide a list of all comments about proposed service adjustments received for the Board's review and consideration.

Paul C. Jablonski
Chief Executive Officer

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

Attachments:
A. Proposed Budget-Related Reductions for 6/09 Implementation
B. Service Adjustments to Achieve $4.7 Million in Subsidy Savings
C. Resolution No. 09-12
D. Memo Regarding MTS Fiscal Emergency
E. Title VI Analysis (Environmental Justice and LEP)
F. Transcription of Public Comments Received (**provided the day of the Public Hearing**)

Service Adjustments Public Hearing Comments
March 12, 2009

Route 1

She has seen the proposed changes, and though she cannot afford car insurance, she is wondering what can be done to help the situation.

Doesn't want the Sunday cuts because the disabled and elderly live in her area and go to church on Sundays. There is a fundamental need to get around and have transportation. A lot of money was spent and wasted by changing the routes around. Cut the later hours because disabled people don't ride at night. Make cuts from management, not from service because the system isn't managed well.

Route 7

15 minutes is too long to wait when it's raining and you have kids with you. The economy is going downhill and yet the prices are going up

---

Route 8

She doesn't want us to cancel any of these routes.

He thinks we should keep service on the 8 and 9 because SeaWorld is still open until 7:30 on weekends.

It would be inconvenient to cut these to 30 minutes, especially with the 30 at every 30 minutes. Many people use it all the time, leave it the way it is. Raising prices makes it more difficult for people. Management should take a pay cut, not the paying customers. If service was operating efficiently, then a fare increase would be ok. San Diego public transit costs too much.

Route 9

She doesn't want us to cancel any of these routes.

He thinks we should keep service on the 8 and 9 because SeaWorld is still open until 7:30 on weekends.

It would be inconvenient to cut these to 30 minutes, especially with the 30 at every 30 minutes. Many people use it all the time, leave it the way it is. Raising prices makes it more difficult for people. Management should take a pay cut, not the paying customers. If service was operating efficiently, then a fare increase would be ok. San Diego public transit costs too much.

Route 10

15 minutes is too long to wait when it's raining and you have kids with you. The economy is going downhill and yet the prices are going up

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Route 11

Doesn't want the Sunday cuts because the disabled and elderly live in her area and go to church on Sundays. There is a fundamental need to get around and have transportation. A

This is the only transportation she has to get to and from work.
He rides it and doesn't want to see it cut.
Please keep ROUTE 18 in service. It is the only way a lot of people can get to work.
Many of her colleagues rely on public transit. The 18 is the only link between Camino del Rio South and the trolley stations to the north.
Keep route 18, it is the only link between her office and the trolley station
The 18 is her means of getting to work and it would cost her more to find an alternate.
The 18 is the only way of getting from the trolley station to her work.
Like everyone else from this company, he (or she) depends on this route to get to work
For years, public transportation officials have encouraged the public to avail themselves of its services. Many have done so. But it must be a system that can be relied upon, in good times and bad. Please keep bus route 18 open.
Don't shut down the 18, many of his co-workers use it daily.
He is disabled. If the route is cut he would have to walk a mile to get to work.
She would lose her job if the cut happened.
Her job is directly off this route.
She works on Camino del Rio South and would lose her job if it were cut.
She takes the route every day. She has many patients that take the route as well.
There are many students there that depend on that bus.
She works in Mission Valley and uses that route frequently.
This route is imperative for her. She really wants a phone call, but forgot to leave her number.
Don't cancel route 18. The writer says her car is currently out of service and she is 7 months pregnant.
The cancellation of bus 18 will require her to walk and extra 4-5 miles per day.
She uses this bus to get to school. When she got on this morning, there were only 5 seats available.
Please re-evaluate procedures to deterermine which (other) routes should be closed
Elimation of this route 18 is very short signted due to all the business travelers in Mission Valley that rely on this service. It would cause un-due hardship.
People are losing their jobs, so the last thing that they need is to make it harder for them to get to work.

This person want the bus to continue to run.
She depends on that route. She doesn't want to have to walk up the busy street.
She is 7 months pregnant and doesn't want to walk.
He works on Camino Del Rio North. Please don't discontinue this route
He needs this bus to get to work. He only has one leg and is in a wheelchair
Please leave route 18
This is the only means for her to get to work. It would be better if it only ran during peak hours
She is a senior citizen who uses the bus regularly.
He is now paying more on his monthly pass and now the service is being cut. Cut service to Rancho Bernardo instead.
Save this route.
He thinks this is a good route that gets him close to work
Don't cancel. The writer and his fellow employees use this shuttle, as do their clients.
Eliminating 14 and 18 are bad ideas. Please make 967 and 968 half hourly instead of hourly. Get an elevator at Grossmont Trolley Station, and make buses that go to the San Diego County Fair, Midway, Camino Del Rio and Belmont Park
There needs to be some kind of service on Camino Del Rio.
Works at 3945 Camino Del Rio South. Only way she can get to work.
He wouldn't be able to get to school if you cut the route. He wouldn't be able to walk due to a problem with his feet. Major inconvenience. There's too many people who would be inconvenienced.
He would like to see the route continued. He is disabled.
This is in regard to the proposed discontinuation of Route 18. My name is Dr. Vanja Gale and I am a clinical psychologist in the Mission Valley area, located at 3505 Camino del Rio South. The shuttle route 18 is the only method of public transportation for my clients to reach my office. Currently, one-third of my clients take Route 18 to get to my office. If this service is cancelled, it would be detrimental to my clients and to my business. I cannot express to you how important it is that this route stay intact. I understand that there are financial problems around the county, but it is even more disturbing that a service that is vital to the poor and disabled will pay the price. Many of these clients have been in therapy with me for a very long time, and it was be an extreme hardship for them to lose therapy or have to switch to another therapist. Unfortunately I probably won't be able to make the public hearing, as I already have an appointment at a client's school. However, I wanted to convey how negatively this will impact my clients and my business. I hope you reconsider discontinuing the service, or else this commercial area, my business, and my clients will be negatively affected. I would appreciate a reply on this matter.

several doctors' offices whose clients and patients rely on the MTS bus for access to our offices. We strongly believe that MTS should re-think the cancellation of the bus route. MTS should look for other alternatives for our area rather than cancelling the only public transportation access our side of Mission Valley has. Have a fan-TAX-tic day! Samantha Cline

---

Hello. I am writing you to encourage you NOT to discontinue Route 18 in Mission Valley. It is an important route for many people who seek services in the area.

Dear MTS, Please maintain service for MTS's Route 18, as it is vital for many individuals for both work and health services. Thank you for your consideration, Michael Lindsay

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Don't cut the route. She serves disabled clients who take the route. Many people go to her office and to the community college district building.

Don't cut the route. It's the only route in the area. He uses a mobility scooter and can't even take the sidewalk all the way there.

She has a whole bunch of clients who are low income who wouldn't be able to get to her office if we cut the service. This is therapist row, it would affect so many people.

It is unacceptable to discontinue this route because 3/4 of his clients who take the free classes come via MTS Bus.

Please continue with the bus service for Camino del Rio South. People depend on the busses. On the other side of the freeway there are trolleys to assist. Thank you

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To Whom It May Concern: This letter is regarding your consideration in discontinuing Route 18, the bus route along Camino Del Rio South and North. There are many patients who see specialists doctors, mental health care specialists, and pain management doctors at their offices on this route. This is their only mode of transportation as they are unable to drive a car due to disability and/or finances. This is a much needed bus route and please keep it on your schedule. I am writing this on behalf of my patients and other patients who I know in this situation. Cathy Hammond, Ph.D., Q.M.E. Clinical Psychologist

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To Whom it May Concern: I am writing to implore you to keep route 18 running. This is the only public transportation serving businesses located on Camino Del Rio S & N in Mission Valley and the clients who need their services. Specifically, many mental health providers are located in this area. If you shut down route 18, many clients will be unable to access the services they so greatly need. Thank you for your attention to this matter. Sincerely, Dr. Jill Stoddard Director, Center for Stress & Anxiety Management

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I am a psychologist who has many clients using bus service. In fact, there are many practice groups on both Camino del Rio North & South. Please continue this valued service! Respectfully, Paul M. Feuer, Ph.D.

I just learned that you are considering discontinue Route 18, which is the only public transportation available on Camino del Rio South and Camino del Rio North. I serve many low income clients in Downtown San Diego and I know that is the route they use to connect with Mission Valley. If it is discontinued, they will be very limited in their ability to travel to a large part of the city. Please reconsider your decision. Chritine Bernet, Ph.D. Licensed Psychologist

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She thinks that cutting service on weekends will be very problematic for both students and for church-goers.

He recommends that we keep the 27 on weekends because without it, people in Clairemont become isolated.

She wants to know when she would need to get the petition signatures by.

She is a senior citizen with a fixed income and is opposed to changes to weekend service.

Don't cut the 27 on weekends on holidays. It's her only form of transportation.

I have been a bus and trolley rider since Nov. 2003. I'm complaining about two possible route changes to Bus #27 and #105. I live in Clairemont, and (1) to cut out bus #27 on weekends will make it difficult for me and others to go East and West on Saturday and Sundays, and (2) to cut bus #105 down to hourly on weekday nights and Saturdays will create long waiting times for me and other riders. I hope you will not make these changes.

Can't believe the 86 will be discontinued. Only way to get to Thornton, Shiley, Cancer Center, among others. It's cruel to stop the route. ADA Paratransit is too expensive. It's easy to take the 27 to Pacific Beach on weekends - don't cut it.

The 27 is only bus from KM to PB..rides it all the time on weekends when there's 6-10 ppl on the bus. Eliminating the 27 on weekends in not in the interest of the public. 30 is the only bus from PB to downtown. Makes the trip longer due to transfer.

I live in Clairemont and if the weekend service for Route 27 is discontinued I would be unable to get to my work and recreation! I have lived here for over 44 years and this would be devastating! I could lose my home and it would have a severely negative impact on my physical and mental well being!

Keep the route on the weekends. She has worked at Vons on Garnet for 8 years. She has taken the bus to her job during that time.

Keep the 27 on weekends. It is always filled in the summer with beach lovers. It will also bring in good revenue during the summer months. Please look into making the changes start in September

Route 28

She rides the 28 and 150. She says the changes would NOT be a problem for her.

Route 30

She doesn't want us to cancel any of these routes.

Don't discontinue any service into downtown.

I believe that the change proposed to the 30 should be modified, because it makes it almost impossible to go from downtown San Diego to the beach areas at night by public transportation. I do not think that taking the trolley from downtown and transferring to the 30 is a reasonable alternative -- that will add at least 30 minutes in travel and waiting time to a trip that at the moment takes less than 10. However, with the blue line service to old town also being reduced at night, going the short distance between downtown San Diego

difficult for people. Management should take a pay cut, not the paying customers. If service was operating efficiently, then a fare increase would be ok. San Diego public transit costs too much.

She goes to her therapist and wouldn't be able to if Route 50 runs only during rush hours. Reducing service on the 20 would affect visiting her grandchildren in Poway.

Route 83

She thinks that the 83 serves three highly important functions: -promoting public transit -continuing the tradition of the #3 streetcar from 1906 -climbing a hill.

He is opposed to cancelling any of these routes. He is disabled and the discontinuance would prevent him from using the COASTER

This bus is his only way to get to downtown. He is blind.

He doesn't walk well enough to go down the hill. Because of the cut he won't be able to get to his mental health treatment program.

She uses that bus to get to work. She says the route is full every morning of nannies trying to get to work. If necessary, cut out buses in the middle of the afternoon

Route is full every morning. Please consider cutting the route in the middle of the day.

Don't eliminate the route altogether. Eliminate some of the middle of the day routes, but don't stop it at all. Has an employee who wouldn't be able to get to his house to work. 619-325-1990 x203

There are Spanish speakers in San Diego and we need a Spanish speaking hotline. Our public hearings are a joke because we're going to do what we want to do anyway.

Lives in Mission Hills on Witherbee street. She employs a woman as an aid who comes to her house via Route 83. If the route is discontinued, the employee would only have one way to get to her house, walking from Washington & Goldfinch. Don't stop the service.

Distressed about Route 83...she uses it every day and she'd be affected by it. She uses it but only in the morning. Make sure it goes into the residential area of Mission Hills.

Has lived in the area for 50 years. He sees the bus with many ladies who work as cleaning ladies in the area. Discontinuing this route would put a hardship on the families in this area.

The cuts will hit hard for people that used to use the 10 in North Park. There are many senior citizens who can't get up the hill to the stops.

Dear Board: I am very upset that you would consider canceling the service along Reynard Way provided by route #83. There is no other bus service anywhere near this area. Among the many people that depend on this route are all the residents of the general area. But, also I know a blind man with a service dog who depends on this route. Also, there is a group home for mental patients whose only way of travel is by this bus.

A large amount of the riders are Spanish ladies working as maids and nannies, many of them not speaking fluent English. Changing their route will be difficult on them.

small, it's a necessary bus.

unhappy w/proposed changes I heard that Route #86 is going to be discontinued in June. I would like to tell you that many people including me depend on this route to get to work or to their appointments at Scripps or Thorton Hospital. I'm wondering how we're supposed to get there if Route 86 is discontinued.

He/She is unhappy with the cancellation of this route.

She would like one of the other buses that end at UTC to go to Scripps.

He is opposed to cancelling any of these routes. He is disabled and the discontinuance would prevent him from using the COASTER

This route needs to be serving hospitals (UCSD, La Jolla)

She depends on this route to get to her doctor.

This is the only way to get to two of the city's major hospitals. He is doing chemotherapy.

This is the only bus that goes to the Hospitals. It is too far to walk from UCSD to Thornton

She uses the bus to get to the hospitals. She says many people don't drive and need this bus

He would object to dropping this service without adding service in other ways.

She takes this bus often for doctor's appointments and doesn't drive. She thinks it is wrong to discontinue service.

Can't believe the 86 will be discontinued. Only way to get to Thornton, Shiley, Cancer Center, among others. It's cruel to stop the route. ADA Paratransit is too expensive. It's easy to take the 27 to Pacific Beach on weekends - don't cut it.

Without the 86, she can't get to the doctor. She takes the 30 to the mall and transfers there.

Don't cut the route, she wouldn't be able to get to her medical appointments. It's a crime to discontinue the bus.

He needs both these routes for his doctor's appointments. The cuts on the 41 would not affect him as much.

Route 105

Would like information about new schedule and doesn't want the route to be modified.

I have been a bus and trolley rider since Nov. 2003. I'm complaining about two possible route changes to Bus #27 and #105. I live in Clairemont, and (1) to cut out bus #27 on weekends will make it difficult for me and others to go East and West on Saturday and Sundays, and (2) to cut bus #105 down to hourly on weekday nights and Saturdays will create long waiting times for me and other riders. I hope you will not make these changes.

Route 115

I would not like it if you removed this route, because it is the way I am able to get to my job, if not I would lose it (my job).
I do not want you to take away this route, because if you remove it I will lose my job. Please do not take it away.
We use this route every day. We really need it to transport ourselves.
This route is important to me, so that I can get to my work.
I am asking you to please not remove this route. Thank you
Please, we are asking you not to remove this route, because we need it to get to our jobs.
I would like this route to continue running in this area. We need it. Thank you
Please, we are asking you to keep this route in service. It is very necessary to all the people who don't have cars. We have to come all the way over here, to our doctor's appointments. I thank you and hope you listen to us.
I hope that you help us with this. We are very thankful, thank you for your attention. We request your attention, please, so that the 707 continues on this route. It is very useful, because there are a lot of us that need it.
Don't stop bus route 707. People use it daily for many reasons, and to get to many places in the city.

Route 709

There are a lot of people that work there on week days and weekends. Don't stop the lines, they are needed in Eastlake.
I need this bus every day
The bus is very necessary, he depends on it to get to work at Vons in Eastlake.
I need the bus every day because I work in San Diego
She takes the bus everyday for appointments.
She goes to school everyday and needs the bus.
She is the head of her family and needs the bus everyday.
He goes to work everyday and rides the bus coming from the Lakeshore.
He wants to keep the 709A, many people take the route.
She needs the bus everyday.
She goes to school everyday at 6:55 am and comes home on the bus from the Lakeshore.
She takes this bus everyday to appointments.
She really needs this route.

County sister colleges. Maybe there is a way to re-structure the Cuyamaca line 815/816, so that it connects better with the El Cajon part of line 115 which serves Grossmont

Route 816

She thinks there could be different ways of making budget cuts. She is complaining of the loss to service to El Cajon. She cannot rely on transit anymore.

Greetings. I am trying to find a good way to commute in between the Cuyamaca and Grossmont college campuses. There are currently no bus routes between these two East County sister colleges. Maybe there is a way to re-structure the Cuyamaca line 815/816, so that it connects better with the El Cajon part of line 115 which serves Grossmont

Route 820

If you are going to reduce service on these routes, please cordinate them so that she can continue to ride them.

She uses these to get from North County to downtown daily. She thinks we will need more parking at Sabre Springs because of our cuts

Please reconsider trimming holiday service.

Route 832

If we cut this service she would not be able to get to work. Her kids would not be able to get to their high school.

If you can present duplicating services by using the the trolley, then you can extend the 832 to Carlton Hills and Mission Gorge. This would prevent the driver from sitting and waiting.

Route 833

She needs the route for work. She can't live without it

He takes the 833 daily. He doesn't expect people wait an hour and a half. He doesn't like the placement of the bus stop either.

hi im a daily bus and trolley rider.i have many concerns about the new perposed changes of the buses in eact county.its been over heard by a bunch of the passengers about taking out routes that alot of people ride.the 833 bus route is the only bus that goes to the el cajon dmv.the 854 bus route is another bus alot of peopl get on to go to grossmont college. look im am very concerned that whoever decides this,needs to come out and actually ride these routes and talk to the passengers.and the prices for riding the buses are getting outrageous.i know the economy is bad but give us riders a break.i am trying to be as polite as i can and its hard.i mean shit man all this changing bus routes and discontinuing others is screwed up.and for the people that dont have a car and take the bus its even worse. seriouly i want to see all you lazy ass people see first hand how all these public transit riders go to school,work,doctor appointments.try talking to the riders,see what they have say.and stop cutting routes and times they run just to save a fucking penny. thank you for your time.feel free to call me @ 619-573-299. sincerly, philip wilson public transit rider since 1994 p.s.---try talking to the riders and see first hand how they live in this

1) Don't cut evening service on 850-860. Combine the two into one route and serve the whole thing leaving downtown at 5:45 a.m. 2) Advertise especially to the commuters in PQ and RB by sending pamphlets to businesses and directed brochures to downtown employers. 3) Add a 850-860 departing downtown at 6:30pm. This would increase commuter numbers due to people who stay at work late. 4) Readdress contracts with employers who contract with MTS for a reduced monthly pass price. It's discriminatory to private patrons and decreases revenue.

Route 854

he takes this bus on the weekends. This is his way of getting around on weekends, so don't reduce service.

he doesn't have the money to afford a car. He wants to get a number for the State of California's Budget Office. He wants to yell at the state office for us.

Don't discontinue weekend service. Look into discontinuing the 960 instead.

During the time of economic hardship, please reconsider discontinuing weekend service.

It would be a hardship because she goes out on the weekend to take care of her elderly mother. She doesn't drive. She can deal with hourly on weekdays, but not on weekends. 619-233-1100 Room 384

hi im a daily bus and trolley rider.i have many concerns about the new perposed changes of the buses in eact county.its been over heard by a bunch of the passengers about taking out routes that alot of people ride.the 833 bus route is the only bus that goes to the el cajon dmv.the 854 bus route is another bus alot of peopl get on to go to grossmont college. look im am very concerned that whoever decides this,needs to come out and actually ride these routes and talk to the passengers.and the prices for riding the buses are getting outrageous.i know the economy is bad but give us riders a break.i am trying to be as polite as i can and its hard.i mean shit man all this changing bus routes and discontinuing others is screwed up.and for the people that dont have a car and take the bus its even worse. seriouly i want to see all you lazy ass people see first hand how all these public transit riders go to school,work,doctor appointments.try talking to the riders,see what they have say.and stop cutting routes and times they run just to save a fucking penny. thank you for your time.feel free to call me @ 619-573-299. sincerly, philip wilson public transit rider since 1994 p.s.---try talking to the riders and see first hand how they live in this economy too.

It would be better if you cordinate the schedule of 854 with Grossmont College. Living in La Mesa, I find that the best way to get around is to use both the bus and trolley. If I can't use the bus, my life will be negatively impacted.

Don't eliminate weekend service, it would destroy my life. People in this area would be trapped at home. Have the 1 go up to La Mesa and to Grossmont College instead. Doesn't mind paying more on weekends.

Please keep the route. There are many people who use this route on the weekend for various activities. Revenue will go down. Raise the fare, but only on the weekend. The 854 is already crowded and many take classes at Grossmont College on Saturday.

Route 872

She thinks there could be different ways of making budget cuts. She is complaining of the loss to service to El Cajon. She cannot rely on transit anymore.

Don't cut them.

Route 874

Weekends should stay at every half hour because many people use it.

Route 875

Weekends should stay at every half hour because many people use it.

Route 894

Keep the 3 runs of this route in existence, he uses them whenever he can.

Route 901

Hi, I work on NAS North Island, and regularly use the 901 bus route. I also work nights and swing shifts. So, decreasing weeknight service to hourly runs after 7PM would impact me, and countless other sailors and marines; making us stand out in often coverless bus stops for up to an hour during this time. This may compromise our safety, and/or decrease what little "liberty" we get. The 901 bus route is depended heavily upon by many members of the armed services to get back to base, and sometimes timing is critical to get back to watch, etc. Please do not decrease its very needed service. Thank you very much for giving me this opportunity. r/AG1 Goncalves

Route 905

Can't get to work if we cut the route.

Don't discontinue the 905 on Sunday. I work there.

Don't cut the 905 because he has school on Sunday night and needs to get there.

Route 917

Changing service to hourly from half-hour is too big a change. She also would like more service at night

Route 921

She doesn't want to have any of these routes cut. She also would like some information regarding the changes to the 964.

Route 923

He would rather use smaller buses than making people transfer to the 992. He also would like to thank us for putting larger buses on the 150.

Please do not change the 923. Please consider starting the bus about 20 minutes earlier on weekends.

I work on Scranton in Sorrento Mesa and have used the Coaster/Coaster Connection for two years. It has been a Godsend for me! I was able to change my tour of duty to 7:15AM to 3:45PM in order to use the Coaster. I've done this for two years, coming up from Old Town, and the convenience is priceless, plus my work pays for the Coaster/Coaster Connection pass. Now I must stop using the Coaster because you are stopping the early 971 shuttle. This is just terrible news for me! The cost of driving every day, monetary, mental and physical, is very high for me. The traffic here is horrible, as I'm certain you know. I'm a senior citizen and often get scared in so much traffic. I hope you will someday be able to re-start the early 971 and make my life easier again.

Route 976

She pays for public transportation and wants to see that it is working

Route 977

The 977 will be replaced by the 978? He works in Pfizer. Will there be a route there?

Blue Line

Cutting out the owl service is problematic. We should leave a run from Old Town to Sante Fe Station.

It would be a big mistake to end some of the late night Blue Line trips at America Plaza instead of Old Town. There is a lot of parking at Old Town and people who want to "park and ride" need to be able to get back to Old Town at night after concerts, games, and other recreational events in the evening. Without the 30 going downtown and the trolley cut off, there would be no more service at night to Old Town. People need transportation to their jobs and recreation.

PLEASE, whatever you do, do NOT eliminate the early morning trains or take a car off the first two or three trains first thing in the morning from San Ysidro. They are packed with workers for NASSCO and all the early workers for other areas. We will have no way to get to work on time. If you must eliminate some trains, please make it mid-morning or mid-afternoon or later in the evening when the ridership is not so heavy and crucial. We were so grateful when you put the 4th car on the first 2 trains in the mornings. They are still packed and standing room only before H Street Chula Vista. We need those early trains for people to get to work on time. NASSCO's early shift would not be able to get there on time. Those early trains are very critical to getting thousands of people to work on time. Please do not eliminate them. I can't come to the meeting as I am having knee surgery that day. But I want my voice heard. We need those early morning trains very badly. Thanks.

Budget

The transit system is going to get an allowance from the state. We should be ok now and we're getting enough money. Please call back.

He is calling to voice his opinion against the service the cuts. He enjoys going to Cabrillo Monument. We should have seen this deficit coming.

Fares

He understands that there's bad economic times but he'd rather raise fares than cut service,

service was operating efficiently, then a fare increase would be ok. San Diego public transit costs too much.

I not agree to pay more for old transportation! Mts better put on sale?

General

All people in Ivory Towers at 16th & Imperial. Jablonski makes a lot. Take a cut in pay, give it to drivers and save the routes. We won't do it though. Transit service is miserable and we balance the budget on the back of the riding poor.

He can't find our tables for our public outreach program

The caller says that all of our changes will be inconvenient and that he would rather a fare increase than a reduction in service.

She is a handicapped rider who thinks that our service changes will be very harmful to her. She suggested that we use propane and CNG to power all of our buses, and is OK with the concept of eliminating less productive routes.

He is a diabled veteran who thinks that our changes would be a catastrophe.

He thinks that MTS employee's salaries are too high.

She wants everyone to pay fares. She thinks this will help our budget crisis.

He is old and disabled. Doesn't want to have routes cut in Chula Vista.

She wanted to know further in advance about the outreach program in El Cajon.

She wouldn't have any other transportation if the bus service was cut. She would like to know which bus routes will be cut and when they will take effect.

She doesn't want service to be cut. She is UCSD student who wants to reduce her carbon footprint. She understands the reasons why we can't use the 52 million dollars from the stimulus, but thinks it's absurd.

Reducing service to hourly will not be effective at moving people. Reduction in service makes MTS look foolish.

She worries that we are only keeping rush hour service and that people working other schedules will be abandoned.

She has many complaints about why San Diego's public transportation isn't like New York's or Chicago's systems.

He never hears how we improve our system's connections. He is complaining about being stuck in bad neighborhoods.

He/she cannot believe that we are cutting our system more. The writer is wondering about the bailout money and its impact on us.

He wants to know about his transportation from work.

He thinks that the 14 million dollars of lost revenue is divided by 5 years. He wants to

Look at how many people commute everyday. During the weekdays Orange Line is always full not a seat on the trolley. If MTS service are cutt. You would put people in a bigger hardship. It is already hard enough for people in san diego to find work. Now your taking there way to get to work. You raise the prices and cut the service which makes no Sense. I know this email will probaly just go to the trash bin. If politican are for the people, Stop paying them. Take away there car , There fancy house. And show them what a average middle class person has to do to get to work.

You are not working with the people who ride the buses!You need to leave the bus lines as there are And not go up on the bus fares. Asit is now it hard to get to work now ? You are makeing people go dack to carsand not redusing greenhouse gases

---

Please do not omit this bus route because it serves many people who come to that area for needed psychological and medical services. These are people with difficulties with access to begin with. Please reconsider. I am not in this area, and it does not affect me professionally, but I am aware of the extent to which our clients rely on public transportation. Adrienne McFadd, PH.D. 4550 Kearny Villa Rd., Suite 214 San Diego, CA 92123 619-977-1748

At a time when public transport should be increasing it is short-sighted and sad to reduce your service. Although administrative cuts are mentioned, you need to be more forthcoming on what percentages might be and why riders should suffer for lack of good management. Many of your riders are elderly or disabled, to have to transfer multiple times or do without service is tragic. How can you possibly increase ridership when cutting service, raising fees and doing little advertising about services. Other cities promote public transportation for tourism through local hotels with special passes; this would be a natural for San Diego where the 30 line gets folks easily to the beaches. The same with the airport bus--most people don't even know it exists. When local TV stations do stories on the airport gridlock on holidays they not only don't promote taking the bus, they don't even mention this service. I would urge you not to raise fees, but to look for more creative solutions. Sincerely, Gayle Barsamian

---

At a time when public transport should be increasing it is short-sighted and sad to reduce your service. Many riders are elderly or disabled, making them transfer multiple times is not just. Don't raise fees, find more creative solutions.

I do not agree with paying more for old service. MTS better go on sale

---

Don't cancel this route (no route provided). I need it to attend school. Without it I will lose my job.

Orange Line

This change would impact a large amount of people. She would like clarification about changes

---

Eliminating service after 10:15 is a bad idea. Many people who work in the service industry don't get off until 11.

After Padre games, she wouldn't be able to catch the trolley home if the Orange Line stops at 10:15 p.m. Extend at least to 11:30 p.m.

Route	Recommended Change	Ridership Lost	Ridership Affected	Subsidy Savings
MINOR ADJUSTMENTS (LESS THAN 25% OF SERVICE)				
2	Move downtown terminal to America Plaza on weekends, and reduce Sunday frequency to 20 minutes.	15,205	171,821	$62,041
7	Reduce Sunday frequency to 15 minutes.	13,541	261,078	$53,176
10	Reduce Sunday frequency to 20 minutes.	6,962	107,386	$40,252
11	Reduce Sunday frequency to 30 minutes.	23,667	205,343	$106,257
15	Reduce Sunday frequency to 20 minutes.	8,658	133,549	$57,241
20	Reduce frequency to 60 minutes north of Mira Mesa on Saturdays and north of Kearny Mesa on Sundays.	29,319	159,311	$168,945
105	Reduce frequency to 60 minutes after 7pm.	3,557	23,712	$71,761
115	Operate with minibus on weekends.	-	-	$46,563
701	Reduce Saturday frequency to 60 minutes.	7,966	39,831	$56,290
709	Reduce weekday frequency between Southwestern College and Otay Ranch Town Center to 30 minutes.	45,903	273,123	$190,179
712	Reduce frequency to 60 minutes after 7pm on weekdays and all day on Saturday.	15,718	78,591	$91,569
810	Cut one AM and one PM trip.	6,095	121,890	$72,744
815	Reduce weekday frequency to 60 minutes after 7pm.	3,845	19,223	$30,708
833	Reduce weekend frequency to 90 minutes.	9,565	25,621	$63,766
845	Reduce weekend frequency to 60 minutes.	-	-	$63,185
848	Reduce weekday frequency to 60 minutes after 7pm.	3,024	15,120	$51,372
854	Operate with minibus on weekends.	-	-	$21,383
855	Reduce weekday frequency to 60 minutes after 7pm.	6,391	31,953	$14,468
856	Reduce frequency to 60 minutes after 7pm on weekdays, and discontinue service to Rancho San Diego Village on weekends.	10,478	36,182	$96,361
864	Reduce weekday frequency east of East County Square to 60 minutes.	34,926	174,631	$377,573
870	Operate with minibus and adjust schedules.	-	-	$10,000
901	Reduce frequency to 60 minutes after 7pm on all days, and before 7am on weekends.	36,430	182,151	$385,600
905	Reduce frequency to 60 minutes during the midday and all day on weekends.	31,988	479,204	$124,486
923	Move downtown terminal to airport on weekends.	6,543	40,894	$53,022
928	Reduce weekend frequency to 60 minutes and operate with minibuses.	5,081	35,853	$124,130
932	Reduce frequency to 60 minutes after 8pm, and on weekends end every other trip at E St. Trolley.	36,890	151,811	$95,929
933/934	Reduce frequency to 20 minutes on Saturdays, 30 minutes on Sundays, and 60 minutes after 830pm on all days.	67,200	486,057	$404,039
967	Reduce Sunday frequency to 120 minutes.	1,496	7,478	$16,129
968	Reduce Sunday frequency to 120 minutes.	1,437	7,183	$19,157
992	Reduce frequency to 30 minutes after 630pm on all days.	9,301	46,503	$123,686
Prem Exp Svc	No service Friday after Thanksgiving or 12/24/09 through 1/2/10.	1,200	2,400	$45,740
Blue Line	Reduce consist sizes when possible on all days, and discontinue Saturday night 'Owl' service.	15,708	15,708	$107,050
	SUBTOTALS	**458,091**	**3,333,606**	**$3,244,803**
MAJOR ADJUSTMENTS (25% OR MORE OF SERVICE)				
14	Operate only between La Mesa and Grantville Monday-Friday only, and operate a separate Hotel Circle shuttle seven days/week.	104,745	109,236	$75,494
84	Discontinue Saturday and Sunday service.	7,563	7,563	$60,575
86	Discontinue Route 86.	31,238	31,238	$155,093
820	Cut one AM and one PM trip.	5,228	52,275	$56,533
832	Reduce frequency to 60 minutes on weekdays and 90 minutes on weekends.	15,462	80,048	$140,320
871/872	Reduce frequency to 60 minutes on weekdays, and discontinue weekend service.	28,197	117,288	$328,435
965	Cut 965B loop and end all service after 7pm. Discontinue Sunday service.	15,741	16,440	$126,139
	SUBTOTALS	**208,174**	**414,088**	**$942,589**
ADJUSTMENTS ALREADY APPROVED				
SVCC	Reduce scope of services.	22,950	69,020	$723,180
	SUBTOTALS	**22,950**	**69,020**	**$723,180**
GRAND TOTALS		**689,215**	**3,747,695**	**$4,910,572**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-12

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 $11 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

WHEREAS, the State of California originally authorized allocations for the STA Program that would have resulted in MTS receiving $14 million to fund operations in FY 2009; and

WHEREAS, a revised state FY 2009 budget reduced that funding by half and eliminated STA allocations through FY 2013; and

WHEREAS, MTS projects the continuation of the FY 2009 trend of lower sales tax receipts for FY 2010, which affects 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 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 Exhibit A because MTS is confronted with an $11 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 ***March 12, 2009, at 9:00 a.m., at Metropolitan Transit System located at 1255 Imperial Avenue, 10th Floor, San Diego, California 92101***. MTS shall consider service adjustments as detailed in Exhibit A, 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 March 2009 by the following vote.

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System
System

Office of the General Counsel
San Diego Metropolitan Transit

MAR12-09.25.AttC.RESO 09-12.SVC ADJ.SCOONEY.DOC

Metropolitan Transit System

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

Memorandum

DATE: March 5, 2009

TO: Paul Jablonski, Chief Executive Officer

FROM: Cliff Telfer, Chief Financial Officer

SUBJECT: MTS Fiscal Emergency

As of today, March 5, 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 four months. MTS' working capital is projected to become negative in June 2009.

San Diego Metropolitan Transit System
Working Capital Analysis
In Millions $

March	April	May	June
$20.5	$12.8	$5.0	($0.8)

* 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 June 2009 and based upon the CPRC Section 21080.32(d), MTS qualifies to issue a "fiscal emergency".

MAR12-09.25.AttD.FY10 PUB HRG SVC ADJ.COONEY.doc

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.

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

The San Diego Metropolitan Transit System (MTS) faces a budgetary funding deficit of $11 million in FY2010. The causes are primarily low sales tax revenues and elimination of funding from the State of California. The elimination of all State Transit Assistance funding by the State of California and declines in sales tax revenue have resulted in a fiscal crisis by which MTS is projected to have negative working capital by August 2009. MTS has issued a resolution declaring a "fiscal emergency." MTS proposes to bridge the gap between revenues and expenditures through reducing labor costs, increasing non-subsidy revenues, and adjusting services.

This Title VI analysis addresses the proposed FY 2010 service changes and will be presented to the MTS Board of Directors on March 12, 2009.

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

   There are two alternatives that the MTS Board of Directors might consider:

   - Alternative #1: Adjustments to MTS services for a total subsidy savings of $4.7 million.
   - Alternative #2: Adjustments to MTS services for a total subsidy savings of $10.85 million.

   This Title VI analysis will analyze major adjustments to service for Alternative #1 based on staff's recommendation. If Alternative #2 is chosen, staff will perform an additional Title VI analysis for the Board's March 26, 2009, meeting.

Alternative #1 Detail

Route 14
Nature of Change:
Reconfigure this route so that it operates only between La Mesa and Grantville, and only Monday-Friday. A separate shuttle would be operated for part of the route, seven days a week, between Old Town Transit Center and Hotel Circle.
Basis for Change: Route 14 has a very high subsidy per passenger ($6.42), low passengers per hour (12.5), and low farebox recovery (11.7%). (MTS system farebox recovery is currently 41%.) It is the lowest performing directly-operated MTS route. MTS is precluded by California Assembly Bill 117 from contracting the route for a lower cost structure. However, even as a contracted route, its productivity would likely be a basis for service reduction.
Mode of Service Impacted: Motorbus
Communities Affected: Mission Valley, Grantville, Allied Gardens, College Area, La Mesa

Route 84
Nature of Change:
Eliminate service on Saturdays, Sundays and holidays.
Basis for Change: Overall, Route 84 has a relatively high subsidy per passenger ($2.53), but on the weekend the subsidy per passenger is closer to $8. Therefore, weekend service elimination is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus

Communities Affected: Point Loma, La Playa

Route 86
Nature of Change:
Discontinue service on this route.
Basis for Change: Overall, Route 86 has a high subsidy per passenger ($6.19), low passengers per hour (6.8), and low farebox recovery (11.3%). Therefore, discontinuation of this route is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus
Communities Affected: University City
Note: This service is planned to be replaced with Super Loop implementation.

Route 820
Nature of Change:
Cut one trip in the a.m. and one trip in the p.m.
Basis for Change: Route 820 is a Premium Express service that operates along the I-15 corridor. Service would be reduced by one round trip to help address the agency's budgetary shortfall. However, the route would be re-scheduled in order to minimize the impact to riders.
Mode of Service Impacted: Motorbus
Communities Affected: Sabre Springs, Poway

Route 832
Nature of Change:
Reduce frequency of service to 60 minutes on weekdays, and 90 minutes on weekends.
Basis for Change: This community circulator route has a high subsidy per passenger ($3.11) and low farebox recovery (22.9%). Therefore, reduced frequency on this route is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus
Communities Affected: Santee

Route 871/872
Nature of Change:
Reduce frequency of service to 60 minutes on weekdays, and discontinue weekend service.
Basis for Change: This community circulator route has a relatively high subsidy per passenger ($2.05) and low farebox recovery (33%), especially on the weekends. Therefore, reduced frequency on this route and discontinuation of service on weekends is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus
Communities Affected: El Cajon

Route 965
Nature of Change:
Eliminate the 965B loop, and retain the 965A loop. Discontinue all service after 7 pm. Discontinue Sunday service.
Basis for Change: This community circulator route has a high subsidy per passenger ($7.61) in during the times being proposed for change. Therefore, reduced frequency on this route is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus
Communities Affected: City Heights, Azalea Park, Chollas Creek, Fairmount Park

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

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.

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 14	3	23	13%	41,797	105,247	40%
Route 84	0	5	0%	2,915	18,373	16%
Route 86	2	4	50%	8,744	17,770	49%
Route 820	0	8	0%	12,728	37,891	34%
Routes 871/872	4	10	40%	20,527	42,819	48%
Route 965	12	12	100%	59,146	65,691	90%
TOTAL	21	62	34%	145,857	287,791	51%
SERVICE AREA (ENTIRE AREA)	205	452	45%	1,045,459	2,017,735	52%
SERVICE AREA (NEAR SERVICE)	203	409	50%	999,848	1,860,778	54%

Combined, the major changes do not show a disproportionate impact on low-income and minority populations.

In census tracts served by those routes with major changes, 51 percent of the population is low-income or minority. This compares to the MTS Service Area average of 52 percent. If only census tracts currently served by transit are considered, the low-income and minority population in the MTS Service Area is 54%.

Additionally, only 34 percent of the census tracts affected by these changes have a higher-percentage of low-income and minority residents than the Service Area as a whole. This compares to 45 percent of all census tracts in the Service Area.

On a route-specific level, only Route 965 shows a disproportionate impact to low-income and minority residents. Ninety percent of residents in census tracts served by Route 965 are low-income or minority, and all census tracts are identified as low-income or minority tracts. These residents will be losing some frequency on weekdays and a discontinuation of service after 7pm and all day on Sunday. The majority of these residents, however, will still be well served by Routes 7 and 13 – both of which are very frequent services.

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

For changes that relate to span or frequency of service, riders will have the option to take an alternate trip. For the discontinued Route 86, a new shuttle service is proposed by the San Diego Association of Governments to start in May, 2009, which will provide a better level of service. For riders on Route 84 on the weekend, there are no other transit alternatives.

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?**

MTS has sought to minimize the impact of service changes on minority and low-income populations. Wherever possible, MTS sought changes that would continue to provide the public with other alternative modes of transport. Minor changes spread throughout the agency's service area were emphasized in the strategy for dealing with the fiscal crisis.

5) **Would the proposed service and/or fare change have a disproportionately high and adverse effect on minority and low-income populations?**
No.

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

MTS has printed and distributed 90,000 "Rider Alert" flyers that are posted on all MTS bus and trolley vehicles. Additionally, a Notice of Public Hearing was posted in the San Diego Daily Transcript, a newspaper of general circulation in the MTS area. These materials were published in English and Spanish.

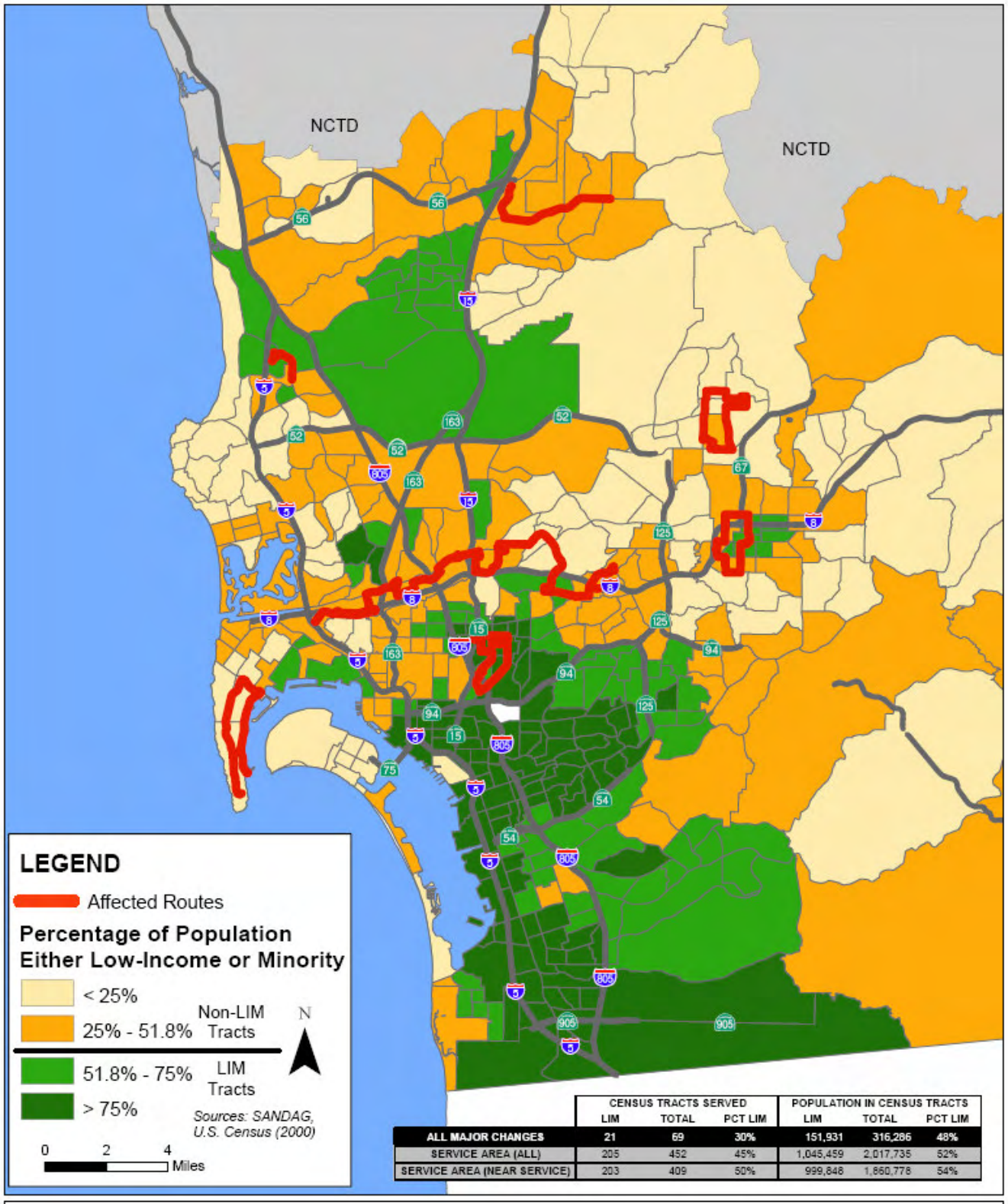
MTS will receive feedback and input in five ways for the Public Hearing regarding these proposals: 1) The Public Hearing will be held during a regularly noticed public meeting, with a pre-published agenda. The MTS Board of Directors will listen to public comments during the hearing. Recognizing that the Public Hearing will be held on a weekday and many interested parties, especially working low-income populations, are unable to attend, MTS will also accept public testimony via: 2) telephone hotline; 3) email; 4) U.S. Mail; 5) on-line survey. Comments received via the last four methods are transcribed and provided to the Board of Directors for their consideration at the public hearing.

MTS held 10 publicly-noticed Outreach Events at transit facilities throughout its service area to explain the proposed service adjustments and gain public comment. These events were heavily publicized, and held during the day and evening, weekdays, Saturday and Sunday. Spanish speakers were available to assist in communication, and bi-lingual handouts were passed to customers. A special website was set up to communicate the proposed changes, and was available in both English and Spanish.

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 will be published and provided in both English and Spanish. The information will also be on the MTS Web site (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			POPULATION IN CENSUS TRACTS		
	LIM	TOTAL	PCT LIM	LIM	TOTAL	PCT LIM
ALL MAJOR CHANGES	21	69	30%	151,931	316,286	48%
SERVICE AREA (ALL)	205	452	45%	1,045,459	2,017,735	52%
SERVICE AREA (NEAR SERVICE)	203	409	50%	999,648	1,860,778	54%

TITLE VI ANALYSIS - MARCH 2009 PUBLIC HEARING
All Major Changes

PUBLIC HEARING
AI No. 25, 3/12/09
Attachment F

June 2009 Service Change Proposal Survey Results

1) What area are you coming from? Multiple responses.

2) What area are you going to? Multiple responses.

3) For what reasons do you use transit? Multiple responses.

4) What routes do you typically use?

Route	Responses	Route	Responses	Route	Responses
1	52	84	8	874	17
2	32	86	6	875	17
3	30	89	2	901	26
4	16	101	8	905	9
5	12	105	29	916	4
6	25	115	16	917	5
7	80	120	51	921	25
8	29	150	63	923	17
9	32	210	8	928	24
10	60	305	1	929	41
11	57	350	1	932	35
13	32	700	2	933	25
14	27	701	12	934	28
15	39	704	9	936	6
18	14	705	7	955	27
20	73	707	2	960	7
25	8	709	29	961	3
27	23	712	5	962	7
28	26	810	9	963	2
30	65	815	19	964	7
31	7	816	14	965	1
35	26	820	22	967	2
40	1	832	4	968	2
41	53	833	11	972	1
44	44	834	5	974	1
48	1	844	4	977	1
49	1	845	7	992	13
50	43	848	11	All	13
83	16	850	1	Bus	4
84	8	851	1	Trolley	79
86	6	854	10	Blue Line	106
89	2	855	6	Green Line	77
101	8	856	10	Orange Line	59
105	29	858	1	SVCC	1
115	16	860	11	COASTER	7
120	51	864	14		
150	63	870	3		
210	8	871	12		
305	1	872	11		

5) During what times do you typically travel?

4a.m.-6a.m.	17.4%
6a.m.-9a.m.	58.9%
9a.m.-12p.m.	41.5%
12p.m.-3p.m.	36.3%
3p.m.-6p.m.	61.6%
6p.m.-12a.m.	31.3%

6) On what days do you typically travel?

Every Day	53.6%
Monday through Friday only	30.8%
Weekends Only	4.5%
Mondays	4.5%
Tuesdays	4.2%
Wednesdays	5.1%
Thursdays	4.0%
Fridays	5.5%
Saturdays	5.2%
Sundays	3.6%

7) What type of fare media do you typically purchase?

Monthly Pass	70.8%
Day Pass	14.7%
One-way cash fare	4.5%
Other	10.0%

7) Would you be willing to pay a higher fare in lieu of having service reductions?

Yes	56.5%
No	36.9%
No Answer	6.5%

9) How will the recommended changes affect your travel needs? Please feel free to provide any other Comments/Suggestions you may have: Multiple responses.

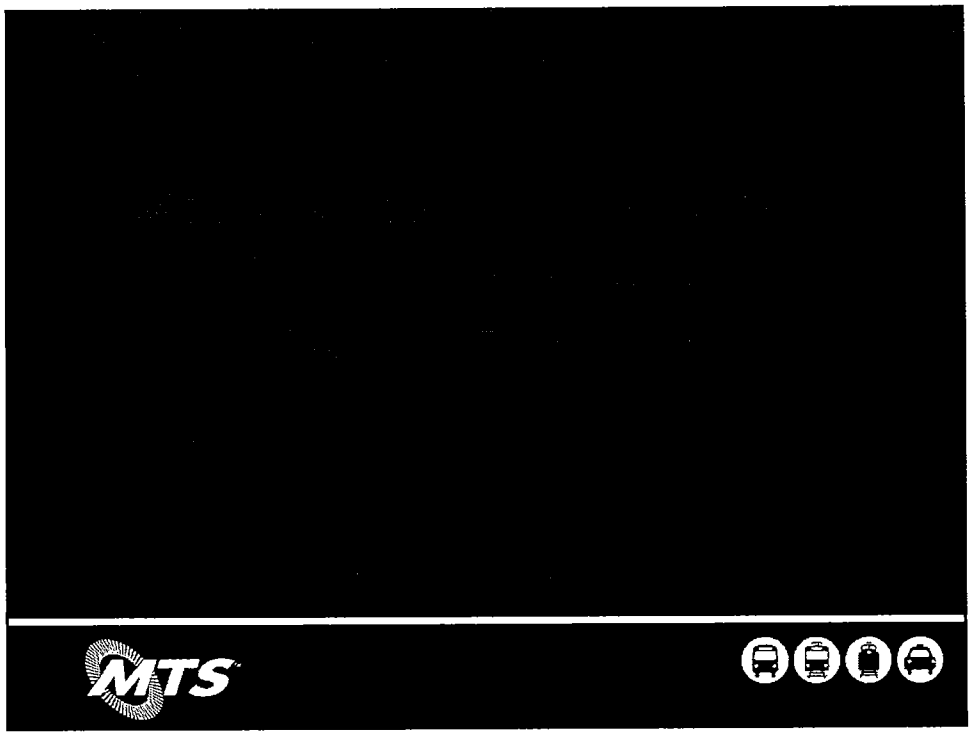
Summary of Comments Received

Public Hearing on Service Adjustments, March 12, 2009

Route	Comments	Route	Comments	Route	Comments
1	2	210	2	901	1
7	1	707	26	905	3
8	3	709	26	917	1
9	3	810	6	921	1
10	1	815	2	923	3
11	1	816	2	928	3
14	9	820	3	929	2
18	102	832	2	932	1
20	2	833	4	933	1
25	3	834	2	965	4
27	13	844	6	967	1
28	1	845	2	968	1
30	6	848	3	971	1
41	5	850	2	976	1
44	4	854	9	977	1
50	3	860	6	BLUE LINE	3
83	17	870	7	BUDGET	2
84	13	871	2	FARES	16
86	16	872	2	GENERAL	39
105	2	874	1	ORANGE LINE	4
115	1	875	1	SVCC	4
120	1	894	1	TROLLEY	3
150	1				

Total Commenters: 331

Total Route Comments: 423



- Service change proposals developed from all services ranked based on criteria in Board Policy 42:
  - Passengers/Revenue Hour
  - Subsidy per Passenger
  - Farebox Recovery Ratio
- Core COA principles followed throughout process.
- Proposals initially ranked based on the amount of subsidy saved per number of passengers affected.
- Other considerations…
  - Overall ridership
  - Available travel alternatives
  - Geographic equity
  - Title VI
  - System network impacts

Development of Recommendation

- Initial proposals for service cuts developed to fill $10.7 million gap in funding, using ridership and productivity data as outlined in Policy 42
- Proposals advertised to riders through outreach events and notices, to collect feedback on specific changes
- Budget Development Committee recommended evaluating a more positive economic outlook and a fare increase, to offset service cuts
- $6.9 million subsidy target established for service cuts and/or fare revenues
- Recommendations finalized using comments received from passengers

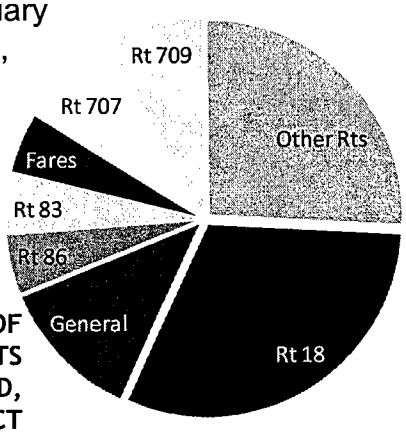
Communication and Outreach

- 10 Events held at transit facilities February 18 – 22
  - Noticed with 90,000 Rider Alerts on all vehicles
  - Press release generated media coverage
  - Received nearly 500 written surveys
  - Reached several thousand passengers
  - Handouts in Spanish and English
- Information on MTS website
  - On line survey for comments
- Planning hotline, e-mail address, TeleInfo collecting comments
- Notice of public hearing in newspaper
- 110,000 Take One Rider Alert for vehicles

Public Comments on Proposals

Comments on $10.7 million level of reductions…

- 10 outreach events in February
- 331 hotline voice messages, e-mails, and letters
- 672 surveys
- 57% surveyed preferred fare increase over major service cuts



PERCENT OF COMMENTS RECEIVED, BY SUBJECT

$6.9 Million Service/Fare Adjustments

	Current	Option 1	Option 2	Option 3	Option 4
Service Reductions	----	$6.9M	$5.7M	$4.7M	None
Adult Monthly Pass*	$68	$68	$70	$72	$82
Premium Adult Monthly Pass*	$90	$90	$100	$100	$100
Downtown Trolley Fare	$1.25	$2.50	$2.50	$2.50	$2.50
Local/Urban Fare	$2.25	$2.25	$2.25	$2.25	$2.25
Shuttle Fare	$1.00	$2.25	$2.25	$2.25	$2.25

* Youth Pass = 50% of Adult; Senior/Disabled/Medicare = 25% of Adult

Budget Development & Executive Committees Recommended Option #3

- $4 increase in adult monthly pass (from current $68 to $72)
- Increases in other monthly passes
  - S/D/M Pass from $17 to $18
  - Youth from $34 to $36
  - Premium Express Pass from $90 to $100
- Increase $1 one-way shuttle cash adult bus fares to $2.25
  - 4 routes affected (Routes 851, 871/872 and 904)
- Eliminate $1.25 Downtown Trolley fare
- $4.7 million subsidy savings from service adjustments





JUNE 2009 SERVICE CHANGE PROPOSALS
$4.7 Million in Service Adjustments
Routes Affected:
33/72 Local/Urban Routes
1/5 Express Routes
5/5 Premium Express Routes
1 Trolley Route
3.75 Million Trips Impacted (3.7% of total)
666,000 Annual Trips Lost (0.7% of total)





SERVICE DISCONTINUATION:	
Discontinue All Service	**Discontinue All Weekend Service**
86 (University City)	14 (Mission Vly/Allied Gdns/La Mesa)
(Service replaced by Super Loop)	(except Hotel Circle)
	84 (Point Loma)
	871/872 (El Cajon)
	Discontinue Sunday Service Only
	965 (City Heights)

FREQUENCY REDUCTIONS:	
Weekdays (Midday)	**Saturdays AND Sundays (Midday)**
709 (Otay Ranch): 15 → 30	832 (Santee): 60 → 90
832 (Santee): 30 → 60	833 (Santee-El Cajon): 60 → 90
864 (Alpine): 30 → 60	845 (Poway): 30 → 60
871/872 (El Cajon): 30 → 60	905 (Otay Mesa): 30 → 60
905 (Otay Mesa) 30 → 60	928 (Serra Mesa): 30 → 60

FREQUENCY REDUCTIONS (cont'd):	
Saturdays Only	**Sundays Only**
20 (North of Mira Mesa): 30 → 60	2 (Golden Hill/South Park): 15 → 20
701 (Chula Vista): 30 → 60	7 (University Ave.): 12 → 15
712 (Chula Vista): 30 → 60	10 (University Ave.): 15 → 20
933/934 (Imp. Bch./Otay): 15 → 20	11 (Skyline/Adams Ave.): 20 → 30
	15 (El Cajon Blvd.): 15 → 20
	20 (North of K. Mesa): 30 → 60
	933/934 (Imp. Bch./Otay): 15 → 30
	967 (National City): 60 → 120
Night Frequency & Span	968 (National City): 60 → 120
Reductions on eleven routes	

OTHER CHANGES:	
Restructured Routes & Segment Cuts	**Premium Express Trip Reductions**
2 (Downtown: weekends)	810 (Escondido/Rancho Bernardo)
14 (Mission Valley)	820 (Poway)
856 (Rancho SD Village: weekends)	
923 (Downtown-Airport: weekends)	
965 (City Heights)	
Discontinue Holiday Season Service	**Change Route Type & Operator**
All Premium Express Routes	870 (El Cajon-Santee-Kearny Mesa)

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 7 of the 35 routes recommended today for changes

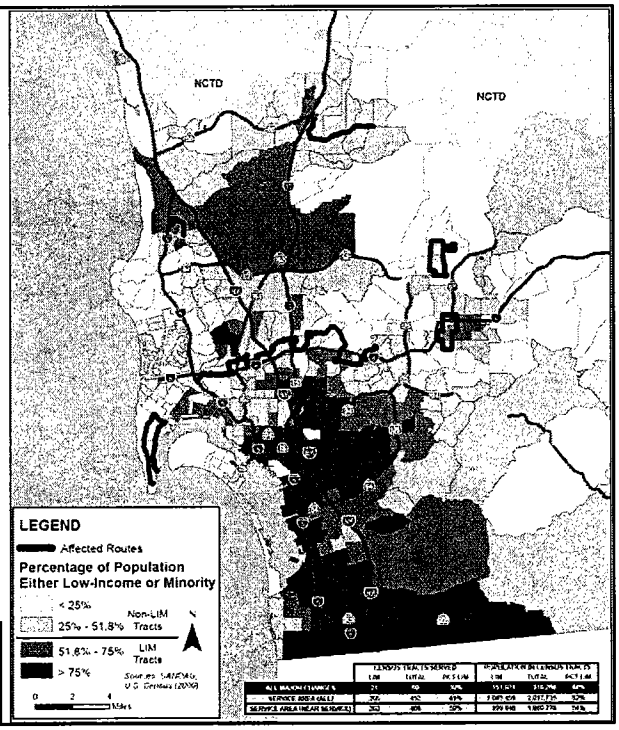
Minor Service Changes

- Defined by Federal Transit Administration as changes that affect less than 25% of a route's hours or miles
- Do not require a public hearing
- Includes 28 of the 35 routes recommended today for changes

Title VI Analysis

- Proposed major service changes will not negatively impact low-income and minority (LIM) populations more than non-LIM populations.
- Budget-related adjustments would have less impact on LIM communities than the readily possible alternatives.
- Complete Title VI analysis included within agenda packet.

