



1255 Imperial Avenue, Suite 1000
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Agenda

**** JOINT MEETING AND FINANCE WORKSHOP ****

JOINT MEETING OF THE BOARD OF DIRECTORS

for the

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

March 12, 2009

» » 9:00 a.m. « «

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

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FINANCE WORKSHOP - 9:00 a.m.

ACTION RECOMMENDED

1. Roll Call
2. MTS: Fiscal Year 2010 Budget Development
Action would receive a report on the FY 2010 operating budget development, and approve the strategy recommended by the Executive and Budget Development Committees for addressing the FY 2010 budget deficit.
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. Adjournment

Approve

Please turn off cell phones and pagers
during the meeting



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

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

5. a. Roll Call
- b. Approval of Minutes - February 19, 2009 Approve
- c. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

CONSENT ITEMS

6. MTS: Broadway Wye Signals, Switches, and Catenary Upgrade Design - Work Order Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1127.0-08, Work Order No. 08-20 with General Engineering Consultant (GEC) Bureau Veritas for designing signal, track switches, and catenary system improvements at the Broadway Wye in downtown San Diego.
7. MTS: America Plaza CCTV Equipment Upgrade – Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. PWL112.0-09 with Electro Specialty Systems, Inc. for procurement and installation of America Plaza Trolley Station closed-circuit television (CCTV) equipment upgrades.
8. MTS: Increased Authorization for Legal Services - Law Offices of Wheatley Bingham & Baker Approve/Ratify
Action would authorize the CEO to execute MTS Doc. No. G1111.6-07 with the Law Offices of Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority.
9. MTS: Increased Authorization for Legal Services - McDougal Love Eckis Smith Boehmer & Foley, APC Approve/Ratify
Action would authorize the CEO to execute MTS Doc. No. G1067.5-07 with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratify prior amendments entered into under the CEO's authority.
10. MTS: Regional Scheduling System - Contract Amendments Approve/Ratify
Action would: (1) ratify MTS Doc. No. G0856.11-03 with GIRO, Inc. as executed by the CEO for regional scheduling system modifications; and (2) authorize the CEO to execute MTS Doc. No. G0856.12-03 with GIRO, Inc. for the addition of the HASTOP module.
11. MTS: Excess Liability Insurance Renewal Ratify
Action would ratify and confirm the placement of the liability insurance policy (limits of \$75 million less a \$2 million self-insurance retention) at an annual cost of approximately \$1,891,823 effective March 1, 2009, through March 1, 2010.

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| 12. | <u>MTS: Contract Assignments for On-Call Engineering Services</u>
Action would authorize the CEO to execute assignments of contracts from the San Diego Association of Governments (SANDAG) for on-call engineering services with David Evans and Associates, Inc. and Kimley-Horn and Associates. | Approve |
| 13. | <u>MTS: Bay Marina Drive Widening Impacts to Cleveland Avenue Crossing</u>
Action would authorize the CEO to execute Amendment No. 2 to MTS Doc. No. S200-06-291 to cover impacts to the Coronado Branch and future obligations of the City of National City relating to the redevelopment of the area west of Interstate 5 at Bay Marina Drive. | Approve |

CLOSED SESSION

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

<u>Oral Report of Final Actions Taken in Closed Session</u> | Possible Action |
|------|--|-----------------|

NOTICED PUBLIC HEARINGS

- | | | |
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| 25. | <u>MTS: Public Hearing on FY 2010 Budget-Related Service Changes</u>
Action would: (1) conduct a public hearing on recommended service adjustments to achieve at least \$4.7 million in subsidy savings and, at most, \$10.7 million in subsidy savings; (2) adopt Resolution 09-12, "Findings in Support of Exemption Under the California Environmental Quality Act (CEQA) Related to Proposed Budget-Related Service Adjustments"; and (3) respond to suggestions made by the public and take action (if any) on the package of service adjustments at the next regularly scheduled Board meeting on March 26, 2009. | Approve |
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DISCUSSION ITEMS

- | | | |
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| 30. | <u>MTS: Light Rail Network: Short- and Long-Term Operating Plans</u>
Action would adopt the plan for changes to the light rail transit (LRT) system to improve efficiency in the short-term and to accommodate a viable long-term operating plan. | Possible Action |
| 31. | <u>MTS: Booz Allen Hamilton Consultant's Report - Low-Floor Capability Assessment and LRV Recommendations</u>
Action would receive a report for information. | Possible Action |

DISCUSSION ITEMS - CONTINUED

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

- | | | |
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| 45. | <u>MTS: Security Report Update</u>
Action would receive a report for information. | Receive |
| 46. | <u>MTS: Investment Report - January 2009</u>
Action would receive a report for information. | Receive |
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Information |
| 62. | <u>Chief Executive Officer's Report</u> | Information |
| 63. | <u>Board Member Communications</u> | |
| 64. | <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> March 26, 2009 | |
| 66. | <u>Adjournment</u> | |



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Agenda

Item No. 2

MTS OPERATORS FINANCE WORKSHOP

FIN 310

March 12, 2009

SUBJECT:

MTS: FISCAL YEAR 2010 BUDGET DEVELOPMENT

RECOMMENDATION:

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

Budget Impact

None at this time.

DISCUSSION:

MTS FY 2010 Operating Budget

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

Paul C. Jablonski
Chief Executive Officer

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

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



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

DRAFT

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

February 19, 2009

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

FINANCE WORKSHOP

1. Roll Call

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Action Taken

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

3. Public Comment

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

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

4. Adjournment

Chairman Rindone adjourned the meeting at 9:09 a.m. after reminding the Board that the next Finance Workshop will be held March 12, 1009, at 9:00 a.m.

BOARD MEETING

1. Roll Call

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

2. Approval of Minutes

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

3. Public Comments

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

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

CONSENT ITEMS:

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

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

7. MTS: San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Railway Company Board of Directors at its February 3, 2009, Meeting (SDAE 710)

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

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

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

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

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

10. SDTI: Copier Lease (OPS 970.6)

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

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

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

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

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

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

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

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

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

Action on Recommended Consent Items

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

CLOSED SESSION:

24. Closed Session Items (ADM 122)

Public Comment

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

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

- a. MTS: CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a) Balfour Beatty/Ortiz v. Metropolitan Transit System (Superior Court Case No. GIC 868963)
- b. MTS: CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a): San Diego Public Transit Riders Alliance v. MTS et al. (San Diego Superior Court Case Nos. 07-2007-0082217-CU-TT-CTL and 37-2008-00086580-CU-TT-CTL)
- c. MTS: CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – INITIATION OF LITIGATION Pursuant to California Government Code Section 54956.9(b): (One Potential Case)
- d. MTS: CLOSED SESSION – PUBLIC EMPLOYEE PERFORMANCE EVALUATION (CHIEF EXECUTIVE OFFICER) Pursuant to California Government code Section 54957.

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

Oral Report of Final Actions Taken in Closed Session

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

- a. The Board received a report and gave direction to outside counsel.
- b. The Board received a report and gave direction to outside counsel
- c. The Board received a report and gave direction to General Counsel.
- d. Called for a vote. Chairman Mathis reported that Mr. Jablonski recommended and the Board agreed that there be no pay increase or bonus for the CEO in 2009. Mr. McClellan voted to approve this recommendation. The motion was seconded by Mr. Rindone and passed by a 14 to 0 vote.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS:

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

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

Action Taken

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

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

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

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

Public Comment

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

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

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

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

Action Taken

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

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

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

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

Action Taken

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

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

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

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

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

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

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

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

Action Taken

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

REPORT ITEMS:

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

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

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

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

Action Taken

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

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

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

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

Action Taken

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

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

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

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

Action Taken

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

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

No presentation was given on this item.

Action Taken

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

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

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

Action Taken

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

60. Chairman's Report

Chairman Mathis made no report.

61. Audit Oversight Committee Chairman's Report

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

62. Chief Executive Officer's Report

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

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

63. Board Member Communications

There were no Board Member Communications.

64. Additional Public Comments on Items Not on the Agenda

There were no additional Public Comments.

65. Next Meeting Date

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

66. Adjournment

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

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

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

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP**

ROLL CALL

MEETING OF (DATE): 2/19/09

CALL TO ORDER (TIME): 8:03 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:09 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BOYACK	<input checked="" type="checkbox"/> (Cunningham) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>	8:03 a.m. during AI 2	
FAULCONER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>	8:27 a.m. during AI 2	
GLORIA	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
LIGHTNER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
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"/>	8:11 a.m. during AI 2	
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>	8:09 a.m. during AI 2	
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

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 2/19/09

CALL TO ORDER (TIME): 9:09 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:12 a.m.

RECONVENE: 10:05 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:39 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BOYACK	<input checked="" type="checkbox"/> (Cunningham) <input type="checkbox"/>		11:29 a.m. during AI 47
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		11:18 a.m. during AI 47
GLORIA	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
LIGHTNER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
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"/>		10:43 a.m. during AI 43
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		11:06 a.m. during AI 45
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		11:06 a.m. during AI 46
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 Williams



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San Diego, CA 92101-7490
619.231.1466, FAX: 619.234.3407

Agenda

Item No. 6

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

CIP 11255

March 12, 2009

SUBJECT:

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

RECOMMENDATION:

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

Budget Impact

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

DISCUSSION:

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

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

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



Paul S. Jablonski
Chief Executive Officer

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

MAR12-09.6.BROADWAYWYEWORORDER.RDESAI.doc

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

DRAFT

March 12, 2009

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

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

Dear Mr. Kern:

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

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

SCOPE OF SERVICES

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

SCHEDULE

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

PAYMENT

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

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Philip R. Kern
Bureau Veritas

MAR12-09.6.AttA.BROADWAYWYE.RDESAI.doc

Date: _____

Attachment: Exhibit I

EXHIBIT I
SCOPE OF SERVICES
ENGINEERING SERVICES
FOR
METROPOLITAN TRANSIT SYSTEM
BROADWAY WYE SWITCH REPLACEMENT PROJECT
SAN DIEGO, CA
MTS DOC. NO. G1127.0-08, WORK ORDER NO. 08.20

DESCRIPTION

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

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

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

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

TASKS

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

1. Research as-built plans and CADD files for existing configuration of the switches and control and audio circuitry. Meet with MTS project manager, SDTI Operations, and Maintenance of Way staff to confirm final scope of work, design criteria, and constraints.
2. Perform field reconnaissance to photograph and verify existing conditions at the site.
3. Perform a field assessment of the dark area between Broadway Wye and station 0045 in City Center for determining indicators and signaling for three aspects (to be included in package

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

4. For the three pairs of switches, prepare a base map for the location of each pair utilizing drawings from previously designed projects within the same area.
5. Prepare construction plans, special provisions, and estimates for the work. The plan set will consist of the following:
 - a. Title Sheet
 - b. Notes, Legend, Index, and Vicinity Map
 - c. Switch Layout Plans (switch layout and track work details for tie and ballast replacement, if needed) at 1" = 40' scale
 - d. Signaling System Plans (ABS layout, assembly, and details) at 1" = 40' scale
 - e. Catenary System Plans (components, and details) at 1" = 40' scale
 - f. Staging plans and set pairs for operation
 - g. Construction Detail Sheets
 - h. Signaling and Indicator System plans for construction additive alternate work at 1" = 40' Scale
 - i. Construction Detail Sheets for construction additive alternate work

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

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

6. Make submittals at 65%, 95%, and final stages according to the requirements of Section VII of the LRT Design Criteria and Appendix B of the MTDB Design Manual. Attend (3) design review meetings and incorporate comments into contract documents.
7. Provide design management services, including attendance at regular progress meetings (5), design review meetings (3), update of project schedules, management of subconsultants, budget monitoring, preparation of exhibits, contract administration, design supervision, and coordination.

ITEMS TO BE PROVIDED BY MTS

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

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

CLARIFICATIONS AND EXCLUSIONS

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

PROJECT SCHEDULE

1. Submit 65% complete design documents (65% schematic drawings and cost estimate) no later than 60 working days after receipt of Notice to Proceed.
2. Submit 95% complete design documents (95% complete plans, special provisions, and final cost estimate) no later than 20 working days after receipt of 65% design review comments from MTS.
3. Submit final contract plans, special provisions, and engineer's estimate of probable construction cost no later than 20 working days after receipt of 95% design review comments from MTS.

DELIVERABLES

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



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Agenda

Item No. 7

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

CIP 11201

March 12, 2009

SUBJECT:

MTS: AMERICA PLAZA CCTV EQUIPMENT UPGRADE – CONTRACT AWARD

RECOMMENDATION:

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

Budget Impact

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

DISCUSSION:

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

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

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



Paul C. Jablonski
Chief Executive Officer

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

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

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

DRAFT

Att. A, AI 7, 3/12/09

STANDARD PROCUREMENT AGREEMENT

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

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

Name: Electro Specialty Systems Address: 9474 Chesapeake Drive
Form of Business: Incorporated Suite 903, San Diego, CA 92123
(Corporation, partnership, sole proprietor, etc.)
Telephone: (858) 571-7746

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

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

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____ Chief Executive Officer		Firm: _____	
Approved as to form:		By: _____ Signature	
By: _____ Office of General Counsel		Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR	
\$114,516.17	11201-0800	2009	

By: _____ Date
Chief Financial Officer

(___ total pages, each bearing contract number)

MAR12-09.7.A1A.ELECTRO SPEC CCTV CONTRACT.MYNIGUEZ.doc

BID SUMMARY

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

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

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



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Agenda

Item No. 8

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

LEG 491 (PC 50633)

March 12, 2009

SUBJECT:

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

RECOMMENDATION:

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

Budget Impact

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

DISCUSSION:

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

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

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

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

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



Paul C. Jablonski
Chief Executive Officer

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

MAR12-09.8.LEGALSVCS WHEATLEY.JDOW.doc

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

DRAFT

March 12, 2009

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

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

Dear Mr. Bingham:

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

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

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Roger Bingham
Wheatley Bingham & Baker

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

Date: _____



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

Agenda

Item No. 9

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

LEG 491 (PC 50633)

March 12, 2009

SUBJECT:

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

RECOMMENDATION:

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

Budget Impact

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

DISCUSSION:

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

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

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

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

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



Paul G. Jablonski
Chief Executive Officer

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

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

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

DRAFT

March 12, 2009

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

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

Dear Mr. Boehmer:

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

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

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

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

CL-G1067 5-07 MCDUGALLOVEECKIS
SMITHBOEHMERFOLEY JDOW.doc

Date: _____



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

Agenda

Item No. 10

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

CIP 10940

March 12, 2009

SUBJECT:

MTS: REGIONAL SCHEDULING SYSTEM – CONTRACT AMENDMENTS

RECOMMENDATION:

That the Board of Directors:

1. ratify MTS Doc. No. G0856.11-03 (Attachment A) with GIRO, Inc. as executed by the Chief Executive Officer (CEO) for regional scheduling system modifications; and
2. authorize the CEO to execute MTS Doc. No. G0856.12-03 (Attachment B) with GIRO, Inc. for the addition of the HASTOP module.

Budget Impact

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

DISCUSSION:

Background Information

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

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

Amendment No. 11

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

Amendment No. 12

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

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

Conclusion

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



Paul C. Jablonski
Chief Executive Officer

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

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



R E C U 1 4 NOV, 2008

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

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

ORIGINAL

November 3, 2008

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

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

Dear Mr. Dubuc:

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

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

SCOPE OF SERVICES

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

SCHEDULE

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

ACCEPTANCE

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

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

Mr. Daniel Dubuc
November 3, 2008
Page 2

PAYMENT

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

The following table lists the contract actions to date:

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

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

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

Sincerely,

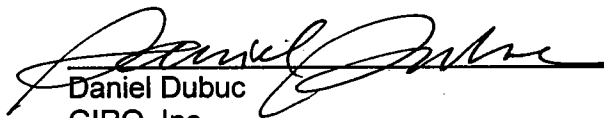


Paul C. Jablonski
Chief Executive Officer

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

Attachment A: Cost Proposal

Accepted:



Daniel Dubuc
GIRO, Inc.

