



03-11-1940-114 R010

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Agenda

JOINT MEETING OF THE BOARD OF DIRECTORS

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

March 26, 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.

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - March 12, 2009 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. Recognition of Holiday Music Program (Tony Young) Receive

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.

CONSENT ITEMS

- | | | |
|-----|--|----------------|
| 6. | <u>MTS: Operations Budget Status Report for January 2009</u>
Action would receive a report for information. | Receive |
| 7. | <u>MTS: Audit Report - SDTI Storeroom</u>
Action would receive an internal audit report on San Diego Trolley, Inc.'s (SDTI's) Storeroom procedures. | Receive |
| 8. | <u>MTS: Audit Report - SDTC Storeroom</u>
Action would receive an internal audit report on San Diego Transit Corporation's (SDTC's) Storeroom procedures. | Receive |
| 9. | <u>MTS: Property Insurance Renewal</u>
Action would authorize the CEO to renew the property insurance coverage for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties (CSAC) Property Insurance Program, effective March 31, 2009, through March 31, 2010, with a basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels. | Approve |
| 10. | <u>SDTI: Gate Turnoff (GTO) Firing Boards - Contract Award</u>
Action would authorize the CEO to execute MTS Doc. No. L0883.0-09, a sole-source contract with Siemens Transportation Systems, Inc. (Siemens) for a five-year period to purchase Gate Turnoff (GTO) Firing Boards. | Approve |
| 11. | <u>MTS: Federal Transit Administration 5311 Program of Projects Under the American Recovery and Reinvestment Act (ARRA) of 2009</u>
Action would approve Resolution No. 09-13 authorizing the use of \$401,826.65 of Federal Transit Administration Section 5311 funds for the purchase of three Type VIII minibuses for use in rural routes. | Approve |
| 12. | <u>MTS: State Transit Assistance (STA) Claims</u>
Action would adopt Resolution No. 09-14 approving the revised fiscal year 2009 STA claims. | Adopt |
| 13. | <u>MTS: Regional Transit Management System - Contract Amendment</u>
Action would: (1) ratify MTS Doc. No. G0867.6-09 with Motorola as executed by the CEO at no additional cost; and (2) authorize the CEO to execute MTS Doc. No. G0867.7-09 with Motorola to fund the region's Traffic Light Synchronization Program. | Ratify/Approve |

CLOSED SESSION

24. None.

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- | | | |
|-----|--|-----------------|
| 30. | <u>MTS: FY 2010 Budget-Related Service Adjustments</u>
Action would: (1) receive a report on public comments received since the March 12, 2009, public hearing; and (2) approve the recommended service adjustments to achieve approximately \$4.7 million in subsidy savings. | Approve |
| 31. | <u>MTS: Light Rail Network: Short- and Long-Term Operating Plans</u>
Action would adopt a 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. | Possible Action |
| 32. | <u>MTS: Booz Allen Hamilton Consultant's Report - Low-Floor Capability Assessment and LRV Recommendations</u>
Action would receive a report regarding the consultant's recommendation for low-floor LRV procurement. | Possible Action |
| 33. | <u>MTS: Implementation Plan for Execution of the San Diego MTS Blue and Orange Line Rail Rehabilitation and Improvement Project</u>
Action would receive a report on implementation of the project phasing plan, light rail vehicle (LRV) procurement and rehabilitation alternatives, and provide direction to staff regarding: (1) the consultant's recommendation for 82-foot low-floor vehicle procurement; (2) pursuit of light rail vehicle procurement/rehabilitation strategy based on funding availability; and (3) project priority plan and phasing program. | Possible Action |

REPORT ITEMS

None.

- | | | |
|-----|---|-------------|
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Information |
| 62. | <u>Chief Executive Officer's Report</u> | Information |
| 63. | <u>Board Member Communications</u> | |
| 64. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
| 65. | <u>Next Meeting Date:</u> April 9, 2009 | |
| 66. | <u>Adjournment</u> | |

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 3/26/09

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:43 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BOYACK	<input type="checkbox"/> (Cunningham) <input checked="" type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		11:19 a.m. during AI 32
FAULCONER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>	9:15 a.m. during AI 4	
GLORIA	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>	9:12 a.m. during AI 3	
LIGHTNER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		11:23 a.m. during AI 32
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MCLEAN	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Woiwode) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>	9:05 a.m. during AI 2	
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		11:36 a.m. during AI 33
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>	9:11 a.m. during AI 3	
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		10:35 a.m. during AI 32
ZARATE	<input type="checkbox"/> (Parra) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

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

March 12, 2009

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

FINANCE WORKSHOP

1. Roll Call

Chairman Rindone called the meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. MTS: FY 2010 Budget Development (FIN 310.1)

Mr. Paul Jablonski, MTS CEO, reported that Mr. Marney Cox, SANDAG's Chief Economist, recently provided the Executive Committee with a presentation explaining why he was projecting a 2.2 percent growth in sales tax revenues for FY 2010, and the Committee requested that the same presentation be given to the Board. Mr. Jablonski then introduced Mr. Cox. Mr. Cox prefaced his remarks by stating there are important trends in the local economy that affect projections for sales tax revenues. He also stated that his projection of 2.2 percent has a 2 percent confidence interval (0 to 4 percent). Mr. Cox reviewed a number of charts showing various indicators that he used to arrive at his projection for sales tax growth. These charts reflected information on retail sales, employment, job growth, unemployment, disinflation, cost of construction, home pricing trends, housing reverse-wealth effect, public debt, federal funds rates, U.S. money supply, borrowing from the Federal Reserve, venture capital funds, and population growth. Mr. Cox pointed out that San Diego tends to be first into any recession and first to show signs of recovery. He added that San Diego is starting to show signs of recovery now. He also stated that his forecast does not factor in the fact that wages could fall if deflation continues.

Mr. Roberts stated that he had seen Mr. Cox's presentation a number of times and that it was the most comprehensive of all. He felt that MTS should lean toward being optimistic and felt that Mr. Cox was providing the best information. In response to a question from Mr. Ewin, Mr. Jablonski reported that each percentage point change in the projection for sales tax revenues has a \$700,000 impact on MTS's budget. Mr. Cox pointed out that if sales tax revenues are overestimated in the budget, even deeper cuts would have to be made later in the budget year, and if sales tax revenues are underestimated, MTS will have made cuts unnecessarily. Mr. Roberts reminded the Board that the County of San Diego is projecting a negative two percent and added that sales tax revenues need to be monitored monthly. Mr. Cox stated that he gives a monthly update on sales tax revenues to the SANDAG Board and recommends adjustments to the budget based on the information provided. Mr. Roberts said that the state is expressing support for environmental consciousness, smart growth, and transit-oriented development, and, at the same time, is suspending Transportation Development Act (TDA) funding for transit – a \$14 million loss of funding for MTS.

There was a brief discussion of the economic stimulus money that will be received by San Diego during which Mr. Cox reported that tourism has not declined as much as other sectors in San Diego's economy. He also reported that the military would bring in a management component from outside of San Diego to manage its construction projects but would probably use locals to perform the work.

Mr. Young stated that this budget information was important for everyone to hear, particularly since many are predicting no increase in sales tax revenues. He stated that the MTS system is subsidized – it is not a for-profit organization and is tremendously impacted by the loss of its share of sales tax revenues. He added that, because of this, MTS may not be able to function as it has the past and may not be able to again for quite some time.

Mr. Jablonski stated that because of the loss of TDA funding, MTS was considering making \$10 million in service adjustments. He reported that the Budget Development Committee requested that staff consider fare increases as well, which made it possible to scale back the number of service adjustments.

Mr. Larry Marinesi, MTS Budget Manager, reported that the amount of sales tax revenue subsidy shown in MTS's budget will be at the County's projected level of a -1.0 percent because MTS cannot claim more than this official amount. He added that the County can adjust that percentage if sales tax revenues increase but is not obligated to pass additional revenues to MTS. The County is allowed to replenish its TDA if they so choose. He added that MTS will use Mr. Cox's projection of +2.2 percent for projecting the subsidy it will receive through TransNet II. He also pointed out that TDA funding must be used to provide local match for federally-funded capital improvement projects before it can be used for other purposes. Mr. Marinesi then reviewed projected revenues as well as the impact of expense-reduction measures for the FY 2010 budget. Mr. Jablonski stated that the carryover from this year's budget of \$1,750 million is close to the difference between the County's and Mr. Cox's projections for sales tax revenues and will be used as a buffer to address the uncertainty that surrounds this funding.

Mr. McClellan stated that MTS is trying to balance service adjustments and fare increases. He stated that reducing the number of service adjustments at least preserves the service so that people can get where they need to go. He stated that the Budget Development Committee felt that it was also important to provide the best schedules possible.

In response to a question from Mr. Gloria, Mr. Jablonski stated that MTS is not imposing furloughs on its employees and that staff reductions of 20 percent were already made last year. He stated that staffing levels are so low that MTS cannot afford to work four days instead of five. He added that service and fare adjustments are MTS's last resort and added that MTS has explored and implemented all other options. He reminded the Board that this is the third year that MTS has had to tighten its belt in response to the loss of funding and that staff implemented 23 different cost-saving and revenue-generating initiatives in FY 2009. In response to another question from Mr. Gloria, Mr. Jablonski stated that the SANDAG Board is very reluctant to use TransNet money for cover funding gaps because of their commitment to doing the projects approved under TransNet II by the voters.

Public Comment

Anna Daniels: Ms. Daniels suggested that MTS ask SANDAG to support its mission for this year and next year by providing additional funding of \$15 million to \$20 million from TransNet.

Linda McCann: Ms. McCann stated that seniors are on limited incomes and need transportation to get to doctor appointments.

Chairman Mathis pointed out that seniors are already riding for 25 percent of what other people are paying.

Mr. Jablonski reported that SANDAG will have to take the action to make the recommended fare adjustments as MTS does not have the authority to do so. Mr. Rindone pointed out that increasing the cost of the monthly pass from \$68 to \$72 would make it possible for MTS to avoid making more substantial service adjustments.

Action Taken

Mr. Ewin moved to 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. Mr. McClellan moved to second the motion, and the vote was 11 to 2 in favor with Mr. Gloria and Ms. Lightner casting the dissenting votes.

3. Public Comment

There were no additional public comments.

4. Adjournment

Chairman Rindone adjourned the meeting at 10:25 a.m.

BOARD MEETING

1. Roll Call

Chairman Mathis called the Board meeting to order at 10:25 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Roberts moved to approve the minutes of the February 19, 2009, MTS Board of Directors meeting. Mr. McClellan seconded the motion, and the vote was 13 to 0 in favor.

3. Public Comments

There was no Public Comment.

CONSENT ITEMS:

6. MTS: Broadway Wye Signals, Switches, and Catenary Upgrade Design – Work Order (CIP 11255)

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

7. MTS: American Plaza CCTV Equipment Upgrade – Contract Award (CIP 11201)

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

8. MTS: Increased Authorization for Legal Services – Law Offices of Wheatley Bingham & Baker (LEG 491)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. G1111.6-07 (in substantially the same form as Attachment A of the agenda item) 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 (LEG 491)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. G1067.5-07 (in substantially the same form as Attachment A of the agenda item) 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 (CIP 10940)

Recommend that the Board of Directors (1) ratify MTS Doc. No. G0856.11-03 (Attachment A of the agenda item) 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 (Attachment B of the agenda item) with GIRO, Inc. for the addition of the HASTOP module.

11. MTS: Excess Liability Insurance Renewal (LEG 491)

Recommend 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.

12. MTS: Contract Assignments for On-Call Engineering Services (ADM 122.2)

Recommend that the Board of Directors authorize the CEO to execute assignment of contracts (Attachment A of the agenda item) from 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 (SDAE 710)

Recommend that the Board of Directors authorize the CEO to execute Amendment No. 2 to MTS Document No. S200-06-291 (Attachment A of the agenda item) 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.

Action on Recommended Consent Items

Mr. Mike Daney, Senior Transportation Planner, explained for Ms. Lightner that the HOSTOP module referenced in Agenda Item 10 – MTS Regional Scheduling System Contract Amendment, recommendation 2, will enable staff to use the computer to generate displays for bus stop poles. He stated that staff is currently doing this by hand. He added that a Jobs Access Reverse Commute grant is providing most of the funding for this purchase.

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

NOTICED PUBLIC HEARINGS
(Taken Out of Order)

25. MTS: Public Hearing on FY 2010 Budget-Related Service Changes (SRTP 830)

Chairman Mathis reviewed the procedures that would be following during the Public Hearing.

Ms. Sharon Cooney, Interim Director of Planning and Scheduling, reported that the \$4.7 million in service adjustments being recommended for approval by the Board are the result of an exhaustive process that started in November 2008. She introduced Mr. Denis Desmond, Senior Transportation Planner, who reviewed the factors that were considered during the selection process. He also reviewed the process used for providing this information to the public. He reported that a survey was taken and out of the 500 written surveys received, 57 percent said that they would rather have a fare increase than further reductions in service. He also reported that over 1,000 comments were received and recommendations for service adjustments were finalized with those comments in mind. Mr. Desmond presented information on five different options with different levels of service and fare adjustments. He stated that the Budget Development and Executive Committees recommended Option No. 3 and then provided detail on the level of service and fare changes under that option. He then provided detail on each of the recommended service adjustments. Mr. Desmond also displayed a map of census tracks showing the concentrations of low-income and minority populations as well as the locations where service adjustments will be made. Ms. Cooney reviewed staff's recommendation on this item and reported that the Board will approve the service adjustments at its meeting on March 26, 2009. She then explained to Board members that handouts had been placed at each members' place that provided information on the survey results and a listing of public comments received.

Mr. Dan Levy, SANDAG Senior Regional Planner, confirmed for Mr. Gloria that Super Loop service will begin in June as an Early Action Program under TransNet and will provide even better service than the Route 86, which it is replacing. Ms. Cooney reported that the Memorandum of Understanding for this service is currently being developed. She also reported that the buses for this service have started to arrive, and Super Loop service will start in May or June before Route 86 is discontinued.

Chairman Mathis opened the Public Hearing at 10:52 a.m.

Don Stillwell: Mr. Stillwell objected to the changes being proposed for Route 14 and offered suggestions for changing service on this route.

Maria Cortez: Ms. Cortez objected to the decreased frequency proposed for Route No 15 on weekends and the increase in the pass price. She also stated that MTS should build light-rail in the I-15 corridor.

Doretta Debrick, Stephens Properties: Ms. Debrick objected to the changes proposed for Route 18. She stated that the California Unemployment Insurance Board is in a building along this route. She stated this is going to have a negative effect on people who are appealing their denial of unemployment benefits. Mr. Rindone pointed out that Route 18 is no longer on the list of routes to be adjusted.

Penny J. McLellan, Ph.D.: Dr. McLellan stated that she understood that Route 18 was not going to be changed but wanted to stress the importance of this service in case that decision was reconsidered later.

Claire Wilson: Ms. Wilson felt that MTS should continue to make it known that the cuts originally proposed were still possible. She stated that it takes her 80-year-old father almost 3 hours to get downtown on Route 20B to see her, and it will take him even longer if the recommended service adjustment is approved.

Adrian Egli: Mr. Egli made a number of suggestions for changes to routes. Ms. Cooney reported that she had a list of his suggested changes.

Gillian Lancaster: Ms. Lancaster complimented MTS bus operators and stated that she likes light-rail transit. She also stated that she loves the trolley that goes to SDSU because it has opened up a whole new world to her. She also stated that she looked forward to using the Compass Card. She objected to the change in service between Ocean Beach and Point Loma and suggested that Route 7 provide a circulator service downtown.

Command Master DCM Charles Grandin: Chief Grandin stated that he was happy that the weekday service on Route 84 was not going to be changed. He also discussed the increase in base personnel that is expected and stated that he has come into his job with a renewed commitment to having navy personnel use public transportation. He suggested considering reducing the scope of service on Route 84 on the weekends rather than discontinuing it.

Joyce Grier: Ms. Grier objected to the changes proposed for Route 86. She stated that people in North County are being ignored. She also stated that bus service takes too long and made suggestions for other services to be cut. Mr. Jablonski advised Ms. Grier that Route 86 will be replaced by Super Loop, which will run every ten minutes.

Joyce Warren: Ms. Warren objected to changes in Route 854 saying that it will take three times longer for people to make their trips on this route. She talked about the number of students who use this route.

Jim Warren: Mr. Warren objected to changes in Route 854.

Michael Wheelis: Mr. Wheelis was not present when called.

Lorraine Leighton: Ms. Leighton referred to Routes 870, 871, and 872 and objected to the use of minibuses because they become too crowded. She suggested putting a minibus on Route 856 rather than discontinuing it.

Cynthia Elkins: Ms. Elkins objected to the recommended changes to Route 871/872. She stated that she needs this route to get to the mall, laundry, etc. She also stated that she was unemployed at the moment and could not afford to pay more for a monthly pass.

Joyce Brown: Ms. Brown objected to proposed service adjustments for Route 965 stating that 90 percent of the people who use this route are low income and minorities. She stated that when service is cut, livelihoods are affected.

Philip Liburd: Mr. Liburd objected to the elimination of transfers.

Edwin Rendor: Mr. Rendor suggested that trolley lines with limited stops be developed and suggested doing that on the Blue Line. He also suggested running loops through downtown. Mr. Rendor suggested that the vintage trolley be used to provide that loop.

Ruben Ceballos: Mr. Ceballos objected to the changes recommended for Route 14.

Constance Bradburn: Ms. Bradburn objected to the fare increase. She also felt that MTS was trying to get around Title VI and stated that whole sections of the city would be left without service.

Theresa Quiroz: Ms. Quiroz objected to recommended changes for 965 and quoted the Title VI report regarding the reason why it is unacceptable to make these cuts. She also stated that the walking distances are too great, and there are no street lights or sidewalks to use. She added that this is in a neighborhood with the highest crime rate in the city. She also stated that at that time of day, the change has a disproportionate impact on low income and minority population in this area. She also objected to the two proposed alternatives. She also requested that MTS demand that SANDAG fulfill its mandate.

John Stephens: Mr. Stephens objected to any future contemplation of changes to Route 18. He stated that adjustments would force relocation of the Unemployment Insurance Appeals Board.

Rose Chapin: Ms. Chapin objected to the length of trips. She stated that everyone at MTS is driving new cars and lining their pockets.

Ray Lethbridge: Mr. Lethbridge stated that the public is willing to pay a little more and put up with a little inconvenience. He stated that he missed having transfers. He also suggested discontinuing either Route 845 or 936 on College Avenue because they duplicate each other. He also suggested reducing the size of Orange Line consists during special-service events. He trolley trains should not be allowed to leave until they have full loads.

Ms. Caroline Elkins: Ms. Elkins complained that MTS continues to cut service and raise fares. She stated that every time MTS changes a schedule, it changes people's lives and that every time MTS raises its fares, it takes money out of the pockets of its riders. She also complained about wheelchair lifts not working.

Tina Irving: Ms. Irving objected to the elimination of transfers. She also objected to the service changes recommended for Route 10.

Clive Richard: Mr. Richard stated that he was angry with the state for reducing funding for transit. He stated that consideration should be given to not building some of the projects approved under TransNet and using that funding for operations instead.

Roger Lars Andersen: Mr. Andersen stated that all other governmental agencies in the state have set senior eligibility at the age of 65 and expressed his support for transit to do the same. He stated that the state and other passengers should not be subsidizing riders until they reach the age of 65. He stated that MTS has done an excellent job in difficult circumstances. He also stated that the limited-stop service MTS implemented has really helped move people.

Deb Morrow: Ms. Morrow complained that Route 20 is overcrowded. She suggested 20-minute frequency for weekdays and 30-minute frequency for weekends.

Kathy Evans Calderwood, San Diego Welfare Warriors: Ms. Calderwood stated that City Heights is not happy about the proposed service adjustments. She stated that they have a negative impact on the financial and emotion well being of the senior and immigrant populations. She provided staff with the following documents: Census 2000 Profile for City Heights Community Planning Area, the Department of Transportation Public Transportation Fare Policy, a Draft San Diego Regional Enterprise Zone Boundaries dated July 20, 2006, data from California Welfare Rights Organization, and a publication from the San Diego Welfare Warriors.

Chairman Mathis closed the Public Hearing at 11:51 a.m.

Chairman Mathis stated that MTS and its Board would like nothing better than to add service and meet public demand. He added that MTS is not being given the funding to do that. He stated that funding MTS has relied upon for years is actually being taken away from transit at a time when there is an urgent need. He also pointed out that the funding from the federal economic stimulus package can only be used for construction projects, which create new jobs. He stated that transit has been very vocal in objecting to creating new jobs and not providing the funding for transportation that can be used to access those jobs. He stated that the only way that MTS can keep its entire system running is to make hard choices regarding service and fare adjustments. He added that a lot of the recommended service changes were based on ridership levels; i.e., the lower the ridership, the more vulnerable that route was to service adjustments. He stated that MTS was sorry to have to make these changes. He added that, in many cases, the routes are still there, but they are a little less convenient to use.

Mr. Young thanked the public speakers for making comments. He stated that he still lives in the community in which he grew up and therefore understands how important transit is to this community. Mr. Young stated that MTS is operating very efficiently on the funding it has been receiving, but MTS is now facing a cut in that funding. He stated that he is a member of the Board's Budget Development Committee and stated that he was surprised there even is a system. He stated that MTS staff members have done an incredible job making sure that MTS has not had to eliminate even more service. He added that he understood the disappointment of the public speakers but asked them to think clearly about this. He suggested they call the governor and their state legislators who make the decisions about how much funding to provide for transit.

Mr. McClellan advised members of the public in the audience that money for capital improvement projects comes from a different source and cannot be used for operating purposes. He stated that council members have the same restrictions in their respective cities. In response to a request by Ms. Lightner, Mr. Jablonski explained that MTS has approached SANDAG in the past to request that more operating funding be provided. He stressed again that they feel that TransNet funding should be spent on the projects approved by the voters

under this tax measure. He also informed Ms. Lightner that SANDAG is already working on identifying projects that could be funded using federal economic stimulus monies. He stated that his goal has been to sustain MTS operations with consistent and ongoing funding, not with monies that are available on a one-time basis.

Mr. Gloria thanked Mr. Young and stated that the entire Board supports transit. He stated that he has run campaigns on transit and has ridden transit frequently. He added that he rode as a kid and used to ride the trolley to the MTS building when he worked for the County. He stated that staff has done a good job and stated that he was impressed that the service cuts weren't greater. He added that the voices clamoring for additional highways and streets are louder than the voices for public transportation. He also stated that the public speakers were helping MTS build its case that the future is about transit rather than individual cars. Mr. Gloria referenced the speakers about Route 965 and stated that they are correct that the changes affect minority and low income communities. He stated that the alternative route has a steep incline through a canyon and the street grid doesn't connect and requested that staff give reconsideration to this change.

Action Taken

Mr. Young moved to (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 of the agenda item); (2) adopt Resolution 09-12, (Findings in Support of Exemption Under the California Environmental Quality Act Related to Proposed Budget-Related Service Adjustments) (Attachment C of the agenda item); 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 of March 26, 2009. Mr. McClellan seconded the motion, and the vote was 10 to 2 in favor, with Mr. Gloria and Ms. Lightner casting the dissenting votes.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

- a. MTS: CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code section 54956.8. Property: The San Diego and Arizona Eastern 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 CEO; Tiffany Lorenzen, MTS General Counsel; and Tim Allison, MTS Manager of Real Estate Assets. Negotiating Parties: Carrizo Gorge Railway. Under Negotiation: Terms of Sale

Action Taken

Mr. Jones moved to authorize the Executive Committee to deal with this matter. Mr. McClellan seconded the motion, and the vote was 11 to 0 in favor.

DISCUSSION ITEMS:

30. MTS: Light Rail Network Short-and Long-Term Operating Plans (OPS 970.2)

This item was deferred.

31. MTS: Booz Allen Hamilton Consultant's Report – Low-Floor Capability Assessment and Light Rail Vehicle Recommendations (OPS 970.2)

This item was deferred.

32. MTS: Sole-Source Contract Award to the ARC of San Diego for Interior Deep Cleaning of SDTC Buses (OPS 960.6)

Staff's report on this item was waived.

Action Taken

Mr. Ewin moved to authorize the CEO to execute a sole-source contract, MTS Doc. No. B0517.0-19 (insubstantially the same form as Attachment A of the agenda item), for a three-year base period with two 1-year options with The ARC of San Diego for deep cleaning the interiors of the SDTC buses. Mr. Ovrom seconded the motion, and the vote was 12 to 0 in favor.

REPORT ITEMS:

45. MTS: 2008 Year-End Security Report (OPS 970.11)

This item was deferred.

46. MTS: Investment Report – January 2009 (FIN 300)

Mr. Jablonski reported that there has been little change from the previous month's report and that assets have actually increased slightly.

Action Taken

Mr. Ewin moved to receive a report for information. Mr. McClellan seconded the motion, and the vote was 11 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, reported that the Committee will be meeting on March 19, 2009.

62. Chief Executive Officer's Report

Mr. Jablonski made no report.

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 26, 2009.

66. Adjournment

Chairman Mathis adjourned the meeting at 12:13 p.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
ROLL CALL

MEETING OF (DATE): 3/12/09

CALL TO ORDER (TIME): 10:25 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: 10:52 a.m.

RECONVENE: 11:51 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 12:13 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BOYACK	<input type="checkbox"/> (Cunningham) <input checked="" type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
FAULCONER	<input type="checkbox"/> (Emerald) <input type="checkbox"/>		<input checked="" type="checkbox"/>
GLORIA	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		11:03 a.m. during AI 46
LIGHTNER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Woiwode) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		11:37 a.m. during AI 25
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
ZARATE	<input type="checkbox"/> (Parra) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Jeff Hertz

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

8/1

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

1. INSTRUCTIONS

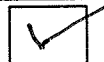
This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes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

Date 3-26-09Name (PLEASE PRINT) Charles LungerhausenAddress 5308 Monroe Ave Apt. 124
San Diego, CA 92115

Telephone _____

Organization Represented (if any) citizen commentsSubject of your remarks: April M.S. walk eventsAgenda Item Number on which you request to speak #3

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

1.

Mar. 26, 2009

MTS mtg.

AGENDA ITEM #3 (Public Comment)

**Good morning Chair Mathis, Board members, Staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. #124 which is in the SDSU neighborhood of San Diego. 92115
Phone 619-546-5610**

As you may see have my fund raising garb present. The 2009 MS Walk for land-lubbers will take place April 4th at Liberty Station & April 25th at Legoland. My team, Team Water walkers will walk the week before on Friday April 17 at the Mission Beach Plunge at 3115 Ocean Front Walk. And this will occur during our regular Aqua class time from 11:00 am to 12:00 pm . A pizza luncheon will be served after.

Again I request your sponsorship donations of \$20 , \$25 or larger amounts if you are able to be so generous. And for those writing checks please make payment to the National MS Society. If giving cash please a card or note with your address for a thank you message.

Want to thank some of you for your support in previous years, because of your kind support I and others with MS are able to swim at the Mission Beach Plunge for exercise, and research continues around the country to find a cure. Please help us again with your kind sponsorship donations of any amount and I sure pray they find a cure soon so I don't have to keep doing this fund raising shtik anymore. During the 2007 campaign you helped me raise \$7,719 which placed me at position #32 of the top 50ty fundraisers in the county, thank you!!!

Will gladly accept your donations at anytime. Have already put down my donation of \$100.00 for this year, so you know how committed I am to finding a cure

Thank you for listening and the opportunity to speak.



AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

82

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	3/26/09		
Name	Theresa Quiroz		
Address	4719 Bailey Pl, SD 92105		
Telephone	(619) 263-3457		
Organization Represented	-		
Subject of Your Remarks	SAND AG		
Regarding Agenda Item No.	Public Comment		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

As indicated within Attachment A-1, the year-to-date January 2009 MTS net-operating subsidy favorable variance totaled \$35,000 (0.1%). Operations produced a \$52,000 (0.1%) favorable variance, and the administrative/other activities areas were unfavorable by \$17,000.

MTS COMBINED RESULTS

Revenues

Year-to-date combined revenues through January 2009 were \$56,311,000 compared to the year-to-date budget of \$56,092,000, which represents a \$219,000 (0.4%) positive variance.

Expenses

Year-to-date combined expenses through January 2009 were \$125,466,000 compared to the year-to-date budget of \$125,282,000, which results in a \$184,000 (-0.1%) unfavorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$58,643,000 compared to a year-to-date budgetary figure of \$58,643,000.

Outside Services and Purchased Transportation. Total outside services for the first seven months of the fiscal year totaled \$42,166,000 compared to a budget of \$42,105,000, which results in a year-to-date unfavorable variance of \$61,000 (-0.1%).

Materials and Supplies. Total year-to-date materials and supplies expenses totaled \$4,527,000 compared to a budgetary figure of \$4,517,000, which results in an unfavorable expense variance of \$10,000 (-0.2%).