Title VI Analysis



Recommendations

- Conduct a public hearing on recommended service adjustments to achieve at least $4.7 million in subsidy savings and, at most, $10.7 million in subsidy savings (as described in Attachment A)
- Adopt Resolution 09-12, "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 March 26, 2009.





Received 3/11/09
238 Signatures

PROTEST FOR DISCONTINUATION OF ROUTE 27 ON THE WEEKENDS

THE FOLLOWING ARE CITIZENS OF SAN DIEGO AND BUS RIDERS OF THE #27 ROUTE WHO HEREBY PROTEST THE DISCONTINUATION OF THE ROUTE ON WEEKENDS:

NAME – NOMBRE	PHONE NUMBER – NUMERO de TEL.
1. [illegible]	858 [illegible]
2. Scott Sabens	909-754-3637
3. [illegible]	
4. Sara Jeffords	858-272-6145
5. [illegible]	(858) 412-5113
6. [illegible]	858 412 5113
7. Tom Liefgreed	858-652-2269
8. JoAnn Ross	(858) 483-7990
9. Nancy Lawin	858 488-1790
10. [illegible]	858-488-1720
11. [illegible]	858-488-1790
12. [illegible]	(858) 581-6334
13. Violet Fitzgerald	(858) 273-8096
14. Mary Coleman	858 273-6969
15. G Gonzalez	
16. FLOEFORD50 Plaza	858 490-1040
17. Judy Stubbs	858 453 5650
18. Sharon Jonson	858-272-7225

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

The San Diego Metropolitan Transit System (MTS) faces a budgetary funding deficit of $11 million in FY2010. The causes are primarily low sales tax revenues and elimination of funding from the State of California. The elimination of all State Transit Assistance funding by the State of California and declines in sales tax revenue have resulted in a fiscal crisis by which MTS is projected to have negative working capital by August 2009. MTS has issued a resolution declaring a "fiscal emergency." MTS proposes to bridge the gap between revenues and expenditures through reducing labor costs, increasing non-subsidy revenues, and adjusting services.

This Title VI analysis addresses the proposed FY 2010 service changes and will be presented to the MTS Board of Directors on March 12, 2009.

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

   There are two alternatives that the MTS Board of Directors might consider:

   - Alternative #1: Adjustments to MTS services for a total subsidy savings of $4.7 million.
   - Alternative #2: Adjustments to MTS services for a total subsidy savings of $10.85 million.

   This Title VI analysis will analyze major adjustments to service for Alternative #1 based on staff's recommendation. If Alternative #2 is chosen, staff will perform an additional Title VI analysis for the Board's March 26, 2009, meeting.

   Alternative #1 Detail

   Route 14
   Nature of Change:
   Reconfigure this route so that it operates only between La Mesa and Grantville, and only Monday-Friday. A separate shuttle would be operated for part of the route, seven days a week, between Old Town Transit Center and Hotel Circle.
   Basis for Change: Route 14 has a very high subsidy per passenger ($6.42), low passengers per hour (12.5), and low farebox recovery (11.7%). (MTS system farebox recovery is currently 41%.) It is the lowest performing directly-operated MTS route. MTS is precluded by California Assembly Bill 117 from contracting the route for a lower cost structure. However, even as a contracted route, its productivity would likely be a basis for service reduction.
   Mode of Service Impacted: Motorbus
   Communities Affected: Mission Valley, Grantville, Allied Gardens, College Area, La Mesa

   Route 84
   Nature of Change:
   Eliminate service on Saturdays, Sundays and holidays.
   Basis for Change: Overall, Route 84 has a relatively high subsidy per passenger ($2.53), but on the weekend the subsidy per passenger is closer to $8. Therefore, weekend service elimination is being proposed to address the funding shortfall.

Mode of Service Impacted: Motorbus
Communities Affected: Point Loma, La Playa

Route 86
Nature of Change:
Discontinue service on this route.
Basis for Change: Overall, Route 86 has a high subsidy per passenger ($6.19), low passengers per hour (6.8), and low farebox recovery (11.3%). Therefore, discontinuation of this route is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus
Communities Affected: University City
Note: This service is planned to be replaced with Super Loop implementation.

Route 820
Nature of Change:
Cut one trip in the a.m. and one trip in the p.m.
Basis for Change: Route 820 is a Premium Express service that operates along the I-15 corridor. Service would be reduced by one round trip to help address the agency's budgetary shortfall. However, the route would be re-scheduled in order to minimize the impact to riders.
Mode of Service Impacted: Motorbus
Communities Affected: Sabre Springs, Poway

Route 832
Nature of Change:
Reduce frequency of service to 60 minutes on weekdays, and 90 minutes on weekends.
Basis for Change: This community circulator route has a high subsidy per passenger ($3.11) and low farebox recovery (22.9%). Therefore, reduced frequency on this route is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus
Communities Affected: Santee

Route 871/872
Nature of Change:
Reduce frequency of service to 60 minutes on weekdays, and discontinue weekend service.
Basis for Change: This community circulator route has a relatively high subsidy per passenger ($2.05) and low farebox recovery (33%), especially on the weekends. Therefore, reduced frequency on this route and discontinuation of service on weekends is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus
Communities Affected: El Cajon

Route 965
Nature of Change:
Eliminate the 965B loop, and retain the 965A loop. Discontinue all service after 7 pm. Discontinue Sunday service.
Basis for Change: This community circulator route has a high subsidy per passenger ($7.61) in during the times being proposed for change. Therefore, reduced frequency on this route is being proposed to address the funding shortfall.
Mode of Service Impacted: Motorbus
Communities Affected: City Heights, Azalea Park, Chollas Creek, Fairmount Park

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

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.

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Combined, the major changes do not show a disproportionate impact on low-income and minority populations.

In census tracts served by those routes with major changes, 48 percent of the population is low-income or minority. This compares to the MTS Service Area average of 52 percent. If only census tracts currently served by transit are considered, the low-income and minority population in the MTS Service Area is 54%.

Additionally, only 30 percent of the census tracts affected by these changes have a higher-percentage of low-income and minority residents than the Service Area as a whole. This compares to 45 percent of all census tracts in the Service Area.

On a route-specific level, only Route 965 shows a disproportionate impact to low-income and minority residents. Ninety percent of residents in census tracts served by Route 965 are low-income or minority, and all census tracts are identified as low-income or minority tracts. These residents will be losing some frequency on weekdays and a discontinuation of service after 7pm and all day on Sunday. The majority of these residents, however, will still be well served by Routes 7 and 13 – both of which are very frequent services.

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5) **Would the proposed service and/or fare change have a disproportionately high and adverse effect on minority and low-income populations?**
No.

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

MTS has printed and distributed 90,000 "Rider Alert" flyers that are posted on all MTS bus and trolley vehicles. Additionally, a Notice of Public Hearing was posted in the San Diego Daily Transcript, a newspaper of general circulation in the MTS area. These materials were published in English and Spanish.

MTS will receive feedback and input in five ways for the Public Hearing regarding these proposals: 1) The Public Hearing will be held during a regularly noticed public meeting, with a pre-published agenda. The MTS Board of Directors will listen to public comments during the hearing. Recognizing that the Public Hearing will be held on a weekday and many interested parties, especially working low-income populations, are unable to attend, MTS will also accept public testimony via: 2) telephone hotline; 3) email; 4) U.S. Mail; 5) on-line survey. Comments received via the last four methods are transcribed and provided to the Board of Directors for their consideration at the public hearing.

MTS held 10 publicly-noticed Outreach Events at transit facilities throughout its service area to explain the proposed service adjustments and gain public comment. These events were heavily publicized, and held during the day and evening, weekdays, Saturday and Sunday. Spanish speakers were available to assist in communication, and bi-lingual handouts were passed to customers. A special website was set up to communicate the proposed changes, and was available in both English and Spanish.

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 will be published and provided in both English and Spanish. The information will also be on the MTS Web site (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)

WERTZ MCDADE WALLACE MOOT & BROWER

LAWYERS | A PROFESSIONAL CORPORATION

Sandra J. Brower
Amberlynn Deaton
John P. Fiske
Richard T. Forsyth
Sarah H. Lanham
Joseph C. Lavelle
Julie A. Lewin
J. Michael McDade
John S. Moot
Gregory Rodriguez
Elaine A. Rogers
John H. Stephens
Bruce R. Wallace
John Ross Wertz
Pamela Lawton Wilson
Of Counsel
Rebecca Michael
Evan S. Ravich
Administrator
Fred Mahady, Jr.

RECEIVED
MAR 11 2009
MTS

March 10, 2009

Harry Mathis, Chairman
Metropolitan Transit System
1255 Imperial Avenue
San Diego, CA 92101

Re: MTS Route Change Proposals; 3517 Camino del Rio South

Dear Chairman Mathis:

We strongly oppose any reduction in transit service to Camino del Rio South currently being considered by the Metropolitan Transit System. This firm represents Stephens Properties, L.P., which owns Mission View Plaza, located at 3517 Camino del Rio. Mission View Plaza is the site of the California Unemployment Insurance Appeals Board (CUIAB) and other business dependent on the availability of public transportation.

The CUIAB has 11 hearing rooms at the location, which is its only facility in San Diego County. Many of the participants rely on public transportation to attend the hearings. These are unemployed individuals who have lost their jobs and are challenging their denial of benefits. They are often financially desperate with perhaps no other means of transportation. The CUIAB itself could face relocation if the Camino del Rio route is cut. This would come at possibly the worst time in its existence given the pervasive economic downturn that has led to skyrocketing unemployment. Such a forced move could threaten the viability of Mission View Plaza itself.

We appreciate the current budget cutbacks that have caused the need to consider reducing transit service. However, eliminating service for this already financially strained group could have profound effect if they cannot attend hearings required to establish unemployment benefits. Among Mission View Plaza's other tenants is one of San Diego's largest foster-child placement centers, a law firm that handles employment cases and a physician whose patients are often disabled. Their businesses also will be substantially affected by any elimination of public transportation.

Again, we urge the Board not to reduce this essential public transit route.

Very truly yours,

J. Michael McDade

Very truly yours,

John H. Stephens

945 Fourth Avenue, San Diego, California 92101

Telephone 619-233-1888 • Facsimile 619-696-9476 • www.wertzmcdade.com

cc: Sherri Lightner
Jerry Selby
Merrilee Boyack
Tony Young
Bob McClellan
Todd Gloria
Al Ovrom
Rosalie Zarate
Jerry Rindone
Ron Roberts
Fred McLean
Hal Ryan
Ernest Ewin
Kevin Faulconer

Post 2/26/09 – 3/13/09

MTS RIDER ALERT

PUBLIC HEARING FOR PROPOSED CHANGES TO MTS SERVICES

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.

Important Notice!

State Eliminates State Transit Assistance

The State of California eliminated all State Transit Assistance funding for the next five years. To MTS, this will cause a $14 million deficit in its budget.

To balance its budget, MTS is forced to propose service changes that range from reduced frequency in non-peak hours, to partial route restructuring, to the total discontinuation of some routes, and the possibility of fare increases. The specific details of the service reductions under consideration are included below.
If approved by the MTS Board of Directors at its meeting on March 26, 2009, most proposals would be implemented in June 2009.

The proposals aim to minimize impacts to weekday and peak-hour service, but nearly 75 percent of all bus routes will be affected in some way. Some trolley service changes and fare increases are also being considered. MTS will also continue to streamline internal operations and work to increase non-fare revenues to help balance the budget.

Get Information at www.sdmts.com

MTS has a complete Web site dedicated to the proposed changes. It includes route and schedule changes. From www.sdmts.com, click on the link for 2009 Service Adjustments.

Provide Input...

Members of the public are invited to provide input on the proposals, which are listed below. The MTS Board of Directors will not make a decision on these changes until public testimony is received and considered. Please review the proposed changes and, if you wish, you can provide comments for the Public Hearing using any of the following methods:

- Public Testimony at the **PUBLIC HEARING**:
  Thursday, March 12, 2009, 9:00 a.m.
  1255 Imperial Avenue, 10th Floor
  (at the 12th/Imperial Transit Center)
  San Diego, CA 92101
- Telephone Hotline: (619) 595-4912 (Voicemail)
- E-Mail: mts.planning@sdmts.com
- Our website, www.sdmts.com, includes a passenger survey in the **2009 Service Adjustments** link.
- U.S. Mail. Send to:
  MTS Public Hearing Comments
  1255 Imperial Avenue, Suite 1000
  San Diego, CA 92101

Proposed Service Changes:

Changes are proposed to take effect in June 2009 (except where noted).

ROUTE	PROPOSAL
Blue Line	Saturday night 'Owl' service would be discontinued, and some late night northbound trips would end at America Plaza, instead of Old Town, on all days.
Orange Line	Service on all days would end after the 10:15pm eastbound trip. Also, weekend frequency would be reduced to every 30 minutes.
1	Service would be reduced to 30-minute frequency on weekdays and hourly frequency on Sundays.
2	Service would be reduced on Sundays to 20-minute frequency during the midday and 30 minute frequency early morning and nights. Also, the downtown terminal would be moved from the Embarcadero area to America Plaza.
4	Sunday service would be reduced to hourly.
7	Service would be reduced to 15-minute frequency on weekends.
8/9	Service would be reduced to 30-minute frequency on all days, starting in September 2009. Also, Route 9 service would end at 8pm on all days (night service would continue on Route 8 only).
10	Service would be reduced to 20-minute frequency on Sundays.
11	Service would be reduced to 30-minute frequency on Sundays.
14	Route would be shortened to operate only between Lake Murray Blvd. (La Mesa) and Grantville Trolley Station. Grantville routing would be adjusted to maintain service to Rancho Mission Rd. Service would be hourly Monday through Friday; weekend service would be discontinued. Separately, a new shuttle route would operate on Hotel Circle between Fashion Valley and Old Town on weekdays only, approximately every 30 minutes.
15	Service would be reduced on Sundays to a 20 minute frequency during the midday, and a 30-minute frequency early morning and nights.
18	Route would be discontinued.
20	Weekday service would be reduced to hourly north of Mira Mesa during the midday. Weekend service would be reduced to hourly north of Kearny Mesa all day.
25	Route would be divided into two weekday-only routes as follows: A Linda Vista–Fashion Valley shuttle would operate between approximately 9am and 4pm via Ulric St., Comstock St., and Osler St.; A Tierrasanta–Kearny Mesa shuttle would operate during rush hours only via Santo Rd., La Cuenta Dr., and Clairemont Mesa Blvd.
27	All weekend service would be discontinued.
28	Sunday service would be reduced to hourly.
30	The southern terminal would be moved from downtown to Old Town at night on weekdays, and all day on weekends.
41	Sunday service would be reduced to hourly.
44	Sunday service would be reduced to hourly.
50	Route would be reduced to operate during rush hours only, approximately every 30 minutes.
83	Route would be discontinued.
84	Route would be discontinued.
86	Route would be discontinued.
105	Weekday night and Saturday service would be reduced to hourly.
150	The southern terminal would be moved from downtown to Old Town during the midday.
210	The downtown terminal would be moved from the Embarcadero area to America Plaza.
701	Saturday service would be reduced to hourly.
705	Weekday service between E Street Trolley and Plaza Bonita would be reduced. Also, frequency would be reduced to hourly after 6pm on weekdays and all day on weekends.
707	Route would be discontinued.
709	Service between Southwestern College and Otay Ranch Town Center would be reduced to 30 minutes on weekdays.
712	Frequency would be reduced to hourly after 7pm on weekdays and all day on weekends.
810	One morning and one afternoon trip would be discontinued. Also, route would not operate the Friday after Thanksgiving or 12/24/09 through 1/2/10 (inclusive).
815	Frequency would be reduced to hourly after 7:00 p.m. on weekdays and all day on weekends.
820	One morning and one afternoon trip would be discontinued. Also, route would not operate the Friday after Thanksgiving or 12/24/09 through 1/2/10 (inclusive).
832	Weekday frequency would be reduced to every 60 minutes. Saturday frequency would be reduced to every 90 minutes and Sunday service would be discontinued.
833	Saturday frequency would be reduced to every 90 minutes and Sunday service would be discontinued.
834	Route would be discontinued.
844	Route would be discontinued.
845	Weekend frequency would be reduced to hourly.
848	Weekday frequency would be reduced to hourly after 7:00 p.m.
850	Route would not operate the Friday after Thanksgiving or 12/24/09 through 1/2/10 (inclusive).
854	Weekday frequency would be reduced to hourly, and all weekend service would be discontinued.
855	Weekday frequency would be reduced to hourly after 7:00 p.m.
856	Weekday frequency would be reduced to hourly after 7:00 p.m., and service to Rancho San Diego Village would be discontinued on weekends.
860	One morning and one afternoon trip would be discontinued. Also, route would not operate the Friday after Thanksgiving or 12/24/09 through 1/2/10 (inclusive).
864	Service east of East County Square would be reduced to hourly on weekdays.
870	Route would be discontinued.
871/872	Weekday frequency would be reduced to hourly and weekend service would be discontinued.
874/875	Weekend frequency would be reduced to hourly.
880	Route would not operate the Friday after Thanksgiving or 12/24/09 through 1/2/10 (inclusive).
901	Frequency would be reduced to hourly after 7:00 p.m. on weekdays. Also, late night trips between Iris Trolley and San Ysidro would be discontinued.
904	Route would be discontinued.
905	Weekday frequency would be reduced to hourly during the midday. Saturday service would be reduced to hourly all day, and Sunday service would be discontinued.
916/917	Service on weekdays would be reduced to hourly. Weekend service would be operated in one direction only (917 in the morning, 916 in the afternoon).
921	Weekday frequency would be reduced to hourly during the midday.
923	Weekend service would travel only between Ocean Beach and San Diego Airport. Downtown-bound passengers would need to transfer to/from Route 992.
928	Frequency would be reduced to hourly after 7:00 p.m. on weekdays and all day on weekends.
929	Downtown terminal would be changed to the City College Trolley Station. Through-service on Broadway would be available via connection with Route 2, 7, 15, or 901.
932	Frequency would be reduced on all days to hourly after 8pm. On weekends, every other trip would terminate at E St. Trolley (only every other trip serves 8th St. Trolley), and all service north of E St. Trolley would be discontinued after 5pm.
933/934	Saturday frequency would be reduced to 20 minutes and Sunday frequency would be reduced to 30 minutes. Night frequency would be reduced to hourly after 8:30pm on all days.
936	Sunday service would be reduced to hourly.
961	On weekdays, short Route 961A trips between 24th St. Trolley and Plaza Bonita would not operate until 1pm. Also, frequency would be reduced to hourly after 7pm.
964	Route 964B would be reduced to operate during rush hours only.
965	Service on the 965B loop would be discontinued. Weekday service after 7pm and all weekend service would be discontinued.
967	Frequency would be reduced to 120 minutes on all days. Combined frequency of Routes 967 and 968 would be 60 minutes.
968	Frequency would be reduced to 120 minutes on all days. Combined frequency of Routes 967 and 968 would be 60 minutes.
992	Frequency on Saturdays and Sundays would be reduced to 20 minutes, and to every 30 minutes after 6:30pm on all days.

Post 26/2/09 – 13/3/09

AVISO A LOS PASAJEROS

AUDIENCIA PUBLICA PARA CAMBIOS PROPUESTOS A LOS SERVICIOS DE MTS

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.

¡AVISO IMPORTANTE!

El Estado elimina la financiación de la Asistencia de Tránsito

El Estado de California eliminó todos los fondos de la Asistencia de Tránsito del Estado para los próximos cinco años. A MTS, esto causará un déficit de $14 millones en su presupuesto.

Para balancear su presupuesto, MTS se ve obligado a proponer cambios en el servicio, que van desde la reducción de frecuencias, a la reestructuración parcial de algunas rutas, a la suspensión total de otras rutas, y la posibilidad de aumentos de tarifas. Los detalles específicos de las reducciones de los servicios propuestos se incluyen a continuación. Si son aprobados por la mesa directiva de MTS en su junta del 26 de marzo de 2009, muchas de las propuestas serían implementadas en junio de 2009.

El objetivo de las propuestas es reducir al mínimo los impactos durante los días de entre semana y las horas pico. Sin embargo, casi el 75 por ciento de las rutas de autobuses se verán afectadas de alguna manera. Algunos horarios del Trolley y el aumento de las tarifas también se están considerando. Además, MTS seguirá racionalizando las operaciones internas y trabajar para aumentar otros ingresos para ayudar a equilibrar el presupuesto.

Vea más información en www.sdmts.com

En su página internet www.sdmts.com, MTS tendrá una página dedicada a los cambios propuestos que incluyen los cambios específicos de las rutas y los horarios. Solamente haga clic en el enlace para los Ajustes en el servicio de 2009.

De sus comentarios...

Los miembros del público están invitados a dar su opinión sobre las propuestas, que son detalladas a continuación. La junta directiva de MTS no hará una decisión sobre estos cambios hasta que se reciba y se considere testimonio público. Por favor, revise los cambios propuestos y, si lo desea, puede hacer comentarios para la audiencia pública, utilizando cualquiera de las siguientes maneras:

- Testimonio público en la **AUDIENCIA PUBLICA**:
  Jueves 12 de marzo del 2009, 9:00 a.m.
  1255 Imperial Avenue, 10o piso
  (en el 12o/Imperial Transit Center)
  San Diego, CA 92101
- Línea Directa: (619) 595-4912 (correo de voz)
- Correo electrónico: mts.planning@sdmts.com
- Nuestro sitio de internet, www.sdmts.com, incluye una encuesta en la página de **Ajustes en el servicio de 2009**.
- Correo postal:
  MTS Public Hearing Comments
  1255 Imperial Avenue, Suite 1000
  San Diego, CA 92101

Propuestas para cambios:

Propuestas para cambios en el servicio entrarán en vigencia a partir de junio de 2009:

RUTA	PROPUESTA
Blue Line	Se descontinuaría servicio nocturno de los sábados. Además, en todos los días, algunos viajes nocturnos en la dirección hacia el norte terminarían en America Plaza en lugar de Old Town.
Orange Line	El servicio nocturno de todos los días terminaría después del viaje hacia el este que sale a las 10:15pm. Además, se reduciría la frecuencia de servicio en los fines de semana a cada 30 minutos.
1	Se reduciría la frecuencia de servicio a cada 30 minutos en los días de entre semana, y cada 60 minutos en los domingos.
2	En los domingos, se reduciría la frecuencia de servicio a cada 20 minutos durante el día, y cambiaría a cada 30 minutos en la mañana y la noche. Además, la terminal del centro de San Diego cambiaría del área de Embarcadero a America Plaza.
4	Se reduciría la frecuencia de servicio a cada 60 minutos en los domingos.
7	Se reduciría la frecuencia de servicio a cada 15 minutos en los fines de semana.
8/9	Se reduciría la frecuencia de servicio a cada 30 minutos en todos los días a partir del septiembre de 2009. Además, el servicio de la ruta 9 terminaría a las 8pm todos los días (servicio nocturno continuaría solo en la ruta 8).
10	Se reduciría la frecuencia de servicio a cada 20 minutos en los domingos.
11	Se reduciría la frecuencia de servicio a cada 30 minutos en los domingos.
14	Se recortaría la ruta para operar solo entre Lake Murray Blvd. (La Mesa) y Grantville Trolley Station. Se ajustaría la ruta en Grantville para mantener servicio a Rancho Mission Rd. La frecuencia sería cada 60 minutos en los días de entre semana. Se descontinuaría todo el servicio en los fines de semana. Además, un 'shuttle' operaría en los días de entre semana entre Old Town y Fashion Valley, vía Hotel Circle North y Hotel Circle South, aproximadamente cada 30 minutos durante el día.
15	En los domingos, se reduciría la frecuencia de servicio a cada 20 minutos durante el día, y cambiaría a cada 30 minutos en la mañana y la noche.
18	Se descontinuaría la ruta.
20	Se reduciría la frecuencia del servicio del mediodía de los días de entre semana a cada 60 minutos al norte de Mira Mesa. Además, se reduciría la frecuencia del servicio de los fines de semana a cada 60 minutos al norte de Kearny Mesa.
25	La ruta se dividiría en dos rutas independientes que operarán solo en los días de entre semana de la siguiente manera: la ruta 25 operaría entre Fashion Valley y Linda Vista, entre 9am-4pm aproximadamente, vía Ulric St., Comstock St., y Osler St. Una otra ruta "shuttle" operaría entre Tierrasanta y Kearny Mesa solo durante las horas pico, vía Santo Rd., La Cuenta Dr., y Clairemont Mesa Blvd.
27	Se descontinuaría todo el servicio los fines de semana.
28	Se reduciría la frecuencia de servicio a cada 60 minutos en los domingos.
30	La terminal sur de la ruta cambiaría del centro de San Diego al Old Town Transit Center durante el y las noches de los días de entre semana, y todo el día los fines de semana.
41	Se reduciría la frecuencia de servicio a cada 60 minutos los domingos.
44	Se reduciría la frecuencia de servicio a cada 60 minutos los domingos.
50	La ruta se reduciría a operar sólo durante las horas pico, con frecuencia aproximadamente de cada 30 minutos.
83	Se descontinuaría la ruta.
84	Se descontinuaría la ruta.
86	Se descontinuaría la ruta.
105	Se reduciría la frecuencia de servicio a cada 60 minutos los sábados y en las noches de los días de entre semana.
150	La terminal sur de la ruta cambiaría del centro de San Diego a Old Town durante el mediodía.
210	La terminal del centro de San Diego cambiaría del área de Embarcadero a America Plaza.
701	Se reduciría la frecuencia de servicio a cada 60 minutos en los sábados.
705	Se reduciría el servicio en los días de entre semana entre la E St. Trolley y Plaza Bonita. Además, se reduciría la frecuencia a cada 60 minutos después de la 6pm en los días de entre semana, y en todo el día los fines de semana.
707	Se descontinuaría la ruta.
709	Se reduciría la frecuencia de servicio entre Southwestern College y Otay Ranch Town Center a cada 30 minutos los días de entre semana.
712	Se reduciría la frecuencia de servicio a cada 60 minutos después de las 7pm en los días de entre semana, y todo el día en los sábados.
810	Se descontinuaría un viaje en la mañana y un viaje en la tarde. Además, esta ruta no operaría en el viernes después del Día de Acción de Gracias ni en los días entre el 24/12/09 y 02/01/10.
815	Se reduciría la frecuencia de servicio a cada 60 minutos después de las 7pm los días de entre semana, y todo el día los fines de semana.
820	Se descontinuaría un viaje en la mañana y un viaje en la tarde. Además, esta ruta no operaría en el viernes después del Día de Acción de Gracias ni en los días entre el 24/12/09 y 02/01/10.
832	Se reduciría la frecuencia de servicio a cada 60 minutos los días de entre semana. Se reduciría la frecuencia de servicio a cada 90 minutos los sábados, y se descontinuaría todo el servicio los domingos.
833	Se reduciría la frecuencia de servicio a cada 90 minutos los sábados, y se descontinuaría todo el servicio los domingos.
834	Se descontinuaría la ruta.
844	Se descontinuaría la ruta.
845	Se reduciría la frecuencia de servicio a cada 60 minutos en los fines de semana.
848	Se reduciría la frecuencia de servicio a cada 60 minutos después de las 7pm en los días de entre semana.
850	No operaría en el viernes después del Día de Acción de Gracias ni en los días entre el 24/12/09 y 02/01/10.
854	Se reduciría la frecuencia de servicio a cada 60 minutos en los días de entre semana, y se descontinuaría todo el servicio en los fines de semana.
855	Se reduciría la frecuencia de servicio a cada 60 minutos después de las 7pm en los días de entre semana.
856	Se reduciría la frecuencia de servicio a cada 60 minutos después de las 7pm en los días de entre semana. Además, se descontinuaría servicio a Rancho San Diego Village en los fines de semana.
860	Se descontinuaría un viaje en la mañana y un viaje en la tarde. Además, esta ruta no operaría en el viernes después del Día de Acción de Gracias ni en los días entre el 24/12/09 y 02/01/10.
864	Se reduciría la frecuencia del servicio al este de East County Square a cada 60 minutos en los días de entre semana.
870	Se descontinuaría la ruta.
871/872	Se reduciría la frecuencia de servicio a cada 60 minutos en los días de entre semana, y se descontinuaría todo el servicio los fines de semana.
874/875	Se reduciría la frecuencia de servicio a cada 60 minutos en los días de entre semana.
880	No operaría en el viernes después del Día de Acción de Gracias ni en los días entre el 24/12/09 y 02/01/10.
901	Se reduciría la frecuencia de servicio a cada 60 minutos después de las 7pm en los días de entre semana. Además, se descontinuarían los viajes de la noche entre Iris Trolley y San Ysidro.
904	Se descontinuaría la ruta.
905	Se reduciría la frecuencia de servicio a cada 60 minutos durante el mediodía de los días de entre semana, y en todo el día los sábados. Además, se descontinuaría todo el servicio los domingos.
916/917	Se reduciría la frecuencia de servicio a cada 60 minutos los días de entre semana. Además, en los fines de semana el servicio cambiaría para operar en sola una dirección (917 en las mañanas y 916 en las tardes).
921	Se reduciría la frecuencia de servicio a cada 60 minutos los días de entre semana durante el mediodía.
923	Servicio de los fines de semana sólo viajaría entre Ocean Beach y el aeropuerto. Pasajeros al/desde el centro necesitarían transbordar a/de la ruta 992.
928	Se reduciría la frecuencia a cada 60 minutos después de las 7pm los días de entre semana, y en todo el día los fines de semana.
929	La terminal del centro de San Diego cambiaría a la City College Trolley Station. Servicio en Broadway todavía sería disponible con conexión con las rutas 2, 7, 15, o 901.
932	Se reduciría la frecuencia a cada 60 minutos después de las 8pm en todos los días. Los fines de semana, los viajes alternos terminarían en E St. Trolley, y todos los servicios al norte de E St. Trolley se suspenderían después de las 5pm.
933/934	Se reduciría la frecuencia de servicio a cada 20 minutos los sábados, y a cada 30 minutos los domingos. Además, la frecuencia cambiaría a cada 60 minutos en la noche todos los días.
936	Se reduciría la frecuencia de servicio a cada 60 minutos los domingos.
961	En los días de entre semana, los viajes cortos "961A" no operarían hasta la 1pm. Además, la fre cuencia de servicio cambiaría a cada 60 minutos después de las 7pm todos los días.
964	Se reduciría los viajes de la ruta 964B que operarían solo durante las horas pico.
965	Se descontinuarían los viajes de 965B. Además, se descontinuarían el servicio después de las 7pm los días de entre semana, y todo el servicio los fines de semana.
967	Se reduciría la frecuencia de servicio a cada dos horas todos los días. La frecuencia combinada de las dos rutas 967 y 968 estaría de 60 minutos.
968	Se reduciría la frecuencia de servicio a cada dos horas todos los días. La frecuencia combinada de las dos rutas 967 y 968 estaría de 60 minutos.
992	En los fines de semana, se reduciría la frecuencia de servicio a cada 20 minutos. Además, se reduciría la frecuencia a cada 30 minutos todos los días después de las 6:30pm.

R PFT 14

MTS Metropolitan Transit System

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

(PLEASE PRINT)

Date	3-12-2009
Name	DON STILLWELL
Address	6308 RANCHO MISSION RD #173 S.D. CA
Telephone	(619) 282-7760
Organization Represented	
Subject of Your Remarks	ROUTE 14
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION ☒ SUGGESTION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

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

RT 15

MTS Metropolitan Transit System

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 3-12-2009	
Name	Maria cortez
Address	4236 Marlborough Ave
Telephone	619-283-7815
Organization Represented	
Subject of Your Remarks	Reduce time & Fare Increase $ Route 15 & 265
Regarding Agenda Item No.	
Your Comments Present a Position of:	[ ] SUPPORT [X] 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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Route 18

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	3-12-09
Name	Doretta Debrick
Address	c/o CHARLES DUNN R&S, INC. 3517 Camino del Rio S. #205, S.D. CA 92108
Telephone	(619) 491-3040
Organization Represented	Stephens Properties Hampshire Investments
Subject of Your Remarks	Route 18
Regarding Agenda Item No.	25
Your Comments Present a Position of:	☐ SUPPORT ☒ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Rte 18

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	March 12, 2009
Name	PENNY J. MCCLELLAN, Ph.D.
Address	3505 CAMINO DEL RIO So., St 335-A
Telephone	(619) 521-1443
Organization Represented	NONE
Subject of Your Remarks	ROUTE 18 – continue Route 18 it is needed for people to get mental health treatment.
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Rt 20 Rte 20

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

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(PLEASE PRINT)

Date	3/12/09
Name	Claire Wilson
Address	6650 Amherst Street #17B, San Diego, CA 92115
Telephone	(619) 287-3569
Organization Represented	
Subject of Your Remarks	#20 bus - Proposed change currently is to reduce Frequency to 60 minutes on Sat. & Sunday
Regarding Agenda Item No.	Public Hearing - Att. B, A 125, 3/12/09
Your Comments Present a Position of:	☐ SUPPORT ☑ OPPOSITION

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rte 25

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date March 12, 2009	[redacted]
Name Adrian Egli	
Address 5365 El Noche Way	
Telephone 858 736-6586	
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	Route 25 Service
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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RT 28-35-84

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	MARCH 12 2009
Name	GILLIAN LANCASTER
Address	4738 LONG BRANCH AVE SAN DIEGO CA 92107
Telephone	(619) 224-7442
Organization Represented	
Subject of Your Remarks	SERVICE IN & OUT OF OCEAN BEACH, POINT LOMA & LOMA PORTAL
Regarding Agenda Item No.	923 (28-35-84)
Your Comments Present a Position of:	✓ SUPPORT ☐ OPPOSITION

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MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM 84

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	
Name	CMDCM(SS) CHARLES GRANDIN
Address	140 SYLVESTER POINT LOMA ROAD
Telephone	951 551 6586
Organization Represented	NAVAL BASE POINT LOMA
Subject of Your Remarks	ROUTE 84 SERVICE
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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rte 86

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date				
Name JOYCE GRIER				
Address 12732 CANCION-101 CAMINITO				
Telephone 8584871162				
Organization Represented				
Subject of Your Remarks RTE 84				
Regarding Agenda Item No.				
Your Comments Present a Position of: DO NOT REMOVE		**SUPPORT**		**OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Rte 854

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date 3/12/09	Joyce Warren
Name	
Address	9154 Farvington Dr
Telephone	619-448-4626
Organization Represented	
Subject of Your Remarks	Fanita - 854 → Grossmont College
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Rte 854

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

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(PLEASE PRINT)

Date 3/13/07	
Name Joyce Warren	
Address 9154 Farrington	
Telephone 619-448-4692	
Organization Represented	RESIDENT
Subject of Your Remarks	REINSTITUTE FANITA LINE (854)
Regarding Agenda Item No.	
Your Comments Present a Position of:	[X] SUPPORT [ ] OPPOSITION

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pkg 854

MTS Metropolitan Transit System

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(PLEASE PRINT)

Date	3/12/09	
Name	J. WARREN	
Address	9854	FARRINGTON DR.
Telephone	619-448	4626
Organization Represented		
Subject of Your Remarks	To restart line from Santee to LA MESA -	854
Regarding Agenda Item No.		
Your Comments Present a Position of:	☐ SUPPORT	☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Rte 810

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

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(PLEASE PRINT)

Date 3-12-09	NOT HERE
Name Michael Wheeler	
Address 550 W Washington	
Telephone (619) 646-	8305
Organization Represented	self
Subject of Your Remarks	810
Regarding Agenda Item No.	
Your Comments Present a Position of:	[ ] SUPPORT [X] OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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856

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date	3-12-09
Name	Leighton, Lorraine
Address	1097 Emerald Ave
Telephone	-0-
Organization Represented	Public
Subject of Your Remarks	RT870; RT871/872, 9 Trolley lines
Regarding Agenda Item No.	RT856 orange, green, & Blue
Your Comments Present a Position of:	[ ] SUPPORT [X] OPPOSITION

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8-11-8-12

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

Date March 12, 09					
Name Cynthia Elkins					
Address 558 E. Lexington					
Telephone 619 442 1674					
Organization Represented Me					
Subject of Your Remarks	871-872 discontinue on weekends				
Regarding Agenda Item No.					
Your Comments Present a Position of:			**SUPPORT**	X	**OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Rte 965

MTS Metropolitan Transit System

AGENDA ITEM NO. 25

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(PLEASE PRINT)

Date 3/12/09	
Name Joyce Brown	
Address	3055 39th St. San Diego, CA 92105
Telephone	619-282-0883
Organization Represented	City Heights CDC Mid-City Moves "Mobility Coalition
Subject of Your Remarks	965 Bus Route
Regarding Agenda Item No.	25
Your Comments Present a Position of:	☐ SUPPORT ☑ OPPOSITION

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MTS Metropolitan Transit System

AGENDA ITEM NO. 25

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(PLEASE PRINT)

Date	3/12/09
Name	Philip Lisurd
Address	479 S. Meadowbrook Dr #8 SD 92114
Telephone	619 470-1341
Organization Represented	
Subject of Your Remarks	No Transfer Tickets on Bus/Trolley
Regarding Agenda Item No.	
Your Comments Present a Position of:	[ ] SUPPORT [✓] OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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trolley

MTS Metropolitan Transit System

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	March 12, 2009
Name	Edwin Rendón
Address	3055 Iris Ave #D, SD. 92173
Telephone	619-227-6826
Organization Represented	Myself
Subject of Your Remarks	Trolley, express routes
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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MTS Metropolitan Transit System

AGENDA ITEM NO. 25

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(PLEASE PRINT)

Date	3-12-09
Name	Ruben Ceballos
Address	8885 Rio San Diego Dr.
Telephone	619-293-3500 ext 216
Organization Represented	Access to Independence
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☑ OPPOSITION

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general

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(PLEASE PRINT)

Date	3/12/09
Name	Constance J Bradburn
Address	1675 Garnet Ave SD, CA 92109
Telephone	217-473-5259 cell
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	[ ] SUPPORT [X] OPPOSITION

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(PLEASE PRINT)

Date	3/12/09
Name	Theresa Quiroz
Address	4719 Baily Pl 92105
Telephone	
Organization Represented	—
Subject of Your Remarks	Cuts
Regarding Agenda Item No.	25
Your Comments Present a Position of:	SUPPORT [ ] OPPOSITION [X]

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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MTS Metropolitan Transit System

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(PLEASE PRINT)

Date 3/12/09	
Name	John H. Stephens
Address	945 Fourth Avenue
Telephone	619-233-1888
Organization Represented	Wertz McDade / Stephens Properties
Subject of Your Remarks	Opposition to Bus Service cutback
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT [ ] OPPOSITION [X]

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7
6

MTS Metropolitan Transit System

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(PLEASE PRINT)

Date 3-12-2009	
Name	Mrs Rose Chapin
Address	Westminster
Telephone	unlisted
Organization Represented	
Subject of Your Remarks	Reducing Service
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

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fares

MTS Metropolitan Transit System

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(PLEASE PRINT)

Date	
Name	RAY LETHBRIDGE
Address	3415 WASHINGTON ST #21 LG
Telephone	303-1770
Organization Represented	SELF
Subject of Your Remarks	SUPPORT OF FARE INCREASE
Regarding Agenda Item No.	
Your Comments Present a Position of:	[X] **SUPPORT** [ ] **OPPOSITION**

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El Cajon RTS.

MTS Metropolitan Transit System

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(PLEASE PRINT)

Date March 12-09	March 12-09
Name Mrs. Elkins	Mrs. Caroline Elkins
Address 558 E. Lexington Ave El Cajon CA 92020	
Telephone (619) 447-1674	
Organization Represented NOAH	
Subject of Your Remarks	Changing
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT ☐ OPPOSITION ☒

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MTS Metropolitan Transit System

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(PLEASE PRINT)

Date	March 12, 2008
Name	Tina Luong ~~Escondido~~? IRVINE
Address	City Heights
Telephone	
Organization Represented	-0-
Subject of Your Remarks	Why did you do away w transaker system. Making Route 10 Bus a Limited service is a disservice.
Regarding Agenda Item No.	
Your Comments Present a Position of:	[ ] SUPPORT [ ] OPPOSITION

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(PLEASE PRINT)

Date	2009-03-12
Name	Clive Richard
Address	5153 La Donna St, San Diego CA
Telephone	619.867.7045
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

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RT #1

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(PLEASE PRINT)

Date	12 MARCH, 2009
Name	ROGER LARS ANDERSEN
Address	1010 UNIVERSITY AVE, #33
Telephone	
Organization Represented	CITIZEN
Subject of Your Remarks	CHANGE IN ROUTE #1 SUBSIDY FOR THOSE BETWEEN AGE 60–65
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

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RT 20

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(PLEASE PRINT)

Date 3/12				
Name Debi Morrow				
Address 10770 Blackmountain Rd.				
Telephone (858) 549-7018				
Organization Represented				
Subject of Your Remarks				
Regarding Agenda Item No.	Route 20			
Your Comments Present a Position of:		**SUPPORT**		**OPPOSITION**

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General

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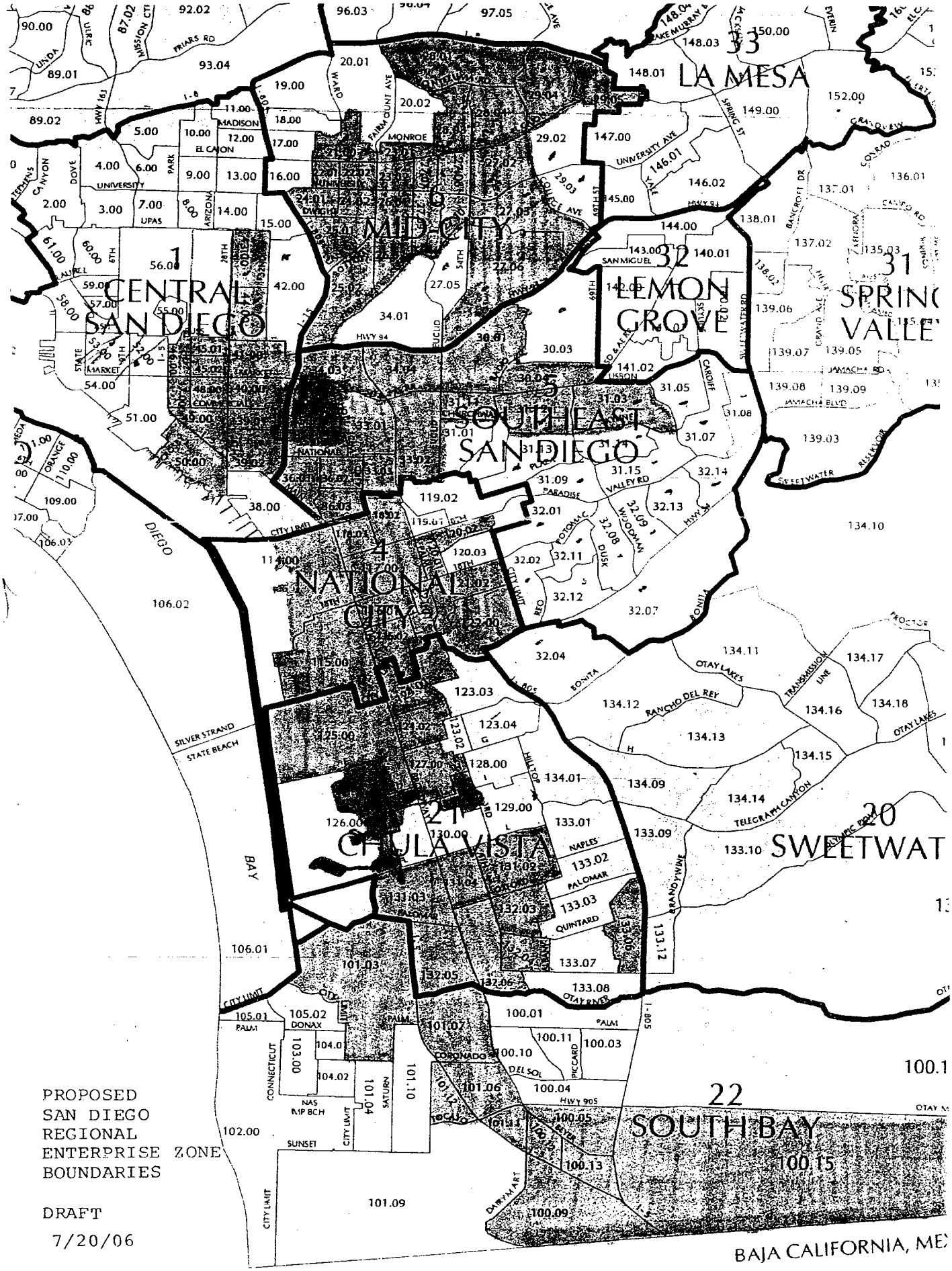
Date	March 12, 2009 →
Name	Kathy Evans-Calderwood →
Address	5186 Landis St. San Diego 92105 →
Telephone	(619) 283-1729 →
Organization Represented	San Diego Welfare Warriors. Immigrant City Heights, Low income Disabled community
Subject of Your Remarks	Legal Disparate treatment & discrimination causing great financial impact
Regarding Agenda Item No.	All routes cut impacting work training impediments
Your Comments Present a Position of:	SUPPORT [ ] OPPOSITION [X]

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1
CENTRAL SAN DIEGO
2
MID-CITY
3
SOUTHEAST SAN DIEGO
4
NATIONAL CITY
5
LA MESA
31
SPRING VALLEY
32
LEMON GROVE
20
SWEETWAT
21
CHULA VISTA
22
SOUTH BAY
PROPOSED
SAN DIEGO
REGIONAL
ENTERPRISE ZONE
BOUNDARIES
DRAFT
7/20/06
BAJA CALIFORNIA, ME

Calif Welfare Rights Org: Data (Sacto)

A CCWRO Publication

San Diego, February, 2008				
Source: DSS WtW 25 Report	2-parent	FG	TOTAL	
Enrollees	2195	6895	9090	
Exemptions	307	2484	2791	
WtW Sanctions	163	1466	1629	23.20%
Terminated due to Time Limits				
Entered Employmentg	102	405	507	
Terminated due to Employment	42	89	131	
ACTIVITIES				
Appraisal	127	373	500	
Assessment	76	310	386	
Reappraisal	0		0	
Job Search	0		0	
Unsubsized Employment	892	3658	4550	
Self-Employment	154	335	489	
Subsidized private sector employment				
Subsidized public sector employment				
OJT	1	10	11	
Grant Based OJT			0	
Work-Study	35	166	201	
Supported Work			0	
Work Experience	15	128	143	
Commuunity Service		2	2	
Job Skills Training				
Vocational Education Training	208	1199	1407	
Education directly related to work	6	21	27	
Adult Education	161	205	366	
Satisfactory Progress in secondary school				
Other acticvites	250	905	1155	
Child Care for Comm. Service participants				
Mental Health Services	25	288	313	
Substance Abuse Services	13	135	148	
Domestic Abuse Services				
a. Granted a DV waiver				
Unduplicated participants	1340	5681	7021	
SIPS	123	698	821	
Noncomplaince	131	756	887	
Good cause for not participating in WtW		2	2	
Transportation	833	3374	4207	59.92%
Ancillary Services	183	734	917	

March 12-2009 MTS Data

Kathy Evans-Calderwood City Hghts
619-282-1729 CHAPC
5186 Landis St 92105

SANDAG
San Diego's Regional Planning Agency

CENSUS 2000 PROFILE

City Heights Community Planning Area
City of San Diego

Population by Race and Hispanic Origin

(Total Population) (SF1 - P8)

	Total		Hispanic		Non-Hispanic	
	Number	Percent*	Number	Percent*	Number	Percent*
Total population	78,843	100%	41,675	53%	37,168	47%
White	24,819	31%	14,913	19%	9,906	13%
Black or African American	10,943	14%	407	1%	10,536	13%
American Indian	696	1%	447	1%	249	0%
Asian	13,299	17%	140	0%	13,159	17%
Native Hawaiian & Other Pac. Is.	232	0%	59	0%	173	0%
Some other race	23,408	30%	23,213	29%	195	0%
Two or more races	5,446	7%	2,496	3%	2,950	4%

Population by Age and Sex

(Total Population) (SF1 - P12)

	Total	Male	Female	Percent Female
Total population	78,843	39,571	39,272	50%
Under 5	8,965	4,576	4,389	49%
5 to 9	9,277	4,813	4,464	48%
10 to 14	7,272	3,729	3,543	49%
15 to 17	3,871	1,966	1,905	49%
18 and 19	2,575	1,301	1,274	49%
20 to 24	7,238	3,537	3,701	51%
25 to 29	7,835	3,868	3,967	51%
30 to 34	7,075	3,718	3,357	47%
35 to 39	6,066	3,116	2,950	49%
40 to 44	4,801	2,409	2,392	50%
45 to 49	3,891	1,918	1,973	51%
50 to 54	2,824	1,354	1,470	52%
55 to 59	1,893	929	964	51%
60 and 61	650	315	335	52%
62 to 64	832	393	439	53%
65 to 69	1,201	577	624	52%
70 to 74	990	446	544	55%
75 to 79	746	306	440	59%
80 to 84	466	182	284	61%
85 and older	375	118	257	69%
Under 18	29,385	15,084	14,301	49%
65 and older	3,778	1,629	2,149	57%
Median age	25.1	24.8	25.5	–

Population by Marital Status

(Population age 15 and older) (P18)	Number	Percent
Total age 15 and older	53,329	100%
Never married	20,687	39%
Married, excluding separated	23,070	43%
Separated	2,659	5%
Widowed	2,250	4%
Divorced	4,663	9%

Population by Household/Group Quarters Status

(Total population) (SF1 - P27)	Number	Percent
Total population	78,843	100%
Household population	78,582	100%
Group quarters population	261	0%
Institutionalized population	3	0%
Noninstitutionalized pop.	258	0%

See last page for important notes on the use of this information.

Ratio of Income to Poverty Level

(Population for whom poverty status is determined) (P88)

	Total	Percent
Total	78,582	100%
Under .50	11,600	15%
.50 to .74	8,402	11%
.75 to .99	9,686	12%
1.00 to 1.24	7,796	10%
1.25 to 1.49	7,767	10%
1.50 to 1.99	9,713	12%
2.00 and over	23,618	30%

Poverty Status

(Population for whom poverty status is determined) (P87)

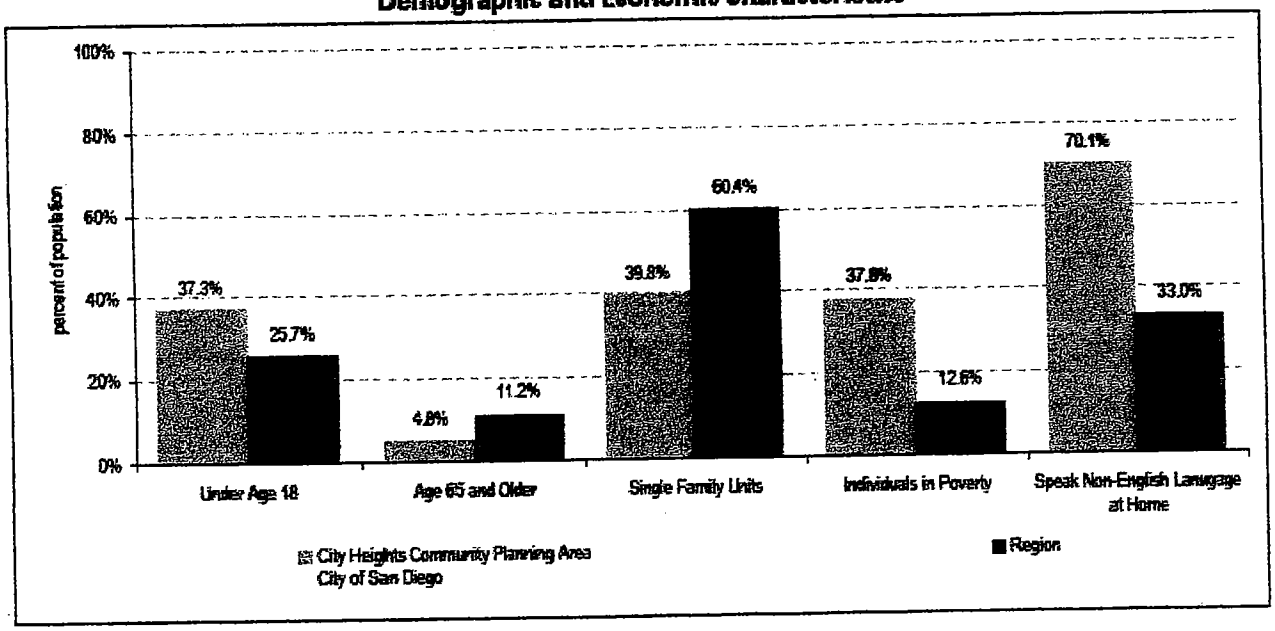
	Total	Percent
Total	78,582	100%
Above Poverty	48,853	62%
Below Poverty	29,729	38%

Poverty Status of Families by Family Type and Presence of Related Children

(Families) (P90)

	Total Families			Above Poverty			Below Poverty		
		With Children	No Children		With Children	No Children		With Children	No Children
	Total	Under 18	Under 18	Total	Under 18	Under 18	Total	Under 18	Under 18
Total families	16,734	12,717	4,017	10,965	7,329	3,636	5,769	5,388	381
Married couple family	9,770	7,282	2,488	6,965	4,710	2,255	2,805	2,572	233
Male householder, no wife present	1,933	1,282	651	1,404	805	599	529	477	52
Female householder, no husband present	5,031	4,153	878	2,596	1,814	782	2,435	2,339	96

Demographic and Economic Characteristics



NOTES

* Percent of total

The 2000 Census was conducted in April, 2000. Some questions were asked of all households (Summary File 1); others were asked of only a sample of households (Summary File 3). Some data presented here may not match 2000 Census information published by the U.S. Census Bureau for the following reasons: sample census data have been controlled to match 100 percent count (Summary File 1) data; and some minor adjustments were made (such as correcting the location of housing units that were erroneously allocated by the Census Bureau to roads and open space) to more accurately reflect the region's true population and housing distribution.

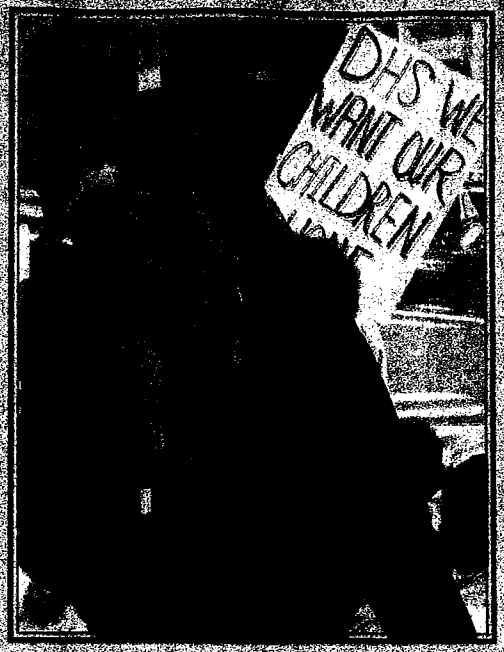
Source: SANDAG, constructed from U.S. Census Bureau's 2000 Census Summary Files 1 and 3.

June 12, 2003

$3.00 / FREE to Victims of Poverty

Mother Warriors Voice





Philly Moms Demand: DHS, Give Us Back Our Children!

page 28

Reverend Pinkney as God
Fresno Homeless Win $2.3 million and Constitutional Rights
Happy Mothers Day from Social Services
Canada Welcomes War Resisters
Land Grab Is Global
Mother Earth Pharmacy

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Milwaukee, WI 53208
Visit: welfarewarriors.org

Editor's Tidbits

by Pat Gowens

During bleak times it's amazing how many victories and how much resistance we find to report on. Homeless folks in Fresno won $2.3 million and the Constitutional *right* to their property. First Nations people in Canada won $10,000 each in reparations for their nightmares in residential schools. And gay people can finally marry in California.



Protesting at Child Welfare in Milwaukee

While privatization rampages the Earth, Mexicans take to the streets and use referendums to save their Naional oil--Pemex. Meanwhile Venezuela slowly buys out most big businesses.

In Philadelphia the moms are in the streets and the courts stopping CPS's wrongful removal of their kids. In Milwaukee too, moms are challenging CPS greed and ignorance that fuel so much "legal" child snatching.



Welfare Warriors MAY *(Mothers and Youth)* Project is still making sure you get this paper. Here's MAY Project distributor, Devon Lofton, celebrating his 8th grade graduation.



* Huerta is co-founder (with Cesar Chavez) of the Farmworkers Union.

Dolores Huerta here, urging you to SUBSCRIBE for a friend or library-- or yourself (if this is a sample.) We need *your* help to keep this crucial Mamas Media reaching you and the world. THANKS.