Date: Nov. 17, 2008



Cost Proposal

October 28, 2008

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

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

Dear Mrs. Rumbolo:

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

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

Proposed work and services

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

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

.../2

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✉ info@giro.ca

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

The proposed customizations include the following:

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

Cost information

Cost information for this proposal is provided in Table 1.

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

Table 1 – Cost information (2008 rates).

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

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

Project planning

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

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

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

Table 2 – Proposed project timelines.

Cost

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

Conditions

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

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

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

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

Yours truly,

Francois Carignan
Senior Account Manager

FC:HT

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

GIRO-SANDAG-PROP-TCOST-LET-20081002_1.doc



DRAFT

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

March 12, 2009

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

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

Dear Mr. Dubuc:

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

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

SCOPE OF SERVICES

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

SCHEDULE

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

PAYMENT

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

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

DRAFT

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

The following table lists contract actions to date:

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

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

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

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Daniel Dubuc
GIRO, Inc.

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

Date: _____

Attachment: GIRO Proposal Dated 1/22/09



January 22, 2009

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

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

Dear Mr. Braun:

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

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

Scope of work

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

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

.../2

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Montréal (Québec)
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📠 +1 514 383 4971
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✉ info@giro.ca

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

Cost Information

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

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

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

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

Table 1 – *HASTOP* addition (2009)

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

Project planning

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

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

Conditions

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

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

System acceptance

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

Maintenance

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

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

Yours truly,

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

FC/TS



San Diego, CA 92101-7490
619.231.1466, FAX 619.234.3407

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.

LEG 491 (PC 50633)

March 12, 2009

SUBJECT:

MTS: EXCESS LIABILITY INSURANCE RENEWAL

RECOMMENDATION:

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

Budget Impact

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

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

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

DISCUSSION:

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

Current Program

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

Proposed Program

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

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

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


RENEWAL ISSUES

Underwriting Base

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

Insurance Market

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



Paul C. Jablonski
Chief Executive Officer

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

MAR12-09.11.LIABILITYINSRENEW.JDOW.doc

Attachment: A. MTS 2009 Excess Insurance Proposal



Presented by:

JOHN STARICH, ARM, CIC
Senior Vice President

and

SHERRY ENANO, CISR
Account Manager

METROPOLITAN TRANSIT SYSTEM

EXCESS LIABILITY AND WORKERS' COMPENSATION INSURANCE PROPOSAL

MARCH 1, 2009

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

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SPECIAL NOTATIONS

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

β

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

β

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

β

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

β

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

β

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

β

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

β

NOTIFICATION OF IMPORTANT CHANGES RELATING TO TERRORISM RISK INSURANCE ACT

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

A. Change in Definition of "Act of Terrorism"

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

B. Revised Definition of Act of Terrorism under TRIA

TRIA defines "act of terrorism" as any act that is certified by the Secretary of the Treasury, in concurrence with the Secretary of State and the Attorney General of the United States:

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

C. Clarification of Operation of \$100 Billion Cap on AH Insurer and Federal Obligations

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

D. Change in the Recoupment of the Federal Share of Insured Losses

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

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

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

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

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

SERVICING PERSONNEL**IMPORTANT PHONE NUMBERS & E-MAIL:****Senior Vice President:**

Direct Line:

Fax Number:

E-mail:

John Starich

619.525.2803

888.328.1310

JStarich@BBandT.com

Account Manager:

Direct Line:

Fax Number:

E-mail:

Sherry Enano

619.525.2863

888.328.1310

SEnano@BBandT.com

Claims Manager:

Direct Line:

Fax Number:

E-mail:

Denise Johnson

619.525.2832

888.328.1270

DJohnson@BBandT.com

Loss Control Consultant:

Direct Line:

Cell Line:

E-mail:

Kathleen Goggin

714.578.7344

714.626.7639

KGoggin@BBandT.com

ADDRESSES/TELEPHONES:

750 B Street, Suite 2400

San Diego, CA 92101-2476

PO Box 129077

San Diego, CA 92112-9077

Main Office Number:

Main Facsimile:

619.231.1010

619.236.9134



SCHEDULE OF NAMED INSURED

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

EXCESS WORKERS' COMPENSATION

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



EXCESS WORKERS COMPENSATION

Endorsements (cont.):

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

Binding Conditions:

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

Premium:

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

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

EXCESS LIABILITY – FIRST LAYER

Carrier: Everest National Insurance Company

A.M. Best Rating: A+ XV (admitted)

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

Coverage: Special Excess Liability for Public Entities covered excess of a Retained Limit or Scheduled Underlying insurance.

Limits:

Aggregate Limits

\$ 10,000,000 "Products-Completed Operations Hazard" Aggregate

\$ 10,000,000 "Employment Practices Liability Wrongful Acts" Aggregate

\$ 10,000,000 Employee Benefit Liability Aggregate

Per "Occurrence or "Wrongful Act" or Employee Benefit Wrongful Act" Limit

\$ 10,000,000 Any one "occurrence", "wrongful act" or "employee benefit wrongful act" or series of continuous, repeated, or related "occurrences", "wrongful acts" or "employee benefit wrongful acts" in excess of your "retained limit"

Per "Employment Practice Liability Wrongful Act" Limit

\$ 10,000,000 Any one "employment practice liability wrongful act" or series of continuous, repeated, or related "employment practice liability wrongful act" in excess of your "retained limit"

Inclusive of Loss Adjustment Expenses and Costs

EXCESS LIABILITY – FIRST LAYER

Self-Insured Retention: \$ 2,000,000 Any one “occurrence”, “wrongful act” or “employee benefit wrongful act” or series of continuous, repeated, or related “occurrences”, “wrongful acts” or “employee benefit wrongful acts”

\$ 2,000,000 Any one “employment practice liability wrongful act” or series of continuous, repeated, or related “employment practice liability wrongful act”

Terrorism: Premium is included (\$15,648)

Rate: Flat

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

EXCESS LIABILITY – FIRST LAYER

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

The net premium is due 20 days from inception.

Failure to remit by that date, will normally result in Notice of
Cancellation

EXCESS LIABILITY – SECOND LAYER

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

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



EXCESS LIABILITY – SECOND LAYER

Binding Conditions:

* Signed TRIA form.

* Signed D-1 form.

Premium:

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

The net premium is due 20 days from inception.

Failure to remit by that date, will normally result in Notice of Cancellation



Att. A, AI 11, 3/12/09

BB&T Insurance Services of California, Inc.

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



Endurance

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

Insurance Company: Endurance American Specialty Insurance Company

POLICYHOLDER DISCLOSURE NOTICE OF TERRORISM INSURANCE COVERAGE

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

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

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

Acceptance or Rejection of Terrorism Insurance Coverage

- ☐ I hereby elect to purchase Terrorism coverage for certified acts of terrorism for a prospective premium of
- ☐ I hereby decline to purchase terrorism coverage for certified acts of terrorism. I understand that I will have no coverage for losses resulting from certified acts of terrorism.

Policyholder Signature

Date

NOTICE:

Att. A, AI 11, 3/12/09

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

Date: _____ A-16
Insured: _____



EXCESS LIABILITY – THIRD LAYER

Carrier: Steadfast Insurance Company

A.M. Best Rating: A XV (non-admitted)

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

Coverage: Following Form Excess Liability.
Form #STF-RRP-D-102-A (12/94)

Limits: \$ 30,000,000 Each Occurrence
\$ 60,000,000 Policy Aggregate

Inclusive of Loss Adjustment Expenses and Costs

Excess Of: \$ 25,000,000 Underlying limit excess of
\$ 2,000,000 Each Occurrence SIR

Inclusive of Loss Adjustment Expenses and Costs

Terrorism: Included in premium (\$26,477)

Rate: Flat

Endorsements:

A. EXCLUSIONS: Punitive Damages
Wrap-ups or OCIP
Professional E&O
Securities & Financial E&O
Fungus / Mold
Earth Movement/ Subsidence
Financial Institutions
Joint Venture
War
Patrol Access

EXCESS LIABILITY – THIRD LAYER

B. OTHER ATTACHMENTS

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

Binding Conditions:

* Signed D-1 form.

Premium:

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

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



Att. A, AI 11, 3/12/09

BB&T Insurance Services of California, Inc.

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

NOTICE:

Att. A, AI 11, 3/12/09

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

Date: _____ A-20
Insured: _____

EXCESS LIABILITY – FOURTH LAYER

Carrier: AXIS Surplus Insurance Company

A.M. Best Rating: A XV (non-admitted)

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

Coverage: Following Form Excess Liability.

Limits: \$ 18,000,000 Each Occurrence
\$ 18,000,000 Annual Aggregate, Where Applicable

Inclusive of Loss Adjustment Expenses and Costs

Excess Of: \$ 55,000,000 Underlying limit excess of
\$ 2,000,000 Each Occurrence SIR

Inclusive of Loss Adjustment Expenses and Costs

Terrorism: Included in premium (\$4,500)

Rate: Flat (except for acquisitions)

Endorsements: Contractors
California Disclosure Notice
Minimum Earned Premium
Deletion of Pollution Exclusion – Amendatory Endt.
Service of Suit
SOS – CA
SLN – CA
Auto No-Fault & Similar Laws Exclusion
Professional Liability Exclusion
Lead Exclusion
Silica Exclusion
Violation of Statutes that Govern E-mails, Fax or Phone Calls
Exclusion

EXCESS LIABILITY – FOURTH LAYER

Binding Conditions:

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

Premium:

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

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

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

NOTICE:

Att. A, AI 11, 3/12/09

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

Date: _____ A-24
Insured: _____

PREMIUM COMPARISON

Insurance Renewal Comparison

3/1/2008 - 3/1/2009

3/1/2009 - 3/1/2010

First Layer Excess Liability

Everest National Insurance Company	
\$	10,000,000 Each Occurrence
\$	10,000,000 Aggregate
\$	2,000,000 Retention Per Occurrence
FLAT rate	
\$	845,000.00 Total Premium

First Layer Excess Liability

Everest National Insurance Company	
\$	10,000,000 Each Occurrence
\$	10,000,000 Aggregate
\$	2,000,000 Retention Per Occurrence
FLAT rate	
\$	798,055.00 Total Premium

Second Layer Excess Liability

Lexington Insurance Company	
\$	10,000,000 Each Occurrence
\$	10,000,000 Aggregate
	Excess Of \$10M/\$10M; \$2M SIR
FLAT rate	
\$	293,086.41 Total Premium (includes taxes & fees)

*Lexington layer has been included in the
Endurance American Specialty Insurance layer*

Third Layer Excess Liability

Endurance American Specialty Insurance Co.	
\$	5,000,000 Each Occurrence
\$	5,000,000 Aggregate
	Excess Of \$20M; \$2M SIR
FLAT rate	
\$	97,663.90 Total Premium (includes taxes & fees)

Second Layer Excess Liability

Endurance American Specialty Insurance Co.	
\$	15,000,000 Each Occurrence
\$	15,000,000 Aggregate
	Excess Of \$10M; \$2M SIR
FLAT rate	
\$	361,287.50 Total Premium (includes taxes & fees)

Fourth Layer Excess Liability

Steadfast Insurance Company	
\$	30,000,000 Each Occurrence
\$	60,000,000 Aggregate
	Excess Of \$25M; \$2M SIR
FLAT rate	
\$	308,034.37 Total Premium (includes taxes & fees)

Third Layer Excess Liability

Steadfast Insurance Company	
\$	30,000,000 Each Occurrence
\$	60,000,000 Aggregate
	Excess Of \$25M; \$2M SIR
FLAT rate	
\$	300,640.75 Total Premium (includes taxes & fees)

Fifth Layer Excess Liability

Starr Excess Liability Insurance Company, Ltd.	
\$	18,000,000 Each Occurrence
\$	18,000,000 Aggregate
	Excess Of \$55M; \$2M SIR
FLAT rate	
\$	105,187.50 Total Premium (includes taxes & fees)

Fourth Layer Excess Liability

AXIS Surplus Insurance Company	
\$	18,000,000 Each Occurrence
\$	18,000,000 Aggregate
	Excess Of \$55M; \$2M SIR
FLAT rate	
\$	95,999.25 Total Premium (includes taxes & fees)

Workers Compensation Excess Liability

ACE American Insurance Company	
Statutory Workers Comp Limit	
Statutory Communicable Disease Limit	
0.3787 rate per \$100 Payroll	
\$	64,084,315 *Estimated Annual Payroll
\$	242,710.00 Total Premium (includes CIGA Fee)

ACE American Insurance Company	
Statutory Workers Comp Limit	
Statutory Communicable Disease Limit	
0.3787 rate per \$100 Payroll	
\$	63,512,787 *Estimated Annual Payroll
\$	240,546.00 Total Premium (includes CIGA Fee)

*Payroll reduced by 0.8918%

PREMIUM COMPARISON

Pure Premium Summary Comparison

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

Premium Comparison Including Taxes and Fees

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

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

MARKETING SUMMARY

Carrier

AIG Excess Liability Insurance Company, Ltd.
Non-Admitted (A XV)

Status

\$18MM excess \$55MM, \$2MM SIR (4th Layer)

\$102,000.00 premium + \$3,060.00 state tax +
\$229.50 surplus lines tax = **\$105,289.50**

CLIENT ACCEPTANCE

I. COVERAGES/LIMITS:

- A. We do hereby accept underwriters' offer of coverages and limits as outlined in BB&T – John Burnham Insurance Services proposal dated March 1, 2009, except as noted below:
- B. Further, we do hereby acknowledge our understanding that the referenced proposal is not intended to alter, amend, or otherwise change actual policy language. Actual policy terms, conditions, limitations, and exclusions will prevail in all circumstances.

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

- A. PAYMENT IN FULL: All premiums are due and payable on the inception date of the policies referenced. Premiums will be considered past due and policies subject to cancellation 30 days after inception.
- B. FINANCE/INSTALLMENT OPTION: Premium financing/installments are generally available upon request. Deposit premiums are due and payable on the inception date of the policies. Policy cancellation provisions apply to finance/installment options as referenced above.
- C. AUDITS: Various elements of the proposed insurance program are subject to annual audit. Resulting "additional premium" charges are due and payable upon receipt of invoices. "Return premiums" will be applied to outstanding balances. If there are no outstanding items, a refund check will be issued.

Insured's Signature

Printed Name & Title

Date

Named Insured: **METROPOLITAN TRANSIT SYSTEM**

CLIENT ACCEPTANCE ESTIMATED PREMIUM, TAXES AND FEES SUMMARY

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

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

Estimated Total \$1,796,528.50

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

ACCEPTED BY: _____

Date

NAME OF INSURED: METROPOLITAN TRANSIT SYSTEM

Premium Payment Terms:

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

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

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

PROPOSED INSURERS/PLACEMENT AUTHORIZATION

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

A.M. BEST'S RATINGS

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

Secure Ratings

A++, A+Superior
A, A-Excellent
B++, B+Very Good
B, B-Fair

Vulnerable Ratings

C++, C+Marginal
C, C-Weak
DPoor
ERegulatory
FIn Liquidation
SRating Suspended

Rating Modifiers

gGroup
pPooled
rReinsured
uUnder Review

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

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

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

NR-1.....Insufficient Data
NR-2.....Insufficient Size and/or Operation Experience
NR-3.....Rating Procedure Inapplicable

NR-4.....Company Request
NR-5.....Not Formally Followed

NON-ADMITTED CARRIERS

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

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

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

Signed By: _____

Title: _____ Date: _____

Name of Company: METROPOLITAN TRANSIT SYSTEM



ADDITIONAL BB&T INSURANCE SERVICES PRODUCTS

Life Insurance-

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

Employee Benefits-

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

Long Term Care-

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

Individual Health Insurance-

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

Personal Insurance-

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



COMPENSATION DISCLOSURE

BB&T Insurance Services, Inc.