Energy. Total year-to-date energy costs were \$16,851,000 compared to the budget of \$16,837,000 resulting in a year-to-date unfavorable variance of \$14,000 (-0.1%). Year-to-date diesel prices averaged \$3.082 per gallon compared to the midyear-adjusted budgetary rate of \$2.570 per gallon. Year-to-date compressed natural gas (CNG) prices averaged \$1.508 per therm compared to the midyear adjusted budgetary rate of \$1.470 per therm.

Risk Management. Total year-to-date expenses for risk management were \$2,402,000 compared to the year-to-date budget of \$2,401,000, which resulted in an unfavorable variance totaling \$1,000 (0.0%).

General and Administrative. Year-to-date general and administrative costs, including vehicle and facilities leases, were \$97,000 (-12.5%) unfavorable to budget, totaling \$876,000 through January 2009, compared to a year-to-date budget of \$779,000.



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.

FIN 310.1

March 26, 2009

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR JANUARY 2009

RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operations Budget Status Report for January 2009.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's operating results for January 2009. Attachment A-1 combines the operations, administration, and other activities results for January 2009. Attachment A-2 details the January 2009 combined operations results, and Attachments A-3 to A-10 present budget comparisons for each MTS operation. Attachment A-11 details budget comparisons for MTS Administration, and A-12 provides January 2009 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company/debt service).

MTS NET-OPERATING SUBSIDY RESULTS

The enclosed information includes midyear budgetary adjustments that were approved by the Board of Directors at its February 19, 2009, meeting. Due to this midyear budget adjustment, budgetary variances for the month of January and year-to-date through January 2009 are relatively minimal.



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.

YEAR-TO-DATE SUMMARY

The January 2009 year-to-date net-operating subsidy totaled a favorable variance of \$35,000 (0.1%). As discussed above, with the midyear budgetary adjustment approved by the Board of Directors on February 19, 2009, variances within each of the revenue and expense categories diminished.



Paul G. Jablonski
Chief Executive Officer

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

MAR26-09.6.OPS BUDGET JAN 09.MTHOMPSON.doc

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**MTS
CONSOLIDATED**

Att. A, AI 6, 3/26/09

**COMPARISON TO BUDGET - FISCAL YEAR 2009
JANUARY 31, 2009
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 51,376	\$ 51,319	\$ 57	0.1%
Other Revenue	4,935	4,772	162	3.4%
Total Operating Revenue	\$ 56,311	\$ 56,092	\$ 219	0.4%
Personnel costs	\$ 58,643	\$ 58,643	\$ -	0.0%
Outside services	42,166	42,105	(61)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	4,527	4,517	(10)	-0.2%
Energy	16,851	16,837	(14)	-0.1%
Risk management	2,402	2,401	(1)	0.0%
General & administrative	636	547	(89)	-16.3%
Vehicle/facility leases	240	232	(8)	-3.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(0)	(0)	0	-122.9%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 125,466	\$ 125,282	\$ (184)	-0.1%
Operating income (loss)	\$ (69,155)	\$ (69,190)	\$ 35	0.1%
Total public support and nonoperating revenues	(7,627)	(7,490)	(137)	1.8%
Income (loss) before capital contributions	\$ (76,782)	\$ (76,680)	\$ (101)	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Att. A, AI 6, 3/26/09

OPERATIONS CONSOLIDATED OPERATIONS

COMPARISON TO BUDGET - FISCAL YEAR 2009

JANUARY 31, 2009

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 51,376	\$ 51,319	\$ 57	0.1%
Other Revenue	487	375	112	29.9%
Total Operating Revenue	\$ 51,863	\$ 51,694	\$ 169	0.3%
Personnel costs	\$ 52,475	\$ 52,475	\$ -	0.0%
Outside services	39,992	39,940	(51)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	4,519	4,510	(9)	-0.2%
Energy	16,650	16,641	(9)	-0.1%
Risk management	2,144	2,144	-	0.0%
General & administrative	257	217	(40)	-18.4%
Vehicle/facility leases	238	230	(8)	-3.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	5,355	5,355	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 121,629	\$ 121,512	\$ (117)	-0.1%
Operating income (loss)	\$ (69,766)	\$ (69,818)	\$ 52	0.1%
Total public support and nonoperating revenues	901	1,038	(137)	-13.2%
Income (loss) before capital contributions	\$ (68,865)	\$ (68,781)	\$ (84)	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2009
JANUARY 31, 2009
(in \$000's)

Att. A, AI 6, 3/26/09

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 15,579	\$ 15,527	\$ 52	0.3%
Other Revenue	80	6	74	1272.6%
Total Operating Revenue	\$ 15,659	\$ 15,533	\$ 126	0.8%
Personnel costs	\$ 33,079	\$ 33,079	\$ -	0.0%
Outside services	1,106	1,101	(4)	-0.4%
Transit operations funding	-	-	-	-
Materials and supplies	2,671	2,663	(8)	-0.3%
Energy	5,530	5,530	0	0.0%
Risk management	1,047	1,047	-	0.0%
General & administrative	89	80	(9)	-11.4%
Vehicle/facility leases	72	68	(4)	-5.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	2,773	2,773	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 46,367	\$ 46,341	\$ (26)	-0.1%
Operating income (loss)	\$ (30,708)	\$ (30,808)	\$ 100	0.3%
Total public support and nonoperating revenues	(2,650)	(2,513)	(137)	5.4%
Income (loss) before capital contributions	\$ (33,357)	\$ (33,321)	\$ (36)	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2009
JANUARY 31, 2009
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 19,874	\$ 19,850	\$ 24	0.1%
Other Revenue	369	369	-	0.0%
Total Operating Revenue	\$ 20,243	\$ 20,219	\$ 24	0.1%
Personnel costs	\$ 18,690	\$ 18,690	\$ -	0.0%
Outside services	5,526	5,494	(31)	-0.6%
Transit operations funding	-	-	-	-
Materials and supplies	1,845	1,846	0	0.0%
Energy	5,232	5,226	(6)	-0.1%
Risk management	1,097	1,097	-	0.0%
General & administrative	136	134	(2)	-1.7%
Vehicle/facility leases	76	76	-	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	2,044	2,044	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 34,647	\$ 34,607	\$ (40)	-0.1%
Operating income (loss)	\$ (14,404)	\$ (14,389)	\$ (16)	-0.1%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (14,404)	\$ (14,389)	\$ (16)	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, AI 6, 3/26/09

MULTIMODAL OPERATIONS (FIXED ROUTE)

COMPARISON TO BUDGET - FISCAL YEAR 2009

JANUARY 31, 2009

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 12,569	\$ 12,573	\$ (4)	0.0%
Other Revenue	38	-	38	-
Total Operating Revenue	\$ 12,607	\$ 12,573	\$ 34	0.3%
Personnel costs	\$ 248	\$ 248	\$ -	0.0%
Outside services	23,462	23,462	(1)	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	0	-	(0)	-
Energy	4,424	4,422	(2)	0.0%
Risk management	-	-	-	-
General & administrative	29	4	(25)	-717.8%
Vehicle/facility leases	90	86	(4)	-4.8%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	425	425	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 28,679	\$ 28,646	\$ (32)	-0.1%
Operating income (loss)	\$ (16,072)	\$ (16,073)	\$ 1	0.0%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (16,072)	\$ (16,073)	\$ 1	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, AI 6, 3/26/09

MULTIMODAL OPERATIONS (PARATRANSIT)

COMPARISON TO BUDGET - FISCAL YEAR 2009

JANUARY 31, 2009

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 1,060	\$ 1,058	\$ 2	0.2%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,060	\$ 1,058	\$ 2	0.2%
Personnel costs	\$ 64	\$ 64	\$ -	0.0%
Outside services	6,157	6,142	(15)	-0.2%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	1,073	1,073	(0)	0.0%
Risk management	-	-	-	-
General & administrative	3	-	(3)	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	17	17	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 7,315	\$ 7,296	\$ (18)	-0.3%
Operating income (loss)	\$ (6,254)	\$ (6,238)	\$ (16)	-0.3%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (6,254)	\$ (6,238)	\$ (16)	0.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2009
JANUARY 31, 2009
(in \$000's)

Att. A, AI 6, 3/26/09

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 2,295	\$ 2,312	\$ (17)	-0.7%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 2,295	\$ 2,312	\$ (17)	-0.7%
Personnel costs	\$ 205	\$ 205	\$ -	0.0%
Outside services	3,499	3,499	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	2	1	(1)	-52.3%
Energy	391	391	-	0.0%
Risk management	-	-	-	-
General & administrative	0	0	-	0.0%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	95	95	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 4,192	\$ 4,191	\$ (1)	0.0%
Operating income (loss)	\$ (1,898)	\$ (1,880)	\$ (18)	-0.9%
Total public support and nonoperating revenues	3,454	3,454	-	0.0%
Income (loss) before capital contributions	\$ 1,556	\$ 1,574	\$ (18)	-1.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**OPERATIONS
CORONADO FERRY**

Att. A, AI 6, 3/26/09

COMPARISON TO BUDGET - FISCAL YEAR 2009

JANUARY 31, 2009

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	86	86	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
Total Operating Expenses	\$ 86	\$ 86	\$ -	0.0%
Operating income (loss)	\$ (86)	\$ (86)	\$ -	0.0%
Total public support and nonoperating revenues	97	97	-	0.0%
Income (loss) before capital contributions	\$ 11	\$ 11	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**ADMINISTRATION
CONSOLIDATED**

Att. A, AI 6, 3/26/09

**COMPARISON TO BUDGET - FISCAL YEAR 2009
JANUARY 31, 2009
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	%
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	3,679	3,664	15	0.4%
Total Operating Revenue	\$ 3,679	\$ 3,664	\$ 15	0.4%
Personnel costs	\$ 5,826	\$ 5,826	\$ -	0.0%
Outside services	2,118	2,115	(3)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	6	5	(1)	-25.9%
Energy	196	190	(6)	-3.0%
Risk management	238	238	-	0.0%
General & administrative	318	269	(49)	-18.4%
Vehicle/facility leases	2	2	-	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(5,381)	(5,381)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 3,323	\$ 3,264	\$ (59)	-1.8%
Operating income (loss)	\$ 356	\$ 400	\$ (44)	11.0%
Total public support and nonoperating revenues	(8,528)	(8,528)	-	0.0%
Income (loss) before capital contributions	\$ (8,172)	\$ (8,128)	\$ (44)	0.5%

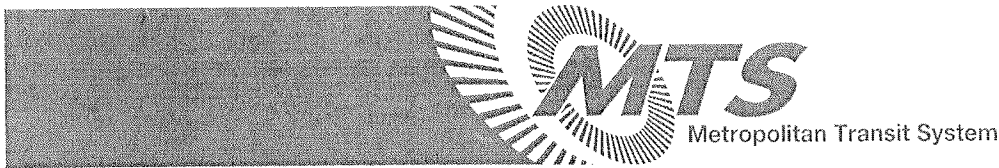
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**OTHER ACTIVITIES
CONSOLIDATED**

Att. A, AI 6, 3/26/09

**COMPARISON TO BUDGET - FISCAL YEAR 2009
JANUARY 31, 2009
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	769	733	36	4.8%
Total Operating Revenue	\$ 769	\$ 733	\$ 36	4.8%
Personnel costs	\$ 342	\$ 342	\$ -	0.0%
Outside services	57	49	(7)	-15.1%
Transit operations funding	-	-	-	-
Materials and supplies	2	2	-	0.0%
Energy	5	5	-	0.0%
Risk management	21	20	(1)	-5.0%
General & administrative	60	60	0	0.3%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	27	27	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 513	\$ 505	\$ (8)	-1.6%
Operating income (loss)	\$ 255	\$ 228	\$ 27	-12.0%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ 255	\$ 228	\$ 27	12.0%



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Agenda

Item No. 7

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

LEG 492

March 26, 2009

SUBJECT:

MTS: AUDIT REPORT - SDTI STOREROOM

RECOMMENDATION:

That the Board of Directors receive an internal audit report on San Diego Trolley, Inc.'s (SDTI's) Storeroom procedures (Attachment A).

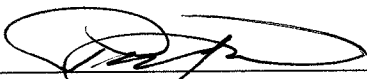
Budget Impact

None.

DISCUSSION:

The MTS Internal Auditor recently performed a review of SDTI's storeroom procedures to review the overall adequacy of the process.

As a result of the review, several recommendations were offered to improved controls. Management has accepted these recommendations, and action is underway for implementation.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, mark.abbey@sdmts.com

MAR26-09.7.SDTI STOREROOM AUDIT RPT.MABBEY.doc

Attachment: A. SDTI Storeroom Audit Report (**Board Only**)

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.



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Agenda

Item No. 8

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

LEG 492

March 26, 2009

SUBJECT:

MTS: AUDIT REPORT - SDTC STOREROOM

RECOMMENDATION:

That the Board of Directors receive an internal audit report on San Diego Transit Corporation's (SDTC's) storeroom procedures (Attachment A).

Budget Impact

None.

DISCUSSION:

The MTS Internal Auditor recently performed a review of SDTC storeroom procedures to review the overall adequacy of the process.

As a result of the review, several recommendations were offered to improve controls. Management has accepted these recommendations, and action is underway for implementation.

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

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, mark.abbey@sdtms.com

MAR26-09.8.SDTC STOREROOM AUDIT RPT.MABBEY.doc

Attachment: A. Audit Report (**Board Only**)



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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

March 26, 2009

SUBJECT:

MTS: PROPERTY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties (CSAC) Property Insurance Program, effective March 31, 2009, through March 31, 2010, with a basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels.

Budget Impact

The preliminary renewal premium is approximately \$962,349, which is about 3% above last year's preliminary premium of \$933,961. This variation is attributed to rate changes and property valuations. The premium is anticipated to be charged against the budgets of MTS (\$3,528), SDTC (\$127,221), and SDTI (\$831,600). No budget adjustment is proposed at this time. Fiscal year 2010 budgets are being developed, and funds will be designated and included within them.

PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT			
Policy Period: 03/31/09 - 03/31/10			
Agency	FY 09	FY 10	Total Premium
MTS	\$882	\$2,646	\$3,528
SDTC	\$31,805	\$95,416	\$127,221
SDTI	\$207,900	\$623,700	\$831,600
TOTAL	\$240,587	\$721,762	\$962,349



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's property insurance policy expires on March 31, 2009, and covers the real and personal property of MTS, SDTC, and SDTI. The policy is obtained through CSAC, which is a joint purchase group of all but a handful of California counties created for the purpose of obtaining insurance at a reduced cost. SDTC has been insured through this group since 1993. Effective November 1, 1997, all MTS entities became insured with CSAC.

The CSAC Property Program is a complex layering of multiple insurance carriers, including both domestic and European insurers. Most of the CSAC members, including both the City and County of San Diego, purchase earthquake insurance. MTS and its entities have elected not to purchase this optional coverage.

The entire CSAC Program consists of 54 of the 58 California counties, which gives it tremendous purchasing power with premiums. At inception of the last three-year purchasing endorsement, CSAC listed premiums to be over \$48 million. This allows MTS to take advantage of significant leverage in the marketplace.

Special form perils coverage provides risk protection, most perils, and causes of loss unless specifically excluded by the policy. Some excluded perils excluded in MTS's policy are earthquake, wear and tear, pollution, war risk, fraud (by an employee), nuclear radiation, and loss to trees, money, or watercraft. These exclusions do not include all of the perils or properties specifically excluded but give an idea of the kind of losses that would not be covered. A separate pool of \$10 million has been established for fire storm exposure. Details of how and when this coverage would be triggered are under refinement. As a legal contract, an insurance policy may require extensive effort to determine if disputed coverage exists.

MTS's current policy carries a blanket limit of \$600 million, which applies to perils for any one occurrence (some sublimits are applicable to specific types of losses). MTS has a \$25,000 self-insured retention per occurrence, \$100,000 for collision on buses and light rail vehicles, \$250,000 for comprehensive coverage on buses, and \$1,500,000 on roads, bridges, and tunnels. In general, loss valuation is on a replacement-cost basis.

The premium is increasing 3% from the previous year. The policy includes terrorism coverage for all CSAC members. In general, the premium rate charged per unit value remains very competitive within the insurance marketplace.



Paul C. Jablonski
Chief Executive Officer

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

MAR26-09.9.PROP INSURANCE RENEWAL.JDOW.doc



Metropolitan Transit System

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Agenda

Item No. 10

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

CIP 11216-0200

March 26, 2009

SUBJECT:

SDTI: GATE TURNOFF (GTO) FIRING BOARDS - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L0883.0-09, a sole-source contract (in substantially the same format as Attachment A) with Siemens Transportation Systems, Inc. (Siemens), for a five-year period to purchase Gate Turnoff (GTO) Firing Boards.

Budget Impact

The total cost would not exceed \$1,230,300.00 and would include GTO Firing Boards, freight, and taxes. The expenditure would be funded by CIP 11216-0200.

\$230,300.00	Base Year	FY 09
\$250,000.00	Option Year 1	FY 10
\$250,000.00	Option Year 2	FY 11
\$250,000.00	Option Year 3	FY 12
\$250,000.00	Option Year 4	FY 13

DISCUSSION:


Background

San Diego Trolley, Inc. (SDTI) is currently operating a fleet of 52 Siemens SD 100 light rail vehicles (LRVs). SDTI needs to procure GTO Firing Boards (Part No. 4229010828) from Siemens. The GTO Firing Board is an integral component of the Propulsion Control System installed in SDTI's SD 100 vehicle. Based upon propulsion commands from the Traction Control Unit, the GTO Firing Board activates ("fires") the GTO Thyristor. The Thyristor applies voltage from the overhead catenary line into the traction motor and provides propulsion. Firing Boards control the amount of propulsion by varying the duration and frequency of the firings.



This particular GTO Firing Board is designed and manufactured by Siemens. All drawings and specifications to manufacture this component are proprietary. Siemens is the sole source for this component in North America. According to Siemens, GTO parts originate in Germany and, therefore, will not meet the Buy America requirements of the specifications. Therefore, this part qualifies for a nonavailability waiver in accordance with 49 C.F.R 661.7. SDTI has applied for a nonavailability waiver from the Federal Transit Administration (FTA) and expects to receive approval of this waiver in the next few weeks.

SDTI staff is recommending approval of a sole-source contract with Siemens Transportation Systems, Inc. to procure GTO Firing Boards. Therefore, staff is requesting approval of this contract pending a waiver from the FTA. Pricing has been determined to be fair and reasonable. A cost analysis of previous purchases is attached (Attachment B).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Marco Yniguez, 619.557.4576, marco.yniguez@sdmts.com

MAR26-09.10.GATE TURNOFF FIRING BD.MYNIGUEZ.doc

Attachments: A. Draft MTS Doc. No. L0883.0-09
B. Cost Analysis

DRAFT

Att. A, AI 10, 3/26/09

STANDARD PROCUREMENT AGREEMENT

L0883.0-09
CONTRACT NUMBER
CIP 11216-0200
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: Siemens Transportation Systems, Inc. Address: 7464 French Road

Form of Business: Corporation Sacramento, CA 95828
(corporation, partnership, sole proprietor, etc.)

Telephone: (916) 681-3000

Authorized person to sign contracts: Brad Allison After-Market Sales
Name Title

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

Provide Gate Turnoff (GTO) Firing Boards, Part Number 42290110828, in accordance with the Siemens Transportation Systems, Inc., pricing dated February 23, 2009, the Standard Procurement Agreement, the Standard Conditions Procurement, and the Federal Requirements. If there are any inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract:

1. Siemens Transportation Systems, Inc. Pricing dated February 23, 2009, Standard Procurement Agreement, including the Standard Conditions Procurement, and Federal Requirements.

This contract shall remain in effect for one year, effective April 1, 2009, through March 30, 2010, with four 1-year options exercisable at MTS's sole discretion.

The total amount of this contract shall not exceed \$1,230,000.00, including California sales tax and freight, without prior written approval from SDTI.

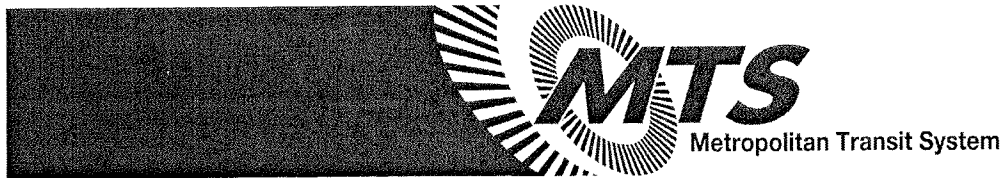
SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____
By: _____ Office of General Counsel	Signature
	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$230,300.00 Base Year (April 1, 2009 – March 30, 2010)		
\$250,000.00 Option Year 1 (April 1, 2010 – March 30, 2011)		
\$250,000.00 Option Year 2 (April 1, 2011 – March 30, 2012)		
\$250,000.00 Option Year 3 (April 1, 2012 – March 30, 2013)		
\$250,000.00 Option Year 4 (April 1, 2013 – March 30, 2014)		
\$1,230,000.00 Total	CIP 11216-0200	09 - 13

By: _____ Date
Chief Financial Officer

(____ total pages, each bearing contract number)

MAR26-09.10.AttA.SIEMENS FIRING
BOARDS.MYNIGUEZ.DOC



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Att. B, AI 10, 3/26/09

COST ANALYSIS

SDTI GATE TURNOFF (GTO) FIRING BOARDS

COMPANY NAME	P.O. NUMBER	BID AMOUNT
Siemens	R03995	\$ 12,500.00
RTD Denver	632061RR	\$ 12,000.00

CURRENT CONTRACT		
MTS	L0883.0-09	\$ 11,755

MAR26-09.10.AttB.SIEMENS COST ANALYSIS.MYNIGUEZ.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.



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Agenda

Item No. 11

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

OPS 950.7 (PC 50451)

March 26, 2009

SUBJECT:

MTS: FEDERAL TRANSIT ADMINISTRATION 5311 PROGRAM OF PROJECTS
UNDER THE AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) OF
2009

RECOMMENDATION:

That the Board of Directors approve Resolution No. 09-13 (Attachment A)
authorizing the use of \$401,826.65 of Federal Transit Administration Section 5311
funds for the purchase of three Type VII minibuses for use in the rural routes.

Budget Impact

None at this time.

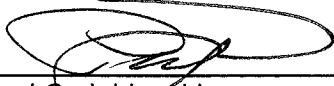
DISCUSSION:

The American Recovery and Reinvestments Act (ARRA) of 2009 included capital funds for transit operators in rural areas through the Section 5311 Nonurbanized Area Formula Program. MTS operates service to rural areas of the County of San Diego and is therefore eligible for this funding source. These funds do not come directly to the region but are apportioned to the states. The California Department of Transportation (Caltrans), on behalf of the state, in turn reapportions the funds to the region based solely on the regional rural population as a share of the state total rural population. The San Diego Association of Governments (SANDAG) allocates the funds to both North County Transit District (NCTD) and MTS based on the relative rural population in each service area. As shown within Attachment A, FTA 5311 under the ARRA would provide \$401,826.65 in capital assistance for MTS.



Recommendation

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



Paul G. Jablonski
Chief Executive Officer

Key Staff Contact: Nancy Dall, 619.557.4537, nancy.dall@sdmts.com

MAR26-09.11.FTA 5311 PROGRAM FUNDS.NDALL.doc

Attachment: A. Resolution No. 09-13

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-13

Resolution Authorizing Federal Funding Under FTA Section 5311
American Recovery and Reinvestment Act of 2009
with the California Department of Transportation

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

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

WHEREAS, MTS desires to apply for said financial assistance to procure three Americans with Disabilities Act (ADA) minivans for use in the rural transit service in San Diego County; and

WHEREAS, MTS has, to the maximum extent feasible, coordinated and consulted with other transportation providers and users in the region, including consultation with San Diego County Health and Human Services; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the American Recovery and Reinvestment Act of 2009 as amended.

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

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

PASSED AND ADOPTED, by the Board of Directors this _____ day of ____ 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

Office of the General Counsel
San Diego Metropolitan Transit System



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Agenda

Item No. 12

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

FIN 340.2 (PC 50601)

March 26, 2009

SUBJECT:

MTS: STATE TRANSIT ASSISTANCE CLAIMS

RECOMMENDATION:

That the Board of Directors adopt Resolution No. 09-14 (Attachment A) approving the revised fiscal year (FY) 2009 State Transit Assistance (STA) claims.

Budget Impact

This action would result in the reduction of receipt in STA funds from \$14,079,188 to \$7,037,119, which is a decrease of \$7,042,069 in STA funds for MTS-area operators for FY 09 operations and capital improvement projects.

DISCUSSION:

Attachment A reflects the detailed breakdown of the claim.

STA Claims \$7,037,119

Discretionary STA funds are distributed to MTS each year on the basis of population. Formula STA funds are distributed to San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and other operators on the basis of revenue generated. Like all of the other funds available for transit in the MTS area, the FY 09 STA funds totaling \$7,037,119 would be pooled to balance the combined budget.



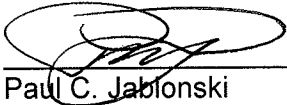
Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB 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.

State law and MTS Policy No. 20 (Allocation of State Transit Assistance Funds) require that priority consideration be given to STA claims for the following purposes:

- to enhance existing public transportation services;
- to meet priority regional, county, or area-wide public transportation needs; and
- to offset reductions in federal operating assistance and unanticipated increases in fuel costs.

Periodic Review of Expenditures

The San Diego Association of Governments (SANDAG) requires each operator to submit at least quarterly operating reports to SANDAG staff for review. These reports allow SANDAG, local jurisdictions, and operators to track STA expenditures during the course of the fiscal year with appropriate budget and operational adjustments made as necessary. In certain instances, it may be necessary to revise the original STA claims.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Nancy Dall, 619.557.4537, nancy.dall@sdmts.com

MAR26-09.12.STA CLAIMS.NDALL.doc

Attachment: A. MTS Resolution No. 09-14

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-14

Resolution Approving the MTS-Area Revised FY 09 STA Claim

WHEREAS, California Public Utilities Code Sections 99313.3 and 99313.6 established a State Transit Assistance (STA) fund and grants the Metropolitan Transit System (MTS) authority to allocate monies from this fund; and

WHEREAS, MTS Policy No. 20 established procedures for allocating these STA funds; and

WHEREAS, MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contracted Services, Chula Vista, and La Mesa (claimants), qualify for STA monies under the provision of Public Utilities Code Section 99260 et seq.; and

WHEREAS, the sum of the claimants' allocations of STA and Transportation Development Act (TDA) funds do not exceed the amounts they are eligible to receive during the fiscal year; and

WHEREAS, the claimants are receiving the maximum of allowable amounts from the local transportation fund; and

WHEREAS, the San Diego Association of Governments (SANDAG) has determined the claimants have participated in efforts to define transit productivity recommendations and have made a reasonable effort toward implementing these recommendations in FY 09; and

WHEREAS, the claimants are operating in conformance with MTS Policy No. 17, "Transportation Development Act Rules and Regulations"; and

WHEREAS, the claimants' proposed expenditures of STA monies are in conformance with the *Regional Transportation Plan* and *Transportation Improvement Program*; and

WHEREAS, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel to enhance existing public transportation services and to meet high-priority, area-wide public transportation needs; and

WHEREAS, the claims are consistent with the requirements of Public Utilities Code Section 99314.5, California Administrative Code Section 6754, and MTS Policy No. 20; and

WHEREAS, the claimants are not precluded by any contract or administrative code entered into on or after June 28, 1979, from employing part-time drivers or from contracting with common carriers or persons operating under a franchise or license; and

WHEREAS, no full-time employee of the claimants on June 28, 1979, has had his or her employment terminated or regular hours of employment reduced, excluding drivers or contracting with common carriers; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board does hereby direct and empower MTS staff to prepare and transmit allocation instructions

to the County Auditor to disburse to MTS the FY 09 amounts totaling \$7,037,119, a reduction of 7,042,069 from \$14,079,188 as shown in the FY 09 STA Claims Summary (attached) to this resolution.

PASSED AND ADOPTED by the Board this _____ day of _____ 2009, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

MAR26-09.12.AttA.STA
CLAIM RESO 09-14.NDALL.doc

Attachment: MTS FY 2009 STA Claim Summary

San Diego Metropolitan Transit System
FY 2009 STA Claim Summary

Original Estimate from the State Controller	\$ 14,079,188
Revised Estimate from the State Controller	\$ 7,037,119
Decrease in STA claim allocation	<u>\$ (7,042,069)</u>



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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.

CIP 10940

March 26, 2009

SUBJECT:

**MTS: REGIONAL TRANSIT MANAGEMENT SYSTEM – CONTRACT
AMENDMENT**

RECOMMENDATION:

That the MTS Board of Directors:

1. ratify MTS Doc. No. G0867.6-09 (Attachment A) with Motorola as executed by the Chief Executive Officer (CEO) at no additional cost; and
2. authorize the CEO to execute MTS Doc. No. G0867.7-09 (Attachment B) with Motorola to fund the region's Traffic Light Synchronization Program.