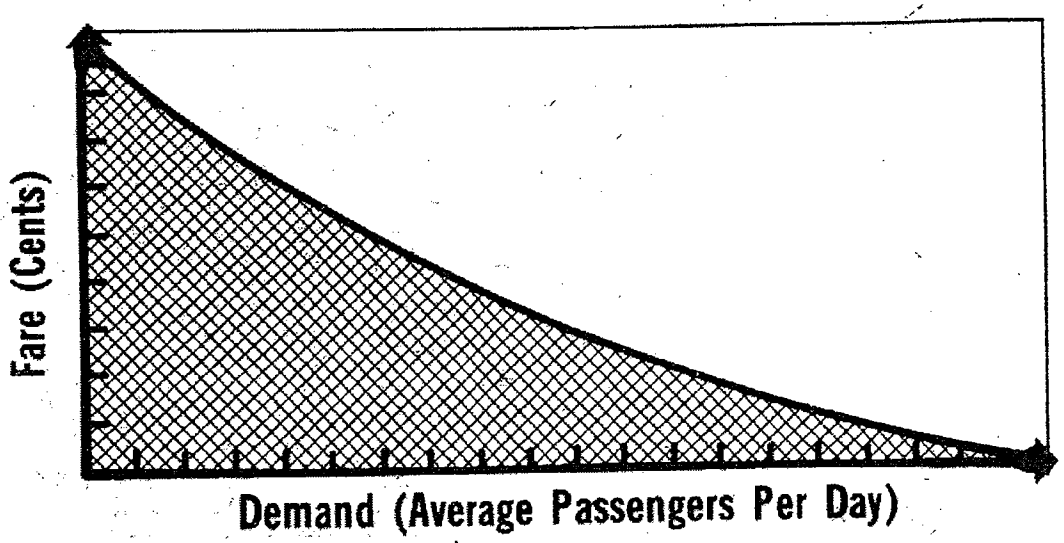
Kathy Evans-Cleveland

DOT-TPI-10-77-20

This Item Relates to Agenda Item #2, Transportation Committee, May 16, 2008

PUBLIC TRANSPORTATION FARE POLICY

SUMMARY



Prepared for:

U.S. DEPARTMENT of TRANSPORTATION
ASSISTANT SECRETARY FOR POLICY
PLANS AND INTERNATIONAL AFFAIRS
Office of Transportation Systems
Analysis and Information

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MAY 1977

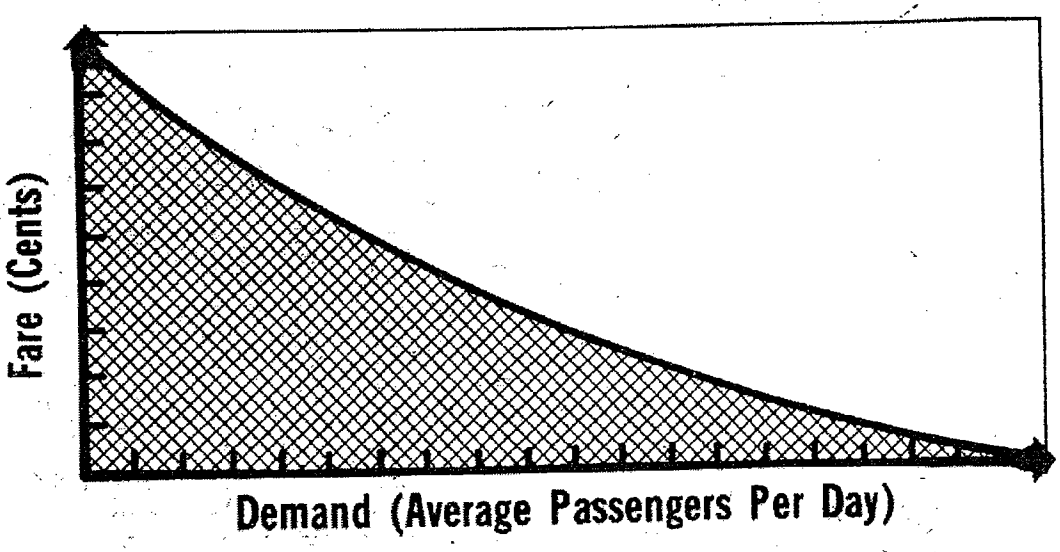
Kathy Evans-Leverenz

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MAY 1977

PUBLIC TRANSPORTATION
FARE POLICY

SUMMARY

prepared by:
Peat, Marwick, Mitchell & Co.

May 1977

prepared for:
U.S. DEPARTMENT OF TRANSPORTATION
Assistant Secretary for Policy
Plans and International Affairs
Office of Transportation
Systems Analysis and Information

SUMMARY

INTRODUCTION

The factors which affect transit fare policy can be grouped into three categories: institutional, demand, and pricing rationale. Institutional factors include fare trends, types of fares, fare collection techniques, and the role and objectives of the various groups involved in pricing transit. Demand factors are concerned especially with the responsiveness of transit users and potential users to changes in fares, in transit service characteristics, and in the perceived price of urban automobile trips. Pricing rationale or cost factors are concerned particularly with the cost characteristics of the production of transit services. This report identifies the issues with which any fare policy must deal, and presents information that will aid individual transit operators to resolve those issues in their own operations.

INSTITUTIONAL FACTORS

Background

The early history of urban mass transportation dates from at least 1827, when the first commercial operation began in New York City with horse-drawn vehicles. After the introduction of the electric motor in 1888, several cities constructed surface rail lines, while New York, Boston, and Chicago constructed elevated or subway lines. By the turn of the century, however, it was evident that transit systems were in financial trouble. The problems were caused by high construction costs, long rides at low fares, the concentration of destinations in downtown areas, traffic peaking, and the expectation of population shifts to outlying areas. By the end of World War I, the automobile had become a major mode of urban transportation.

Despite rising costs, political pressure and the restrictions of transit operator franchises severely limited fare increases. The average transit fare was 7.1 cents in 1924, and had fallen to 6.7 cents by 1940 even though costs had climbed continuously. After a brief resurgence during World War II, transit continued to decline following the war, with a brief pause during the gasoline shortage in the winter of 1973 to 1974.

Over the 30-year period from 1945 through 1975, the following changes occurred in the transit industry:

- average fare increased from 6.9 cents to 32 cents, an increase of 364 percent;

The 1974 National Transportation Study (1974 NTS) data reported by the states for their 1990 transportation plans were analyzed and compared with the 1972 average fares and revenue-to-cost ratios. At the time that the 1974 NTS data were collected, the average transit fare for the nation was not expected to increase from the 32- to 34-cent level that prevailed in 1972. This suggests that at the time the data for the 1974 NTS were obtained, urbanized areas as a whole planned to pursue a policy of fare stabilization well into the future.

Types of Fares

Several types of fare structures are currently being used in the transit industry. These include:

Flat Fares. The flat fare is a single boarding fare that is independent of the distance traveled. It was particularly useful and popular when mass transportation served only limited-length routes in central cities. Approximately one-half of the North American transit firms reporting fare data to the American Public Transit Association are currently using flat fares. In the past five years, several transit firms have simplified their fare structures to offer flat fares. A major advantage of this kind of fare is that it is simple and convenient to use and control; the major disadvantage is that it offers the same price for trips with different costs and with different values to the transit user. The flat fare also tends to discriminate against the inner-city user and discourages off-peak neighborhood trips which could utilize excess capacity. From a cost and value of service point of view, the flat fare is most appropriate for service with similar trip lengths, usually in small networks.

Free Fare. The free fare is the extreme case of the flat fare. The user is charged nothing for the trip, and all of the costs are paid from subsidy sources. Like the flat fare, free fare has the advantage of simplicity.

When provided for a particular time, place, or group of passengers, it also has the advantage of promoting increased patronage as well as social goals and objectives. Because free transit requires full subsidization, however, it has the disadvantage of not charging passengers for the services they consume, particularly if those passengers are quite able to pay for the service.

Distance-Based Fares. Fares which vary with distance traveled may have either a cost or a value rationale. A long trip is both more costly to the transit supplier and more valuable to the transit user than

is a short trip. Fares which vary with distance would typically include a basic charge when boarding the vehicle, and an incremental charge which would depend on the distance traveled. The stage fare (i.e., the fare charged is based on actual distance travelled) is most appropriate on routes with a few designated stops, or where an automatic collection system eases the collection of differential fares. The more common approach to the distance-based fares is the zone system, in which the area served by the transit system is divided into zones, with the fare increased each time a zone boundary is crossed.

Time-Differentiated Fares. A time-differentiated fare is designed to charge higher fares in peak periods than in off-peak periods. Higher fares for peak traffic periods are justifiable on cost grounds because transit systems acquire most of their capital equipment to accommodate the peak period demands occurring in the morning and evening rush hours. The cost of the equipment that has been acquired to provide services to peak period users should be charged to those users even though there are congestion costs experienced directly by transit users as a result of crowding and reduced comfort during peak hours. A peak/off-peak differential can also be justified by differences in the value of the service. Persons who ride transit during peak periods typically have different requirements than do off-peak riders and are generally less responsive to changes in transit fares.

Value-Based Fares. A value-based fare is set at or close to the maximum price that an individual would be willing to pay for a service, rather than at the cost of supplying the service. A value-based fare can be used in two situations. The first situation is one in which a decision has been made to supply a fixed amount of service. The appropriate fare is the highest non-zero fare that can be charged and still utilize the full capacity supplied. In the second situation, in which special services are being considered, the fare should be set at the highest level that users are willing to pay. But the service should be supplied only if the revenue generated at that fare equals or exceeds the incremental cost of supplying the service. There are a number of value-based fares currently being used for the following kinds of services:

- services with special origins or destinations, such as services for sports events;
- subscription services or buspools;
- special services within limited areas, such as downtown shoppers services; and

- services for special groups, such as the elderly, school children, the handicapped, and so forth.

Fare Collection Techniques

Fare collection techniques are important for the transit firm because of the role that these techniques play in determining feasible fare policies. Moreover, the quality of transit service is affected by fare policy because the collection system used affects the speed and ease of ingress to and egress from the vehicle, the need to make special arrangements to pay fares, and the dwell times at stops.

Fare collection techniques also affect the complexity and cost of the collection devices required. The effective and efficient use of complex fare structures depends on the development of technically and economically feasible fare collection systems. To some degree, systems of prepaid passes can be used effectively to differentiate markets and to charge different fares in those separate markets. More generally, however, sophisticated systems of fares will require complex and sophisticated fare collection devices.

The fare collection techniques currently in use include the following:

On-Board Collection of Exact Fare. Of the 204 transit firms reporting on-board fare collection data to the American Public Transit Association (APTA), 116 reported having some form of exact fare requirement. Under this system, the bus driver carries neither change for fares nor the key to the locked farebox. The passenger deposits in the farebox the exact fare or a token or ticket purchased elsewhere.

Zone Charge. Most transit systems with zone charges use some form of ticket to identify the origin of the passenger or the destination paid for. The ticket is surrendered at the end of the ride with an additional fare, if necessary. Tickets may be issued either by the driver or by a machine.

Pay/Leave Collection. Under this system, the passenger pays upon leaving the vehicle. The technique is most appropriate for a zone system with a common origin for each passenger.

Transfers. Transfers are paper checks given to the passenger to permit switching from the initial vehicle to another vehicle for

continuation of a trip. Some transit systems permit free transfers between vehicles while others charge a small price.

Prepayment Plans. Prepayment plans involve the passenger's purchasing in advance a ticket, token, pass, or some other evidence of having paid for the trip. There are a number of advantages to prepayment:

- It provides greater convenience for the passenger.
- It increases the speed of fare collection.
- It makes transit more price-competitive with the automobile by making the incremental cost of an individual trip appear low, since no cash drop is required each occasion a trip is made.
- It permits differentiation of fares for different groups.
- It serves as a promotional device.
- It encourages participation by subsidizing particular groups.
- It aids in recordkeeping.

More extensive use of prepayment plans is recommended.

Automated Fare Collection. Automated fare collection devices range in complexity from a simple coin-operated turnstile to complex electronic systems that can compute varied fares and read magnetically-encoded tickets. Currently, automated fare collection is used primarily on rail systems. The use of sophisticated systems on buses is still awaiting the development of a device which is simple to use, reliable, and inexpensive.

GROUPS WHICH INFLUENCE TRANSIT POLICY

Transit fare policy is not established unilaterally by transit management, but is influenced by several groups, including users and nonusers. These groups may be viewed as an informal organization which determines transit management strategy, including fare policy. Each of the groups is defined by the role it plays in the organization; that is, by its contributions to and rewards from the organization. The groups are:

- owners, which include transit management and the governing boards;

- customers, which include transit users and others who contribute resources (money) that allow the transit firm to operate; and

- suppliers, which principally include suppliers of transit labor, managerial talent, capital financing (debt), or other goods or services.

Each group in the institutional environment of a transit firm will have a preference for a particular fare policy, and each can influence the firm in its selection of a policy. The range of pricing rationales includes:

- fares based on both average cost and marginal cost;

- fares based on the incremental value of the service to passengers; and

- fares reflecting the incremental benefits of transit service to non-passengers.

Table 1 gives a summary of the groups that influence fare policy decisions, their objectives for urban mass transportation, the role that they typically play in fare policy decisions, their pricing rationale, and their fare policy objectives.

DEMAND FACTORS

Before changing the fare or some other element of a transit service, the transit manager will want to estimate what effect the change is likely to have on ridership, costs, revenue, and the quality of service. Planners and public officials will also want to know the consequences of their actions intended to generate additional demand, increase revenue, lower costs, or increase the level of service to particular groups.

Demand elasticity is a measure which has been widely used to describe the responsiveness of transit demand to changes in such variables as transit fare, service characteristics, income, and the price of automobile trips. Generally, elasticity expresses the proportional change in one variable (like transit ridership) which results

TABLE 1: GROUPS THAT INFLUENCE FARE POLICY DECISIONS

GROUP	OBJECTIVE FOR URBAN MASS TRANSIT	ROLE IN PRICING	PRICING RATIONALE	PRICING OBJECTIVE
Transit Management	• maximize ridership, subject to financial constraints	• make pricing decisions • implement pricing decisions	• public benefit • value of service for high income users	• price low relative to competition to attract riders • offer special services at compensatory fares to attract riders • maintain or increase subsidies to relax financial constraints • provide convenient fare collection
Government	• ensure existence of public benefits provided by transit subject to constraints on subsidy payments	• finance portion of transit costs through subsidy • exert control over transit pricing and service decisions to varying degrees through the regulatory and financing processes • control roads, parking restrictions, and other factors which influence the alternative mode, the automobile	• public benefit • value of service for specific markets	• minimize subsidy payments • price low to achieve social objectives for transit • offer special services at compensatory fares to attract riders and reduce deficit • minimize competition from underpriced automobile trips
Transit Users	• obtain better transportation services or lower costs than are available from competing modes	• pay fares • demand specific transit services • participate in fare hearings or deliberations	• public benefit • value of service	• maintain low fares • offer special services at compensatory fares to meet customer needs • provide convenient fare collection
Transit Labor	• growing labor force • increasing wages	• increase transit costs through wage demands	• public benefit • value of service	• maintain stabilized fares • offer special services at compensatory fares • maintain or increase subsidies
Others: Merchants	• achieve high accessibility for potential customers	• advocate reduced fares to and within commercial area • subsidize lower fares	• value of service	• maintain low fares • maintain large subsidies • provide some subsidy for special service out of increased sales resulting from that service
Employers	• achieve transit accessibility to work for employees	• provide subsidies to employees • support transit through prepayment plans and organization of company buspools, in some areas	• value of service	• maintain low fares • maintain large subsidies • provide some subsidy for special services which reduce costs
Sponsor Groups (school boards, welfare organizations)	• secure mobility opportunities at low cost	• advocate and lobby for special reduced fares • subsidize reduced fares, in some areas	• value of service	• maintain low fares • maintain large subsidies
General Public	• good service • minimize subsidy	• vote funds • lobby for lower taxes	• cost of service • value of service	• maintain low subsidies

from a proportional change in another variable (such as fare or income). The positive or negative sign of the elasticity indicates whether the two quantities vary directly or inversely with one another. In value, elasticity ranges from zero (completely inelastic) to infinity (completely elastic). An elasticity of unity (1.0) indicates that the two variables being compared vary in equal proportions. A fare elasticity of -0.3 means that a one percent increase in fare causes a 0.3 percent decrease in patronage.

Estimates of Fare Elasticities

A number of studies have used different techniques to estimate transit fare elasticity. One of the earliest was the Curtin study, which estimated transit fare elasticity at -0.33. This estimate has been used as a rule-of-thumb by many transit managers and regulatory agencies. Studies by APTA of 281 cases of fare increases in 114 North American cities estimate transit fare elasticities to range from -0.004 to -0.97. The average price elasticity was also -0.33, but only 12.1 percent of the cases fell in the range of -0.31 to -0.35.

Elasticities in Specific Markets

Fare elasticities for specific market segments are more meaningful than is elasticity for the overall market. While there is a shortage of data for many of the specific markets in which one would be interested, there is evidence for a few specific markets.

Senior Citizens

The elasticity of the senior citizens' market shows a high degree of variation. A number of cities have reported little or no change in ridership resulting from a reduction in fares for senior citizens. At the other extreme, however, Los Angeles reported a 23.9 percent increase in elderly riders when fares were reduced by 33 percent, yielding a fare elasticity of -0.72. Generally, the fare elasticities average above -0.5 and are significantly higher than the Curtin rule of -0.33.

Peak and Off-Peak Markets

Analysis of elasticities of demand for a transit fare increase in New York in 1966, showed the morning and evening peaks to have elasticities of -0.07 and -0.15, respectively, compared with morning and evening off-peak elasticities of -0.24 and -0.44. An analysis of cross-sectional data for 30 British towns showed price elasticities of -0.19 for work trips and -0.49 for non-work trips.

High, Medium, and Low Income Markets

The fare elasticity of high income workers clearly is lower than the fare elasticity for medium and low income workers. Analysis of elasticities shows that high income workers have elasticities in the range of -0.1 to -0.25 for peak period trips, medium income workers have elasticities in the range of -0.3 to -0.4, and low income workers in the range of -0.3 to -0.5. The fare elasticities of workers for off-peak period travel is even higher for medium income (-0.4 to -0.75) and low income (-0.5 to -1.0).

Comparison of Price and Service Elasticities

Estimates of demand elasticities for variables measuring the quality or quantity of transit service have generally been higher in absolute value than corresponding estimates of price elasticity. Although sketchy, the available evidence suggests that selective improvements in transit service can induce more ridership than a moderate or even a large decrease in the fare.

In San Diego, service changes showed an elasticity of +0.68. Another study estimated an elasticity of +0.76 for bus miles of service. An estimate of fare and service elasticities for twelve urban British bus systems showed elasticities for vehicle miles to range from a low of +0.22 to a high of +1.19, with an average of +0.62. Average fare elasticity in this study was -0.31. A study of Montreal data for the period from 1956 to 1971 estimated fare elasticity at -0.15, elasticity for waiting time at -0.54, and elasticity for vehicular travel time at -0.27.

Analysis of the Shirley Highway express bus service (Washington, D.C.) showed that commuters who have a choice of modes for work trips consider the overall travel time to be much more important than the overall cost of the trip. Other studies tend to confirm these results.

Estimates of price and service elasticities for work trips and shopping trips in Boston showed access and line-haul time elasticities to be substantially greater than access and line haul cost elasticities for work trips. For shopping trips, elasticity for total cost was -0.32 and elasticity for overall trip time was -0.59. Similarly, the analysis for 30 British towns gave fare and service elasticities of -0.19 and +0.58 for work trips and -0.49 and +0.79 for non-work trips.

The San Francisco (BART) study showed that service characteristics such as total travel time, comfort, dependability, and the like would typically be more important than cost in a rider's selection of a mode. A survey of the Baltimore market showed substantial numbers

commences after January 1979. In the meantime, it is appropriate to foster new market research to test the effectiveness of new pricing schemes.

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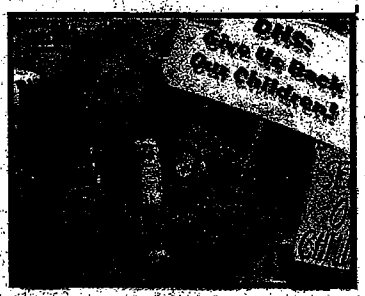
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by, for, and about mothers in poverty and all people who want to see an end to the war on the poor worldwide.

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$15 for other individuals
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We accept articles from any mother who has ever had to depend on government benefits for her children's support, or any mom who has survived poverty while raising children. Articles must be based on experience, not theory alone, and reflect the truth in your life.

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We welcome letters from all people in the community. We ask writers not to divide or weaken our community with bigotry against people of any race, size, age or sexual orientation. We will share our knowledge and strength with each other, validate each other, and support each other until the poverty community is strong and unified with a VOICE in all systems that affect our lives. We are angry and bored with the stereotypes and lies about moms whose children receive government child support (TANF). We will no longer remain silent. We will unite and fight for the lives of all mothers and children in poverty. We demand dignity.

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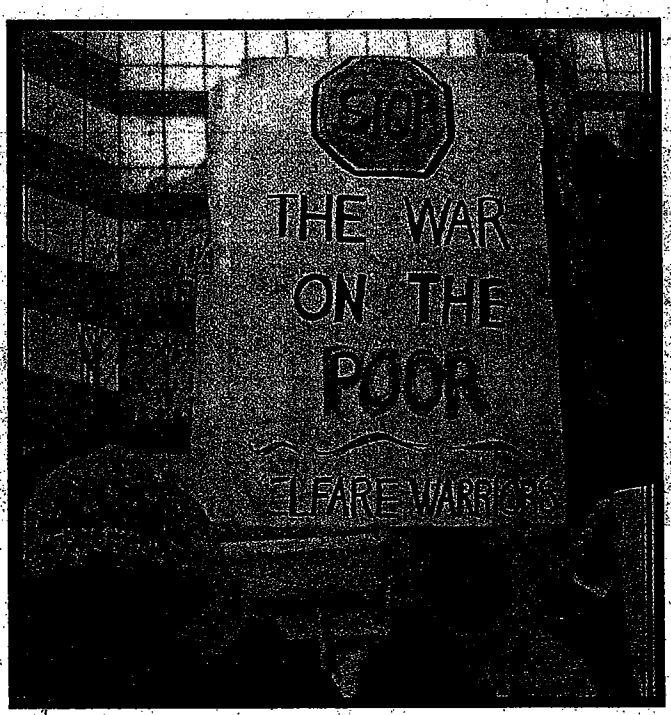
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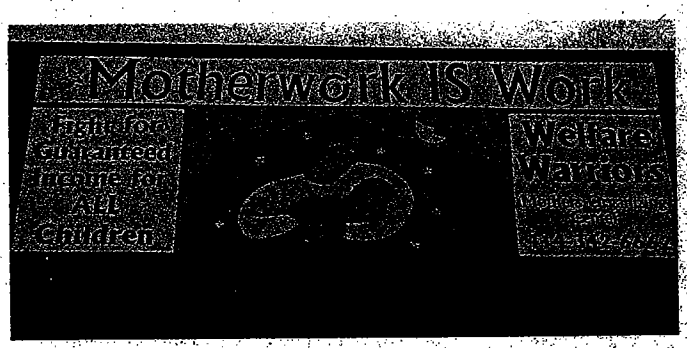
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Mothers Organizing Center



Annual Summer Fair

Sidewalk Sale and Barbecue

Saturday August 30, 2008
10 AM to 6 PM
2711 W. Michigan (1 block south of Wisconsin Ave - in Milwaukee)

School Supplies, Computers Plants, Bakery, Housewares, Furniture, Barbecue Dinners



Call Welfare Warriors
(414) 342-6662
for info
or to donate items

MILWAUKEE MOMS

You can quickly solve problems with Foodstamps, MA, Childcare

at 12 and Vliet:

DO NOT BRING IN DOCUMENTS MORE THAN ONCE!

1. **Call DSS TOP BOSS, Cory Hoze, at 289-6373 and his secretary Judy at 289-6817.** Ask Cory or Judy to correct their "error" on your case. **Call back everyday** until problem is resolved. *(The squeaky wheel gets the grease.)*

2. **Call County Executive, Scott Walker, 278-4211.** Ask to speak with his Aide who handles DSS problems. Ask her to contact Cory Hoze too, to urge him to correct DSS' error on your case. **Call back everyday.**

Problems with W2 at Maximus? UMOS? YWCA?

Resolve problems quickly:

1. **Call the W2 bosses** once a day. Urge the boss or their secretary to correct their "error". **Call back everyday** until they correct the problem. ***(See bosses names & numbers below.)***

2. **Call your STATE POLITICIANS.** Call 1-800-362-9472 to find out who they are and to leave a message for both your Senator and the Rep. Ask their Aide to urge the W2 boss to correct the "error" in your case. **Call the aide back everyday.** (Write down the Aide's name.)

W2 Bosses (Directors)

MAXIMUS: Kelly Blaschke 607-7522
Carol Valeriano 760-5247
UMOS: Lupe Martinez 389-6002
Tina Koehn 389-6008
Paula Lampley 486-5209 (Reg 4)
YW: Paula Penebaker,. 267-3120
Jennifer DeMontmollin267-3286



Farmworkers Win Yearlong Battle With Burger King

On May 23, Burger King agreed to pay 1.5 cents more per pound of tomatoes. The *Coalition of Immokalee Workers (CIW)* pressured Burger King for a year to win this victory. A penny will go to the workers. A half cent will cover the growers' additional administrative costs. This is the first wage increase in decades.

Tomato farmworkers typically make $10,000 to $12,000 a year. Now they could earn $16,000 to $17,000. Burger King expects the deal will cost about $300,000 a year. Last year Burger King made $2.2 billion.

Florida produces almost half of the tomatoes eaten in the US. From October to May 30,000 people work in the fields. Florida tomato workers often come from Central America. Many are undocumented. They work sunrise to sunset, seven days a week. Each worker picks, carries and loads two tons of tomatoes a day. Workers live in crowded, rundown trailers and have few benefits.

CIW won its first victory in 2005 after a four-year boycott against Taco Bell. Since then KFC, A&W, Long John Silver, Pizza Hut and McDonald's have joined the extra penny-per-pound program.

FGM Victims Win Asylum in Manhattan

Three women from Guinea have won a court victory in Manhattan. They sought asylum in the US because they were fleeing from female genital mutilation.

A three-judge federal appeals panel ruled unanimously against the Board of Immigration Appeals. They said that the BIA ignored its own regulations in denying asylum to the women.

The BIA had wrongly assumed that the women were safe from future persecution. Their genitals had already been cut. The board compared the injuries to the loss of a limb.

But they ignored the long-term complications and lifelong trauma. And they overlooked the likelihood of forced marriage and violence the women may face upon return.

The board previously denied asylum to a Mali victim of female genital mutilation. They used the same sloppy reasoning. Her case is on appeal.

Disabled Veterans Win Housing—Then Wait

In 2007 Texas legislators proposed that all disabled veterans be exempt from property taxes. This constitutional amendmen would appeared on the ballot on Nov. 6 as Proposition 9. Texas voters approved it.

But Senate Bill (SB) 666 outlines how the law will be implemented. It did not pass. Now the amendment can't become law until it is passed by the Legislature in Jan. 2009.

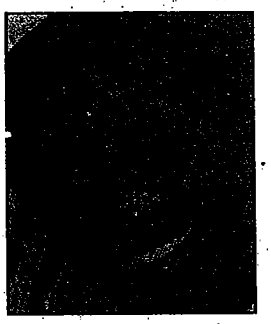
Disabled Veterans will have to wait another year after that. Then the approved bill can be activated by the counties across the state.

For many, that will be too late. Hopefully the Disabled Veterans will not loose their homes to foreclosure before the bill becomes law.

>>>> Residential Schools (cont)

There are currently five class action suits against the schools. About 14,000 survivors of residential schools seek compensation. If a survivor receives compensation from the current settlement, they can no longer sue the state or church.

Sources: *Plant Out Workers Win, CIW News, National Radio, The N.Y. Times, anti-voutes for pregnant women are ...ed, Peoples Tribune, People's Weekly World, Carnegie News, farmers win battle, The Lone Star, Lonestar*



Mom Free After 8 Years in Prison

Regina McKnight was convicted in 2001 for "homicide by child abuse." Her baby was stillborn. She had used cocaine. So the DA used junk science to convict her of murder. She was sentenced to 20 years, suspended to 12 years without parole.

For ten years the *National Advocates for Pregnant Women* worked on McKnight's case. Nurses' groups and public health organizations signed on to the appeal.

In May the South Carolina Supreme Court ruled that McKnight was convicted on "outdated and inaccurate medical information" —the false claim that cocaine is linked to stillbirths.

Victory for Unemployed

Congress has enacted a 13-week extension of unemployment benefits. This will help 3 million unemployed workers in 50 states. They would have exhausted their 26 weeks of benefits in the next nine months.

There are now 3.7 million job vacancies. But there are 8.5 million people looking for work. The problem is the government's failure to turn around a failing economy. Instead it promotes industries' moves to countries with cheaper labor and their outsourcing of jobs. It also promotes use of technology to eliminate jobs and impose self-service on Americans.

Thank God It's Thursday

States are offering their employees four-day workweeks to relieve commuting and energy costs. For a real victory, the four-day workers would receive full-time pay for 4 eight-hour days. Unfortunately they must still work 40 hours.

Utah is imposing a four-day workweek on 17,000 state employees. Employees will work 7 a.m. to 6 p.m. Mondays through Thursdays. 1,000 of the 3,000 state buildings will be closed on Fridays. Highway patrols, courts, public schools and colleges will not be affected.

The changes are expected to save the state $3 million.

Some state universities and community colleges are moving to four-day workweeks for the summer. In Kentucky, employees in the secretary of state's office are now working with staggered four-day workweeks. Productivity has increased and office morale is higher, Research showed that city employees who work four 10-hour days reported less at-home conflict.

The Florida attorney general's office offered four-day workweeks to 500 employees. Eleven percent of the South Carolina Department of Transportation employees have enrolled in a four-day week.

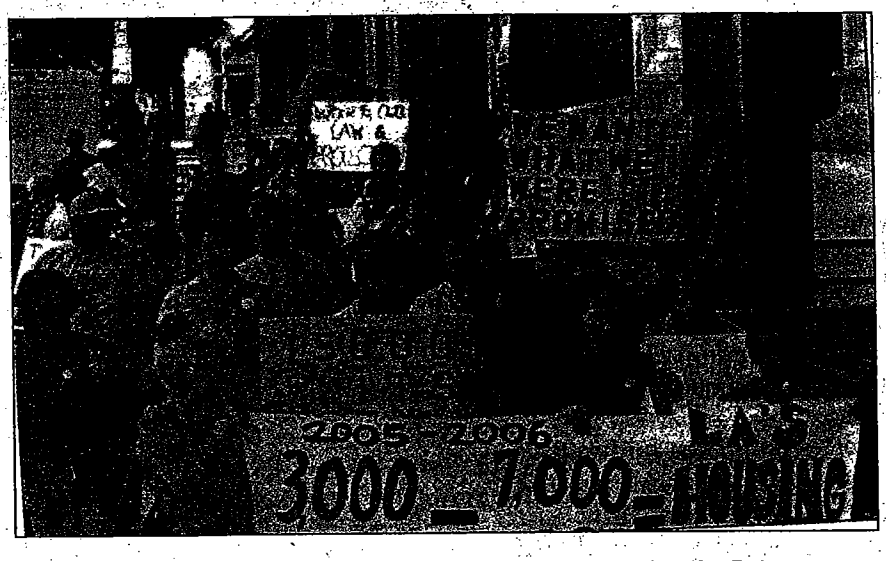
Vermont has proposed shifting state government and public schools to a shortened workweek.

Tenants Defeat Developers in LA

The *Los Angeles Community Action Network's (LA CAN)* won a crucial victory on May 6. The LA City Council enacted a permanent *Residential Hotel Preservation Ordinance.*

In 2002 LA planned to eliminate almost 4,000 low-income housing units. 95% of this housing was in residential hotels. In 2004 police removed 100 tenants from the Bristol Hotel *at gunpoint* in three days.

Several hundred very poor and homeless people launched the LA CAN campaign to protect low-income housing. The new Ordinance will protect about 19,000 housing units and almost 30,000 people.



Marching for Protect Low-Income Housing in LA

New Orleans Now Has Chance for Justice

Incompetence and fraud of the US Army Corps of Engineers caused most damage to New Orleans after Katrina. The Corps had evaded financial liability because of a loophole. The federal government cannot be sued if something goes wrong with a flood control project such as a levee, reservoir or dam.

But Federal Judge Stanwood Duval dismissed that argument. He said the Mississippi River-Gulf Outlet, or MRGO, was clearly a ship channel. It was not a flood control project.

The Army Corps of Engineers can now be held liable for flood damage. It was caused by a navigation channel known as a "hurricane highway." It funneled Hurricane Katrina's storm surge into the city.

This decision is a victory for homeowners. They have suffered endlessly and needlessly. Finally the government is legally responsible for storm damage.

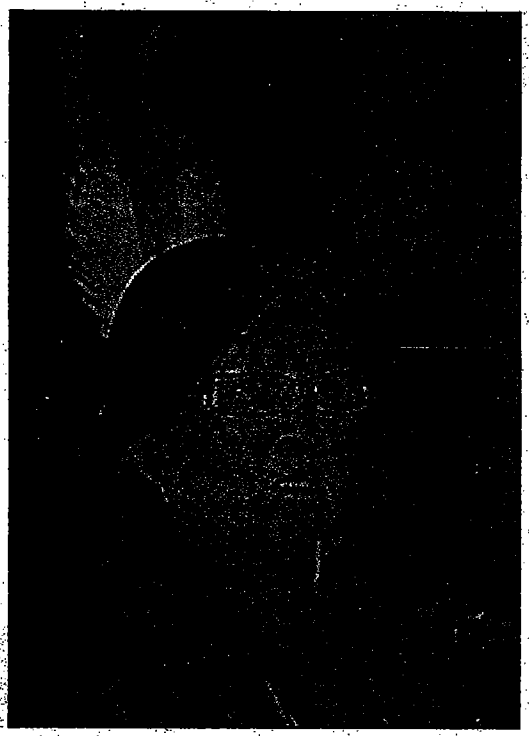
PEPFAR Passes with $50 Billion Budget

Thanks to the tireless work of activists, the AIDS Relief bill passes by 80 to 16 in the Senate. The *President's Emergency Plan for AIDS Relief* (PEPFAR) will provide $48 billion for AIDS, tuberculosis and malaria. ($2 billion was appropriated for health and safety projects on American Indian reservations also). The House is expected to pass PEPFAR easily.

PEPFAR overturns the embarrassing Congressional HIV/AIDS travel and immigration ban.

Family planning groups were upset with the bill's continued focus on abstinence. And the global gag on contraception still applies, along with a required pledge condemning prostitution.

Native Survivors Receive Apology - and Cash



Mary Moonias, survivor of residential schools

Canada is paying reparations to 80,000 Native people who were forced to attend residential schools. Each will receive $10,000 for their first year in the school. Added to that will be $3,000 for each additional year they spent in residential schools.

Canada's Prime Minister also issued a public apology to the Native communities. The brutal residential schools were run by the Catholic and Episcopalian churches. But neither church has acknowledged, nor apologized for, their abuse of the children.

The first residential school opened in 1840. By 1931 there were 80 residential schools across Canada. The last school closed in 1996 in Saskatchewan. The residential schools routinely assaulted the Native students physically, sexually and psychologically.

Over 150,000 Indian children were kidnapped from their parents. Residential school staff beat, stripped naked, and ridiculed children in front of others. They forced them to sleep outside or walk barefoot in winter. They made bedwetters wear wet underwear on their heads and wet sheets on their bodies. Teachers pushed needles through children's tongues if they spoke their native languages.

Residential school staff forced native children to stand for hours, on two feet or one, until they collapsed. They confined children in closets without food or water. They used electric shocks on them. They immersed children in ice water. They ripped their hair from their heads. The schools conducted medical experiments on students.

Many children, both boys and girls were sexually assaulted in the schools.

Thousands died from exposure to disease and lack of care. They were often buried in mass graves.

All residential schools taught native children contempt for their own elders, religion and culture.

continue pg 53 >>>>>

Victories



Celebrating the victory after court ruling. The person in the center photo is Pmela Kincaid. She was the lead plainriff. She died under suspicious circumstances on August 1, 2007.

Fresno Homeless Win $2.3 Million

240 homeless people won a $2.3 million settlement from the city of Fresno. A Court ruled that city sweeps of homeless encampments violated the 4th and 5th amendments. The constitution prohibits unreasonable search and seizure.

Between 2004-2006, Fresno sanitation workers and police routinely invaded homeless encampments. They seized or destroyed all the peoples' possessions. This included food, clothing, medicines, bicycles, tents and even grandma's ashes.

In addition to the lawsuit, homeless people and their allies held two actions. They had a sleep-in at City Hall. And they ran a Homelessness Marathon radio show. In these ways they put a national spotlight on Fresno's illegal practices.

Women Win Right to Be Bishops

The Church of England's ruling body voted to back women becoming bishops. A male-only lobby wanted concessions. They would have created a second class status for women bishops. The concessions were voted down.

Anglican women have been ordained since 1994. But they were not allowed to become bishops. Ironically a woman, Bishop Katharine Jefferts Schori, leads the US Episcopal Church. (Anglicans call themselves Episcopalians in the US.)



Fight-Back Wins $63M from Con Ed

The *Western Queens Power for the People Campaign (PFP)* won $63 million in a lawsuit against **Con Edison**. In 2006, **Con Edison**'s negligence caused a 10-day power outage. Blue collar and immigrant communities in Queens, NY were devastated.

Con Ed must also send out a written apology--on customer bills in English and Spanish. $17 million in **Con Ed** stocks will benefit the affected communities. Half will pay for $100 refunds to victimized residents. The rest will pay for tree planting & other greening projects.

Con Ed must also pay $500,000 to study the economic and health costs caused by the outage. The study can improve the way **Con Ed** reimburses victims of future outages. **Con Ed** may not pass on $46 million in outage-related costs to its customers.

This settlement will put money directly into the pockets of struggling residents

Western Queens Power for the People Campaign was formed during the outage. For two years they petitioned, testified at hearings and picketed **Con Ed**'s headquarters. They also engaged in direct negotiations with **Con Ed** and the state.

Alyssa Bonilla of *PFP* said. "This settlement does not come close to compensating the community for its losses. But it will put money directly into the pockets of struggling residents. And it will help green sections of Queens. It has the lowest rates of open space in the city."

Jesse Helms Honored!

Jesse Helm's death unburied massive anger at his racism, homophobia and woman hatred. Yet he was honored with an elaborate funeral. Thousands attended including Dick Cheney and Cindy McCain.

North Carolina ordered flags lowered to half-mast in Helm's honor. L.F. Eason, state employee for 29 years, quit rather than lower the flag.

"Everything Helms did was a disservice to the state. He opposed the Civil Rights Act. He filibustered to stop Martin Luther King's national holiday."

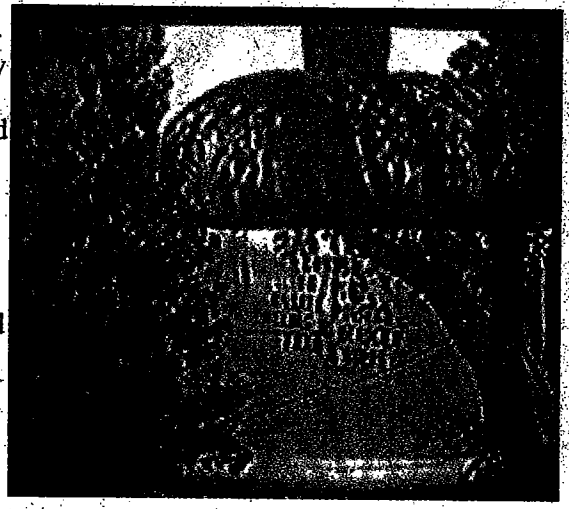
ACT UP's' Eric Sawyer stated, "Helm's long-term legacy will have to be judged for what it was. He willfully participated in the genocide of millions of people guided by religious fervor."

Helms' despised HIV immigration and travel ban remains. He directed the Public Health Service to add HIV to its list of "dangerous contagious diseases." In 1993, Congress approved the HIV immigration and travel ban law.

Even if the ban is lifted now, the pain and suffering it caused will never be forgotten. 270 Haitian refugees were detained in Guantanamo *for three years* because of their HIV status. Finally in 1993, a judge ruled the camps violated three different immigration treaties.

Another infamous "Helms Amendment" banned funding for AIDS education or prevention materials that "promote or encourage, directly or indirectly, homosexual sexual activities." Later a "compromise" prohibited federal funds for *all* prevention promoting sexual activities. Instead of just killing gays, they would kill everyone.

The Center for Disease Control and Prevention (CDC) set up board censors. Their job was to eliminate any pictures of genitals and safe or unsafe sex.



ACT UP members climbed to the roof of Jesse Helm's house in Virginia and dropped a giant condom over it.

Peter Lewis Allen wrote, "There is no way to know how many Americans died as a result of the Helms amendment. But the numbers are likely to have been substantial. Hundred of thousands were infected with HIV between 1988 and 1992. Could effective education have prevented ten or five percent of infection? The cost of sparing the country's moral sensibilities ranked in the thousands of lives."

In 1991 ACT UP's *Treatment Action Guerrillas* had had enough of Helms' AIDSphobia. In the middle of the night they covered Helms' Arlington home with a giant condom. "He didn't do further damage on the AIDS front after that action," Act Up's Peter Staley said.

Helms loudly objected when Clinton appointed a lesbian to a federal position.

Helms was a staunch opponent of the Ryan White Care Act. He refused to talk to Ryan White's mother (even when they were alone in the elevator).

Helms didn't limit his attacks to Gays and African Americans. He stopped Federal funds from providing health care to millions of women in foreign countries. They were denied funds if their clinics provided birth control or abortion. Helms even opposed foodstamps for poor families. And yes, he supported the death sentence.

Now It's *Legal* to Spy on Americans

The telecoms spent months of secret negotiations and millions of lobbying dollars. And the Senate sold us out.

(AT&T's Political Action Committee contributed the maximum amount allowable to the Bush/Cheney campaign — ***twice.***)

Bush violated the law and used the telecoms to spy on Americans. Yet Congress agreed to grant telecom companies retroactive immunity. By letting them off the hook, we'll never know the full extent of Bush's espionage.

But it gets worse. Congress granted immunity and passed a new wiretapping "reform" bill. It now *allows* the government to spy on Americans' oversea mail and phone calls—without a warrant. Now it is legal!

The ACLU immediately filed a lawsuit. They say the wiretapping bill is unconstitutional. The lawsuit was filed on behalf of journalists, human rights organizations and lawyers. Their ability to perform their work will be greatly harmed by this new law.

Sources: Center for Common Ground, commonground.org; ken@pubmusicjustice.com; Women's E News; ACLU.org

Say What ?!?!

City Gives Billionaire $3 Million for Estate Being Out of Style

Larry Ellison is the CEO of the software **Oracle Corp.** He is worth $25 billion. He will be receiving a $3 million tax refund from San Mateo County. Why? While most homes increased in value, his $200 million estate supposedly declined to $64 million. Because it is no longer in style!

In 1995 **Ellison** bought a 23-acre site in San Mateo for $12 million. He spent nine years and $200 million to build his home. He modeled it on the estate of a 16th century Japanese emperor.

Ellison has an 8,000-square-foot main house, a guest home, three cottages, a gym, a 5-acre lake, two waterfalls and two bridges. 1,000 redwoods, pines and oaks, cherry, maple and other trees adorn the estate.



Ellison's attorney claimed that from 2005-2007, the property was worth only $64.7 million. It had declined 60% in value due to "significant functional obsolescence." These included "limited appeal for 16th Century Japanese architecture." It also suffered from "over improvements." And its "excessive landscaping" is costly to maintain.

So the Property Tax Board reduced the value by $100 million for the last three years. Ellison's $3 million tax break will deplete county and city funds. Schools alone will lose $1.4 million.

Even US Puppet Wants Troops Out

In July even Iraq's Prime Minister, US puppet, demanded a time for withdrawal of US troops. Elections in Iraq are coming up. And a great majority of Iraqis are opposed to a prolonged U.S. occupation. So Nouri al-Maliki can't afford to toe the Bush line.

Single Moms' Poverty Spikes after "Reform"

Since welfare deform, the number of single mothers in poverty is 15 million. (*2006 US Census*). The number of moms who are unemployed *and receive no welfare assistance* has doubled. It increased from 16 percent in 1996 to nearly 33 percent in 2005. That means 1 in 3 single parent families have neither employment nor income.

Black and Hispanic women are about twice as likely to be poor than white women are.

For many, poverty has worsened. That is especially true in Milwaukee. It is now the seventh poorest city in the nation. Temporary homeless shelters have become permanent. Food pantries are pleading for donations to meet demand. And public schools serve universal free breakfasts.

There Are Levees Is All 50 States

In 33 states, like Louisiana, there are miles and miles of levees. 43% of all Americans live in homes and communities that rely on levees for their safety.

About 40 years ago, the US stopped investing in maintaining its levee system. This was, not so coincidentally, the time of the Vietnam War.



California Legalizes Gay Marriages

In San Francisco Del Martin, 87, and Phyllis Lyon, 84 became the first gay couple to be legally married in California. They had been married in 2004 when the city broke state law by issuing over 4,000 marriage licenses. Those marriages were invalidated by the state Supreme Court.

4,152 gay couples were married at San Francisco City Hall on June 17. Jews set up a *chuppah* made from a rainbow-striped *tallit* near the steps of City Hall. They passed out plates of marble cake frosted with the phrase "Mazel Tov." They invited couples to partake in the rituals of circling one another and breaking a glass.

Janice Atkinson, the Sonoma County clerk, passed out applications for marriage licenses at a gay pride in Sonoma. In Oakland Mayor Ron Dellums presided over more than a dozen marriages.

Gay marriage has been legal in Massachusetts since 2004. Over 10,500 gay couples have been married there. But 44 states have either a law or constitutional amendment barring gay marriage.

sparkling saris. Women wore rainbow boas. Many marchers wore rainbow-colored masks to hide their gay identity.

Homosexual acts are illegal in India. They carry punishment of up to 10 years in prison. The law is rarely enforced. But activists say it sanctions discrimination.

"Discrimination is widespread because there is no protection or law or societal understanding." said Lesley Esteves, organizer. "There's discrimination in the workplace and in the family—it's on every level."

Homosexuality is becoming more accepted in big cities. In New Delhi, gay and lesbian groups hold biweekly movie screenings and parties. Newspaper editorials have called for revisions to the law. Prominent writers and activists have signed petitions expressing their support.○○○



Forum Urges Connection with other Issues

Stonewall Warriors, Women's Fightback Network and *Fight Imperialism, Stand Together(FIST)* held a forum on June 20 in Boston. It was called "Pride is Solidarity and Struggle—Come Out Against Racism, Sexism, Foreclosures and War.

LeiLani Dowell of *FIST* and Shaka McPherson from the *Boston Youth Organizing Project* were keynote speakers.

McPherson had led an AIDS-awareness youth forum in Dorchester. She urged people to reach out beyond their particular area of struggle and connect with others. This is one overall struggle strategy against injustice.

Dowel urged unity and solidarity to confront injustices. She targetted the acquittal of cops who murdered Sean Bell and the jailing of the Jersey 4. She also discussed Barack Obama and the economic crisis. "Change will come from the peoples' struggle and mobilizing in the streets. Change will not from any candidate of the big-business parties."

Miya Campbell of *Women's Fightback Network,* discussed the crisis of affect of the rising food and gas prices on blue collar people and youth. She said the *WFN* is planning street actions to protest the price hikes and utility shutoffs.

Frank Neisser of *Stonewall Warriors* told the history of the Stonewall Rebellion. It was led by trans people of color in battle with the NYC Police. Gerry Scoppettuolo of *Stonewall Warriors* chaired the meeting. ○○

Sources: Planet Out, Housing Works AIDS Issues Update, Workers World

Gay and Lesbian News



Legal Victory for Two of Jersey 4

The Jersey 4 are four African-American lesbians. They were convicted in June 2007 for so-called gang assault. They had defended themselves against a male street merchant. He yelled at them in a bigoted anti-lesbian frenzy. He choked them and ripped hair from their scalps. He spat at them. And he threatened to rape them. He ended up with a stab wound to his stomach.

The four women have been unjustly imprisoned for the past two years. The man was not charged despite a video of his attacks. Corporate media fueled the bias against the women calling them a "lesbian wolf pack"!

On June 19, a four-judge panel vacated the conviction of Terrain Dandridge. And they dismissed the indictment against her. She can't face retrial. And she is free from her three and a half prison sentence. The panel also vacated the conviction of Renata Hill. But it did not dismiss her indictment. She could face retrial. Hill had originally been sentenced to eight years in prison.

Appeals for Patreese Johnson and Venice Brown are still underway. Brown received five years. Johnson was sentenced to 11 years. Defense lawyers said this was the highest they had ever heard of for a nonfatal stabbing.

Stand Against AIDS Wants Presidential AIDS Plan in 100 days

Despite a torrential downpour, over 100 HIV/AIDS activists from *Housing Works /CitiWide Harm Reduction* participated in the June 29 NYC Gay Pride float. The float was dedicated to *Stand Against AIDS.*

Stand Against AIDS is a cross-country road trip to the first presidential debate in Oxford MS. Their goal is to get commitments from both candidates to create a national AIDS strategy. They want it done within 100 days of taking office.

The US requires foreign countries seeking funding to fight AIDS to have a national AIDS plan. *But the US doesn't have one itself.*

AIDS activists wore T-shirts and masks with images of Obama and McCain. They carried banners and handed out Obama/McCain condom packs. Marchers in Obama masks got the most cheers from gays and their supporters. But *Stand Against AIDS* isn't affiliated with any party.

Gays in India Gaining Acceptance

On June 29 gay rights activists held parades in Calcutta, Bangalore and New Delhi, India. They called for an end to discrimination and pushed for acceptance. There have been small gay rights parades in Calcutta. But this was the first in Bangalore and New Delhi.

Several hundred people turned out at each event. Men wore



Pride 2008: The Fight Is Not Over!

The California Supreme Court ruling to legalize same-sex marriage is a ray of sunshine. The economy has gone belly up. The Iraq war rages on and on. And the White House is busy dismantling separation of church and state and the Bill of Rights.

It's no wonder a desire for change is sweeping the country.

The lesbian, gay, bi, and transgender community feels an extra sense of urgency. Rightwing bigots are uniting to counterattack our recently won gains. Yet mainstream national gay organizations' tepid strategies for "change" are: Vote Democrat, get married, and donate money.

Beyond wedding bands

Everyone should have the right to marriage and its tangible benefits— healthcare and child custody rights. But let's get real. Sexual liberation, feminism, working mothers, and a 50% divorce rate have left the patriarchal nuclear family a shadow of its former self. Inclusion in this outdated institution is no panacea. Just ask straight couples.

And *why* should access to medical care, citizenship, or Social Security benefits depend on who one sleeps or lives with? Universal healthcare, legal status for immigrants, and a guaranteed minimum income for ***all*** are more practical solutions. That's why many LGBT activists have embraced this much broader agenda.

And *why* should access to medical care, citizenship, or Social Security benefits depend on who one sleeps or lives with?

Street heat

Ignored by the mainstream is the grassroots mobilization that won the growing public support for sexual minorities' civil rights.

Four years ago Democrat Party leaders ~ gay and straight ~ tried to hush us up. Afterwards, they blamed Bush's victory on the thousands of queer couples lining up for marriage licenses across the country. But it was the defiance of state law and the party line—the matrimonial civil disobedience—that set the stage for this summer's court victory.

Now, these same pundits urge us to vote for Barack Obama, who (like Hillary Clinton and John McCain) refuses to support gay marriage. Obama says, "Tradition and my religious beliefs say that marriage is something sanctified between a man and a woman."

As a consolation prize, he says gays should be allowed to "openly" express their patriotism in the military. Fab timing. Desperate recruiters can market the military's imperialist occupation of Iraq as an endless queer honeymoon in the desert!

This November vote for ***real*** change. Mark your ballot for up-front anti-capitalist, anti-war, and unabashedly pro-gay candidates. Then hit the streets, and join rabble-rousing organizations like Radical Women!

Lavender Warriors

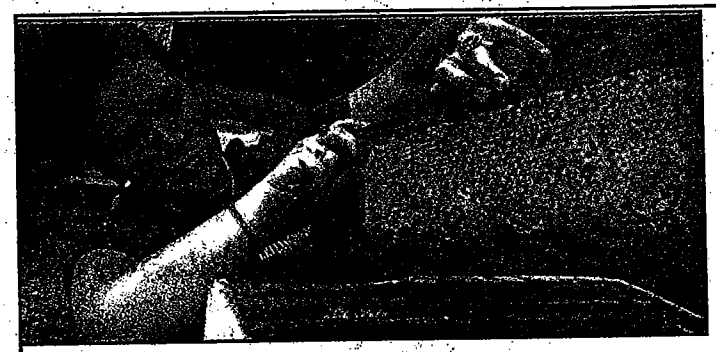
There is a vibrant, bold and brassy queer movement reemerging. Dykes in the service industries are organizing LGBT caucuses in their unions. Lesbians and gays of color are leading the fight against AIDS. Young gender-benders are defending gay/straight alliances in their schools, joining immigrant rights marches and blockading arms shipments to stop the war.



These times call for fundamental change. But none of us can do it alone. Radical Women is an organization that supports and trains women leaders. We believe that students and working class women of all colors and sexualities can unite the diverse movements for justice into ***one*** revolutionary rainbow. Get involved, lend a hand, you are needed!

Anne Slater, Organizer
National Radical Women

Radical Women's National Conference is on October 3-6 in San Francisco. Contact them at: 206-722-6057; RadicalWomen.org RadicalWomenUS@gmail.com .



rent it to the Greensgrow farm for $150 a month. Coreboy and her partner made an initial investment of $25,000. And they spent $100,000 over the years on items like plastic covered greenhouses and trucked-in soil. Soil was used to cover the steel and concrete foundation of the factory.

The farm earned $10,000 on sales of $450,000 last year. They hope to make $33,000 profit on $650,000 in sales this year. Then they will be able to open another farm elsewhere in Philly. Corboy earns $65,000.

Customers say the farm is a "little bit of heaven" in a very poor neighborhood.

mission it accomplished was to take postindustrial land and turn it into a green business.

At Greensgrow a colony of bees produces about 80 pounds of "Honey from the Hood." Greensgrow also makes biodiesel for its vehicles. They use the waste oil produced by restaurants that buy its vegetables.

Mary Seton Corboy co-founded Greensgrow in 1998. She persuaded the local *Community Development Corporation* to buy the site. They bought it and now

Black Mothers Taking Action

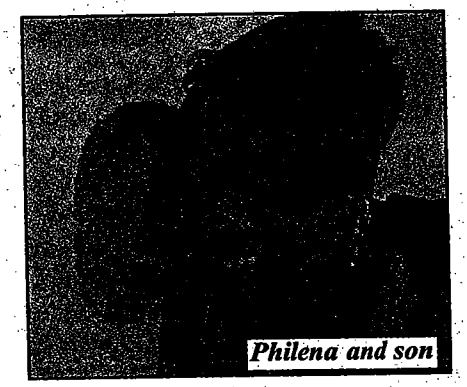
Finding groups started by or specifically for Black moms is a hard task. Philena Rush, administrator for **blackworkathomemoms.com,** said

"We have a very bad image in our videos, movies and the internet. I just want something out there for the small percentage of us that decided to make a difference in our community and be home for our kids and keep them off the streets."

They found a few groups :

www.sistermoms.com

SisterMoms is a network of mothers who get together every other month on the second Sunday. It facilitates a nationwide discussion list of over 150 mothers. They share ideas and thoughts about motherhood and resources. Members have been known to post 32 responses to a single question in one hour.



Philena and son

sistasontherise.org

Sistas on the Rise is for young women of color, ages 13 to 21. It helpsthem take power over their lives and create a healthy community. They offer a safe space to develop leadership skills, socio-political analysis & organize without being marginalized.

Many young women who became pregnant dropout of existing youth programs. They do not receive the support necessary to continue. One of the goals is to build sisterhood among young women who have children and those who do not.

coabode.org

CoAbode offers a match-making service to provide single moms the opportunity to share housing. They can pool resources and finances with another single mom of their choosing.

If you are interested in starting your own organization for mothers, find guidelines online at **blackwomanandchild.com.**

Black Mothers Breastfeeding Assoc.

This organization advocates for breastfeeding in the African American community. It wants to improve the quality of life and enhance self-reliance. It educates, provides resources, offers on-going support and joins with other organizations that share their interests.

In October *BMBFA* is hosting a seminar on breastfeeding: How to Reach the Goals of Healthy People 2010 in Minority Communities" in Detroit. Contact: *Black Mothers' Breastfeeding Assoc.,* Kiddada Ramey, 19436 Packard, Detroit, MI 48234, (313) 366-5996, k.ramey@blackmotherbreastfeeding.org.

Sources: NY Times, People's Weekly World, Workers World, Root and Thunder, Black Woman and Child, Compleat Mother

from Around the World

Moms Charge McCain

In June, employed moms, some with babies in strollers, went to **John McCain's** DC office. **McCain**'s aides accepted a petition signed by 29,000 women--from *MomsRising.org.*

The petition blasted **McCain** for his stand on the Lilly Ledbetter pay discrimination bill. McCain supported the Supreme Courts decision. So he failed to vote. The Supreme Court ruled that women must sue within 180 days of their hire date—even if they didn't discover the discrimination until much later.

The Lilly Ledbetter bill would increase the time limit for suing.

"Through the years **McCain** has voted wrong on anything that would help women to be treated more equally," said Liz Hourican. She has spent 18 months in DC protesting **McCain's** support for the war in Iraq.