BB&T Insurance Services of California, Inc.

Compensation Statement

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

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

- **Interest or Investment Income** earned on insurance premiums,
- **Expense Allowances or Reimbursements** from insurance companies and other vendors for (a) educational and professional development programs; (b) managing and administering certain binding authorities and other similar facilities, including claims which may arise, and (c) attendance at insurance company meetings and events; all of which we believe enable us to provide more efficient service and competitive terms to those clients for whom we consider the use of such facilities appropriate.
- **Contingent Commission** (sometimes referred to as "profit sharing") which can be based on profitability, premium volume and/or growth. If any part of your account is on a fee basis, we will not accept contingent commissions related to your account.

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

06/07 ed

PROVIDER SECURITY STANDARDS

BB&T Insurance Services, Inc. Provider Security Standards

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

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

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

BB&T Insurance Services, Inc. Provider Classifications:

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

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

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

PROVIDER SECURITY STANDARDS

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

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

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

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

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

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

PROVIDER SECURITY STANDARDS

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

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

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

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

Financial Size Categories

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

7-07 Edition

INTRODUCTION TO MYWAVE

MyWave™ Portal

Click+Connect+Communicate

Welcome to a whole new way of working — MyWave is your personalized Web site that allows you to effortlessly click, connect, and communicate with

BB&T - John Burnham Insurance Services.

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



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

Trevor, MyWave Portal User, Northeast

Collaboration Center

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

Survey Benchmarking

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

Community

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



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

Agenda

Item No. 12

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

ADM 122.2

March 12, 2009

SUBJECT:

MTS: CONTRACT ASSIGNMENTS FOR ON-CALL ENGINEERING SERVICES

RECOMMENDATION:

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

Budget Impact

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

DISCUSSION:

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

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

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

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

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



Paul C. Jablonski
Chief Executive Officer

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

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

Attachment: A. Proposed Assignment of Contract Agreements

MTS Doc. No. _____

Project Number: Various

SANDAG Contract Number: 5000931

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

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

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

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

NOW, THEREFORE, the parties agree as follows.

1. Assignor hereby assigns, transfers, and sets over unto Assignee a portion of Assignor's interest in its contract for General Engineering On-Call Services, Contract Number 5000931, for a total assignment value of \$750,000, a copy of which is incorporated herein by reference.
2. Assignee hereby: (i) accepts the partial assignment of Assignor's interest in the General Engineering On-Call Services Contract; (ii) assumes the relevant portion of Assignor's obligations under the Contract arising from and after July 1, 2008; and (iii) agrees to fully and faithfully perform each and every term and condition of Assignor under the General Engineering On-Call Services Contract, arising from and after July 1, 2008, for task or work orders issued by Assignee.
3. Assignor makes no warranty, representation, guarantee, covenant, or averment of any nature whatsoever concerning SANDAG Contract Number 5000931.
4. Notwithstanding the foregoing, neither Assignor nor Consultant shall be deemed by virtue of this Assignment to have waived any rights that it may have against the other party at law or in equity for liabilities arising under the unassigned portion of SANDAG Contract Number 5000931.
5. Should any suit be commenced to enforce, protect, or establish any right or remedy of any of the terms and conditions of this Assignment, the prevailing party shall be entitled to have and recover from the losing party reasonable attorney fees and costs of suit.
6. All task or work orders issued by Assignee shall be labeled with a letter or other distinct numbering designation that clearly distinguishes the documents from Task Orders issued by Assignor to Contractor.

DRAFT

7. Assignee shall execute all task and work orders in accordance with the Master Memorandum of Understanding, SANDAG Contract Number 5000710.
8. SANDAG retains the right to audit MTS's task orders issued from this assignment.
9. This Assignment may be executed and delivered by facsimile signature, and a facsimile signature shall be treated as an original. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Assignment.

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

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

SAN DIEGO ASSOCIATION OF GOVERNMENTS

By: _____
Jack Boda
Director of Mobility Management and Project Implementation

Approved as to form:

By: _____
Office of General Counsel

METROPOLITAN TRANSIT SYSTEM

By: _____
Paul C. Jablonski
Chief Executive Officer

Approved as to form:

By: _____
Office of General Counsel

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

David Evans and Associates, Incorporated

By: _____
Siegfried Fassmann, Project Manager

DRAFT

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

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

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

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

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

NOW, THEREFORE, the parties agree as follows.

10. Assignor hereby assigns, transfers, and sets over unto Assignee a portion of Assignor's interest in its contract for General Engineering On-Call Services, Contract Number 5000924, for a total assignment value of \$500,000, a copy of which is incorporated herein by reference.
11. Assignee hereby: (i) accepts the partial assignment of Assignor's interest in the General Engineering On-Call Services Contract; (ii) assumes the relevant portion of Assignor's obligations under the Contract arising from and after July 15, 2008; and (iii) agrees to fully and faithfully perform each and every term and condition of Assignor under the General Engineering On-Call Services Contract, arising from and after July 15, 2008, for task or work orders issued by Assignee.
12. Assignor makes no warranty, representation, guarantee, covenant, or averment of any nature whatsoever concerning SANDAG Contract Number 5000924.
13. Notwithstanding the foregoing, neither Assignor nor Consultant shall be deemed by virtue of this Assignment to have waived any rights that it may have against the other party at law or in equity for liabilities arising under the unassigned portion of SANDAG Contract Number 5000924.
14. Should any suit be commenced to enforce, protect, or establish any right or remedy of any of the terms and conditions of this Assignment, the prevailing party shall be entitled to have and recover from the losing party reasonable attorney fees and costs of suit.
15. All task or work orders issued by Assignee shall be labeled with a letter or other distinct numbering designation that clearly distinguishes the documents from Task Orders issued by Assignor to Contractor.

DRAFT

16. Assignee shall execute all task and work orders in accordance with the Master Memorandum of Understanding, SANDAG Contract Number 5000710.
17. SANDAG retains the right to audit MTS's task orders issued from this assignment.
18. This Assignment may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Assignment may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Assignment.

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

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

SAN DIEGO ASSOCIATION OF GOVERNMENTS

By: _____
Jack Boda
Director of Mobility Management and Project Implementation

Approved as to form:

By: _____
Office of General Counsel

METROPOLITAN TRANSIT SYSTEM

By: _____
Paul C. Jablonski
Chief Executive Officer

Approved as to form:

By: _____
Office of General Counsel

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

Kimley-Horn & Associates, Incorporated

By: _____
Dennis Landaal, Project Manager



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

Agenda

Item No. 13

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

SDAE 710

March 12, 2009

SUBJECT:

MTS: BAY MARINA DRIVE WIDENING IMPACTS TO CLEVELAND AVENUE
CROSSING

RECOMMENDATION:

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

SD&AE Board Recommendation

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

Budget Impact

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

DISCUSSION:

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

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

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

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



Paul C. Jablonski
Chief Executive Officer

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

MAR12-09.13.BAYMARINAWIDENIMPACTS.TALLISON.doc

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

AMENDMENT NO. 2

MEMORANDUM OF UNDERSTANDING

BETWEEN THE

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

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

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

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Paragraph 9 is modified as follows:

9. HARBOR DRIVE RAIL CROSSING

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

2. Paragraph 11 is to be added as follows:

11. CLEVELAND AVENUE – BAY MARINA DRIVE

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

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

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

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

METROPOLITAN TRANSIT SYSTEM

CITY OF NATIONAL CITY

By: _____
Paul C. Jablonski
Chief Executive Officer

By: _____
Ron Morrison
Mayor

Approved as to form:

By: _____
Tiffany Lorenzen
MTS General Counsel

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

By: _____
Ron Morrison, Mayor

SAN DIEGO AND ARIZONA EASTERN
RAILWAY COMPANY

Approved as to form:

By: _____
Paul C. Jablonski
President

By: _____
George H. Eiser III
Legal Counsel

Approved as to form:

By: _____
Tiffany Lorenzen
Of Counsel

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



***REVISED**

Agenda

Item No. 25

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

SRTP 830

March 12, 2009

SUBJECT:

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

RECOMMENDATION:

That the Board of Directors:

1. conduct a public hearing on recommended service adjustments to achieve at least \$4.7 million in subsidy savings and, at most, \$10.7 million in subsidy savings (as described in Attachment A);
2. adopt Resolution 09-12, "Findings in Support of Exemption Under the California Environmental Quality Act (CEQA) Related to Proposed Budget-Related Service Adjustments" (Attachment C); and
3. respond to suggestions made by the public and take action (if any) on the package of service adjustments at the next regularly scheduled Board meeting on March 26, 2009.

Budget Impact

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



DISCUSSION:

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

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

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

MTS Policy No. 42 states that any service change affecting more than 25 percent of a route's weekly in-service miles or hours is considered a "major service change" and requires a properly noticed public hearing prior to Board action. In accordance with this policy, staff noticed today's hearing on proposed changes to MTS services. A "Rider Alert" flyer notifying the public of the March 12, 2009, public hearing was posted onboard vehicles and on www.sdmts.com.

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

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

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

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

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

- **\$3,244,803 million** from minor service adjustments — primarily span and frequency reductions on weekend services.
- **\$723,180** from adjustments to the Sorrento Valley Coaster Connection services already approved by the MTS Board.

These service changes are detailed in Attachment B.

Finding of Fiscal Emergency

Pursuant to California Public Resources Code (PRC) section 21080.32, subdivisions (d)(1) and (2), MTS staff has determined that a fiscal emergency exists that is caused by the failure of MTS revenues to adequately fund agency programs and facilities within the meaning of PRC section 21080.32(d)(1). Details of the findings are related in Attachments C and D. MTS will respond to suggestions made by the public at this hearing at the next regularly scheduled MTS Board meeting on March 26.

Title VI Analysis

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

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

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

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

Next Steps

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



Paul C. Jablonski
Chief Executive Officer

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

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

Route	ORIGINAL PROPOSAL: Adjustments to achieve \$10.7 M Subsidy Savings					
	Proposal	Ridership Loss	Ridership Affected	Subsidy Savings	Major Change	Minor Change
1	Reduce weekday frequency to 30 minutes and Sunday frequency to 60 minutes.	158,248	1,071,027	\$783,948	X	
2-210	Move Rts 2 & 210 downtown terminals to America Plaza, and reduce Rt 2 Sunday frequency to 20 minutes.	23,890	107,964	\$80,246		X
4	Reduce Sunday frequency to 60 minutes.	13,886	80,321	\$69,507		X
7	Reduce weekend frequency to 15 minutes.	30,340	541,065	\$41,965		X
8/9	Reduce freq to 30 min and end Rt 9 at 8pm on all days.	184,717	1,190,030	\$820,277	X	
10	Reduce Sunday frequency to 20 minutes.	6,962	107,386	\$40,252		X
11	Reduce Sunday frequency to 30 minutes.	23,667	205,343	\$106,257		X
14	Shorten route to operate only between La Mesa and Grantville, and operate a separate Hotel Circle shuttle; discontinue all weekend service.	104,745	109,236	\$160,844	X	
15	Reduce Sunday freq to 20 min.	8,658	133,549	\$57,241		X
18	Discontinue all service on Route 18.	35,611	37,485	\$133,012	X	
20	Reduce freq to 60 min north of Mira Mesa during midday on weekdays and all day on Saturdays; reduce freq to 60 min north of Kearny Mesa all day on Sundays.	98,886	507,149	\$504,192		X
25	Shorten into 2 routes: Linda Vista-FVTC operating 9am-4pm, and Tierrasanta-KMTC operating peak hours.	64,284	79,992	\$122,093	X	
27	Discontinue all weekend service.	59,913	63,066	\$87,967	X	
28	Reduce Sunday freq to 60 min.	9,405	47,023	\$29,096		X
30	Move southern terminal to Old Town after 7pm on weekdays, and all day on weekends..	84,859	500,001	\$274,058		X
41	Reduce Sunday frequency to 60 minutes.	15,759	121,540	\$103,088		X
44	Reduce Sunday frequency to 60 minutes.	13,632	105,138	\$99,976		X
50-150	Reduce Rt 50 freq to 30 min and operate rush hours only. Move Rt 150 southern terminal to Old Town during midday.	59,112	303,868	\$484,965	X	
83	Discontinue Route 83.	52,530	52,530	\$120,914	X	
84	Discontinue Route 84.	62,100	62,100	\$185,988	X	
86	Discontinue Route 86.	31,238	31,238	\$155,093	X	
105	Reduce freq to 60 min after 7pm on weekdays and all day on Saturdays.	15,347	97,968	\$140,367		X
115	Operate weekend service with a minibus.	-	-	\$46,563		X
701	Reduce Saturday frequency to 60 minutes.	7,966	39,831	\$54,277		X
705	On weekdays, reduce svc betw E St Trolley & Plaza Bonita and reduce freq to 60 min after 6pm. Also, reduce freq to 60 minutes all day on weekends.	30,967	175,830	\$63,477		X
707	Discontinue Route 707 and partially replace with additional Route 709B trips.	36,036	59,415	\$121,401	X	
709	Reduce weekday freq between Southwestern College and Otay Ranch Town Center to 30 min.	45,903	273,123	\$124,737		X
712	Reduce freq to 60 min after 7pm on weekdays, and all day on Saturdays.	15,718	78,590	\$90,236		X
810	Cut one AM and one PM trip.	6,095	121,890	\$72,744		X
815	Reduce freq to 60 min after 7pm on weekdays, and all day on weekends.	20,425	102,127	\$57,984		X
820	Cut one AM and one PM trip.	5,228	52,275	\$56,533	X	
832	Reduce freq to 60 minutes on weekdays and 90 minutes on Saturdays, and discontinue Sunday service.	18,406	80,048	\$117,011	X	
833	Reduce freq to 90 minutes on Saturdays, and discontinue Sunday service.	8,705	25,621	\$64,442		X
834	Discontinue Route 834.	27,617	29,070	\$62,780	X	
844	Discontinue Route 844.	91,363	140,760	\$74,813	X	
845	Reduce weekend frequency to 60 minutes.	-	-	\$63,185		X
848	Reduce weekday freq to 60 min after 7pm.	3,024	15,120	\$51,372		X
854	Reduce freq to 60 minutes on weekdays and discontinue all weekend service.	55,594	198,233	\$264,029	X	
855	Reduce weekday freq to 60 min after 7pm.	6,391	31,953	\$14,468		X
856	Reduce weekday frequency to 60 min after 7pm and discontinue service to Rancho SD Village on weekends.	10,478	36,182	\$96,361		X
860	Cut one AM and one PM trip.	5,814	72,675	\$46,923		X
864	Reduce weekday freq east of East County Square to 60 min.	34,926	174,631	\$377,573		X
870	Discontinue Route 870.	-	-	\$50,000	X	
871-872	Reduce weekday freq to 60 min and discontinue weekend service.	28,197	117,288	\$328,435	X	
874-875	Reduce weekend frequency to 60 minutes.	26,268	131,340	\$93,157		X
901	Reduce freq to 60 min after 7pm on all days, and disc late night Iris-San Ysidro trips.	36,430	182,151	\$353,387		X
904	Discontinue Route 904.	44,277	49,578	\$44,494	X	
905	Reduce freq to 60 min during the midday and all day on Saturday; discontinue all Sunday service.	31,988	479,204	\$98,097		X
916-917	Reduce weekday freq to 60 minutes and operate weekend service in one direction only.	44,220	267,109	\$188,343	X	
921	Reduce weekday freq to 60 min during the midday.	24,015	180,688	\$123,279		X
923	On weekends, move downtown terminal to the airport and operate with a minibus.	6,543	40,894	\$53,022		X
928	Reduce weekend frequency to 60 minutes and operate with a minibus on weekends.	5,081	35,853	\$115,598		X
929	Move downtown terminal to City College Trolley Sta.	17,351	216,889	\$135,275		X
932	Reduce freq to 60 min after 8pm on all days; on weekends end every other trip at E St. Trolley and discontinue service north of E St. after 5pm.	36,890	151,811	\$318,788		X
933-934	Reduce freq to 20 minutes on Saturdays, 30 minutes on Sundays, and 60 minutes after 830pm on all days.	67,200	486,057	\$386,510		X
936	Reduce Sunday freq to 60 min.	14,868	74,340	\$47,302		X
961	On weekdays, don't start 961A trips until 1pm and reduce freq to 60 min after 7pm.	25,171	125,857	\$123,649		X
964	Operate Rt 964B during rush hours only.	18,417	69,587	\$76,462	X	
965	On weekdays, cut 965B loop and end all service after 7pm. Discontinue all weekend service.	22,088	23,121	\$153,039	X	
967	Reduce frequency on all days to 120 minutes.	15,647	78,235	\$118,784	X	
968	Reduce frequency on all days to 120 minutes.	17,327	86,634	\$137,967	X	
992	Reduce freq to 30 min after 630pm on all days, and reduce weekend frequency to 20 min.	22,127	160,888	\$105,816		X
Prem Exp	No service Friday after Thanksgiving or 12/24/09 through 1/2/10 (inclusive).	200	400	\$48,500		X
Blue Line	Discontinue some late night service between America Plaza and Old Town on all days and discontinue Saturday night 'Owl' service. Also, reduce consist sizes when possible.	30,220	30,220	\$117,231		X
Green Line	Reduce weekend frequency to 30 minutes.	237,088	1,158,000	\$5,604		X
Orange Line	End service after the 10:15pm EB trip on all days, and reduce weekend frequency to 30 minutes.	317,041	1,262,212	\$216,405		X
SVCC	Reduce scope of services.	22,950	69,020	\$723,180		X