Budget Impact

The San Diego Association of Governments' (SANDAG's) cost of \$544,802.00 for Amendment No. 7 (MTS Doc. No. G0867.7-09) would be funded from the following SANDAG projects:

- Traffic Light Synchronization Program (CIP 1143405) for \$484,802;
- Super Loop (CIP 1041502) for \$30,000; and
- Mid-City Rapid Bus (CIP 1240001) \$ 30,000.

The total adjusted cost of the contract shall not exceed \$21,332,262 without prior written approval from MTS.



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

DISCUSSION:

Background Information

The Regional Transit Management System (RTMS) is a sophisticated vehicle-tracking and communication system that provides for performance and security/safety monitoring of transit vehicles. The regional system is currently being used to support operations of San Diego Transit Corporation (SDTC) and North County Transit District (NCTD) fixed-route services. The system was deployed through a contract with Motorola that was executed by MTS and went into full operation in December 2006.

Amendment No. 6 to the Motorola Contract (Attachment A)

The CEO authorized this zero-cost amendment to adjust line item tasks for the installation of "next arrival" signs at various transit locations and to define Phase 3 of the contract for work yet to be completed.

Amendment No. 7 to the Motorola Contract (Attachment B)

This amendment would allow Motorola to enhance the RTMS to incorporate Transit Signal Priority (TSP) functionality for the system. The functionality would enable MTS and NCTD to improve service reliability and reduce travel times for regional bus operations by prioritizing traffic signals through the regions streets and intersections using a wireless communication system that would connect to the region's traffic signal systems. The TSP enhancements would be first deployed in support of Escondido Rapid and Super Loop projects but would allow the features to be included on other buses/routes as vehicles and signals are equipped.

Conclusion

Modifications to the Motorola contract are necessary to support continued project-expansion activities and deliver enhancements to the RTMS that improves service delivery to the region and riding public.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Dan Bossert, 619.238.0100, Ext. 445, Daniel.Bossert@sdmts.com

MAR26-09.13.RTMS.DBOSSERT.doc

Attachments: A. Motorola Amendment (MTS Doc No. G0867.6-03)
B. Motorola Amendment (MTS Doc No. G0867.7-03)



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

March 4, 2009

MTS Doc. No. G0867.6-03
CIP 10940

Mr. Howard Chercoe
Director of System Integration
Motorola, Inc.
6450 Sequence Drive
San Diego, CA 92121

Dear Mr. Chercoe:

Subject: AMENDMENT NUMBER 6 TO MTS DOC. NO. G0867.0-03; CHANGE TO REGIONAL TRANSIT MANAGEMENT SYSTEM

This letter will serve as Amendment No. 6 to the above-referenced contract and does not result in a change to the contract value. This amendment and the included line item/task change orders have been evaluated and determined to be fair and reasonable. MTS is processing this amendment and task changes to facilitate implementation and better meet the operation needs of the system and to deploy project components. This amendment defines Phase III of the project, which is based on work that has not yet been completed and agency requested project changes.

The following table lists the current value of the contract inclusive of previous amendments.

Contract Value

Contract Phases	Amount
Initial Contract	\$19,176,856.00
Amend 1	\$10,336.00
Amend 2	\$678,384.00
Amend 3	\$99,712.00
Amend 4	\$119,461.50
Amend 5	\$702,711.00
Contract Total	\$20,787,460.50
Paid to date	(\$20,393,815.00)
Balance	\$393,644.00

The Balance of the contract represents work that has not yet been completed related to Phase II of the project. The tasks and/or elements corresponding to this amount are listed in the following table. These tasks, unless restated as part of Phase III, shall be discontinued:

Phase II Uncompleted tasks	Contract Amount
Remaining balance from Pt Loma Tower	\$93,150.00
Mills to Pt. Loma M/W installation	\$21,360.00
ATIS Installation	\$22,353.00
Buffalo Bump (NCTD)	\$24,119.00
San Onofre Building (NCTD)	\$210,000.00
Contingency (MTS)	\$22,662.00
Total	\$393,644.00

Mr. Howard Chercoe
 March 4, 2009
 Page 2

The following table lists those Tasks/Elements authorized as part of the Phase III effort. It also extends the contingency for the balance of contract. The contingency amount shall only be assigned to tasks authorized in writing by MTS and at MTS' discretion may be removed from the contract through formal amendment.

Phase III Authorized Tasks	Contract Amount
ATIS Installation (MTS – per phase II)	\$22,353.00
ATIS additional work (G0867.0-03MOT_MTDB0270)	\$ 68,738.34
Wiring cables for NABI buses (Cost proposal dated 8/13/08)	\$25,621.44
Buffalo Bump (NCTD – per phase II)	\$24,119.00
San Onofre Building (NCTD – per phase II)	\$210,000.00
Contingency (MTS)	\$42,812.22
Total	\$393,644.00

Motorola shall complete the Phase III work per the contract and project agreements as directed by the project manager.

PAYMENT

The total cost of the contract shall remain unchanged and shall not exceed \$20,787,460.50 without prior written approval from MTS. The total cost of Phase III included in the contract shall not exceed \$393,644.00.

SCOPE OF SERVICES

The contract changes listed above shall be delivered in accordance with the corresponding transmittals/cost proposal, system design, and operational requirements as noted in approved project documents.

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

Sincerely,



Paul C. Jablonski
 Chief Executive Officer

AIsa/CL-G0867.6-09.CCHEN

Accepted:

 Howard Chercoe
 Motorola, Inc.

Date: _____

cc: Lou Hennequin, Scott Clayton, Ken Nordholm – Motorola, Inc.

DRAFT

March 26, 2009

MTS Doc. No. G0867.7-03
CIP 10940

Mr. Howard Chercoe
 Director of System Integration
 Motorola, Inc.
 6450 Sequence Drive
 San Diego, CA 92121

Dear Mr. Chercoe:

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. G0867.0-03; CHANGE TO REGIONAL
 TRANSIT MANAGEMENT SYSTEM

This letter will serve as Amendment No. 7 to the above-referenced contract and in response to the Motorola cost proposals listed below. These proposals have been evaluated and determined to be fair and reasonable. MTS is processing this amendment to facilitate implementation and better meet the operational needs of the system and to deploy project components.

Motorola Cost Proposal	Amount
Traffic Signal Priority (cost proposal dated 3/4/09)	\$544,802.00
Total Amount of this Amendment	\$544,802.00

The following table lists the current value of the contract inclusive of previous amendments.

Contract Value	
Contract Phases	Amount
Initial Contract	\$19,176,856.00
Amendment No. 1	\$10,336.00
Amendment No. 2	\$678,384.00
Amendment No. 3	\$99,712.00
Amendment No. 4	\$119,461.50
Amendment No. 5	\$702,711.00
Amendment No. 6	\$0.00
Amendment No. 7	\$544,802.00
Contract Total	\$21,332,262.00
Paid to date	(\$20,393,815.50)
Balance	\$938,446.50

MOTOROLA SHALL COMPLETE THE AMENDMENT NO. 7 WORK PER THE CONTRACT AND PROJECT AGREEMENTS AS DIRECTED BY THE PROJECT MANAGER.

PAYMENT

The total adjusted cost of the contract shall not exceed \$21,332,262.00 without prior written approval from MTS. Funding for Amendment No. 7 will be paid by SANDAG project funds.

Mr. Howard Chercoe
March 26, 2009
Page 2

SCOPE OF SERVICES

The contract changes listed above shall be delivered in accordance with the corresponding transmittals/cost proposal, system design, and operational requirements as noted in approved project documents.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Howard Chercoe
Motorola, Inc.

MAR26-09.13.AttB.AMD 7 MOTOROLA.DBOSSERT.doc

Date: _____

cc: Lou Hennequin, Scott Clayton, Ken Nordholm – Motorola, Inc.

SYSTEM PRICE

This document is a reduced system price for the Traffic Signal Priority project which Motorola proposed to SANDAG –MTDB/NCTD on January 6th, 2009. This is the only change to that proposal, and all other items within that proposal, including scope of work, testing, and payment terms, are not impacted by this price change.

TRAFFIC SIGNAL PRIORITY

Item	Description	Total
1	Deployment	
	Deployment Support	\$ 18,519
2	Engineering	
	Maintenance Test Feature - MDT (Diagnostics Screen)	\$ 59,881
	Opticom Interface	\$ 40,827
	Reports: Crystal Conversion to Brio	\$ 40,827
3	Materials	
	Cable - Opticom to IVU	\$ 3,237
	OPTICOM Emitters (25 buses)	\$ 49,565
	OPTICOM Test Fixture	\$ 9,983

4	Installation	
	Assembly of Test Fixtures	\$ 7,185
	Installation	\$ 33,230
5	Program Management Services	
	Program Management Services	\$ 91,857
	System Engineer	\$ 25,001
	Vehicle Engineer/Drafting	\$ 45,777
	Training/Documentation	\$ 39,631
	Testing (FAT), Test Procedure Documents, Activity Comparison & Travel	\$ 74,416
6	Sub – Total (includes shipping)	\$ 539,936
	Tax	\$4866
7	Total	\$ 544,802
Notes		
1	Pricing is in US Dollars.	
2	Pricing includes 1 year of warranty.	



MOTOROLA

3/19/2009

Motorola Confidential Restricted

Use or disclosure of this proposal is subject to the restrictions on the title page.



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.

SRTP 830

March 26, 2009

SUBJECT:

MTS: FY 2010 BUDGET-RELATED SERVICE ADJUSTMENTS

RECOMMENDATION:

That the Board of Directors:

1. receive a report on public comments received since the March 12, 2009, public hearing; and
2. approve the recommended service adjustments to achieve approximately \$4.7 million in subsidy savings (as described in Attachment A).

Budget Impact

Implementation of the staff-recommended service changes is expected to result in an annual operating subsidy savings of \$4.7 million beginning in FY 2010.

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 the Board approved a strategy for bridging the budget gap at the March 12 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. The Board approved 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 Youth and Senior/Disabled/Medicare 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, the Board held a public hearing on proposed service adjustments on March 12. These service changes are detailed in Attachment A. The Board also adopted Resolution 09-12, "Findings in Support of Exemption Under the California Environmental Quality Act (CEQA) Related to Proposed Budget-Related Service Adjustments," and directed staff to return to the Board on March 26, 2009. A written and oral report on public comments received since the public hearing will be provided to the Board at today's meeting.

Achieving the Board-recommended subsidy savings would result in route adjustments as follows:

- **\$940,000** from service adjustments requiring a public hearing under Board Policy No. 42.
- **\$3.2 million** from minor service adjustments—primarily span and frequency reductions on weekend services.
- **\$720,000** from adjustments to the Sorrento Valley Coaster Connection services already approved by the MTS Board.



Paul C. Jablonski
Chief Executive Officer

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

MAR26-09.30.FY 10 SVC CHGS.SCOONEY.doc

Attachment: A. Recommended Service Adjustments

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

Metropolitan Transit System FY 2010 Service Adjustments

March 26, 2009



Since March 12 Public Hearing...

- Comments continued to be collected and considered
- Additional public input:
 - 33 e-mails
 - 53 Hotline calls
 - 9 Letters/Other
- Minor modifications made to the March 12 recommendation on four routes, based on public comments and Board discussion



JUNE 2009 SERVICE CHANGE RECOMMENDATION


\$4.7 Million in Service Adjustments





Routes Affected:

- 31/72 Local/Urban Routes
- 1/5 Express Routes
- 5/5 Premium Express Routes
- 1 Trolley Route

3.7 Million Trips Impacted (3.7% of total)


644,000 Annual Trips Lost (0.7% of total)







SERVICE DISCONTINUATION:

Discontinue All Service	Discontinue All Weekend Service
<p>86 (University City)</p> <p>(Service replaced by Super Loop)</p>	<p>14 (Mission Vly/Allied Gdns/La Mesa)</p> <p>(except Hotel Circle)</p> <p>84 (Point Loma)</p> <p>871/872 (El Cajon)</p> <p>(except southern portion)</p>



FREQUENCY REDUCTIONS:

Weekdays (Midday)

709 (Otay Ranch): 15 → 30
 832 (Santee): 30 → 60
 864 (Alpine): 30 → 60
 871/872 (El Cajon): 30 → 60
 905 (Otay Mesa) 30 → 60

Saturdays AND Sundays (Midday)

833 (Santee-El Cajon): 30/60 → 60
 905 (Otay Mesa): 30 → 60
 928 (Serra Mesa): 30 → 60



FREQUENCY REDUCTIONS (cont'd):

Saturdays Only

20 (North of Mira Mesa): 30 → 60
 701 (Chula Vista): 30 → 60
 712 (Chula Vista): 30 → 60
 933/934 (Imp. Bch./Otay): 15 → 20

Sundays Only

2 (Golden Hill/South Park): 15 → 20
 7 (University Ave.): 12 → 15
 10 (University Ave.): 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
 968 (National City): 60 → 120

Night Frequency & Span

Reductions on eleven routes



OTHER CHANGES:

**Restructured Routes &
Segment Cuts**

2 (Downtown: weekends)
14 (Mission Valley)
856 (Rancho SD Village: weekends)
923 (Downtown-Airport: weekends)
965 (City Heights)

**Discontinue Holiday
Season Service**

All Premium Express Routes

**Premium Express
Trip Reductions**

810 (Escondido/Rancho Bernardo)
820 (Poway)

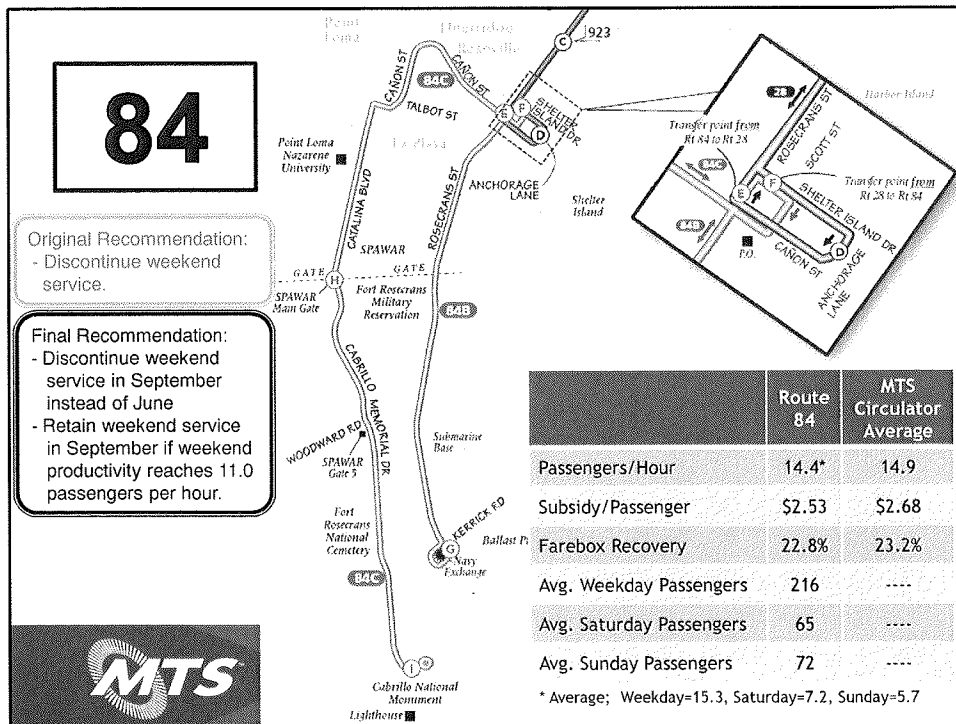
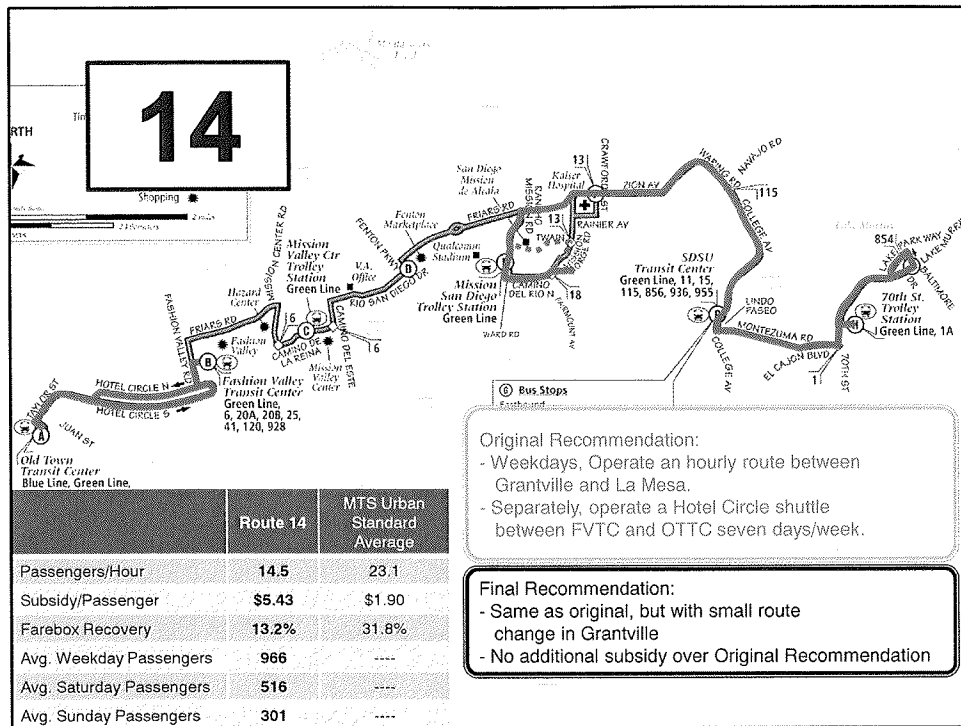
Change Route Type & Operator

870 (El Cajon-Santee-Kearny Mesa)



Adjustments in
Final Recommendation
since March 12...





832

Original Recommendation:

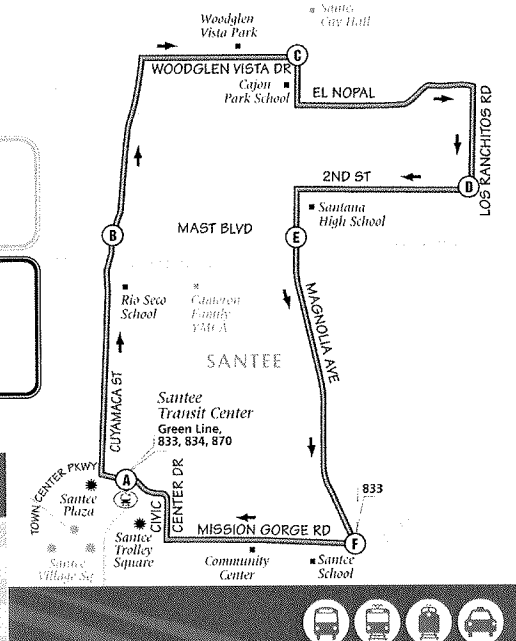
- Reduce to 60-minute frequency on weekdays.
- Reduce to 90-minute frequency on weekends.

Final Recommendation:

- Reduce to 60-minute frequency on weekdays.
- No frequency change on weekends.

- Additional annual subsidy over Original Recommendation: \$57,000

	Route 832	MTS Urban Standard Average
Passengers/Hour	17.3	23.1
Subsidy/Passenger	\$3.11	\$1.90
Farebox Recovery	22.9%	31.8%
Avg. Weekday Passengers	282	----
Avg. Saturday Passengers	89	----
Avg. Sunday Passengers	61	----



833

Original Recommendation:

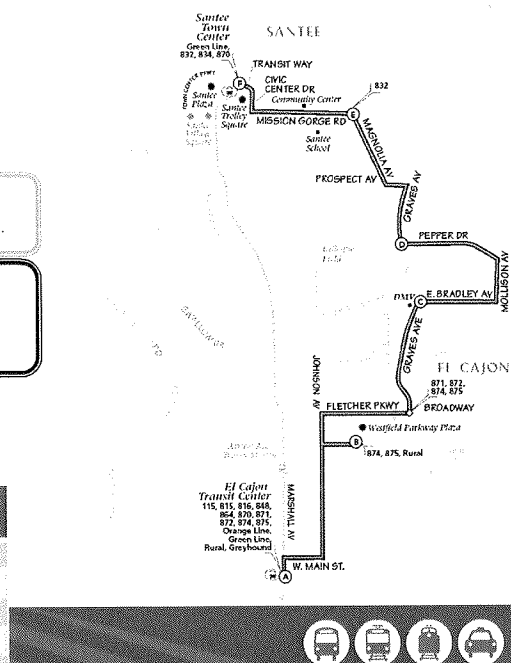
- Reduce to 90-minute frequency on weekends.

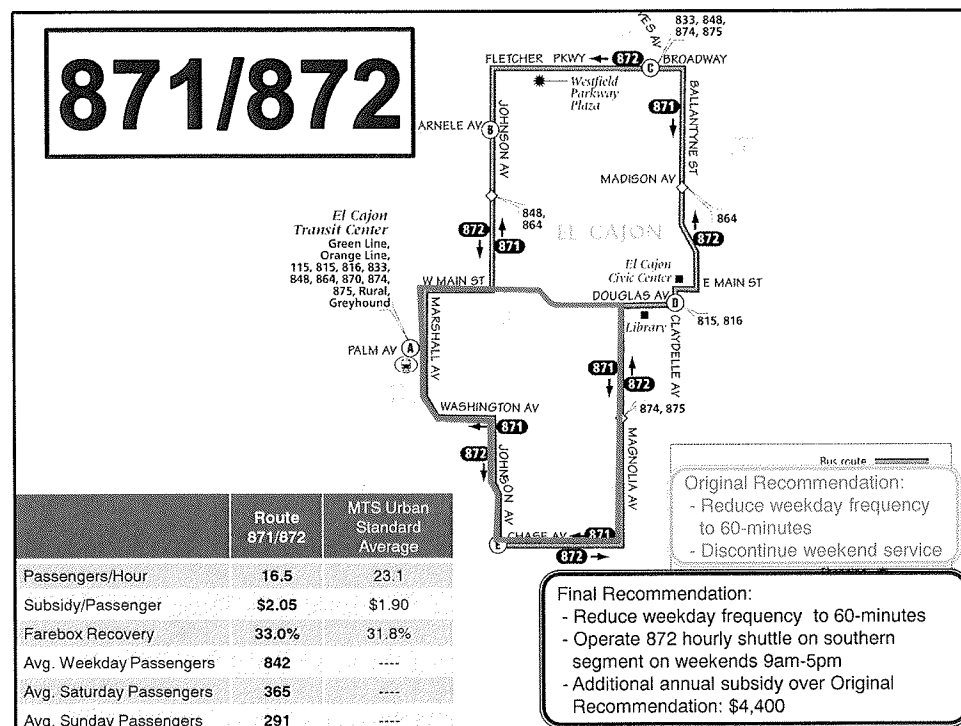
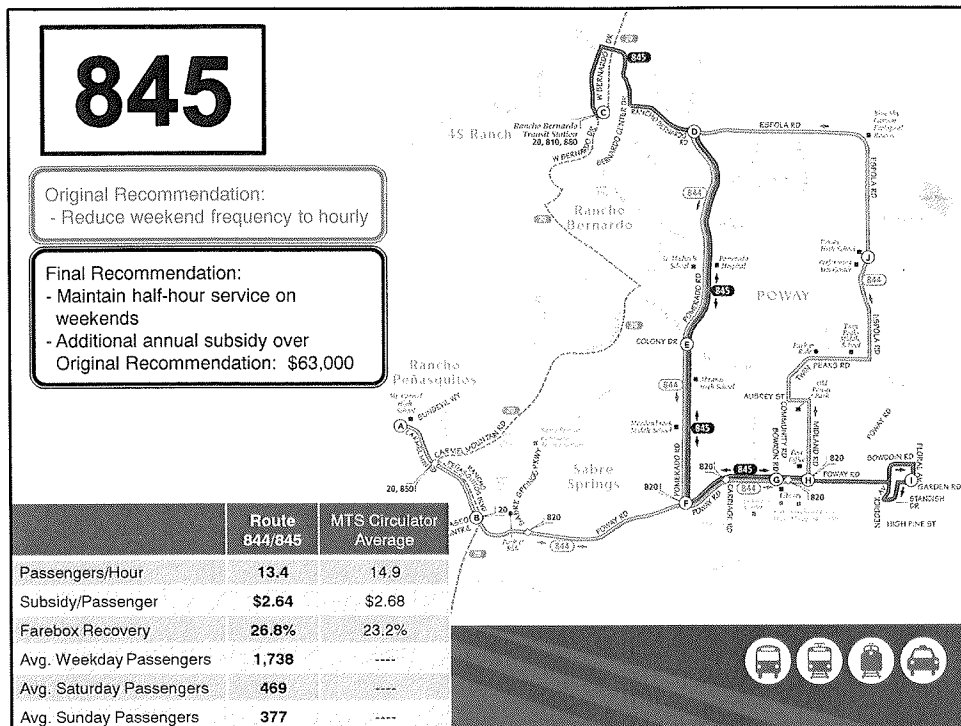
Final Recommendation:

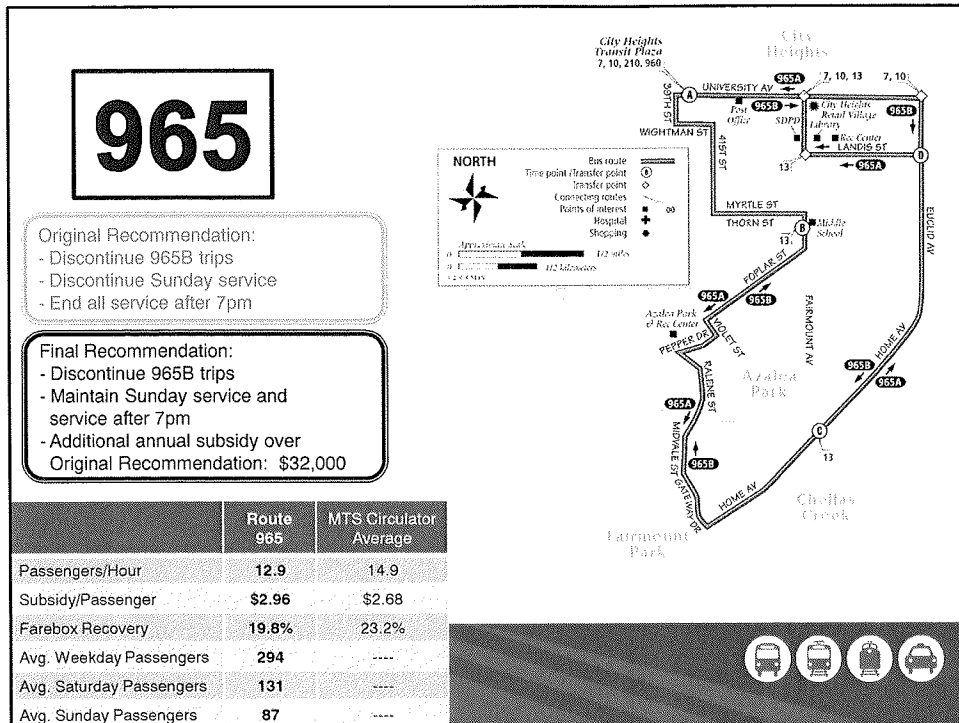
- Maintain hourly frequency on weekends.
- Additional annual subsidy over Original

Recommendation: \$64,000

	Route 893	MTS Circulator Average
Passengers/Hour	17.6	14.9
Subsidy/Passenger	\$1.89	\$2.68
Farebox Recovery	29.7%	23.2%
Avg. Weekday Passengers	468	----
Avg. Saturday Passengers	271	----
Avg. Sunday Passengers	200	----







Recommendations

That the Board...

- 1) receive a report on public comments received since the March 12, 2009, public hearing; and
- 2) approve the recommended FY10 service adjustments to achieve approximately \$4.7 million in subsidy savings



Metropolitan Transit System FY 2010 Service Adjustments

March 26, 2009



Adjustments to Achieve \$4.7 Million Subsidy Savings: 3/26/09

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 minibuses 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
848	Reduce weekday frequency to 60 minutes after 7pm.	3,024	15,120	\$51,372
854	Operate with minibuses 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 minibuses 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
SUBTOTAL		448,526	3,307,985	\$3,117,853
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 in September.	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.	14,382	71,910	\$83,078
871/872	Reduce frequency to 60 minutes on weekdays, and discontinue weekend service to northern portion of route (continue Route 872 on southern portion).	21,541	109,913	\$324,047
965	Cut weekday 965B loop.	10,865	11,307	\$96,111
SUBTOTAL		195,562	393,442	\$850,931
ADJUSTMENTS ALREADY APPROVED				
SVCC	Reduce scope of services.	22,950	69,020	\$723,180
SUBTOTAL		22,950	69,020	\$723,180
GRAND TOTALS		667,038	3,770,448	\$4,691,964

Service Adjustments Comments
Comments Received Since March 12, 2009

HANDOUT
AI 30, 3/26/09

Route 3

MTS should raise rates rather than cut routes

Route 11

Don't change any of the bus routes. Many people don't have cars.