All-Women Protest to Free Tibet

500 Tibetan women protested outside the Chinese Embassy in Nepal on May 10. They demanded a free Tibet.

20,000 Tibetan refugees live in Nepal. Tibetan exiles have protested outside the Chinese Embassy and UN offices for two months. They demand human rights in Tibet and a UN investigatin into the deaths of protesters in Tibet.

Women's Groups Teach Self-Help Abortions



Two women's rights groups unfurled a banner on a statue of the Virgin Mary in Quito, Ecuador. The banner reads ***"Safe abortion, 09-900-4545."*** The number is a hotline. The hotline teaches women how to perform a safe abortion themselves. It involves using pills at home.

Women on Waves, a Dutch group, carried out the action with Quito's *Coordinadora Juvenil.* Both groups work to legalize abortion.

Women who have an abortion in Ecuador can be jailed for one to five years. Those performing an abortion face two to five years. See ***www.womenonwaves.org.***

Mass. to Ban Size Discrimination

Massachusetts will soon be the second state to ban height and weight discrimination. Bill H.1844 will include "height" and "weight" with all other groups protected from discrimination.

Massachusetts's residents should still ask their elected officials to support Bill H.1844. People who have experienced size discrimination in employment, education, public accommodations or health care are needed to share their experiences. A representative filed a similar bill a few years ago based on *one* discrimination complaint from a constituent.

Contact ***National Association to Advance Fat Acceptance*** Board Member Jeanne Toombs at ***steinwaytoo@verizon.net.***

Honey from the Hood

Greensgrow is a one-acre plot of raised beds and greenhouses in a big city--Philadelphia. It grows and sells its own vegetables, herbs, plants and seedlings. It sells peaches from New Jersey and tomatoes from Lancaster County.

Breads, meats and cheeses come from small local growers within a few hours of Greensgrow.

The tiny farm is on the site of a former factory in the low-income Kensington section of Philly. The

MothersNews



California: Billboards Get a Makeover

The *California Department of Corrections* is modifying billboards in California. They are an anti-consumerist group. One of the modified billboards reads "Sexism is Hell. Fashion is Fraud."

Another billboard appeared outside a Lucky supermarket chain store. It described working conditions for strawberry pickers. It reads, "Freshness First. Farmworkers last. Lucky you're middle class."

Mother's Day Protest Hits Police Murders

On Mother's Day, moms whose children were killed by New York cops went to see Gov. David Patterson. The moms are members of the *Justice Committee and Parents Against Police Brutality.* They demand an end to NY police killing of innocent people. And they demand justice for Sean Bell and their own children.

Their supporters wore bloodstained T-shirts. They had the names of police victims written on them.

NY police shot Margarita Rosario's son, Antonio, 14 times in 1995. At the same time they shot her nephew, Hilton Veg, eight times. The boys were lying down when police murdered them. Two bodyguards for ex-Mayor Rudolph Giuliani killed them. Neither cop was ever charged

Cops killed Allene Person's 10-year-old son, Timur, in 2006. His hands were in the air. Plainclothes officers shot Joann Mickins son, Corey, 12 times in a restaurant in 2007. Loretta Cerbelli's Son, Kevin, was on the ground in a police station in 1998. Cops shot him in the back. A cop killed Nicholas Heyward's 13-year-old son Nicholas Jr in 1994. He was playing cops and robbers. Cops shot Doris Bush Boskey's son, Gidone, 12 times in 1999. Witnesses said he didn't pose a threat to anyone.

A white lynch mob chased Altagracia Mayi's son, Manny, 16 blocks in 1991. Then they killed him. None of the members of the gang were indicted. One was later admitted into the police academy.

Juanita Young has never stopped fighting for justice for her son, Malcolm Ferguson. Ferguson was unarmed when **Officer Louis Rivera** killed him on March 1, 2000. Five days earlier police had arrested him. Why? He was protesting the acquittal of the four cops who shot Amandou Diallo 41 times.

Last year a civil court ruled Officer **Rivera** was 100% responsible for Ferguson's death. It awarded Young $10 million. The Bronx DA is appealing this verdict.

Police continue to threaten and abuse Young and her family. She faces criminal charges of assaulting police who invaded her home. Cops claim the legally blind mother threw a box of cake mix at them. Young told the crowd. "Either we bury this system or we bury our kids. No justice, no peace."



Creative Parenting Costs Less

Smart, healthy, happy children start with play.

Imagination—empty box becomes a space ship. A blanket becomes the stage for a tea party
Creativity—plastic, pots and pans, or rubber bands stretched over a cardboard box becomes a band
Exploration—backyard is a hidden forest to investigate. Use the treasures you find for an art project
Determination— build a tower or a whole world with blocks or a tent with sheets
Education—plant a flower, blow a bubble, pour water into different size cups
Action—dance, jump in puddles, ride a bike, take a walk, experiment with bouncing balls
Explanation—read a story, talk about the weather, and discuss the day's events
Relaxation — take a break from chores and activities to draw read, talk and sing
Sociability— play pretend with a friend, use dolls or stuffed animals to make a family, become your child's best friend.

Ten Super Toys

Empty Cardboard Box—big enough to get inside; With lids are great.
Blankets—Play peek-a-boo, picnics, tents
Blocks—from milk cartons, foam, wood.
Water—Let child help wash the dishes. When child throws something off high chair, it's time for a ball.
Music—Dance with the baby, twist with the toddler, prance with the pre-schooler
Music-making Toys—Beans in a container, tambourines, triangles
Junk—recycle, remove sharp or small pieces. Let kids fill and dump, tape and paste.
Natural Materials—stones, leaaves, plants.
YOU—the best play happens with you. Share a joke, a tickle and a cuddle.

Pennsylvania State Better Kid Care 1-800-452-9108
www.theearlyyearsmatter.org
lkawrence@lifwg.org 516- 96-9857



Tips on HMO's

Q What does HMO stand for ?
A. This is actually a variation of the phrase, "HEY MOE." Its roots go back to a concept pioneered by Moe of the Three Stooges. A patient could be made to forget the pain in her foot if she was poked hard enough in the eye.

Q I just joined an HMO. How difficult will it be to choose the doctor I want?
A. Just slightly more difficult than choosing your parents. Your insurer will provide you with a book listing the doctors in the plan. The doctors fall into two categories: those who are no longer accepting new patients, and those who will see you but are no longer participating in the plan. But don't worry. The doctor who is still in the plan and accepting new patients has an office just a half-day's commute and a diploma from a third-world country.

Q. Do all diagnostic procedures require pre-certification?
A. No. Only those you need.

Q. Can I get coverage for my preexisting conditions?
A. Certainly, as long as they don't require any treatment.

Q. What happens if I want to try alternative medicine?
A. You'll need to find alternative forms of payment.

Q. My pharmacy plan only covers generic drugs. But the generic medication, gave me a stomach ache. What should I do?
A. Poke yourself in the eye.

Q. I think I need a specialist. But my doctor insists he can handle my problem. Can a general practitioner really perform a heart transplant in the office ?
A. Hard to say. Since all you're risking is the $20 co-payment, there's no harm in giving it a shot.

Onions look like the body's ells. Onions help clear waste naterials from all of the body cells. 'hey even produce tears which vash the epithelial layers of the yes. A working companion, **Garlic**, also helps eliminate waste naterials and dangerous free radi-als from the body.

Scents of Childhood

My five-year-old son Joshua was crying inconsolably. His look-mom-no-hands bike ride was interrupted by a olting wasp sting. Slinging Joshua onto my hip, I grabbed a blended bottle of lavender Lavendula angustifolia) massage oil. I put one drop of his miracle-working oil on the sting. Joshua's tear-streaked face transformed.

The lavender's analgesic qualities deadened the pain on his arm. And its spring-blossom smell calmed his anxiety.

Other Kid Soothers

Lavender and chamomile (Anthemis nobilis) are the most valuable oils for children. Blend massage oil for a child who is run-down, not sleeping, or over-excited. Mix five to seven drops of lavender or chamomile essential oil in one ounce of jojoba oil or unscented lotion.

Massage your child wherever they feel tension. Neck and shoulders are a great place to start.

Tummy Troubles

Lavender, Roman chamomile, spearmint (Mentha spicata), and tea tree (Melaleuca alternifolia) oils are effective aids for digestive disorders. For an upset stomach, dab one drop of lavender or Roman chamomile massage oil behind each ear. Either of these aromas will help ease nausea.

At the same time, massage the feet with lavender, chamomile, or tea tree oil blended with jojoba or lotion. You can relax all parts of the body by massaging the feet. Also add two drops of tea tree oil to a bowl of warm water. It's strong, medicinal scent helps disinfect the sick room. Tea tree has a



range of antibacterial and antiviral properties. It is particularly effective in treating digestive viruses.

The candy flavored scent of spearmint is an agreeable aroma for young children with stomach upset. Simply add two drops of spearmint to a vaporizer.

Colds and Coughs

Along with tea tree, eucalyptus (Eucalyptus radiata) essential oil is effective at treating cold and flu symptoms. Add two drops of eucalyptus or tea tree essential oil to a bowl of warm water. Stay near your child as they lean over the bowl to breathe the healing vapors. A few seconds at a time will allow the child to become accustomed to the steam and oil combination.

From Hiccups to Nosebleeds

Utilize chamomile's fruity, herbal scent to ease hiccups. Rub chamomile, blended in jojoba, on your palms. Hold to the child's nose for inhalation. Then massage the chest and stomach with the blended oils.

A lavender compress can bring aid for nosebleeds. Fill a bowl with warm water. Add two drops of lavender. Dip a soft cloth into the lavender water and wring out. Lay the cloth across the nose. Keep it away from the eyes. Along with healing, the scent will help calm your child during these scary episodes.

Rejuvenation for Child and Mom

Bath time becomes a breeze. Blend up to four drops of lavender or chamomile essential oil in a teaspoon of milk or vegetable oil. Add the blended oils to the bathwater and swish the water with your hand.

To encourage sound sleep, add two or three drops of lavender essential oil to the child's vaporizer at bedtime. With lavender's soothing scent drifting from your child's room, carve some time to indulge yourself.

Natural Hand Sanitizer

Fill a four-ounce spray bottle with water. Add ten drops lavender and five drops tea tree. Shake. Keep this antiseptic spray in the car to clean hands quickly.

Mother's Luxurious Cream

To a four-ounce bottle of unscented cream, add five drops rose and two drops frankincense. Blend and apply to face daily. Helps retain the skin's healthy glow and slow the appearance of wrinkles.

Laurie Chance Smith
from Mothering Magazine

Health News

$100 in Fresh Food for Smokers

Dundee Scotland has passed a law to help the poor quit smoking and afford good food. It will now pay ex-smokers $25 a week ($100 a month) to buy fresh food. The smokers must take a test to prove they have not started smoking again.

New York's Street Food Gets Healthier

Low-income neighborhoods in New York City will see a new kind of food cart this summer. The city will issue licenses to 500 food carts that will only sell fresh fruit and vegetables.

Carts in the Mayor's "Green Carts" program will be restricted to the city's low-income areas. They will give people who lack access to healthier foods an alternative. Hot dogs, soft pretzels and breakfast rolls are the usual street foods. Only 10 percent of the city's 4,100 street vendors - concentrated in Midtown - offer fresh produce. And they're accessible to the lunch crowds and more affluent New Yorkers.

A public information campaign will educate the public about the Green Cart program. Mayor Bloomberg said "the hot dog may be a cherished New York institution. With this legislation we aim to make the 'Green Cart' just as ubiquitous and loved."

The carts are part of New York's ongoing initiative to help residents live healthier lifestyles.

Mother Earth's Pharmacy

Mother Earth gives us clues as to what foods help what part of our body.

A sliced **Carrot** looks like the human eye.... and YES, carrots greatly enhance blood flow to and function of the eyes.

A **Tomato** has four chambers and is red like the heart. Tomatoes are loaded with lycopine. They are indeed pure heart and blood food.

Grapes hang in a cluster that has the shape of the heart. Each grape looks like a blood cell. Grapes are also profound heart and blood vitalizing food.

A **Walnut** looks like a little brain—a left and right hemisphere, upper cerebrums and lower cerebellums. Even the wrinkles or folds on the nut are just like the neo-cortex. Walnuts help develop more than three dozen neurontransmitters for brain function.



Kidney Beans actually heal and help maintain kidney function.... and yes, they look exactly like the human kidneys.

Celery, Bok Choy, Rhubarb look like bones. These foods specifically target bone strength. Bones are 23% calcium. And these foods are 23% calcium. If you don't have enough calcium in your diet, the body pulls it from the bones. These foods replenish skeletal needs.

Avocadoes, Eggplant and Pears target the health and function of the female womb and cervix. They look just like these organs. Eating one avocado a week balances hormones. It also sheds unwanted birth weight and prevents cervical cancers. And...it takes exactly nine (9) months to grow an avocado from blossom to ripened fruit.!

Figs are full of seeds and hang in twos when they grow. Figs increase the mobility of male sperm. And they increase the numbers of sperm as well to overcome male sterility.

Sweet Potatoes look like the pancreas. They balance the glycemic index of diabetics.

Olives assist the health and function of the ovaries

Oranges, Grapefruits, and other Citrus fruits look just like the female mammary glands. They assist the health of the breasts and the movement of lymph in and out of the breasts. *continue>>>*

Hard To Swallow

Leaders of the richest nations on Earth met at the G8 Summit in Japan in July. They discussed rising food prices and the hunger crisis worldwide.

Then they sat down to an 18-course gastronomic extravaganza! The dinner followed a six-course lunch. Dinner included caviar, milkfed lamb, sea urchin and tuna. Champagne and wines were flown in from Europe.



The wealthy gluttons met at the Windsor Hotel on the shores of Lake Toyako. Japan deployed 20,000 police to seal off the remote lakeside town. (Were the rulers afraid of hungry hordes attacking their greedy asses?)

Supremes Give Billions to Exxon

The U.S. Supreme Court handed a huge victory to Exxon Mobil in June. They reduced Exxon's damage amount—that they never paid—for the 1989 Exxon Valdez oil spill. These good friends of Exxon slashed the damages from $2.5 billion to $507 million. (Exxon Mobil made $40 billion in profit last year—more than any corporation in human history.)

For 20 years 32,677 plaintiffs have tried to get Exxon to pay for their losses in the largest oil spill ever. 6,000 plaintiffs died while waiting. Exxon was originally ordered to pay $5 billion in damages. But they appealed the decision twice—winning a reduction to $4 billion and then to $2.5 billion.

The Exxon Valdez ship spilled 11 million gallons of oil near Alaska. The accident was a result of Exxon's refusal to upgrade the ship's equipment.

The oil spread to 10,000 square miles. People who made their living on the sea lost everything. Coastal towns were severely harmed. Indigenous communities lost their subsistence hunting and fishing. Millions of birds, fish and sea otters were killed. Beaches are still destroyed.

Punishing for Profit

There are 2.5 million people in US jails and prisons. Another 5 million are on probation and parole. The US imprisons a quarter of the world's prisoners. We have the worlds largest prison population. All studies show there is no relationship between crime and incarceration rates.

Punishment for profit is what the privatized US prison system embraces. Making money, rather than deterring crime or promoting rehabilitation, determines how prisons are built. Politicians, prison corporations, correctional officers, Wall St. banks, telephone companies, private health care providers, food and laundry industries, and corporations using prison labor all benefit financially from prisons.

Education, rehabilitation,and drug treatment programs are routinely cut or eliminated in prisons to save money.

Prisoners are mostly poor and disproportionately of color. They are unable to vote. But *they are counted for census purposes* in the mostly white rural districts where they are jailed. Prison towns receive a distorted share of public resources.

Inner city neighborhoods suffer from depletion of their population. And as a result, they receive smaller shares of government resources. This is similar to the compromise of 1787. Slave states could count three-fifths of their enslaved population, who could not vote, for purposes of determining distribution of taxes and representation in Congress.

Some localities and states charge prisoners for room and board, healthcare, and food. Inmates are further punished with court and administrative fees. If they can not pay the fees, they go back to jail, creating debtors prisons.

Sources: Truthout.org; Mother Jones; Anchorage Daily News; Exposeexxon.com; Prison Profiteers: Who Makes Money from Mass Incarceration (2008).

Tell Congress to Ban TV Drug Ads!

Big Pharma spent $168 million to lobby federal lawmakers last year. They buy off any efforts to restrict drug advertising. The first few years a drug is on the market harmful side effects are likely to emerge. But the pharmaceutical industry wants to get these new drugs — and their flashy TV ads — out to the public as quickly as possible.

It's time for the pharmaceutical giants to back off — for the sake of our health.

A bill is now in Congress to ban advertising of new prescription drugs and devices for three years. This would at least keep new drugs from being overused until their risks are better known. Tell your federal legislators to support bill HR 6154.

Top 10 Corporate Jet Perks in 2007
CEO Value of Personal Aircraft Use

Texas Rangers Lewis B. Campbell – $494,700
IBM Samuel J. Palmisano – $406,200
Shaw Group James M. Bernhard, Jr. – $405,600
United Technologies George David – $380,700
Morgan Stanley John J. Mack – $355,900
Coca-Cola Co. E. Neville Isdell – $341,800
Tyson Foods Richard L. Bond – $341,200
Deere & Co. Robert W. Lane – $324,800
American Express Kenneth I. Chenault – $323,900
Coca-Cola Enterprises John F. Brock – $319,100

Costs to Commercial Air Travelers

- Private jets use about 16% of the air traffic control system's resources. But they pay only 3% of its costs.
- Passengers on private planes avoid a 7.5% tax on the cost of airline ticket—to fund air traffic control services.
- A commercial flight from New York to Miami would pay $2,015 in taxes. A corporate-owned Gulfstream would incur the same air traffic control costs, but pay only $236.
- About $2.2 billion of the $7 billion in federal funds to improve airports was used to fix up remote airports that serve private jets.

(Sardy Field in Aspen, Colo., and the Napa Valley Airport in California.)

Costs to Public Security

- Homeland Security says the proliferation of private jets and lax controls are a security risk. New regulations have not yet been initiated – seven years after 9/11.
- The super-rich and wealthy "opt-out" of the commercial air travel system. So they withdraw their considerable political clout to ensure that the system works well for everyone.

Solutions:

Congress and shareholders should act to limit the burdens of private jet travel on the environment, taxpayers, shareholders, and other travelers

- Private jet users should pay their fair share of the National Airspace System. This should include a combination of higher general aviation fuel taxes and user fees.
- Congress should institute an excise or "luxury" tax on purchase and operation of private jets and a progressive consumption tax that includes private jet travel.
- Congress should institute a price on carbon to accurately charge private jet users for the environmental damage they cause. This could take the form of a carbon tax. Fossil fuel companies would have to buy federal permits for the right to sell carbon-emitting fuel.
- Funds should be invested in transportation infrastructure that is environmentally sustainable. They should create good jobs, reduce the need for air travel, relieve air traffic congestion, and serve all types of travelers. High-speed rail would be an altern. And it is a better investment than continuing to subsidize private jet travel.

Driving the expansion of private jets are extreme economic inequalities in the U.S. economy. The concentration of wealth and power must be addressed directly. Public policies should tax the top and encourage investments that create a healthy economy with equality of opportunity.

In the last twenty years, the income and wealth among the wealthiest one-tenth of one percent has dramatically increased. They are most likely to use private jets.

The *Working Group on Extreme Inequality* was formed to promote public policies to reduce the concentration of wealth and power – and promote investments in education, housing, and asset building that broaden prosperity.



Our proposals are discussed at *www.extremeinequality.org*

See "High Flyers" study by Chuck Collins, Insitiute for Policy Studies and Sarah Anderson, Global Economy Program at ips-dc.org/reports/#461

Wealthy Jet Set Sponge off Taxpayers and Endanger the Air

Flying has become more costly, uncomfortable and degrading for the general public. But the growing class of the ultra-rich are flying high in the comfort of their own jets. The private jet boom imposes real costs on taxpayers, air travelers, the environment and public security.

"The super-wealthy, private jet set are shifting the costs of their highflying indulgence on to the rest of us," said Robert Weissman, director of *Essential Action* who wrote this report.

And they bypass the security that everyday people have to put up with. Private jet passengers can drive — or be driven — to their aircraft on the tarmac. They have their unscreened luggage loaded directly onto the plane. And they board with keys and Swiss army knives in their pockets and plenty of shampoo and bottled water in their carry-ons.

Private jet travel has expanded dramatically

- The number of private jets in active service in the US has increased from 1,000 to 10,000 since 1990. The FAA projects the number to double again by 2017.
- Commercial aviation increased by only 150 percent during that time.
- Between 2003 and 2007, worldwide annual sales of private jets doubled to $19.4 billion.

Private jets are in such high demand that used planes often sell for more than the price at which they were bought. (The waiting time for a new plane is often several years.) The extraordinary demand has attracted speculators. They "flip" used planes as if they were tract houses during the real estate boom.

The growth of the private jet fleet has spawned entirely new industries. Fractional jet ownership is a time-share arrangement. Buyers share the use of a single private jet with up to 31 others.



Costs to the Environment

- An hour of flying in a private jet burns as much fuel as an entire year of driving.
- Four passengers flying in a private Cessna from LA to NY will each emit 8,892 pounds of CO2 into the atmosphere. This is more than five times as much CO2 emitted by a commercial air passenger on the same trip.
- They would burn 26 times more carbon than four people making the same trip in a Toyota—or six times more than taking the Amtrak.

Presidential candidates jet to all corners of the country. Corporate pilot Jeff Beck says that flying on planes such as Gulfstreams is "the least environmental thing that politicians can do … it's like they're throwing dinosaur bones out of the tailpipe."

- Private planes are often empty. Scott Duffy, CEO of Virgin Charter told Forbes.com that "40 percent of all private jet flights in the U.S. have no passengers. Planes turn 'empty legs' rather than sit idle on the tarmac waiting for return trips."

Costs to Taxpayers

- Corporate executives fly private jets on vacation or for other personal business. Yet they pay income taxes based on imputed income of lower commercial airfares.
- In 2008, the private jet lobby won special tax breaks for purchasers of new aircraft. A "bonus depreciation" allows ultra-rich owners of private business jets to take much larger tax deductions in the first year after their purchase.

Mamas Jokes

Medical Miracles

A Japanese doctor said, "Medicine in my country is so advanced. We can take a kidney out of one man. We put it in another. And we have him looking for work in 6 weeks."

A German doctor said, "That's nothing. We can take a lung out of one person. We put it in another. And we have him looking for work in 4 weeks."

A Texas doctor was not going to be outdone. "You guys are way behind. We took a man with no brains out of Texas. We put him in the White House. And now half the country is looking for work."

Are You Sane?

A visitor asked the Director of the mental hospital, " How do you determine whether or not a patient should be institutionalized?

"We fill up a bathtub. Then we offer a teaspoon, a teacup and a bucket to the patient. We ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No" said the Director. "A normal person would pull the plug. Do you want a bed near the window?"

Pass this on--or do you want the bed next to mine?

Roosters as Politicians

John was in the fertilized egg business. He had several hundred young layers (hens), called 'pullets.' And he had ten roosters to fertilize the eggs. He kept records. Any rooster not performing went into the soup pot and was replaced.

John decided to save time by buying some tiny bells. He attached them to his roosters. Each bell had a different tone. He could tell from a distance which rooster was performing.

One morning John didn't hear a sound from his favorite rooster old Butch! He discovered other roosters busy chasing pullets, bells-a-ringing. But the pullets, hearing the roosters coming, could run for cover.

To John's amazement, old Butch had his bell in his beak. So it couldn't ring. He'd sneak up on a pullet, do his job, and walk on to the next one.

John was proud of old Butch. He entered him in the Renfrew County Fair. Butch became an overnight sensation among the judges. They awarded old Butch the *No Bell Piece Prize*. They also awarded him the *Pulletsurprise* as well. Clearly old Butch was a politician in the making.

Only a politician could figure out how to win two of the most highly coveted awards on our planet by sneaking up on the populace and screwing them when they weren't paying attention.

Vote carefully this year...the bells are not always audible.

A Deathbed Wish

The old priest lay dying in the hospital. For years he had faithfully served the people of the nation's capital. He motioned for his nurse to come near.

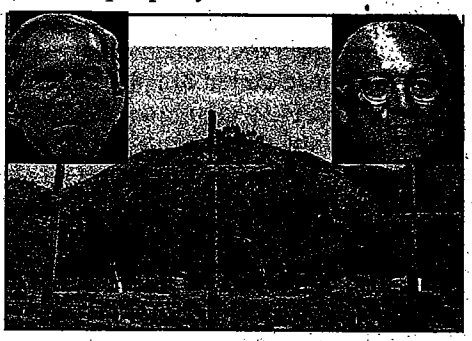
"Yes, Father?" said the nurse.

"I would really like to see George Bush and Dick Cheney before I die."

"I'll see what I can do, Father" replied the nurse.

The nurse sent the request to the White House and waited for a response. Soon the word arrived. Bush and Cheney would be delighted to visit the priest. As they went to the hospital, Bush commented to Cheney "I don't know why the old priest wants to see us, but it will certainly help our images." Cheney couldn't help but agree.

When they arrived, the priest took Cheney's hand in his right hand. He held Bush's hand in his left. There was silence and a look of serenity on the old priest's face. Finally Cheney spoke. "Father, of all the people you could have chosen, why did you choose us to be with you as you near the end?"

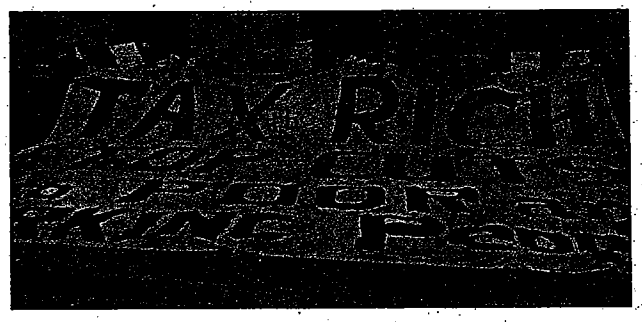


The old priest slowly replied "I have always tried to pattern my life after our Lord and Savior Jesus Christ."

"Amen" said Cheney

"Amen" said Bush

The old priest continued... "He died between two lying thieves. I would like to do the same.



• In 2005 Congress prohibited companies in bankruptcy from giving executives severance bonuses over ten times the bonus that workers get. But this doesn't limit "performance based" bonuses. Last winter **Calpine**, a California energy company, went bankrupt. They cut the workforce by a third. But their CEO left with a $10.9 million bonus.

• In 2007 Rep. Charlie Rangel proposed a 4% surtax on couples' income over $200,000. And he proposed a 4.6% surtax on income over $500,000. This would raise $832 billion in ten years. Nicholas von Hoffman has urged a "Victory Over Terror" levy. It would subject incomes over $5 million to a 20% extra charge. This would expire only "when the war on terror is won or declared over."

• In 2001 the first Bush tax cut included a phase-out of the estate tax. This tax is the nation's only levy on inherited wealth. Rep. Jim McDermott is promoting a bill that would place a 55% estate tax on fortunes more than $10 million.

• In Eisenhower's day income over $400,000 faced a top tax rate of 91%. The current top rate is 35%. In 2004, those who earned $5 million paid only 22% in taxes.

The top rate should be raised to 50% on all income between $5 to $10 million. And 70% on income over $10 million. Then federal revenues would jump $105 billion. And the nation's richest 1% would still be paying less taxes than they did under Ike.

Free Funerals For Organ Donors

To encourage people to donate their organs, the Taipei city government offers free funerals for organ donors. Taiwanese traditionally believe one should be buried with the body intact so that the soul can go to heaven. There are 6,000 people on the waiting list for organ transplants each year. But there are only about 100 donated organs.

Most Taiwanese needing organ transplants go to China. Taiwan's health ministry discourages this. Many of the Chinese organs are allegedly harvested from executed prisoners.



Children Victimized by Advertisers

For about 15 years advertisers have been marketing to children directly. Their goal is to establish brand identifications and consumer loyalty at an early age. By age ten, the average American kid is aware of over 300 specific brand names.

By age six some kids are full-out consumers. A recent study reveals that the average 3-8 year old US child now nags their parents five times a day for material goods. Over 80% of parents respond positively to such nagging at least some of the time.

Marketers estimate that one-half of sales of popular products for kids are a direct result of children nagging their parents.

CheneyCare for All

The president, vice president and Congress get government-financed healthcare. It has few restrictions or fees. They are never turned away for pre-existing conditions. Nor are they denied care for "experimental treatments."

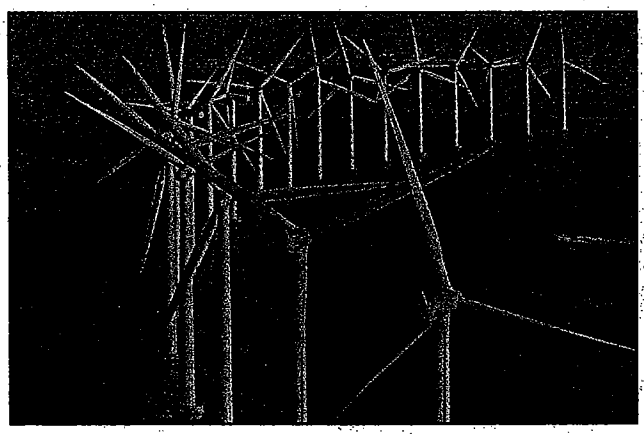
The *National Nurses Organizing Committee* has launched a *CheneyCare Campaign*. It demands that *all* Americans receive that same level of guaranteed publicly-funded healthcare.

Go to ***CheneyCare.org*** Sign a petition to support HR 676. House bill 676 will expand and improve Medicare for all. It will:

- Provide complete medical, dental, vision and long-term care
- Eliminate deductibles, co-pays and hidden fees
- Let you choose your doc, lab, hospital and health facility
- Is not tied to employment
- Is free from interference by insurance companies

Forcing people to buy insurance doesn't provide better or more universal care. It just pads the pockets of insurance companies. HR 676 puts healthcare decision-making power back where it belongs--in your hands.

Sources: Inches and Sails, http://inchesandsails.net, Economic Policy Institute, epi.org, Food Research and Action Center, frac.org, The Ram's Horn, The Nation, The Global Food Crisis, The Lone Star Iconoclast, Dollars & Sense, The Insurgent



Wind Powers Nine Cities in Spain

On a recent windy Saturday, Spain generated over 40% of its electricity from wind. The weekday record is 28%. That is enough to power Madrid, Barcelona, Seville, Valencia, Toledo, Cordoba, Santander, Bilbao and Zaragoza combined.

The Rich Are Out of Control

• The richest 1% of Americans now own $16.8 trillion. That is nearly $2 trillion more than the bottom 90%. A worker making $10 an hour would have to work over 10,000 years to earn what one of the 400 richest Americans made in 2005.

• IRS figures show that there is a $61 billion gap between what executive options *cost* corporations and what they *deducted from their taxes* in 2005. Senator Carl Levin has introduced legislation that would close this loophole. It would raise billions annually in new tax revenue.

continue next page>

>>> save and trade seeds to save money. Hybrid seeds produce more. But they are too expensive for poor farmers to maintain.

Farmers in Asia are also suffering under the "green revolution of big businesses." Hybrid seeds, fertilizers and pesticides increase yields. But poor farmers can't afford them. They can't compete. Many farmers lost their land and went to work for wealthier neighbors. Or they moved to the city.

Farmers in India are also losing their land. They have been committing suicide at a rate of 48 a day from 2002 - 2006. About 200,000 Indian farmers killed themselves. The government cut farm subsidies. And Monsanto created a monopoly on seed. Monsanto's genetically modified cotton seeds cost three times more to maintain than traditional seeds.

Then cotton prices fell drastically because of Global trade. And farmers couldn't compete with the $4 million US cotton subsidy. Farmers had to go to private lenders who gave farmers 11 months to pay back loans at 100% interest. If they couldn't pay, the moneylenders seized the land.

Land grabbing is a global crisis. Vandana Shiva's foundation is working to stop land grabs. With her help, five villages recently broke free of Monsanto's dictatorship. Their crops are now GMO-free, Monsanto-free and organic.

Their first harvest was on January 26. Shiva says, "From a republic of suicides, we need to become a republic of hope and a republic of freedom. "

Greece Bans Hybrids

Greece has renewed itsthree-year old ban on Monsanto's genetically modified corn--for another two years. The law was also expanded to include 70 other types of hybrid seeds.

Greece provides 16 % of Europe's honey. They have 27,000 beekeepers. Experts fear pollen from biotech crops could harm swarms. Their Agriculture Minister stated,

"We absolutely oppose the circulation of genetically modified organisms because of the potential threat to human health and to the beekeeping industry."

Why Food Prices Are Soaring

More than one third of US corn and about half of Europe's vegetable oils are now being used to make biofuel—not food. That shortage of corn and wheat has caused a 75 percent rise in food costs, according to World Bank. They leaked the report to the *Guardian* while the G8 met in Japan. They wanted to avoid embarrassing Bush. Bush claims that biofuels only raised food prices by 3%

Rebellions over the cost of food have taken place in 15 countries. More people than ever are starving. The only world leader to warn of the danger of using food for fuel was Fidel Castro. Two years ago he condemned the "sinister idea of turning foodstuffs into fuel...which will leave millions hungry."

Ironically biofuels are just as bad for the environment as gas.

OOO

Finland Values Its Childen

An international study followed children, from preschool years to age 15. It found that the highest math scores were in Finland. Since 1990 Finish parents may receive state funds to care for their own children until age 3 years. In Finland formal primary school does not start till age 7. Finland also scored highest on the science scale.

(Study by the OECD *Organization for Economic Cooperation and Development.*)

More Foodstamps for Some New Yorkers

New York recently joined Massachusetts, Vermont, Maine and Washington to increase food stamp allocations for some families. Residents must enroll in the federal *home-energy subsidy program* to receive higher food stamp allocations.

114,000 households, most in NYC public and Section 8 housing, will be enrolled in the energy subsidy program. Most families will receive an extra $131 in foodstamps. This federal law has existed for years, but few states take advantage of it.

Exxon-Mobil Are Shameless

In 2001 gas cost $1.87 a gallon in the US. Now gas prices are passing $4.00 a gallon. **Exxon-Mobil** execs are dancing in the streets. They made more profit—$40 billion—last year than any corporation in human history.

Did You Know ???

Higher Wages DON'T Raise Cost of Contracts

A mix of state, local, and federal laws require contractors doing *government* work to pay a wage at or near the local average. That is known as the *prevailing wage*. This law exists so government work does not pay poverty wages or depress local rates.

Right-wing Republicans have tried for years to repeal the laws. They claim that living wages inflate the cost of government contracts.

But a new EPI report researched by Nooshin Mahalia found that higher wages DON'T increase the cost of contracts. She outlines several reasons:

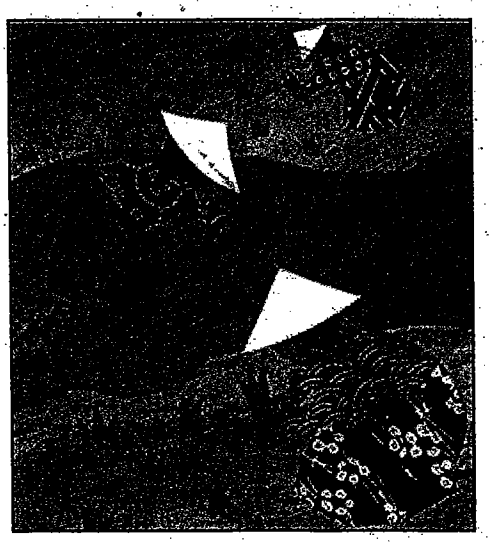
- improved productivity associated with higher wages;:
- labor costs account for only one-fourth of construction costs;
- lower future maintenance and repair costs;
- reduced occupational injuries and fatalities;
- prevailing wage laws enhance state tax revenues, industry income, and non-wage benefits for workers;
- will increase the pool of skilled construction workers—creating benefits for both the public and the industry.

The evidence clearly shows that prevailing wage regulations have *no adverse economic impact.* And their direct and indirect positive effects make them a prudent and beneficial policy.

Land Grab is Global

In our last issue we reported on the two million Mexican farmers who lost their land. And they were forced to immigrate to find work. Since NAFTA, US agri-businesses have flooded Mexico with government subsidized corn and soybeans Mexicans could not compete. Now their basic crops are imported.

We also reported on the farmers in Uganda losing their land. They can not compete with the Bill Gates subsidized hybrid seeds. Ugandan farmers traditionally >>>



Happy Mothers Day from Social Services

One Moms Story

Two women, **Michelle Hammond** and **Lynn Sears,** along with **Sheriff Kemmerling** drove up to the house in a government vehicle and a patrol car. They wanted to see my son Arthur—alone. Arthur is 30, but disabled.

My house is a cabin in a small subdivision. Most owners only vacation here. We live here full time to save money. Arthur needs full-time care. This is the only way I can provide that care and just barely survive. I work from home doing free-lance writing and an online radio show.

When I let them talk to Arthur out of my hearing, I later learned that they asked him if I abused him and if he was happy. They asked him if he used illegal drugs. They were manipulative, ignoring my sons's Constitutional rights. Arthur told them that although he was sometimes lonely, he preferred to stay with me.

There was a time when being poor did not make you fair game to predators like the people from Social Services. That time is past.

Arthur and I have a happy and amicable relationship. We have passed through much pain and adjustment. He receives all the care I can afford. Hearing his voice makes the hardships of the last 10 years unimportant. He has his own computer and spends time on line. He attends church and Bible study each week. I drive him to events whenever possible.

The obvious thrust of the procedure the women followed was to to attempt to get control of Arthur--so money could be generated for their department. The presence of a deputy sheriff was intimidating and embarrassing. I am nearly 60. I have suffered two heart attacks. I am no threat to anyone.

Over and over **Hammond** implied that I was "keeping Arthur from his friends." She suggested he was not happy, and he had a "right" to make his own decisions regarding where he lives.

These well-paid government workers assumed Arthur was receiving welfare or disability. He is not and never has. The distress on their faces was obvious. Immediately they asked me to apply. Arthur represents potential income of over $400,000 to the system.

Why have so many families, already struggling, been forced over the edge from this kind of predation? From agencies funded by our taxes? Why can they afford nice homes, goodies and pensions when so many of us are struggling to stay off the streets?

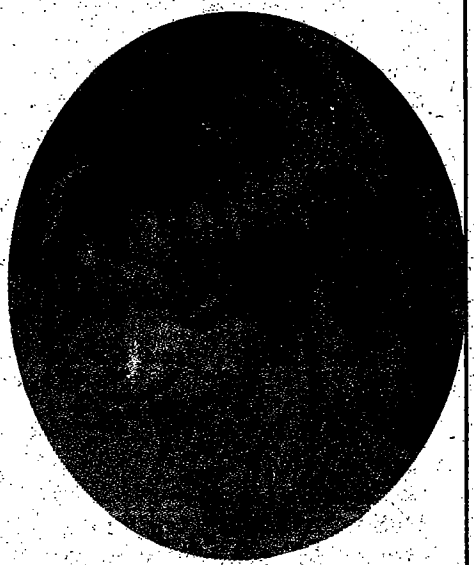
Evidently, during their time alone with Arthur, they worked to persuade him that he would be happier living elsewhere. It is hard to imagine that they could have believed that a man with two major brain injuries is capable of making life-impacting decisions. Or that they, having known him for about 30 minutes, were better qualified than myself to do so. But this was indeed their attitude.

They demonstrated complete ignorance and indifference about brain injuries. They told me I would let him go if I cared about him. They were insulting, demeaning and verbally abusive to both me and my son.

I wonder what any of the three would do if someone trying to make their quota in human flesh, arrived at their door with a gun and tried to intimidate them into handing over their child. What do you say about the moral fiber of people who profit from such a system?

Americans need to know what bounty is put on each child or adult sucked into the system. We need to know what such "workers" are paid. We need to know the specifics of their benefits. We need to know how many disabled adults and children die after being sucked into their system. Children present many possibilities to the greedy.

DHS and CPS need to be charged and sued for damages they have done to lives barely started and lives at risk. Americans have a right to justice and the time for that is now.



Melinda Pillsbury-Foster
Crawford Texas

Reprinted from the *Lone Star Iconoclast*

(continued)

DHS- Give Us Back Our Children!



What Our Self-help Campaign has Accomplished:

So far we helped four mothers win custody of their chidlren. Another mom won a stay in termination of parental rights.

Fight Individual Cases

We accompany each other to Family Court hearings and DHS meetings. Find legal help. Make sure attorneys do their job. Help moms prepare their cases. We have reunited four families so far.

Public Awareness:

We hold monthly pickets outside of DHS, reaching other parents with cases. We've held public meetings, including a large *Speak Out* in Nov 2007. We do tabling at community events and speak at conferences. We got articles and photos in Philadelphia newspapers. We spoke on local and national radio programs: "Families Speak Out" (WURD, Phila), "Sojourner Truth" (KPFK, Pacifica Network/LA), Clear Channel/Phila.

We're now making a documentary video. And we are compiling a dossier to document cases of injustice and abuse.

Challenging the System:

We are on the DHS *Child Welfare Advisory Board* . We are often the only grassroots voices challenging DHS policies. We spoke at Town Meetings and two meetings with former and current DHS Commissioners Arthur Evans and Anne Marie Ambrose. We got them to intervene in several cases. We've networked with groups in other cities working on this issue.

We have an online petition signed by hundreds from across the US and other countries. Many also described their own horror stories.

Sign the Petition at: www.thepetitionsite.com/takeaction/364936228.

Pat Albright, EMWM
215-848-1120

NEWS FLASH

DHS - Give Us Back Our Children hails the landmark decision issued on August 6. Philadelphia has decided to criminally indict four workers in the 2006 death of a child under the supervision of DHS.

"We are sickened that it took the death of a child to expose the truth. But it is long overdue for social workers to be held accountable for callous, negligent and deadly behavior that DHS has allowed to go on for years."



Panel: Community Dialogue and Speak Out
(left to right) Selma James (Global Women's Strike, London), Bernadette Blount (Child Welfare Organizing Project, NYC), Pat Albright (EMWM), Nancy Carroll (EMWM), Richard Wexler (NCCP)



Barbara Clayton, fighting for her grandchild. DHS has finally agreed to do a home study, leading to custody of her grandson.

Just two of the Philly families involved:

Ms Tili Ayala: **CPS** took her 4-month-old breastfeeding son. The father pretended to be selling the baby when they were at the beach. Because of his prank, CPS placed the child in foster care. He is with the *father's* relatives.

Ayala sees her son, now 4 years old, once a week *in supervised visits*! The father has unlimited access. Ayala has met every DHS goal—housing, jobs and parenting courses. Yet the state wants to permanently terminate her parental rights. The picket she began outside DHS in May 2005 continues and grows.

FACT

Black children are more likely 1) to be taken from their homes, 2) to stay in protective custody longer and 3) never to return to their parents.

(Children's Bureau)

WE THE UNDERSIGNED DEMAND:

• DHS to prioritize – **in practice** – the protection and reunification of families. DHS must recognize that children are overwhelmingly safer and better off in their own home except under extreme circumstances.

• Resources for mothers including financial support, housing, childcare day or night, family-centered drug treatment, legal and other help to keep families together. *Poverty does not equal neglect!*

• End financial incentives for DHS and providers to keep children in foster care. Accountability for use of funds – including real services that families need.

• Access to good and accountable free lawyers. End discrimination on the basis of race, gender, poverty, age, disability, immigration, culture, sexual preference.

• End the run-around, prolonging of cases and abuse of power by workers. These include so-called "child advocates" etc.

• Parents to be treated with respect, not threats, harassment and arrogance. Families must have the right to the support of their family/ community in all dealings with DHS and Court.

• Mothers must not be forced to choose between homelessness and staying with an abusive partner. Either way they risk losing custody. And the child is hurt. When childcare falls through or children are sick, mothers must not be forced to choose between losing her job, or leaving children alone or with inadequate care.

• Public investigation of how cases are handled.

• Accountability by case workers, supervisors/ administrators for the welfare of children.

www.thepetitionsite.com/takeaction/364936228)



Nina Boyd has finally won return of her children, wrongfully removed for false charges of cockroaches!

FACT

Foster care "alumni" found they had twice the rate of post-traumatic stress disorder of Gulf War veterans and only 20 per cent could be said to be "doing well."

NCCPR www.nccpr.org

Mr. and Mrs. K. Clayton:

These white grandparents requested custody of their 3-year-old grandchild who is in foster care. They did all DHS required. They passed home inspections. And they want full financial responsibility.

DHS promised them placement in Dec. 2007. Yet their grandson is still languishing away in foster care.

continue next page

DHS- Give Us Back Our Children

Justice for Families, 215-806-7593 justice1peace@yahoo.com

Every Mother is a Working Mother Network 215-848-1120 philly@crossroadswomen.net

DHS - Give US Back Our Children!

Across the USA, women and families are unjustly losing custody of children to **Child Protective Services (CPS)**. Instead of helping families in poverty with housing, childcare, legal needs or abuse, the **Dept of Human Services** (DHS) removes children.

Most children are far better off *and safer* at home than in foster care

DHS especially targets single mothers of color, younger, older, and alternative families. Most children are far better off *and safer* at home than in foster care. Once in the system, it is a lengthy process. And sometimes it is impossible to get children back. At the same time, CPS often fails to protect children in real danger who desperately need help. This is official negligence in *both* directions.

DHS subcontracts with other child welfare agencies. They all have financial incentives to keep kids in care. The dollars are flowing to divide, not reunite families. Professionals providing mandatory classes, supervised visits, therapy, psych evaluations, case management--and lawyers (GAL's, DA's Judges--*depend* on child removal for secure incomes from mandatory clients.

DHS-Give Us Back Our Children! is a Philadelphia-based self-help group of mothers, family members and supporters. We fight for families unjustly torn apart by CPS. We raise public awareness and work to change unjust policies and practices. Our group is coordinated by the *Every Mother is a Working Mother Network* (EMWM) and *Justice for Families.*

FACT

30% of foster children could be home right now if their parents had decent housing.

-(NCCPR)

EMWM is a multi-racial network of mothers and grandmothers on welfare. Along with other caregivers from different backgrounds, we came together in 2001. We organize for the value of caring work to be reflected in welfare benefits. We struggle in the face of - and in opposition to welfare "reform". We want raising children and other caring work to be valued *as work.*

DHS- Give Us Back Our Children! started when EMWM met Tili Ayala, a Native American and Latina mom. She had been picketing weekly since May 2005 outside Philadelphia DHS. She is trying to get her son back.

Ayala and several mothers who had also lost their children formed *Justice for Families. Every Mother* joined them on the picket line. Now we meet together to strategize and support each other's cases. And we plan how to change the system.



Tili Ayala has held a weekly picket at DHS for 3 years. She met all conditions for return and is still forced to have <u>supervised</u> visits with her own child.

Facts about Venezuela

In Venezuela, the Hugo Chavez Government is nationalizing natural resources. The country will now own their own resources, not big businesses. They are buying out the businesses. Nationalized businesses include:

CEMENT

In April the government began negotiations with the world's top three cement producers. It will take at least a 60 percent stake.

The cement companies are Mexico's **Cemex**, Switzerland's **Holcim** and France's **Lafarge**.

OIL

Last year Venezuela took a majority stake in four heavy oil projects. The country's stake is estimated at $30 billion.

U.S. companies **Exxon** and **Conoco Phillips** quit the nation. They have filed a claim against Venezuela for compensation.

France's **Total** and Norway's **Statoil Hydro** received $1 billion in compensation. They agreed to reduce their holdings to stay on.

Britain's **BP** and America's **Chevron** remained as minority partners without losing share in their projects.

Companies were motivated to keep a foothold in Venezuela. It has some of the largest oil reserves outside the Middle East.

POWER

Last year US based **AES** ran *"Electricidad de Caracas"* Venezuela's largest power producer. Venezuela paid **AES** $740 million for its 82 percent stake in AES. Financial analysts described the deal as fair for **AES**.

Venezuela paid U S' **CMS Energy** $106 million for 88 percent of **Seneca**. It provides power in Margarita, a Caribbean Island.

TV

Last year Venezuela nationalized CAN-TV. This is their largest TV company. They bought out U.S **Verizon's** 28.5 stake for $572 million. Analysts say **Verizon** received fair compensation.

HAS NATIONALIZATION HELPED THE PEOPLE?



Simon Bolivar liberated Ecuador, Colombia, Peru and Venezuela from Spanish colonization. He also aboolished slavery. With the help of Haiti, Bolivar liberated Venezuela in 1811.

In 1999 President Hugo Chavez Frias was elected. A new constitution was drafted by all sectors of the population through a Constitutional Assembly. The constitution was overwhelmingly approved in an election.

The Constitution establishes the rights of the Indigenous, Afro-Venezuelans, women, workers, and all peoples who had been excluded for decades.

They call their new government the ***Bolivarian Revolution***.

Before Chavez took office, most people were very poor. They had limited or no access to education and health care.

Now through programs called "Misiones", illiteracy has been *eliminated* . And millions have received medical care.

The literacy program "Mision Robinson" was created with the aid of Cuba's "Yo Si Puedo" **(Yes, I Can)** program. Cuba also sent 10,000 docs and nurses for the "Mision Barrio Adentro" (*Inside the Neighborhood*). This mission offers free quality health care in people's own neighborhoods.

Oil profits *never* benefited the people before. Foreign oil companies and Petroleos de Venezuela's *(PDVSA)* administrators got rich. Venezuela is the fifth largest oil exporter. PDVSA supplies almost 15% of the U.S.'s oil. *Now PDVSA's profits are invested in improving life for the people.*

From 2004 to 2005, PDVSA pumped $2.84 billion into health care, education and job programs. The oil profits also paid for improved electric services, roads, agro-industry, enviroment, communications and more.

PDVSA *owns* CITGO, *which has 15,000 stations in the USA.*.

Is Venezuela a Democracy?

Definitely! Venezuela uses participative Democracy, as opposed to the Representative Democracy like in the USA.It has been praised for the direct participation of the people in all spheres of government.

Venezuela will pay for 100 gallons of oil to heat the home of any low-income US resident. Call 1-877-JOE-4-OIL

Korea *(continued)*

retirement systems. Industry has collapsed and farmers and fishermen are driven to ruin. The very right of unions to negotiate freely and to strike is challenged. The European Union is an institution to serve the multinationals.

The European Union is now seeking to open the Korean market. This is part of the offensive to challenge the right to the sovereignty of nations and peoples. The European Union and its policy cannot be "humanized". The ongoing negotiations for treaties on free trade must be stopped.

An agreement was signed between Korea and Germany last May. Another agreement was signed with Finland on June 5. Korea and Finland "have agreed to develop specific exchanges and deepen cooperation to expedite the conclusion of negotiations on a free trade treaty between South Korea and the European Union."

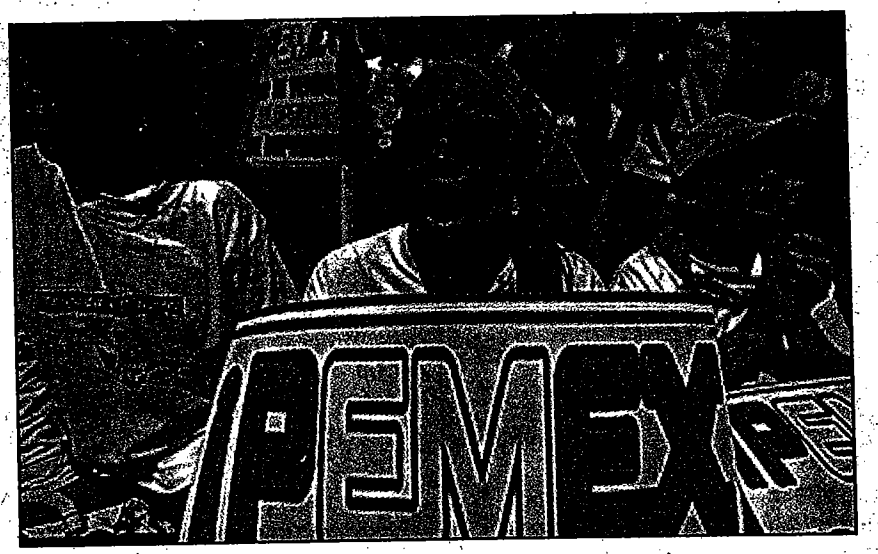
The ILC is preparing an open world conference for the sovereignty of nations against the free trade treaties. The conference will deal with peace against war and defending the social achievements, organizations and workers their independence against global governance. We say:

Down with the US-Korea
Free Trade Treaty and
Down with the UE-Korea FTT

Sources: *Michigan Citizen, People's Weekly World, World Beat Cultural Center - worldbeatcenter.org, Amnesty International, Fight Back!, ILC - ilc-info@cadlink.net*

200,000 Mexicans Defend Their Oil

In April of this year Mexico's president, Felipe Calderon, tried to pass a law to privatize Pemex. Pemex is Mexico's Oil company. It has been a national company since 1938.



The opposition organized by the *National Movement for the Defense of Oil* (MNDP) managed to cripple the reform.

The Calderon government is a result of electoral fraud that took place in July 2006. (Similar to Bush's election.) Lopez Obrador is the candidate who actually won the presidential election, if not for the fraud. He heads MNDP.

On June 29, over 200,000 activists rallied in the Zocalo. That is the central square of Mexico City. They were there to STOP the privatization of Pemex.

Calderon was forced to accept a debate in the Mexican Senate.

On July 27 more than 2 million people in Mexico City and nine states in Mexico's central region cast their votes in a nationwide referendum. It was organized by MNDP.

Voters were asked: (1) Do you support having private companies participate in the exploitation, distribution, storage and refining of Mexico's oil? and (2) Do you support the energy reform proposals submitted by Calderón to the Congress?

Voters gave a resounding "NO" to both questions. 84.7% and 82.9%. The referendum will be in the southern states on August 10 and August 24 in the north.

The government is campaigning to have the ultimate decision made by the Congress of Deputies.

Lopez Obrador said, "We oppose privatization. It would open the door to foreign oil companies. This would be at the expense of our sovereignty and heritage.

"Oil is the property of the nation..We will not accept any legal changes that violate the Constitution. The oil is ours, all of us. It cannot be turned into the property of a few, whether they are Mexicans or a few foreigners." O

in the War on the Poor

$30 per hour for a PowerPoint and $30 for a microphone.

Write to the ***Board of Supervisors at Board of Supervisors, City Hall, 1 Dr. Carlton B. Goodlett Pl. Rm 244, San Francisco, CA 94102.*** Or e-mail them at ***Board.of.Supervisors@sfgov.org.***

Ask them to **stop** the Library charging unauthorized fees--and to **oppose** the Commission's proposal to authorize these fees.

One Million Czechs Strike

On June 24, one million Czechs held a strike against austerity plans. The European Union (EU) dictated these plans for them. The Czech Republic has been in the EU since 2004.

The protest paralyzed the railroad across the country. The Federation of Drivers joined the strike. They caused the stoppage of approximately 1,000 trains.

In public hospitals, several thousand doctors and 30,000 other employees joined the strike.

The Ministry of Health wants to reform hospitals and health insurance funds into stock companies. The unions also criticized the planned reform of pensions with retirement age 65.

This movement faces an increasingly tense climate. 70% of citizens also oppose plans to install a NATO radar base. Meanwhile, the Constitutional Court recently restricted the scope of unions and threatened the right to strike. ○

Tax Day Protest: "Stop Stealing from the Poor!"



Twin Cities-based *Welfare Rights Committee (WRC)* are holding state politicians accountable when they try to raid federal TANF funds to balance the budget. On April 16, they held a big action at the Minnesota State Capitol .

First they held a press conference on the Capitol Steps. Then *WRC* members wound through the capitol with a gigantic banner. It read "Tax the rich! Stop



balancing the budget on the backs of the poor!"

They delivered piggy banks to the offices of **Gov. Tim Pawlenty, House Speaker Margaret Kelliher** and **Senate Majority Leader Larry Pogemiller.**

The Piggy Banks showed the disparity between what the rich are getting and what the poor are losing.

Deb Konechne of *WRC* said, "It is a crime to take poor children's money and dump it into the state's general fund."

Republican Gov. **Pawlenty** and the Democrats agreed on May 18 to steal TANF funds. The *Welfare Rights Committee* will continue to fight this attack on the poor.

700,000 Koreans Protest Free Trade for 72 Hours

700,000 Koreans demonstrated for 72 hours against the free trade treaty signed with the U.S. The Korean government is also in negotiations for a free trade treaty with the European Union (EU). The EU Institutions have been based on free trade treaties for over 15 years.

EU has privatized health systems and public services. They have divided and dismantled >>

Resistance

Domestic Workers Organize for Workplace Rights

Last June, immigrant household workers at the US Social Forum in Atlanta formed the *National Domestic Worker Alliance.* It will campaign for state and federal laws guaranteeing basic labor rights.

The alliance is made up of over 20 organizations. They held their first national convention for domestic workers June 5-8 in New York City. *Domestic Workers United,* the host organization is pushing lawmakers to sign a Domestic Workers Bill of Rights.

It would require that domestic workers receive overtime pay, a guaranteed day of rest each week, and advance notice of termination.

Domestic workers are building support groups. One is La Raza Centro Legal in San Francisco. Workers registered there are sent to places where they receive hourly wages of $11 to $17 an hour. And they are guaranteed a three hour, $42 minimum. They also get legal support if the employer fails to treat them fairly.

The collective has about 75 members from Mexico, South and Central America. They organize marches and bring speakers who discuss their legal rights.

In March, dozens of the women marched through the streets of Atherton. It is home to Silicon Valley billionaires. They were supporting Vilma Serralta. She is suing a couple who had employed her for four years.

Serralta charges her former employers with making her work 14 hours a day, six days a week. She was a nanny, cook and housekeeper for their $17.9 million, 9,300-square-foot-home.

The wealthy couple paid her less than minimum wage. She received no breaks or overtime. Advocates for domestic workers say cases like Serralta's are common.○○○



Honoring Our Sacred Sites –500 years of Resistance

The *Peace and Dignity Journey 2008* is an intercontinental spiritual run. It began in Alaska and Tierra del Fuego (the tip of S. America) in May. It is passing through hundreds of indigenous communities. The runners will meet at the Panama Canal in November.