TOTALS:	2,700,046	12,739,768	\$10,684,581
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FINAL RECOMMENDATION: Adjustments to achieve \$4.7 M Subsidy Savings
Withdraw Proposal
As proposed, except terminal remains at Embarcadero on weekdays.
Withdraw Proposal
Reduce frequency to 15 minutes on Sundays only.
Withdraw Proposal
As proposed.
As proposed.
As proposed, except the Hotel Circle shuttle would also operate on weekends.
As proposed.
Withdraw Proposal
Weekend reductions as proposed, but no weekday reductions recommended.
Withdraw Proposal
Withdraw Proposal
Withdraw Proposal
Withdraw Proposal
Withdraw Proposal
Withdraw Proposal
Withdraw Proposal
Discontinue only weekend service.
As proposed. (To be replaced by Super Loop.)
Reduce night frequency only.
As proposed.
As proposed.
Withdraw Proposal
Withdraw Proposal
As proposed.
As proposed.
As proposed.
Reduce frequency after 7pm only.
As proposed.
As proposed, except Sunday service would still run (at 90 minute freq)
As proposed, except Sunday service would still run (at 90 minute freq)
Withdraw Proposal
Withdraw Proposal
As proposed.
As proposed.
Withdraw Proposal
As proposed.
Withdraw Proposal
As proposed.
As proposed.
Withdraw Proposal
Reduce night frequency, but maintain San Ysidro trips.
Withdraw Proposal
As proposed, except continue to operate Sunday service (at hourly frequency).
Withdraw Proposal
Withdraw Proposal
As proposed.
As proposed.
Withdraw Proposal
As proposed, except maintain service to E St. after 5pm.
As proposed.
Withdraw Proposal
Withdraw Proposal
Withdraw Proposal
As proposed, but discontinue Sunday only (maintain service on Saturday).
Reduce frequency on Sundays only.
Reduce frequency on Sundays only.
Reduce frequency at night only.
As proposed.
Discontinue Saturday Owl service and reduce consist sizes, but maintain night service to Old Town.
Withdraw Proposal
Withdraw Proposal
Proposal approved Feb. '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 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
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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-12

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

WHEREAS, the Metropolitan Transit System (MTS) is proposing the implementation of service adjustments, including a reduction and/or elimination of some transit services, to bridge an \$11 million funding deficit in the MTS FY 2010 budget; and

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

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

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

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

WHEREAS, MTS projects the continuation of the FY 2009 trend of lower sales tax receipts for FY 2010, which affects revenue from TransNet and Transportation Development Act; and

WHEREAS, MTS renders written findings in support of the determination that the service reductions found in Attachment A do not require an environmental impact report before MTS approves the transit service reductions; and

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

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

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

emergency pursuant to Public Resources Code section 21080.32, subdivisions (d)(1) and (2); and

WHEREAS, it has been established and made clear in the reports and prior public hearings that MTS has inadequate funds to operate the services detailed in Exhibit A because MTS is confronted with an \$11 million budget deficit for FY 2010; and

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

1. MTS has determined that a fiscal emergency exists, which is caused by the failure of MTS revenues to adequately fund agency programs and facilities within the meaning of California Public Resources Code section 21080.32, subdivision (d)(1).
2. MTS is projected to have negative working capital within one year from the date of the instant finding of a fiscal emergency as determined by adding together all unrestricted cash, unrestricted short-term investments, and unrestricted short-term accounts receivable and then subtracting unrestricted accounts payable. Employee retirement funds, including Internal Revenue Code section 457 deferred compensation plans and Section 401(k) plans, health insurance reserves, bond-payment reserves, and workers' compensation reserves are not factored into the formula for working capital as specified in Public Resources Code section 21080.32, subdivision (d)(2).
3. The MTS Finance Department has reviewed these findings and validated that a fiscal emergency exists.
4. MTS has scheduled a public hearing to occur on **March 12, 2009, at 9:00 a.m., at Metropolitan Transit System located at 1255 Imperial Avenue, 10th Floor, San Diego, California 92101**. MTS shall consider service adjustments as detailed in Exhibit A, including, but not limited to, the reduction and/or elimination of the aforementioned routes based on the existing fiscal emergency and absence of funding. The public hearing is being conducted in compliance with Public Resources Code section 21080.32, subdivision (d)(1).
4. MTS shall respond to suggestions made by the public at its next regularly scheduled public meeting as mandated in Public Resources Code section 21080.32, subdivision (d)(1).

PASSED AND ADOPTED, DETERMINED, AND ORDERED this _____ day of March 2009 by the following vote.

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System
System

Office of the General Counsel
San Diego Metropolitan Transit

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



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

Memorandum

DATE: March 5, 2009
TO: Paul Jablonski, Chief Executive Officer
FROM: Cliff Telfer, Chief Financial Officer
SUBJECT: MTS Fiscal Emergency

As of today, March 5, 2009, MTS is qualified to issue a “fiscal emergency” based upon the California Public Resources Code (CPRC) Section 21080.32(d):

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

As outlined in the above definition, the below table indicates MTS’ current and forecasted working capital position over the next four months. MTS’ working capital is projected to become negative in June 2009.

San Diego Metropolitan Transit System Working Capital Analysis In Millions \$			
March	April	May	June
\$20.5	\$12.8	\$5.0	(\$0.8)
* Includes all unrestricted cash, investments and accounts receivable less unrestricted accounts payables.			

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



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

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

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

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

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

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

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

Alternative #1 Detail

Route 14

Nature of Change:

Reconfigure this route so that it operates only between La Mesa and Grantville, and only Monday-Friday. A separate shuttle would be operated for part of the route, seven days a week, between Old Town Transit Center and Hotel Circle.

Basis for Change: Route 14 has a very high subsidy per passenger (\$6.42), low passengers per hour (12.5), and low farebox recovery (11.7%). (MTS system farebox recovery is currently 41%.) It is the lowest performing directly-operated MTS route. MTS is precluded by California Assembly Bill 117 from contracting the route for a lower cost structure. However, even as a contracted route, its productivity would likely be a basis for service reduction.

Mode of Service Impacted: Motorbus

Communities Affected: Mission Valley, Grantville, Allied Gardens, College Area, La Mesa

Route 84

Nature of Change:

Eliminate service on Saturdays, Sundays and holidays.

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

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

Route 86

Nature of Change:

Discontinue service on this route.

Basis for Change: Overall, Route 86 has a high subsidy per passenger (\$6.19), low passengers per hour (6.8), and low farebox recovery (11.3%). Therefore, discontinuation of this route is being proposed to address the funding shortfall.

Mode of Service Impacted: Motorbus

Communities Affected: University City

Note: This service is planned to be replaced with Super Loop implementation.

Route 820

Nature of Change:

Cut one trip in the a.m. and one trip in the p.m.

Basis for Change: Route 820 is a Premium Express service that operates along the I-15 corridor. Service would be reduced by one round trip to help address the agency's budgetary shortfall. However, the route would be re-scheduled in order to minimize the impact to riders.

Mode of Service Impacted: Motorbus

Communities Affected: Sabre Springs, Poway

Route 832

Nature of Change:

Reduce frequency of service to 60 minutes on weekdays, and 90 minutes on weekends.

Basis for Change: This community circulator route has a high subsidy per passenger (\$3.11) and low farebox recovery (22.9%). Therefore, reduced frequency on this route is being proposed to address the funding shortfall.

Mode of Service Impacted: Motorbus

Communities Affected: Santee

Route 871/872

Nature of Change:

Reduce frequency of service to 60 minutes on weekdays, and discontinue weekend service.

Basis for Change: This community circulator route has a relatively high subsidy per passenger (\$2.05) and low farebox recovery (33%), especially on the weekends. Therefore, reduced frequency on this route and discontinuation of service on weekends is being proposed to address the funding shortfall.

Mode of Service Impacted: Motorbus

Communities Affected: El Cajon

Route 965

Nature of Change:

Eliminate the 965B loop, and retain the 965A loop. Discontinue all service after 7 pm.

Discontinue Sunday service.

Basis for Change: This community circulator route has a high subsidy per passenger (\$7.61) in during the times being proposed for change. Therefore, reduced frequency on this route is being proposed to address the funding shortfall.

Mode of Service Impacted: Motorbus

Communities Affected: City Heights, Azalea Park, Chollas Creek, Fairmount Park

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

An analysis was completed to assess the potential impacts on low-income and minority communities by comparing the percentage of census tracts considered low-income and minority (2000 U.S. Census) through which the route will travel to the entire MTS service area average. The results are shown in the figure below. A map is included as an attachment.

LOW-INCOME AND/OR MINORITY (LIM) TOTAL						
	CENSUS TRACTS SERVED			LIM POPULATION IN CENSUS TRACTS SERVED		
	LIM	TOTAL	PCT LIM	LIM	TOTAL	PCT LIM
Route 14	3	23	13%	41,797	105,247	40%
Route 84	0	5	0%	2,915	18,373	16%
Route 86	2	4	50%	8,744	17,770	49%
Route 820	0	8	0%	12,728	37,891	34%
Routes 871/872	4	10	40%	20,527	42,819	48%
Route 932	0	7	0%	6,074	28,495	21%
Route 965	12	12	100%	59,146	65,691	90%
TOTAL	21	69	30%	151,931	316,286	48%
TOTAL	21	62	34%	145,857	287,791	51%
SERVICE AREA (ENTIRE AREA)	205	452	45%	1,045,459	2,017,735	52%
SERVICE AREA (NEAR SERVICE)	203	409	50%	999,848	1,860,778	54%

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

In census tracts served by those routes with major changes, 48 percent of the population is low-income or minority. This compares to the MTS Service Area average of 52 percent. If only census tracts currently served by transit are considered, the low-income and minority population in the MTS Service Area is 54%.

Additionally, only 30 percent of the census tracts affected by these changes have a higher-percentage of low-income and minority residents than the Service Area as a whole. This compares to 45 percent of all census tracts in the Service Area.

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

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

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

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

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

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

No.

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

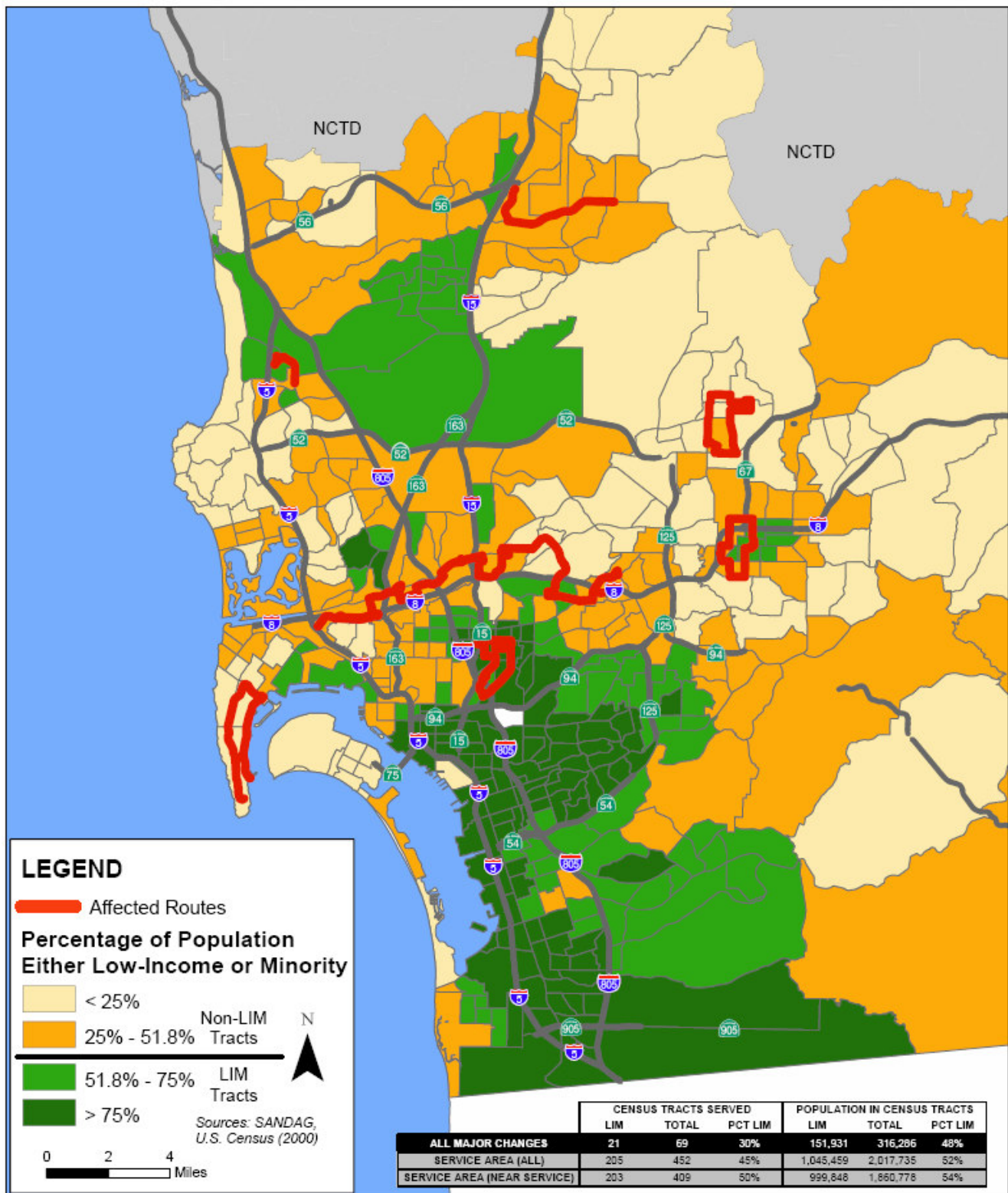
MTS has printed and distributed 90,000 "Rider Alert" flyers that are posted on all MTS bus and trolley vehicles. Additionally, a Notice of Public Hearing was posted in the San Diego Daily Transcript, a newspaper of general circulation in the MTS area. These materials were published in English and Spanish.