On behalf of a blind person, many disabled people need these services. If services are cut, he won't be able to get from place to place. Don't change the hours.

Route 14

She is visually impaired and uses a guide dog. This bus gets me to everywhere I need to go. Switching routes can be a problem for me. Please keep this line in tact

To compensate for this change, please put Rt 6 back on Friars and Mission Center Road.

Please do not cancel route 14 on weekend. We have at least 10 employees taking bus to work on weekend and several guest also taking bus to Motel 6 – Hotel Circle everyday.

Service shouldn't be eliminated it should be reduced. This service is necessary for the hospitals (she may have meant Route 86).

Route 15

I take a combination of the routes to get to SDSU from Coronado. If there is a change in frequency in the 901, it will cause me to wait an extra half hour.

This route is fine the way it is. It is packed at all times. Same thing with the 25. Also, changing times during the summer is a stupid idea.

Route 18

He's got a severely handicapped son. This bus is the only way for him to get to his doctors.

He is handicapped; he uses a wheelchair

He no longer has a car. He takes this bus to work everyday. You gave us a bigger bus earlier, so you know we need it.

Many of my clients take the bus as their primary means of transportation. keep Route 18 or offer some other comparable shuttle service.

Please reevaluate taking away this route. These riders do not have any other means of transportation.

There is a bus stop directly in front of our business building and my wife operates a small business, in suite 100, which provides the testing and certification for County Food Handling employees. Some of our clients which are low income arrive at the business by bus or transfer from the trolley line in Mission Valley.

Please do not cut Route 18 from your services. It is the only public transportation on Camino del Rio South and North. There are a lot of therapists and other mental health services in this area that will be drastically affected if MTS is allowed to discontinue this shuttle.

Please do not discontinue service on Route 18. This route is vital to many people.

I am writing this email to plead with you not to close route 18. This closure will effect many of the mentally ill who are on disability and will be unable to reach their doctor offices that are in the area that Route 18 serves. Please consider closing down other routes or alternatives. Sincerely, A mental health consumer

This route is urgently needed by many persons who only can use public transportation for work and/or medical services. Please maintain service on this route.

Please reconsider stopping MTS services in Mission Valley there is an enormous amount of people and businesses who will be greatly impacted.

Route 20

MTS should raise rates rather than cut routes

Suggestion regarding route proposals: -30 - good proposal, let them take the trolley. -929 - This will confuse many riders and be problematic for people going to City College -709 - Good proposal but recommend skipping SW college when school isn't in session. -712 - Good-overdue proposal

On behalf of a disabled man who cannot speak, I ask that you reconsider changes to the listed routes.

I overheard a driver explaining to a customer that they will still be following the same streets but just not making stops anywhere along West Bernardo Drive, which is apparently the route they will have to follow to access the new Rancho Bernardo I-15 station. Huh, what gives with that kind of thinking. Sure it takes more fuel to make stops, so why not just cut out 50% of the stops. Eliminate the stop at Maturin and Bernardo Center Drive, rarely do I see that used and it is only a short distance from the first stop on Bernardo Center Drive.

Route 25

This route is fine the way it is. It is packed at all times. Same thing with the 25. Also, changing times during the summer is a stupid idea.

Route 27

MTS should raise rates rather than cut routes

I take the 27 to school on weekends. If service is ended I will not be able to get to class.

A petition was received asking to save Route 27. The petition was signed by 238 people.

Route 28

Don't discontinue Route 86. I take it to Scripps Memorial for doctor appointments and

health care. I also take Route 28 often. It is important to get groceries on Saturdays and Sunday at Liberty Station. Also, please ask drivers to allow everyone to use the wheelchair lift for shopping carts.

Run a route from Shelter Island to Cabrillo Monument. We shouldn't cut service because of tourist use. Also, students and business people use the bus to go to work and school. Making these cuts would be annoying and difficult.

Route 30

He disagrees with this cut because many people take the bus at night. It should continue to Downtown

She would like this route to continue to Downtown. She has a back problem and doesn't want to walk to downtown

This bus is comfortable and people like it. Please keep it intact.

I would much rather see bus routes to be effected that a hike in the fare. One last thing: Is it necessary to put the bus30/150 @ old town? this is a Hugh obstacle for us using these buses.

Route 41

On Sundays she goes to Clairemont and the buses are pact. Going to 1 hour will be difficult. Can we get low-floor buses?

SUGGESTIONS: Raise senior/Disabled pass from 75% discount/paying 1/4 to 50% discount/paying 1/2. As an intermediate step, could raise to 66% discount/paying 1/3. Would prefer 41 and 44 be kept on a 1/2 hour schedule all days instead of every 15 min weekday and every hour weekend, this makes shopping miserable. Would prefer the 84 to Cabrillo be kept, at least a shuttle for the festivals for Whale in January and Cabrillo in September

Route 44

On Sundays she goes to Clairemont and the buses are pact. Going to 1 hour will be difficult. Can we get low-floor buses?

SUGGESTIONS: Raise senior/Disabled pass from 75% discount/paying 1/4 to 50% discount/paying 1/2. As an intermediate step, could raise to 66% discount/paying 1/3. Would prefer 41 and 44 be kept on a 1/2 hour schedule all days instead of every 15 min weekday and every hour weekend, this makes shopping miserable. Would prefer the 84 to Cabrillo be kept, at least a shuttle for the festivals for Whale in January and Cabrillo in September

She uses this route to get to work. If this bus goes to hourly, the transfer to the 120 will take her forever. Please don't change

I wish you would not change the route 44 Sunday schedule at all; keep every 30 minutes. I also would like you not cut the orange line eastbound after 10:15 PM , but make it may be 11:15 PM.

Please don't cut Route 44 back to hourly. I will take too long to get to church and other

places I go, such as Sherman Heights. Please consider that I would rather pay an increased bus fare than have service cut back.

Route 83

Keep this open. There are at least 1000 people that use it.

He lives on his own, and his aunt has a dependent. He would have to walk up-hill.

Thank you for saving Route 83, but she lost her job because we didn't inform her of changes to scheduling.

She is 84 years old and legally blind, and she needs public transportation. She takes the 83 and needs it. She cannot use the trolley because it is too dangerous for her.

Route 84

I would like to protest the abandoning of route 84 on Saturdays

She is 84 years old and legally blind, and she needs public transportation. She takes the 83 and needs it. She cannot use the trolley because it is too dangerous for her.

Route 86

This is the only way to get to UCSD Thornton Hospital. This is needed every day.

She hopes we won't be closing this route down.

She hopes we won't be closing this route down.

People need this bus to get to the hospital. This is dangerous for the city. Why did we go out and buy all the new buses.

She is 84 years old and legally blind, and she needs public transportation. She takes the 83 and needs it. She cannot use the trolley because it is too dangerous for her.

People need this route or senior citizens will revolt. We pay more taxes and get less in return

This cut will prevent her from getting to her doctors at Scripps. She no longer drives, so please reconsider.

Don't discontinue Route 86. I take it to Scripps Memorial for doctor appointments and health care. I also take Route 28 often. It is important to get groceries on Saturdays and Sunday at Liberty Station. Also, please ask drivers to allow everyone to use the wheelchair lift for shopping carts.

Route 120

On behalf of a blind person, many disabled people need these services. If services are cut, he won't be able to get from place to place. Don't change the hours.

Route 150

On behalf of a disabled man who cannot speak, I ask that you reconsider changes to the listed routes.

I would much rather see bus routes to be effected that a hike in the fare. One last thing: Is it necessary to put the bus 30/150 @ old town? this is a huge obstacle for us using these buses.

700 Series

Raise the monthly pass to \$100 for adults and \$25 for s/d/m including COASTER. Offer a discount for buying a year's passes in advance. Bring the 706 and 706A back. Offer the trolley at 30-minute intervals and have the last trip on all lines at 2:30am. Cut all bus service to every 30 or 60 minutes. For routes with low demand, run them with three trips in the morning, 2 trips midday, and 3 trips in the afternoon/night. Use shorter buses instead of long buses. Return Route 703 all days. Start an Express route from Eastlake Mall to Plaza Bonita Mall. Bring back Route 100 from south Chula Vista to north Chula Vista.

Route 705

I use this service Mon-Thu and the changes would hurt me. Plus, raising prices is bad

Route 707

She wants to know if this bus is going to be removed.

Route 709

Suggestion regarding route proposals: -30 - good proposal, let them take the trolley. -929 - This will confuse many riders and be problematic for people going to City College -709 - Good proposal but recommend skipping SW college when school isn't in session. -712 - Good-overdue proposal

On behalf of a disabled man who cannot speak, I ask that you reconsider changes to the listed routes.

The 709 route is often overcrowded as is the 712. Any reduction in service would make the situation worse.

Route 712

Suggestion regarding route proposals: -30 - good proposal, let them take the trolley. -929 - This will confuse many riders and be problematic for people going to City College -709 - Good proposal but recommend skipping SW college when school isn't in session. -712 - Good-overdue proposal

Its going to affect my travel because I get out of work at 8:00pm and work in Rose Canyon.

The 709 route is often overcrowded as is the 712. Any reduction in service would make the situation worse.

Well, I need to take the bus at 8:30pm everyday. Don't cut route

I don't agree with these changes because this is the only way to get to school.

I use this service Mon-Thu and the changes would hurt me. Plus, raising prices is bad

I need this for school

Please keep 30-minute intervals. I will not be able to get home on weekdays if this route is cut to 1 hour intervals after 7pm

Route 810

I ride this bus five days a week. Most of us can absorb a reasonable increase. If service is cut, it will place an increased hardship on many people

I have been riding the 810 bus for the past 12 or so years and have come to rely on it for commuting to work every day. The "NONE" schedule around the Christmas/New Year Holidays are a bad idea, but an alternative would be to run fewer buses because of the lower ridership, not stop them completely. Perhaps run only 4-810 buses in the morning and 4 buses in the afternoon, skipping every other bus. I know a lot of people don't work those days, but some of us who rely on the Escondido Express do. Please consider the above e-mail in your decision.

Route 816

The 871 and 872 should be eliminated. The 833 should be cut south of Broadway. The 864 should take the 8 Freeway between Greenfield and Tavern Road. The 816 should go from Ranch San Diego to Second and Broadway.

Route 820

Keep a couple of the routes so people can still get to work

I strongly recommend that you eliminate the last morning trip, and eliminate the first afternoon trip, for both routes 820 & 860, and for any other routes in the same situation. My reasoning is thus: Anyone who must be at work early at around 7:00 a.m. or so relies on the earliest trip currently available and would have no other option except to be late for work or to revert back to automobile. But for those who currently begin work at a later time in the morning, say 8:30 a.m., the elimination of the last afternoon trip doesn't leave them without the alternative to travel 30 minutes earlier.

Route 832

What we are doing to this route is unfair. Some people work on the days that we are reducing service on.

Route 833

The 871 and 872 should be eliminated. The 833 should be cut south of Broadway. The 864 should take the 8 Freeway between Greenfield and Tavern Road. The 816 should go from Ranch San Diego to Second and Broadway.

I understand cuts, but it would be more than a mile to any other bus from where I am.

Route 854

She is a student at Grossmont College. If the cuts were to be made as proposed I would be late for class.

She is one of the people who uses this route on the weekends for grocery shopping. Eliminating service will cause me a lot of physical pain.

This is the only bus we have over here. Both he and his wife are visually impaired. This is the only way for us to get anywhere. Do not cut weekend service.

Once an hour on the week and shutting down the route on the weekends is not going to work. There won't be any public transit in La Mesa. Can this be run in the early mornings?

She would be willing to pay a little more to avoid all of these changes. Next year there won't be an increase in SS payments.

Route 860

On behalf of a disabled man who cannot speak, I ask that you reconsider changes to the listed routes.

I strongly recommend that you eliminate the last morning trip, and eliminate the first afternoon trip, for both routes 820 & 860, and for any other routes in the same situation. My reasoning is thus: Anyone who must be at work early at around 7:00 a.m. or so relies on the earliest trip currently available and would have no other option except to be late for work or to revert back to automobile. But for those who currently begin work at a later time in the morning, say 8:30 a.m., the elimination of the last afternoon trip doesn't leave them without the alternative to travel 30 minutes earlier.

Route 864

The 871 and 872 should be eliminated. The 833 should be cut south of Broadway. The 864 should take the 8 Freeway between Greenfield and Tavern Road. The 816 should go from Ranch San Diego to Second and Broadway.

He likes this route. He wishes the route would go later into the night because he likes to go camping. Instead, the route is being cut. Please don't make this cut.

Route 870

Discontinuing the route is a bad idea. Change it to a mini-bus if necessary.

She is 84 years old and legally blind, and she needs public transportation. She takes the 83 and needs it. She cannot use the trolley because it is too dangerous for her.

Route 871

The 871 and 872 should be eliminated. The 833 should be cut south of Broadway. The 864 should take the 8 Freeway between Greenfield and Tavern Road. The 816 should go from Ranch San Diego to Second and Broadway.

It has been noticed that the mts transportation bus will be closing route 872. On that way there is an important facility called The Chase Care Center, on many occasions the people stated right below all visit and have no way of getting there to their loved ones. They all take the bus route 872. Otilia Contreras Kimberly Garcia Karina Barragan Jose Pasques Rafael Perez Karen Lopez Maria Zamora Alejandra Luebanos Leticia Gonzales Rosario Ortega Arselia Chabos Many, many others, I am sure of take the route 872. I would very much appreciate it if you would not close this very important route. Please respond as

soon as possible. Thank You.

Route 872

The 871 and 872 should be eliminated. The 833 should be cut south of Broadway. The 864 should take the 8 Freeway between Greenfield and Tavern Road. The 816 should go from Ranch San Diego to Second and Broadway.

It has been noticed that the mts transportation bus will be closing route 872. On that way there is an important facility called The Chase Care Center, on many occasions the people stated right below all visit and have no way of getting there to their loved ones. They all take the bus route 872. Otilia Contreras Kimberly Garcia Karina Barragan Jose Pasques Rafael Perez Karen Lopez Maria Zamora Alejandra Luebanos Leticia Gonzales Rosario Ortega Arselia Chabos Many, many others, I am sure of take the route 872. I would very much appreciate it if you would not close this very important route. Please respond as soon as possible. Thank You.

Route 901

I take a combination of the routes to get to SDSU from Coronado. If there is a change in frequency in the 901, it will cause me to wait an extra half hour.

Route 916

She is very upset about the 916/917 because public transportation is her way of life. This is a slap in the face

Route 917

She is very upset about the 916/917 because public transportation is her way of life. This is a slap in the face

Route 923

Don't touch the 923. It will be a legal nightmare. Have you had to stay at Old Town at 10 at night?

Route 929

Suggestion regarding route proposals: -30 - good proposal, let them take the trolley. -929 - This will confuse many riders and be problematic for people going to City College -709 - Good proposal but recommend skipping SW college when school isn't in session. -712 - Good-overdue proposal

On behalf of a disabled man who cannot speak, I ask that you reconsider changes to the listed routes.

Route 933

Reducing service to hourly after 8:30 is not a good idea because in that time, there are a lot of people taking the bus.

Route 934

Reducing service to hourly after 8:30 is not a good idea because in that time, there are a lot

of people taking the bus.

Route 961

These changes are poor. Riders are being blamed for our problems. The government needs to pay for their own mistakes

Please let me know if this route will be affected in any way.

Route 992

I use this service Mon-Thu and the changes would hurt me. Plus, raising prices is bad

Blue Line

Don't cut the owl service. It is important to two countrys' economies. Too many people work downtown and cutting the Orange Line at 10:15 pm is just too early.

Fares

Cutting service any more will not help. Raising fares would be better. Especially for the senior pass

SUGGESTIONS: Raise senior/Disabled pass from 75% discount/paying 1/4 to 50% discount/paying 1/2. As an intermediate step, could raise to 66% discount/paying 1/3. Would prefer 41 and 44 be kept on a 1/2 hour schedule all days instead of every 15 min weekday and every hour weekend, this makes shopping miserable. Would prefer the 84 to Cabrillo be kept, at least a shuttle for the festivals for Whale in January and Cabrillo in September

How can we contemplate a fare increase? People take the bus to save money and the environment. A lot of people need the bus service. We can use the interest from the 2.4 billion dollars to ease the financial crunch. Don't be greedy, a tight wad, or a miser. What would all the new equipment do if services are cut, fares increased, operators laid off, and a hiring freeze put in place?

Please don't cut Route 44 back to hourly. I will take too long to get to church and other places I go, such as Sherman Heights. Please consider that I would rather pay an increased bus fare than have service cut back.

Raise the monthly pass to \$100 for adults and \$25 for s/d/m including COASTER. Offer a discount for buying a year's passes in advance. Bring the 706 and 706A back. Offer the trolley at 30-minute intervals and have the last trip on all lines at 2:30am. Cut all bus service to every 30 or 60 minutes. For routes with low demand, run them with three trips in the morning, 2 trips midday, and 3 trips in the afternoon/night. Use shorter buses instead of long buses. Return Route 703 all days. Start an Express route from Eastlake Mall to Plaza Bonita Mall. Bring back Route 100 from south Chula Vista to north Chula Vista.

General

He is a dependent rider. We raised the bus prices already, how much more do we need?

He doesn't think it is fair for us to raise prices. Our drivers make more than South Bay's

drivers.

Please don't rates much, and don't cut the service.

There are so many people that depend on buses for their transportation. A route that goes by the county mental health facility should be kept. Most people with a mental illness don't have a car. Bus routes were cut to almost none in Ramona and it has been hard on the number of disabled people living in Ramona.

We are consistantly being asked to take public transit to work while service is being reduced. An hour commute on public transit for a 20 to 30 minute drive is not exactly efficient

If the trolley is your moneymaker, don't reduce service on it. Save money by stopping 10K bonuses each year to people that make enough money to drive.

With these actions more poople would lose jobs.

It seems that we want to raise fares and lower service. We have a monopoly on service. In public hearings we don't listen to people.

Don't reduce any of the service. Many of his neighbors use our buses.

Cutting service any more will not help. Raising fares would be better. Especially for the senior pass

She requires public transit for work. We cannot keep raising the price every month.

If we are short money, call me and I'll call my benefactors and have it taken care of.

She wants to know where the 14 million dollar budget cut was re-allocated to

He doesn't like the fare increase.

We hear so much about conserving energy and using public transit. But, when it comes down to it threatening to cut service will only hurt those who are trying to be true to conserving. You know our voice is not big enough to effect change. And how about the poor person who has to use public transit because they can't drive. You should be ashamed for even threatening this kind of change. No wonder our city is bankrupt. You don't know where to put the money we are budgeted.

Your service changes are unfair. We should have given more prior knowledge of the meetings. We should not raise the fares on seniors and disabled people.

Instead of raising or changing schedules. It seems to me that if you made bus rides more convenient, and more affordable, people would ride them more.

Why are you reverting back to when we first moved to San Diego in 1986? Why do the lower income and disabled have to constantly take a back seat? Especially the disabled wheelchair customers and lower income persons can't afford to take a cab to appointments and events here in San Diego? This will be a great disservice to us all.

Orange Line

It would be a mistake to stop the route at 10:15. Concerts and ballgames don't end until

later.

The cut off should be 10:45 instead of 10:15.

Keep this line until 12:30

Don't cut the owl service. It is important to two countrys' economies. Too many people work downtown and cutting the Orange Line at 10:15 pm is just too early.

System

Run a route from Shelter Island to Cabrillo Monument. We shouldn't cut service because of tourist use. Also, students and business people use the bus to go to work and school. Making these cuts would be annoying and difficult.

Trolley

MTS should raise rates rather than cut routes

I use this service Mon-Thu and the changes would hurt me. Plus, raising prices is bad

Raise the monthly pass to \$100 for adults and \$25 for s/d/m including COASTER. Offer a discount for buying a year's passes in advance. Bring the 706 and 706A back. Offer the trolley at 30-minute intervals and have the last trip on all lines at 2:30am. Cut all bus service to every 30 or 60 minutes. For routes with low demand, run them with three trips in the morning, 2 trips midday, and 3 trips in the afternoon/night. Use shorter buses instead of long buses. Return Route 703 all days. Start an Express route from Eastlake Mall to Plaza Bonita Mall. Bring back Route 100 from south Chula Vista to north Chula Vista.



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	MARCH 26, 2009		
Name	DON STILLWELL		
Address	6308 RANCHO MISSION RD #173, S.D. CA 92108		
Telephone	(619) 282-7760		
Organization Represented			
Subject of Your Remarks	SUGGESTIONS FOR FUNDING OPERATING EXPENSES		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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AGENDA ITEM NO.

30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

Date	3/26/09		
Name	Theresa Quiroz		
Address	4719 Bailly Pl 92105		
Telephone	(619) 263-3457		
Organization Represented	-		
Subject of Your Remarks	Transit Cuts		
Regarding Agenda Item No.	30		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

4

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(PLEASE PRINT)

Date	2009 - 03 - 24		
Name	Clive Richard		
Address			
Telephone	on file		
Organization Represented			
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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per speaker for the record 10:05

AGENDA ITEM NO.

30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

5

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(PLEASE PRINT)

Date	March 26, 2009		
Name	Kathy Evans-Caldenwood		
Address	5186 Landis St., San Diego CA 92105		
Telephone	(619) 283-1729		
Organization Represented	San Diego Welfare Warriors City Heights		
Subject of Your Remarks	All current Fare Increases should have a sunset clause due to disparate economic effect		
Regarding Agenda Item No.	30		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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



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Agenda

Item No. 31

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

OPS 970.2

March 26, 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.



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

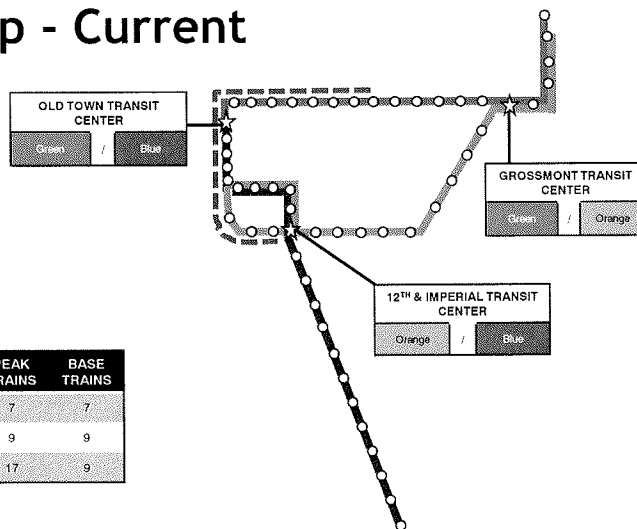
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MTS Light Rail Network: Short/Long Term Operating Plans

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

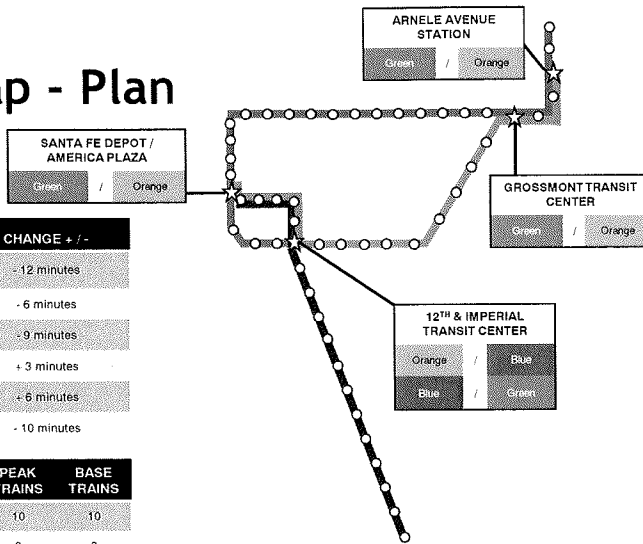
- Terminates at America Plaza on North track



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	
	<u>Trains</u>	<u>Cars</u>	<u>Trains</u>	<u>Cars</u>	<u>Trains</u>	<u>Cars</u>	<u>Trains</u>	<u>Cars</u>	<u>Trains</u>	<u>Cars</u>	<u>Trains</u>	<u>Cars</u>
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.

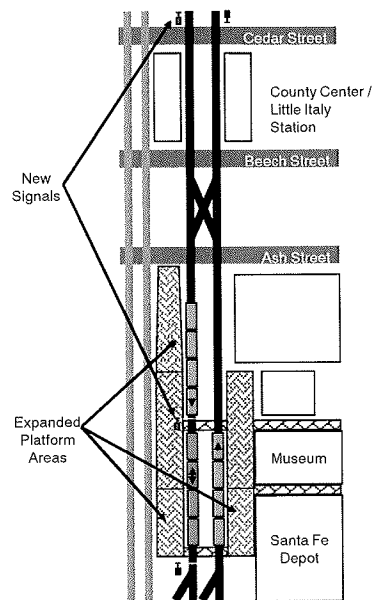


Santa Fe Depot Enhancements

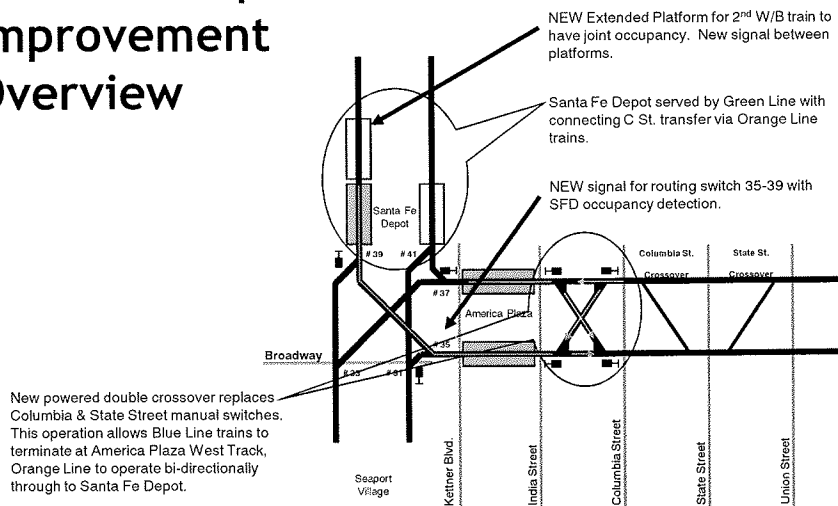
- Relocate current platforms south to AMTRAK walkway
- Expand Westbound Platform to include second train capacity
- Install necessary signals and track circuitry



Santa Fe Depot Platform Improvement Plan



Santa Fe Depot / America Plaza Improvement Overview

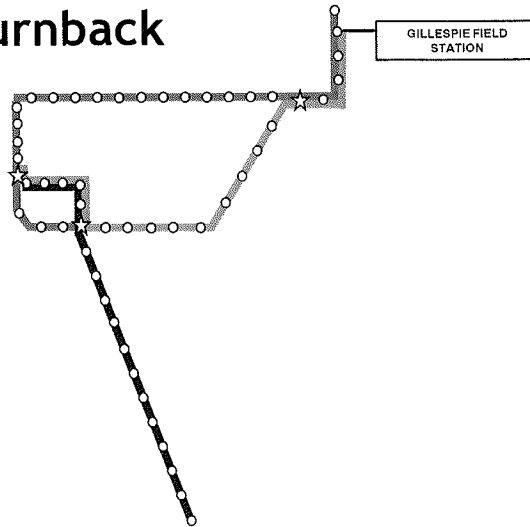


East County Turnback

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

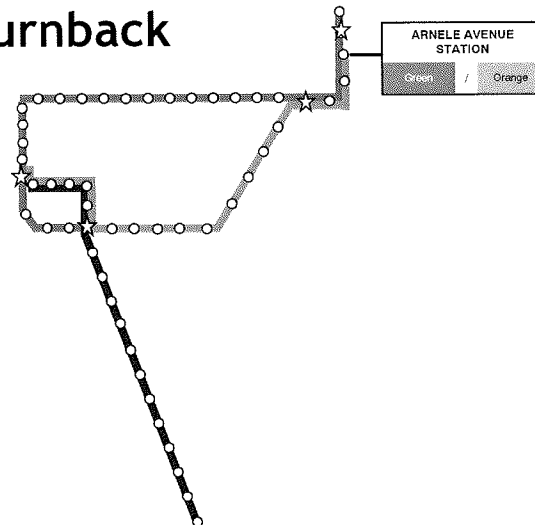


East County Turnback

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

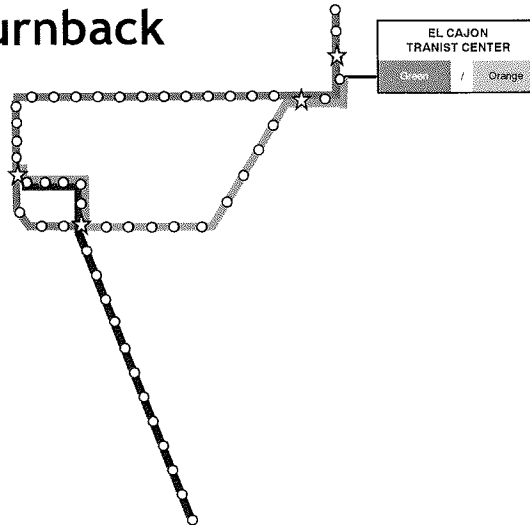


East County Turnback

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-modal 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