The goals of the journey include strengthening and sharing indigenous culture. Another goal is to unite indigenous peoples and unite all peoples. And thereby it will fulfill the prophecy of the Eagle and the Condor.

Each journey honors a particular theme. This year the journey honors sacred sites

Help Stop SF Public Library's Illegal Fees and Fines

San Francisco Public Library is charging over a dozen fines and fees. Yet the Supervisors (as required by law) never authorized them--nor did the Library Commission.

On May 1, the Library Commission voted to send legislation to the Board of Supervisors authorizing these fees *retroactively.*

The proposed legislation is unjustifiable, unnecessary and regressive. It hurts poor people the most. It would authorize:

- $115 for a lost or damaged book—if the person got it from another library. Traditional library loans can access thousands of libraries. The Library's long-time policy for its own lost books is payment of replacement cost plus a $5 processing fee.
- $20 to scan a photo, $15 for a previously scanned photo.
- New charges for use of equipment in meeting room:

>>>>



must make sure that I am satisfied. And, of course, I want a wife who will not demand sexual attention when I am not in the mood.

I want a wife who will remain sexually faithful to me. I do not want to have to clutter up my intellectual life with jealousies. And I want a wife who understands that my sexual needs may entail more than strict adherence to monogamy. I must, after all, be able to relate to people as fully as possible.

By chance, I may find another person more suitable as a wife than the wife I already have. Then I want the liberty to replace my present wife with another one. Naturally, I will expect a fresh, new life. My wife will take the children and be solely responsible for them, so that I am left free.

When I am through with school and have acquired a job, I want my wife to quit working. She will remain at home so that my wife can more fully and completely take care of a wife's duties.

My God, who wouldn't want a wife?

Judy Syfers
San Francisco, CA

International Women's Conference

"The Persistent Power of Socialist Feminism" is the theme of Radical Women's 41st anniversary conference. It will be held at San Francisco's Women's Building, October 3-6.

The conference will focus on strengthening the U.S. feminist movement to win survival issues. These include 24 hour childcare, nationalized healthcare and full reproductive rights.

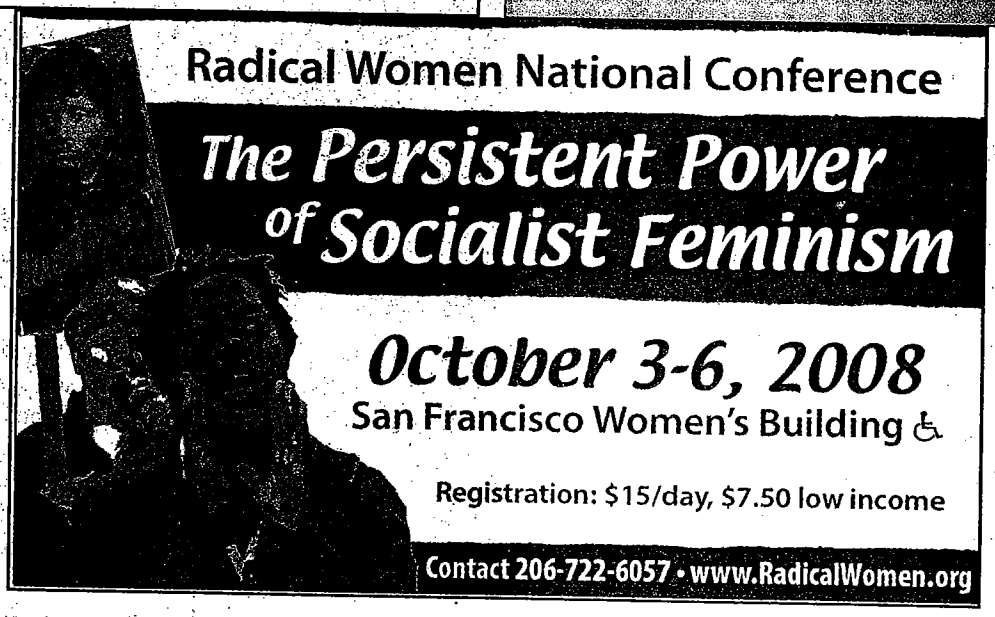
Speakers from Central America, China, Australia and the U.S. will unite across national, race, age, and sexuality lines. They will discuss the impact of women of color and immigrants on the revival of the labor movement. They will address the need for on-going grassroots mobilizations independent of Republican and Democratic parties.

Skills training workshops will teach media relations, banner and leaflet design, public speaking, campus organizing, and starting an RW branch. Workshops will range from reinstating affirmative action and recognizing females' stake in anti-war actions, to connecting radical youth with rebel elders.

A book signing party for recently published *Viva La Raza: A History of Chicano Identity and Resistance*, by Radical Women leaders Yolanda Alaniz and Megan Cornish, will take place.

Radical Women is one of a handful of women's groups founded in the 1960s that is alive today. "We invite everyone to the conference who wants to end misogyny and advance the rights and living conditions of all people."

Registration is $15 per day. Students and low income $7.50 per day. Register at *RadicalWomen.org*. *Call 206-722-6057*



Why I Want A Wife

This article, written by Judy Syfers in 1971, helped kickstart the Women's Liberation Movement.

I belong to that classification of people known as wives. I am A Wife. And, not altogether incidentally. I am a mother.

Not too long ago a male friend of mine appeared on the scene. He was fresh from a recent divorce. He had one child, who is, of course, with is ex-wife. He is obviously looking for another wife. I thought about him while I was ironing one evening. And it suddenly occurred to me that I, too, would like to have a wife. Why do I want a wife?

I would like to go back to school so that I can become economically independent, support myself, and support those dependents upon me. I want a wife who will work and send me to school. And while I am going to school I want a wife to take care of my children.

I want a wife to keep track of the children's doctor and dentist appointments. And to keep track of mine, too. I want a wife to make sure my children eat properly and are kept clean. I want a wife who will wash the children's clothes and keep them mended. I want a wife who is a good nurturing attendant to my children, arranges for their schooling, makes sure that they have an adequate social life with their peers, takes them to the park, the zoo, etc.

I want a wife who takes care of the children when they are sick, a wife who arranges to be around when the children need special care. Because, of course, I cannot miss classes at school.



My wife must arrange to lose time at work and not lose the job. It may mean a small cut in my wife's income sometimes. But I guess I can tolerate that. My wife will arrange and pay for the care of the children while she is working.

I want a wife who will keep my house clean. A wife who will pick up after my children, a wife who will pick up after me.

I want a wife who will keep my clothes clean, ironed, mended, replaced when need be. And she will see to it that my personal things are kept in their proper place. Then I can find what I need the minute I need it.

I want a wife who cooks the meals, a wife who is a *good* cook. I want a wife who will plan the menus, do the necessary grocery shopping and prepare the meals. And she will serve them pleasantly. And then she will do the cleaning up while I do my studying.

I want a wife who will care for me when I am sick. And she will sympathize with my pain and loss of time from school. I want a wife to go along when our family takes a vacation. That way some one can continue to care for my children and me when I need a rest and a change of scene.

I want a wife who will not bother me with rambling complaints about a wife's duties. But I want a wife who will listen to me when I need to explain a rather difficult point I have come across in my studies. And I want a wife who will type my papers for me when I have written them.

I want a wife who will take care of the details of my social life. When my friends invite my wife and me out, I want a wife who will take care of the babysitting arrangements. When I meet people at school that I want to entertain, I want a wife who will have the house clean. She will prepare a special meal and serve it. She will not interrupt when I talk about the things that interest me.

I want a wife who will have arranged that the children are fed and ready for bed before my guests arrive. I want a wife who will make my guests feel comfortable. She will make sure they have an ashtray and hor'doeuvres. She will see that their wine glasses are replenished. She will serve them their coffee as they like it.

And I want a wife who knows that sometimes I need a night out by myself.

I want a wife, who is sensitive to my sexual needs. My wife must make love passionately and eagerly when I feel like it. My wife >>>



First Nation Students of the Blackfoot tribe in Canada are organizing for fair treatment at school and representation of their culture.

wanted to know if they felt discriminated against by their white peers and white teachers.

Next they wrote a letter to the entire First Nation student body. The letter explained what they were doing and why. It asked for their support. Then they wrote a letter to the principal. The letter informed him of what they were doing and the goals of the walkout.

On June 15, 2007, at 9:00 AM, over 50 First Nation students and a few non-native students walked out. The media arrived and interviewed the students. Parents and Elders donated snacks and drinks for the students participating in the walkout. Elders gave opening and closing prayers in Blackfoot.

When the principal came out, the students presented the surveys to him. They told him they wanted to stay outside for the remainder of the day. They needed to discuss with the students some ideas about helping out their people at this school.

School officials did not punished any students for the day of action. The students got a lot of feedback from people who wanted to join in to make a change for their people. It was a life-changing day for all involved--and the beginning of positive change for the First nation Students.

RAINBOW TRIBE, FAMILY OF LIVING LIGHT

National Gathering Attacked By Feds At Kid Village!

The Rainbow Tribe is a world wide, loosely affiliated group. In the U.S we have held National gatherings every July since 1972 in National forests.

Originally the gathering was a collective prayer for peace. Thousands of people hold hands from all walks of life and all religions and races. We joined together "ohming" and silently prayed for earth's healing and world peace.

We have a constitutional right to lawful assembly. And we have a religious right to use our cathedral of nature to worship and pray. We spread the vision of peace through community building, tribal living, growing, fishing and hunting for food, using sustainable resources (like hemp), and living lightly. (We make little impact on the earth).

There has always been lots of court cases questioning our right to use the National forest. They have been thrown out over the years. Recently the harassment has gotten worse. The Forest Service has created the *Incident Command Team*. Their job is to create an incident, then command it. (They're good at their jobs)

This year they roughed up a 60 yr old man for pot. Then they slammed a lady on the ground. She had just said "brothers please be peaceful." Then the *Incident Command Team* started shooting pepper balls/rubber bullets at us. The people were yelling desperately for them to get out of Kid Village.

There were 40 kids and half a dozen pregnant mothers ready to eat dinner when the chaos erupted. Two women and three men were arrested.

Thirty Rainbows were shot.

The next day the newspaper reports read, "Forest Service Attacked by 400 Rainbows throwing sticks and rocks."

If this were true the 10 officers would have had to draw their real weapons against a mob of 400. The officers didn't because no one threw sticks and rocks. The Forest Service director is now asking for the Rainbow Gatherings to be banned from National Forest.

If we selectively choose who can and can not use their constitutional rights, what will be next?

We are Americans and have a birth right to roam the land freely.

Choose Freedom, Live Love

See incident on YOU TUBE.

For Rainbow Gathering info:

welcomehere.org

welcomehome.org

Mike & Tiana Dominguez,
Rev. Rainbow Tribes
Big Island Hawaii

Sources: *The Michigan Citizen, Beacon Hill News, Workers World, bitch, Redwire, Rainbow Family*

Youth News (continued)

requires brands to contract with factories that give their workers a living wage and the right to organize. The DSP once adopted by a university, begins a gradual process of purchasing increasing amounts of clothes from fair label factories.

The *Worker Rights Consortium,* a third-party non-profit agency, monitors these practices. 42 universities have signed on to the DSP. For three years, students in *SAW* have campaigned for the UNC chancellor to adopt the DSP and uphold labor codes.

The April 17 UNC sit-in is the fourth sit-in in two weeks. It lasted 16 days. Five students were arrested. At an April 15 sit-in at Pennsylvania State University, 31 students were arrested. Nine students were arrested at the University of Montana. Six were arrested at Appalachian State University.

When the UNC sit-in was in its sixth day, students at the University of Florida began a hunger strike. For more info go to ***dsp4unc.wordpress.com.***.

Teens Organize For Environment

Last November, 6,000 young people participated in *Power Shift. Energy Action Coalition* organized this first national youth conference. It addressed the climate-change crisis.

One of those teens was Erica Fernandez. She was just 13 years old when she began organizing in her community. for the Earth.



Erica Fernandez

In 2003, Fernandez began campaigning against a proposed Liquefied Natural Gas (LGN) facility in Oxnard, CA.

Australia's **BHP Billiton** proposed the plant in Oxnard. BHP is one of the world's largest mining companies. The plant would have included a floating storage tank 14 miles off the coast. It also included a 36-inch pipeline run through low-income communities. This could generate a sharp increase in pollution. It would disproportionately harm poor people, especially children.

Fernandez organized weekly demonstrations at **BHP Billiton**'s local office. She educated the citizens of Oxnard. She worked with the Sierra Club. With other activists, she founded the *Latino No on LNG Group*. The group included Latino and Spanish-speaking residents.

The *California State Lands Commission* announced a hearing on the topic. Fernandez was chosen to testify and represent the youth and Latino communities.

To prepare for the hearing, 500 community members went door-to-door. They gave presentations at schools and community groups.

2,000 people showed up at the hearing and cheered her testimony. The Commission voted 2-1 against the project. A few days later, Fernandez and others testified in front of the *California Coastal Commission.*

Earth Island Institute recognized Fernandez last October with one of six Brower Youth Awards. They annually present these to youth leaders in the US environmental movement. For more info go to ***www.earthisland.org or www.castaalliance.com.***

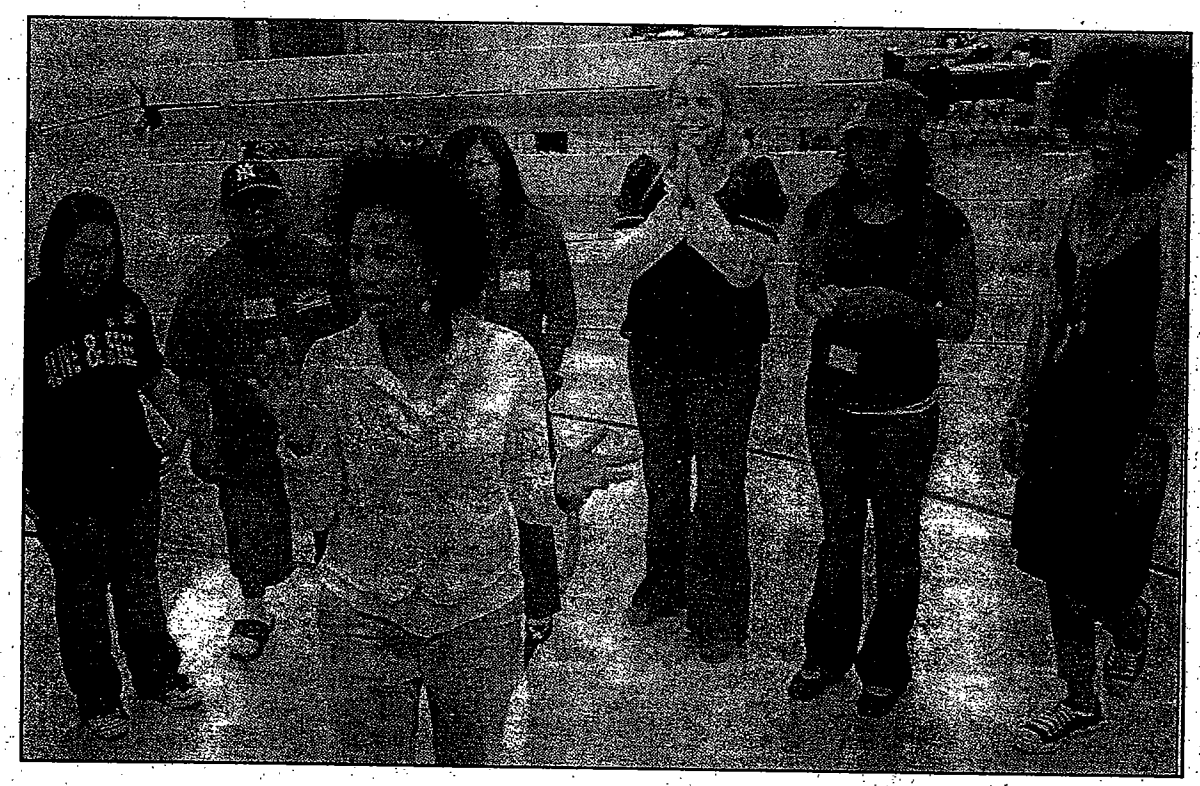
First nation Students Walk Out for Change

Tiffany Bastien and Crystal English are two members of the Blackfoot tribe from southern Alberta, Canada. For years they have been challenging their school to incorporate First Nations history into school activities and schoolwork.

With one week left in school, they planned a walkout. They wanted to get as much support as possible from their fellow First Nations students.

First they came up with a survey. It consisted of questions asking how satisfied the First Nations students were with what they were learning from Social Studies to English classes.

They how much they were learning that related to First Nations people and their culture. They also asked questions about how safe they felt in school. They



Street Soldiers Curbs Youth Violence

Seattle's *Street Soldiers/Alive and Free* program works to reduce risk factors for youth violence. It teaches kids that violence is a disease.

The disease spreads through communities weakened by unemployment, lack of social programs and the availability of guns and drugs. It teaches them to see how the media, their peers and in some cases family members infect them with "germs" of violence.

Once youth recognize they are infected, they can make changes to reduce the risks that lead to violence. They can choose a path that leads to life and fulfillment rather than death and jail.

Youth find the program overwhelmingly positive. They like the importance of its message. They say they appreciate its help to make better choices and stay in school. Parents rate the program even more highly than youth. For more info go to **www.street-soldiers.org**.

Students Sit in Against Sweatshops

About 25 University of North Carolina (UNC) students and workers entered the administration building on April 17. They held a sit-in in Chancellor **James Moeser's** lobby. They are members of *Student Action with Workers (SAW)*, a UNC group affiliated with *United Students Against Sweatshops* and *Fight Imperialism, Stand Together (FIST)*.



Sitting-In at U of N. Carolina

Nike and Adidas are partnered with UNC to make clothes with the "Carolina" name. It is in the Brands' best interests to pay as little as possible to factories around the world. This forces factory owners to cut the wages of the workers.

Union organizers in these factories have been assaulted, harassed, fired and killed. Brands often "cut and run" from factories with unions. This leaves hundreds of workers without jobs. Students are putting pressure on colleges to compel brands to pay factories enough for workers to earn a living wage. They also want them to allow freedom of association among workers.

In 1999, UNC students held a 72-hour sit-in. They pressured the university to adopt codes of conduct. The codes would ensure freedom of association and a living wages for workers producing Carolina clothes.

Nine years later these codes are *still not being enforced*. Factories who follow the codes are penalized by losing orders to factories that don't.

The *Designated Suppliers Program (DSP)*

Youth News

Kids Learn Skills for Manufacturing Jobs

Many large manufacturers have moved overseas. But there are still 498,000 manufacturing jobs in Wisconsin. In the next six years, 70,000 additional manufacturing jobs will open as workers retire.

These jobs pay $46,000 to $54,000 a year. 80% of manufacturers take care of most medical and dental bills.

Milwaukee Public Schools are preparing kids for these jobs through *Project Lead the Way. PLTW* offers a middle school "Gateway to Technology" curriculum. And it offers a five-course high school curriculum.

The program includes project-based courses meeting national science, math and literacy standards. 73% of students taking three or more *PLTW* courses enter engineering or technical programs. Of these, 98% continue into their second year.

The *Wisconsin Manufacturing Youth Apprenticeship Program* combines classroom and on-the-job learning for high school students. Skilled mentors train youth apprentices at the work site.

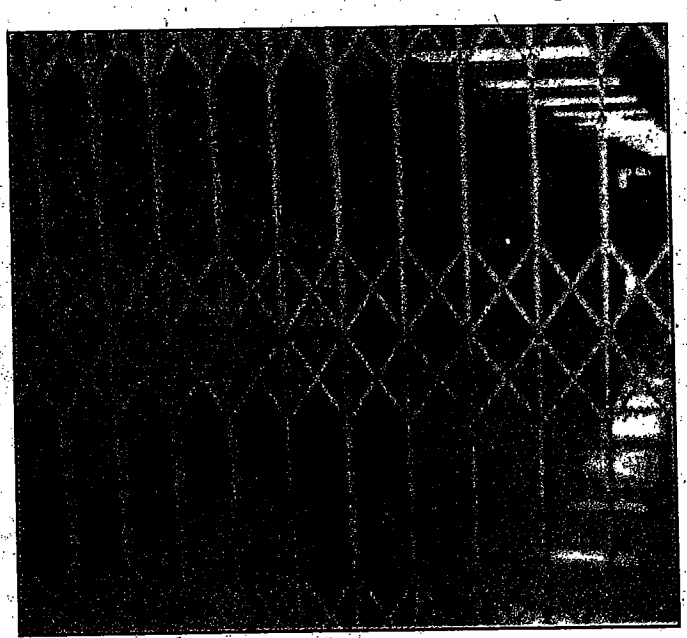
Students average 10-15 hours per week at minimum wage or more. Apprentices may receive advanced standing credit and/or transcripted credit for the YA program at Wisconsin technical colleges and some four-year colleges.

For more info, visit **www.pltw.org** or call Cathy Crary at Wisconsin's DWD, Youth Apprenticeship Programs 608-267-7944.

Students Protest Prison Conditions in Oak Park High

Students in Oak Park High School near Detroit have been protesting prison conditions at their school. They have protested ever since the Oak Park School Board meeting in March.

The board listened to students who attended this meeting. They agreed to hold a special meeting to address the issues on April 4. Oak Park School District Superintendent, **Dr. Sandra Harris,** canceled the meeting. She denied that the conditions exist.



Gates Trap Students at Oak Park HS

Brand'e Yearby was the leader of the protest. She was suspended for eight days. She had collected over 100 student signatures against the conditions. She returned with attorneys for the *By Any Means Necessary* coalition. They threatened to file an injunction against the district.

The school is overcrowded. There is a shortage of textbooks. The library and computer lab are used as classrooms. This prevents students from using them to do research for their classes.

Alleged foreign language classes are really make-work sessions. There are mold, mildew, crashing ceiling tiles and leaks all over the building. Worst of all, there are metal gates in the hallways. The gates trap students if they miss a five-minute class change.

Many students don't eat lunch. Cafeteria lines are so long they can't make it to class before the gates close.

A group of Oak Park teachers call themselves the "OPHS Truth Squad." They stated that teachers who speak up against conditions are demoted, threatened, harassed, transferred and intimidated.

Non-certified teachers are teaching in the school. Teachers say that classes have been "purposely overstuffed."

91 percent of the 1,471 students at the school are African American. In 2007, Oak Park received a state foundation allowance of $7,971 per student. White suburban schools get $12,000 per student.



Mom and baby caught up in Postville Raid

This new criminalization of undocumented workers has not been accompanied by any constitutional guarantees. ICE conducted the Postville investigation with easy access to immigration databases and employee documents. ICE then executed the raid with easily-procured administrative, not criminal, warrants.

The Postville workers were denied the protections of the:

1) Fourth Amendment search and seizure law;

2) Fifth Amendment due process law;

3) Sixth Amendment right to counsel law.

These constitutional guarantees are available to most criminal defendants. *But they were unavailable to these workers.* Nearly all waived any rights they might have had under extreme prosecutorial pressure. Most had no idea what was going on, according to two interpreters.

The speed and efficiency of the Postville raid was unusual. It left workers without adequate opportunity to consult with defense counsel. And none had access to immigration lawyers to learn about the immigration consequences of their guilty pleas.

The involvement of local police in these raids is also worrisome. Distrust of police keeps many immigrants from reporting crime. This increases their vulnerability as victims. Moreover, this is a drain on limited resources on local police. It takes them away from their primary duties in the community.

The courts must be vigilant in protecting the rights of workers and their families. They must insist on stricter constitutional guarantees when criminal charges are involved.

These raids should be halted immediately. The prospect of future raids should create a sense of urgency. The U.S. must quickly adopt immigration policies that allow employers to hire migrant workers. And it must include strong labor protections that offer a path to legalization for workers and their families. If workers are legal, we are all better off.

Aldana
Professor at University of Nevada, Las Vegas School of Law.

JOIN the March on the RNC

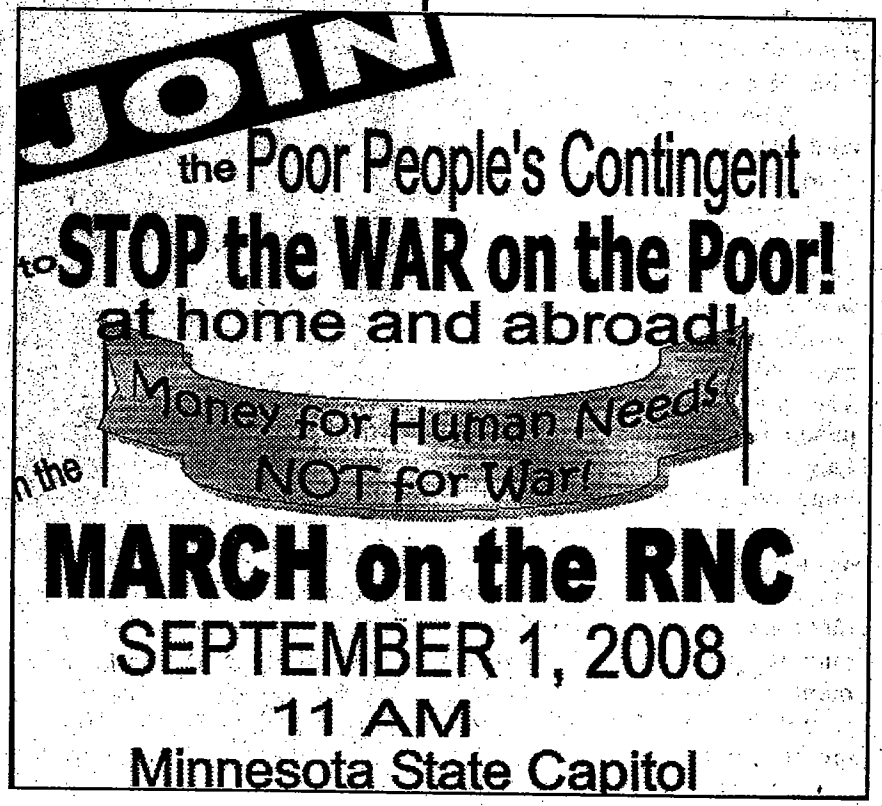
On September 1st, the Republicans will be holding their National Convention at the Xcel Center in St. Paul, MN. Tens of thousands will be coming from around the country to protest the Republican agenda of war and aggression.

Join the *Poor People's Contingent* to Demand Money for Human Needs, Not for War on Opening Day of the *Republican National Convention !*

Gather at the State Capitol at 11am on Labor Day, September 1st. Join the history-making march on the RNC! Look for the yellow balloons. For free bus rides or information, call

Welfare Rights Committee
612-822-8020 or
Kim Hosmer 612-408-2358

In Milwaukee, call
Welfare Warriors
414-342-6662



RAIDS CREATE GHOST TOWN AND CONSTITUTIONAL CRISIS

Postville, Iowa has been turned into a ghost town. A third of its residents, mostly undocumented workers from Guatemala and Mexico, sit in jail. They were convicted of identity crimes or are awaiting deportation.

Hundreds more hide in fear. Their children are too scared to go to school. They have left the town's classrooms nearly empty. For this, Postville should thank their local police, the U.S. Immigration and Customs Enforcement Agency (ICE), and a failed immigration policy.

Aided by local police, ICE arrested 389 workers during the largest single-site immigration raid in U.S. history. The arrests took place at the Postville meatpacking plant, the area's major employer.

In an unprecedented move, ICE *criminally* charged 302 workers with aggravated ID theft and/or using false social security numbers. Within days, ICE resolved their fate: 297 men and women pled guilty. They were sentenced to prison and subsequent deportation. Only a few await criminal trials or immigration hearings.

Postville is one of the latest in a series of immigration raids. The raids have intensified in the past three years. These raids are leading our nation to a moral, legal and humanitarian crisis.

ICE's is using heavy handed enforcement against undocumented workers. In the wake of failed immigration reform, this is shameful. Under current laws, no more than 10,000 of the backlogged visas for unskilled workers and 66,000 temporary visas for seasonal workers are available each year.

In contrast, an estimated 2,000 persons cross the Southwest border into the U.S daily. And about 12 million undocumented persons live in the U.S.

Global economic realities push willing workers out of their nations. They have no means to earn even a subsistence living. And they are pulled into low wage jobs in the U.S. The lack of labor protection here leaves them vulnerable to exploitation.

U.S. employers, and we as consumers, benefit from their cheap labor. But these workers and their families bear the brunt of a broken immigration system.

Few employers face civil and criminal sanctions for violating immigration and labor laws. So far, no owners from Postville plant have been charged. Yet there is overwhelming evidence that the company helped workers procure false documents. And it paid substandard wages and no overtime. It seriously mistreated its workers.

Meanwhile, Congress continues to kill proposals granting even temporary legal status to farmworkers. Instead, Congress doles out large subsidies to U.S. farmers. They disregard the subsidies' effect on future migration of rural workers from developing nations.



Postville Community Protesting after the Brutal Raid

Legally speaking, ICE and federal prosecutors overstepped their powers. They had no right to criminally charged the workers. Congress specifically exempted from prosecution such workers. Any workers who use false Social Security numbers to engage in otherwise *lawful* conduct are not to be prosecuted. This includes using a false SS# to procure jobs.

Reverend Pinkney As God

Thursday, June 26, 2008, corporate power raised its ugly head again in the Berrien County Courthouse. Rev. Edward Pinkney was found guilty of violating his probation. His crime? A biblical quote in a newspaper article he wrote (*see mwv W08*). **Judge Wiley** sentenced him to 3 to 10 years!

Pinkney's attorney is appealing. And the ACLU will sue for violations of both his freedom of religion and speech.

The contrived violation claimed that Pinkney's article quoting Deuteronomy 28 was a threat to the life of **Judge Butzbaugh**. Pinkney's probation agent testified that a colleague brought him the article. **Butzbaugh** never brought a complaint saying it was a threat to his life.

The contrived violation claimed that Pinkney's article quoting Deuteronomy 28 was a threat to the life of the trial judge

The court also objected to Pinkney's calling the judge a racist and corrupt. Yet for years Rev. Pinkney showed up in Berrien County Courtrooms wearing t-shirts calling the judges and DA's "Benton Harbor's Most wanted"—without interference.

Rev. Pinkney had reported to his P.O. an hour before he was arrested. Yet the agent did not mention a violation or detain him.

Pinkney's arrest came after a very successful rally in Benton Harbor. The guest speaker was former congresswoman Cynthia McKinney. She is running for US President. One can only conclude that corporate and governmental powers saw this as too big a threat. So they removed Rev. Pinkney from the community .

The presiding **Judge Wiley** assigned more power to Rev. Pinkney than Moses. He claimed he was able to call upon God to carry out this so-called threat—and God would obey.

As a pastor, I look at this as government ignoring the constitution. It is breaching our right to religious belief and ability to freely preach the word of God. This court also trampled over the constitutionally protected freedom of speech.

Pastor Mary Gault
Benton Harbor, MI

Rev. Pinkney became known as a leader after his constant presence at the Berrien Courthouse. He exposed the racism of the criminal justice system. And he showed the willful inadequacy of the defense for the poor (mostly) Black defendants.

*During this period **Whirlpool** was trying to take over Benton Harbor's public beach park to turn it into a playground for the rich. In 2005 Pinkney led a recall of the Benton Harbor's Commissioner who favored **Whirlpool**. He was recalled by 54 votes.*

*An all-white jury later convicted Pinkney of five counts of improprieties in this election. **Judge Maloney** looked at only seven votes, and could not invalidate one of them. Yet he overturned the will of the people. He reinstated this official so he could vote to privatize a public park.*

***Judge Butzbaugh** (who found Pinkney guilty) owns the real estate company that is developing **Whirlpool**'s park. Out of the four people who testified against the Reverend, two have retracted. They said they were pressured by the prosecutor. And the Reverend was given a lie detector test which he passed with flying colors.*

*Rev. Edward Pinkney is on a hunger strike until justice in Berrien County is a reality, and **Whirlpool** stops the takeover of Benton Harbor's Jean Klock Park.*

Please write to him if you can at:
*Rev. Edward Pinkney **Charles E. Egeler Reception & Guidance Ctr.***
Rev. Edward Pinkney #294671
3855 Cooper St.
Jackson, MI 49201-7517

Help Stop Racist Corruption in Berrien County

Please send letters/postcards supporting Pinkney's application to the Parole Board.

"I support Rev. Pinkney's application for pardon." Send to:
Michigan Dept of Corrections
Office of the Parole Board
Pardons & Commutations Coordinator
Post Office Box 30003
Lansing, Michigan 48909

Send Checks to BANCO for Pinkney's legal fees:
BANCO (bhbanco.blogspot.com)
1940 Union St.
Benton Harbor, MI 49022

BOYCOTT WHIRLPOOL & SUBSIDIARIES: **Amana, Estate, Gladiator Garage Works, Inspereince, Jenn-Air, KitchenAid, Magic Chef, Maytag, Roper, Acros, Inglis, Bauknecht, Brastemp, Admiral, IKEA**

Waging War for Big Business (continued)

fees, no inspections, taxes or any other charge for services. All private contractors are immune from prosecution.

The US may bring troops in and out of the country without informing the Iraqis. The US may "conduct military operations and detain individuals when necessary for security" —again without notifying Iraqis.

The US may also use the land of Iraq for their purposes anytime and anywhere. The US has permanent bases in Iraq. The largest US embassies in the world are in Iraq. They cost well over $1 billion. They house up to 1,000 personnel.

Quatable Quotes

"The US is number 1 in nothing but weaponry, consumer spending, debt and delusion. We are an empire that must borrow $2 billion a day from its competitors to function. Japan, China, Taiwan and South Korea hold 40% of the US' $53 trillion debt."

Don Timmerman, *The Sparrow Sings*

• Major TV networks have drastically cut back coverage of the occupations of Afghanistan and Iraq. This year the three networks had a total of 181 minutes of Iraq news coverage on weekdays. That's about 2 minutes of Iraq coverage per network per week.

• The Pentagon has hundreds of millions of dollars in spare parts now on order. But they *are already marked for disposal*.

Despite huge cost overruns, the Pentagon has given major contractors $8 billion in bonuses--regardless of their work's results.

A Million Terrorists in US?

The nation's *Terrorist Watch List* has hit one million names. The terrorist watch list endangers 40 U.S. citizens' privacy and civil liberties without increasing security.

This Bush approach to security treats the rights of the innocent as an afterthought. And it is a very real impediment in the lives of millions of travelers in this country.

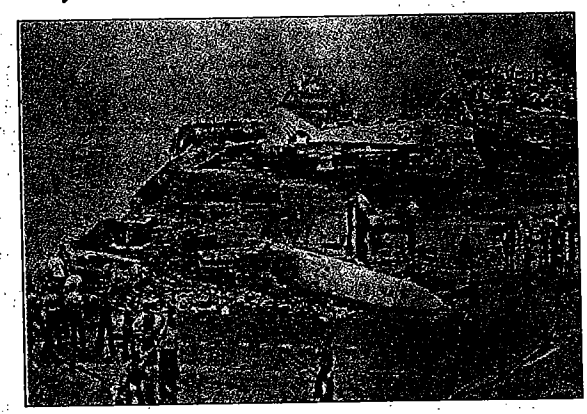
The ACLU calls for controls on the watch lists, including: 1) Due process 2) A right to access and challenge data upon which listing is based 3) A right of redress for adding names to the list 4) Rigorous procedures for updating and cleansing names from the lists.

Tell Congress: Small, focused watch lists are better for civil liberties and for security.



John McCain Caused a Deadly Fire in Vietnam

The **McCain** campaign focuses on **McCain's** record as a prisoner of war. But they fail to mention **McCain's** personal responsibility for the deadliest fire in the history of the US Navy.



McCain started a fire on the Navy aircraft carrier, USS *Forrestal* on July 19, 1967. It killed 134 and injured hundreds. It also destroyed 20 planes.

Many crewmen aboard the *Forrestal* and those who have investigated the case believe that **McCain** deliberately "wet-started" his A-4 Skyhawk plane. (This was a common practic among young hot dog pilots.) He wanted to shake up the guy in the F4 Phantom plane behind him.

"Wet-starts" shoot a large flame from the tail of the plane. The "wet-start" launched a Zuni rocket from the F-4. It hit the Skyhawk fuel tank and caused McCain to drop a 1000 pound bomb into the fire. The F-4 pilot was killed. **McCain** was the only person immediately transferred to the USS *Oriskan*--probably to protect him from angry sailors.

Sources: - *Democracy Now!; CBS New; GAO Report; Truthout.org; The Michigan Citizen, StopWar onIran.org, Courage to Resist, ACLU.org; Veterans for Peace News - twincitiesvfp.org. Rock Creek Free Press*



the Gemeva Conventions. And that should be a basis for granting refugee status. (This decision was in Joshua Key's case)

The court also granted a stay of removal for war resister Corey Glass.

America's Wars: For Freedom or for Profit?

The American war on Mexico in 1846 took almost half of Mexico. That war was for our "freedom" to expand. The 1889-1900 war got us Cuba, Puerto Rico, Guam and the Phillipines.

None of these actions were defending the homeland or keeping us "free." They were adding to our empire.

World Wars I and II were "economic" wars to see which side could dominate.

The American War on Korea left two million Koreans dead. We were not defending our homeland. The American war on Vietnam left three million Vietnamese dead. We were not defending our "freedom."

The American wars on Panama, Grenada, Yugoslavia and Iraq have nothing to do with "freedom" or defending our homeland. The statement "We must fight them over there so we don't have to fight them here" is absurd. But it is believed by some because a president said it.

In the 1950s, critics of US foreign policy said "We don't have to be the world's policeman." The goal was not to be the policeman, but the owner of the world.

Stop US Threats to Iran

Congress approved $400 million to fund deadly *covert operations* in Iran.:

1) Providing support to armed groups opposed to the Iranian government;

2) Kidnapping members of the Iranian Revolutionary Guards. And taking them across the border to Iraq for interrogation;

3) Manipulation of Iran's currency and other acts of terrorism.

This sneak attack has been ongoing at least since 2007.

More than half the US Navy ships are in the Persion Gulf--with guns aimed at Iran.

Quotable Quotes

"As a mean of extracting information during interrogations, torture is notoriously unreliable. But as a means of terrorizing and controlling populations, nothing is quite as effective."

Naomi Klein

Bush's claim of Iran's "nuclear threat" is a hoax like his claim of Iraq's WMD. Both the International Atomic Energy Agency and 16 US inelligence agenceis state that Iran does *not* have nuclear weapons technology.

Stop War on Iran is an international grassroots campaign. They issued an Emergency Call for protests, marches and actions. Organizers in over 50 cities--from Times Square to DC-- held actions on the weekend of August 2.

Now is the time to take to the streets and deluge legislators. Help create a massive grassroots mobilization to stop another bloody illegal war. Sign an online petition at ***stopwaroniran.org.*** Help send messages to **Bush, Cheney,** Board of Directors of **Halliburton** and the **media.**

Waging War for Big Business

• Members of Congress personally invested $150 million in major U.S. military contractors.

• **Exxon-Mobil, Chevron, Shell, Total and BP** will now be allowed to return to Iraq. 36 years ago they lost their oil contracts when Iraq nationalized their oil. They are asking Iraq's Oil Ministry for no-bid contracts to service Iraq's largest fields.

• The US has full reign over Iraq. Americans pay no custom

Chants—Take Them to the Streets

Mr. Bush You Can't HIDE
We charge you with genocide

Not One Nickel
Not One Quarter
We won't pay
For Iraqi Slaughter

That's bullshit! Get off it
This war is For PROFIT

1,2,3,4,
We don't want your dirty war
5,6,7,8,
Stop the politics of hate

Ya, you betch ya
We say not NO to war

No Justice, No Peace
US Out of the Middle East

(To tune of "Sound Off")
Hey there, Hey there Uncle Sam
We remember Vietnam
We don't want your Iraq war
Bring the troops back to our shores

Join The Fight for Peace

Vets of Afghanistan and Iraq at Great Risk of Suicide

In 2005 alone, 6,256 vets committed suicide—120 a week. Those who served in Iraq and Afghanistan were at greatest risk. They were also two to four times more likely to commit suicide than civilians.

Steve Rathbun, University of Georgia researcher, found that about 120 US soldiers who returned from Iraq commit suicide every week. At least 20% of returnees suffer severe Post Traumatic Stress Disorder and depression.

Suicides among vets of Afghanistan and Iraq may exceed the combat death toll.

To Soldiers in Iraq:

You took an oath to uphold the Constitution, not a Commander-in-Chief who lies.



GIs — Know your rights

+1 800-394-9544 or +1 800-447-4487

Overseas number +1 215 563-4620

Calls are confidential

Women STOP US Base



In Vicenza, Italy the *No Dal Molin* campaign, led by women, is stopping the building of a new US base.

97 US Women Soldiers Dead

More US women soldiers have been killed in Iraq than in Operation Desert Storm or Vietnam. So far 97 US women, including 7 single mothers, have died in Iraq. Since the ERA has not passed, why are women dying as soldiers?

Victory for Guantanamo Prisoners

In June the Supreme Court ruled that the US Constitution applies to the government's detention policies in Guantanamo Bay.

Detainees held at Guantanamo are protected against unlawful and indefinite imprisonment. And they have the habeas corpus rights to challenge their detention.

Victory for War Resisters—Canada Welcomes Them

On June 3 the Canadian Parliament ruled in support of war resisters seeking asylum. It called on the government to "immediately implement a program to allow conscientious objectors to apply for permanent resident status... and cease removal or deportation actions."

On July 4, the Canadian Federal Court ruled that the regular abuse of Iraq civilians by US military are systematic violations of

Farmworkers Die from Heat Stroke while Owners Are Fined $2,250 for Violating Heat Regulations

office, Garcia became unresponsive returning to Delano in a company vehicle. He was taken by ambulance to Delano Regional Medical Center where he died. Felix's body core temperature wa



Hernandez



Garcia



Rodriguez

108 degrees 13 minutes before his death.

Ramiro Carrillo Rodriguez, father of two, was the fourth heat death in eight weeks. He died on July 12 after working all day at **Sun Valley Packing.**

It is clear the state does not have the capacity to protect farm workers. The laws written to protect them are not being enforced.

As yet another heat wave hits California, we must do everything to insure that no more farm workers fall victim to the heat. We are not ready to accept more farm workers dying.

Please write to **Governor Shwarzenegger.** Tell him enough is enough. It's time to put a law in place that will allow farm workers to protect themselves!

If these protections had been available, they could have saved Maria's life. But **Merced Farm Labor Contractors** *chose to save a few pennies instead of obeying the law.*

Arturo S. Rodriguez, President
United Farm Workers
ufwaction.org

ACTIONS

1. Write or Call Governor Schwarzenegger, State Capitol Bldg, Sacramento, CA 95814 916-445-2841 Fax 916-558-3160

2. West Coast Grape Farming is owned by Fred Franzia. Franzia is the owner of Bronco Wine Co. It produces Charles Shaw wines. 3-5 million cases of Charles Shaw wine are sold at Trader Joe's stores per year. Trader Joe's has refused to acknowledge the problem of farmworker deaths from businesses they buy from.

3. Call Trader Joe's at 626-599-3817 (West Coast) and 781-455-7819 (East Coast). Ask to speak to the Manager in charge of the grocery chain to implement a policy to ensure that its suppliers are not violating the law. Suppliers must provide cold water, shade and clean bathrooms for farm workers.

4. Send an e-mail to Governor Schwarzenegger and a donation for the Farmworkers at ufwaction.org

Blank Check for the People?

To MWV:

Nineteen million US houses are empty. Homeless families could move into homes that the federal government now—or soon— will own. A law now exists where the military gets free first dibs on all unwanted federal property. Homeless persons and organizations serving homeless persons have free "second dibs".

I urge the federal government to get lists form welfare offices of homeless people who have been homeless the longest. Food stamp offices should mail bilingual notices to all clients who get their foodstamps at a PO Box or at DHS itself. Many may be homeless or live in shelters or cars.

In September 2007, 1.6 million individuals receiving foodstamps had zero income. They are probably homeless.

We could empty shelters while providing families with ultra low-cost, or free, livable housing.

To make this program work, states could teach construction skills to able prisoners. Why not shorten sentences—to time served—for prisoners who would work restoring damaged living units?

This plan would give priority to filling empty housing near public transportation. It would put non-violent offenders back into their communities with job training for jobs that pay living wages for themselves and their families.

Congress should give this initiative a blank check. They gave a blank check to mortgage companies Fannie Mae and Freddie Mac. Homeless people should benefit from taxpayer generosity, not just those government-supported big businesses.

Raymond Avrutis
Washington DC

Farm Workers Are Dying for Our Wine

"How much is the life of a farm worker worth? Is it less than the life of any other human being"

I need to tell you about a story that will break your heart. And then I need to ask you for help. We can prevent tragedies like this from ever happening again.

I recently spoke at the funeral of 17-year-old Maria Isabel Vasquez Jimenez. Maria was working in a grape vineyard outside Stockton. It wasthe 1st heat wave of this year. She became ill due to the heat. The farm labor contractor and grower did not provide the protections required by law.



Maria Isabel Vasquez Jimenez died from the heat. She was working at West Coast Grape Farming. The contractor, Merced Farm Labor, and the grower, West Coast violated labor laws, causing her death.

She started work at 6 a.m. in heat that topped 95 degrees. The workers were given only one water break, at 10:30 a.m. And the water was a 10-minute walk away.

After several delays Maria was taken to a clinic. Her fiancé Florentino Bautista told investigators that the supervisors did not call for medical help after Maria collapsed. They didn't offer her water or shade. And while en route the foreman called saying,

"Don't tell the clinic that she was working. Say she became sick while jogging. She's underage. It will create big problems for us."

Finally an ambulance took her to the hospital. Doctors said that if emergency medical help had been summoned or she had been taken to the hospital sooner, she might have survived.

The death of this young pregnant girl did not need to happen. This is not the first time farm workers have needlessly died from the heat. Ten have died over the last four years. Three farm workers perished from the heat in summer 2005. In 2005 **the Governor** issued the regulation to prevent such deaths.

In 2007, 36% of employers inspected by Cal-OSHA were *not* following the heat regulation. AP reported that Jimenez's employer,

California Law Requires:

1. SHADE for workers during rest breaks who are trying to prevent heat illness or recover from it.
2. PAID RECOVERY PERIODS. Workers feeling the effect of heat must have access to a shaded area for no less than five minutes as many times in the day as they need it. If the worker is unable to work because of the heat, the employer can send the worker home for care.
3. DRINKING WATER. One quart per employee per hour for the entire work shift.
4. TRAINING for supervisors and workers, includes symptoms of heat illness, how to evaluate and control, the importance of drinking water, and procedures for emergency medical services.

Merced Farm Labor, had been issued three citations in 2006 for:

1) exposing workers to heat stroke
2) failing to train workers on heat stress prevention
3) not installing toilets at site.

Merced Farm Labor has not paid the $2,250 in fines. And neither **Merced** nor **West Coast Grape Farming** have sent condolences to Maria's parents.

In June we sponsored a four-day *Pilgrimage for Fallen Farmworkers* in Maria's memory. 600 peregrinos walked 50 miles to Sacramento. We appealed to the Governor and lawmakers to protect farm workers and ensure nothing like this ever occurs again.

But in June and in July three more farm worker's died from heat stroke. 64 year-old Jose Macarena Hernandez died during a record-breaking heat wave on June 20. He was harvesting Butternut squash for **Sunrise Growers.**

Abdon Felix Garcia—father of three—died after spending the morning and early afternoon working for **Sunview Vineyards.**

According to the coroner's

Help Jane Benson Come Home

Dear MWV,

Oh my God!

I was found suitable for parole on June 26, 2008! This was a very important first step! The next step is a routine review by the Board of Prison Terms. They double-check the legality of the Board's decision. Then the BPT will forward my case to Governor Schwarzenegger . He can veto my release or let me be paroled in November.

It is nearly impossible for an inmate to be found suitable for parole despite meeting all legal criteria and rehabilitation standards for release. I am so thankful that so many people wrote letters to the Board of Prison Terms in support of my release. There continue to be powerful political interests who seek to maximize all punishment.

The Board of Prison Terms finds very few suitable for parole. Governor Schwarzenegger has vetoed almost all of the Board's favorable decisions. He is lenient compared to the last two governors who let almost no one, with a potential life sentence, out.

It is very important that Governor Schwarzenegger receive many letters in support of my release during the next few months.



I am one of many elderly women who exist in California's prisons, at great expense to the taxpayers. We are completely rehabilitated and are not a threat to society.

I am 60 years old. I have served 21 years at the California Institution for Women for negligently killing my friend in 1987. I was sentenced to 15 years to life. The sentencing judge anticipated that I would be released in 1997 if my behavior were "good."

I have been a model prisoner. I have letters from prison staff stating my suitability for parole. I attend Chaffey Community College. I am working toward an AA degree. I have worked hard to overcome my problems with alcohol and relationships with abusive men. I am a changed person. I am completely rehabilitated and will be an asset to society.

I have been accepted into the Crossroads, Inc. program in Claremont, California. And I have a good office job with the Catholic Church upon my release.

Crossroads provides free housing and supportive services to parolees-- for one or more years after release. They have a very high success rate for helping inmates adjust to society after years of incarceration.

MWV readers: Please send a brief letter to Governor Schwarzenegger on my behalf. Contact Sarah Randall at altasr@live.com for more info. Thank you very much.

Jane Benson
W28860
CIW EB517L
16756 Chino-Corona Road
Corona, CA
92880-9508

Honorable Arnold Schwarzenegger
Governor of the State of California
State Capitol Building
Sacramento, California 95814

RE: Jane Benson, W28860

Dear Governor Schwarzenegger,

I am writing in support of parole for Jane Benson. She has served 21 years in prison on her 17 years life sentence. The Board of Parole Hearings granted parole on June 26, 2008. I understand that you will make the final decision. I urge you to allow Jane to leave prison as the board has recommended.

Jane has taken full responsibility for her actions. She has used her time in prison for self-improvement. She worked full time until recently. Jane presently attends College and volunteers despite physical disabilities.

She has the support of family and friends including income from many friends. Jane has a job waiting for her.

Jane has planned appropriately for her parole. She has been accepted by a transitional residential program. And she has offers of housing from family members.

Jane Benson has spent 21 years in prison. She has taken advantage of her time in prison for introspection and self-improvement. She has taken responsibility for her actions and does not pose a threat to the public safety.

Justice has been served; it is time for Jane to come home. Please allow her to do that.

Sincerely,

Name: _____

Address _____

Letters (continued)

government has traditionally found ways to subvert grass roots initiatives. Maybe they can find some way to ban caffeine, or convince us it is a health hazard.

You should include this in your list of easy ways to have an abortion. The ingredients are more easily available than the ones for the methods you suggested.

Janet Leih
Washragezine@yahoo.com

Editor's Note: *The website* ***womenonweb.org*** *helps women perform a safe medical abortion at home with pills. This online medical abortion service helps women in order to reduce the number of deaths due to unsafe abortions.*

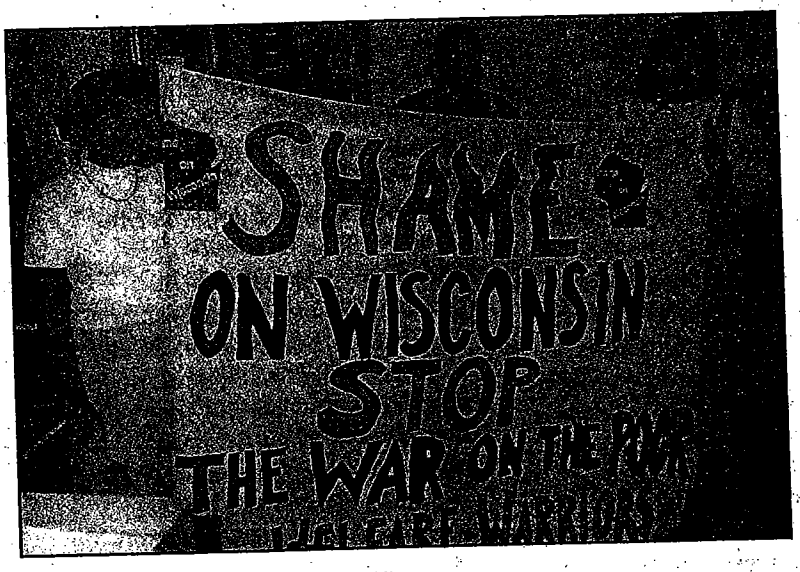
A medical abortion uses a combination of pills. It results in a non-surgical termination of an early pregnancy—up until the 9th week of pregnancy. The medicines, Mifeprisone and Misoprostol, provoke a spontaneous miscarriage.

This website acts as a referral service. It forwards your information and request to a licensed doctor.

Wis Steals from the Poor

Hello MWV,

I am writing to you about all of the injustices I have endured because of the Wisconsin *Department of Workforce Development (DWD)*. I am facing a hearing because of a "non-client error" that occurred in 2005. But a county worker had told me the mistake was taken care of.



In addition I had four to five overpayments that were unfounded. And I tried to fight it but never knew what they were for. I had them discharged in a chapter 7 bankruptcy. DWD was *initially* too late to dispute it.

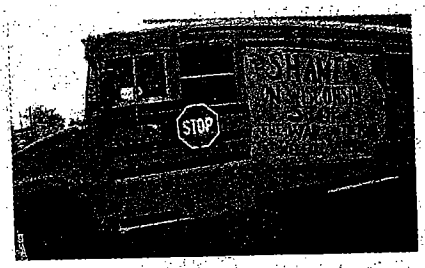
After any discharge the creditor has 90 days to contest it. But DWD didn't. After everything was finalized, the state attorney first tried to contact my bankruptcy attorney. They wanted me to relinquish my rights to fight them for garnishing my wages. The attorney threatened to sue them.

They then managed to get into court. They told the judge they didn't have enough time to respond. DWD Atty **Jennifer Bach** stated she did not *immediately* realize the deadline! DWD had claimed they had not received the information about the discharge.

Now they claim that because of overpayments going back to 2000, I now owe them $5,331— in addition to $1,317 they say I owe due to non-client error!

I went to Legal Action. They said there was nothing they could do. And they could not even represent me in court because of the time-line of the overpayments. They even acknowledge wrongdoing by DWD. But they say they can do nothing. They say my case would only be satisfied by a Class Action suit, which they can't do.

DWD has had me in recoupment for years. And they are taking money from my child support.



They claim this is to repay AFDC ithat I received in the past.

They are cheating the people they are supposed to be helping. And they make a game of it. I have called these people and they tell me the matter is taken care of. Then after my deadline to fight has expired, they come with more. I pray that someone will be able to help me.

Nakisha Sanders
Milwaukee, W

FREE Telephone Information Number
1-800-free-411

midst of a man being killed climbing over the White House fence. Had a Vietnam veteran try to stab me at a picket. Can't count the number of times anti's of every cause have spit in my face, shoved me around, and called me names that I readily embrace. My all time favorite has to be "Fucking, Lesbian Communist Whore" ???

The names didn't penetrate my thick skin. But there was a certain amount of worry about weapons. This time numerous people on our side were punched and pepper sprayed while the police watched. One of the people was a photographer. The only arrests I know of were when our people climbed over barricades.

Isn't everyone a bit sick of seeing the Democrats roll over and have their bellies rubbed by lesser Republicans?

A woman who had fasted for 22 days—at that time—told us that **Nancy Pelosi** went ballistic on her and others. (Know your enemies. They are not just Republicans.) Pelosi said, "Get off my lawn you Nut Cases! Go somewhere else. This is my house, and I don't want you here!"

I assume she doesn't want our votes next time either. Isn't everyone a bit sick of seeing democrats roll over and have their bellies rubbed by lesser Republicans? Yet they have the votes to get us the hell out of Iraq!

Judith Witherow
Morningside, VA

Keystone Docs and Unwanted Pregnancy

Dear *Mothers Voice*,

I was just reading the last issue of the *Mother Warriors Voice*. I noted a couple of things I thought I should mention.

Last spring I got a mailing from the Federal Government about how to apply for the stimulus check. I also heard on TV that the Freedom Tax Service in Sioux Falls was helping people file this free. I believe they said that *anyone* could fill it out. *(Editor's Note: The media misled people. A person has to have earned at least $3000 to apply for the check.)*

Also, you mentioned some simple ways to end an unwanted pregnancy. I found one in around 1972. I was commuting 3 hours a day. To prevent total atrophy of my brain, I read anything. I read that the miscarriage rate in the UK was so high because women there drink so much tea. Perhaps caffeine was the cause. It was a small item. But it clicked... and I never forgot it.



I have used this twice. Both times were successful. Both times I was so poor I didn't have two dimes to rub together. I was afraid to tell anyone about it.

But a couple of months ago ABC news said that both excessive coffee and tea were the cause.

This made a lot of sense to me. My sister had repeated miscarriages. She was a heavy tea drinker. And when I was pregnant, coffee made me very sick. The nurse told me, "Then don't drink it." How clever of her.

The process was not pleasant. I drank about 6 or 8 cups of strong tea a day. The first time it took over two weeks.I was between two and three months pregnant. The second time it took just a few days. I started to drink the tea at less than a week pregnant.

It makes you very ill for some time before and after. But there did not seem to be any lasting effects. All I felt was a huge relief that I would not have to deal with the consequences of an unwanted pregnancy.

The medical profession has been like an ostrich with its head in the sand. Since 1972 there hasn't been any medical professional who said, "Hmmm, maybe we should look into this?" They seem to me to be like the Keystone Cops—maybe the Keystone Docs?

This makes the whole abortion debate sort of moot, doesn't it? Of course our

Letters (continued)

anxiety after reviewing it. The case started in June 2004. Ayala and Timothy Pingue were enjoying a day at the beach in Wildwood Crest. With them were their daughter, then 3, and 6-month-old son.

Pingue, in an apparent prank, put the infant in a bag. He offered the baby for sale to several people. One of them called police. Ayala and Pingue were charged with child endangerment. And their children were taken into custody pending the outcome of their trial.