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

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

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

Due to the high percentage of Spanish-speaking persons that use MTS services, MTS finds it necessary to publish all public materials in English and Spanish. All public information materials related to these proposals will be published and provided in both English and Spanish. The information will also be on the MTS Web site (www.sdmts.com) in English and Spanish.



TITLE VI ANALYSIS - MARCH 2009 PUBLIC HEARING

All Major Changes

June 2009 Service Change Proposal Survey Results

PUBLIC HEARING

AI No. 25, 3/12/09

Attachment F

- 1) What area are you coming from? Multiple responses.
- 2) What area are you going to? Multiple responses.
- 3) For what reasons do you use transit? Multiple responses.
- 4) What routes do you typically use?

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

5) During what times do you typically travel?

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

6) On what days do you typically travel?

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

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

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

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

Yes	56.5%
No	36.9%
No Answer	6.5%

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

Summary of Comments Received
Public Hearing on Service Adjustments, March 12, 2009

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

Total Commenters: 331
Total Route Comments: 423

Service Adjustments Public Hearing Comments March 12, 2009

Route 1

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

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

Route 7

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

Route 8

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

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

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

Route 9

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

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

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

Route 10

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

Route 11

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

lot of money was spent and wasted by changing the routes around. Cut the later hours because disabled people don't ride at night. Make cuts from management, not from service because the system isn't managed well.

Route 14

Increase fares, don't change the trolley or the 14. A lot of people use Route 14. Don't change the 18 either. No way people can get to where they have to go if it's cut.

Thinks that it's wrong to change the routes around. Shouldn't remove the 14 from Fashion Valley because a lot of disabled people use it to go to work. We shouldn't cut the trolley because people take it on Friday and Saturday nights to go out. Raise the fares, or leave everything how it is.

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

Eliminating 14 and 18 are bad ideas. Please make 967 and 968 half hourly instead of hourly. Get an elevator at Grossmont Trolley Station, and make buses that go to the San Diego County Fair, Midway, Camino Del Rio and Belmont Park

Route 14 serves the outpatient clinic for Veteran's Administration west of Fenton Parkway. He has to get home from the clinic on weekdays. He's a disabled veteran and couldn't get back to SDSU. He can't understand how we can cut service to a major hospital like that.

If the 14 is cut she can't get to work.

He thinks the stimulus package will help. He especially wants the 14 to stay the way it is.

Reducing the bus service to once an hour on weekdays we can live with. Changing the existing route direction is not in our best interests.

Even though there's not much ridership, the route should run on weekends. Exchange students for example. He needs it on weekends too. We should be providing service, not taking it away. Take one from the Route 6 and 7 and put it on the 14.

Route 18

Increase fares, don't change the trolley or the 14. A lot of people use Route 14. Don't change the 18 either. No way people can get to where they have to go if it's cut.

He wants to know if the route will be cut. He is against any cuts

He wants us to keep all the routes, especially Rt. 18

She is protesting the discontinuance of route 18. This is the only access from the Fairmount end of Grantville Trolley Station.

She is disabled; the elimination of this route would take away her safe route to the trolley.

He depends on Rt. 18 to get to work.

He is too old to walk through the Camino Del Rio area.

The 18 is her only means of getting to work. At least keep morning and afternoon hours.

This is the only transportation she has to get to and from work.

He rides it and doesn't want to see it cut.

Please keep ROUTE 18 in service. It is the only way a lot of people can get to work.

Many of her colleagues rely on public transit. The 18 is the only link between Camino del Rio South and the trolley stations to the north.

Keep route 18, it is the only link between her office and the trolley station

The 18 is her means of getting to work and it would cost her more to find an alternate.

The 18 is the only way of getting from the trolley station to her work.

Like everyone else from this company, he (or she) depends on this route to get to work

For years, public transportation officials have encouraged the public to avail themselves of its services. Many have done so. But it must be a system that can be relied upon, in good times and bad. Please keep bus route 18 open.

Don't shut down the 18, many of his co-workers use it daily.

He is disabled. If the route is cut he would have to walk a mile to get to work.

She would lose her job if the cut happened.

Her job is directly off this route.

She works on Camino del Rio South and would lose her job if it were cut.

She takes the route every day. She has many patients that take the route as well.

There are many students there that depend on that bus.

She works in Mission Valley and uses that route frequently.

This route is imperative for her. She really wants a phone call, but forgot to leave her number.

Don't cancel route 18. The writer says her car is currently out of service and she is 7 months pregnant.

The cancellation of bus 18 will require her to walk and extra 4-5 miles per day.

She uses this bus to get to school. When she got on this morning, there were only 5 seats available.

Please re-evaluate procedures to determine which (other) routes should be closed

Elimination of this route 18 is very short sighted due to all the business travelers in Mission Valley that rely on this service. It would cause un-due hardship.

People are losing their jobs, so the last thing that they need is to make it harder for them to get to work.

She would rather we cut down in frequency than eliminate the route altogether.

This route is necessary for working employees of the area.

She uses this bus five days a week for work.

She uses this route to get to school.

This bus allows her to get to school.

This bus makes getting to school much more convenient

This is the only bus that take students to school in this area.

He thinks the discontinuance would be a terrible idea. He and his mother use the route. He wants to know when the hearing is.

Please keep the route

She uses the bus to get to work

She uses the route all the time and would like it to stay in existence.

She works on Camino Del Rio. She might have to quit her job because of the service cut.

The cut would put him out of work

He urges us not to cut the route. He doesn't have a car.

Don't get rid of the route, she would lose her job if she couldn't get there. Maybe cut the route in the middle of the day

She would like the route to stay in operation.

She uses this route for work. Please don't discontinue

He works in Mission Valley and uses the bus regularly. He does not have a car.

He has business in that area every other day and doesn't have a car (or a job).

Wants to know why we are discontinuing this route.

She runs a business on that route; this would negatively impact her clients

He takes the route 5 days a week. Please don't discontinue

She sometimes rides this route and wants it to continue.

Don't cut the 18, it is used by students and medical patients

The cut would be detrimental to her fellow employees. She wants an address so she can write a formal letter.

He works in that area and doesn't have a car.

She works on the route and rides everyday.

This person want the bus to continue to run.

She depends on that route. She doesn't want to have to walk up the busy street.

She is 7 months pregnant and doesn't want to walk.

He works on Camino Del Rio North. Please don't discontinue this route

He needs this bus to get to work. He only has one leg and is in a wheelchair

Please leave route 18

This is the only means for her to get to work. It would be better if it only ran during peak hours

She is a senior citizen who uses the bus regularly.

He is now paying more on his monthly pass and now the service is being cut. Cut service to Rancho Bernardo instead.

Save this route.

He thinks this is a good route that gets him close to work

Don't cancel. The writer and his fellow employees use this shuttle, as do their clients.

Eliminating 14 and 18 are bad ideas. Please make 967 and 968 half hourly instead of hourly. Get an elevator at Grossmont Trolley Station, and make buses that go to the San Diego County Fair, Midway, Camino Del Rio and Belmont Park

There needs to be some kind of service on Camino Del Rio.

Works at 3945 Camino Del Rio South. Only way she can get to work.

He wouldn't be able to get to school if you cut the route. He wouldn't be able to walk due to a problem with his feet. Major inconvenience. There's too many people who would be inconvenienced.

He would like to see the route continued. He is disabled.

This is in regard to the proposed discontinuation of Route 18. My name is Dr. Vanja Gale and I am a clinical psychologist in the Mission Valley area, located at 3505 Camino del Rio South. The shuttle route 18 is the only method of public transportation for my clients to reach my office. Currently, one-third of my clients take Route 18 to get to my office. If this service is cancelled, it would be detrimental to my clients and to my business. I cannot express to you how important it is that this route stay intact. I understand that there are financial problems around the county, but it is even more disturbing that a service that is vital to the poor and disabled will pay the price. Many of these clients have been in therapy with me for a very long time, and it was be an extreme hardship for them to lose therapy or have to switch to another therapist. Unfortunately I probably won't be able to make the public hearing, as I already have an appointment at a client's school. However, I wanted to convey how negatively this will impact my clients and my business. I hope you reconsider discontinuing the service, or else this commercial area, my business, and my clients will be negatively affected. I would appreciate a reply on this matter.

Good Morning, My name is Kate and I am a Counselor to students at the San Diego Community College District (SDCCD). My office is located at 3375 Camino Del Rio South. I am writing this email in order to let you know about how important bus route 18 is to the students, and to stop running bus route 18 will greatly challenge hundreds of employees, students and friends of the SDCCD. My students rely on this bus on a weekly basis to get to meetings that hold great importance in their lives in order for them to achieve their goals. It is dually important that you know that many of my students have disabilities, and public transportation is their only means of transportation. Not being able to access bus route 18 will pose a huge barrier to the success of these students and will certainly present mobility, safety and accessibility concerns for many. Please consider not shutting down this route. It is of paramount importance to the citizens of San Diego County. Thank you, Kate Daymon Vocational Counselor

To Whom It May Concern: My name is Rusty Krumm and I am an employee with the San Diego Community College District. I work in the Disabled Student Services and Programs Department and I also have a disability. I am writing you of my concerns about the bus 18 route being discontinued. Many of our students travel by bus to get to the district DSPS office located on 3375 Camino del Rio South. The 18 bus route is the only way for our students to get to our location to access important services. It is my concern if you discontinue the 18 bus route many of our students would be without services. Also, on occasions when my van is in the shop for repairs I utilize the 18 bus to get to work. Without the 18 bus I would be unable to work because of lack of accessible transportation to 3375 Camino del Rio South. I realize the 18 bus route is a small service but one that is very important to many individuals without any alternative transportations. Please, carefully consider your decision and continue to keep the 18 bus route in service. Thank you, Rusty Krumm M.S. Vocational Counselor

Hello! It is imperative that you not discontinue bus route 18. I am a teacher with the San Diego Community College District. I work one on one with students in their work towards employment. Bus 18 takes them directly to the District office. This is especially important for students with mobility problems and who are blind. Please do not discontinue bus route 18. Thank you, Lori Contreras

Works for SDCCD. "We" are adamantly against cutting this route. The office for students with disabilities is located on the route.

I have recently become aware that Metropolitan Transit System (MTS) is trying to discontinue Route 18, which is the only public transportation available on Camino del Rio South and Camino del Rio 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. This is a very important matter, because it will inhibit so many people from getting needed services. This will also affect many businesses that employ and/or serve clients that use public transportation. Please reconsider your plan to discontinue Route 18. Thank you, Rachel Haine -- Rachel A. Haine, Ph.D.

Dear Planning committee: I am writing on behalf of San Diego Business Advisors – Our firm is extremely apposed to the cancellation of the bus route that runs on Camino Del Rio South. We have many clients that come to us via that bus who unfortunately would not be able to come to our office other wise. San Diego Business Advisors offers many seminars free to the public, and it would be a shame if his attendees would not be able to be a part of those classes. We also share our building with the Un-employment department and

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

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

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

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

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

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

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

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

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

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

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

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

To whom it may concern: Many people who need mental health services and have no other transportation will be affected if this shuttle service is discontinued to Camino Del Rio South and Camino Del Rio North. It is my hope that you will consider such serious repercussions when deciding whether to keep this service for the public. Thank you for your consideration of this important matter. Sincerely, Dr. Barbara Cunningham, MFT

I am a psychologist in Mission Valley and several of my patients rely on public transit to get to much needed therapy appointments. Please help continue their access to healthcare by NOT discontinuing route 18. Sincerely, Dr. Sharon Boivin

Please do not discontinue MTS Route 18. It is the only way that many clients can reach their doctors. Thank you. Doctor Janet Farrell 619-507-5750

I am a clinical psychologist in private practice in Mission Valley. I understand that you are considering discontinuing Route 18. My office is on Camino del Rio South and I have several patients who use public transportation to get to me for their therapy. Please do not discontinue this route! It is important for many patients who use doctors in the area. Many have no other way to get to the area. Thank you for your consideration. Gail M. White, Ph.D 3633 Camino del Rio South San Diego, CA 619-260-8200

Don't cut Route 18. He has an office on Camino Del Rio South where people visit him by bus.

Route 18 is the only public transportation available on Camino Del Rio South. Many businesses will be drastically affected if the shuttle were discontinued.

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

Do not close this route. We have many mental health clients who use this route.

Route 20

He wants to know if there is information available online regarding our service adjustments

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

Route 25

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

Don't change the schedule to only mornings and evenings. He and his wife ride every day from Tierrasanta at 9am and return between 12:30 and 1:30.

She rides buses and trolleys. Don't reduce the 25 because the 120 is slow.

Route 27

Works for the county and uses bus system to get to work. Wants to ride the 27/928 to work (keep them). On weekends, uses 8/9 and the 30.

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

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

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

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

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

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

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

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

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

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

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

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

Route 28

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

Route 30

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

Don't discontinue any service into downtown.

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

and Old Town will become almost impossible..

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

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

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

Route 41

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

Most of the changes will not affect him. For the 41 and 44, he would rather pay extra than have frequency reduced

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

She understands the need to reduce service because of budget cuts. Please fix the connections at Old Town. She regularly takes the Green Line only to see the 44 already gone.

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

Route 44

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

Most of the changes will not affect him. For the 41 and 44, he would rather pay extra than have frequency reduced

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

She understands the need to reduce service because of budget cuts. Please fix the connections at Old Town. She regularly takes the Green Line only to see the 44 already gone.

Route 50

Takes public transit to work. 50 in the morning. Don't take away 6am Route 50 from UTC to downtown SD. Transfers to 929 on Broadway, don't cut it from Broadway.

It would be inconvenient to cut these to 30 minutes, especially with the 30 at every 30 minutes. Many people use it all the time, leave it the way it is. Raising prices makes it more

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

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

Route 83

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Please consider keeping bus route #83. Many people use this route as they work in Mission Hills. As you know, Mission Hills extends deep into Presidio Park. The discontinuation of the route will adversely affect those riding the bus to Mission Hills and also those transferring from the trolley downtown at American Plaza.

Don't cut the 83. People on State Street have no other way to get to work. Because the 11 isn't on 1st Avenue, it's hard for a lot of people because the walk is further.

Do not discontinue bus 83. This would cut off service to Mission Hills. The closes bus would be at Washington St.

Route 84

Will the route be in service after June. He takes the route to work everyday.

Rides the 84 to Cabrillo Monument. It's the only way she can get to work. Why are we cutting it?

Route 84 is her only way to get to work. She would like to know if there will be any alternatives.

He would like to voice his concern and ask that MTS to reconsider to keep bus route #84 open for all of the employees here at SSC Pacific and other customers who need this bus to get to their work.

She says that in the past the region was covered by multiple bus routes. It would be preferable to go back to this way of planning as opposed to cutting service altogether.