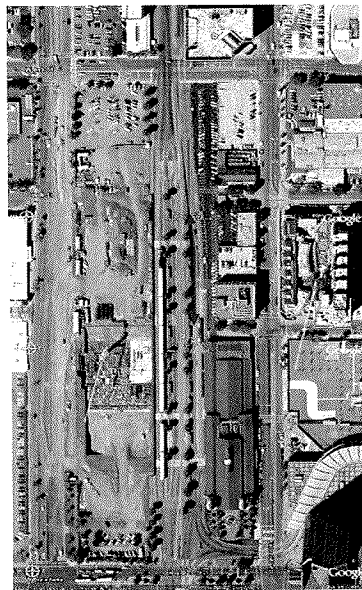


Mid-Coast Turn Back Option

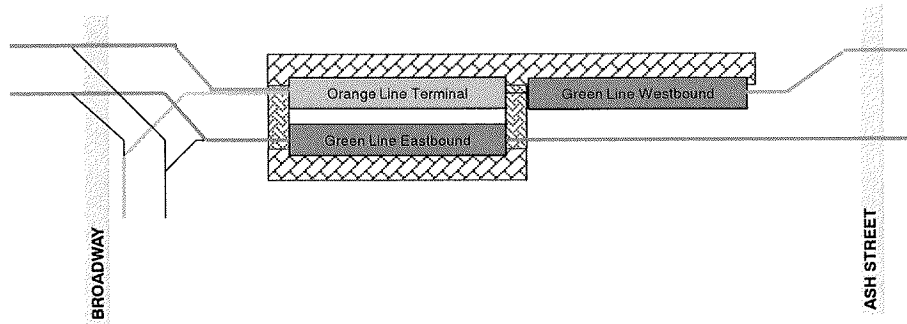
- Potential sequence of Mid-Coast into Santa Fe Depot
- No additional train crossings at Broadway
- Minimizes need for multiple transfers on LRT system
- Requires track reconfiguration at Santa Fe Depot to accommodate Coaster use and LRT system, no additional property required



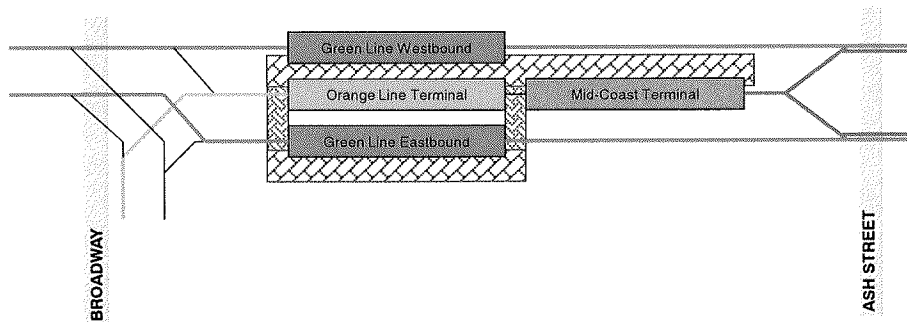
Santa Fe Depot Platform Improvement Plan

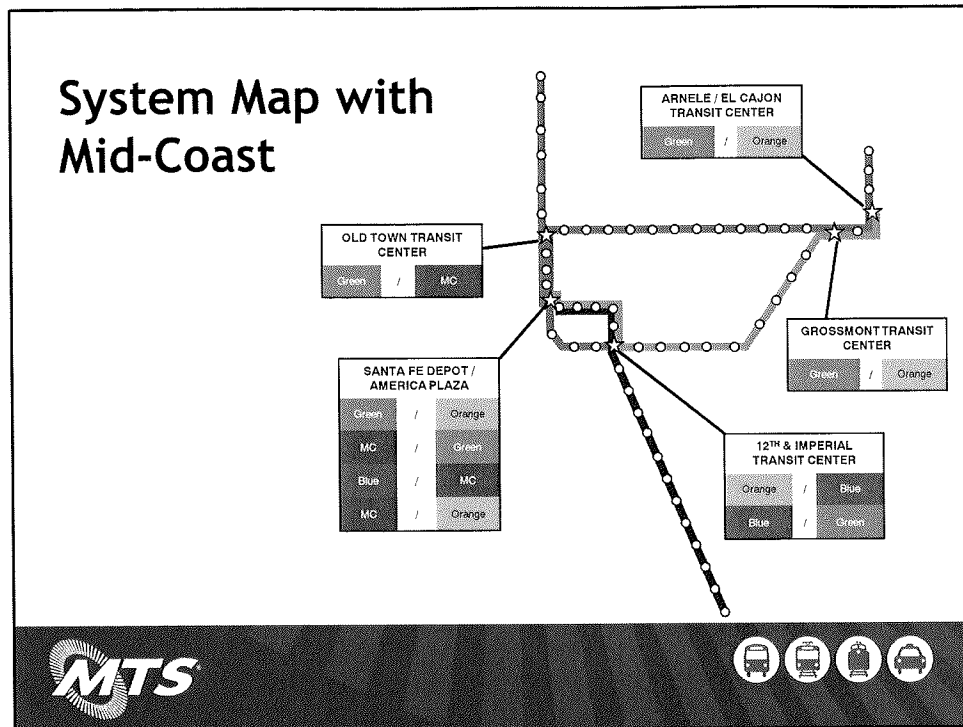


Santa Fe Depot Platform Improvements - Short Term



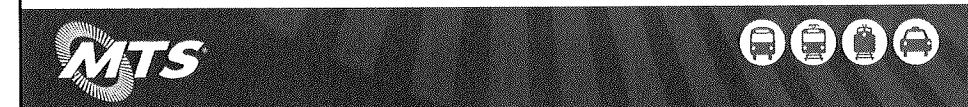
Santa Fe Depot Platform Improvements - Mid-Coast





Recommendation

That the Board of Directors adopt the plan for changes to the LRT system to improve efficiency in the short term and accommodate a viable long-term operating plan.





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 - 26		
Name	Clive Richard		
Address	5153 La Donna St, San Diego		
Telephone	619 - 867 - 7049		
Organization Represented	N/A		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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Agenda

Item No. 32

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 26, 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 regarding the consultant's recommendation for low-floor LRV procurement.

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



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



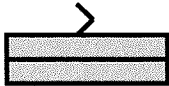

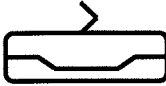
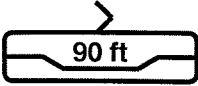
Paul C. Jablonski
Chief Executive Officer

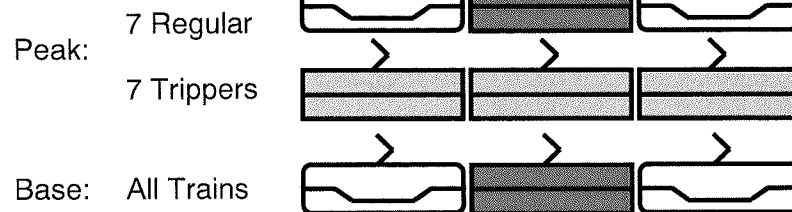
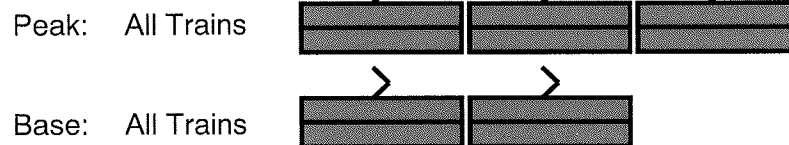
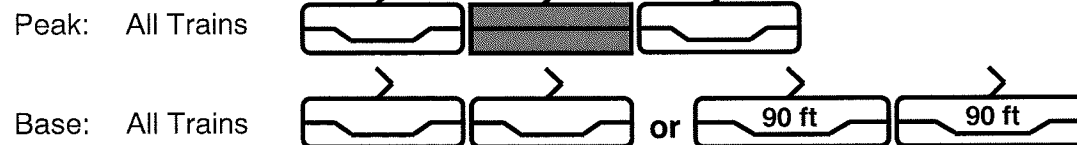
Key Staff Contact: Wayne Terry, 619.595.4906, wayne.terry@sdmts.com

MAR26-09.32.LRV ASSESSMT RECOMMENDATIONS.WTERRY.doc

- 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):				
Car Model:	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
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:****ORANGE LINE:****GREEN LINE:****GAP TRAINS:**

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:

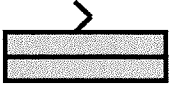
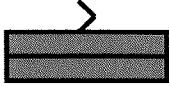

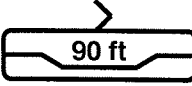
Blue Line – All weekday base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Peak Service ‘Tripper’ trains would be built with U2 model LRVs.

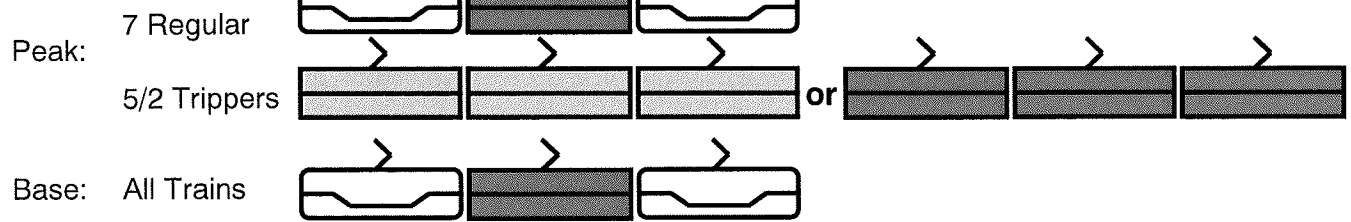
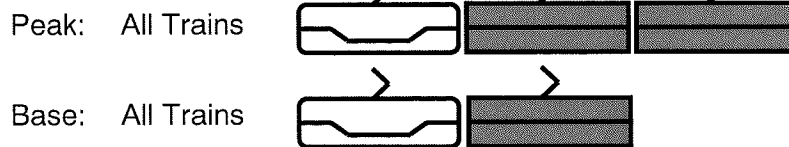
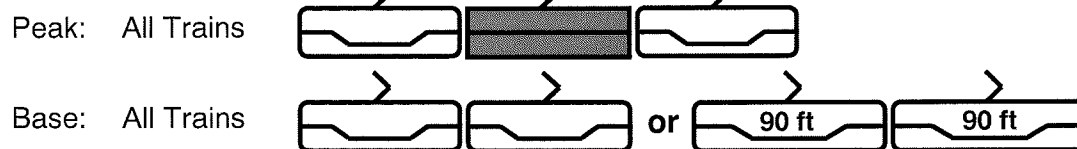
Orange Line – All trains would have SD-100 cars.

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):				
Car Model:	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
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:****ORANGE LINE:****GREEN LINE:****GAP TRAINS:**

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:

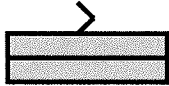
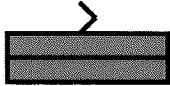
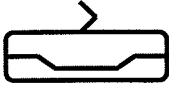
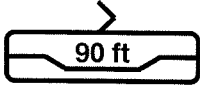
Blue Line – All base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Five Peak Service “Tripper” trains would be built with U2 model LRVs, two with SD-100 model LRVs.

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.

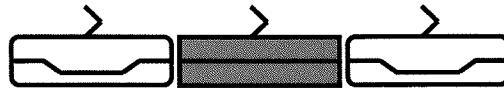
Gap Trains – Three U2 consists would be placed in service as necessary due to car failures or other system recovery requirements, or as necessary to supplement regular peak service during events.

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

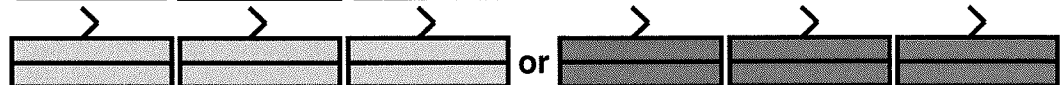
Weekday Train Service:**BLUE LINE:**

Peak: 7 Regular

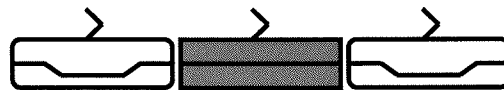


Peak:

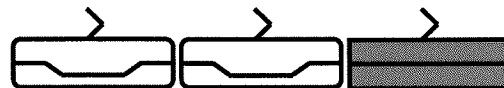
3/4 Trippers



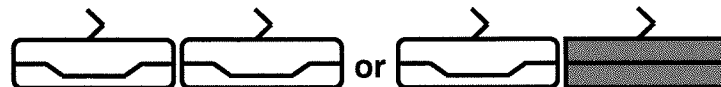
Base: All Trains

**ORANGE LINE:**

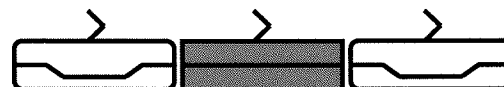
Peak: All Trains



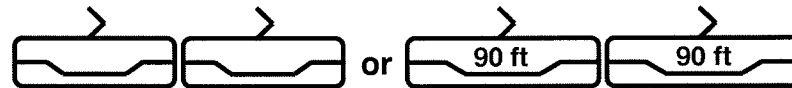
Base: All Trains

**GREEN LINE:**

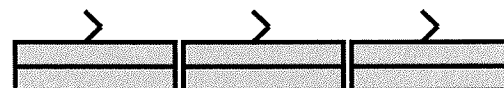
Peak: All Trains



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	<i>Low Floor Service not provided on all trains.</i>
2	Replace 30 U2 Rehab 41 U2 Replace S70s	31% low floor	41 - U2 52 -SD100 41 - NEW	\$157.9	<i>Low Floor Service not provided on all trains.</i>
*3	Replace 50 U2 Rehab 21 U2	46% low floor	21 - U2 52 -SD100 11 - S70 50 - NEW	\$204.9	<i>Two U2 consists would be required during Peak Service.</i>
*3A	Replace 60 U2 Rehab 11 U2	53% low floor	11 - U2 52 -SD100 11 - S70 60 - NEW	\$238.9	<i>U2 used only for Gap Trains and Special Events</i>
*4	Replace all U2 cars	61% low floor	52 -SD100 11 - S70 71 - NEW	\$276.1	<i>Fleet makeup remains consistent at 3 vehicle types.</i>
5	Replace all U2s and S70s	61% low floor	52 -SD100 82 - NEW	\$296.8	<i>Would require sale of S70s at a loss.</i>
6	Replace all existing cars	100% low floor	134 -NEW	\$460.0	<i>Would require sale of serviceable S70s and SD100s.</i>

* 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

Board of Directors
March 26, 2009



Blue Line Trolley

- First of the “modern” light rail transit systems
- Minimal capital investment: focus on the reuse of existing infrastructure
- Mix of 90# and 115# rail set primarily on wooden ties over substandard ballast
- Stations at grade level with minimal passenger amenities
- Underlying track structure is deteriorated at all grade crossings and station platforms



Consultant's Tasks and Objectives

- Recommend a low-floor light rail vehicle (LRV) compatible with existing fleet and system infrastructure
- Recommend rehabilitation alternatives for the aging U2 LRV fleet
- Recommend station improvements to achieve low-floor access systemwide
- Validate and prioritize MTS 10-Year Capital Plan to achieve "state of good repair" (SOGR) on the Blue Line
- Develop a basis of analysis to determine service reliability standards during project construction



Project Consulting Team:

Anthony Podegracz

- Managing consultant under contract to SANDAG



Kimley-Horn
and Associates, Inc.

Parsons Brinkerhoff:

- Blue/Orange Rehabilitation



Booz Allen Hamilton:

- LRV Procurement
- U2 Rehabilitation and Low-Floor access systemwide

Booz | Allen | Hamilton



Consultant's Scope of Work

- Task 1: Low-floor capability assessment and LRV recommendations
- Task 2: Assessment of Blue Line infrastructure conditions and Orange Line station improvements
- Task 3: Phased plan for improvements
- Task 4: Validation of the expenditure 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
- Assess replacement and rehabilitation strategies for an aging U2 LRV fleet
- Consider infrastructure improvements for low-floor capability system-wide



Overview of Existing Fleet

- 71 Siemens U2 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 (BAH - UTA)

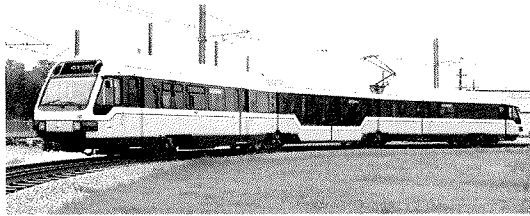
- Bombardier, Siemens, AnsaldoBreda, CAF and Kinkisharyo
- Recommended North American 70% vs. European 100% Low-Floor LRV
- Requires significant infrastructure modifications
- CPUC 2g compression strength requirement
- NFPA 130 requirements: smoke, flame and toxicity mitigation
- Buy-America and FTA commercial requirements



Kinkisharyo

DART - 120-foot center section
low-floor

Would need sizable order to
commit to an 80-foot custom
design

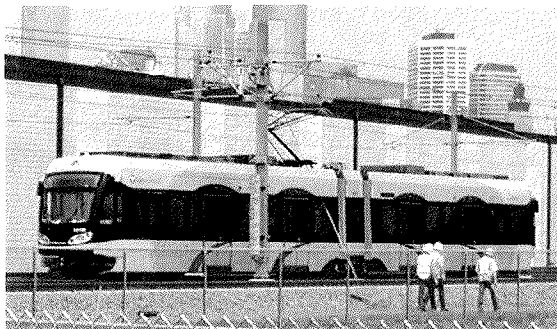


	Length	Low Floor Height	Operating Speed	Compression Strength	Seating capacity
New Jersey	90'	14"	55 mph	1g	72
Santa Clara	90'	14"	62 mph	2g	66
Phoenix	91.5'	14"	55 mph	1g	66
Seattle	95'	14"	55 mph	2g	74



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



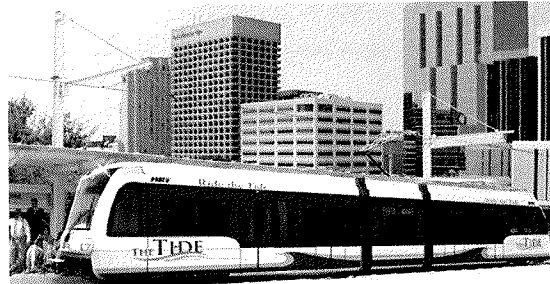
Siemens S70

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 SD100 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 U2 and SD100 LRV

Compatible with maintenance facility and system infrastructure constraints, including three-car train operation in downtown San Diego

CPUC 2g compression strength compliant

Compatible with the Siemens SD100 the 90-foot S70 LRVs

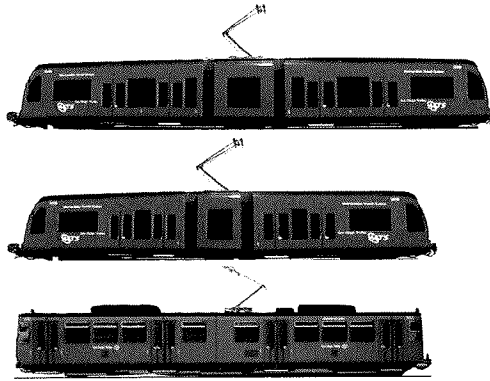
MTS maintains a multi-vehicle option on the UTA procurement currently underway



	Length	Low Floor Height	Operating Speed	Compression Strength	Seating capacity
Salt Lake City	81.4'	15"	55 mph	2g	60



MTS Light Rail Vehicles

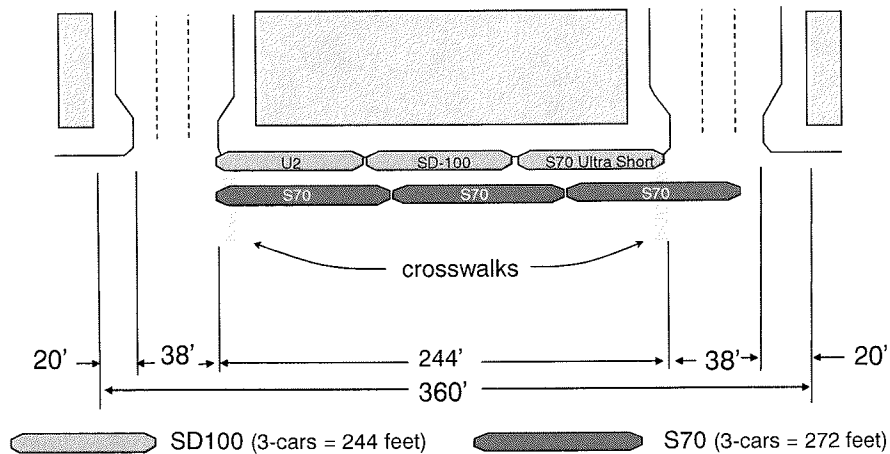


Vehicle	Length
Siemens S70 Seated: 64 Max Load: 220	90.7'
Siemens S70 US Seated: 60 Max Load: 200	81.4'
Siemens SD-100 or U2 Seated: 64 Max Load: 188	81.6'



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.



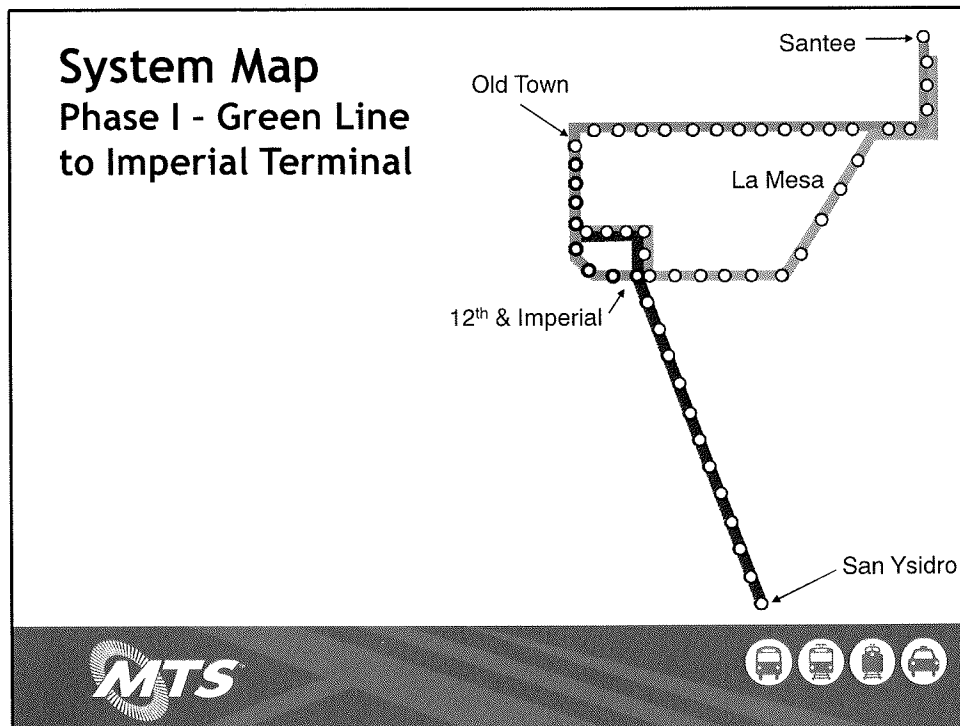
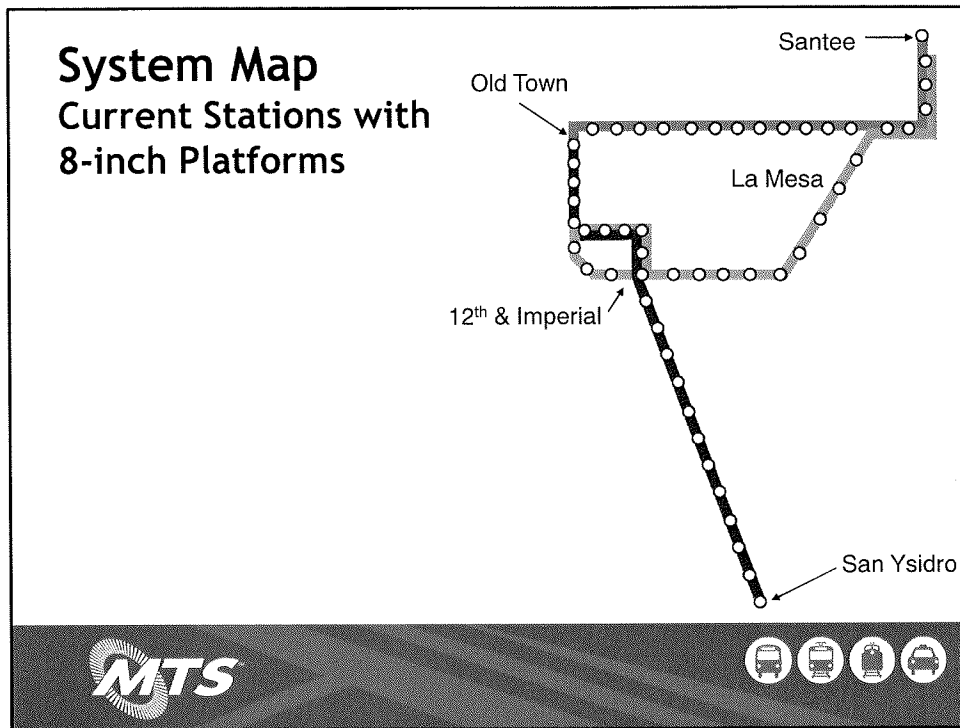
America Plaza

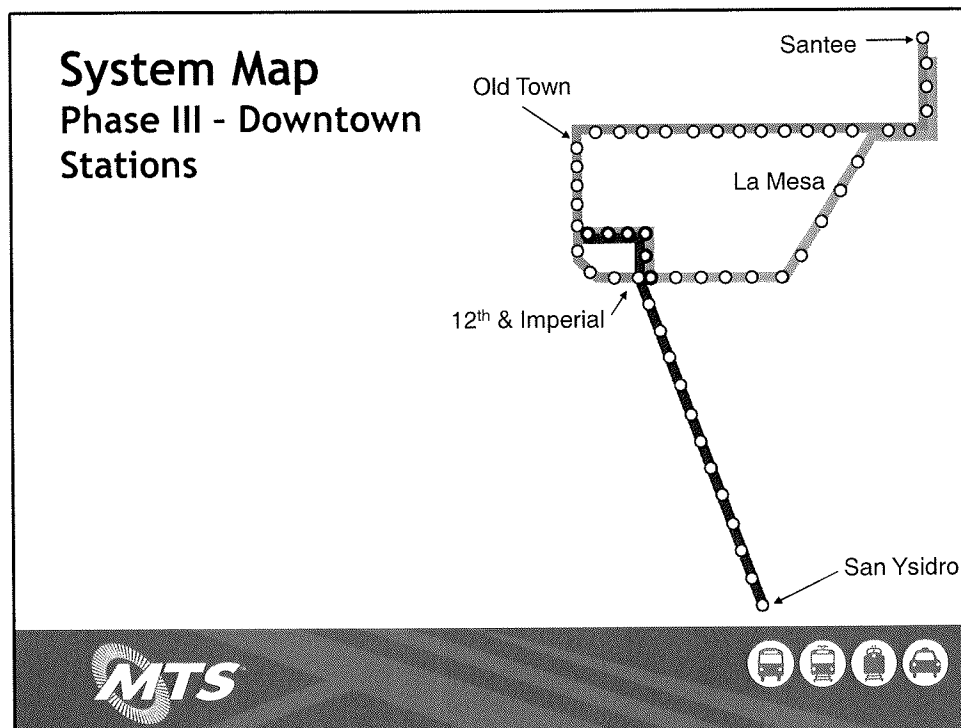
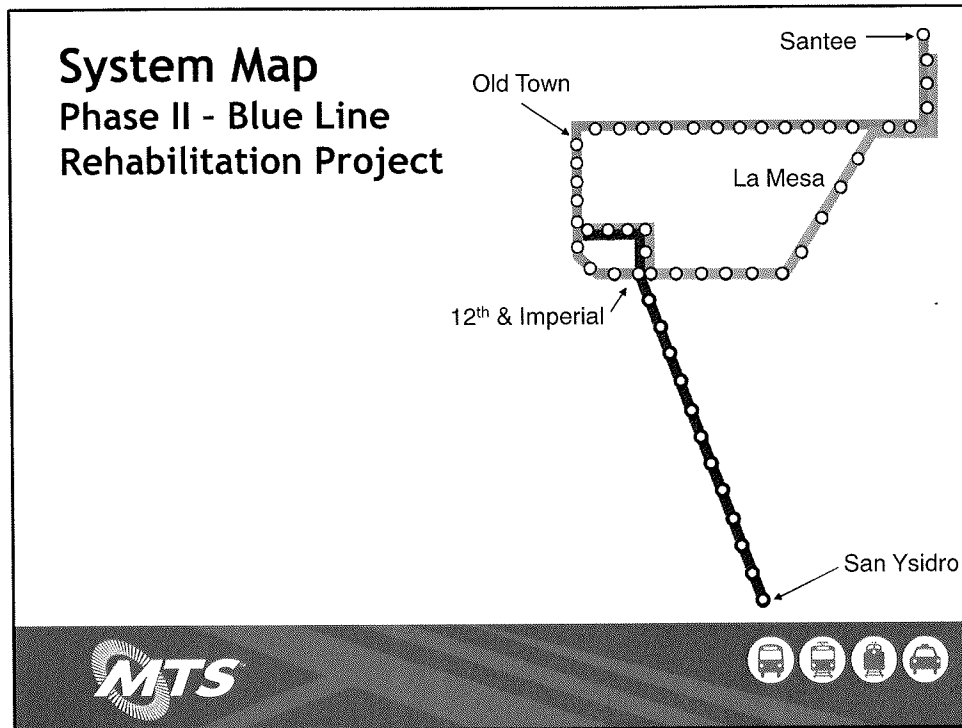
- S70 3-car train stopped at the 3-car stop marker
- Rear car ADA ramp deploys in curb cutout section