Police always suspected that it was a prank on Pingue's part. Ultimately, the charges were dropped. But the two children remain in foster care. DHS has jurisdiction. They placed Ayala's son with Pingue's parents. The couple has since split up.

A successful DHS intervention is one where an abused child or dysfunctional family *is no worse off* after DHS intervenes than they had been before.

"I have done everything they asked me to do," Ayala told me. "I've got a house. I've got a job. I went to parenting classes. I've never been in trouble. There has never been an abuse or neglect charge against me."

Even more confounding is that Pingue, who caused the police to intervene, has unfettered access to his son. But Ayala is limited to *supervised* visits.

"We are not together," Ayala said of Pingue. "He did not respect my wishes as a parent. I told him not to put our baby in that bag. He thought it was funny."

The crowning irony is that DHS is now petitioning the court to place the child permanently with Pingue's family. A bonding evaluation showed the child has a greater bond with them than with Ayala.

"He's been with them for four years," Ayala said "Of course he has a closer bond with them. I only see him for a limited time. But he knows I'm his mother."

Bonding is only one factor," Ambrose said. "Our policy is to keep families together if we can. That's the law."

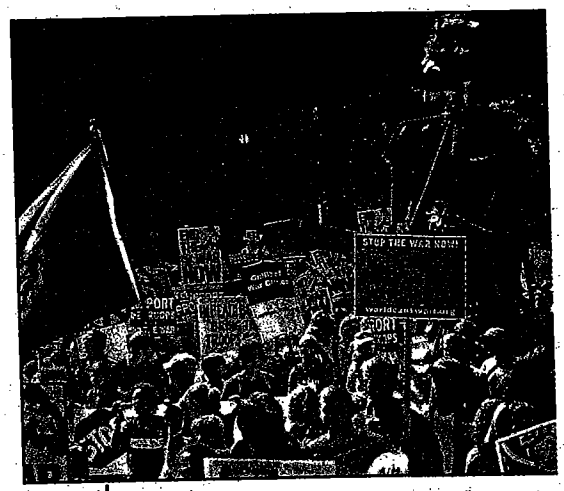
But DHS is under tremendous pressure to remove children from families. A number of children died or were injured after DHS failed to remove them from families or in institutions where DHS had placed them.

"People do get gun-shy," Ambrose said. "You get a little more protective when there's been a tragedy. I hope that won't affect my decisions."

The DHS commissioner may occupy the hottest seat in city government. We've seen a half-dozen of them come and go suddenly in the last 10 years. But "I'm very excited about this opportunity," Ambrose enthused. "I can't wait to get started."

I couldn't wait for her to get started either.

Elmer Smith
smithel@phillynews.com
Philadelphia Daily News



It's Not Outsiders

Dear Moms,

Our country is slowly being taken over by others. It started this way with Hitler. "Turn in your neighbors." "Hate people who are a different color than you are." "Believe the government can do no wrong in the name of Homeland Security." "Build walls around our country."

Be afraid! And start speaking up while you still have freedom and liberty of movement. It's not outsiders coming in. Those doing these things are in control of our government.

It's our government dismantling our constitution. Only we can say "NO More!" Use your own God-given mind. Don't let the media in all its forms impose on your mind.

One thing we can do is to march for peace. At a recent Code Pink Rally I was asked if I would take photographs for them. My partner Sue helped me climb up on a concrete wall for better shots. Anyone who knows my health has knowledge of how much "effort" this took!

In retrospect—I'm glad we were up out of harms way. After 35 years of marches I've been in the

to the Editor

Philly Moms Win Media Victory

Dear MWV,

We have had a major media breakthrough in the "*DHS, Give Us Back Our Children*" campaign. Elmer Smith has a regular column in the Philadelphia Daily News. He did a GREAT piece on the case of Tili Ayala, a Latina/Native American mother. (Ed: *See Smith's article after this letter.)*

Ayala has been fighting for 3 years to get her children back from DHS. The last 2 years she has organized with other families and us. The new DHS Commissioner, Anne Marie Ambrose, took office on June 23. Mr. Smith used the occasion to highlight this issue. He put Ambrose on the spot.

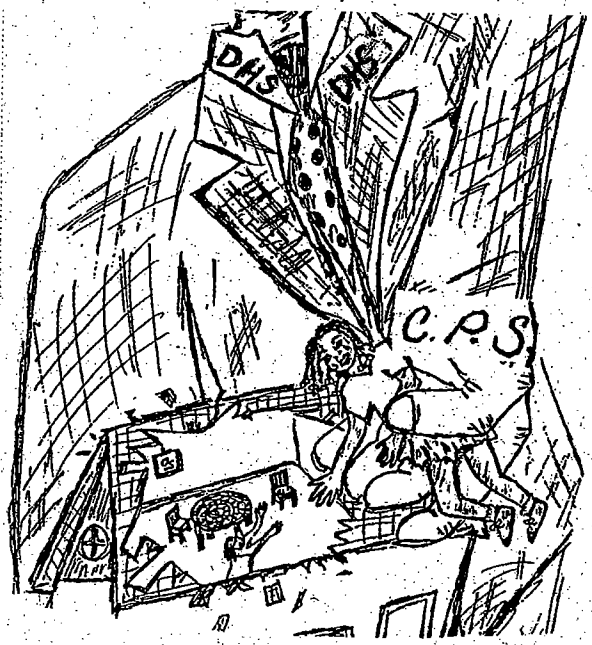
Smith's column exposes the nightmare of unjust removal of children from their families. This is experienced not just by Tili Ayala, but many others.

The problem is nationwide. Poverty and racism are underlying reasons. The overwhelming majority of those losing custody are African-American and other women of color. And 30% of foster children would be home right now if their parents had decent housing.

It is children who pay the biggest price. They are torn from everything they know and love. Studies show that foster children suffer more post-traumatic stress disorder than Gulf War vets do.

Smith's article is a victory and a breakthrough. The media usually sensationalizes cases and demonizes the mothers. And the media has been behind the "foster care panic" in Philadelphia.

This victory is the culmination of a great deal of work on the part of many. This includes Tili Ayala who began it all. It includes all the other mothers, grandmothers and others who are fighting DHS for their children. And finally



we must include the *Every Mother is a Working Mother* Network, and everyone in the "DHS, Give Us Back Our Children!" group.

(See story on page 28)

Crossroads Women's Center
215-848-1120 or philly@crossroadswomen.net.

Can New DHS Commish End The Pain Of A Stupid Prank?

ANNE MARIE Ambrose knew she'd have to hit the ground running yesterday. She took over the city's *Department of Human Services*. But she never even got to hit the ground before I was calling her. I asked her about one of the toughest child-custody cases she will have to deal with.

A *successful* DHS intervention is one where an abused child or dysfunctional family is *no worse off after DHS intervenes than they had been before.*

Tilly Ayala would argue that DHS intervention has been anything but successful in the life of her family. She has been making that argument on a picket line outside DHS offices at 1515 Arch St. for almost three years.

She's been making it inside DHS since last year. At that time, Commissioner Dr. Arthur Evans, invited her to be part of a DHS citizens advisory board.

She made that argument with me last week outside a courtroom. She was trying to convince a Family Court judge that DHS was wrong to seek termination of her parental rights to her 4-year-old son.

"Our job is to keep children with their parents if we can," Ambrose said. "I don't know the details of this case. I'm anxious to review it."

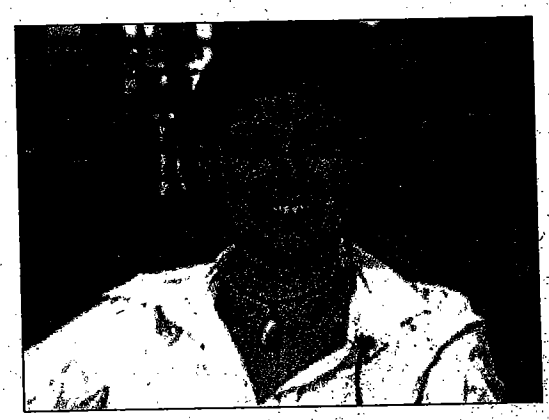
She may have even more



Letters

In Jana's Honor, We Must Do More

Recently, I wrote about the countless forms of violence against women - from acid and bride burning, to genital mutilation, to sexual slavery, and murder.



Jana Mackey

Now I am looking closer to home. In July, 25-year-old Jana Mackey was murdered. She was found dead in the home of her former boyfriend.

Jana changed a lot of lives in her 25 short years. She had been the Kansas NOW lobbyist. She was co-president of the Lawrence NOW chapter. And she volunteered as an advocate at a safe house. She helped victims of sexual assault.

Jana organized a Kansas contingent to the 2004 *March for Women's Lives*. She lobbied against anti-abortion legislation, and in favor of equal marriage. She was entering her second year of law school. She wanted to be an even better advocate for women.

A quick Internet search turned up half a dozen similar stories in the last few days. All were young women. All had been murdered or abducted by former husbands or boyfriends. Yet the *Violence Against Women Act* still doesn't contain enough protections for women fleeing male violence.

In Jana's honor, we need to do more.

Partner violence against women in the USA is staggering. Their husbands or boyfriends murder three women *every day*. And yet judges constantly refuse protective orders to frightened women. Judges even order continued contact with batterers for custody or visitation exchanges. Some judges even turn over custody to the violent one.

For Jana, we must do more.

Sadly some bloggers fell into victim blaming: *"She knew so much about domestic violence, so how did she get herself into this situation?"* On the contrary, if this can happen to someone like Jana, it truly can happen to any woman. None of us are immune to partner violence. And each of us has an obligation to work to eliminate this scourge.

Will you take up Jana's song? What better time to find out how you can help? Check with your local NOW chapter or your town's anti-violence program. Find out if they need volunteers. Advocate if there is legislation pending. Use your networks to spread the word.

In Jana's memory, we must do more.

NOW President Kim Gandy

Living in Disney Land

Hola,

Enclosed is $50 to cover postage for all those MWV you sent me while I was in Nicaragua.

I've only been back in this country for 3 weeks. I'm having difficulty adjusting to living in Disney Land. I enjoyed the four months of intense political and social involvement in Nicaragua.

Due to U.S. control of the news media in most of Latin America, most young people in Nicaragua are only interested in, money, drugs and sex. The same as they are in this country.

The U.S. slaughter of 62,000 Nicaraguan Children, Women and Men 20 years ago, has been erased from young minds. They mainly want to imitate American life.

Non-the-less, I was able to awaken political concern in Nicaragua. Just my last month there, I was able to do far more than in this country in my 14 years of trying to overcome the political ignorance engraved in students by the Dept. of "Education."

The big Island Department of Education did a big favor banning me from every school on this island for telling students the truth about their Government. In Nicaragua, I experienced freedom of speech.

Paul J. Patnode
El Nica (The Nicaraguan)

Thousands Protest Ruling for Cops who Killed Sean Bell

On April 25, **Judge Arthur Cooperman** acquitted three New York cops of all charges. The cops were on trial for the killing of Sean Bell on Nov. 25, 2006.

Bell and two friends were leaving Bell's bachelor party at 4:00 AM on the morning of his wedding. They were unarmed.

Officer Michael Oliver shot Bell 31 times. **Officer Gescard Isnora** shot him 11 times. **Officer Marc Cooper** shot him four times. Cops also shot Trent Benefield and Joseph Guzman, Bell's two friends.

Oliver and **Isnora** were charged with manslaughter. **Cooper** was charged with reckless endangerment. Four other shooters were not charged.

The officers didn't even have to testify in their own defense! They never had to face cross examination! **Judge Cooperman** listened to transcripts of the cops testifying before a grand jury.

The cops complained that pretrial publicity painted them as cold-blooded killers. They opted to have the judge rather than a jury decide the case. In the testimony, **Isnora** claimed he warned the men to halt as they were getting into their car. He said that Guzman made a sudden move as though he had a gun. That's when the cops went crazy, shooting the three men.

Guzman and Benefield testified at the trial that there was no warning. And he and his friends had no gun.

But **Judge Cooperman** found the killer cops innocent based on the transcript of their testimony. Bell's mother cried. Bell's fiancee, Nicole Paultre-Bell, stormed out of the courthouse. She joined protestors in the streets.

Many people in the street weeped. Others were angry, shouting, "murderers" "KKK."

One thousand people marched for hours in Queens to protest the verdict. Days later, on May 7, tens of thousands of people held protests and sit-ins. They shut down several bridges and tunnels.



Cops arrested about 200 of the protesters Those arrested included Rev. Al Sharpton and Nicole Paultre-Bell. Several congressmen have joined with Bell's family and ACLU attorneys in filing a complaint with the US Dept. of Justice. They are requesting an investigation of violation of civil rights of the victims.

In Milwaukee

UMOS W2 Lawlessly Endangers Family



Rebecca Welk called Welfare Warriors' MOMS line at 342-6662. She had applied for W2 cash assistance for herself and her daughter (above) at Milwaukee's **UMOS** in May. Rebecca is disabled waiting for SSI. UMOS agreed to send a worker to Welk's home to take the application. Ten minutes before the appointment, **Melvin Thomas, UMOS** employee, called Welk.

Thomas told Welk she was not eligible for W2. He said she has to work to get a check. She asked about W2-T for moms who can't work. He stated that W2-T no longer existed! (A lie.)

Then **Thomas** told Welk to "voluntarily decline W2." He sent the form, but she didn't sign it.

Welk is now losing her home. She went in July to UMOS. **Marie Pardo** said that **Thomas** wrote in Welk's file that she "voluntarily declined W2." For a month **Pardo** has failed to provide Welk with cash. And **Pardo** refused to allow Welk to apply for Emergency Assistance to help with her rent. Why the delay and denial?

All month **Pardo** claimed she could not process Welk's case "because DHS did not update your records." (DHS has no connection to UMOS, a private agency. DHS handles Welk's foodstamp case.)

Thomas' and **Pardo's** shameful behavior is criminal. But it is condoned by **UMOS**. Call **UMOS** Director **Lupe Martinez at 389-6002** to complain.

Metropolitan Transit System

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

Agenda Item No. 30

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

OPS 970.2

March 12, 2009

SUBJECT:

MTS: LIGHT RAIL NETWORK SHORT- AND LONG-TERM OPERATING PLANS

RECOMMENDATION:

That the Board of Directors adopt a plan for changes to the light rail transit (LRT) system to improve efficiency in the short-term and accommodate a viable long-term operating plan.

Budget Impact

None.

Executive Committee Recommendation

At its meeting on March 5, 2009, the Executive Committee recommended forwarding this item to the Board of Directors for review.

DISCUSSION:

The ability to expand low-floor access, accommodate the Mid-Coast LRT Project, and maintain a highly efficient and convenient light rail network requires changes to existing operations. As the next phase of low-floor accommodation progresses, reconfiguration of the existing operating lines would allow a more effective utilization of a mixed fleet of high- and low-floor cars, specifically the existing 90-foot cars that are incompatible with downtown Center City station block lengths.

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.

Background

In conjunction with the opening of the Mission Valley East extension in 2005, MTS procured 11 90-foot S70 LRVs from Siemens Transportation Systems to begin a transition to low-floor access on the system. An operating plan was developed based on projected ridership and resources available at that time. As low-floor access is expanded and integration of the Mid-Coast LRT is considered, the existing operating plan contains obstacles and inefficiencies that need to be addressed.

Background

After the opening of the South Line in 1981, the MTS rail system experienced nine extensions to develop a regional LRT network. While these extensions were designed under the concept of a long-term regional plan, in most cases, the actual operating plans were not determined until after construction was initiated and were forced to fit within the constraints of the infrastructure provided.

Operating Plan Development

An effective LRT operating plan is driven by limitations of fixed infrastructure, schedule-driven parameters, and the travel patterns and capacity requirements to meet passenger expectations.

Current physical constraints within the San Diego LRT system include the Cuyamaca Street single-track segment in Santee, downtown Center City station block lengths, and train layover capabilities at terminal stations. Other physical characteristics that exist (but can be more readily mitigated) include traction power capacity, railroad block signal spacing, station platform elevation, and fleet size and composition.

Schedule-driven elements include travel time between key transfer points and terminals, minimum train layover requirements at terminals, and train spacing and sequencing in areas of shared line operations. The existing operating plan was developed around these limitations but is also constrained by the number of low-floor cars and the station platforms modified to accommodate them.

Travel patterns and capacity requirements to meet passenger expectations are demonstrated by the current need for Red Line special event service for most events in downtown San Diego or the occasional evening or weekend morning downtown shuttle service to balance the frequency of the Bayside corridor (Orange Line) with Blue Line service north to Old Town. Without these overlays, the key ridership corridor between Mission Valley and the Convention Center and PETCO Park and the Gaslamp Quarter would require multiple train transfers and extended travel time substantially decreasing the appeal of LRT service. System efficiency could also be maximized through effective transfer points and terminals so that train size and schedules could be balanced against the experiences and needs of each line segment.

Short-Term Operating Plan

Incorporation of the Mid-Coast LRT into the existing operating plan would create several issues, including over-served corridors, extensive transfer requirements for passengers, and/or inadequate infrastructure at the Old Town Transit Center that would degrade the

effectiveness and efficiency of system operations. Additionally, the ability to continue special events service overlays for the downtown area and/or Qualcomm Stadium events would become substantially limited if not inoperable.

Implementation of this short-term operating plan would generate immediate benefits in system operating efficiencies and provide a foundation that will readily incorporate the Mid-Coast LRT project in the future. The three existing operating lines would be configured to minimize travel time for basic passenger travel patterns, reduce the need for multiple transfers, eliminate the need for a unique operating line for all but the most uncharacteristic events, and maximize fleet efficiency.

- Green Line – Imperial Terminal to Santee

  Extending the Green Line from Old Town to the Imperial Terminal would provide a timed transfer with Blue Line trains allowing passengers traveling between the South Bay and areas north to circumvent the slower travel time within the Center City area. Timed transfers with the Orange Line at the Santa Fe Depot would provide connecting service to C Street. Service efficiencies would result from greater flexibility to add or cut cars based on ridership demand and reduce unproductive costs associated with train and employee deadhead operations between the maintenance facility and Old Town. Red Line special events service for moderate-sized events would be covered by scheduled service with the ability to overlay service between the Imperial Avenue terminal and Qualcomm Stadium on an as-needed basis. The expansion of the Green Line also provides greater utilization of the existing 90-foot S70 LRV.

- Orange Line – Santa Fe Depot to East County

  The Orange Line would operate between Santa Fe Depot and East County.

  At the Santa Fe Depot:

  - Orange Line trains would utilize the southern end of an expanded southbound platform with bidirectional, timed transfers with Green Line trains;
  - southbound Green Line trains would utilize the north end of the shared platform; and
  - northbound Green Line trains would use the opposite platform.

  At America Plaza:

  - Orange Line trains would utilize the eastbound platform for bidirectional traffic.

  In East County:

  - Orange Line trains would terminate prior to Gillespie Field; however, improved transfer connectivity would be provided with Green Line trains to/from Santee.

- Blue Line – America Plaza to San Ysidro

  The Blue Line, which is a corridor that has maintained high ridership levels since the inception of service, would operate between America Plaza and San Ysidro. Bidirectional timed transfers would be made with Green and Orange Line trains at the 12th & Imperial Transit Center. At America Plaza, all Blue Line trains would utilize the westbound platform as a terminal stop. With passengers traveling between South Bay and destinations north transferring at Imperial, Blue Line trains would enhance their passenger capacity in the downtown corridor to accommodate future growth requirements and mitigate the need for increased frequency or consist size within this zone.

- Silver Line/Restored PCC Operations

  The capability to operate restored PCC cars in an eastbound loop around the Convention Center and downtown corridors on weekends or other nonpeak service hours is retained within this operating plan.

LRV Fleet Requirements

The LRV fleet requirements for this operating plan would include three less cars and one less train than current peak-period service levels, which would provide a cost savings in procurement, maintenance, and operating expenses. Two fewer cars are required for weekends and base periods and could be utilized as necessary to enhance passenger capacity for special events during these periods.

Santa Fe Depot/America Plaza Infrastructure Enhancements

The following enhancements would be required at the Santa Fe Depot and America Plaza Stations to accommodate this operation:

- The Santa Fe Depot platform area would be shifted south toward Broadway with the southbound platform expanded to accommodate two LRT trains (Orange and southbound Green Line).

- Minor signaling improvements would be made at the Broadway Wye and Santa Fe Depot platforms to accommodate the bidirectional operations of Orange Line trains into the Santa Fe Depot platform.

- Installation of a double crossover on C Street between India and Columbia, including powered switch machines, switch indicators, and track occupancy detection at the America Plaza Station.

East County Terminal for Orange Line

Ridership levels do not justify continued two-line operations east of El Cajon. With minor modifications to existing signaling equipment, the East County terminus for the Orange Line would be the Arnele Avenue Station. Bidirectional, timed transfers with Green Line trains are provided at El Cajon Transit Center during peak and base periods to mitigate single-line service beyond this point.

Any future redevelopment at the El Cajon Transit Center should include a third track to allow an East County terminal layover without obstructing through-service trains, which is a feature that would further optimize the flexibility of system operations and performance, including special events service.

Integration of Mid-Coast LRT

Preliminary studies indicate the need for the Mid-Coast LRT to extend into the downtown area to be viable and attractive. Integrating this southern terminal into the Santa Fe Depot station would accentuate this location as the rail hub in San Diego serving Amtrak, the Coaster, and each of the LRT operating lines (Blue Line across the street at America Plaza).

Accommodating the additional LRT line would require reconfiguration of existing Coaster tracks and platforms. The LRT tracks would be configured to connect the new track on the west side of the existing platforms, which would allow southbound Green Line trains to operate through the station unimpeded. Mid-Coast trains would terminate on the shared platform with the Orange Line and then depart northbound via a track connection on the eastward (northbound) main track.

This final configuration would:

- allow a passenger to travel anywhere within the LRT network with no more than one transfer required;
- integrate the system with no additional train traffic on C Street or across the Broadway San Diego crossing;
- reduce traffic signal preemption at Kettner Boulevard and Broadway by 60 percent when compared against current activations;
- maximize flexibility to adjust consist sizes and train frequencies for each corridor to match passenger travel patterns and needs; and
- provide timed transfers between Green Line, Orange Line, and Mid-Coast trains at Santa Fe Depot and Blue Line service at America Plaza. These transfers, combined with those at the 12th & Imperial Transit Center are the highest ranked and maintained through all train headway patterns (7½-, 15-, and 30-minute peak service).

Paul C. Jablonski
Chief Executive Officer

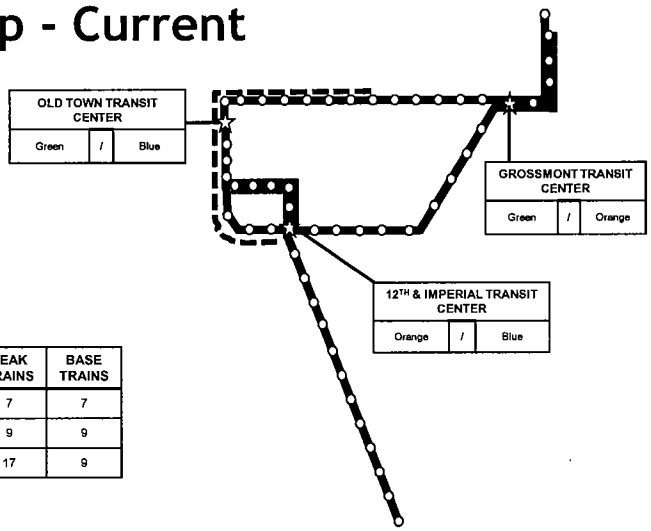
Key Staff Contact: Wayne Terry, 619.595.4906, wayne.terry@sdmts.com

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MTS Light Rail Network: Short/Long Term Operating Plans

Maximum Efficiency / Passenger Convenience
Optimize Current and
Long-Term Operating Plans

System Map - Current



LINE	EST TRIP TIME	PEAK TRAINS	BASE TRAINS
Green	48 minutes	7	7
Orange	63 minutes	9	9
Blue	56 minutes	17	9

Benefits / Improved Efficiency

- Establish an operating plan that will readily integrate the Mid-Coast LRT.
- Maximize utilization of existing 90 ft. low-floor LRVs.
- Configure operating lines for maximum fleet efficiency while meeting established and projected ridership demand and travel patterns.
- Minimize unnecessary train/car miles and associated costs.
- Minimize transfer requirements for travel within the LRT network.
- Eliminate costs associated with operation of Red Line event service over multiple operating lines.

System Overview

Green Line: Imperial Terminal to Santee

- Operates through Santa Fe Depot, using north end of expanded Westbound Platform

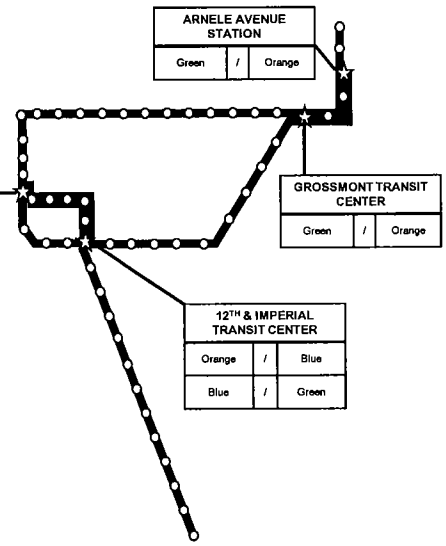
Orange Line: Santa Fe Depot to East County

- Bi-directional service through America Plaza on South Track, terminating at Santa Fe Depot

Blue Line: America Plaza to San Ysidro

- Terminates at America Plaza on North Track

System Map - Plan



FROM – TO	CHANGE + / -
Gaslamp – Hazard Center	- 12 minutes
H Street - Qualcomm	- 6 minutes
Euclid – Old Town	- 9 minutes
Old Town – City College	+ 3 minutes
Imperial – Gillespie	+ 6 minutes
Spring St – Santee	- 10 minutes

LINE	EST. TRIP TIME	PEAK TRAINS	BASE TRAINS
Green	67 minutes	10	10
Orange	51 minutes	8	8
Blue	45 minutes	14	7

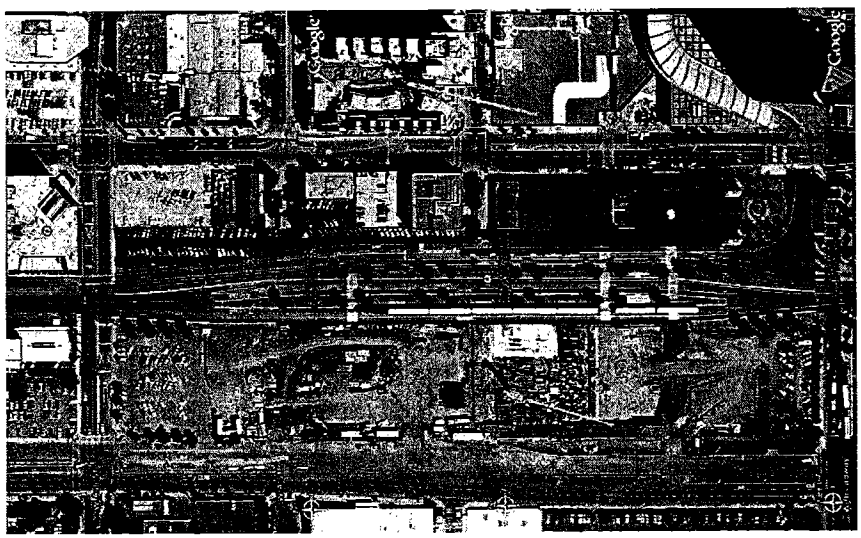
Train / LRV Requirements

	Current*				Plan				Change + / -			
	Peak		Base		Peak		Base		Peak		Base	
	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars	Trains	Cars
Blue	17	51	9	27	14	42	7	21				
Orange	9	27	9	18	8	24	8	16				
Green	7	21	7	14	10	30	10	20				
TOTAL	33	99	25	59	32	96	25	57	-1	-3	0	-2

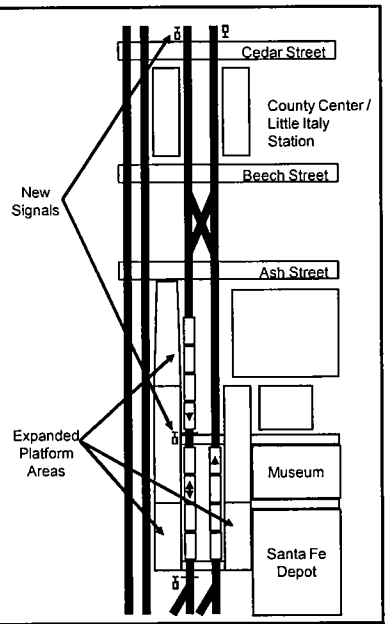
* Based on current base/PM Peak consist sizes for Blue Line and Orange Line. Green Line consist size reflects peak period trains of three cars to accurately compare near term future needs.
A one train reduction during peak periods will result in minor, but ongoing operating cost savings.

Santa Fe Depot Enhancements

- Relocate current platforms south to AMTRAK walkway
- Expand Westbound Platform to include second train capacity
- Install necessary signals and track circuitry



Santa Fe Depot Platform Improvement Plan



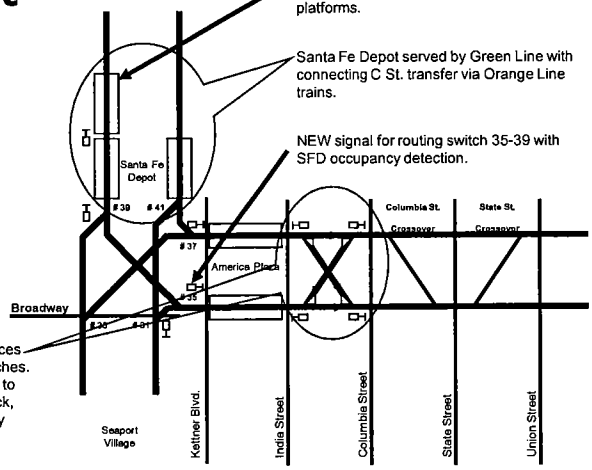
Santa Fe Depot/America Plaza Improvement Overview

NEW Extended Platform for 2nd W/B train to have joint occupancy. New signal between platforms.

Santa Fe Depot served by Green Line with connecting C St. transfer via Orange Line trains.

NEW signal for routing switch 35-39 with SFD occupancy detection.

New powered double crossover replaces Columbia & State Street manual switches. This operation allows Blue Line trains to terminate at America Plaza West Track, Orange Line to operate bi-directionally through to Santa Fe Depot.

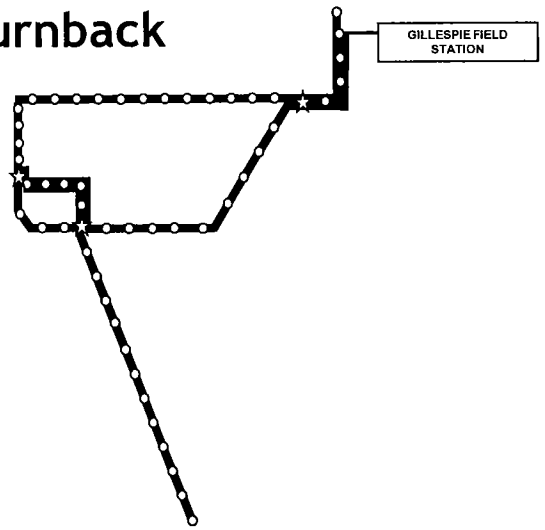


East County Turnback

EXISTING:

Gillespie Field Station

- Ridership levels do not justify continued two-line operation to this station
- Revised train sequencing will improve transfer connectivity between Santee and the Orange Line, resulting in a more efficient and accessible LRT service

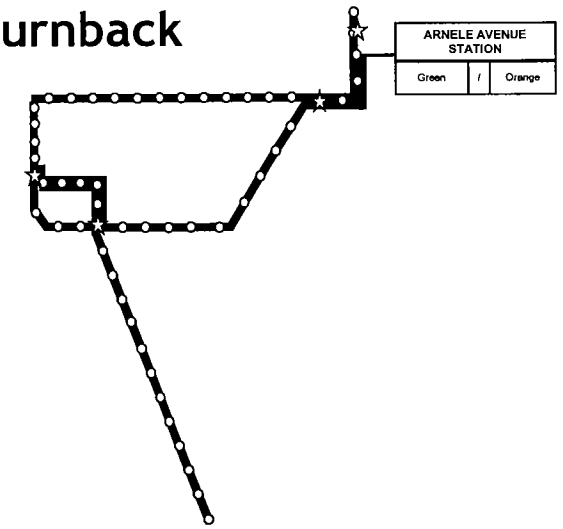


East County Turnback

PROPOSED:

Arnele Avenue Station

- Requires only minor signal enhancements to existing infrastructure
- Provides timed transfer connections with Green Line trains during peak and base period service levels

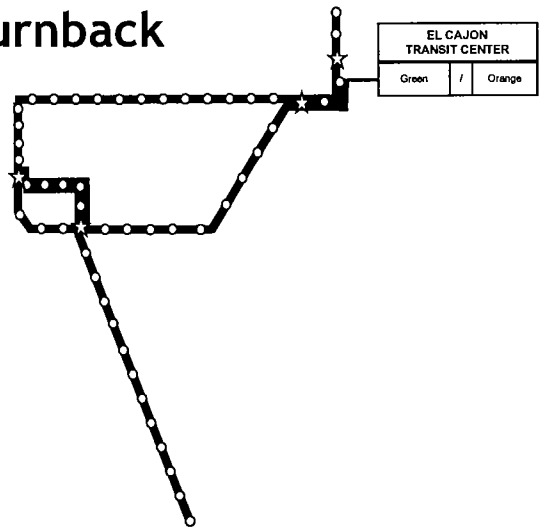


East County Turnback

FUTURE ENHANCEMENT:

El Cajon Transit Center

- Existing property can accommodate a third track for Orange Line train lay-over without obstructing through Green Line train service
- Provides increased flexibility in system operations, including special event service
- Existing name recognition and multi-model facilities provide desirable traits for a line terminal.



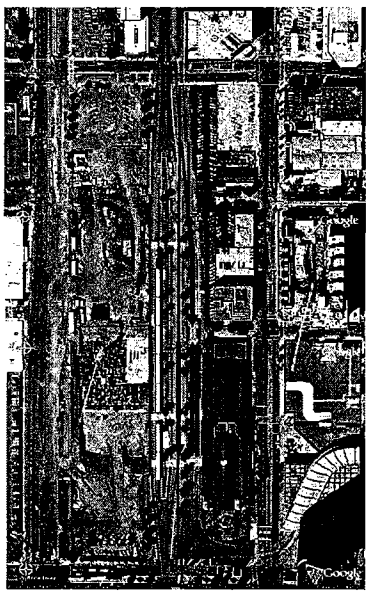
Estimated Annual Savings From Improved Efficiency

SAVINGS	
$525,500.00	Reduced car miles operated
$151,600.00	Reduced Operator pay hours
$ 97,000.00	Red Line Event Service
$774,100.00	Total savings in annual operating costs

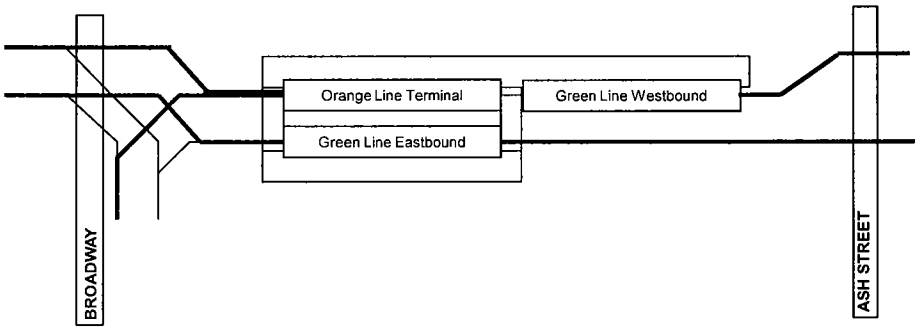
Mid-Coast Turn Back Option

- Potential sequence of Mid-Coast into Santa Fe Depot
- No additional train crossings at Broadway
- Minimizes need for multiple transfers on LRT system
- Requires track reconfiguration at Santa Fe Depot to accommodate Coaster use and LRT system, no additional property required

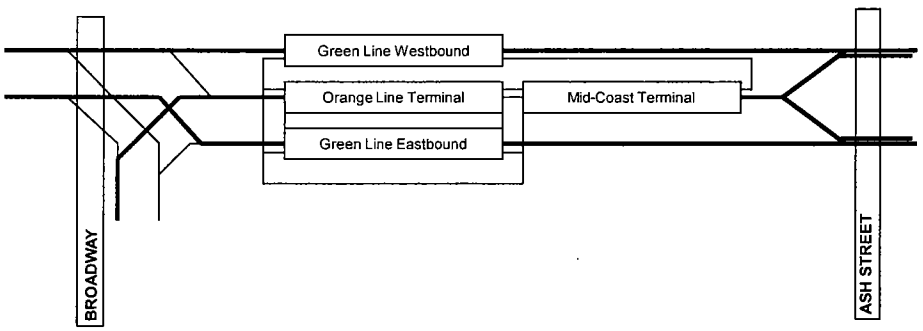
Santa Fe Depot Platform Improvement Plan



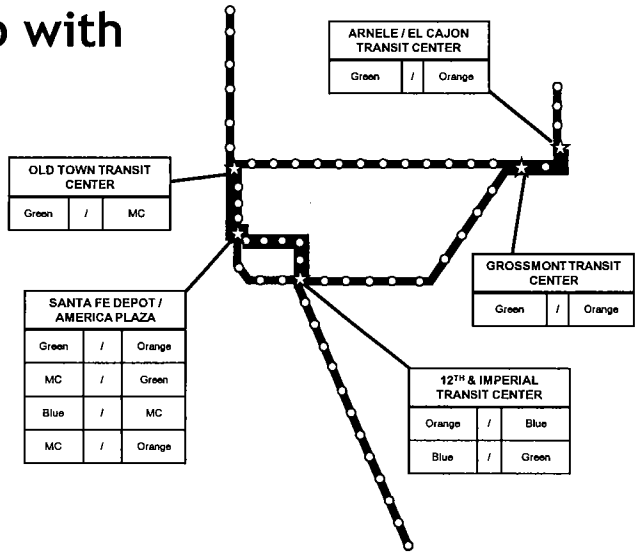
Santa Fe Depot Platform Improvements - Short Term



Santa Fe Depot Platform Improvements - Mid-Coast



System Map with Mid-Coast



Recommendation

The Board of Directors adopt a plan for changes to the LRT system to improve efficiency in the short term and accommodate a viable long-term operating plan.

Item Deferred

AGENDA ITEM NO. 30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

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

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

(PLEASE PRINT)

Date	2009-03-12
Name	Clive Richard
Address	5153 La Donna St, San Diego
Telephone	619.867.7048
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
   At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
   Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

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

Metropolitan Transit System

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

Agenda Item No. 31

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

OPS 970.2

March 12, 2009

SUBJECT:

MTS: BOOZ ALLEN HAMILTON CONSULTANT'S REPORT – LOW-FLOOR CAPABILITY ASSESSMENT AND LRV RECOMMENDATIONS

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

The consulting firm of Booz Allen Hamilton (BAH) was contracted by the San Diego Association of Governments to evaluate light rail vehicle (LRV) procurement alternatives, integration, and compatibility with the MTS fleet and infrastructure improvements involved in achieving low-floor technology system wide. The review evaluated load factors, determined optimal car lengths, and compared costs associated with existing and newly designed LRVs. This exercise was designed to assist MTS in developing LRV procurement strategies and rehabilitation alternatives for an aging fleet as well as to identify station and wayside infrastructure improvements required to accommodate low-floor technology on older portions of the system.

EXISTING FLEET

MTS-Rail currently uses three series of Siemens-built LRVs:

1. 71 U-2 Models: All of these vehicles were purchased between 1980 and 1989, and many are rapidly approaching retirement age. Parts and component availability to support fleet maintenance of these older cars is a challenge, and

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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.

some maintenance-critical parts are no longer available. This is a high-mileage fleet—LRV No. 1004 has the highest miles at 1.8 million, and the fleet has an average in excess of 1.2 million miles.

2. 52 SD 100 Models: Procured in 1993, the SD 100s should be considered for retirement in 2028.

3. 11 S70 Models: Procured in 2005, the S70s should be considered for retirement in 2040. The S70 is a low-floor LRV procured for the Mission Valley East Line segment. It measures 90 feet in length and due to its low-floor configuration, it is used only on the Green Line where the station platforms are eight inches high and can accommodate the onboard Americans with Disabilities Act (ADA) ramp. At this time, the S70 is not compatible with the six-inch platform height at most Blue and Orange Line stations nor is it able to operate in a mixed train consist with the U-2 LRV; however, it is compatible with the SD 100.

REVIEW OF AVAILABLE LOW-FLOOR LRVS

BAH evaluated available low-floor products in order to address the procurement of service-proven, state-of-the-art LRVs. MTS initiated this effort with BAH in October 2007 and provided the Utah Transit Authority (UTA) an opportunity to attend a Vehicle Manufacturers Symposium involving Siemens, CAF, Bombardier, AnsaldoBreda, and Kinkisharyo who presented on both European 100% low-floor and North American 70% low-floor LRVs. After much consideration, it was agreed that European 100% low-floor LRVs are not a good fit for application at MTS due to:

1. The high cost of "Americanization" and required maintenance facility modifications.

2. California Public Utilities Commission (CPUC) compression strength requirements. Modifications to achieve this would be expensive and difficult to implement.

3. NFPA 130 requirements for smoke, flames, and toxicity are not met.

4. Buy America and/or other Federal Transit Administration (FTA) commercial requirements are not met.

Therefore, the evaluation focused on North American 70% low-floor vehicles. Also appraised were system constraints relative to platform height and vehicle length in excess of 82 feet, which prevents operation of 3-car train sets in the downtown Center City area due to station block lengths of 240 feet.

The selected vehicle should have a maximum operating speed of 50 to 55 miles per hour, be California Public Utilities Code- (CPUC)-compliant with 2g compression strength, and have a passenger seating capacity similar to the current fleet. While there is no industry standard length, nearly all of the low-floor LRVs in North America range from 90 feet to 97 feet. These vehicles are similar or identical to the Siemens S70 employed in the MTS fleet. There are no 82-foot LRVs currently in operation with the exception of:

- AnsaldoBreda (Boston): At 74 feet, it is too short. It seats only 44 passengers and does not meet the CPUC compression strength requirement with only 1.67g.

- Skoda Streetcar (Portland, Seattle, and Washington, DC): Although it meets the compression strength requirement at 2.27g, it has a maximum speed of 44 miles per hour, seats only 30 passengers, and is too short (66 feet).

CONCLUSIONS AND RECOMMENDATIONS

Vehicle Types

The Siemens S70 Ultra Short (S70US), as recently bid by UTA, is comparable in length to the U-2 and SD 100 LRVs. This vehicle is a shorter version of the S70 with a reduced cab and center section. It would blend with the existing fleet and require no further modifications to support maintenance activities. It would blend into mixed-consist operations with the SD 100 and allow three-car train sets in the downtown area. MTS maintains an option on the UTA order, and it is recommended that at least a portion of this option is exercised.

Interestingly, LTK Engineering Services provided MTS with a report in March 2000 on the "analysis of low-floor LRV alternatives," which recommended the procurement of 11 80-foot 70% low-floor LRVs for the Mission Valley East Line extension. Unfortunately at the time, 90-foot (or longer) LRVs were all that was available on the market.

Procurement Strategy

It is recommended that decisions relative to the procurement process be made based on a combination of budget and accessibility. Therefore, the following low-floor LRV system operating options are offered for consideration:

- Option 1: Purchase 30 New Low-Floor LRVs (Attachment A)

  Option 1 would provide the standard 20% maintenance ratio for each car model and assume an eight-inch platform curb at Blue and Green Line stations. Configuration of all base-period and weekend trains on the Blue Line is made of an SD 100 between two S70US LRVs. All base-period and weekend trains on the Orange Line would consist of SD 100s, and the Green Line would use S70 and S70US LRVs. During peak periods, "Tripper" trains on the Blue Line would be made of U-2 LRVs, while the Green Line would add an SD 100 LRV in the middle of the consist when necessary. Three U-2 train consists would be on standby for use during car failures and/or other system recovery requirements or as necessary to augment special events service.

- Option 2: Purchase 39 New Low-Floor LRVs (Attachment B)

  Option 2 would provide the standard 20% maintenance ratio for each car model and assume an eight-inch platform curb at all stations. Configuration of all base-period and weekend trains on the Blue Line is made of an SD 100 between two S70US LRVs. All base-period and weekend trains on the Orange Line would be made of one S70US and one SD 100, while all base-period and weekend trains on the Green Line would be S70 or S70US LRVs. During peak periods on the Blue Line, five U-2 and two SD 100 "Tripper" trains would be added. On the Orange and Green Lines, additional SD 100 cars would be added as needed during peak periods. Three U-2 train consists would be on standby for use during car failures and/or other system recovery requirements or as necessary to augment special events service.

- Option 3: Purchase 47 New Low-Floor LRVs (Attachment C)

  Option 3 would provide the standard 20% maintenance ratio for each car model and assume an eight-inch platform curb at all stations. Configuration of all base-period and weekend trains on the Blue Line is made of an SD 100 between two S70US LRVs. On the Orange Line, up to five base-period and weekend trains would be 100% low-floor consists with the remaining trains (eight total) being a mixed consist of one S70US and one SD 100; all base-period and weekend trains on the Green Line would be either S70 or S70US LRVs. During peak periods on the Blue Line, three U-2 and four SD 100 "Tripper" trains would be added. On the Orange and Green Lines, an additional SD 100 LRV would be added to train consists as needed during peak periods. Three U-2 train consists would be on standby for use during car failures and/or other system recovery requirements or as necessary to augment special events service.

- Option 4: Purchase 57 New Low-Floor LRVs (Attachment D)

  Option 4 would provide the standard 20% maintenance ratio for each car model and assume an eight-inch platform curb at all stations. Configuration of all base-period and weekend trains on the Blue Line is made of an SD 100 between two S70US. Base-period and weekend trains on the Orange Line would operate up to 87% (7 of 8) low-floor with the remaining train(s) consisting of one S70US and one SD 100. All base-period and weekend trains on the Green Line would be either S70 or S70US. During peak periods on the Blue Line, seven "Tripper" trains would operate with an S70US between two SD 100 LRVs. On the Orange and Green Lines, an additional SD 100 LRV would be added to train consists as needed during peak periods. Three U-2 train consists would be on standby for use during car failures and/or other system recovery requirements or as necessary to augment special events service.

Station Platform Modifications

The optimal consist for all line segments is a three-car train set where all cars are approximately 80 feet in length. The exception being that the 90-foot S70 compatibility would be mitigated by the extension of the Green Line via the Bayside corridor to the Imperial Avenue terminal.

Phase One

MTS should initiate a capital improvement project (CIP) to raise station platform heights to meet the eight-inch ADA requirement and to support operation of low-floor LRVs through the downtown Center City corridor. The following station modifications are necessary:

1. Modify Imperial Avenue Transfer, City College, Fifth Avenue, and Civic Center Stations with a two-inch tile overlay.

2. Lower track way at Park & Market Station by two inches.

3. America Plaza Station requires either a gradual two-inch platform rise for door set positioning (not entire platform) or installation of a new rail measuring two inches shorter in height, which would require significant concrete work in the existing trackway.

Phase Two

Based on the low-floor LRV procurement option selected, MTS may consider expanding the CIP to include platform height modifications at all Orange Line stations to meet ADA requirements and to accommodate low-floor LRVs. The following station modifications would be necessary:

1. Modify 25th & Commercial, 32nd & Commercial, 62nd Street, Massachusetts Avenue, Lemon Grove, Spring Street, and La Mesa Blvd. stations with a two-inch tile overlay.

2. Euclid Avenue and 47th Street Stations are at grade and would require installation of an eight-inch platform.

U-2 LRV Rehabilitation Program

By the anticipated date that a new order of LRVs will be delivered, 24 of the 30 oldest U-2 LRVs will be nearing their retirement age. Six U-2 LRVs from this group would be retained to backfill for vehicles receiving rehabilitation; afterward, retirement of those vehicles should be considered. Other rail properties under contract for similar work reveal that once the rehabilitation program is in full sequence, 1 to 1½ vehicles could be completed per month. The mechanical and electrical components considered for replacement during the rehabilitation are the camshaft controller, coupler and draft gear, resistor banks, axles and bogie frames, HVAC system, train line wiring (low and high voltage), and the door control unit.

The number of U-2 LRVs scheduled to receive a selective overhaul is contingent on the adopted procurement option and determined by the requirement to support regularly scheduled service. Therefore, based on the option selected, the number of U-2s requiring rehabilitation would be:

- Option 1: 21 U-2 LRVs
- Option 2: 15 U-2 LRVs
- Option 3: 9 U-2 LRVs
- Option 4: 0 U-2 LRVs



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Chief Executive Officer

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Attachments: A. Option 1: Purchase 30 New Low-Floor LRVs
B. Option 2: Purchase 39 New Low-Floor LRVs
C. Option 3: Purchase 47 New Low-Floor LRVs
D. Option 4: Purchase 57 New Low-Floor LRVs
E. Executive Summary

OPTION 1: Purchase 30 New Low-Floor LRVs (Replaces 33 U2 LRVs)



LRV Fleet (131 CARS):	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Car Model:				
Revenue:	30 cars	43 cars	25 cars	9 cars
Maintenance:	8 cars	9 cars	5 cars	2 cars
Fleet Size:	**38 cars**	**52 cars**	**30 cars**	**11 cars**

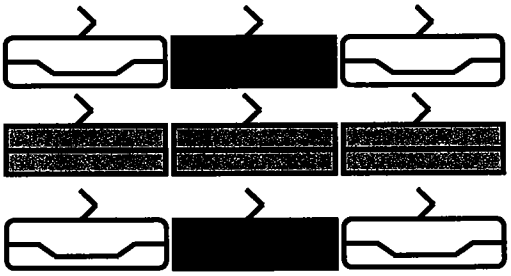
Weekday Train Service:

BLUE LINE:

Peak: 7 Regular

7 Trippers

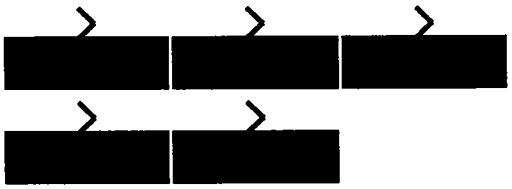
Base: All Trains



ORANGE LINE:

Peak: All Trains

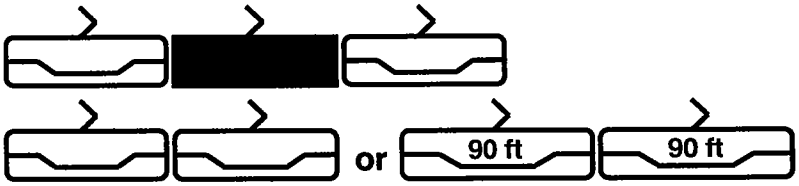
Base: All Trains



GREEN LINE:

Peak: All Trains

Base: All Trains



GAP TRAINS:

3 Sets:



Purchase of 30 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance ratio for each car model. This operating assumption is based on eight inch platform curbs at all Blue Line and Green Line stations:

Blue Line – All weekday base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Peak Service 'Tripper' trains would be built with U2 model LRVs.

Orange Line – All trains would have SD-100 cars.

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. To the extent a third car is necessary due to peak service levels or special events, an SD-100 car would be inserted into the middle of the consist.

Gap Trains – Three U2 consists would be placed in service as necessary due to car failures or other system recovery requirements, or as necessary to supplement regular peak service during events.

OPTION 2: Purchase 39 New Low-Floor LRVs (Replaces 42 U2 LRVs)

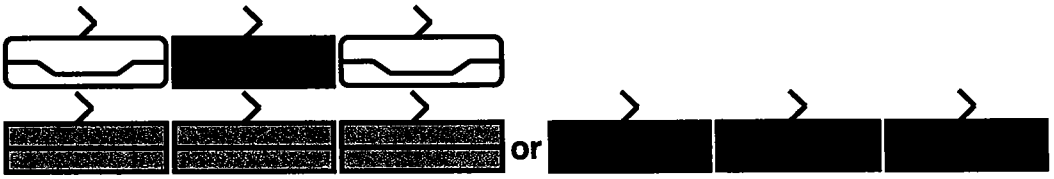


LRV Fleet (131 CARS):	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Car Model:				
Revenue:	24 cars	42 cars	33 cars	9 cars
Maintenance:	5 cars	10 cars	6 cars	2 cars
Fleet Size:	**29 cars**	**52 cars**	**39 cars**	**11 cars**

Weekday Train Service:

BLUE LINE:

Peak: 7 Regular / 5/2 Trippers



Base: All Trains



ORANGE LINE:

Peak: All Trains



Base: All Trains



GREEN LINE:

Peak: All Trains



Base: All Trains



GAP TRAINS:

3 Sets:



Purchase of 39 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance ratio for each car model. This operating assumption is based on eight-inch platform curbs at all LRT stations:

Blue Line – All base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Five Peak Service "Tripper" trains would be built with U2 model LRVs, two with SD-100 model LRVs.

Orange Line – All base period and weekend trains would be a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car.

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. An SD-100 car would be inserted into the middle of the consist for peak periods or special events.

Gap Trains – Three U2 consists would be placed in service as necessary due to car failures or other system recovery requirements, or as necessary to supplement regular peak service during events.

OPTION 3: Purchase 47 New Low-Floor LRVs (Replaces 50 U2 LRVs)



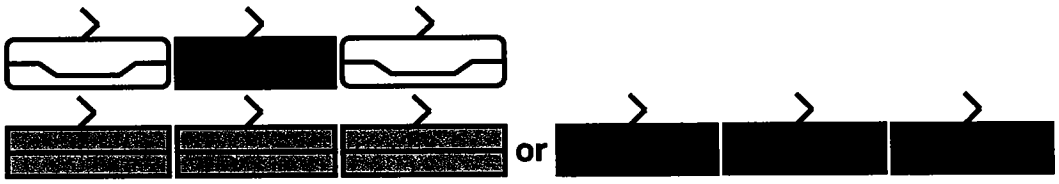
LRV Fleet (131 CARS):				
Car Model:	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Revenue:	18 cars	41 cars	39 cars	9 cars
Maintenance:	3 cars	11 cars	8 cars	2 cars
Fleet Size:	**21 cars**	**52 cars**	**47 cars**	**11 cars**

Weekday Train Service:

BLUE LINE:

Peak: 7 Regular

3/4 Trippers



Base: All Trains

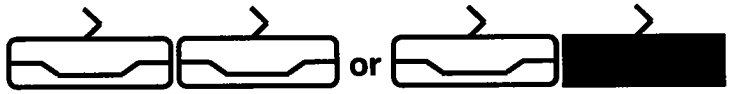


ORANGE LINE:

Peak: All Trains



Base: All Trains



GREEN LINE:

Peak: All Trains

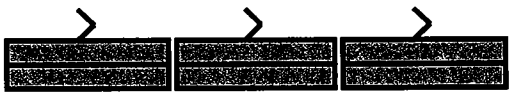


Base: All Trains



GAP TRAINS:

3 Sets:



Purchase of 47 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance requirement for each car model. This operating assumption is based on eight inch platform curbs at all LRT stations:

Blue Line – All base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Three Peak Service "Tripper" trains would be built with U2 model LRVs, four with SD-100 model LRVs.

Orange Line – Up to five base period and weekend trains would be 100% low-floor consists, with remaining trains (of eight total trains) a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car. .

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. To the extent a third car is necessary due to peak service levels or special events, an SD-100 car would be inserted into the middle of the consist.

Gap Trains – Three U2 consists would be placed in service as necessary due to car failures or other system recovery requirements, or as necessary to supplement regular peak service during events.

OPTION 4: Purchase 57 New Low-Floor LRVs (Replaces 60 U2 LRVs)



LRV Fleet (131 CARS):

Car Model:	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Revenue:	9 cars	42 cars	47 cars	9 cars
Maintenance:	2 cars	10 cars	10 cars	2 cars
Fleet Size:	**11 cars**	**52 cars**	**57 cars**	**11 cars**

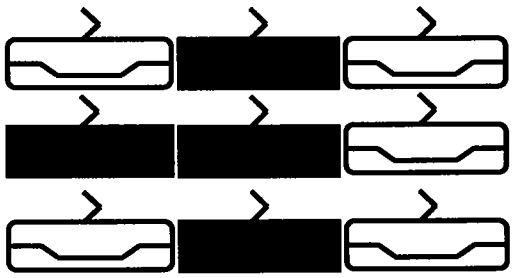
Weekday Train Service:

BLUE LINE:

Peak: 7 Regular

7 Trippers

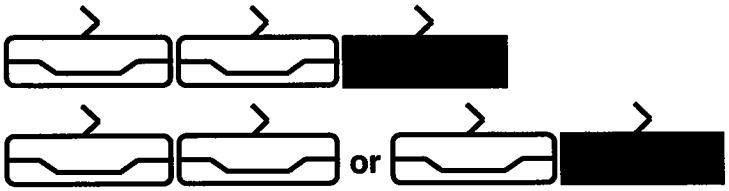
Base: All Trains



ORANGE LINE:

Peak: All Trains

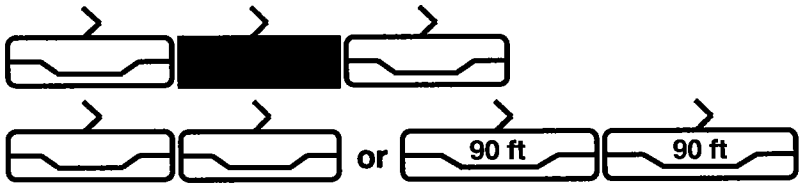
Base: All Trains



GREEN LINE:

Peak: All Trains

Base: All Trains



GAP TRAINS:

3 Sets:



Purchase of 57 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance ratio for each car model. This operating assumption is based on eight-inch platform curbs at all LRT stations:

Blue Line – All weekday base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Seven Peak Service "Tripper" trains would be built with two SD-100 model LRVs and one new low-floor LRV.