The writer is asking for us to not delete the 84. He/she says we should extend the 28 on every other trip to get to the Cabrillo Monument.

He is a disabled veteran who will have no other way to get to the Sub Base. Without the route he will lose his job.

Cutting this route would leave Point Loma without any service; residents would have to walk a mile to catch the 28. She would be willing to pay an increase fare to keep the route.

She thinks that the situation would be greatly helped if we could keep some type of shuttle service running in the mornings.

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

She doesn't want this route to be cut.

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

He employs a woman who lives in Tijuana and commutes to Point Loma via the trolley and the 84. Cutting service on the 84 would render her jobless. Please don't discontinue

Route 86

Route 86 is needed to get to Scripps Memorial Hospital and the areas around there. It's 1.5 miles from UTC and can't walk there. No other buses go there. Even though ridership is

small, it's a necessary bus.

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

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

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

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

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

She depends on this route to get to her doctor.

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

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

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

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

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

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

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

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

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

Route 105

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

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

Route 115

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

Route 120

She understands the need to reduce service because of budget cuts. Please fix the connections at Old Town. She regularly takes the Green Line only to see the 44 already gone.

Route 150

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

Route 210

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

She says that the relocation of the first and last stop will be of great inconvenience to at least a dozen people.

Route 707

I need this bus every day

I need the bus every day because I work in San Diego

She takes the bus everyday for appointments.

She goes to school everyday and needs the bus.

She is the head of her family and needs the bus everyday.

He goes to work everyday and rides the bus coming from the Lakeshore.

She needs the bus everyday.

She need the service for transportation because she needs to see her doctor.

She goes to school everyday at 6:55 am and comes home on the bus from the Lakeshore.

She takes this bus everyday to appointments.

He need the bus everyday to go to work

Please do not discontinue service to Eastlake.

We need the 707 bus. I go to visit my daughter. I do not have my own car.

I do not want to lose my job. Thank You.

I do not want to lose my job. Because if you take away the 707, I will not have a way to transport myself to get there. Thank you, for not removing it.

I would like this route to continue, so that I can transport myself to and from my work.

I would not like it if you removed this route, because it is the way I am able to get to my job, if not I would lose it (my job).

I do not want you to take away this route, because if you remove it I will lose my job. Please do not take it away.

We use this route every day. We really need it to transport ourselves.

This route is important to me, so that I can get to my work.

I am asking you to please not remove this route. Thank you

Please, we are asking you not to remove this route, because we need it to get to our jobs.

I would like this route to continue running in this area. We need it. Thank you

Please, we are asking you to keep this route in service. It is very necessary to all the people who don't have cars. We have to come all the way over here, to our doctor's appointments. I thank you and hope you listen to us.

I hope that you help us with this. We are very thankful, thank you for your attention. We request your attention, please, so that the 707 continues on this route. It is very useful, because there are a lot of us that need it.

Don't stop bus route 707. People use it daily for many reasons, and to get to many places in the city.

Route 709

There are a lot of people that work there on week days and weekends. Don't stop the lines, they are needed in Eastlake.

I need this bus every day

The bus is very necessary, he depends on it to get to work at Vons in Eastlake.

I need the bus every day because I work in San Diego

She takes the bus everyday for appointments.

She goes to school everyday and needs the bus.

She is the head of her family and needs the bus everyday.

He goes to work everyday and rides the bus coming from the Lakeshore.

He wants to keep the 709A, many people take the route.

She needs the bus everyday.

She goes to school everyday at 6:55 am and comes home on the bus from the Lakeshore.

She takes this bus everyday to appointments.

She really needs this route.

He need the bus everyday to go to work

Please do not discontinue service to Eastlake.

Please don't cut service. The service cuts affect poor riders at a disproportional rate. People at MTS should have to ride the buses.

I do not want to lose my job. Thank You.

I would like this route to continue, so that I can transport myself to and from my work.

I would not like it if you removed this route, because it is the way I am able to get to my job, if not I would lose it (my job).

I do not want you to take away this route, because if you remove it I will lose my job. Please do not take it away.

We use this route every day. We really need it to transport ourselves.

This route is important to me, so that I can get to my work.

I am asking you to please not remove this route. Thank you

Please, we are asking you not to remove this route, because we need it to get to our jobs.

I would like this route to continue running in this area. We need it. Thank you

Please, we are asking you to keep this route in service. It is very necessary to all the people who don't have cars. We have to come all the way over here, to our doctor's appointments. I thank you and hope you listen to us.

Route 810

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

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

Originally, the 860 was supposed to cover reduced service on the 810. Now everything is being cut, and most passengers don't know how it will affect them.

Please don't eliminate this route.

The 3pm bus is always filled to capacity from Downtown to Sabre Springs. Please don't discontinue.

Please reconsider trimming holiday service.

Route 815

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

Greetings. I am trying to find a good way to commute in between the Cuyamaca and Grossmont college campuses. There are currently no bus routes between these two East

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

Route 816

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

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

Route 820

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

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

Please reconsider trimming holiday service.

Route 832

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

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

Route 833

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

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

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

economy too.

Service in the Santee area is a joke. No service to West Santee. Doesn't get the cuts

Route 834

She is wondering why we are cancelling this route when everytime she takes the bus it is filled with students.

She is disabled and would like service to continue

Route 844

Route 844 is important to get kids to and from school. She doesn't drive and needs to get kids to school. She's been using Poway transit since 1983. Would rather increase the fare than get rid of the buses.

He depends on this route to get his children to school.

This would definitely impact his son's ability to get to school. He wants to know how he can voice his opinion

This route services the Special Friends Foundation, and its clients are dependent on these routes. Please don't discontinue.

Don't cut the route. Many of her neighbors and students take the 844 to Route 20 and on to Alliant University.

I am concerned about the elimination of Route 844 that services RB, Poway, and PQ. I live off Espola and work at Von's in RB. I have worked at Vons for 19 years and have taken the bus daily. It is too far for me to wlk and then stand on my feet for 5 hours. Jobs are hard to get for people who have disabilities and I don't want to lose mine because I can't get to work. Please consider my request.

Route 845

This would definitely impact his son's ability to get to school. He wants to know how he can voice his opinion

This route services the Special Friends Foundation, and its clients are dependent on these routes. Please don't discontinue.

Route 848

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

Please don't cut service. The service cuts affect poor riders at a disproportional rate. People at MTS should have to ride the buses.

Don't make any changes to the 848 and run earlier buses. We cut it even though it's totally full. We've raised the senior fares and he can't believe it's another \$1 now.

Route 850

Please reconsider trimming holiday service.

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

Route 854

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

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

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

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

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

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

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

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

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

Route 860

He wants to know if route 860 is to be eliminated and if so, will there be any alternatives.

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

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

Please reconsider trimming holiday service.

I ride the 860 to work. I am opposed to reducing the 860 route by one morning and one afternoon bus. The bus is at capacity and often we have people standing in the aisles. We have people using the 860 on a regular basis for jury duty, which impacts the passenger volume. I would prefer a cost increase over a reduction in service.

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

Route 870

She uses the 870 to get to work and has no other means of transit. She thinks our service cuts will cause a job loss

Don't take the route away, as it will force many people to drive to work. This will be bad for the environment.

Second message. Though she realizes that ridership has decreased on the 870, it is still necessary to get to Kearny Mesa.

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

Please reconsider trimming holiday service.

A number of special needs people depend on the 870 and the trolley is not an option because most of them work near Kearny Mesa and Clairemont. The 870 is a necessity.

Don't discontinue Route 870. Have two morning runs farther apart. Have two evening runs later in the day. Use a smaller bus. Advertise the route. Increase the fare. Sell premium passes at the grocery store. Drivers are nice.

Route 871

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

Don't cut them.

Route 872

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

Don't cut them.

Route 874

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

Route 875

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

Route 894

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

Route 901

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

Route 905

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

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

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

Route 917

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

Route 921

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

Route 923

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

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

He's a combat veteran. We make him sick. Other places don't have cuts, but we do. Who takes the bus from Ocean Beach to the airport? He can walk there.

Route 928

Works for the county and uses bus system to get to work. Wants to ride the 27/928 to work (keep them). On weekends, uses 8/9 and the 30.

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

Please don't cut the route or schedule. She uses the route all the time, and because she has kids, she doesn't have time to wait for the bus.

Route 929

He thinks that stopping the 929 at City college is a bad idea, it will force more people to take the 901. He also wants to keep the 11 out of downtown.

Takes public transit to work. 50 in the morning. Don't take away 6am Route 50 from UTC to downtown SD. Transfers to 929 on Broadway, don't cut it from Broadway.

Route 932

Please don't change that route. Her son knows and uses the route.

Route 933

She is hoping to be less dependent on her car, but can't now because of service cuts

Route 965

She is wondering what she can do about the service changes

Don't discontinue service on the weekends, especially on Saturdays

Would it be possible to have this bus on both sides on City Heights Plaza?

Driver told her that the 965 will be discontinued in June. She doesn't know why the driver's keeping a record of who's riding when it will be discontinued in June. The shuttle used to go between North Park and City Heights, but now just City Heights. Why are we raising fares and cutting the route? This would never happen in San Francisco. She's on a fixed budget.

Route 967

Eliminating 14 and 18 are bad ideas. Please make 967 and 968 half hourly instead of hourly. Get an elevator at Grossmont Trolley Station, and make buses that go to the San Diego County Fair, Midway, Camino Del Rio and Belmont Park

Route 968

Eliminating 14 and 18 are bad ideas. Please make 967 and 968 half hourly instead of hourly. Get an elevator at Grossmont Trolley Station, and make buses that go to the San Diego County Fair, Midway, Camino Del Rio and Belmont Park

Route 971

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

Route 976

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

Route 977

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

Blue Line

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

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

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

Budget

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

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

Fares

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

especially on the trolley. He's disabled, works in evenings, and would rather we raise rates instead of cutting service.

Increase fares, don't change the trolley or the 14. A lot of people use Route 14. Don't change the 18 either. No way people can get to where they have to go if it's cut.

He's a construction business owner, has no credit left, and is appalled that we subsidize the fares of people who can't afford their own transportation. We have brand new buses with chrome wheels running around, he can't believe it.

Thinks that it's wrong to change the routes around. Shouldn't remove the 14 from Fashion Valley because a lot of disabled people use it to go to work. We shouldn't cut the trolley because people take it on Friday and Saturday nights to go out. Raise the fares, or leave everything how it is.

Route 844 is important to get kids to and from school. She doesn't drive and needs to get kids to school. She's been using Poway transit since 1983. Would rather increase the fare than get rid of the buses.

Don't cut back on the buses. A lot of elderly people use the bus and would be in trouble without it. Raise fares and it would be better. She's dependent on the bus.

Just get back to cutting employee's wages, including bus drivers, managers, and supervisors. Don't cut service and increase fares. It's not right to cut service and cut fares. We do this every 4 months and we increase fares. He'll wake us up with a bullhorn.

Don't make any changes to the 848 and run earlier buses. We cut it even though it's totally full. We've raised the senior fares and he can't believe it's another \$1 now.

He is a disabled rider. He thinks that if we raise rates it is going to hurt the economy. He shouldn't think that the riders should have to pay for the mistakes of MTS.

We have to keep the bus system going. This is becoming an emergency service. She would not be against rate increases, especially on the senior pass.

She is mostly concerned about the fee increase. She says that the prices are much cheaper in San Francisco and their system is better than ours.

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

A service reduction would be an added inconvenience, but those are better. Keep the fares as low as possible. Once the fares are increased they are never decreased again.

Driver told her that the 965 will be discontinued in June. She doesn't know why the driver's keeping a record of who's riding when it will be discontinued in June. The shuttle used to go between North Park and City Heights, but now just City Heights. Why are we raising fares and cutting the route? This would never happen in San Francisco. She's on a fixed budget.

It would be inconvenient to cut these to 30 minutes, especially with the 30 at every 30 minutes. Many people use it all the time, leave it the way it is. Raising prices makes it more difficult for people. Management should take a pay cut, not the paying customers. If

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

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

General

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

He wants to know about his transportation from work.

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

know where the stimulus money is going to.

Why don't we put a(or add to the) gas tax on San Diego County.

She uses our system, the cuts may or may not affect her, but they will affect her fellow riders.

3 suggestions: -Dropping prices -Increase departures from popular routes -advertise price advantages

He wants us to go after money from the stimulus package.

MTS needs to reconsider its mission when making decision

She wants more info about our cuts. She doesn't have a car. Cutting service and raising fares does not make sense

He believes that the cuts are unnecessary and ridiculous. He is disabled.

Board members should take a cut in pay and perks. Cutting routes on weekends and 60-minute frequency will lose ridership. Since 2006 the transit system has become a nightmare. Some ppl don't have a choice

All the routes are raised and service is getting worse. Please take this into consideration.

He is a disabled rider. He thinks that if we raise rates it is going to hurt the economy. He shouldn't think that the riders should have to pay for the mistakes of MTS.

He is explaining again about how we are not getting enough money from the stimulus package

We have to keep the bus system going. This is becoming an emergency service. She would not be against rate increases, especially on the senior pass.

I am anxious to take your suggestion to "try transit once a week." But your system is broken. I live in Poway and work in Torrey Pines. And there is NO way to get to work using transit ("There is no service available at the time you entered. Change travel time for more service available."). There are A LOT of people in the Poway/Rancho Bernardo/Penasquitos area who work in this area. None of us have an alternative to driving, even though we pay taxes just like the people who live along the Coaster. I want to know why my tax dollars are being wasted on rail (Coaster, Trolley, Sprinter, all of which can only serve a limited population) while MTS can't afford a simple thing like running buses down SR56!? I've asked this before and you never answer. This time, if I don't get an answer I will try harder.

I appreciate the transit system for giving me the opportunity to have a ride to places I wouldn't have otherwise, but in a city as BIG as San Diego, Ca. is and with the NEED to find alternate forms of transportation because of the traffic and the fuel costs and the environment, etc... IMPLEMENTING THESE CUTS will be moving in the wrong direction, not the right one for the growth and progress of this city and state.

I've been riding the trolley for over two years, I'm not able to attend the meeting due to having to work everyday. To provide for my family. MTS cutting back is not helping anyone in San Diego. If you were to put this budget on the news. People would be outraged.

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

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

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

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

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

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

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

Orange Line

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

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

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

Works at a restaurant on Shelter Island area. Cutting the eastbound Orange Line at 10:15 p.m. would be detrimental to people who need to take it after work. The Orange Line is being gouged all the time but not the Green (SDSU) or Blue Line (the border).

Svcc

She does not want us to discontinue service

She wants to be told more information about the Coaster connection changes.

She believes that people will have to go back to their cars.

She carools with someone in Mira Mesa to Torrey Pines. If she can't meet her carpool partner because of a loss in service, she will have to drive.

Trolley

He understands that there's bad economic times but he'd rather raise fares than cut service, especially on the trolley. He's disabled, works in evenings, and would rather we raise rates instead of cutting service.

Increase fares, don't change the trolley or the 14. A lot of people use Route 14. Don't change the 18 either. No way people can get to where they have to go if it's cut.

Thinks that it's wrong to change the routes around. Shouldn't remove the 14 from Fashion Valley because a lot of disabled people use it to go to work. We shouldn't cut the trolley because people take it on Friday and Saturday nights to go out. Raise the fares, or leave everything how it is.

Received 3/11/09
238 Signatures

PROTEST FOR DISCONTINUATION OF ROUTE 27 ON THE WEEKENDS

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

NAME - NOMBRE

PHONE NUMBER - NUMERO de TEL.