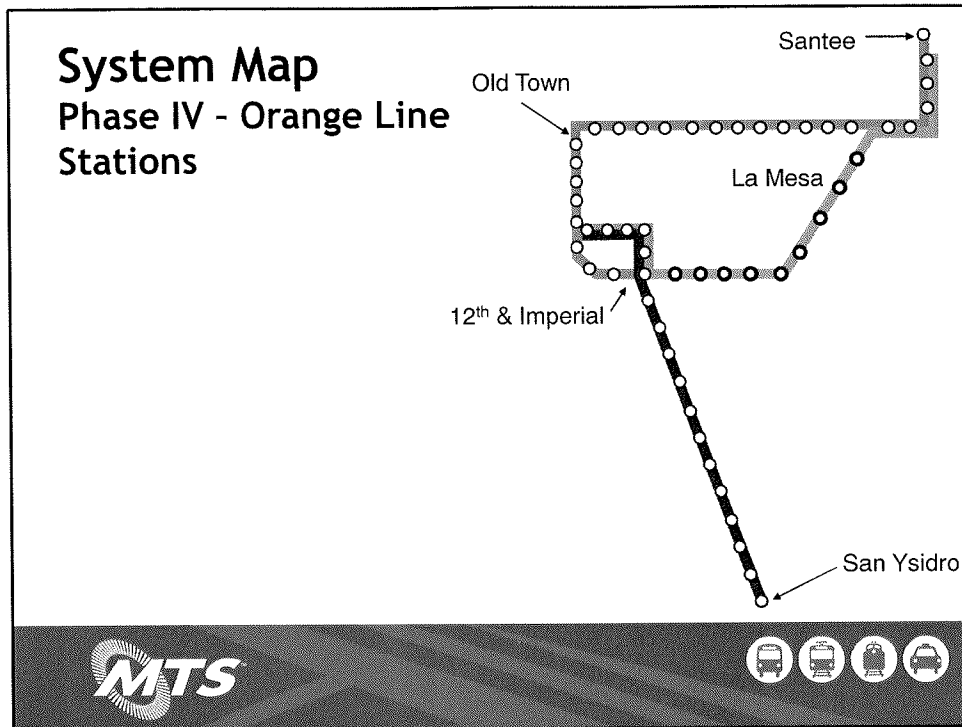


Station Platform Modification Project Incremental Approach to Achieve System-Wide Low-Floor Service









Civic Center Station - Existing



Civic Center Station - 8" Platform

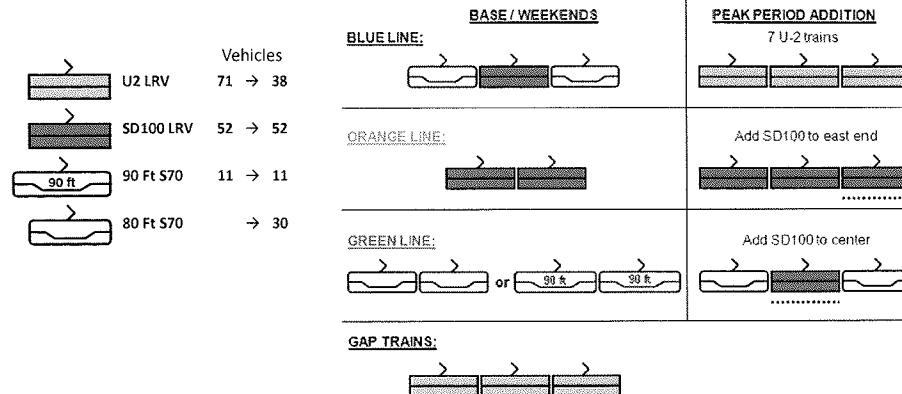


Civic Center Station - S70 Ultra Short



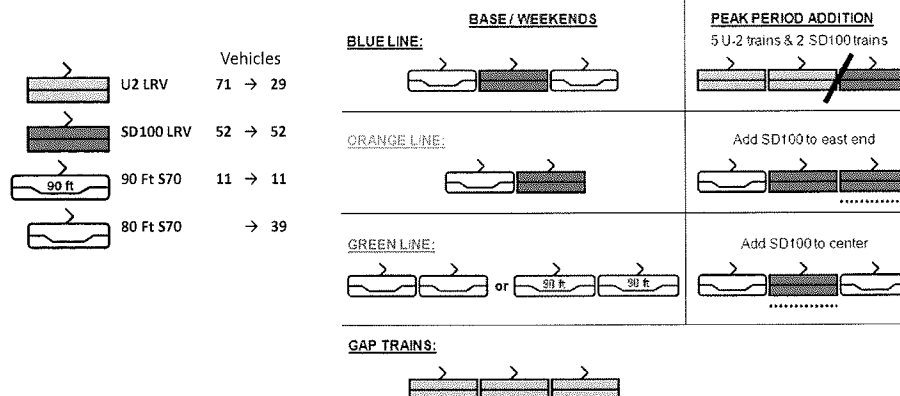
Option 1: Purchase 30 New Low-Floor LRVs

LRV Fleet (131 CARS): Replaces 33 U2 LRVs

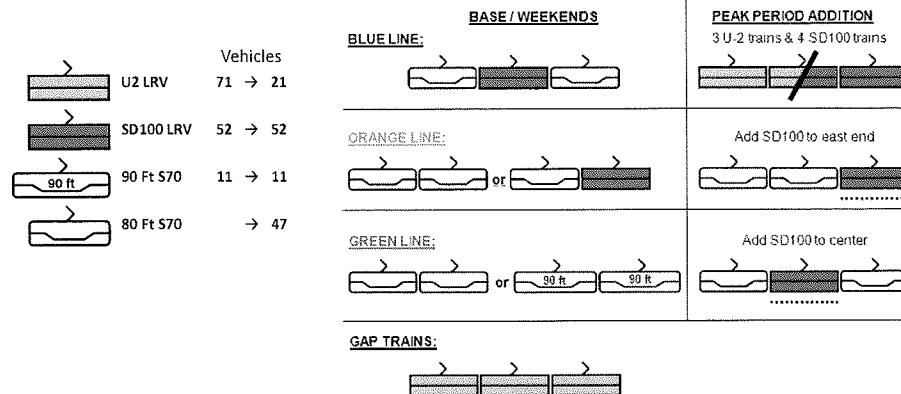


Option 2: Purchase 39 New Low-Floor LRVs

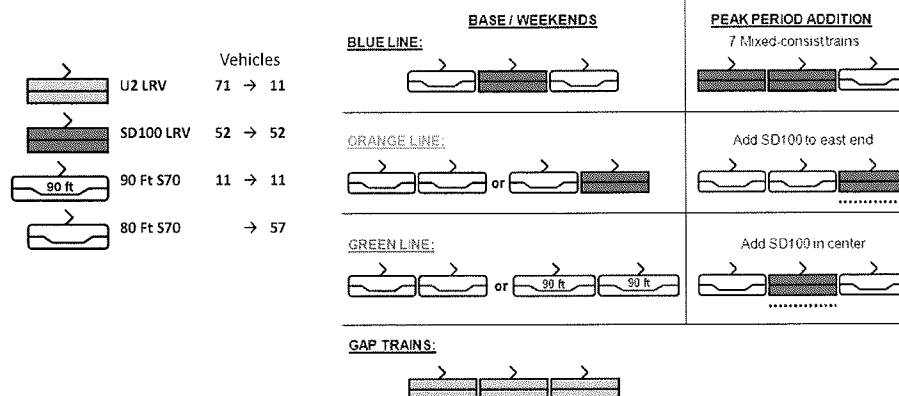
LRV Fleet (131 CARS): Replaces 42 U2 LRVs



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

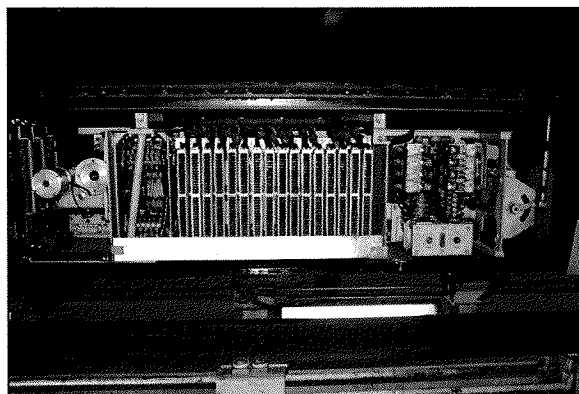


U2 LRV Rehabilitation Program

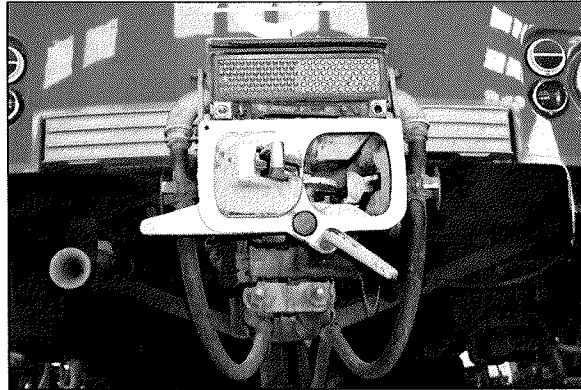
- The number of LRVs regularly scheduled for revenue service will be rehabilitated, this does not include gap service spares
- The actual number will be determined by the option selected
- The interior and exterior are generally in sound condition
- Modify lower step mechanism
- Selected equipment and component replacement is as follows:



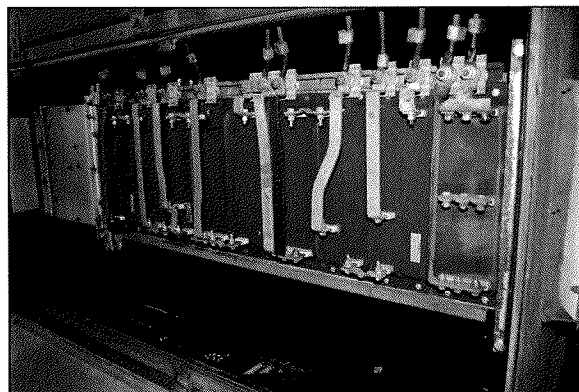
Camshaft Controller



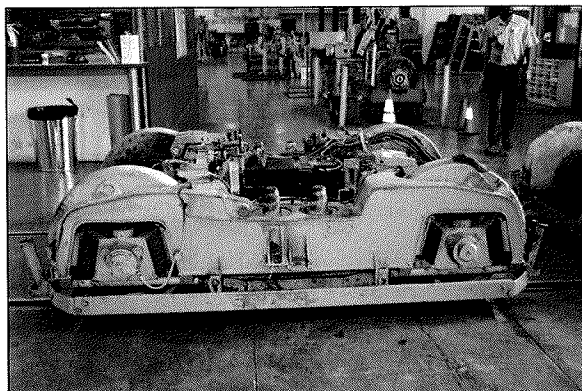
Coupler and Draft Gear



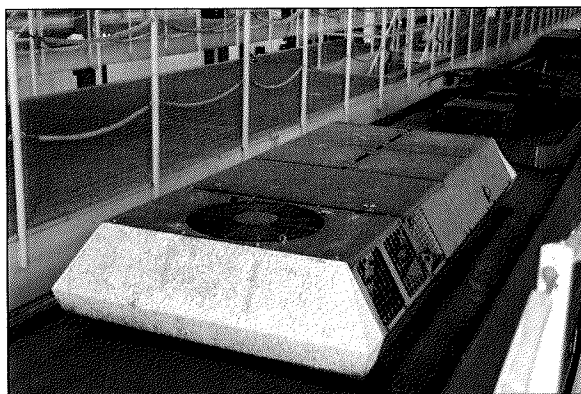
Resistor Banks



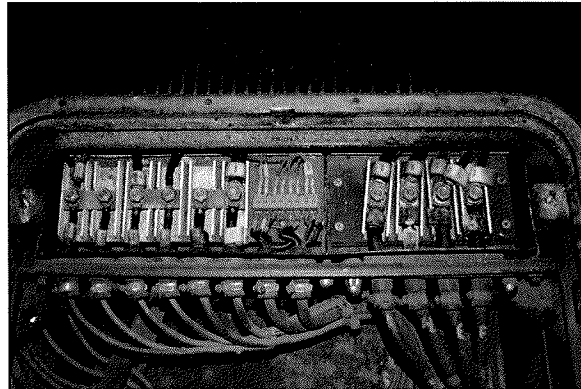
Axles and Bogie Frames



HVAC System



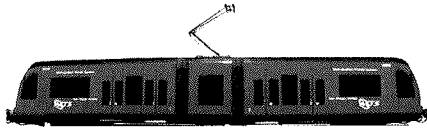
Train Line Wiring (low- and high-voltage)



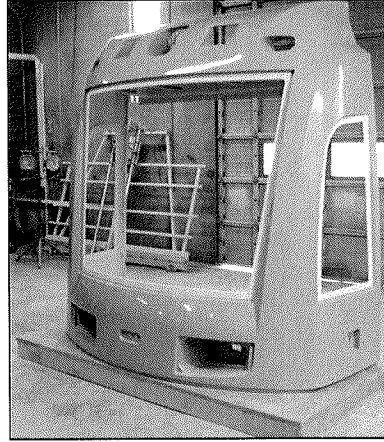
Door Control Unit



**Recommended:
Siemens S70 Ultra-Short LRV**



Vehicle	Length
Siemens S70 US Seated: 60 Max Load: 200	81.4'





AGENDA ITEM NO.

32

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

01

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 - 26				
Name	Clive Richard				
Address					
Telephone	on file				
Organization Represented					
Subject of Your Remarks					
Regarding Agenda Item No.					
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

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1. INSTRUCTIONS

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

Date 3-26-09
Name (PLEASE PRINT) Charles Lungerhausen
Address 5308 Monroe Ave. #124
San Diego, CA 92115
Telephone 619-546-5610
Organization Represented (if any) _____

Subject of your remarks: I would recommend option 4
instead of 3A

Agenda Item Number on which you request to speak #32
Your comments are presenting a position of: SUPPORT ☒ and OPPOSITION ☒

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



Submitted by
Charles Lungerhausen

1.

Mar. 26, 2009

MTSB mtg.

AGENDA ITEM #32

Chair Mathis, board members and staff I fully sport the findings of this SANDAG funded study by consultant Booz-Allen. The more low floor Trolleys in the system the better it is for all!



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

Agenda

Item No. 33

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 26, 2009

SUBJECT:

MTS: IMPLEMENTATION PLAN FOR EXECUTION OF THE SAN DIEGO MTS BLUE
AND ORANGE LINE REHABILITATION AND IMPROVEMENT PROJECT

RECOMMENDATION:

That the Board of Directors receive a report on implementation of the project phasing plan, light rail vehicle (LRV) procurement and rehabilitation alternatives, and provide direction to staff regarding: (1) the consultant's recommendation for 82-foot low-floor vehicle procurement; (2) pursuit of light rail vehicle procurement/rehabilitation strategy based on funding availability; and (3) project priority plan and phasing program.

Budget Impact

Contingent upon the project priority plan and LRV procurement option selected.

Executive Committee Recommendation

At its meeting on March 19, 2009, the Executive Committee recommended forwarding this item to the Board of Directors for approval.

DISCUSSION:

The consulting firm of Parsons-Brinckerhoff (PB Americas), in partnership with Booz Allen Hamilton (BAH) and managed by Kimley-Horn (KH), was contracted by the San Diego Association of Governments (SANDAG) to develop and implement a plan for



MTS to execute a light rail rehabilitation improvement project to support long-term sustainability in the following key operational and safety-critical areas:

- Task No. 1. Station improvements necessary to provide low-floor access system wide and to provide options and recommendations for low-floor LRV procurement and U-2 LRV rehabilitation alternatives.
- Task No. 2. Assess conditions and recommend an order of priority for Blue and Orange Line infrastructure improvements.
- Task No. 3. Develop and recommend a phased plan for improvements to maximize contractor efforts, while minimizing system delays and ridership inconvenience. The plan would consider the economics associated with extended work hours and project cost impacts.
- Task No. 4. Validation of the MTS finance plan to support the most aggressive financial approach for the rehabilitation and improvement project.

BACKGROUND

San Diego Trolley, Inc. (SDTI) was the first of the “new generation” light rail systems in the United States. The first line between downtown San Diego and San Ysidro at the U.S. and Mexico border opened on July 26, 1981. This route, originally known as the “South Line,” comprises the major part of the Blue Line, which extends from the Old Town Transit Center through downtown to San Ysidro. The line was constructed primarily on an existing railroad right-of-way with some in-street construction in downtown San Diego and at San Ysidro. A major goal of the original project was to minimize the required capital investment and reuse the existing railroad infrastructure wherever reasonably possible. Other project elements also reflected the goal to minimize the capital investment; for example, there is no remote control of track switches, signals, traction power substations, or signals for reverse running on double-track sections.

The track structure on this segment of the Blue Line consists of a mix of 90- and 115-pound rail set primarily on wood cross-ties; the 90-pound rail dates to the original project. Concrete ties have been used in recent years in locations where the entire track structure was reconstructed. Most of the wooden grade crossings have been replaced with concrete or rubber panels; however, the underlying track structure at nearly all crossings is in seriously deteriorated condition and in need of replacement. With the exception of San Ysidro, all stations have side platforms at track level and are fundamentally standard in design providing only basic customer amenities. In many cases, the track structure lies beneath asphalt in the station areas—both of which have deteriorated over the years.

At present, the Central Control Facility (CCF) cannot display train location or switch position between 12th and Imperial and San Ysidro. Traction power substations are currently not remote-controlled or monitored, but a project is underway that will provide a Centralized Train Control (CTC) system in the CCF. This system will provide positive control and monitoring of these operation-critical components. The existing orientation and method of controlling intermediate crossovers does not facilitate or expedite reliable

service when bidirectional single-track operation is required for maintenance activities or in an emergency situation.

Siemens U-2 vehicles were the original LRV used on the system and account for most of the cars in the fleet today. The first of five orders arrived in late 1980 with the last in the series arriving in mid-1989. The average mileage on the U-2 fleet is 1.3 million, and many of the parts and components are no longer available to support maintenance activities on this series of vehicles.

TASK 1: LOW-FLOOR CAPABILITY ASSESSMENT AND LRV RECOMMENDATIONS

With the need to modernize the aging MTS LRV fleet and improve reliability through reducing onboard disabled lift operations, the study evaluated both the existing fleet and future procurement options. Various consist configurations were considered, including the use of existing and new vehicles. The analysis considered the impacts of operating trains longer than the current three car trains (approximately 245 feet), as well as feasibility, capacity, and boarding time.

New LRV Procurement

After evaluating current and future operations, physical constraints and available vehicles, the study recommended procurement of a new low-floor vehicle limited to a length of approximately 82 feet with an Americans with Disabilities Act- (ADA)-compliant extendable bridge plate for the following reasons:

- Results in best fit with existing operations and current fleet.
- Provides the best fit and flexibility for future system and 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.

Other new vehicle configurations examined included low- and high-floor, as well as long and extra-long vehicles. Each was rejected because of a range of constraints in the existing system, which made these options cost prohibitive and operationally restrictive. The primary constraints are the downtown station length, curved platforms, limits to platform height on shared freight track, and the configuration of the existing yards and shops.

After considering accessibility, infrastructure constraints, train configurations, market availability of new low-floor vehicles, and U-2 rehabilitation alternatives, the following is recommended for consideration:

Recommendation – Low-Floor LRV Procurement and U-2 Rehabilitation

The Siemens S70Ultra Short (S70US) is a design that is recently available and meets MTS's criteria. At 81.4 feet in length, it fits within the MTS infrastructure, is California Public Utilities Commission (CPUC) compliant at 2g compression strength, and is compatible with the existing Siemens SD 100 and S70. This vehicle is currently being manufactured for the Utah Transit Authority (UTA), and MTS holds an option for up to 110 vehicles on the UTA order at an approximate cost of \$3.8 million per vehicle (without escalation).

It is recommended that any U-2 vehicles retained for use in regular service be considered for a selective rehabilitation. The actual number is contingent on the low-floor vehicle

purchase option selected. The rehabilitation of selected U-2 LRVs would cost \$500,000 per vehicle and would restore or replace the following components:

- | | |
|---|--------------------------|
| * Camshaft controller | * Coupler and draft gear |
| * Resistor banks | * Door control unit |
| * Axles and bogie frames | * HVAC system |
| * Train line wiring (low- and high-voltage) | |

TASK 2: ASSESSMENT OF BLUE AND ORANGE LINE INFRASTRUCTURE CONDITIONS

The consultant evaluated the existing infrastructure based upon the assumption that stations would be rebuilt with 8-inch platforms. They evaluated the condition of the track, track switches, grade crossings, traction power systems, signaling, stations, right-of-way stabilization, tie replacement, and parking lot rehabilitation. Based on this comprehensive review, the following list of priorities was developed:

High Priority

Blue Line:

- Add 5 new interlocked crossovers, upgrade 3 existing manual crossovers, and relocate 1 existing crossover approximately one-half mile south.
- Replace 90-pound rail with 115-pound rail on curve at 4 locations totaling 3.9 miles.
- Grade-crossing surface repair at 22 locations
- Raise 11 station platforms from Barrio Logan to Beyer Boulevard, replace shelters, replace rail, install passenger information system
- Lower track to meet platform height requirement at San Ysidro
- Replace substation relays
- Replace switches at 5 locations
- Stabilize embankments
- Replace highway grade-crossing mechanisms

Downtown:

- Raise 5 station platforms from Park & Market to America Plaza

Green Line Extension:

- Raise 8 platforms from Washington to 12th & Imperial Terminal/Transfer

Orange Line:

- Raise 9 platforms from 25th & Commercial to La Mesa Boulevard

Medium Priority

Blue Line:

- Replace interlocking cases
- Replace highway grade-crossing cases, crossing lights, and flashers
- Replace 7,000 feet of track beginning at San Ysidro
- Substation structures

Low Priority

Blue Line:

- Replace 28,000 ties
- Replace 22,320 switch timbers
- Re-asphalt bus travel ways in 11 parking lots
- Replace remaining 6 miles of 90-pound rail

These findings are based on specific site visits to typical areas of concern, a review of the scope of work presented in the MTS Ten-Year Capital Plan, and interviews with key MTS personnel. PB further concludes that these investments are required to achieve a State of Good Repair (SOGR) on the Blue Line from 12th & Imperial to San Ysidro.

In order to facilitate reliable trolley service without significant delays and disruptions during the rehabilitation program for the infrastructure listed above and to provide a long-term operational enhancement to system operations, certain initial track work and signaling improvements are required including: installation of reverse grade-crossing approach circuits, replacement of power switch mechanisms, and the installation of additional crossover switches and contact wire.

In addition, several MTS rehabilitation projects are already in design and scheduled for completion prior to implementation of the work identified by PB that are needed for a SOGR, including overhead catenary wire replacement and grade-crossing repair and reconstruction at 28th Street and Palm Avenue.

As part of Task 2, the consultant also evaluated various construction delivery methods for implementing the construction project and recommended a design/bid/build consistent with SANDAG practice. While a design/build is an option, the consultant determined that it would take longer for initial implementation.

TASK 3 - PHASED PLAN FOR IMPROVEMENTS

The consultant reviewed the infrastructure rehabilitation requirements from Task 2 and MTS's requirement to maintain a reasonable and consistent level of rail service during construction and developed a simulation model to predict train movements. The model

was used to run operating scenarios for single tracking of the line segments to determine operational delays and construction windows. From the model results, the consultant provided options for installing crossovers, signals, and grade crossing infrastructure improvements needed to sustain trolley service during the rehabilitation project. This study determined that an early construction package is required to provide for five new interlocked crossovers, upgrading three crossovers to full interlocking, relocating one existing interlocking, and providing reverse running signals and grade crossings to expedite trolley service during special operations.

Berkeley Simulation Software computer simulation modeling system Rail Traffic Controller (RTC) was used to facilitate the operations analysis and validate Task 3 recommendations. Infrastructure parameters input into the simulation model included:

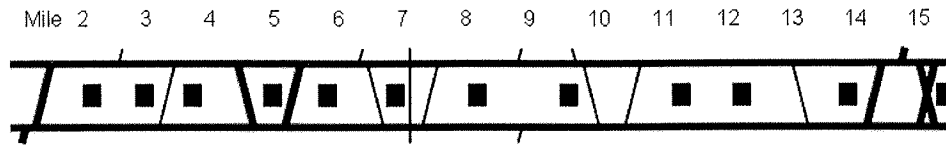
- grades
- curves
- distances
- lengths of the platforms and signal blocks
- vehicle performance characteristics
- length and weight
- train schedules, including equipment cycles and deadhead moves to and from overnight storage

When completed, this model accurately represented train movements and system operations over the entire operating network and became a basis for subsequent analysis and comparison of infrastructure improvement scenarios.

RTC is the only dynamic simulation model with proven meet-pass logic that contributes to developing the most effective solutions to the project tasks. This software is being successfully used by the PB team conducting an investment grade analysis for a number of transit and commuter properties.

The schematics and narratives below depict pre- and post-Blue Line crossover and signaling enhancements to support special operations during the rehabilitation phase of this project. The post-Blue Line crossover schematic is reflective of the simulation model analysis and results.

EXISTING BLUE LINE



LEGEND:

- / Existing Manual Crossover
- ⌵ Existing Interlocked Crossover

The existing Blue Line is configured with only five interlocked (or automatic power switch) crossover locations. Four are used primarily to accommodate freight train operation entering, traveling in and exiting the corridor, and the fifth at San Ysidro is to accommodate operations at the terminal station. Except for the lowest of scheduled frequencies, manual crossovers do not provide an adequate level of efficiency for operations. Current interlocked crossovers are limited to routing trains through the crossover and do not provide protection for trains beyond that location as is required during long-term track closures or other special operating conditions. Train protection and sequencing between crossovers must be manually controlled under stringent radio communications. Schedule capacity and performance are limited by necessary safety practices that require substantially slower operating speeds and mandatory stops at all grade crossings by trains operated around a track closure. Additionally, most locations only contain one crossover, which will accommodate train routing for the closure of one track but not for the opposing direction.

PROPOSED ENHANCEMENTS



LEGEND:

- / Existing Manual Crossover
- ⌵ Existing Interlocked Crossover
- ⌵ Upgrade Existing Manual Crossover
- ⌵ New Interlocked Crossover
- ⌵ Relocate Existing Interlocked Crossover

The proposed enhancements to the Blue Line would consist of five new interlocked crossovers, upgrade of three existing manual crossovers to interlocked functionality, and relocation of one existing crossover approximately one-half mile south. Train signal and approach activation of grade-crossing warning devices would be provided to allow trains to operate at normal speed in either direction on either track between interlocking locations. This level of upgrade is necessary to accommodate a 15-minute frequency (with acceptable delays) during track closures necessary to complete a substantial portion of the project, including track replacement, station platform construction and rehabilitation of several grade crossings. Construction efficiency is maximized by utilizing existing infrastructure (upgrade of existing manual crossovers) where feasible; system operating efficiency is maintained through the course of the rehabilitation project with maximum acceptable spacing between interlocked locations; long-term benefits are

realized as the operational functionality of this corridor is brought to a level consistent with the Mission Valley East Extension and current MTS design criteria.

TASK 4 - VALIDATION OF MTS FINANCE PLAN

The purpose of Task 4 was to evaluate the MTS Infrastructure Bond/TransNet II Strategy Ten-Year Projection (Funding Plan), developed in 2006 by MTS, against the capital costs, project priorities and phasing recommendations developed as part of Tasks 1-3. Task 4 combines the cost estimates developed in those tasks and compares projected expenditures with projected revenues assumed for the project over a five-year period. For purposes of this evaluation, Task 4 assumed the advance-work projects that were identified and recommended for minimizing Blue Line service disruptions plus the low-, medium-, and high-priority capital plan investments that were identified in Task 2 for the Blue Line rehabilitation. It further assumed some additional modifications to station platforms on the Green Line extension and the Blue and Orange Lines to provide 8-inch platforms. These capital investments were then combined with four potential vehicle replacement/rehabilitation options resulting in four potential expenditure scenarios. The tables below summarize the four vehicle procurement options and costs and the combined vehicle and infrastructure costs.