Orange Line – Up to seven of the eight trains would be 100% low-floor, with remaining train(s) a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car.

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. To the extent a third car is necessary due to peak service levels or special events, an SD-100 car would be inserted into the middle of the consist.

Gap Trains – Three U2 consists would be placed in service as necessary due to car failures or other system recovery requirements, or as necessary to supplement regular peak service during events.

EXECUTIVE SUMMARY

Purpose

The 'Low Floor Capability Assessment and LRV Recommendation' study by Booz Allen Hamilton (BAH), under the direction of Kimley-Horn and Associates, evaluated the rehabilitation and procurement options for modernization of the San Diego Trolley, Inc. (SDTI) Light Rail Vehicle (LRV) fleet. The study includes an analysis of procurement and integration of new Light Rail Vehicles into the MTS Trolley system as well as strategies for both rehabilitation and/or replacement of specific older Siemens U2 LRVs in the fleet.

Objectives

In order to evaluate the potential options for modernizing the SDTI fleet through procurement and/or rehabilitation, the following objectives were established:

- Improve boarding times through better access for patrons, in particular those with mobility impairments or using mobility aids
- Improve train capacity
- Improve reliability through reduction of average fleet age and rehabilitation of older U2 models
- Identification of a new LRV compatible with current MTS system and infrastructure
- Limiting the number of LRV models to be maintained
- Identify cost effective combinations for purchase of new LRVs, and/or rehabilitation of existing LRVs

Background

The current MTS fleet is comprised of 134 Siemens Transportation Systems LRVs composed of 123 high floor LRVs (71 U2s, 52 SD-100s) and 11 Low Floor LRVs (S70s). Vehicle data is listed in Table ES-1.

Table ES-1 – MTS Fleet

No./ Type of LRVs	Date Received	Car Length	Floor Type	Mobility Access	Age (Years)
14 - U2	November, 1980	82	high floor	on-board lift	29
10 - U2	November, 1982	82	high floor	on-board lift	27
6 - U2	January, 1986	82	high floor	on-board lift	23
20 - U2	May, 1989	82	high floor	on-board lift	20
21 - U2	July, 1990	82	high floor	on-board lift	19
52 - SD100	October, 1993	82	high floor	on-board lift	16
11 - S70	July 2005	91	low floor	bridge plate	4

Peak hour revenue schedule requires up to 51 vehicles on the Blue Line and 29 on the Orange Line. Currently, up to 14 vehicles are required on the Green Line during peak hour, but MTS is projecting the need to expand to 3 car trains which will require up to 21 vehicles on the Green Line. In addition to the regularly scheduled service, three gap trains, 9 additional vehicles, are needed to fill in for any breakdowns or extended delays. Typical for light rail operators, MTS maintains 20% spares for

scheduled and nonscheduled maintenance and repair, making the minimum fleet size 132 vehicles. MTS also runs added trains for special event service to venues on the system, which can tax the available fleet.

With the current LRV fleet mix, MTS faces many challenges including:

1) Inability to interchange vehicle types to build trains (consists). The U2 vehicle is not compatible with the SD100 or S70, limiting flexibility to build and dispatch trains.
2) Increasing maintenance on the oldest U2 vehicles which have been in service now between 19 and 29 years. The U2s are well maintained, but the oldest cars require overhaul or replacement of the power, drive and control systems. Other components are also wearing out, and spare parts are out or going out of production.
3) City block lengths in downtown San Diego limit train length to three U2 or SD100 vehicles (~ 245'). Other stations in the MTS system accommodate for four U2 or SD100 vehicles.
4) The S70s LRVs are currently limited to the Green Line because the Blue and Orange line platforms do not accommodate compliant wheelchair boarding to the S70. In addition, the longer S70 would be limited to two car trains in downtown San Diego.
5) Mobility assisted lift boardings impact system-wide reliability, especially in cases of multiple lift boardings using the high floor vehicle mounted lifts on the U2s and SD-100s.

To improve service reliability and accessibility, MTS has established a system-wide objective of moving to low floor LRVs with an initial goal of operating at least one low floor car per train in all scheduled service.

Results and Recommendations

With the need for MTS to modernize its aging LRV fleet and improve reliability through reducing on-board lift operations, the study evaluated both the existing fleet and future procurement options over the next five to ten years. Various LRV consist configurations were considered, including the use of MTS' existing LRVs and new vehicle procurement. The analysis considered the impacts of operating trains longer than the current three car trains of approximately 245 feet, as well as feasibility, capacity and boarding time impacts.

New Vehicle Procurement

After evaluating current and future operations, physical constraints and reviewing the available vehicles on the market, the study recommends procurement of new Low Floor LRVs (LFLRVs) limited to approximately 82 feet in length with an ADA compliant extendable bridge plate for reasons listed below:

- Results in best fit with existing operations and current vehicle fleet
- Provides the best fit and flexibility for future system and LRV fleet expansion
- Meets the MTS goal for improved boarding times and ease of access
- Requires the least amount of station, wayside, yard and shop improvements
- Currently available from at least one vehicle builder (Siemens). MTS has an option in a procurement by the Utah Transit Authority (UTA) to order up to 110 Ultra-Short (81 feet and 5 inches) S70 LFLRVs, at an approximate cost (without escalation) of $3.6 million per vehicle.

Other new vehicle configurations examined included long low and high floor vehicles, as well as extra long vehicles. Each was rejected because of a range of constraints in the existing system made these options cost prohibitive and operationally restrictive. The primary constraints are restricted downtown

station lengths, curved platforms, limits to platform height on shared freight track, and the configuration of existing yards and shops.

Fleet Evaluation

After considering accessibility, infrastructure constraints, train configurations, market availability of new LFLRVs and U2 rehabilitation alternatives, seven options for fleet modernization were developed and analyzed. The study, which provides for a consistent fleet size of 134 vehicles, resulted in three recommendations, Study Option 3, Study Option 3A and Study Option 4. Table ES-2 summarizes the seven studied options.

Table ES-2 – Summary of Operations Impact for Analysis Options

#	Actions	Resulting LFLRV proportion	Resulting Fleet Composition	Net Cost, $m	Comments
1	Replace 24 U2 Rehab 47 U2	26% low floor	47 - U2 52 -SD100 11 - S70 24 - NEW	$116.8	***Low Floor Service not provided on all trains.***
2	Replace 30 U2 Rehab 41 U2 Replace S70s	31% low floor	41 - U2 52 -SD100 41 - NEW	$157.9	***Low Floor Service not provided on all trains.***
***3**	***Replace 50 U2 Rehab 21 U2***	***46% low floor***	***21 - U2 52 -SD100 11 – S70 50 - NEW***	***$204.9***	***Two U2 consists would be required during Peak Service.***
***3A**	***Replace 60 U2 Rehab 11 U2***	***53% low floor***	***11 - U2 52 -SD100 11 – S70 60 - NEW***	***$238.9***	***U2 used only for Gap Trains and Special Events***
***4**	***Replace all U2 cars***	***61% low floor***	***52 -SD100 11 - S70 71 - NEW***	***$276.1***	***Fleet makeup remains consistent at 3 vehicle types.***
5	Replace all U2s and S70s	61% low floor	52 -SD100 82 - NEW	$296.8	***Would require sale of S70s at a loss.***
6	Replace all existing cars	100% low floor	134 -NEW	$460.0	***Would require sale of serviceable S70s and SD100s.***

** Recommended Alternatives*

Basis of Cost Estimates

- All Costs are stated in 2008 dollars.
- Rehabilitation of the U2 fleet was estimated at $0.5m per vehicle.

- The assumed cost of a new vehicle is $3.6m, plus 8% for training, testing and commissioning ($3.89m total).
- The resale market value of the S70 fleet is assumed to be $2m per car.
- The resale market value of the SD100 is assumed to be $750k.
- No residual value is assumed for the U2 fleet.
- No infrastructure costs are considered in this part of the analysis.

RECOMMENDED OPTIONS

Options 3A and 4 meet the minimum service requirement of one LFLRV in each peak hour train, including the projected expansion to 3 car trains on the Green Line. Option 3 meets the minimum service requirement of one LFLRV in each peak hour train in today's operating conditions. However, with the expansion to 3 vehicle trains on Green Line, Option 3 would require at least 2 trains in peak hour service without low floor capabilities. Option 4 has the advantage of reducing to three the number of vehicle types in the fleet providing for lower costs of fleet maintenance and reduced parts inventories.

Four options are not recommended because they do not meet MTS' objectives and are as follows:

- Study Options 1 & 2 do not provide a sufficient number of low floor vehicles to assure low floor service on every peak train.
- Study Option 5 would include selling the 11 S70 LFLRVs bought for Mission Valley East. This option is not recommended because of cost, and it would result in the sale at a loss of the new S70 LF cars.
- Study Option 6 replaces the entire fleet. This option is not recommended because of cost, and it includes the sale of serviceable SD 100s and S70s.

RECOMMENDATION HIGHLIGHTS

Study Option 3A *First Ranked Option – Lowest cost for full low floor peak service*

1. Retire the 60 oldest or poorest condition U2s
2. Procure 60, 82-foot LFLRVS. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.
3. Perform selective systems overhaul on the remaining 11 U2s and use these vehicles for special event and gap service.

Benefits

- 53% of the fleet would be LFLRVs, which would assure regular and peak service trains have at least one low floor vehicle with a 20% spare ratio (22 additional vehicles). Gap and special event trains may be U2 only trains, without low floor boarding.
- Fleet age is reduced.
- Modernizes the remaining U2 fleet with new maintainable systems and parts.

Concerns

- Modernized U2s would still not be capable of coupling with the other vehicles in the fleet limiting its use.
- The fleet would include four different vehicle types to operate and maintain
- If UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.

Study Option 4 *Second Ranked Option – Preferred fleet composition for full low floor peak service*

1. Retires all U2s
2. Procures 71, 82' LFLRVS. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.

Benefits

- Completely interchangeable fleet
- Keeps the vehicle types in the fleet to three, reducing maintenance costs and parts inventory
- 61% of the fleet would be low floor and would assure all trains have at least one low floor vehicle.
- Fleet age is greatly reduced

Concerns

- Higher cost than Option 3A with no operational benefit
- If the UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.

Study Option 3 *Third Ranked Option – Minimum fleet composition for full low floor regular non-peak service*

1. Retire the 50 oldest or poorest condition U2s
2. Procure 50, 82-foot LFLRVS. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.
3. Perform selective systems overhaul on the remaining 21 U2s.

Benefits

- 46% of the fleet would be LFLRVs, which would assure regular and peak service trains in the current operating conditions have at least one low floor vehicle with an 18% spare ratio (19 additional vehicles). Gap and special event trains may be U2 only trains, without low floor boarding.
- Fleet age is reduced.
- Modernizes the remaining U2 fleet with new maintainable systems and parts

Concerns

- With the projected expansion to 3 vehicle trains on the Green Line, up to 2 U2 consists would be required during Peak Service on the Blue Line, without low floor boarding.
- Modernized U2s would still not be capable of coupling with the other vehicles in the fleet limiting its use.
- The fleet would include four different vehicle types to operate and maintain
- If UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.

Low-Floor Capability Assessment and Light Rail Vehicle (LRV) Recommendations

MTS Board of Directors Meeting
March 12, 2009

PB Americas - Consultant's Scope of Work

MTS Blue and Orange Line LRT Rehabilitation and Improvement Project

- Task 1: Low-floor capability assessment and LRV recommendations
- Task 2: Assessment of Blue and Orange Line infrastructure conditions
- Task 3: Phased plan for improvements
- Task 4: Validation of MTS finance plan

Task 1 Objectives

- Booz Allen Hamilton study began in July 2007
- Evaluated low-floor LRV procurement options
- Reviewed integration and compatibility with existing fleet
- Assessed replacement and rehabilitation strategies for an aging U-2 LRV fleet
- Determined infrastructure improvements for low-floor system-wide

Overview of Existing Fleet

- 71 Siemens U-2 LRVs - 1980-1989, avg: 1.3M miles, high: 1.8M miles, many parts for maintenance support no longer available
- 52 Siemens SD100 LRVs - 1993, avg: 795K miles, high: 900K miles, maintenance supported and compatible with S70 low-floor
- 11 Siemens S70 LRVs - 2005, avg: 311K miles, high: 360K miles, maintenance supported, compatible with the SD100 LRV, but operation is restricted to ADA-compliant 8" platform height

Previous Consultant Recommendations

LTK Engineering "analysis of low-floor alternatives" March 2000

- Procure eleven 80-foot Low-Floor LRVs for Mission Valley East
- Only 90-foot available; eleven S70s procured
- The 2000 analysis determined inserting a low-floor section in existing LRVs is costly and impractical
- The current study confirmed a low-floor section in the SD100 LRV would not offer an acceptable return on investment





Recommendations continued:

- A two car train (approx. 220-feet) reduces passenger capacity at a 240-foot platform downtown; would be better served by three 80-foot car trains
- Three car trains could not operate downtown
- Insufficient SD100 capacity to achieve the goal of having a low-floor LRV in each train system-wide
- Diminished performance due to extra weight
- CPUC 2g compliance would be difficult to achieve





Vehicle Manufacturers Symposium

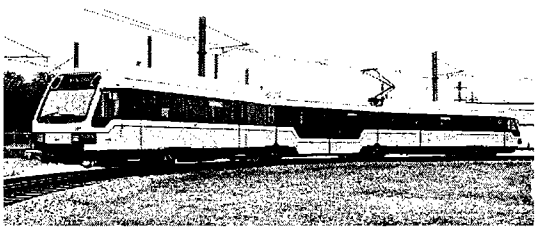
October 2007

- Bombardier, Siemens, AnsaldoBreda, CAF and Kinkisharyo
- Recommended North American 70% vs. European 100% Low-Floor LRV
- Requires significant infrastructure modifications
- CPUC 2g compression strength requirement
- NFPA 130 requirements: smoke, flame and toxicity mitigation
- Buy-America and FTA commercial requirements

Kinkisharyo

DART - 120-foot center section low-floor

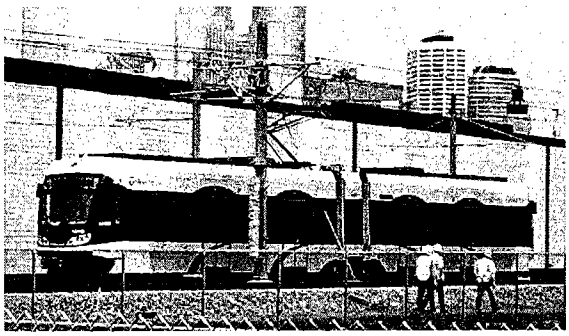
Would need sizable order to commit to an 80-foot custom design



	Length	Low Floor Height	Operating Speed	Compression Strength	Seating capacity
New Jersey	90'	14"	55 mph	1g	72
Santa Clara	90'	14"	62 mph	2g	66
Phoenix	91.5'	14"	55 mph	1g	66
Seattle	95'	14"	55 mph	2g	74

Bombardier

All variants to date are too long, and the design is now more than 10 years old.



	Length	Low Floor Height	Operating Speed	Compression Strength	Seating capacity
Minneapolis	94'	14"	55 mph		66

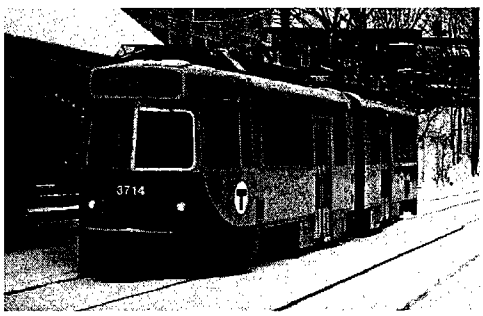
AnsaldoBreda

The design is quite old (1997) and many of its subsystems are obsolete

No additional vehicles of this type have been ordered

At 74-feet too short for MTS and seats only 44 passengers

Significant derailment and general reliability issues



	Length	Low Floor Height	Operating Speed	Compression Strength	Seating capacity
Boston	74'	14"	55 mph	1.67g	44

Skoda

Low top speed at 44 mph

At 66-feet too short for MTS and low passenger capacity at 30 seats

Smaller and lighter than more traditional LRVs

Functions more as a conventional streetcar and to date has not been built for operation in multi-car train consists.



	Length	Low Floor Height	Operating Speed	Compression Strength	Seating capacity
Seattle / Portland / DC	66'	14"	44 mph	2.27g	30

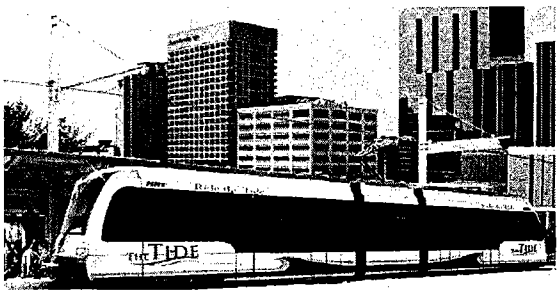
Siemens S70

Capable of complying with CPUC compression strength requirement

Eleven S70 low-floor 90-foot LRVs are currently part of the MTS fleet

Compatible with the MTS Siemens SD-100 LRV

Too long to operate as a three car train in downtown San Diego



	Length	Low Floor Height	Operating Speed	Compression Strength	Seating capacity
Charlotte	93.7'	15"	55 mph	1.87g	68
Houston	96.3'	15"	66 mph	1.83g	72
Norfolk	93.6'	15"	55 mph	1.86g	68
Portland	96'	15"	55 mph	1.82g	68

Siemens S70 Ultra-Short

The only comparable low-floor LRV in length to the MTS U-2 and SD-100 LRV

Compatible with maintenance facility and system infrastructure constraints, including three-car train operation in downtown San Diego

CPUC 2g compression strength complaint

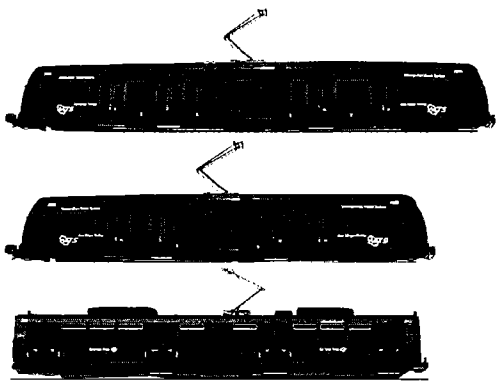
Compatible with the Siemens SD-100 the 90-foot S70 LRVs

MTS maintains a multi-vehicle option on the UTA procurement currently underway



	Length	Low Floor Height	Operating Speed	Compression Strength	Seating capacity
Salt Lake City	81.4'	15"	55 mph	2g	60

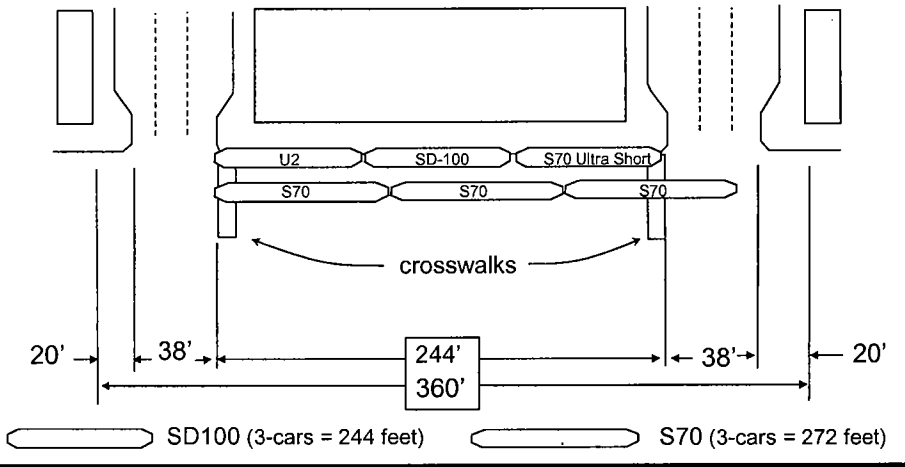
MTS Light Rail Vehicles



Vehicle	Length
Siemens S70 Seated: 64 Max Load: 220	90.7'
Siemens S70 US Seated: 60 Max Load: 200	81.4'
Siemens SD-100 or U2 Seated: 64 Max Load: 188	81.6'

Typical C Street Block

Eastern End



America Plaza

- Curb clearance cut due to the lower cowling on the SD100 LRV



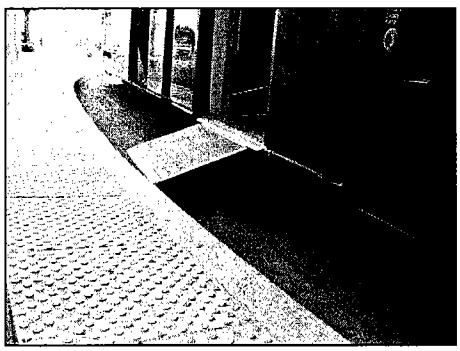
America Plaza

- 3-car S70 train stop to clear curve cutout
- Blocks northbound traffic at Kettner Blvd.



America Plaza

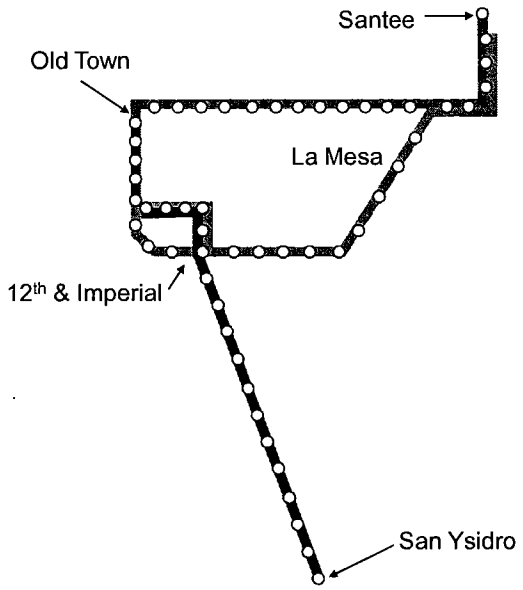
- S70 3-car train stopped at the 3-car stop marker
- Rear car ADA ramp deploys in curb cutout section



Station Platform Modification Project
Incremental Approach to Achieve
System-Wide Low-Floor Service

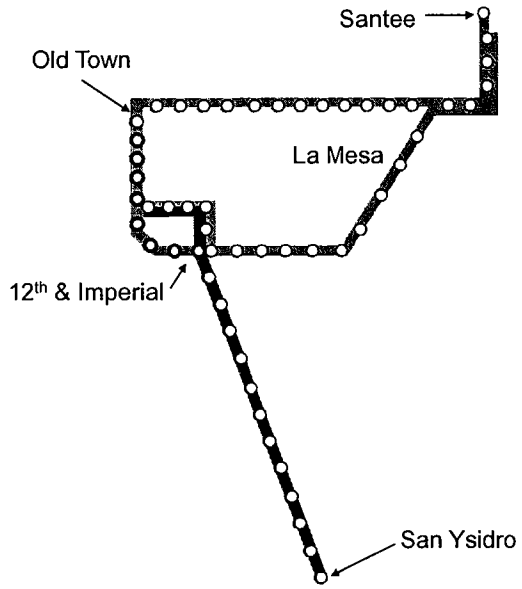
System Map

Current Stations with 8-inch Platforms



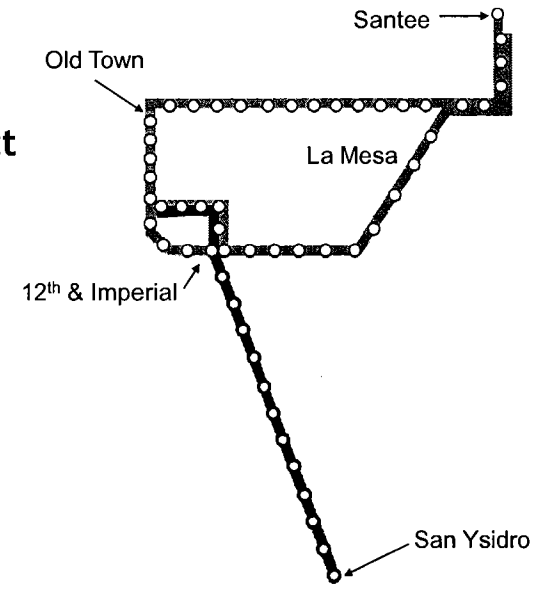
System Map

Phase I - Green Line to Imperial Terminal



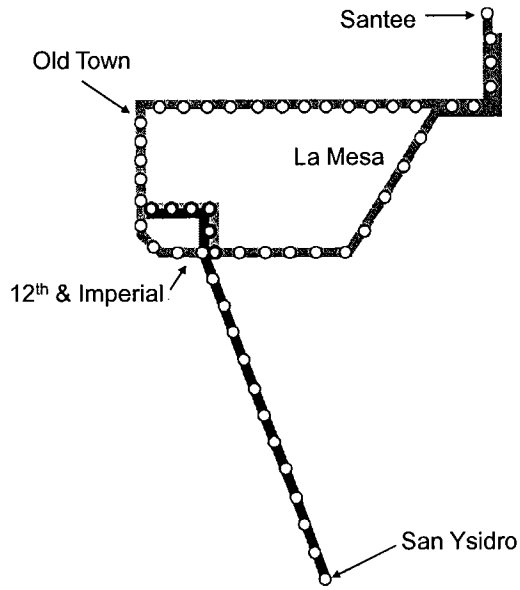
System Map

Phase II - Blue Line Rehabilitation Project



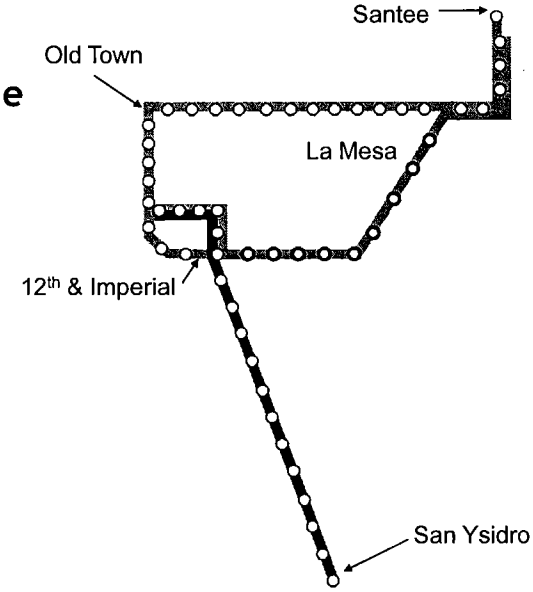
System Map

Phase III - Downtown Stations



System Map

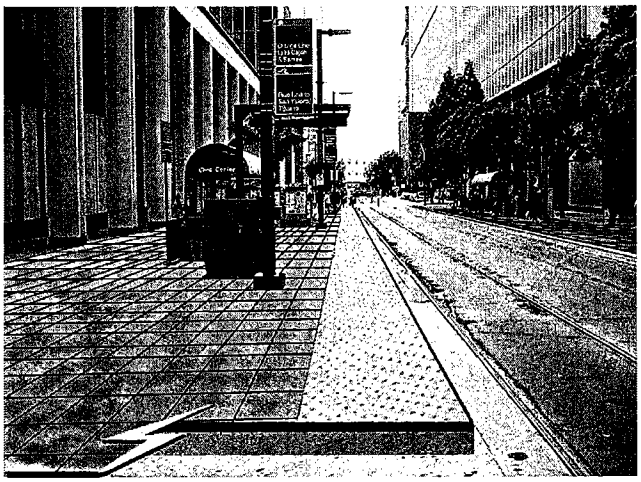
Phase IV - Orange Line Stations



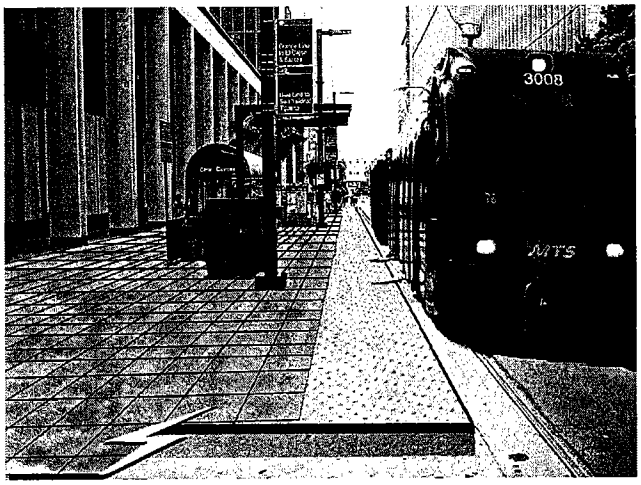
Civic Center Station - Existing



Civic Center Station - 8" Platform



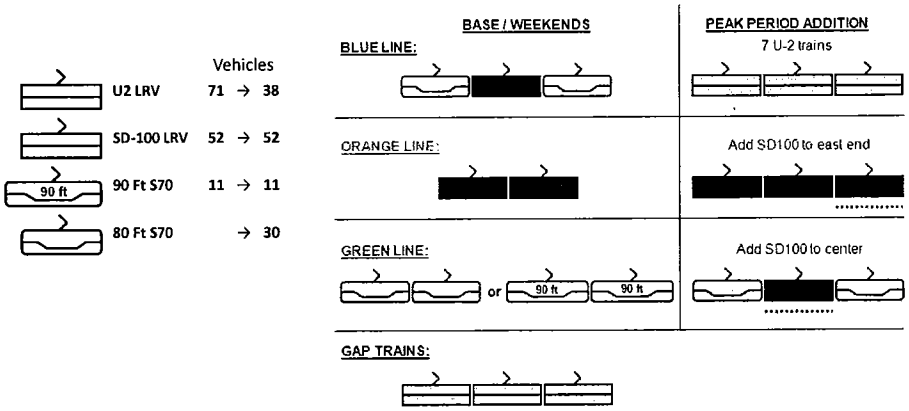
Civic Center Station - S70 Ultra Short



Option 1: Purchase 30 New Low-Floor LRVs

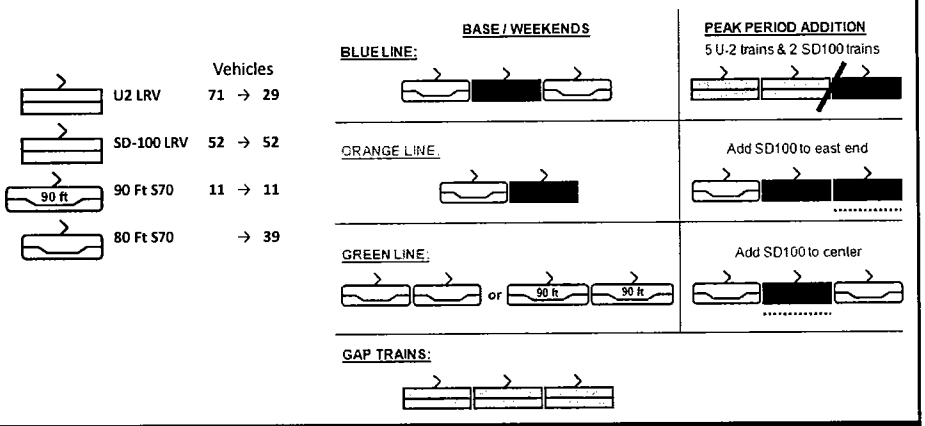
LRV Fleet (131 CARS): Replaces 33 U2 LRVs

	Vehicles
U2 LRV	71 → 38
SD-100 LRV	52 → 52
90 Ft S70	11 → 11
80 Ft S70	→ 30



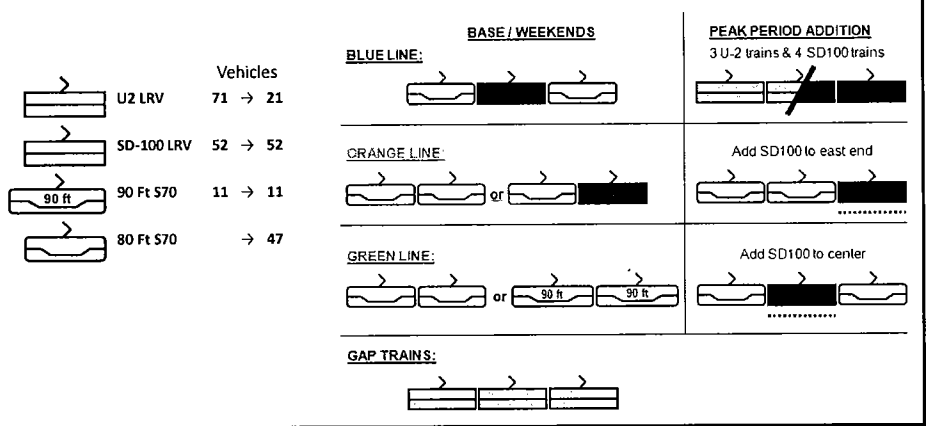
Option 2: Purchase 39 New Low-Floor LRVs

LRV Fleet (131 CARS): Replaces 42 U2 LRVs



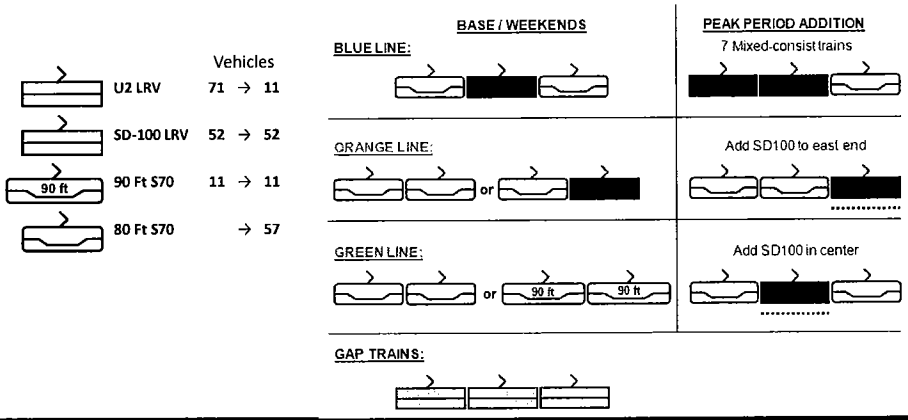
Option 3: Purchase 47 New Low-Floor LRVs

LRV Fleet (131 CARS): Replaces 50 U2 LRVs



Option 4: Purchase 57 New Low-Floor LRVs

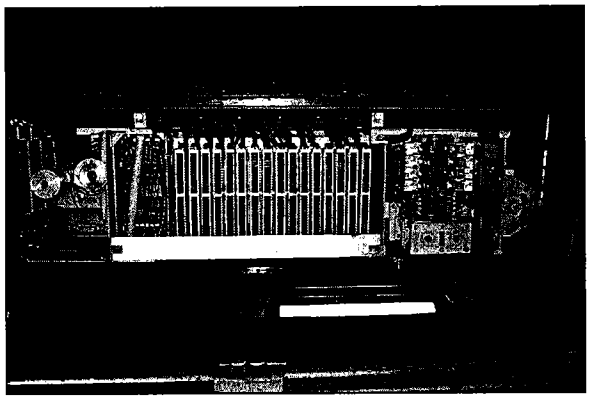
LRV Fleet (131 CARS): Replaces 60 U2 LRVs



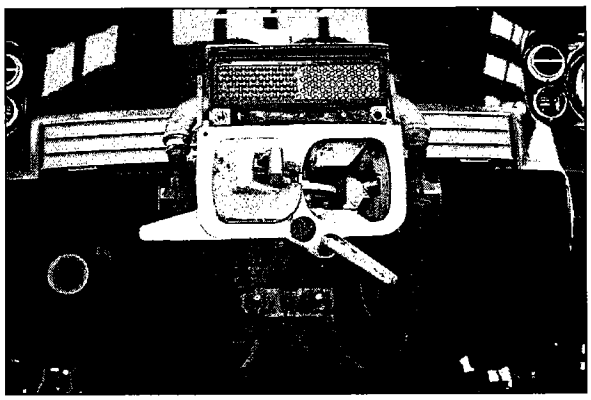
U2 LRV Rehabilitation Program

- The number of LRVs regularly scheduled for revenue service will be rehabilitated, this does not include gap service spares
- The actual number will be determined by the option selected
- The interior and exterior are generally in sound condition
- Selected equipment and component replacement is as follows:

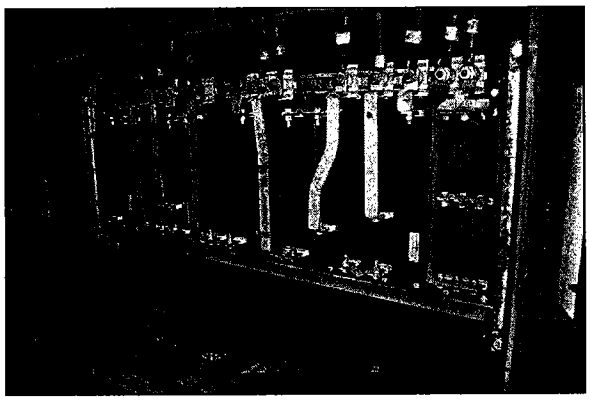
Camshaft Controller



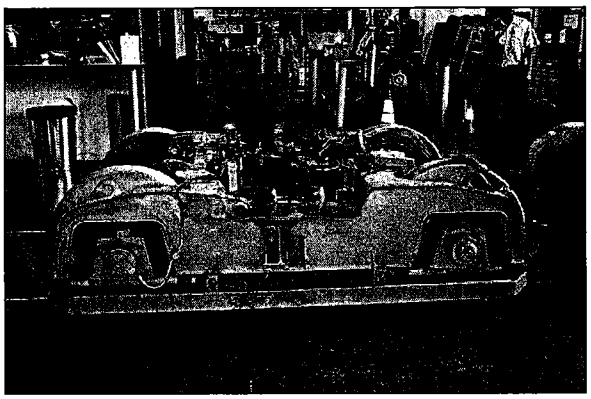
Coupler and Draft Gear



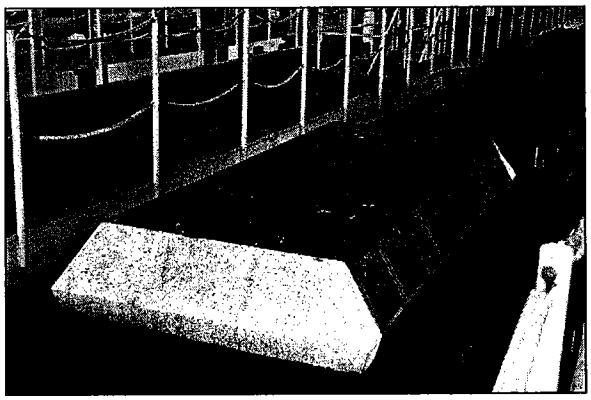
Resistor Banks



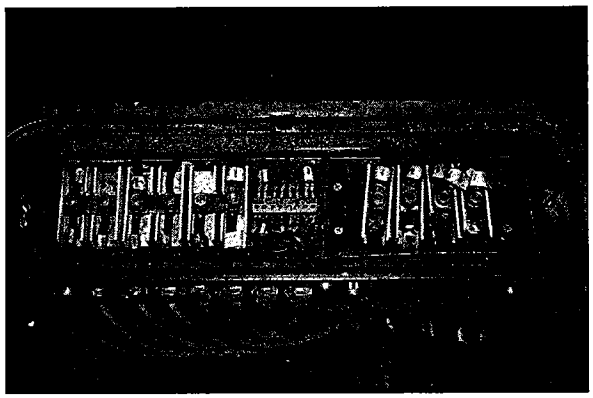
Axles and Bogie Frames



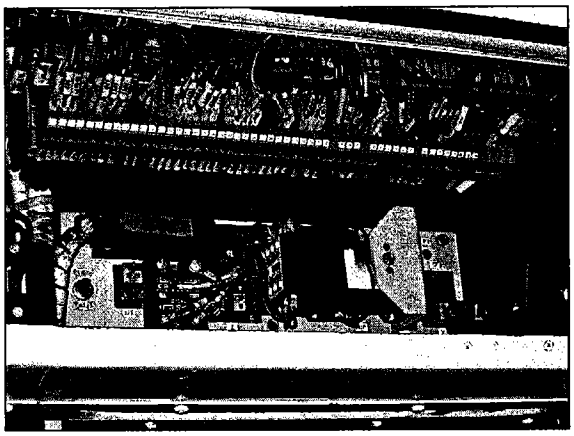
HVAC System



Train Line Wiring
(low- and high-voltage



Door Control Unit



Staff Recommendation:

That the Board of Directors receive this report for information.

Conceptual Level Implementation Costs - DRAFT

Cost in Thousands

	NEW	REHAB	TOTAL	8" PLATFORMS			
Option	Low Floor LRV	U2 LRV	**Vehicles**	SY to Bar. Log.	Downtown	Wash. to 12th & Imperial	La Mesa to 25th & Comm.
1	$111,000	$10,500	**$121,500**	$68,175	$8,813	$16,059	0
2	$140,600	$7,500	**$148,100**	$68,175	$8,813	$16,059	$17,156
3	$173,900	$4,500	**$178,400**	$68,175	$8,813	$16,059	$17,156
4	$210,900	$0	**$210,900**	$68,175	$8,813	$16,059	$17,156

Cost in Thousands

	TRACKWORK & SIGNALING			TOTAL	*TOTAL*	BLUE LINE REHAB		
Option	Blue Line	SF Depot	Am. Plaza	**Wayside**	***Vehicles & Wayside***	Addl High Priority Rehab	Med. Priority Rehab	Low Priority Rehab
1	$22,241	$2,344	$563	**$118,194**	***$239,694***	$35,829	$14,121	$33,216
2	$22,241	$2,344	$563	**$135,351**	***$283,451***	$35,829	$14,121	$33,216
3	$22,241	$2,344	$563	**$135,351**	***$313,751***	$35,829	$14,121	$33,216
4	$22,241	$2,344	$563	**$135,351**	***$346,251***	$35,829	$14,121	$33,216

Item Deferred

MTS Metropolitan Transit System

AGENDA ITEM NO. 31

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

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

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

(PLEASE PRINT)

Date	2009-03-12
Name	Olive Richard
Address	5153 La Dorna St. San Diego
Telephone	619. 867. 7049
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
   At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
   Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

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

Metropolitan Transit System

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

Agenda Item No. 32

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

OPS 960.6

March 12, 2009

SUBJECT:

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

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute a sole-source contract, MTS Doc. No. B0517.0-19 (in substantially the same format as Attachment A), for a three-year base period with two 1-year options with The ARC of San Diego (ARC) for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses.

Budget Impact

The total amount would not exceed $1,105,169. The MTS Bus Maintenance operating budget funds this project annually. MTS receives federal funds for preventative maintenance in the form of a grant, which is budgeted with 80% federal funds and 20% local funds of the total amount. The funds for this contract would be divided as follows: $884,135 federal and $221,034 local.

DISCUSSION:

Background

ARC is a not-for-profit organization providing services for the mentally disabled to promote personal, social, and economic independence. In 2005, the MTS Board of Directors awarded a one-year contract to ARC to deep clean SDTC buses on a trial

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.

basis. At that time, staff worked in conjunction with the International Brotherhood of Electrical Workers (IBEW) 465 union and signed an agreement to allow ARC members to perform this work. This agreement made ARC workers honorary union members, which allowed them to perform this work without participating in the collective bargaining process. The initial trial period was deemed successful by staff as ARC demonstrated that its personnel could provide the level of performance required. A subsequent two-year contract was awarded, and ARC has continued to provide a consistently high level of performance.

Conclusion

MTS Policy No. 52 governing procurement of services requires a competitive bid process for procurements exceeding $100,000. In the event that the circumstances dictate other than the competitive bid process, a written statement by staff setting forth the reasons for not pursuing all or part of any of the processes is required. The Collective Bargaining Agreements (CBA) for the IBEW prohibits nonunion employers from performing the work outlined in the attached contract. Therefore, the only way to contract this work is to negotiate union membership with IBEW. Therefore, this qualifies as a sole-source contract.

If this work was performed in-house, the average hourly union wage would be $18.31. The average hourly rate for an ARC employee is $10.24. Therefore, staff estimates an annual savings of $148,176 by contracting the work out.

Staff is very satisfied with ARC's performance, and the costs have remained fair and reasonable; therefore, staff is recommending approval of a sole-source contract for the deep cleaning of the interior of the MTS buses. In addition, the socioeconomic benefits of a contract with ARC provide a win-win situation for both MTS and ARC.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Claire Spielberg, (619) 238-0100, Ext. 400, claire.spielberg@sdmts.com

MAR12-09.32.ARC BUS CLEANING.MLAWRENCE.doc

Attachment: A. MTS Doc. No. B0517.0-09

STANDARD SERVICES AGREEMENT

MTS Doc. No. B0517.0-09
CONTRACT NUMBER
OPS 960.6
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2009, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: The ARC of San Diego

Address: 9575 Aero Drive
San Diego, CA 92123

Form of Business: Not for Profit Corporation
(corporation, partnership, sole proprietor, etc.)

Telephone: 858-715-3780, Ext. 114

Authorized person to sign contracts: Anthony De Salis (Name) C.O.O and General Counsel (Title)

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

SCOPE OF WORK

General

This contract between The ARC of San Diego (ARC) and San Diego Transit Corporation (SDTC) is for the interior cleaning of SDTC buses as described below. This contract shall commence on April 1, 2009, and continue for a three-year base period with two 1-year options. Options may be exercised at the sole discretion of SDTC.

Tasks

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

The tasks include:

- Thorough washing and cleaning of the vehicle ceilings, sidewalls, stanchions, handrails, windows (including tracks), passenger seats, and floors;
- Detailed cleaning of the driver area, including the driver seat and seatbelts;
- Detailed cleaning of the rear section of the bus (from the rear door back);
- Removal of all gum from the interior, especially the floors, walls, and seats;
- Removal of all graffiti from the walls and seats; and
- Other cleaning-related duties as assigned and approved by ARC.

Required Manpower

Four (4) teams consisting of three (3) ARC Consumers and one (1) Job Coach will perform this work. All Consumers and Job Coaches must be at least 18 years of age. No Consumers will be assigned to this project if there has been a known incident of violent or aggressive behavior. Each team will have a full-time Job Coach for supervision. SDTC retains the right to remove any ARC Consumer or Job Coach from MTS's property and will retain the right to have an employee barred from working on this project. There will be two teams for each division working a 6½-hour day of which 6 will be paid for Consumers and 6½ for the Job Coaches. Each team will begin work at 8:30 a.m. and end work at 3:00 p.m. A half-hour lunch period and two 10-minute breaks (one during the morning and one during the afternoon) will be provided. Consumers will not be compensated for lunch. Job Coaches shall be compensated for lunch. There shall be two teams at the IAD and two teams at the KMD.

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

If the quality of work becomes unsatisfactory or the productivity should drop below the 3-bus per day, per division minimum, SDTC shall notify ARC in writing that the performance is inadequate. This notice shall describe the problem and shall specify a time frame for correction.

Compensation

SDTC shall pay ARC a lump sum per month as reimbursement for all costs incurred in the performance of the contract, including all wages, fees, and overhead. ARC shall compensate each Consumer at an hourly rate per hour (prevailing wage subject to adjustment). Job Coaches will not be compensated by SDTC except for the incentive program of which SDTC will pay an additional $2.34 (fully loaded amount) per hour to supplement the wages already paid by ARC. This will add $330.82 monthly per Job Coach or $661.64 monthly per division. Consumers wage will be paid based upon six hours per day, five days per week. The Job Coach supplemental compensation shall be based upon 6½-hours per day, five days per week. The hourly compensation SDTC pays ARC for Consumers and the Job Coach supplemental wage includes all benefits, payroll taxes and services, workers compensation, liability insurance, and all overhead costs.

From April 1, 2009, to March 31, 2010, SDTC shall pay ARC $15,684.45 per month for both divisions. This amount does not include union dues paid directly to IBEW by MTS and nonmonetary incentives. The monthly amount for year 2 of the contract shall be escalated by 2%, year 3 by 3%, and years 4 and 5 by 2% each.

SDTC shall compensate ARC for the observed holidays of New Years Day, Presidents Day, Martin Luther King Jr. Day or Cesar Chavez Day (one or the other), Independence Day, Labor Day, Memorial Day, Thanksgiving, and Christmas (to be consistent with MTS maintenance employees working on the property).

The first-year amount of this contract (not including union dues paid directly to IBEW by MTS or nonmonetary incentives) shall not exceed $188,213.46 without approval by SDTC.

An incentive program for the Job Coaches and Consumers is a part of this agreement and is described below.

Incentive Program

This contract includes an incentive program. This program provides an opportunity for additional nonmonetary compensation for the Job Coaches and Consumers. The incentives will be goal-oriented and based upon productivity and quality of work. The Job Coaches and the Consumers will be eligible for nonmonetary compensations such as lunches, tickets, etc.

Applicability

The program applies to all buses cleaned per month, which is above the minimum of 60 buses per month (15 buses per week [3 per day] per division). It also will only apply when Consumers and Job Coaches have met their minimum work requirements for the entire month; i.e., dressing appropriately, showing up on time, working their complete shift, etc. Excused absences for illness, etc. are excluded.

Process

After each bus is cleaned it will be inspected and scored according to the inspection sheet. It will be the Job Coaches' responsibility to inform the Foremen that a bus is ready for inspection and to ensure the form is complete and signed. The buses will be scored on a pass or fail basis. If it does not pass, the deficiencies will be noted and will be required to be corrected. The total number of buses above the minimum of 60 buses per month (15 buses per week per division) will be used to determine the bonus compensation. A weekly progress report will be given to ARC to show the number of buses subject to the bonus that have been cleaned for the week and for the month. This will provide an opportunity to clean more buses to increase the bonus. The total number of buses cleaned for the month will equate to bonus compensation as described below. In addition to the monthly bonus, a weekly bonus of coffee and donuts (or equivalent) shall be provided if any bonus buses are attained during any given week.

Compensation

Each team of Consumers (including the Job Coach) shall be compensated based upon the number of buses cleaned for the month (above the minimum) as reflected below. The compensation shall be determined solely at the discretion of MTS.

Number of Buses	Bonus Compensation
1 to 2 additional buses per week	Coffee and donuts (or equivalent)
3 to 4 additional buses per month	Lunch (or equivalent)
5 to 6 additional buses per month	Dinner or movie tickets (or equivalent)
7 to 9 additional buses per month	Attraction tickets; i.e., Zoo or equivalent
10 or more additional buses per month	Padres, Chargers, or SeaWorld Tickets (or equiv.)

Union Dues

SDTC will pay $46.17 per Consumer directly to the Union every month for union dues. This amount is subject to change according to adjustments to the International Brotherhood of Electrical Workers (IBEW) Local 465 Collective Bargaining Agreement with SDTC.

Payment Terms

Payment terms shall be net 30 days from invoice approval.

SDTC's Standard Operating Procedures for Contractor's Safety and Health Requirements (SAF016-03) is a part of this agreement and must be executed prior to commencement of work.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$1,105,169	31253615 and 32253615	FY 2009

By: _____ Chief Financial Officer — Date

(___ total pages, each bearing contract number)

MAR12-09.32.AttA.ARC BUS CLEAN
B0517.0-19.MLAWRENCE.doc

Metropolitan Transit System

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
(PC 50102)

March 12, 2009

SUBJECT:

MTS: 2008 YEAR-END SECURITY REPORT

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 final 2008 year-end report covers the period from January 1, 2008, through December 31, 2008.

SWARM ENFORCEMENT

In order to maximize available resources in ways that afford the department the most visibility to the riding public, a "Swarm" detail was created. Operationally, Swarm is a rolling special enforcement unit with a specific purpose to enforce ordinances, monitor quality-of-life issues on trains and in stations, observe and report crimes (such as graffiti

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.

and vandalism), respond to patrons' complaints, and gather intelligence information relative to gang activity, potential problems, or any other conditions noted that may adversely affect safe and secure operations throughout the system.

During the daily details in 2008, 350,575 patrons were contacted by Swarm units. There were a total of 2,964 patrons in violation of MTS ordinances. Citations (2,263), verbal warnings (239), and written warnings (422) were issued. Of the citations written, 1,933 were for fare evasion. Including fare-evasion citations, written warnings, and verbal warnings, a .74% fare-evasion rate was witnessed by this unit during the calendar year.

C STREET PROBLEM-ORIENTED POLICING (POP) PROJECT

The C Street POP Project brings together a select number of transit enforcement officers and San Diego Police officers who devote special attention to the trains and stations along the C Street business corridor. The project is closely monitored by the San Diego City Attorney's Office, which prosecutes offenders and issues stay-away orders to chronic violators, and it was designed to address chronic offenders and quality-of-life issues in the area.

DEPARTMENT OF HOMELAND SECURITY GRANT FUNDS

Department of Homeland Security Transportation Grant Program

- FY 2005: In concert with the U.S. Department of Homeland Security, project funds totaling $1.3 million were used for improving security of the Newton Street train yards. At the end of 2007, MTS applied for and was granted an extension to complete the physical security enhancements. The project has been completed, and a preliminary audit by the State of California Office of Homeland Security was conducted. With the closing of this grant, improvements to the yards included security fencing, closed-circuit television (CCTV), spike strips to prevent unauthorized vehicles from entering the train yard, and access control in the C Building.

- 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 will include enhanced security at four stations - America Plaza, Imperial Transfer Station, Old Town Transit Center, and San Diego State University. Bus projects will 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 of the December 31, 2008, deadline was requested. A tentative extension of one year has been granted, and MTS is awaiting a formal extension letter due in early 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 terrorists

attacks against rail and bus. The time period for this grant extends to June 30, 2010. It is our intention to use all of the funds awarded.

- 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 CCTVs. This will be a multiphase project that will ultimately allow MTS to remotely view all CCTV systems at stations and onboard 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 previous company employed for the project is now out of business. 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. The request was granted; however, MTS has not yet received the Grant Award Notification (GAN) letter. This project is Phase II of a multiphased program to ultimately attain the dual capability of remote surveillance of all stations and onboard vehicles from the MTS OCC. It will consist of installing cameras in 74 LRVs and 56 buses in concert with real-time video feeds to responding law enforcement agencies. The performance time period for this grant has not yet been announced by the Department of Homeland Security.

- FY 2009: In late 2008, MTS was invited to apply for additional grants within the Transportation Security Grant Program (TSGP). MTS is currently in the planning phase for this grant.

CALIFORNIA TRANSPORTATION SECURITY GRANT PROGRAM 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 CCTV and complete the installation of onboard CCTV on the bus fleet.

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:

- Land Transportation Antiterrorism Training Program – Department of Homeland Security

- Scenario Training – In house; topics covered were friendly enforcement, contact and cover, and handling confrontational situations

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.

SDTC

In August, a Code Compliance Supervisor was assigned as the security liaison for the San Diego Transit Corporation as front line security for any issues that need to be addressed—both internally and contractually. The CCI Supervisor interacts with staff and attends meetings with management. Officers at the main gate are now equipped with handheld radios for better communication for any emergency. Report processing has been more fluent, and staff has been very receptive to this presence.

PASSENGER INSPECTIONS

During calendar year 2008, inspections were:

Rail	9,675,566 – 26.84% of ridership
Bus	29,657,073 – 100% of ridership

2008 FARE EVASION RATE: 1.66% - SPECIAL ENFORCEMENT UNIT (SEU)

In addition to regular inspections, MTS conducts Special Enforcement Unit sweeps (SEUs). During calendar year 2008, inspectors and officers contacted 151,207 passengers during 28 scheduled sweeps. Of the passengers inspected, 2,514 passengers did not comply with the published fare structure. Annual statistics from these special fare evasion inspections indicate an average fare evasion rate of only 1.66%.

Of the 2,514 who were not in fare compliance, 2,136 were issued citations and 378 were required to purchase an upgraded fare in order to meet compliance requirements. A total of $759.75 in revenue was collected from patrons who were required to purchase or upgrade fares when found in noncompliance.

In addition to fare compliance, officers made arrests for quality-of-life violations, such as smoking, possession of alcohol, and illegal substances.

MULTIAGENCY AND SPECIAL ENFORCEMENT OPERATIONS

Illegal transient camps along the MTS rail rights-of-way and other MTS property cause unsafe conditions, potential theft activity, and hazards for trains operating in the areas of these camps. Working with San Diego County Park rangers, federal wildlife agents, a wildlife biologist (from Eckbo, Dean, Austin, and Williams) who provides consulting services to the local and federal governments, San Diego County Sheriff's Department, and law enforcement agencies during the reporting period, sweeps were conducted to remove illegal camps. Contact information for the SDPD Homeless Outreach Team and for local shelters was provided to transients. Illegal weapons were confiscated from the camps and turned over to police. Citations were issued for trespassing, illegal lodging, and possession of hypodermic needles. New fencing and "No Trespassing" signs are

planned for prominent locations. Periodic patrol of these areas continues on an as-needed basis.

Transit enforcement continues to meet with the Border Transportation Council on a monthly basis to discuss and resolve border issues. Other agencies participating include the San Diego Association of Governments (SANDAG), San Diego City Attorney's Office, Customs and Border Protection, Public Utilities Commission, San Diego Police Department, Immigration, and California Highway Patrol. U.S. Customs discussed the new computer system in the inspection booths. The SENTRI pedestrian program (expedited customs and border protections processing for preapproved, low-risk travelers) has also begun at the border. SANDAG discussed the construction at the port of entry. Measureable results for this reporting period include putting four illegal transportation companies out of business. Stronger enforcement was implemented at the bus depot on Rail Court during this reporting period.

MTS staff also regularly attends the South Bay Detectives and Binational Public Safety meetings. Many of the same agencies participate to share information and discuss and resolve crimes and issues related specifically to the South Bay and Tijuana, respectively.

SMART Bus Drill - MTS invited La Mesa Police's Special Response Team (SRT) personnel to conduct training at MTS involving critical incidents relative to the new "Smart Bus." The training scenarios consisted of two incidents, both of which involved an armed gunman who took over a bus filled with about 40 hostages.