1. Concithhs

858 416 0281

2. Scott Sabers

909-754-3037

3. Kim Plessen

4. Sara Jergold

858-272-6145

5. Angela Klance

(858) 412-5113

6. Robert Conovich

858 412 5113

7. Tom Liefgreen

858-652-2269

8. JoAnn Ross

(858) 483-7990

9. Nancy Lavin

858 488-1790

10. Samuel

~~858~~ 888-488-1720

11. George

858-488-1790

12. John

(858) 581-6334

13. Violet D'Alencity

(858) 273-8096

14. Mary Coleman

858 273-6969

15. G Gonzalez

16. FLORFORIS Ploma

858) 490-1040

17. Judy Stubbs

858 453 5650

18. Sharon Jensen

858-272-7225



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

Agenda

Item No. 30

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

OPS 970.2

March 12, 2009

SUBJECT:

MTS: LIGHT RAIL NETWORK SHORT- AND LONG-TERM OPERATING PLANS

RECOMMENDATION:

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

Budget Impact

None.

Executive Committee Recommendation

At its meeting on March 5, 2009, the Executive Committee recommended forwarding this item to the Board of Directors for review.

DISCUSSION:

The ability to expand low-floor access, accommodate the Mid-Coast LRT Project, and maintain a highly efficient and convenient light rail network requires changes to existing operations. As the next phase of low-floor accommodation progresses, reconfiguration of the existing operating lines would allow a more effective utilization of a mixed fleet of high- and low-floor cars, specifically the existing 90-foot cars that are incompatible with downtown Center City station block lengths.



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).



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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 12, 2009

SUBJECT:

MTS: BOOZ ALLEN HAMILTON CONSULTANT'S REPORT – LOW-FLOOR
CAPABILITY ASSESSMENT AND LRV RECOMMENDATIONS

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

The consulting firm of Booz Allen Hamilton (BAH) was contracted by the San Diego Association of Governments to evaluate light rail vehicle (LRV) procurement alternatives, integration, and compatibility with the MTS fleet and infrastructure improvements involved in achieving low-floor technology system wide. The review evaluated load factors, determined optimal car lengths, and compared costs associated with existing and newly designed LRVs. This exercise was designed to assist MTS in developing LRV procurement strategies and rehabilitation alternatives for an aging fleet as well as to identify station and wayside infrastructure improvements required to accommodate low-floor technology on older portions of the system.

EXISTING FLEET

MTS-Rail currently uses three series of Siemens-built LRVs:

1. 71 U-2 Models: All of these vehicles were purchased between 1980 and 1989, and many are rapidly approaching retirement age. Parts and component availability to support fleet maintenance of these older cars is a challenge, and



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





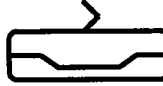
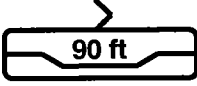
Paul C. Jablonski
Chief Executive Officer

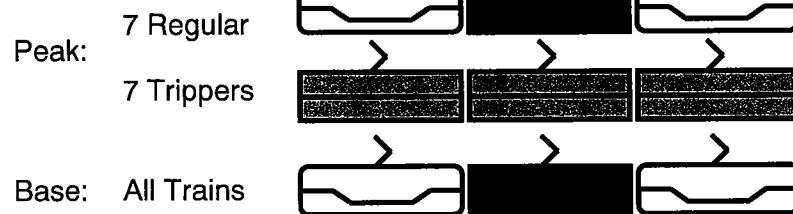
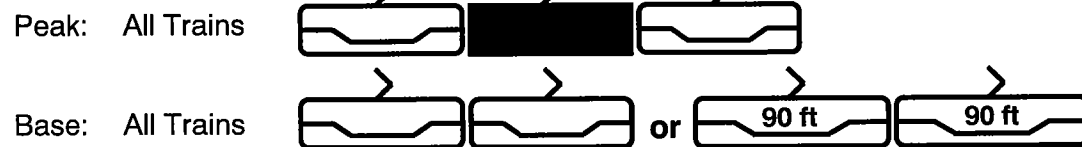
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Attachments: A. Option 1: Purchase 30 New Low-Floor LRVs
B. Option 2: Purchase 39 New Low-Floor LRVs
C. Option 3: Purchase 47 New Low-Floor LRVs
D. Option 4: Purchase 57 New Low-Floor LRVs
E. Executive Summary

OPTION 1: Purchase 30 New Low-Floor LRVs (Replaces 33 U2 LRVs)

<u>LRV Fleet (131 CARS):</u>				
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:



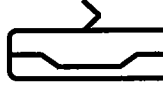
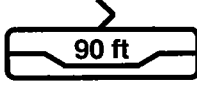
Blue Line – All weekday base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Peak Service ‘Tripper’ trains would be built with U2 model LRVs.

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:**

Peak: 7 Regular   

5/2 Trippers    or   

Base: All Trains   

ORANGE LINE:

Peak: All Trains   

Base: All Trains  

GREEN LINE:

Peak: All Trains   

Base: All Trains   or  

GAP TRAINS:

3 Sets:   

Purchase of 39 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance ratio for each car model. This operating assumption is based on eight-inch platform curbs at all LRT stations:




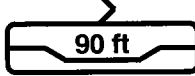
Blue Line – All base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Five Peak Service “Tripper” trains would be built with U2 model LRVs, two with SD-100 model LRVs.

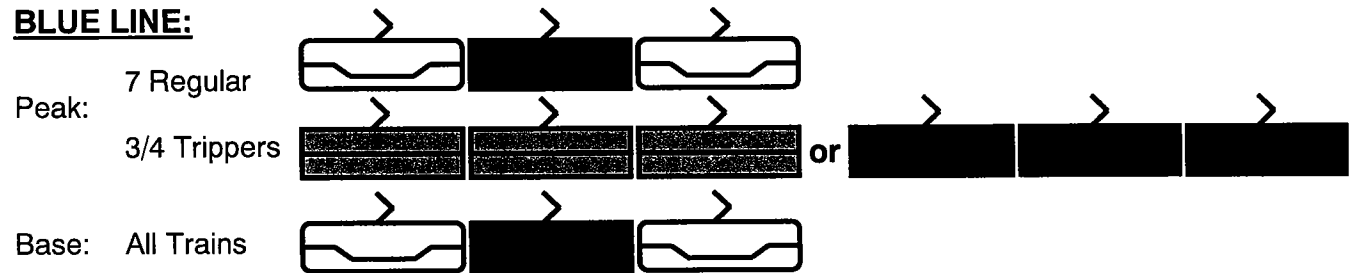
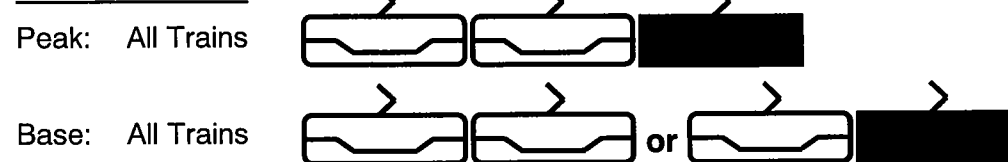
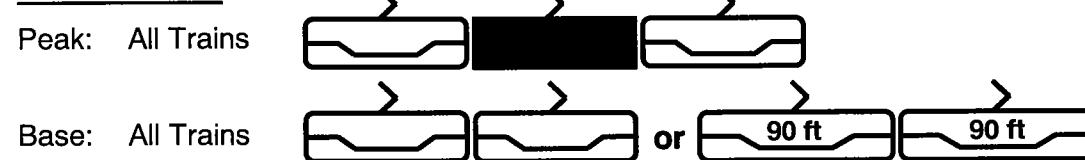
Orange Line – All base period and weekend trains would be a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car.

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. An SD-100 car would be inserted into the middle of the consist for peak periods or special events.

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

OPTION 3: Purchase 47 New Low-Floor LRVs (Replaces 50 U2 LRVs)

LRV Fleet (131 CARS):				
Car Model:	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Revenue:	18 cars	41 cars	39 cars	9 cars
Maintenance:	3 cars	11 cars	8 cars	2 cars
Fleet Size:	21 cars	52 cars	47 cars	11 cars

Weekday Train Service:**BLUE LINE:****ORANGE LINE:****GREEN LINE:****GAP TRAINS:**

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:




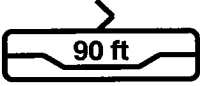
Blue Line – All base period and weekend trains would have an SD-100 car in the center with new low-floor cars at each end. Three Peak Service “Tripper” trains would be built with U2 model LRVs, four with SD-100 model LRVs.

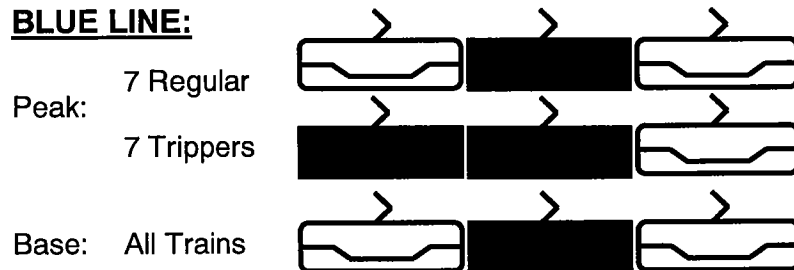
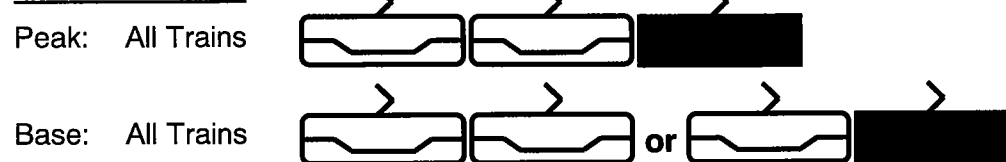
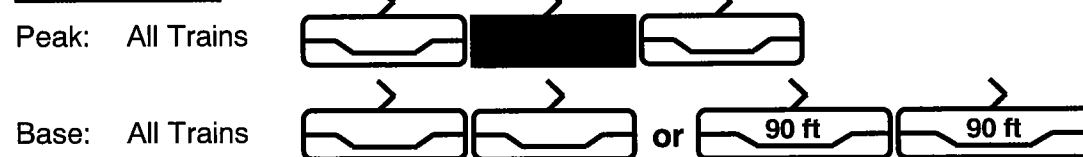
Orange Line – Up to five base period and weekend trains would be 100% low-floor consists, with remaining trains (of eight total trains) a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car. .

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:****ORANGE LINE:****GREEN LINE:****GAP TRAINS:**

Purchase of 57 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance ratio for each car model. This operating assumption is based on eight-inch platform curbs at all LRT stations:

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

Orange Line – Up to seven of the eight trains would be 100% low-floor, with remaining train(s) a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car.

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. To the extent a third car is necessary due to peak service levels or special events, an SD-100 car would be inserted into the middle of the consist.

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



EXECUTIVE SUMMARY

Purpose

The 'Low Floor Capability Assessment and LRV Recommendation' study by Booz Allen Hamilton (BAH), under the direction of Kimley-Horn and Associates, evaluated the rehabilitation and procurement options for modernization of the San Diego Trolley, Inc. (SDTI) Light Rail Vehicle (LRV) fleet. The study includes an analysis of procurement and integration of new Light Rail Vehicles into the MTS Trolley system as well as strategies for both rehabilitation and/or replacement of specific older Siemens U2 LRVs in the fleet.

Objectives

In order to evaluate the potential options for modernizing the SDTI fleet through procurement and/or rehabilitation, the following objectives were established:

- Improve boarding times through better access for patrons, in particular those with mobility impairments or using mobility aids
- Improve train capacity
- Improve reliability through reduction of average fleet age and rehabilitation of older U2 models
- Identification of a new LRV compatible with current MTS system and infrastructure
- Limiting the number of LRV models to be maintained
- Identify cost effective combinations for purchase of new LRVs, and/or rehabilitation of existing LRVs

Background

The current MTS fleet is comprised of 134 Siemens Transportation Systems LRVs composed of 123 high floor LRVs (71 U2s, 52 SD-100s) and 11 Low Floor LRVs (S70s). Vehicle data is listed in Table ES-1.

Table ES-1 – MTS Fleet					
No. / Type of LRVs	Date Received	Car Length	Floor Type	Mobility Access	Age (Years)
14 - U2	November, 1980	82	high floor	on-board lift	29
10 - U2	November, 1982	82	high floor	on-board lift	27
6 - U2	January, 1986	82	high floor	on-board lift	23
20 - U2	May, 1989	82	high floor	on-board lift	20
21 - U2	July, 1990	82	high floor	on-board lift	19
52 - SD100	October, 1993	82	high floor	on-board lift	16
11 - S70	July 2005	91	low floor	bridge plate	4

Peak hour revenue schedule requires up to 51 vehicles on the Blue Line and 29 on the Orange Line. Currently, up to 14 vehicles are required on the Green Line during peak hour, but MTS is projecting the need to expand to 3 car trains which will require up to 21 vehicles on the Green Line. In addition to the regularly scheduled service, three gap trains, 9 additional vehicles, are needed to fill in for any breakdowns or extended delays. Typical for light rail operators, MTS maintains 20% spares for



scheduled and nonscheduled maintenance and repair, making the minimum fleet size 132 vehicles. MTS also runs added trains for special event service to venues on the system, which can tax the available fleet.

With the current LRV fleet mix, MTS faces many challenges including:

- 1) Inability to interchange vehicle types to build trains (consists). The U2 vehicle is not compatible with the SD100 or S70, limiting flexibility to build and dispatch trains.
- 2) Increasing maintenance on the oldest U2 vehicles which have been in service now between 19 and 29 years. The U2s are well maintained, but the oldest cars require overhaul or replacement of the power, drive and control systems. Other components are also wearing out, and spare parts are out or going out of production.
- 3) City block lengths in downtown San Diego limit train length to three U2 or SD100 vehicles (~245'). Other stations in the MTS system accommodate for four U2 or SD100 vehicles.
- 4) The S70s LRVs are currently limited to the Green Line because the Blue and Orange line platforms do not accommodate compliant wheelchair boarding to the S70. In addition, the longer S70 would be limited to two car trains in downtown San Diego.
- 5) Mobility assisted lift boardings impact system-wide reliability, especially in cases of multiple lift boardings using the high floor vehicle mounted lifts on the U2s and SD-100s.

To improve service reliability and accessibility, MTS has established a system-wide objective of moving to low floor LRVs with an initial goal of operating at least one low floor car per train in all scheduled service.

Results and Recommendations

With the need for MTS to modernize its aging LRV fleet and improve reliability through reducing on-board lift operations, the study evaluated both the existing fleet and future procurement options over the next five to ten years. Various LRV consist configurations were considered, including the use of MTS' existing LRVs and new vehicle procurement. The analysis considered the impacts of operating trains longer than the current three car trains of approximately 245 feet, as well as feasibility, capacity and boarding time impacts.

New Vehicle Procurement

After evaluating current and future operations, physical constraints and reviewing the available vehicles on the market, the study recommends procurement of new Low Floor LRVs (LFLRVs) limited to approximately 82 feet in length with an ADA compliant extendable bridge plate for reasons listed below:

- Results in best fit with existing operations and current vehicle fleet
- Provides the best fit and flexibility for future system and LRV fleet expansion
- Meets the MTS goal for improved boarding times and ease of access
- Requires the least amount of station, wayside, yard and shop improvements
- Currently available from at least one vehicle builder (Siemens). MTS has an option in a procurement by the Utah Transit Authority (UTA) to order up to 110 Ultra-Short (81 feet and 5 inches) S70 LFLRVs, at an approximate cost (without escalation) of \$3.6 million per vehicle.