	Option 1	Option 2	Option 3	Option 4
U-2/Rehab	21	15	9	0
S70US	30	39	47	57
	\$146,961,100	\$183,946,500	\$216,425,900	\$256,165,700

Cost Summary

		Task 2: Priorities		
		High	Medium	Low
Task 1 Vehicles		\$165,430,313	\$14,120,625	\$33,217,013
Option 1:	\$146,961,100	\$312,391,413	\$326,512,038	\$359,729,050
Option 2:	\$183,946,500	\$349,376,813	\$363,497,438	\$396,714,450
Option 3:	\$216,425,900	\$381,856,213	\$395,976,838	\$429,193,850
Option 4:	\$256,165,700	\$421,596,013	\$435,716,638	\$468,933,650

These expenditure scenarios were then evaluated against revenue assumptions, which included TransNet II funds, Prop. 1B funds, Capital Improvement Program (CIP) funds, and American Recovery and Reinvestment Act (ARRA) funds, which is a new source of funding not identified in the 2006 Funding Plan. Attachment F (Estimated Annual Expenditures and Revenues) shows the reasonably expected expenditure scenario for implementing the infrastructure project and vehicle procurement by stages and by year

compared to the anticipated available funding. Attachment F uses escalated construction and vehicle costs based on construction escalation data provide by SANDAG.

(Reference Attachments A, B, C, and D for option-specific information.)



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Wayne Terry, 619.595.4906, wayne.terry@sdmts.com

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Attachments:

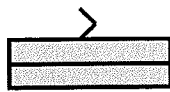
- A. Option 1 – Purchase 30 LFLRVs
- B. Option 2 – Purchase 39 LFLRVs
- C. Option 3 – Purchase 47 LFLRVs
- D. Option 4 – Purchase 57 LFLRVs
- E. Capital Plan Priorities
- F. MTS Blue Line Rehabilitation Estimated Annual Expenditures and Revenue

OPTION ONE: Purchase 30 New LFLRV (Replaces 33 U2 LRVs)

LRV Fleet:

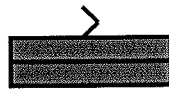
Car Model:

Fleet Size:



U2 LRV

38 cars



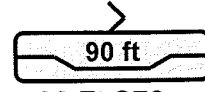
SD100 LRV

52 cars



80 Ft S70

30 cars

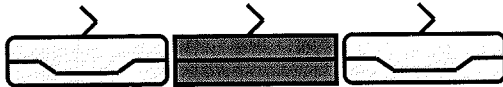


90 Ft S70

11 cars

BASE / WEEKENDS

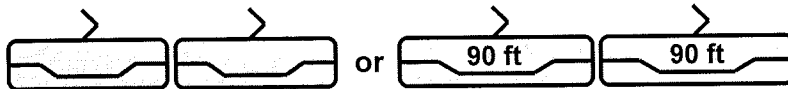
BLUE LINE:



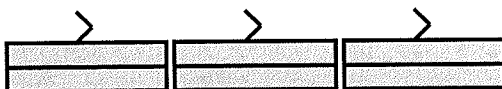
ORANGE LINE:



GREEN LINE:

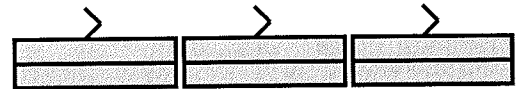


GAP TRAINS:

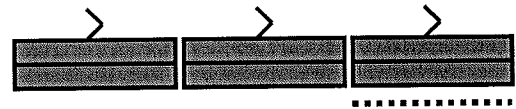


PEAK PERIOD ADDITION

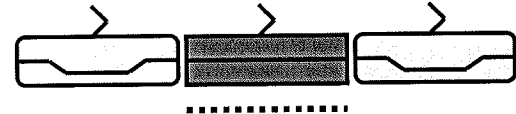
7 U2 trains



Add SD100 to east end



Add SD100 to center

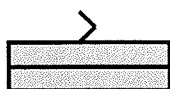


OPTION TWO: Purchase 39 New LFLRV (Replaces 42 U2 LRVs)

LRV Fleet:

Car Model:

Fleet Size:



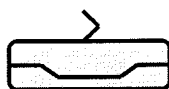
U2 LRV

29 cars



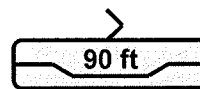
SD100 LRV

52 cars



80 Ft S70

39 cars



90 Ft S70

11 cars

BASE / WEEKENDS

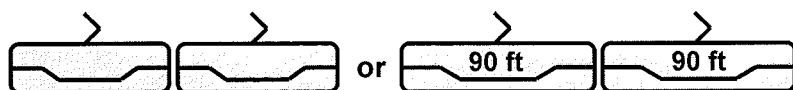
BLUE LINE:



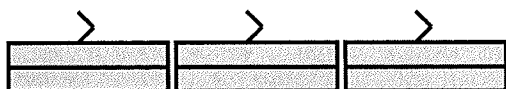
ORANGE LINE:



GREEN LINE:

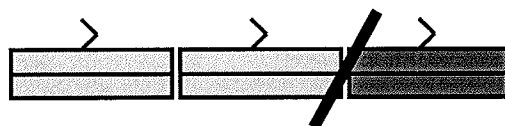


GAP TRAINS:

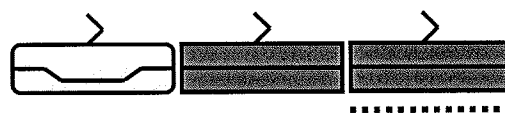


PEAK PERIOD ADDITION

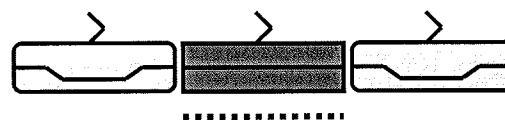
5 U2 trains & 2 SD100 trains



Add SD100 to east end



Add SD100 to center



OPTION THREE: Purchase 47 New LFLRV (Replaces 50 U2 LRVs)

LRV Fleet:

Car Model:

Fleet Size:



U2 LRV

21 cars



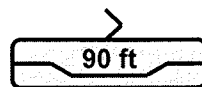
SD100 LRV

52 cars



80 Ft S70

47 cars

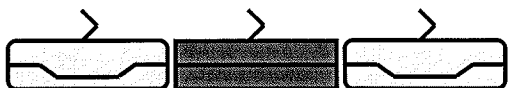


90 Ft S70

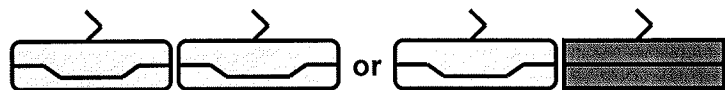
11 cars

BASE / WEEKENDS

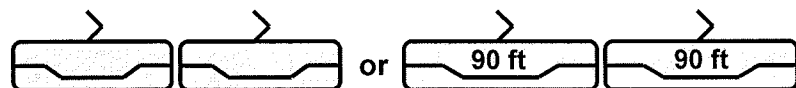
BLUE LINE:



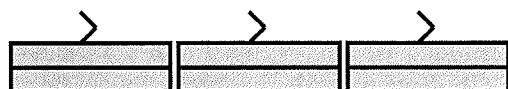
ORANGE LINE:



GREEN LINE:

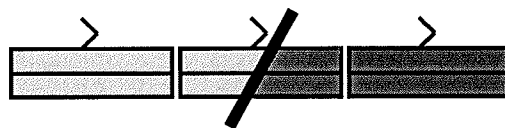


GAP TRAINS:

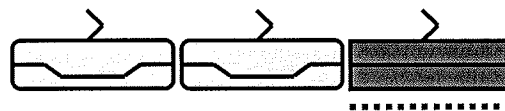


PEAK PERIOD ADDITION

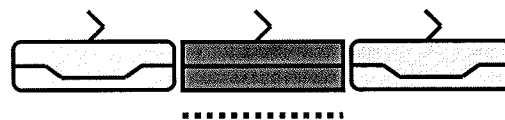
3 U2 trains & 4 SD100 trains



Add SD100 to east end



Add SD100 to center

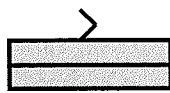


OPTION FOUR: Purchase 57 New LFLRV (Replaces 60 U2 LRVs)

LRV Fleet:

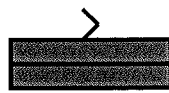
Car Model:

Fleet Size:



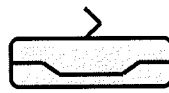
U2 LRV

11 cars



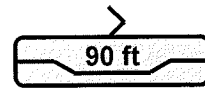
SD100 LRV

52 cars



80 Ft S70

57 cars

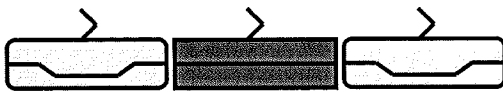


90 Ft S70

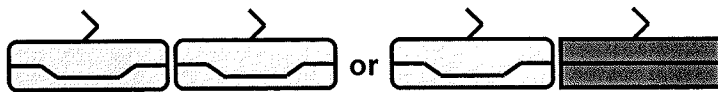
11 cars

BASE / WEEKENDS

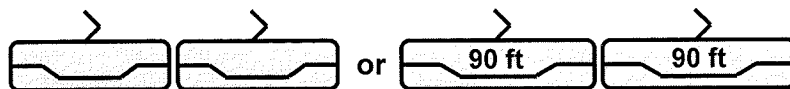
BLUE LINE:



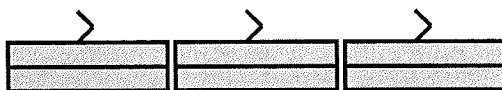
ORANGE LINE:



GREEN LINE:

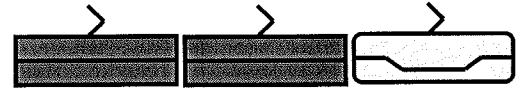


GAP TRAINS:



PEAK PERIOD ADDITION

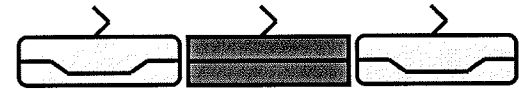
7 Mixed-consist trains



Add SD100 to east end



Add SD100 in center



Capital Plan Priorities (Based on Safety and Reliability)

LINE

DRAFT

Unit Cost

Unit

Quantity

Total

High

Blue	Level 3 Enhanced & Modified Crossover Locations, Reverse Signaling and Highway Grade Crossing Approaches		LS	1	\$11,862,000
Blue	90# Rail replacement at 4 locations with 115# rail (2 curves MP 1.25-1.9, MP 2.6-3.1, MP 4.1-4.4 and MP 11.1-11.6)				
	Install 115# rail, with elastic fasteners on existing wood ties	\$135	LF	41,184	\$5,559,840
Blue	Repair Grade Crossing Surfaces at 22 locations with concrete track panels and asphalt roadway surface(160' per track)				
	Install new 115# rail, concrete ties and new crossing panels (assume 160' per track)	\$1,410	TF	7,040	\$9,926,400
Blue	Raise station platforms to eight (8) inches above top of rail (TOR) at 11 stations to accommodate low floor LRV's. Replace passenger shelters and install Passenger information Systems				
	Raise platform (350' long x 20' wide) to eight inches above TOR	\$2,025,000	EA	11	\$22,275,000
	Variable Message Signs (4 per station)	\$7,150	EA	44	\$314,600
	Public Speakers (4 per station)	\$140	EA	44	\$6,160
	Cameras (5 per station)	\$3,000	EA	55	\$165,000
	Furnishings (benches, trash cans, lights)	\$40,000	EA	11	\$440,000
	Option - Install all conduits ONLY	\$10	LF	21,050	\$210,500
Blue	San Ysidro - Lower Track (for 8 inch above top of rail platform)		LS	1	\$500,000
Orange (Green Line Extension)	Raise Bayside stations platforms (8) to 8 inches above top of rail platform (includes 12 th and Imperial Transit Center)		LS	1	\$7,550,000
Orange/Blue	Raise Downtown stations platforms (5) to 8 inches above top of rail platform		LS	1	\$4,700,000
Orange	Raise Orange Line stations platforms (9) to 8 inches above top of rail platform		LS	1	\$9,150,000
Blue	Replace substation relays to current MTS Standard (SCADA addressable)	\$33,000	EA	17	\$561,000

Capital Plan Priorities (Based on Safety and Reliability)

LINE

DRAFT

Unit Cost

Unit

Quantity

Total

Blue	Replace both tracks (rail – 115#, ties - CCT and ballast) in all eleven station (11) stations (assume 1000 feet per track)				
	Install new 115# rail, concrete ties and 3 pedestrian	\$420	TF	22,000	\$9,240,000

Blue	Replace Switches at 5 locations (Newton Crossover A&B, 3 switches to the San Diego Trolley Yard, S15A&B, S33A&B, S35A&B, S91A&B and S95)				
	#10 - 115# Turnouts	\$202,500	EA	4	\$810,000
	#10 - 115# Crossovers	\$406,000	EA	2	\$812,000
	#20 - 115# Crossovers	\$594,000	EA	3	\$1,782,000

Blue	Stabilize embankments (San Ysidro, 24th Street and Sweetwater) (assume 5 high)				
	San Ysidro - 5000	\$40	SF	25,000	\$1,000,000
	24th Street -1200 feet	\$40	SF	6,000	\$240,000
	Sweetwater - 1000 feet	\$40	SF	5,000	\$200,000

Blue	Highway grade crossing mechanisms (50 - WABCO Model 75, 46 each with 4 spares) Replace with Current Standard	\$18,500	EA	50	\$925,000
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Sub-total High

\$88,229,500

Medium

Blue	Replace interlocking cases [not including the interlockings that will be added to support the Capital Plan]	\$420,000	EA	5	\$2,100,000
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Blue	Replace highway grade crossing cases. Replace crossing lights and flashers with LED's	\$88,000	EA	27	\$2,376,000
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Blue	Replace both tracks (rail – 115#, ties - CCT and ballast) from the double crossover at San Ysidro to freight track switches at top of hill MP 14.5 to 15.2 (approximately 7000 track feet)				
	Install Track (115# CWR, Concrete Ties and 12" Ballast)	\$400	TF	7,000	\$2,800,000

Blue	Substation Structures (roof repairs)	\$15,000.00	EA	17	\$255,000
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Sub-total Medium

\$7,531,000

Capital Plan Priorities (Based on Safety and Reliability)

LINE

DRAFT

Unit Cost

Unit

Quantity

Total

Low

Blue	Ties (annual tie replacements can be covered under maintenance)	\$240	EA	28,000	\$6,720,000
Blue	Switch Timber (annual switch timber replacements can be covered under maintenance)	\$57	LF	22,320	\$1,272,240
Blue	Re-asphalt bus travel ways in parking lots (12ft X 500ft=6000sf per lot)	\$98,500	EA	11	\$1,083,500
Blue	Replace remainder of 90# rail, approximately 6 miles (6X5280= 32,000TF) with 115# rail elastic fasteners on existing wood ties. [If there is a planned increase in frequency or tonnage of freight trains]	\$135	LF	64,000	\$8,640,000

Sub-total Low

\$17,715,740

Construction Costs - Sub-total (in 2008 Dollars)

\$113,476,240

Soft Cost 50% of Construction Costs (percent based on soft cost used in MTS Infrastructure

Funding Needs - 10 Year Projection Capital Plan)

\$56,738,120

Sub-total

\$170,214,360

Contingency 25%

\$42,553,590

2008 Dollars Total

\$212,767,950**Assumptions:****Work that will be done prior to the 10 Year Capital Plan**

Overhead contact wire and related apparatus will be replaced

Replacement of all power switch mechanisms

Replacement of fare vending machines

MTS Blue Line Rehabilitation
Estimated Annual Expenditures and Revenues

Draft - 3/2/2009

Fiscal year ending June 30:					Totals	
					2010	2011
					2012	2013
					2014	2014
All Amounts in Escalated Dollars						
1. INFRASTRUCTURE REHABILITATION						
EXPENDITURES						
<u>Advance Work</u>						
Procurement For Design of Advance Work						
Design of Advance Work	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Advance Procurement for Construction of Advance Work (Special Track Work Signal Houses)	\$1,390,000	\$0	\$0	\$0	\$0	\$1,390,000
Procurement for Construction of Advance Work	\$190,000	\$4,345,000	\$0	\$0	\$0	\$4,535,000
Construction of Advance Work (Crossovers, Reverse Signaling and Reverse Crossing Starts)	\$190,000	\$139,400	\$0	\$0	\$0	\$329,400
	\$0	\$17,406,700	\$0	\$0	\$0	\$17,406,700
Totals for Advance Work						
	\$1,830,000	\$21,891,100	\$0	\$0	\$0	\$23,721,100
<u>Capital Plan</u>						
Procurement for Design of Capital Plan						
Design of Capital Plan	\$240,000	\$0	\$0	\$0	\$0	\$240,000
Advance Procurement for Construction of Capital Plan (Rail, Special Track Work Signal Houses)	\$1,540,000	\$8,269,000	\$0	\$0	\$0	\$9,809,000
Procurement for Construction of Capital Plan	\$0	\$150,200	\$3,271,600	\$0	\$0	\$3,421,800
Construction of Capital Plan:	\$0	\$150,200	\$161,000	\$0	\$0	\$311,200
Rail and Ties	\$0	\$0	\$7,798,700	\$0	\$0	\$7,798,700
Station Platforms and New Track Through Stations	\$0	\$0	\$31,045,400	\$84,899,800	\$45,143,800	\$161,089,000
Totals for Capital Plan						
	\$1,780,000	\$8,569,400	\$42,276,700	\$84,899,800	\$45,143,800	\$182,669,700
<u>Station Platforms (Green Line Extension, Blue & Orange Lines)</u>						
Procurement for Design of Station Platforms						
Design of Station Platforms	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Procurement for Construction of Station Platforms	\$710,000	\$3,831,500	\$0	\$0	\$0	\$4,541,500
Construction of Station Platforms*	\$0	\$160,900	\$172,500	\$0	\$0	\$333,400
	\$0	\$0	\$9,926,700	\$17,542,500	\$17,702,900	\$45,172,100
Totals for Station Platforms						
	\$960,000	\$3,992,400	\$10,099,200	\$17,542,500	\$17,702,900	\$50,297,000
Totals for All Infrastructure Work						
	\$4,570,000	\$34,452,900	\$52,375,900	\$102,442,300	\$62,846,700	\$256,687,800

*Assumes platform work can be done concurrent with Capital Plan work

2. VEHICLES (4 OPTIONS)						
<u>Option 1</u>						
EXPENDITURES						
Rehabilitation of 21 U2 Vehicles						
Purchase of 30 Low-floor Vehicles	\$2,100,000	\$2,252,300	\$2,415,500	\$2,590,700	\$2,778,500	\$12,137,000
	\$23,328,000	\$25,019,300	\$26,833,200	\$28,778,600	\$30,865,000	\$134,824,100
Total	\$25,428,000	\$27,271,600	\$29,248,700	\$31,369,300	\$33,643,500	\$146,961,100
<u>Option 2</u>						
EXPENDITURES						
Rehabilitation of 15 U2 Vehicles						
Purchase of 38 Low-floor Vehicles	\$1,500,000	\$1,608,800	\$1,725,400	\$1,850,500	\$1,984,600	\$8,669,300
	\$29,548,800	\$31,691,100	\$33,988,700	\$36,452,900	\$39,095,700	\$170,777,200
Total	\$31,048,800	\$33,299,900	\$35,714,100	\$38,303,400	\$41,080,300	\$179,446,500
<u>Option 3</u>						
EXPENDITURES						
Rehabilitation of 9 U2 Vehicles						
Purchase of 47 Low-floor Vehicles	\$900,000	\$965,300	\$1,035,200	\$1,110,300	\$1,190,800	\$5,201,600
	\$36,547,200	\$39,196,900	\$42,038,600	\$45,086,400	\$48,355,200	\$211,224,300
Total	\$37,447,200	\$40,162,200	\$43,073,800	\$46,196,700	\$49,546,000	\$216,425,900
<u>Option 4</u>						
EXPENDITURES						
Rehabilitation of 0 U2 Vehicles						
Purchase of 57 Low-floor Vehicles	\$0	\$0	\$0	\$0	\$0	\$0
	\$44,323,200	\$47,536,600	\$50,983,000	\$54,679,300	\$58,643,600	\$256,165,700
Total	\$44,323,200	\$47,536,600	\$50,983,000	\$54,679,300	\$58,643,600	\$256,165,700

3. REVENUES						
TransNet II Blue Line Revenue						
Prop. 1B Revenue (future)	\$23,185,400	\$24,866,400	\$26,669,200	\$28,602,700	\$30,676,300	\$134,000,000
Prop. 1B Revenue (accrued)	\$32,800,000	\$32,800,000	\$32,800,000	\$32,800,000	\$32,800,000	\$164,000,000
American Recovery and Reinvestment Act (Economic Stimulus)	\$27,000,000	\$0	\$0	\$0	\$0	\$27,000,000
Capital Improvement Program	\$4,570,000	\$34,452,900	\$30,977,100	\$0	\$0	\$70,000,000
	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$40,000,000
Total Revenues for Blue Line	\$95,555,400	\$100,119,300	\$98,446,300	\$69,402,700	\$71,476,300	\$435,000,000

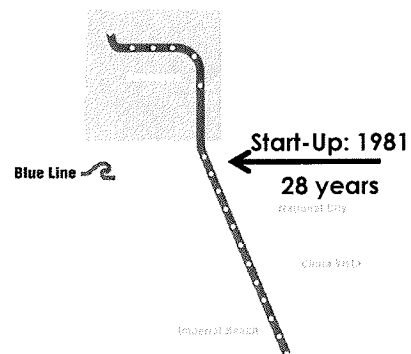
4. TOTAL EXPENDITURES VS. REVENUES (COMBINES SECTIONS 1, 2 AND 3 ABOVE)						
<i>Beginning Balance</i>						
Total Expenditures for All Work and Option 1 Vehicles						
<i>Ending Balance</i>	\$0	\$65,557,400	\$103,952,200	\$120,773,900	\$56,365,000	\$403,648,900
<i>Beginning Balance</i>						
Totals Expenditures for All Work and Option 2 Vehicles						
<i>Ending Balance</i>	\$0	\$59,936,600	\$92,303,100	\$102,659,400	\$31,316,400	\$436,134,300
<i>Beginning Balance</i>						
Total Expenditures for All Work and Option 3 Vehicles						
<i>Ending Balance</i>	\$0	\$53,538,200	\$79,042,400	\$82,039,000	\$2,802,700	\$473,113,700
<i>Beginning Balance</i>						
Totals Expenditures for All Work and Option 4 Vehicles						
<i>Ending Balance</i>	\$0	\$46,662,200	\$64,792,000	\$59,879,400	-\$27,839,500	\$512,853,500
	\$48,893,200	\$81,989,500	\$103,358,900	\$157,121,600	\$121,490,300	\$435,000,000
Total Revenues	\$95,555,400	\$100,119,300	\$98,446,300	\$69,402,700	\$71,476,300	\$435,000,000
Ending Balance	\$53,538,200	\$79,042,400	\$82,039,000	\$2,802,700	-\$38,113,700	-\$38,113,700

Implementation Plan for Execution of the Blue Line Rehabilitation and Improvement Project and Low Floor Compatibility

Board of Directors
March 26, 2009



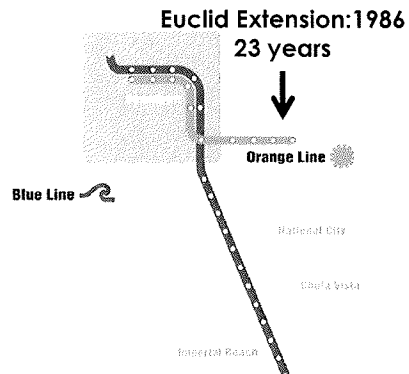
Growth of the Trolley System



Growth of the Trolley System

Start-Up: 1981

28 years



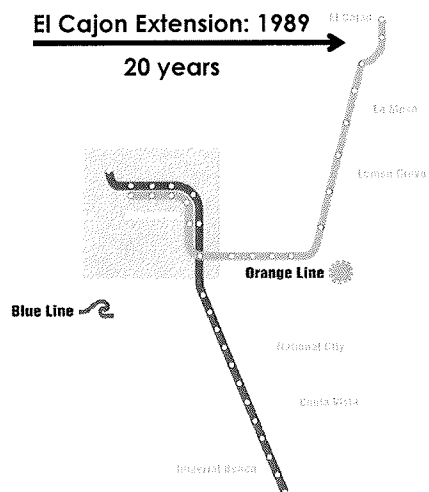
Growth of the Trolley System

Start-Up: 1981

28 years

Euclid Extension: 1986

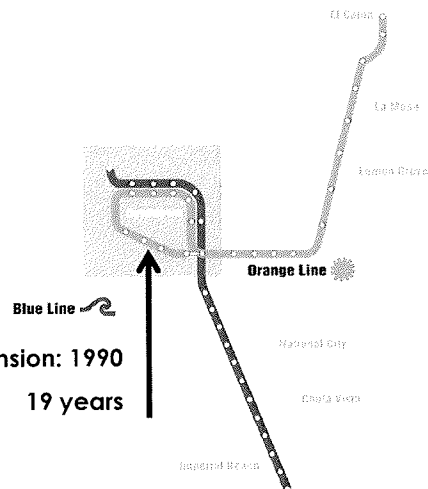
23 years



Growth of the Trolley System

Start-Up: 1981	28 years
Euclid Extension: 1986	23 years
El Cajon Extension: 1989	20 years

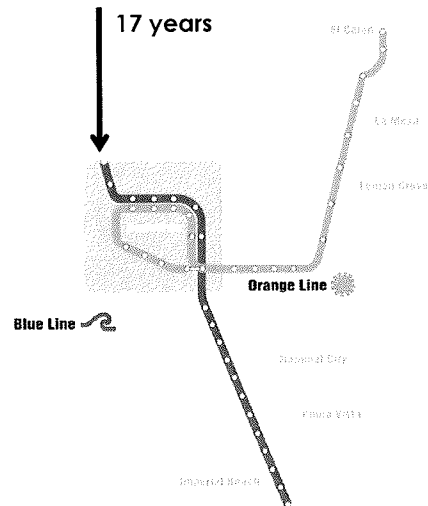
Bayside Extension: 1990
19 years



Growth of the Trolley System

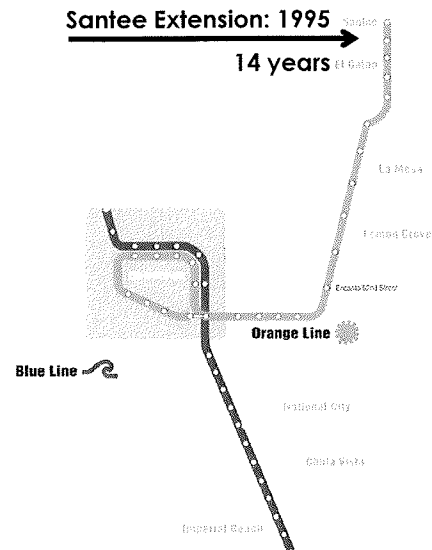
Start-Up: 1981	28 years
Euclid Extension: 1986	23 years
El Cajon Extension: 1989	20 years
Bayside Extension: 1990	19 years

Cnty Ctr/Little Italy: 1992
17 years



Growth of the Trolley System

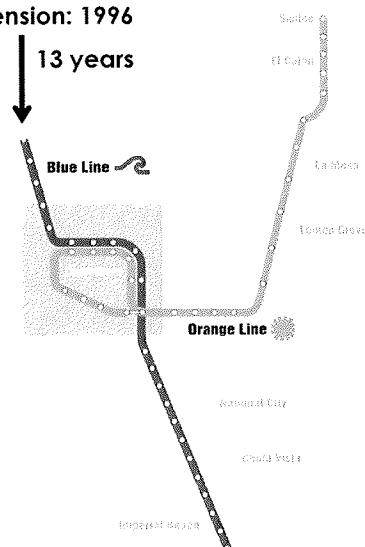
Start-Up: 1981	28 years
Euclid Extension: 1986	23 years
El Cajon Extension: 1989	20 years
Bayside Extension: 1990	19 years
Cnty Ctr/Little Italy: 1992	17 years



Growth of the Trolley System

Start-Up: 1981	28 years
Euclid Extension: 1986	23 years
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Santee Extension: 1995	14 years