In early December, the Transit System Security Department conducted a "Table Top" in accordance with the protocol set by the Federal Transit Administration (FTA) and the grant process.

Later in December, two mock training scenarios were conducted with an MTS "Smart Bus." Participants included MTS management and personnel, TSA officials, SDPD ABLE helicopter, DOT officials, and officials from the "Smart Bus" contractor MagTech.

The La Mesa Police SRT team, along with MTS Bus staff, decided that the drill, the location of the radio dispatcher, and the bus radio personnel would remain remote at their location. The committee agreed that the use of a K9 unit would give some realism to the drill and that the onboard CCTV would be an added benefit in reviewing how well the drill was administered.

The Command Post was established in the parking lot of the Spring Street Trolley Station. The plan was to have the bus leave the Command Post to randomly drive through the city. Officers were then to attempt to track down the bus, follow it, conduct a hot stop (once the remote deactivation system disabled the bus), and then have SRT personnel assault the bus to resolve the incident.

SRT officers decided on their own to exit their vehicle, run up behind the moving bus, and manually disable the bus by lifting the rear panel and turning off the main switch. This immediately disabled the bus and allowed SRT officers to assault the bus. Two light and sound diversionary devices were used during the assault. The suspect was taken into custody quickly, without incident.

After the mock training missions, MTS personnel conducted additional training to SRT officers regarding how to manually deactivate the bus in several locations and how to deactivate the doors in order to manually open them from the outside. Bus supervisors gave insight on how some of the issues would help them during a real-time situation.

LMPD Sergeant V. Brown stated: "*The mock missions and training were an outstanding opportunity for La Mesa SRT to practice the training received and to deploy those tactics in a real-time scenario. The opportunity to train with MTS personnel and to conduct these mock scenarios was invaluable and has enhanced our team's efforts to be able to safely resolve a critical incident occurring on a bus.*"

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 17 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. 47th 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. 5th & 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)

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 are viewed on monitors in the Operations Control Center that is staffed with security personnel during train-operating hours. San Diego State University is monitored on 24/7 basis at the on-campus security station.

During this reporting period, work has begun on installing CCTV at the Park & Market Station and America Plaza. Preliminary plans for the Civic Center Station are also in the works. 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.

CANINE TEAMS

The canine teams remain active responding to calls of suspicious packages, bags, and suitcases left throughout the MTS system and on non-MTS property assisting law enforcement. They were also called to respond to bomb threats as well as to assist

San Diego Police in explosives detection. The teams have been very successful in maintaining the safety of the system and the surrounding areas.

Officers trained in transit centers, old department stores, warehouses, and on commuter buses in the East County bus yard and on regular buses at the Imperial Avenue and Kearny Mesa Divisions.

The teams attended a refresher course entitled Explosives Handling Safety Course, presented by the TSA. After this training, the teams went to the Sheriff's Bomb and Arson Range and received instruction on explosives and Improvised Explosive Device (IED) recognition.

One team worked a detail at the San Onofre Power Plant, in conjunction with California Highway Patrol and U.S. Customs, randomly checking vehicles entering the facility.

COMMUNITY OUTREACH

Operation Lifesaver presentations continue in conjunction with the MTS Marketing Department. These presentations are paramount in educating the public of the importance of rail safety but also for training police departments. Our K9 representative participated at the Operation Lifesaver booths at both the American Public Transportation Association (APTA) and International Association of Chiefs of Police (IACP) Expos, which were held this fall at the San Diego Convention Center.

The team also made an Operation Lifesaver presentation at Daniel Boone Elementary in National City. There were over 80 second and third graders in attendance, and the "Don't be that Kid" video was shown.

At Kimball Elementary School in National City, another Operation Lifesaver presentation was made to approximately 50 first graders, and 25 parents and family members were in attendance.

One of the K9 units worked the "National Night Out" and "Crime Prevention Day" at the Robert Eggar Sr. South Bay Community Park sponsored by the San Diego Police. In attendance were some 200 families with their children, SWAT, Border Patrol, Retired Senor Volunteer Patrol (RSVP), San Diego Sheriff's Crime Prevention Unit, U. S. Army recruiters, and San Diego Fire and Paramedics.

Staff attended meetings at the San Ysidro Community Center to discuss chronic criminal activity around the port of entry and San Ysidro's centennial celebration. Agencies in attendance were SDPD, US Customs, US Border Patrol, SANDAG, and the San Ysidro Chamber of Commerce. Our officer provided MTS's fare structure information.

MTS personnel attended Safe Passage Meetings each month at a number of local middle and high schools. The purpose of these meetings is to create safe passage for students as they travel to and from school. Over ten agencies are represented at these meetings, and specific MTS bus stops and transit centers have been the focus.

INCIDENTS

San Diego Trolley, Inc.

- In 2008, San Diego Trolley experienced 2,562 Part II arrests and 228 Part I Incidents.

- In 2007, San Diego Trolley experienced 1,800 Part II arrests and 178 Part I incidents.

San Diego Transit Corporation

- In 2008, San Diego Transit Corporation experienced 210 Part II arrests and 35 Part I incidents.

- In 2007, there were 121 Part II arrests and 16 Part I incidents.

Contract Services

- In 2008, MTS Contract Services experienced 86 Part II arrests and 10 Part I incidents.

- In 2007, there were 39 Part II arrests and 2 Part I incidents.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Bill Burke, 619.595.4947, Bill.Burke@sdmts.com

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Attachments:
A. Board FTA 405 Reports (January - December 2008 SDTI)
B. Board FTA 405 Reports (January - December 2007 SDTI)
C. Board FTA 405 Reports (January - December 2008 SDTC)
D. Board FTA 405 Reports (January - December 2007 SDTC)
E. Statistics by City

Board Only Due to volume

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.
Location SDTI					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	1	1			
			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	59	27			
			Patrons 22	38	1
			Employees 0	0	0
			Others 0	0	0
Aggravated assault	16	7			
			Patrons 3	8	0
			Employees 0	0	1
			Others 2	4	2
Property Crime	Inc Inv	Arrests			
Burglary	0	0	0	0	0
Larceny/theft	124	11			
			Patrons 11	26	45
			Employees 0	0	1
			Others 0	18	23
Motor vehicle theft	28	1			
			Patrons 0	0	26
			Employees 0	0	0
			Others 0	0	2
Arson	0	0	0	0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	162	93	26	65	2
Vandalism	434	77	30	33	14
Sex offenses	25	11	6	5	0
Drug abuse violations	374	390	51	289	50
Driving under the influence	12	12	0	2	10
Drunkenness	281	269	54	202	13
Disorderly conduct	1,011	934	244	651	39
Trespassing	698	553	2	28	523
Fare evasion	21,183	19,597	15,512	4,082	3
Curfew & loitering laws	242	223	24	183	16
Total Transit Property Damage				$ 122,558.02	

Internal Use Only

Report Run Date	Report Run Time	Reporting Period
02/11/2009	**07:38:22AM**	**01/01/2008** To **12/31/2008**

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	Inc Inv	Arrests	In Vehicle	In Station	Other Transit Prop.
Location SDTI					
Part I Offenses (Reports)					
Violent Crime					
Homicide	1	0			
			Patrons 0	0	1
			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	41	15			
			Patrons 14	24	4
			Employees 0	0	0
			Others 0	1	0
Aggravated assault	25	9			
			Patrons 7	9	2
			Employees 1	0	0
			Others 4	7	1
Property Crime	Inc Inv	Arrests			
Burglary	1	0	0	0	1
Larceny/theft	88	6			
			Patrons 4	14	28
			Employees 0	0	1
			Others 0	13	29
Motor vehicle theft	22	0			
			Patrons 0	2	20
			Employees 0	0	0
			Others 0	0	0
Arson	0	0	0	0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	94	64	17	45	2
Vandalism	370	120	25	73	22
Sex offenses	14	9	2	3	4
Drug abuse violations	319	308	23	248	37
Driving under the influence	4	4	0	0	4
Drunkenness	236	234	50	166	18
Disorderly conduct	795	725	188	513	24
Trespassing	258	224	0	22	202
Fare evasion	20,450	17,532	12,970	4,560	2
Curfew & loitering laws	119	112	4	95	13
Total Transit Property Damage				$ 143,294.04	

Internal Use Only

Report Run Date	Report Run Time	Reporting Period
02/11/2009	**07:38:39AM**	**01/01/2007** To **12/31/2007**

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.
Location SDTC					
Part I Offenses (Reports)					
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	11	3			
			Patrons 2	7	0
			Employees 0	1	0
			Others 0	1	0
Aggravated assault	12	9			
			Patrons 2	7	0
			Employees 2	0	0
			Others 2	3	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0	0	0	0
Larceny/theft	11	0			
			Patrons 6	3	0
			Employees 0	0	1
			Others 1	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
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	59	5	2	3	0
Vandalism	68	8	5	3	0
Sex offenses	7	0	0	0	0
Drug abuse violations	33	31	0	22	9
Driving under the influence	3	3	0	2	1
Drunkenness	50	49	19	28	2
Disorderly conduct	198	89	6	78	5
Trespassing	3	2	0	1	1
Fare evasion	49	32	3	29	0
Curfew & loitering laws	33	23	0	17	6
Total Transit Property Damage			$ 2,219.75		

Internal Use Only

Report Run Date	Report Run Time	Reporting Period
02/11/2009	**07:38:22AM**	**01/01/2008** To **12/31/2008**

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.
Location SDTC					
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	3	0			
			Patrons 1	3	0
			Employees 0	0	0
			Others 0	0	0
Aggravated assault	10	4			
			Patrons 1	7	0
			Employees 2	0	0
			Others 3	2	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0	0	0	0
Larceny/theft	3	1			
			Patrons 2	0	0
			Employees 0	0	0
			Others 0	1	0
Motor vehicle theft	0	0			
			Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Arson	0	0	0	0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	25	4	3	1	0
Vandalism	20	8	2	6	0
Sex offenses	3	0	0	0	0
Drug abuse violations	33	32	0	16	16
Driving under the influence	0	0	0	0	0
Drunkenness	33	32	8	19	5
Disorderly conduct	74	39	1	35	3
Trespassing	0	0	0	0	0
Fare evasion	12	5	2	3	0
Curfew & loitering laws	7	6	0	5	1
Total Transit Property Damage				$ 585.94	

Internal Use Only

Report Run Date	Report Run Time	Reporting Period
02/11/2009	**07:38:39AM**	**01/01/2007** To **12/31/2007**

San Diego Metropolitan Transit System

Part I Incidents by City

City: Chula Vista

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
BAYFRONT/E ST STA	0	0	0	0	0	4	0	0	**4**
H ST STA	0	0	2	0	0	4	2	0	**8**
PALOMAR ST STA	0	0	1	1	0	1	2	0	**5**
Part I Incidents by City Total	**0**	**0**	**3**	**1**	**0**	**9**	**4**	**0**	**17**

Att..E, AI 45, 3/12/09

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Chula Vista

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
BAYFRONT/E ST STA	1	2	0	6	0	1	19	21	433	1	484
H ST STA	0	0	0	22	1	5	24	9	797	5	863
PALOMAR ST STA	5	4	1	14	0	4	57	2	1,072	18	1,177
Part II Arrests by City Total	**6**	**6**	**1**	**42**	**1**	**10**	**100**	**32**	**2,302**	**24**	**2,524**

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Chula Vista

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
BAYFRONT/E ST STA	165	1	**166**
H ST STA	242	0	**242**
PALOMAR ST STA	246	0	**246**
Miscellaneous Other and Weapons Offenses Incidents by City Total	**653**	**1**	**654**

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part I Incidents by City

City: El Cajon

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
ARNELE AVE STA	0	0	5	0	0	0	0	0	**5**
EL CAJON TRANSIT CENTER	0	0	1	2	0	7	9	0	**19**
GILLESPIE FIELD/WELD STA	0	0	0	0	0	2	1	0	**3**
Part I Incidents by City Total	**0**	**0**	**6**	**2**	**0**	**9**	**10**	**0**	**27**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: El Cajon

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
ARNELE AVE STA	1	0	0	9	0	1	5	0	35	3	54
EL CAJON TRANSIT CENTER	1	2	0	8	1	11	26	3	213	4	269
GILLESPIE FIELD/WELD STA	0	0	0	3	0	0	1	3	14	0	21
Part II Arrests by City Total	**2**	**2**	**0**	**20**	**1**	**12**	**32**	**6**	**262**	**7**	**344**

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: El Cajon

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
ARNELE AVE STA	31	1	**32**
EL CAJON TRANSIT CENTER	260	0	**260**
GILLESPIE FIELD/WELD STA	11	0	**11**
Miscellaneous Other and Weapons Offenses Incidents by City Total	**302**	**1**	**303**

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part I Incidents by City

City: La Mesa

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
70TH ST STA	0	0	1	1	0	5	0	0	**7**
AMAYA DR STA	0	0	7	1	0	5	0	0	**13**
GROSSMONT CENTER STA	0	0	3	0	0	4	1	0	**8**
LA MESA BLVD STA	0	0	2	0	0	1	0	0	**3**
SPRING ST STA	0	0	3	1	0	12	2	0	**18**
Part I Incidents by City Total	**0**	**0**	**16**	**3**	**0**	**27**	**3**	**0**	**49**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: La Mesa

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
70TH ST STA	1	0	0	1	1	2	3	0	50	0	58
AMAYA DR STA	1	3	0	9	0	3	13	2	129	18	178
GROSSMONT CENTER STA	3	5	1	3	1	7	25	7	352	0	404
LA MESA BLVD STA	4	3	0	7	0	8	15	0	247	6	290
SPRING ST STA	5	2	1	10	0	7	18	0	215	0	258
Part II Arrests by City Total	**14**	**13**	**2**	**30**	**2**	**27**	**74**	**9**	**993**	**24**	**1,188**

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: La Mesa

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
70TH ST STA	13	1	**14**
AMAYA DR STA	114	0	**114**
GROSSMONT CENTER STA	93	0	**93**
LA MESA BLVD STA	57	0	**57**
SPRING ST STA	79	1	**80**
Miscellaneous Other and Weapons Offenses Incidents by City Total	**356**	**2**	**358**

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part I Incidents by City

City: Lemon Grove

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
LEMON GROVE DEPOT	0	0	1	0	0	2	0	0	**3**
MASSACHUSETTS AVE STA	0	0	2	1	0	10	0	0	**13**
Part I Incidents by City Total	**0**	**0**	**3**	**1**	**0**	**12**	**0**	**0**	**16**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Lemon Grove

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
LEMON GROVE DEPOT	1	2	0	16	0	6	29	1	476	5	536
MASSACHUSETTS AVE STA	4	3	0	14	1	4	12	4	359	7	408
Part II Arrests by City Total	**5**	**5**	**0**	**30**	**1**	**10**	**41**	**5**	**835**	**12**	**944**

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Lemon Grove

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
LEMON GROVE DEPOT	73	0	**73**
MASSACHUSETTS AVE STA	98	1	**99**
Miscellaneous Other and Weapons Offenses Incidents by City Total	**171**	**1**	**172**

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part I Incidents by City

City: National City

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
24TH ST STA	0	0	0	1	0	0	0	0	**1**
8TH ST STA	0	0	1	1	0	2	1	0	**5**
Part I Incidents by City Total	**0**	**0**	**1**	**2**	**0**	**2**	**1**	**0**	**6**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: National City

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
24TH ST STA	2	1	0	8	0	5	9	8	613	3	649
8TH ST STA	2	2	1	6	0	2	18	6	467	1	505
Part II Arrests by City Total	**4**	**3**	**1**	**14**	**0**	**7**	**27**	**14**	**1,080**	**4**	**1,154**

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: National City

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
24TH ST STA	105	1	**106**
8TH ST STA	276	0	**276**
Miscellaneous Other and Weapons Offenses Incidents by City Total	**381**	**1**	**382**

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part I Incidents by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
12 S 13TH (A-BLDG)	0	0	0	0	0	1	0	0	**1**
24TH ST XROSSING	0	0	0	0	0	1	0	0	**1**
27TH ST CROSSING	0	0	0	0	0	1	0	0	**1**
54TH ST PEDESTRIAN CROSSING	0	0	0	1	0	0	0	0	**1**
BALTIMORE JUNCTION	0	0	0	0	0	**8**	0	0	**8**
DAIRYMART RD CROSSING	0	0	0	0	0	1	0	0	**1**
FRANCIS ST XROSSING	0	0	0	1	0	0	0	0	**1**
HIGH ST CROSSING	0	0	0	0	0	4	0	0	**4**
HORTON ST CROSSING	0	0	0	0	0	1	0	0	**1**
Part I Incidents by City Total	**0**	**0**	**0**	**2**	**0**	**17**	**0**	**0**	**19**

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
12 S 13TH (A-BLDG)	0	0	0	1	0	0	0	0	0	0	1
1238 W OLIVE ST (SUB-STATION)	0	0	0	0	0	0	1	0	0	0	1
12TH @ IMPERIAL	0	0	0	0	0	0	2	0	0	0	2
24TH ST BRIDGE	0	0	0	0	0	0	0	0	0	0	0
24TH ST XROSSING	0	0	0	0	0	0	0	1	0	0	1
27TH ST CROSSING	0	0	0	0	0	0	0	0	0	0	0
28TH ST CROSSING	0	0	0	0	0	0	0	0	0	0	0
33RD & K ST	0	0	0	0	0	0	0	0	0	0	0
43RD ST CROSSING	0	0	0	0	0	0	0	0	0	0	0
54TH ST PEDESTRIAN CROSSING	0	0	0	2	0	0	1	2	0	3	8
60TH ST CROSSING	0	0	0	0	0	0	1	0	0	0	1
62ND ST CROSSING	0	0	0	0	0	0	0	0	5	0	5
69TH ST CROSSING	0	0	0	0	0	0	0	0	0	0	0
8TH AVE CROSSING (SD)	0	0	0	0	0	0	0	1	0	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
ANITA ST CROSSING	0	0	0	0	0	0	0	0	0	0	0
ARNELE AVE CROSSING	0	0	0	0	0	0	0	1	0	0	1
A-YARD	0	0	0	0	0	1	0	14	0	0	15
BALTIMORE JUNCTION	0	0	0	0	0	0	0	1	0	0	1
BILLY MITCHELL DR CROSSING	0	0	0	0	0	1	0	0	0	0	1
BRDWY @ LEMON GROVE (CROSSWALK)	0	0	0	0	0	0	0	0	1	0	1
C ST @ 10TH	0	0	0	0	1	0	0	0	0	0	1
C ST @ 7TH	0	0	0	0	0	1	0	0	0	0	1
C ST @ 9TH	0	0	0	0	0	0	0	0	0	0	0
CALIFORNIA ST @ W NUTMEG (ROW)	0	3	0	0	0	0	0	0	0	0	3
CESAR CHAVEZ PKWY CROSSING	0	0	0	0	0	0	0	0	0	0	0
CIVIC CENTER DR XING (SBAY)	0	0	0	1	0	0	0	0	0	0	1
C-YARD	0	0	0	0	0	0	0	2	0	0	2
DAIRYMART RD CROSSING	0	0	0	0	0	0	0	0	0	0	0

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
E ST CROSSING	0	0	0	0	0	0	0	0	4	0	4
ELM ST CROSSING	0	0	0	0	0	0	0	0	0	0	0
EUCLID AVE XING	0	0	0	0	0	0	0	0	0	0	0
EUCLID BRIDGE	0	0	0	1	0	0	0	0	0	0	1
F ST CROSSING	0	0	0	2	0	0	0	5	0	0	7
FRANCIS ST XROSSING	0	0	0	0	0	1	0	0	0	0	1
GROSSMONT SUMMITT	0	0	0	0	0	0	0	0	0	0	0
HIGH ST CROSSING	0	0	0	0	0	0	0	0	0	0	0
HIGHWAY 94 BRIDGE	0	0	0	0	0	0	0	0	0	0	0
HORSESHOE CURVE	0	0	0	0	0	0	0	4	0	0	4
I-8 BRIDGE	0	0	0	0	0	0	0	0	0	0	0
IMPERIAL @ 11TH	0	0	0	0	1	0	0	0	0	0	1
IMPERIAL @ PARK	0	0	0	0	0	0	2	0	0	0	2
J ST XROSSING	0	0	0	0	0	0	1	0	0	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
KETTNER @ G (ROW)	0	1	0	0	0	0	0	0	0	0	1
L ST XROSSING	0	0	0	0	1	0	0	1	0	0	2
LEMON GROVE AVE XING	0	0	0	0	1	0	1	2	0	0	4
MAIN STREET BRIDGE (SOUTH LINE)	0	0	0	0	0	0	0	0	2	0	2
MERLIN BRIDGE	0	0	0	1	0	0	0	14	0	0	15
MERLIN ST CROSSING	0	0	0	0	0	0	0	5	0	0	5
PALM AVE CROSSING (EL CAJON)	0	0	0	0	0	0	0	2	0	0	2
PALM AVE XROSSING	0	0	0	0	0	0	0	1	0	0	1
PALOMAR ST CROSSING	0	0	0	0	0	0	0	2	0	0	2
PARK BLVD (12TH) @ F ST	0	1	0	0	0	0	0	0	0	0	1
PARK BLVD (12TH) @ K ST	1	0	0	0	0	0	0	0	0	0	1
RAIL CT (NEAR SAN YSIDRO STA)	0	0	0	1	0	0	0	0	0	0	1
SAMPSON ST CROSSING	0	0	0	0	0	0	0	0	0	0	0
SAN MIGUEL CROSSING	0	0	0	0	0	0	0	0	1	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
SAN YSIDRO BL	0	0	0	0	0	0	0	1	0	0	1
SCHLEY ST CROSSING	0	0	0	0	0	0	0	1	0	0	1
SD&IV YARD (SAN YSIDRO)	0	0	0	0	0	0	0	0	0	0	0
SD&IV YARD ACCESS CROSSING	0	0	0	0	0	0	0	0	1	0	1
SDSU EAST PORTAL ENTRANCE	0	0	0	0	0	0	0	2	0	0	2
SDSU WEST TUNNEL	0	0	0	0	0	0	0	1	0	0	1
SEVERIN DR GRADE CROSSING	0	0	0	0	0	0	0	0	0	0	0
SIGSBEE ST CROSSING	0	0	0	0	0	1	0	1	0	0	2
SMYTHE AVE CROSSING	0	0	0	0	0	0	0	0	0	0	0
SWEETWATER CHANNEL BRIDGE	0	0	0	0	0	0	0	3	0	0	3
TAYLOR ST XROSSING	0	0	0	0	0	0	0	2	0	0	2
UNIVERSITY AVE CROSSING	0	0	0	0	0	0	0	0	0	0	0
VOID	0	0	0	0	0	0	0	0	0	0	0
WEST PARK AVE CROSSING	0	0	0	0	0	0	0	0	0	0	0

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Part II Arrests by City Total	**1**	**5**	**0**	**9**	**4**	**5**	**9**	**69**	**14**	**3**	**119**

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
12 S 13TH (A-BLDG)	2	0	**2**
1238 W OLIVE ST (SUB-STATION)	2	0	**2**
12TH @ IMPERIAL	10	0	**10**
1341 COMMERCIAL AVE (B BUILDING)	3	0	**3**
25TH @ COMMERCIAL	1	0	**1**
32ND ST CROSSING	1	0	**1**
4TH @ C ST	1	0	**1**
54TH ST PEDESTRIAN CROSSING	2	0	**2**
5TH @ C ST	1	0	**1**
5TH @ HARBOR DR	1	0	**1**
62ND ST CROSSING	1	0	**1**
66TH ST PED CROSSING	1	0	**1**
6TH @ C ST	1	0	**1**
ANITA ST CROSSING	2	0	**2**

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
A-YARD	6	0	**6**
BALTIMORE JUNCTION	1	0	**1**
BILLY MITCHELL DR CROSSING	1	0	**1**
BRADLEY ST CROSSING	1	0	**1**
BRDWY @ KETTNER	2	0	**2**
BRDWY @ LEMON GROVE (CROSSWALK)	16	0	**16**
C ST @ 1ST	2	0	**2**
C ST @ 3RD	2	0	**2**
C ST @ 5TH	1	0	**1**
C ST @ 7TH	1	0	**1**
C ST @ 9TH	2	0	**2**
C ST @ COLUMBIA	1	0	**1**
C ST @ STATE	2	0	**2**
C-BUILDING (INSIDE)	1	0	**1**

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
C-BUILDING (OUTSIDE PERIM)	6	0	**6**
CIVIC CENTER DR XING (SBAY)	1	0	**1**
COMMERCIAL @ 19TH	1	0	**1**
COMMERCIAL @ 22ND	1	0	**1**
CUYAMACA ST CROSSING	1	0	**1**
C-YARD	3	0	**3**
DAIRYMART RD CROSSING	1	0	**1**
EMPLOYEE PERSONAL RESIDENCE	1	0	**1**
FRANCIS ST XROSSING	1	0	**1**
GROSSMONT SUMMITT	1	0	**1**
H ST XROSSING	1	0	**1**
HORSESHOE CURVE	1	0	**1**
HORTON ST CROSSING	1	0	**1**
IMPERIAL @ 12TH	18	0	**18**

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
IMPERIAL @ PARK	5	0	**5**
KETTNER @ BROADWAY	1	0	**1**
KETTNER @ G (ROW)	1	0	**1**
LA MESA BLVD XROSSING	1	0	**1**
LEMON GROVE AVE XING	1	0	**1**
MAINT FAC C	1	0	**1**
MARKET ST CROSSING (@ PARK BL)	1	0	**1**
MERLIN BRIDGE	2	0	**2**
MOSS ST CROSSING	1	0	**1**
NAPLES ST CROSSING	1	0	**1**
NOELL ST CROSSING	1	0	**1**
PARK BLVD (12TH) @ G ST	3	0	**3**
PARK BLVD (12TH) @ J ST	1	0	**1**
SAN YSIDRO BL	1	0	**1**

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
SASSAFRAS ST CROSSING	1	0	**1**
SDSU TRANSIT CTR (NOT IN STATION)	1	0	**1**
SEVERIN DR GRADE CROSSING	1	0	**1**
SIGSBEE ST CROSSING	1	0	**1**
TAYLOR ST XROSSING	3	0	**3**
VOID	15	0	**15**
WARING RD	1	0	**1**
Miscellaneous Other and Weapons Offenses Incidents by City Total	**150**	**0**	**150**

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

San Diego Metropolitan Transit System

Part I Incidents by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
12TH & IMPERIAL TERMINAL	0	0	0	0	0	0	0	0	**0**
12TH & IMPERIAL TRANSFER STA	0	0	3	0	0	0	0	0	**3**
25TH & COMMERCIAL STA	0	0	1	0	0	0	0	0	**1**
32ND & COMMERCIAL STA	0	0	1	0	0	0	0	0	**1**
47TH ST STA	0	0	0	0	0	4	1	0	**5**
5TH AVE STA	0	0	0	0	0	1	0	0	**1**
ALVARADO MED CTR STA	0	0	0	0	0	0	0	0	**0**
AMERICA PLAZA TRANSFER STA	0	0	0	0	0	0	0	0	**0**
BARRIO LOGAN STA	0	0	1	0	0	1	0	0	**2**
BEYER STA	0	0	1	1	0	0	1	0	**3**
CITY COLLEGE STA	0	0	1	0	0	1	0	0	**2**
CIVIC CENTER STA	0	0	1	0	0	0	0	0	**1**
CONV CENTER WEST STA	0	0	0	0	0	0	0	0	**0**
COUNTY CTR/LITTLE ITALY STA	0	0	0	0	0	0	0	0	**0**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part I Incidents by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
ENCANTO/62ND ST STA	0	0	3	1	0	3	0	0	**7**
EUCLID AVE STA	0	0	3	1	0	3	0	0	**7**
FASHION VALLEY TRANSIT CTR	0	0	2	0	0	0	0	0	**2**
FENTON PARKWAY STA	0	0	1	0	0	0	0	0	**1**
GASLAMP/CONV CENTER STA	0	0	0	0	0	0	0	0	**0**
GRANTVILLE STA	0	0	1	0	0	4	2	0	**7**
HARBORSIDE STA	0	0	0	0	0	0	0	0	**0**
HAZARD CENTER STA	0	0	0	0	0	0	0	0	**0**
INTERNATIONAL BORDER STA	0	0	0	0	0	0	0	0	**0**
IRIS AVE STA	0	0	2	0	0	1	3	0	**6**
MARKET ST STA (PARK BL & MARKET STA)	0	0	3	0	0	0	0	0	**3**
MIDDLETOWN/PALM STA	0	0	0	0	0	0	0	0	**0**
MISSION SAN DIEGO STA	0	0	0	0	0	0	0	0	**0**
MISSION VALLEY CTR STA	0	0	1	0	0	2	0	0	**3**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part I Incidents by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
MORENA/LINDA VISTA STA	0	0	1	0	0	3	0	0	**4**
OLD TOWN TRANSIT CENTER	1	0	0	1	0	13	1	0	**16**
PACIFIC FLEET STA	0	0	0	1	0	1	0	0	**2**
PALM AVE STA	0	0	2	0	0	7	2	0	**11**
RIO VISTA STA	0	0	0	0	0	0	0	0	**0**
SAN YSIDRO STA	0	0	0	0	0	0	0	0	**0**
SANTA FE DEPOT	0	0	0	0	0	1	0	0	**1**
SDSU TRANSIT CTR STA	0	0	1	0	0	1	0	0	**2**
SEAPORT STA	0	0	0	0	0	0	0	0	**0**
STADIUM STA	0	0	0	0	0	0	0	0	**0**
WASHINGTON ST STA	0	0	1	0	0	1	0	0	**2**
Part I Incidents by City Total	**1**	**0**	**30**	**5**	**0**	**47**	**10**	**0**	**93**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
12TH & IMPERIAL TERMINAL	3	0	0	3	1	10	8	3	40	0	68
12TH & IMPERIAL TRANSFER STA	18	2	0	29	0	34	114	1	1,151	7	1,356
25TH & COMMERCIAL STA	2	6	1	8	0	7	11	0	419	2	456
32ND & COMMERCIAL STA	3	3	0	21	1	2	24	0	430	5	489
47TH ST STA	0	0	0	4	0	2	16	6	348	1	377
5TH AVE STA	3	0	2	11	0	18	49	0	352	4	439
ALVARADO MED CTR STA	0	0	0	0	0	0	0	0	66	0	66
AMERICA PLAZA TRANSFER STA	0	1	0	3	0	5	9	0	297	0	315
BARRIO LOGAN STA	0	1	0	5	0	4	12	3	244	1	270
BEYER STA	1	0	0	6	0	4	10	0	628	5	654
CITY COLLEGE STA	0	2	1	11	0	8	42	0	596	9	669
CIVIC CENTER STA	0	0	0	2	0	7	14	1	220	6	250
CONV CENTER WEST STA	0	1	0	1	0	2	1	0	17	0	22
COUNTY CTR/LITTLE ITALY STA	0	0	0	5	0	2	8	2	355	4	376

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
ENCANTO/62ND ST STA	1	2	0	29	0	8	40	4	507	18	609
EUCLID AVE STA	8	5	0	25	0	17	57	7	730	4	853
FASHION VALLEY TRANSIT CTR	0	0	0	1	0	0	6	0	343	0	350
FENTON PARKWAY STA	0	0	0	2	0	1	2	1	114	4	124
GASLAMP/CONV CENTER STA	1	0	0	1	1	5	8	9	28	1	54
GRANTVILLE STA	0	2	0	0	0	0	0	0	218	0	220
HARBORSIDE STA	0	0	0	5	0	0	8	3	496	5	517
HAZARD CENTER STA	0	1	0	1	0	1	1	1	141	2	148
INTERNATIONAL BORDER STA	0	0	0	0	0	0	0	0	0	0	0
IRIS AVE STA	4	7	1	7	0	2	23	31	1,100	6	1,181
MARKET ST STA (PARK BL & MARKET STA)	0	1	0	10	0	4	20	0	484	2	521
MIDDLETOWN/PALM STA	0	0	0	1	0	3	6	2	237	0	249
MISSION SAN DIEGO STA	0	0	0	2	0	0	1	3	92	0	98
MISSION VALLEY CTR STA	1	0	0	2	0	0	5	0	297	1	306

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
MORENA/LINDA VISTA STA	0	0	0	2	0	2	5	3	313	0	325
OLD TOWN TRANSIT CENTER	5	5	1	9	0	16	41	324	345	4	750
PACIFIC FLEET STA	1	0	0	5	0	1	7	5	268	21	308
PALM AVE STA	4	2	0	13	0	8	21	2	1,016	2	1,068
RIO VISTA STA	0	0	0	2	0	0	2	0	173	0	177
SAN YSIDRO STA	4	1	0	8	0	16	50	2	808	27	916
SANTA FE DEPOT	0	0	0	3	0	1	1	0	215	0	220
SDSU TRANSIT CTR STA	2	1	1	6	0	5	9	0	431	3	458
SEAPORT STA	0	0	0	0	0	0	1	0	18	0	19
STADIUM STA	0	0	0	0	0	2	12	4	160	2	180
WASHINGTON ST STA	0	0	0	1	0	0	6	1	375	1	384
Part II Arrests by City Total	**61**	**43**	**7**	**244**	**3**	**197**	**650**	**418**	**14,072**	**147**	**15,842**

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
12TH & IMPERIAL TERMINAL	33	0	**33**
12TH & IMPERIAL TRANSFER STA	498	2	**500**
25TH & COMMERCIAL STA	39	1	**40**
32ND & COMMERCIAL STA	61	0	**61**
47TH ST STA	85	0	**85**
5TH AVE STA	144	1	**145**
ALVARADO MED CTR STA	10	0	**10**
AMERICA PLAZA TRANSFER STA	54	1	**55**
BARRIO LOGAN STA	53	0	**53**
BEYER STA	83	0	**83**
CITY COLLEGE STA	206	3	**209**
CIVIC CENTER STA	60	0	**60**
CONV CENTER WEST STA	11	0	**11**
COUNTY CTR/LITTLE ITALY STA	36	0	**36**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
ENCANTO/62ND ST STA	108	1	**109**
EUCLID AVE STA	224	2	**226**
FASHION VALLEY TRANSIT CTR	24	0	**24**
FENTON PARKWAY STA	10	0	**10**
GASLAMP/CONV CENTER STA	32	0	**32**
GRANTVILLE STA	34	0	**34**
HARBORSIDE STA	62	0	**62**
HAZARD CENTER STA	19	0	**19**
INTERNATIONAL BORDER STA	0	0	**0**
IRIS AVE STA	177	2	**179**
MARKET ST STA (PARK BL & MARKET STA)	85	0	**85**
MIDDLETOWN/PALM STA	16	1	**17**
MISSION SAN DIEGO STA	5	0	**5**
MISSION VALLEY CTR STA	15	0	**15**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
MORENA/LINDA VISTA STA	69	0	**69**
OLD TOWN TRANSIT CENTER	807	2	**809**
PACIFIC FLEET STA	73	0	**73**
PALM AVE STA	180	0	**180**
RIO VISTA STA	8	0	**8**
SAN YSIDRO STA	432	0	**432**
SANTA FE DEPOT	16	0	**16**
SDSU TRANSIT CTR STA	50	0	**50**
SEAPORT STA	5	0	**5**
STADIUM STA	59	0	**59**
WASHINGTON ST STA	18	0	**18**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Miscellaneous Other and Weapons Offenses Incidents by City Total	**3,901**	**16**	**3,917**

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part I Incidents by City

City: Santee

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
SANTEE TOWN CENTER	0	0	0	0	0	1	0	0	**1**
Part I Incidents by City Total	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Part II Arrests by City

City: Santee

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
SANTEE TOWN CENTER	0	0	0	1	0	1	0	0	39	2	43
Part II Arrests by City Total	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**39**	**2**	**43**

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

San Diego Metropolitan Transit System

Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Santee

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
SANTEE TOWN CENTER	13	1	**14**
Miscellaneous Other and Weapons Offenses Incidents by City Total	**13**	**1**	**14**

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

Annual Security Report January – December 2008

Presented by

William Burke
Director of Transit System Security

March 12, 2009

Passenger Inspections - Rail

January – December 2008

- 36,054,592 passengers carried
- 26.84% of total passengers inspected
- 98.34% in compliance (based on SEUs)

Passengers Carried – Bus

January – December 2008

- 29,657,073 passengers carried
- 7% Cash fare
- 93% Other (pass/token/jury/transfer/free)

Special Enforcement Unit – Rail

2008

- 151,207 patrons inspected
- 2,514 not in compliance
- 378 allowed to upgrade
- 1.66% fare evasion

Inspection Statistics - Rail

	2004	2005	2006	2007	2008
Ridership	28,772,441	32,132,530	34,380,376	36,835,828	36,054,592
Total Inspections	8,169,547	10,449,124	11,518,966	9,774,817	9,675,566
Total % Inspected	28.39%	32.52%	33.50%	26.54%	26.84%
Ave. Insp. Per CCI Officer	138,209	131,002	157,175	156,578	178,083





Inspection Statistics - Rail

	2004	2005	2006	2007	2008
Total Citations	29,359	24,181	19,159	22,399	26,587
Fare Evasion Cites	23,546	20,732	16,354	17,824	19,996
Ave. FE Cites Per Officer	872	715	564	615	690
# of CCI Officers	27	29	29	29	29





Inspection Statistics – Rail

Number of Officers per 1,000,000 Riders

	CCI	TSS
2004	.94	4.34
2005	.90	3.52
2006	.84	3.29
2007	.79	3.07
2008	.80 -17.50%	3.13 -38.66%





Part I Incidents - Rail

	2006	2007	2008
Ridership	34,380,376	36,835,828	36,054,592
Homicide	1	1	1
Rape	0	0	0
Robbery	31	41	59
Agg. Assault	19	25	16
Burglary	3	1	0
Theft	75	88	124
MV Theft	22	22	28
Arson	0	0	0
Part I Incidents	151	178	228
Per 100,000	.44	.47	.63





Part I Incidents – Rail

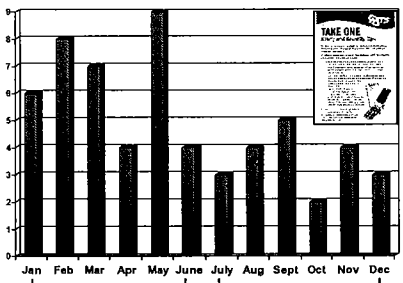
Against Persons

	January to June 2007	July to December 2007	January to June 2008	July to December 2008
Homicide	1	0	0	1
Rape	0	0	0	0
Robbery	20	21	38	21
Agg. Assault	10	15	6	10

Robbery Comparison 2008

Rail Ridership 36,054,592

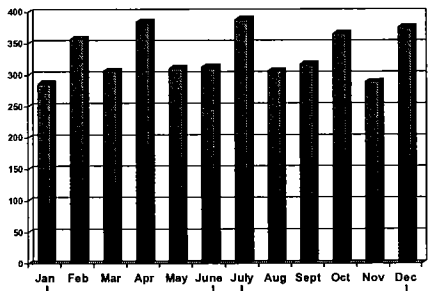
MTS Rail



38 21

(-26.31%)

San Diego County – Per ARJIS

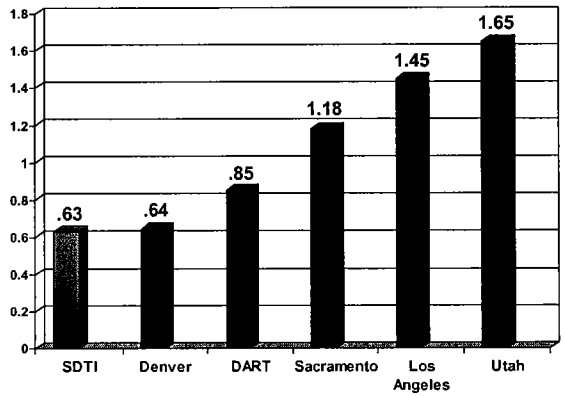


1956 2041

(+4.35%)

Part I Incidents

Per 100,000 Passengers
2008 Light Rail



Part II Arrests - Rail

	2006	2007	2008
Ridership	34,380,376	36,835,828	36,054,592
Other Assaults	57	64	93
Vandalism	76	120	77
Sex Offenses	3	9	11
Drug Abuse	348	308	390
DUI	8	4	12
Drunkenness	174	234	269
Disorderly Conduct	617	725	934
Trespassing	180	224	553
Curfew/Loitering	52	112	223
Total*	1,515	1,800	2,562

*Does not include citations for fare evasion.

Part I Incidents - Bus

	2006	2007	2008
Ridership	25,264,906	26,075,859	29,657,073
Homicide	1	0	1
Rape	0	0	0
Robbery	1	3	11
Agg. Assault	4	10	12
Burglary	0	0	0
Theft	0	3	11
MV Theft	0	0	0
Arson	0	0	0
Total	6	16	35
Per 100,000	.02	.06	.12





Part II Arrests - Bus

	2006	2007	2008
Ridership	25,264,906	26,075,859	29,657,073
Other Assaults	4	4	5
Vandalism	9	8	8
Sex Offenses	1	0	0
Drug Abuse	39	32	31
DUI	0	0	3
Drunkenness	13	32	49
Disorderly Conduct	20	39	89
Trespassing	1	0	2
Curfew/Loitering	8	6	23
Total*	95	121	210

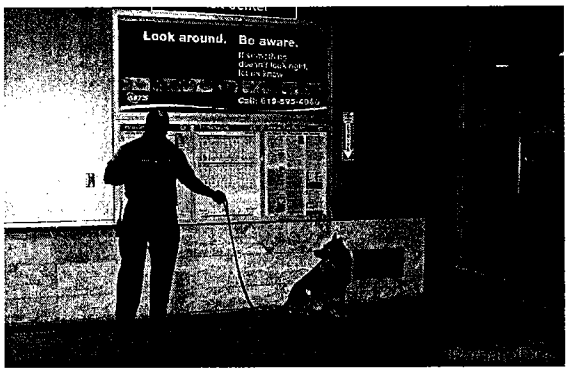
*Does not include citations for fare evasion.

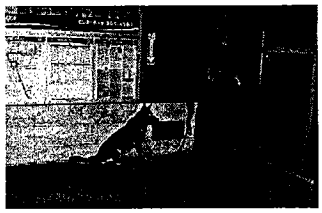




K9 Training

Dogs are trained to sit when an explosive odor is detected







2006 Transit Security Grant Program

Rail

- **Enhanced Security at four stations**
  - America Plaza
  - Imperial & 12th
  - Old Town Transit Center
  - San Diego State University

Bus

- **Enhanced Security at KMD and IAD bus yards**
  - Hardening physical facility

2006 Transit Security Grant Program

SDTC Imperial Avenue Yard



Hardening facilities

2007 Transit Security Grant Program

Rail and Bus –

Onboard "smart" wireless CCTV

- 60 LRVs - new install
- 44 buses - retrofit

Emergency Preparedness

Onboard Surveillance - Rail

LRVs
3003 & 3004



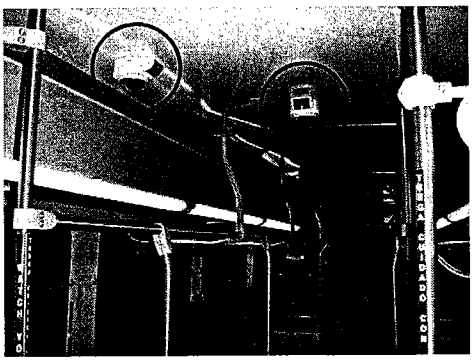
Four Exterior View Cameras



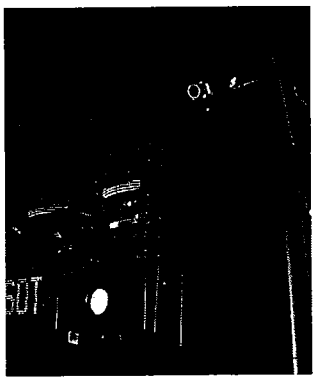
MTS

Emergency Preparedness

Onboard Surveillance - Bus



Five interior cameras

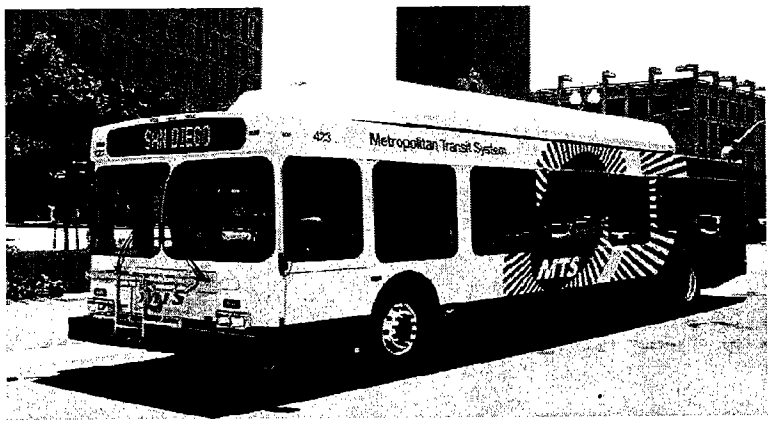


Two exterior cameras

MTS

Bus Communication and Control

Operational Field Tests with
San Diego Metropolitan Transit System



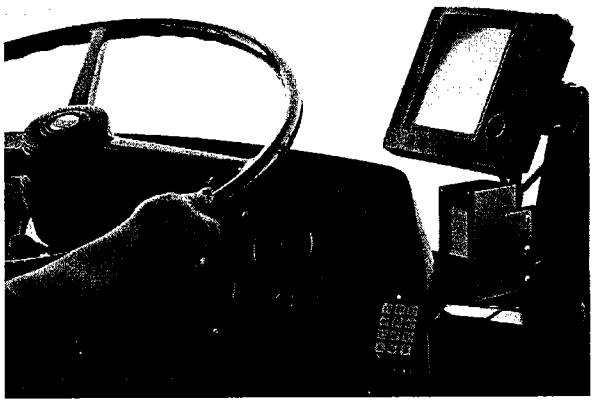
MTS | Transportation Security Administration

Introduction
Purpose of Pilot Test

- Demonstrate over the air command and control technology of buses in transit operations
  - Prevent operation of buses by unauthorized individuals
  - Safely disable buses used in an unauthorized manner
  - Identify necessary integration into key operational systems

MTS | Transportation Security Administration

Overview
System Example



MTS Transportation Security Administration

Joint Operations
TSA's SMART Bus Demo
El Cajon Police Department's S.W.A.T.







MTS

Joint Operations

TSA's SMART Bus Demo
La Mesa Police Department's SRT



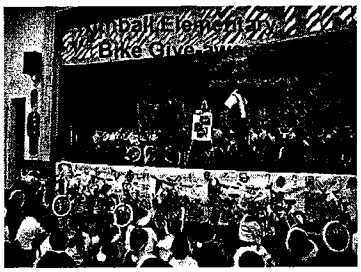
MTS

Transportation Security Administration

Community Outreach



National Crime Prevention Day





MTS

Community Outreach

Operation Life Saver

MTS Representative Armando Izzarelli with...



Isabel Kaldenbach

APTA

OLS National Director, Light Rail Safety Education

Peter Aadland

IACP

OLS State Coordinator





Peter Aadland

APTA

OLS State Coordinator

Steve Smith

IACP

San Diego Sheriff

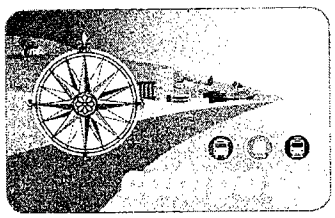
OLS Presenter



MTS

COMPASS Card

During this period, MTS Code Enforcement staff was introduced to the COMPASS Card inspection features.



SANDAG NCTD MTS



MTS

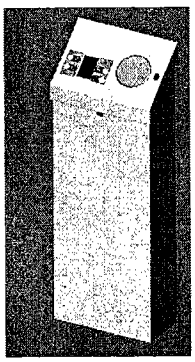
COMPASS Card
Hand Held Unit (HHU)

- Code Enforcement received 90 HHUs.
- The handheld units primary function is to read a patron's COMPASS Card for a valid fare.
- The handheld unit also provides a read only offender database, as well as provides a way to count customer specific data.



Platform Card Interface Device (PCID)

- The PCIDs main function is to validate a patron's COMPASS Card.
- The PCID will allow patrons with COMPASS Cards to tap on and/or to tap off to validate their fare or monthly pass.



End

Metropolitan Transit System

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

Agenda

Item No. 46

FIN 300 (PC 50601)

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

March 12, 2009

SUBJECT:

MTS: INVESTMENT REPORT – JANUARY 2009

RECOMMENDATION:

Action would receive a report for information.

Budget Impact

None.

DISCUSSION:

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

The second column is the unrestricted investments, which reports the working capital for MTS operations for 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.

Cash balances have increased by $742,000 or 0.36%.

The Legal Aspects of International Financial Institutions (LAIF) investment has increased $178,000, which is attributable to interest earnings. The average monthly yield in the LAIF investment has decreased from 2.779% to 2.05% between August and January.

Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

The funds restricted for debt service are structured investments with fixed returns that do not vary with marked 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: Tom Lynch, 619.557.4538, tom.lynch@sdmts.com

MAR12-09.46.INVESTMT RPT JAN09.LMUSENGO.doc

Attachment: A. Investment Report

San Diego Metropolitan Transit System
Investment Report
January 31, 2009

	Restricted	Unrestricted	Total	Average rate of return
Cash and Cash Equivalents				
Bank of America - concentration sweep account	$ 12,257,821	$ 20,656,150	$ 32,913,971	0.01%
Total Cash and Cash Equivalents	12,257,821	20,656,150	32,913,971	
Cash - Restricted for Capital Support				
US Bank - retention trust account	3,086,595	-	3,086,595	N/A *
US Bank - retention trust account	2,515,455	-	2,515,455	N/A *
Bank of America - Proposition 1B TSGP grant funds	2,700,132	-	2,700,132	N/A *
Total Cash - Restricted for Capital Support	8,302,182	-	8,302,182	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	-	5,665,938	5,665,938	2.05%
Bank of New York Money Market POB interest	-	561	561	
Total Investments - Working Capital	-	5,666,499	5,666,499	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value $39,474,000)	32,916,442	-	32,916,442	
Rabobank - Payment Undertaking Agreement	86,247,213	-	86,247,213	7.69%
Total Investments Restricted for Debt Service	119,163,655	-	119,163,655	
Investment in SDTC Pension Obligation Bonds				
Bank of America custodial account	-	36,402,359	36,402,359	
Total Investment in SDTC Pension Obligation Bonds	-	36,402,359	36,402,359	
Total cash and investments	**$ 139,723,659**	**$ 62,725,007**	**$ 202,448,666**	

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

Metropolitan Transit System

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

Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

March 12, 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 February 10, 2009, through March 2, 2009.

gail.williams/agenda item 62

Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company.

MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway,

CONTRACTS - Expense

Doc #	Organization	Subject	Amount	Day
G1087.4-07	LIEBMAN,QUIGLEY,SHEPPARD & SOU	LEGAL SERVICES GENERAL & TORT LIABILITY	$50,000.00	2/13/2009
G1138.1-08	DIETZ, GILMORE & ASSOCIATES	LEGAL SERVICES WORKERS COMPENSATION	$25,000.00	2/13/2009
G1169.1-08	WORDEN WILLIAMS, APC	LEGAL SERVICES RAILROAD LAW	$15,000.00	2/13/2009
G1234.0-09	JACOBS CENTER FOR NEIGH INNOV	HOLIDAY MUSIC ENTERTAINMENT TROLLEY STA	$5,000.00	2/13/2009
G1237.0-09	WORDSWORTH	PROVIDE STRATEGIC INTERNAL COMM PLAN	$20,000.00	2/13/2009
L0848.1-09	COUNTY OF SAN DIEGO DEPT PARKS	AMEND 1 TO ROE PERMIT	$0.00	2/13/2009
T0475.0-09	SANDAG	MOU FOR TAXICAB PASS SURVEY IN SAN DIEGO	$75,701.00	2/13/2009
G0856.12-03	GIRO, INC.	AMEND FOR REGIONAL SCHEDULING SYSTEM	$79,035.00	2/19/2009
G1111.5-07	WHEATLEY BINGHAM & BAKER	LEGAL SERVICES GENERAL & TORT LIABILITY	$60,000.00	2/19/2009
L5234.0-09	ALCORN FENCE COMPANY	EXTEND AND REPLACE FENCE AT FRONT ST	$5,220.00	2/19/2009
PWL109.1-08	ELECTRO SPECIALTY SYSTEMS, INC	AMEND 1 PARK AND MARKET CCTV PROJECT	$5,950.35	2/19/2009
S200-09-391	HELIX WATER DISTRICT	ROE PERMIT 42"WATER MAIN POTHOLE DESIGN	$0.00	2/19/2009
B0513.0-09	US OF A DEPT OF THE NAVY	LEASE AGREEMENT FOR RADIO TOWER FOR RTMS	$0.00	2/23/2009
G1067.3-07	MCDOUGAL LOVE ECKIS SMITHE BOE	LEGAL SERVICES GENERAL & TORT LIABILITY	$55,000.00	2/23/2009
G1080.3-07	LAW OFFICES MICHAEL E RIPLEY	LEGAL SERVICES GENERAL & TORT LIABILITY	$55,000.00	2/23/2009
G1030.1-07	PADRES C/O SOLOMON MINTON CARD	ESTOPPEL CERTIFICATE FOR EXISTING LEASE	$0.00	2/25/2009
G1067.4-07	MCDOUGAL LOVE ECKIS SMITH BOEH	LEGAL SERVICES GENERAL & TORT LIABILITY	$45,000.00	3/2/2009
G1242.0-09	HAZARD CENTER	2009 PARTNERSHIP WITH HAZARD CENTER	$9,600.00	3/2/2009
L0881.0-09	BRICEHOUSE KOBEY, LLC	LEASE OF BLDG EL CAJON TRANSIT CENTER	$0.00	3/2/2009
L5235.0-09	SAN DIEGO GAS AND ELECTRIC	EASEMENT FOR TRANSFORMER INSTALL FLETCHE	$0.00	3/2/2009
PWL110.0-09	ROY PIPKIN	REPAIR FOR IN-FLOOR LRV JACKS ON TRACKS	$94,367.46	3/2/2009
S200.09-393	JACOBS CENTER FOR NEIGHBORHOOD	EASEMENT UNDERPASS ACCESS @ EUCLID STATI	$1.00	3/2/2009

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
2/13/2009	HELIX MECHANICAL	HVAC REPLACEMENT AMERICAN PLAZA	$10,500.00
2/13/2009	WAREHOUSE EQUIPMENT OF S. DIEGO	STORAGE BIN DECKING REPLACE SDTI	$13,038.26
2/13/2009	ACRALIGHT INT'L SKYLIGHT	REPLACE/INSTALL LIGHTS SDTI-BLDG C	$14,085.00
2/13/2009	FEDEX KINKO'S	TEACHER RESOURCE MANUAL 2009	$1,084.50

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
2/13/2009	SAFEWAY SIGN CO	REGULAR ROUTE/DESTINATION DECALS	$706.63
2/17/2009	US POSTAL SERVICE	POSTAGE FOR HASLER METER WJ-135	$6,000.00
2/17/2009	TRANSYSTEMS	PROFESSIONAL SERVICES	$3,467.10
2/17/2009	SO CAL GRAPHICS	MTS SERVICES ADJUST STATIC WEBPAGE	$1,939.50
2/17/2009	RAPHAEL'S PARTY RENTAL	MISC EVENTS, CANOPY, LIGHTS, GENERA	$3,024.00
2/19/2009	ASSOCIATED POSTERS INC	BUS KING LATINO FILM FESTIVAL	$927.90
2/19/2009	DIEBOLD IDENX	FAR86032 FARGO YMCKOK RIBBON	$1,010.20
2/19/2009	ASSOCIATED POSTERS INC	BUS KING COW PARADE/BODY WORLD	$1,654.70
3/2/2009	MODULAR OFFICE	MODEL 9676SL DURALUMINUM GUARD	$18,660.26
3/2/2009	SHRED FORCE/CINTAS DOCUMENT	CONFIDENTIAL SHREDDING	$2,460.15

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
LO794.0-07.03	SIEMENS	TRACTION MOTOR REHAB REPAIRS	$0.00	2/19/2009
G1127.0-08.06.01	BUREAU VERITAS	GEC SERVICES FOR H ST TROLLEY STATI	$20,195.00	3/2/2009
G1132.0-08.03	LAN ENGINEERING	CONST MGMT SVCS FOR SD&AE ROW	$20,000.00	3/2/2009
G1132.0-08.02	LAN ENGINEERING CORP	CONST MGMT SVCS MTS ROW	$20,000.00	3/2/2009

CONTRACTS - Revenue

Doc #	Organization	Subject	Amount	Day
G1241.0-09	THE SOFIA HOTEL	ECD PASS 3-MONTH PILOT PROGRAM	($4,590.00)	2/13/2009
L5233.0-09	KTA CONST INC.	ROE PERMIT PADRE DAM CONST TURNOUT 3	($2,150.00)	2/17/2009
S200-09-393	HMS CONSTRUCTION INC	ROE PERMIT SOUTH LINE TROLLEY OCS MOD	($3,500.00)	2/17/2009
L0845.0-09	GRAN FONDO USA, LLC	ROE PERMIT FOR GRAN FONDO BIKE RIDE	($500.00)	3/2/2009
L4588.0-09	HAKANSON PRODUCTIONS C/O JAKE	ROE PERMIT FOR PHOTO SHOOT ORANGE LINE	($1,500.00)	3/2/2009
L5702.0-09	DATEL SYSTEMS INC	ROE PERMIT NCTD SUB INSTALL COMM MESH	($1,250.00)	3/2/2009
S200-09-394	PETERSON CHASE	ROE PERMIT GROSSMONT CTR DR BRIDGE RAIL	($1,300.00)	3/2/2009
S200-09-397	CARRIZO GORGE RAILWAY	DEPOSIT AGREEMENT INVEST SALE DESERT LIN	($25,000.00)	3/2/2009