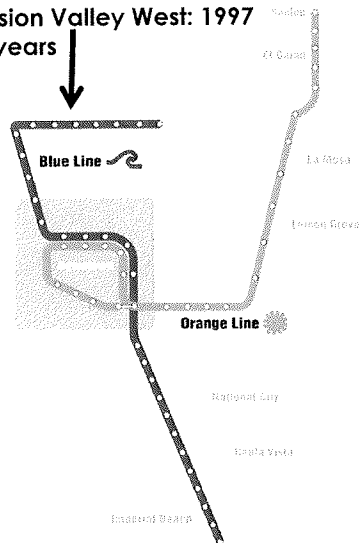
Old Town Extension: 1996
13 years



Growth of the Trolley System

Start-Up: 1981	28 years
Euclid Extension: 1986	23 years
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Cnty Ctr/Little Italy: 1992	17 years
Santee Extension: 1995	14 years
Old Town Extension: 1996	13 years

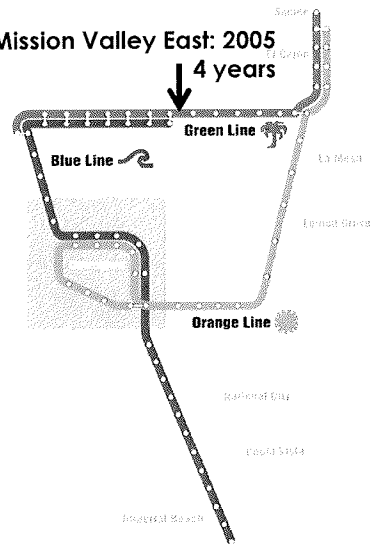
Mission Valley West: 1997
12 years

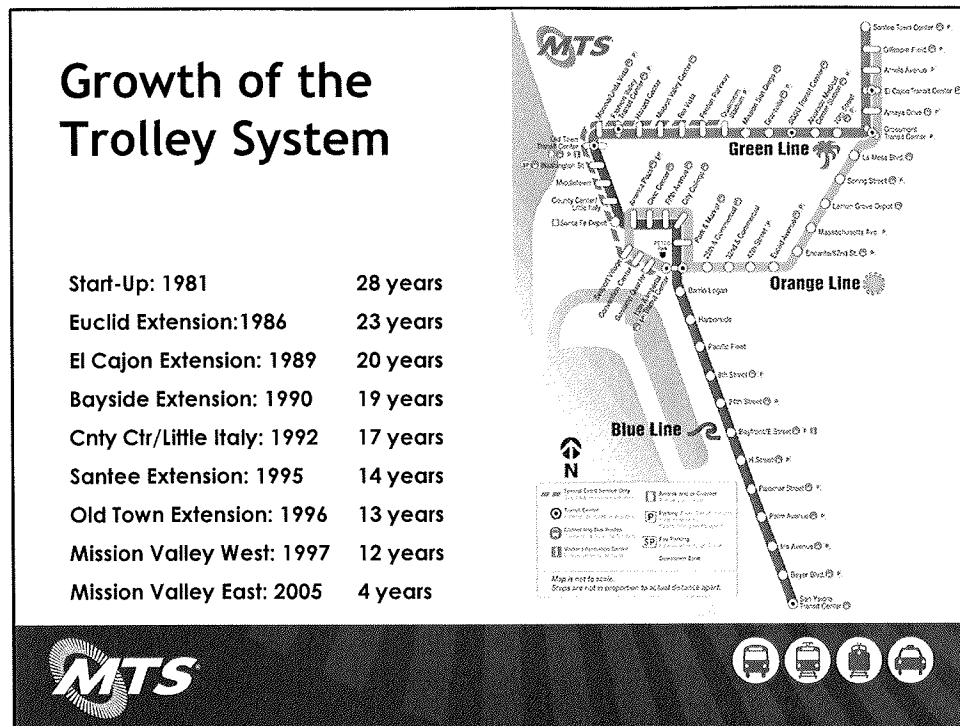


Growth of the Trolley System

Start-Up: 1981	28 years
Euclid Extension: 1986	23 years
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Bayside Extension: 1990	19 years
Cnty Ctr/Little Italy: 1992	17 years
Santee Extension: 1995	14 years
Old Town Extension: 1996	13 years
Mission Valley West: 1997	12 years

Mission Valley East: 2005
4 years





Consultant's Project Tasks

- Task 1: Identify vehicle procurement and rehabilitation options and station modification strategies for low-floor compatibility
- Task 2: Assessment of infrastructure conditions
- Task 3: Phased plan for improvements
- Task 4: Evaluation of the expenditure plan

Task 2: Assessment of Blue Line Infrastructure Conditions

Consultant Evaluated:

- The MTS 10-year capital plan
- Condition of the track structure
- Rail overall and specifically in curves
- Condition of track switches and ties
- Condition of grade crossings and signals



Task 2: Assessment of Blue Line Infrastructure Conditions

Consultant Evaluated:

- Traction power substations and relays
- Stations and parking lots
- Right-of-way stabilization and tie replacement



Task 2: Assessment of Blue Line Infrastructure Conditions

Project priorities were ranked high, medium and low, based on:

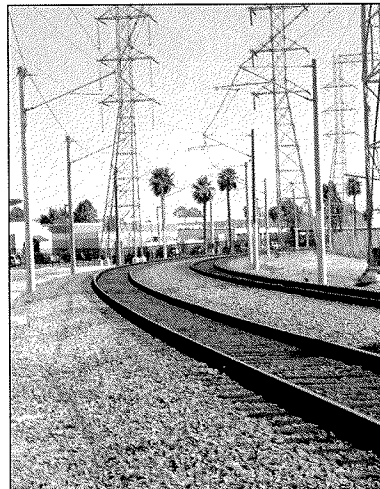
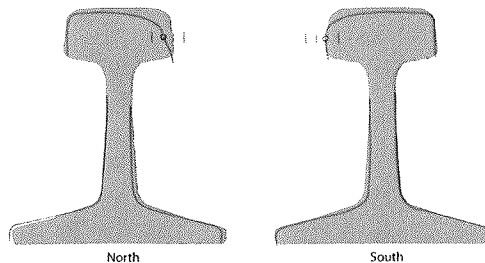
- the level of urgency for the identified rehabilitation project
- as required to achieve low-floor operability system-wide



Task 2: High Priorities

Blue Line

- Replace 90# rail with 115# rail through four curves totaling 3.9 miles
- Excessive rail head wear



Task 2: High Priorities

Blue Line

- Grade crossing surface repair: 22 locations
- Deteriorated sub-grade and track structure
- Drainage and roadway conditions



Task 2: High Priorities

Blue Line

- Raise eleven (11) station platforms from Barrio Logan to Beyer Blvd.
- Replace shelters, furniture and fixtures as needed
- Deteriorated track structure under asphalt
- Install passenger information system



Task 2: High Priorities

Blue Line

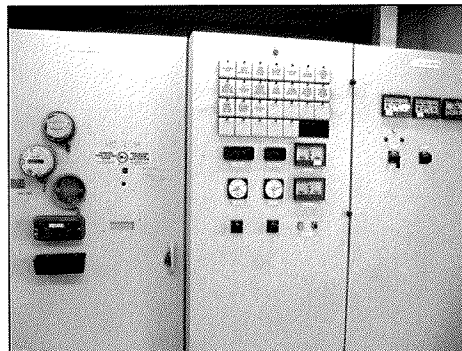
- Lower track to meet platform height requirement at San Ysidro
- Installed with extra ballast to accommodate lowering track two inches



Task 2: High Priorities

Blue Line

- Replace substation relays to accept supervisory control and data acquisition (SCADA)
- Replacement of the A/C and D/C switch gear



Task 2: High Priorities

Blue Line

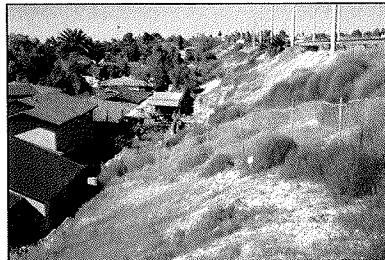
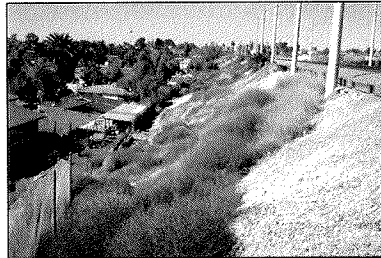
- Replace switches at five locations
- Rail components
- Crossties
- Switch machine



Task 2: High Priorities

Blue Line

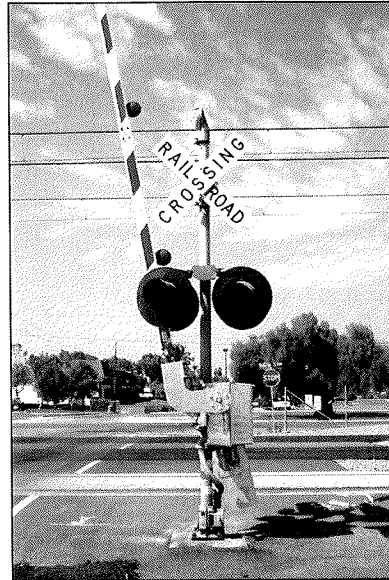
- Stabilize embankments
- Install retaining walls
- Mitigate drainage problems



Task 2: High Priorities

Blue Line

- Replace highway grade crossing mechanisms
- Equipment is 28 years old and obsolete
- Average 225 daily activations
- Upgrade flashing lights to LED



Task 2: High Priorities

Downtown

- Raise five (5) station platforms from Park & Market to America Plaza



Task 2: High Priorities

Green Line Extension

- Raise eight (8) platforms from Washington to 12th & Imperial Terminal/Transfer



Task 2: High Priorities

Orange Line

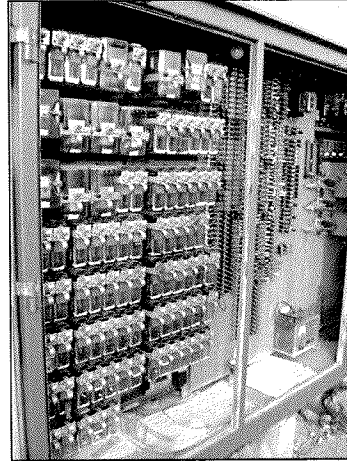
- Raise nine (9) platforms from 25th and Commercial to La Mesa Blvd



Task 2: Medium Priorities

Blue Line

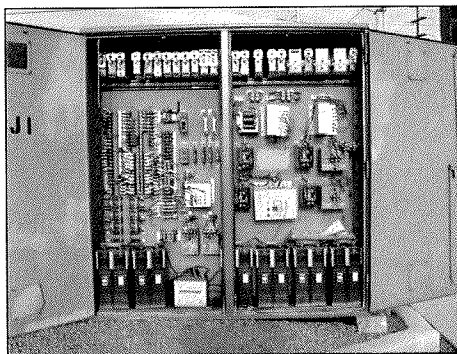
- Replace existing interlocking cases and upgrade technology at five locations
- Replace most relays with microprocessor-based equipment
- Replace case enclosures



Task 2: Medium Priorities

Blue Line

- Replace highway grade crossing cases
- Replace relays and batteries



Task 2: Medium Priorities

Blue Line

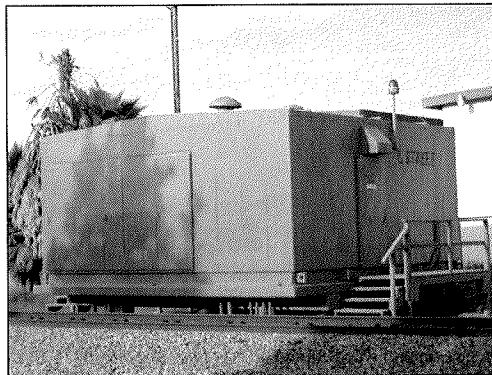
- Replace 7000 feet of 90-pound rail with 115-pound rail and ties at various locations on the Blue Line



Task 2: Medium Priorities

Blue Line

- Rehabilitate or replace substation structures



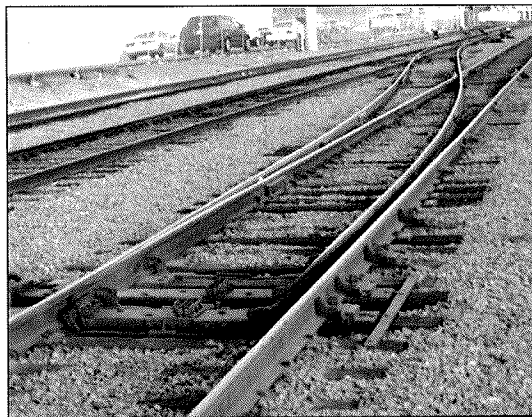
Task 2: Low Priorities

- Replace 28,000 standard eight foot ties throughout the Blue Line
 - Most ties date to 1979
 - Some date to the early 1930s
 - Currently part of an on-going system maintenance program



Task 2: Low Priorities

- Replace switch ties at existing crossovers throughout the Blue Line
- Switch ties range from 10 - 22 feet in length



Task 2: Low Priorities

Blue Line

- Re-asphalt bus travel ways in 11 parking lots



Task 2: Low Priorities

Blue Line

- Replace remaining 6 miles of 90-pound rail with 115 pound rail
- Compromised joint for dissimilar rail height



Task 3: Phased Plan for Improvements

- Consultant was tasked with recommending an early construction package to provide for the installation of additional track crossovers and signaling to support rail operations during construction
- Consultant used the Berkeley Simulation Software to model various operating scenarios using an 8-minute maximum per trip delay for single track operations
- Model considered: grades, speeds, curves, vehicle performance, operating schedules and track signal block lengths

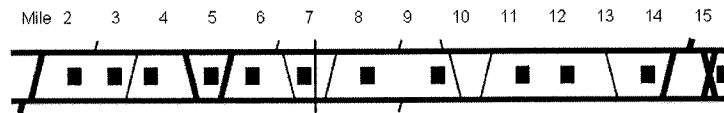


Task 3: Early Construction Package

- Blue Line overhead catenary system (OCS) replacement
- The simulation revealed the need for 5 additional power crossovers, upgrade 3 existing crossovers to power, relocate one existing crossover and provide reverse signaling and grade crossing approach
- Two year construction program on the busiest line segment
- Construction would be allowed after 7:00 p.m. on weekdays and unrestricted on weekends, providing a considerable cost savings in construction



Blue Line Crossovers



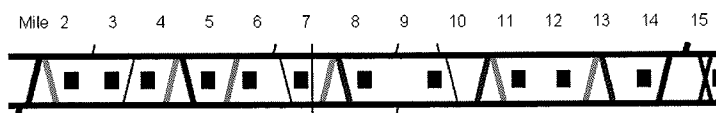
LEGEND:

- / Existing Manual Crossover
- // Existing Power Crossover

- Five power crossover locations
- Four used to accommodate freight train operation



Blue Line Crossovers



LEGEND:

- / Existing Manual Crossover
- // Existing Power Crossover
- /// Upgrade Existing Manual Crossover
- //// New Power Crossover
- /• Relocate Existing Power Crossover

- Install 5 new power crossovers
- Upgrade three existing manual to power crossovers / relocate one
- New crossover configuration will provide long-term benefit



Task 4: MTS Expenditure Plan

Rehabilitation and Low-Floor Compatibility Construction Costs

High Priority: \$165.4 million

Medium Priority: \$ 14.1 million

Low Priority: \$ 33.2 million
\$212.7 million



Task 4: MTS Expenditure Plan

Task 1 Analysis: Options for LRV Purchase/Rehabilitation

Option 1: Purchase 30, Rehab 21

Blue Line: base - Green Line: base/peak - Orange Line: no change

Option 2: Purchase 39, Rehab 15

Blue Line: base - Green Line: base/peak - Orange Line: base/peak

Option 3: Purchase 47, Rehab 9

Blue Line: base - Green Line: base/peak - Orange Line: base/peak

Option 4: Purchase 57, Rehab 0

Blue Line: base/peak - Green Line: base/peak - Orange Line: base/peak



Task 4: MTS Expenditure Plan

Vehicle Procurement Costs Based on Task 1 Analysis*

	Option 1	Option 2	Option 3	Option 4
U2/Rehab	21	15	9	0
S70US	30	39	47	57
	\$127 million	\$155 million	\$187 million	\$221 million

*Un-escalated costs



Task 4: MTS Expenditure Plan

Cost Summary

<i>Task 1: Vehicles</i>		<i>Task 2: Priorities</i>		
		High \$165.4 million	High, Medium (+\$14.1 million)	High, Medium, Low (+\$33.2 million)
Option 1:	\$127 million	\$292.4 million	\$306.5 million	\$339.7 million
Option 2:	\$155 million	\$320.4 million	\$334.5 million	\$367.7 million
Option 3:	\$187 million	\$352.4 million	\$366.5 million	\$399.7 million
Option 4:	\$221 million	\$386.4 million	\$400.5 million	\$433.7 million



Multiple Sources of Funding

TransNet

- Only eligible projects: LRV purchases, station platform modifications, signalization, crossovers
- Early Action Project means first in line for newly available regional money
- SANDAG programmed \$290 million in Early Action funding

Proposition 1B

- \$164 million in state bond funding by law
- \$27 million already in MTS bank
- Uncertain due to state's fiscal situation

Proposition 1A--High Speed Rail

- Unknown

Federal Stimulus

- \$57.5 million
- Potential for more funding

Any available MTS Capital Funds: eg. Federal Formula or TDA



Preliminary Phasing for High Priority Projects

1. Blue Line catenary replacement*
2. Crossover installation & signaling***
3. Replace rail in 4 curves*
4. Replace grade crossings and crossing mechanisms*
5. Station improvement (rail, platforms, F, F & E)**
6. Slope stabilization*
7. Track switch replacement at 5 locations*
8. Upgrade substation relays*

*Submitting for Stimulus Funding

**TransNet Eligible– not recommended for Stimulus Funding

***Combination of Stimulus and TransNet Funding



Project Priority / Cost Breakdown

High:

Catenary Replacement.....	\$ 19,000,000
Crossover Installation & Signaling.....	\$ 22,237,175
Replace rail in 4 Curves.....	\$ 10,422,790
Grade Crossings/Mechanisms.....	\$ 20,342,647
Station Improvements (rail / FF&E).....	\$ 102,264,871
Slope Stabilization.....	\$ 2,699,505
Track switch replacement 5 locations.....	\$ 6,381,331
Upgrade substation relays.....	\$ 1,051,682

\$ 165,400,000



Project Priority / Cost Breakdown

Medium:

Replace signal cases.....	\$ 3,936,779
Replace grade crossing cases and lights.....	\$ 4,454,184
Replace 7000 feet of track.....	\$ 5,249,038
Replace substation structures.....	\$ 478,037

\$ 14,118,038



Project Priority / Cost Breakdown

Low:

Replace 28,000 railroad ties.....	\$ 12,597,691
Replace 23,320 switch ties.....	\$ 2,385,013
Station asphalt replacement/bus.....	\$2,031,190
Replace remainder of 90# rail.....	\$ 16,197,032
	\$ 33,210,926



Recommendation

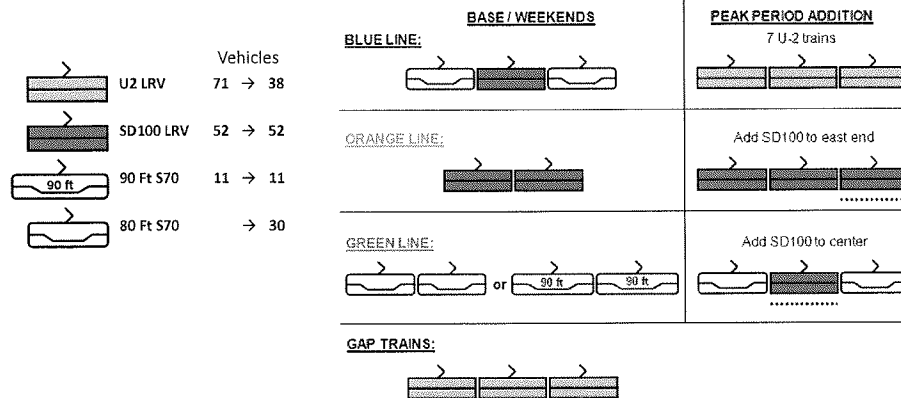
That the Board of Directors:

- Adopt the staff and consultant's recommendation for an 82-foot low-floor vehicle
- Pursue light rail vehicle procurement / LRV rehabilitation strategy based on funding availability
- Direct staff to develop a detailed construction phasing plan based on consultant's recommendation to implement low-floor service system-wide and Blue Line improvements



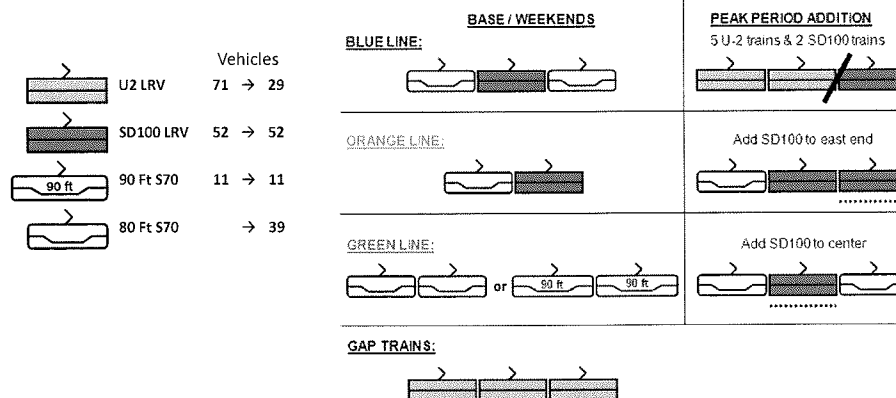
Option 1: Purchase 30 New Low-Floor LRVs

LRV Fleet (131 CARS): Replaces 33 U2 LRVs

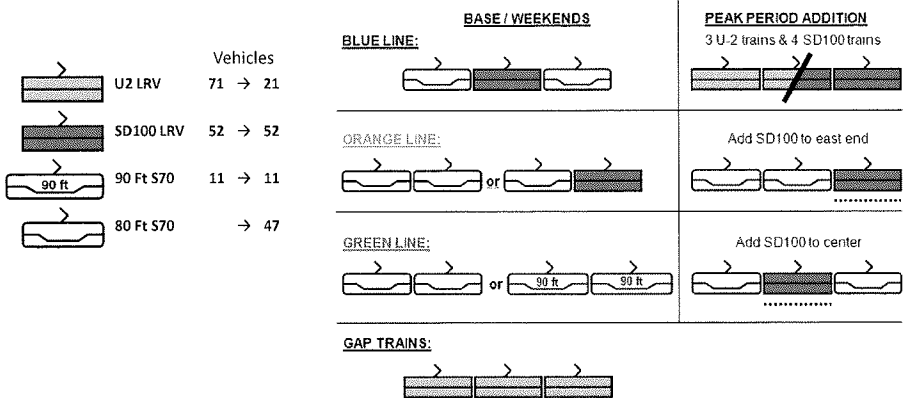


Option 2: Purchase 39 New Low-Floor LRVs

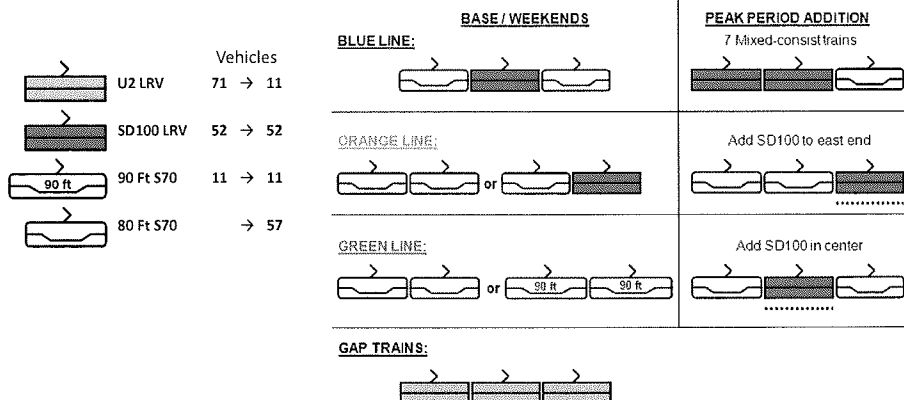
LRV Fleet (131 CARS): Replaces 42 U2 LRVs



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





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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 26, 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 March 3, 2009, through March 17, 2009.

gail.williams@mts.org/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
L0881.0-09	BRICEHOUSE KOBAY, LLC	LEASE OF BLDG EL CAJON TRANSIT CENTER	\$0.00	3/5/2009
G1240.0-09	CANON BUSINESS SOLUTIONS	PURCHASE OF 1 CANON IR7105 COPIER	\$48,573.77	3/5/2009
B0516.0-09	LIPMAN STEVENS & CARPENTERS IN	APPRAISAL FOR SOUTH BAY BUS MAINT FACILI	\$5,000.00	3/5/2009
G0912.3-04	PAUL JABLONSKI	ZERO COST AMEND TO EXEC EMPLOYMENT AGREE	\$0.00	3/5/2009
L5703.0-09	SANDAG	FUND TRANSFER ADA STATION IMPROVE OLD T	\$58,000.00	3/5/2009
L0882.0-09	UNION PACIFIC RAILROAD	ROE PERMIT SDTI ENTER UP PROP TRIM PALM	\$0.00	3/5/2009
L5234.0-09	ALCEM FENCE CORP	EXTEND AND REPLACE FENCE AT FRONT ST	\$5,220.00	3/9/2009
L0848.1-09	COUNTY OF SAN DIEGO DEPT PARKS	AMEND 1 TO ROE PERMIT	\$0.00	3/9/2009
S20009194.3	CARRIZO GORGE RAILWAY	AMEND TO OPERATING AGREE REDUCE INS REQS	\$0.00	3/11/2009
G1242.0-09	HAZARD CENTER	2009 PARTNERSHIP WITH HAZARD CENTER	\$9,600.00	3/11/2009
G1173.4-08	LAW OFFICE OF JULIE MORRIS SOD	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$60,000.00	3/11/2009
G1139.3-08	TROVILLION INVEISS PONTICELLO	LEGAL SERVICES - WORKERS COMPENSATION	\$25,000.00	3/11/2009
B0518.0-09	DEPARTMENT OF NAVY	USE OF THE TRANSIT CTR AT MAIN GATE NORT	\$0.00	3/16/2009
G1244.0-09	EARTHWORKS	2009 GO GREEN PARTNERSHIP FOR EARTHDAY	\$0.00	3/16/2009
B0514.0-09	EF ENTERPRISES	IN-PLANT INSPECTIONS FOR SR1347	\$63,000.00	3/16/2009
PWL114-0.09	ELECTRO SPECIALTY	CIVIC CENTER TROLLEY STATION CCTV SYSTEM	\$58,360.58	3/16/2009
G1067.5-07	MCDUGAL LOVE ECKIS SMITH BOEH	LEGAL SERVICES GENERAL & TORT LIABILITY	\$55,000.00	3/16/2009
G0867.6-03	MOTOROLA	REGIONAL TRANSIT MGMT SYSTEM PROJECT	\$0.00	3/16/2009
G1214.0-09	RDI, LLC	SHORT TERM LEASE AGREEMENT TO RELOCATE	\$25,000.00	3/16/2009
G1111.6-07	WHEATLEY BINGHAM & BAKER	LEGAL SERVICES GENERAL & TORT LIABILITY	\$80,000.00	3/16/2009

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
3/11/2009	101 THINGS TO DO SAN DIEGO	1/2 PAGE ADS, COLOR (APRIL-SEPT) 6	\$2,220.00
3/11/2009	ACCU-TECH	EQUIP REPLACE UPGRADE P/NDVA-12T	\$22,046.84
3/11/2009	PHONE SUPPLEMENTS	CS55 WIRELESS HEADSET WITH LIFTER	\$251.63
3/11/2009	THE PINNACLE GROUP	UPSTATION GXT2 3000VA UPS RM 2U 5MI	\$9,521.03
3/11/2009	PRIMARY GENERAL INC	CENTRAL CONTROL TRAINING RM REHAB	\$13,225.00
3/11/2009	HELIX MECHANICAL	REPLACEMENT OF A/C WALL UNIT AT CTR	\$1,325.00
3/11/2009	ROBERTSON AIR SYSTEMS	INSTALL IAD/KMD AUTOMATIC FESTOONED	\$58,780.00

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
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	3/5/2009

CONTRACTS - Revenue

Doc #	Organization	Subject	Amount	Day
L4589.0-09	A PICTURES	PO BOX 344	(\$935.00)	3/11/2009
L5702.0-09	DATTEL SYSTEMS INC	ROE PERMIT NCTD SUB INSTALL COMM MESH	(\$1,250.00)	3/11/2009
S200-09-393	HMS CONSTRUCTION INC	ROE PERMIT SOUTH LINE TROLLEY OCS MOD	(\$3,500.00)	3/11/2009
S200-09-395	NINYO & MOORE	ROE PERMIT GEOTECH BORINGS SY BORDER	(\$1,200.00)	3/16/2009
S200-09-396	SCOTTS DRILLING	ROE PERMIT SITE BORINGS SY BORDER PROJEC	(\$1,200.00)	3/16/2009