Other new vehicle configurations examined included long low and high floor vehicles, as well as extra long vehicles. Each was rejected because of a range of constraints in the existing system made these options cost prohibitive and operationally restrictive. The primary constraints are restricted downtown



station lengths, curved platforms, limits to platform height on shared freight track, and the configuration of existing yards and shops.

Fleet Evaluation

After considering accessibility, infrastructure constraints, train configurations, market availability of new LFLRVs and U2 rehabilitation alternatives, seven options for fleet modernization were developed and analyzed. The study, which provides for a consistent fleet size of 134 vehicles, resulted in three recommendations, Study Option 3, Study Option 3A and Study Option 4. Table ES-2 summarizes the seven studied options.

Table ES-2 – Summary of Operations Impact for Analysis Options					
#	Actions	Resulting LFLRV proportion	Resulting Fleet Composition	Net Cost, \$m	Comments
1	Replace 24 U2 Rehab 47 U2	26% low floor	47 - U2 52 -SD100 11 - S70 24 - NEW	\$116.8	Low Floor Service not provided on all trains.
2	Replace 30 U2 Rehab 41 U2 Replace S70s	31% low floor	41 - U2 52 -SD100 41 - NEW	\$157.9	Low Floor Service not provided on all trains.
*3	Replace 50 U2 Rehab 21 U2	46% low floor	21 - U2 52 -SD100 11 - S70 50 - NEW	\$204.9	Two U2 consists would be required during Peak Service.
*3A	Replace 60 U2 Rehab 11 U2	53% low floor	11 - U2 52 -SD100 11 - S70 60 - NEW	\$238.9	U2 used only for Gap Trains and Special Events
*4	Replace all U2 cars	61% low floor	52 -SD100 11 - S70 71 - NEW	\$276.1	Fleet makeup remains consistent at 3 vehicle types.
5	Replace all U2s and S70s	61% low floor	52 -SD100 82 - NEW	\$296.8	Would require sale of S70s at a loss.
6	Replace all existing cars	100% low floor	134 -NEW	\$460.0	Would require sale of serviceable S70s and SD100s.

* Recommended Alternatives

Basis of Cost Estimates

- All Costs are stated in 2008 dollars.
- Rehabilitation of the U2 fleet was estimated at \$0.5m per vehicle.



- The assumed cost of a new vehicle is \$3.6m, plus 8% for training, testing and commissioning (\$3.89m total).
- The resale market value of the S70 fleet is assumed to be \$2m per car.
- The resale market value of the SD100 is assumed to be \$750k.
- No residual value is assumed for the U2 fleet.
- No infrastructure costs are considered in this part of the analysis.

RECOMMENDED OPTIONS

Options 3A and 4 meet the minimum service requirement of one LFLRV in each peak hour train, including the projected expansion to 3 car trains on the Green Line. Option 3 meets the minimum service requirement of one LFLRV in each peak hour train in today's operating conditions. However, with the expansion to 3 vehicle trains on Green Line, Option 3 would require at least 2 trains in peak hour service without low floor capabilities. Option 4 has the advantage of reducing to three the number of vehicle types in the fleet providing for lower costs of fleet maintenance and reduced parts inventories.

Four options are not recommended because they do not meet MTS' objectives and are as follows:

- Study Options 1 & 2 do not provide a sufficient number of low floor vehicles to assure low floor service on every peak train.
- Study Option 5 would include selling the 11 S70 LFLRVs bought for Mission Valley East. This option is not recommended because of cost, and it would result in the sale at a loss of the new S70 LF cars.
- Study Option 6 replaces the entire fleet. This option is not recommended because of cost, and it includes the sale of serviceable SD 100s and S70s.

RECOMMENDATION HIGHLIGHTS

Study Option 3A First Ranked Option – Lowest cost for full low floor peak service

1. Retire the 60 oldest or poorest condition U2s
2. Procure 60, 82-foot LFLRVs. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.
3. Perform selective systems overhaul on the remaining 11 U2s and use these vehicles for special event and gap service.

Benefits

- 53% of the fleet would be LFLRVs, which would assure regular and peak service trains have at least one low floor vehicle with a 20% spare ratio (22 additional vehicles). Gap and special event trains may be U2 only trains, without low floor boarding.
- Fleet age is reduced.
- Modernizes the remaining U2 fleet with new maintainable systems and parts.

Concerns

- Modernized U2s would still not be capable of coupling with the other vehicles in the fleet limiting its use.
- The fleet would include four different vehicle types to operate and maintain
- If UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.



Study Option 4 Second Ranked Option – Preferred fleet composition for full low floor peak service

1. Retires all U2s
2. Procures 71, 82' LFLRVS. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.

Benefits

- Completely interchangeable fleet
- Keeps the vehicle types in the fleet to three, reducing maintenance costs and parts inventory
- 61% of the fleet would be low floor and would assure all trains have at least one low floor vehicle.
- Fleet age is greatly reduced

Concerns

- Higher cost than Option 3A with no operational benefit
- If the UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.

Study Option 3 Third Ranked Option – Minimum fleet composition for full low floor regular non-peak service

1. Retire the 50 oldest or poorest condition U2s
2. Procure 50, 82-foot LFLRVS. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.
3. Perform selective systems overhaul on the remaining 21 U2s.

Benefits

- 46% of the fleet would be LFLRVs, which would assure regular and peak service trains in the current operating conditions have at least one low floor vehicle with an 18% spare ratio (19 additional vehicles). Gap and special event trains may be U2 only trains, without low floor boarding.
- Fleet age is reduced.
- Modernizes the remaining U2 fleet with new maintainable systems and parts

Concerns

- With the projected expansion to 3 vehicle trains on the Green Line, up to 2 U2 consists would be required during Peak Service on the Blue Line, without low floor boarding.
- Modernized U2s would still not be capable of coupling with the other vehicles in the fleet limiting its use.
- The fleet would include four different vehicle types to operate and maintain
- If UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.



Metropolitan Transit System

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Agenda

Item No. 32

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

OPS 960.6

March 12, 2009

SUBJECT:

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

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute a sole-source contract, MTS Doc. No. B0517.0-19 (in substantially the same format as Attachment A), for a three-year base period with two 1-year options with The ARC of San Diego (ARC) for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses.

Budget Impact

The total amount would not exceed \$1,105,169. The MTS Bus Maintenance operating budget funds this project annually. MTS receives federal funds for preventative maintenance in the form of a grant, which is budgeted with 80% federal funds and 20% local funds of the total amount. The funds for this contract would be divided as follows: \$884,135 federal and \$221,034 local.

DISCUSSION:

Background

ARC is a not-for-profit organization providing services for the mentally disabled to promote personal, social, and economic independence. In 2005, the MTS Board of Directors awarded a one-year contract to ARC to deep clean SDTC buses on a trial

basis. At that time, staff worked in conjunction with the International Brotherhood of Electrical Workers (IBEW) 465 union and signed an agreement to allow ARC members to perform this work. This agreement made ARC workers honorary union members, which allowed them to perform this work without participating in the collective bargaining process. The initial trial period was deemed successful by staff as ARC demonstrated that its personnel could provide the level of performance required. A subsequent two-year contract was awarded, and ARC has continued to provide a consistently high level of performance.

Conclusion

MTS Policy No. 52 governing procurement of services requires a competitive bid process for procurements exceeding \$100,000. In the event that the circumstances dictate other than the competitive bid process, a written statement by staff setting forth the reasons for not pursuing all or part of any of the processes is required. The Collective Bargaining Agreements (CBA) for the IBEW prohibits nonunion employers from performing the work outlined in the attached contract. Therefore, the only way to contract this work is to negotiate union membership with IBEW. Therefore, this qualifies as a sole-source contract.

If this work was performed in-house, the average hourly union wage would be \$18.31. The average hourly rate for an ARC employee is \$10.24. Therefore, staff estimates an annual savings of \$148,176 by contracting the work out.

Staff is very satisfied with ARC's performance, and the costs have remained fair and reasonable; therefore, staff is recommending approval of a sole-source contract for the deep cleaning of the interior of the MTS buses. In addition, the socioeconomic benefits of a contract with ARC provide a win-win situation for both MTS and ARC.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Claire Spielberg, (619) 238-0100, Ext. 400, claire.spielberg@sdmts.com

MAR12-09.32.ARC BUS CLEANING.MLAWRENCE.doc

Attachment: A. MTS Doc. No. B0517.0-09

STANDARD SERVICES AGREEMENT

MTS Doc. No. B0517.0-09
 CONTRACT NUMBER
 OPS 960.6
 FILE NUMBER(S)

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

Name: The ARC of San Diego

Address: 9575 Aero Drive

Form of Business: Not for Profit Corporation
 (corporation, partnership, sole proprietor, etc.)

San Diego, CA 92123

Telephone: 858-715-3780, Ext. 114

Authorized person to sign contracts: Anthony De Salis
 Name

C.O.O and General Counsel
 Title

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

SCOPE OF WORK

General

This contract between The ARC of San Diego (ARC) and San Diego Transit Corporation (SDTC) is for the interior cleaning of SDTC buses as described below. This contract shall commence on April 1, 2009, and continue for a three-year base period with two 1-year options. Options may be exercised at the sole discretion of SDTC.

Tasks

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

The tasks include:

- Thorough washing and cleaning of the vehicle ceilings, sidewalls, stanchions, handrails, windows (including tracks), passenger seats, and floors;
- Detailed cleaning of the driver area, including the driver seat and seatbelts;
- Detailed cleaning of the rear section of the bus (from the rear door back);
- Removal of all gum from the interior, especially the floors, walls, and seats;
- Removal of all graffiti from the walls and seats; and
- Other cleaning-related duties as assigned and approved by ARC.

Required Manpower

Four (4) teams consisting of three (3) ARC Consumers and one (1) Job Coach will perform this work. All Consumers and Job Coaches must be at least 18 years of age. No Consumers will be assigned to this project if there has been a known incident of violent or aggressive behavior. Each team will have a full-time Job Coach for supervision. SDTC retains the right to remove any ARC Consumer or Job Coach from MTS's property and will retain the right to have an employee barred from working on this project. There will be two teams for each division working a 6½-hour day of which 6 will be paid for Consumers and 6½ for the Job Coaches. Each team will begin work at 8:30 a.m. and end work at 3:00 p.m. A half-hour lunch period and two 10-minute breaks (one during the morning and one during the afternoon) will be provided. Consumers will not be compensated for lunch. Job Coaches shall be compensated for lunch. There shall be two teams at the IAD and two teams at the KMD.

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

If the quality of work becomes unsatisfactory or the productivity should drop below the 3-bus per day, per division minimum, SDTC shall notify ARC in writing that the performance is inadequate. This notice shall describe the problem and shall specify a time frame for correction.

Compensation

SDTC shall pay ARC a lump sum per month as reimbursement for all costs incurred in the performance of the contract, including all wages, fees, and overhead. ARC shall compensate each Consumer at an hourly rate per hour (prevailing wage subject to adjustment). Job Coaches will not be compensated by SDTC except for the incentive program of which SDTC will pay an additional \$2.34 (fully loaded amount) per hour to supplement the wages already paid by ARC. This will add \$330.82 monthly per Job Coach or \$661.64 monthly per division. Consumers wage will be paid based upon six hours per day, five days per week. The Job Coach supplemental compensation shall be based upon 6½-hours per day, five days per week. The hourly compensation SDTC pays ARC for Consumers and the Job Coach supplemental wage includes all benefits, payroll taxes and services, workers compensation, liability insurance, and all overhead costs.

From April 1, 2009, to March 31, 2010, SDTC shall pay ARC \$15,684.45 per month for both divisions. This amount does not include union dues paid directly to IBEW by MTS and nonmonetary incentives. The monthly amount for year 2 of the contract shall be escalated by 2%, year 3 by 3%, and years 4 and 5 by 2% each.

SDTC shall compensate ARC for the observed holidays of New Years Day, Presidents Day, Martin Luther King Jr. Day or Cesar Chavez Day (one or the other), Independence Day, Labor Day, Memorial Day, Thanksgiving, and Christmas (to be consistent with MTS maintenance employees working on the property).

The first-year amount of this contract (not including union dues paid directly to IBEW by MTS or nonmonetary incentives) shall not exceed \$188,213.46 without approval by SDTC.

An incentive program for the Job Coaches and Consumers is a part of this agreement and is described below.

Incentive Program

This contract includes an incentive program. This program provides an opportunity for additional nonmonetary compensation for the Job Coaches and Consumers. The incentives will be goal-oriented and based upon productivity and quality of work. The Job Coaches and the Consumers will be eligible for nonmonetary compensations such as lunches, tickets, etc.

Applicability

The program applies to all buses cleaned per month, which is above the minimum of 60 buses per month (15 buses per week [3 per day] per division). It also will only apply when Consumers and Job Coaches have met their minimum work requirements for the entire month; i.e., dressing appropriately, showing up on time, working their complete shift, etc. Excused absences for illness, etc. are excluded.

Process

After each bus is cleaned it will be inspected and scored according to the inspection sheet. It will be the Job Coaches' responsibility to inform the Foremen that a bus is ready for inspection and to ensure the form is complete and signed. The buses will be scored on a pass or fail basis. If it does not pass, the deficiencies will be noted and will be required to be corrected. The total number of buses above the minimum of 60 buses per month (15 buses per week per division) will be used to determine the bonus compensation. A weekly progress report will be given to ARC to show the number of buses subject to the bonus that have been cleaned for the week and for the month. This will provide an opportunity to clean more buses to increase the bonus. The total number of buses cleaned for the month will equate to bonus compensation as described below. In addition to the monthly bonus, a weekly bonus of coffee and donuts (or equivalent) shall be provided if any bonus buses are attained during any given week.

Compensation

Each team of Consumers (including the Job Coach) shall be compensated based upon the number of buses cleaned for the month (above the minimum) as reflected below. The compensation shall be determined solely at the discretion of MTS.

Number of Buses

1 to 2 additional buses per week
3 to 4 additional buses per month
5 to 6 additional buses per month
7 to 9 additional buses per month
10 or more additional buses per month

Bonus Compensation

Coffee and donuts (or equivalent)
Lunch (or equivalent)
Dinner or movie tickets (or equivalent)
Attraction tickets; i.e., Zoo or equivalent
Padres, Chargers, or SeaWorld Tickets (or equiv.)

Union Dues

SDTC will pay \$46.17 per Consumer directly to the Union every month for union dues. This amount is subject to change according to adjustments to the International Brotherhood of Electrical Workers (IBEW) Local 465 Collective Bargaining Agreement with SDTC.

Payment Terms

Payment terms shall be net 30 days from invoice approval.

SDTC's Standard Operating Procedures for Contractor's Safety and Health Requirements (SAF016-03) is a part of this agreement and must be executed prior to commencement of work.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$1,105,169	31253615 and 32253615	FY 2009

By: _____
Chief Financial Officer

_____ Date

(___ total pages, each bearing contract number)

MAR12-09.32.AttA.ARC BUS CLEAN
B0517.0-19.MLAWRENCE.doc



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Agenda

Item No. 45

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

OPS 970.11
(PC 50102)

March 12, 2009

SUBJECT:

MTS: 2008 YEAR-END SECURITY REPORT

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Statistics related to security incidents concerning the transit system are compiled by staff based on reports generated by security personnel and Code Compliance inspectors. This information is augmented by reports from local police authorities and is then compiled, summarized, and submitted to the Board of Directors on a midyear and year-end basis. The final 2008 year-end report covers the period from January 1, 2008, through December 31, 2008.

SWARM ENFORCEMENT

In order to maximize available resources in ways that afford the department the most visibility to the riding public, a "Swarm" detail was created. Operationally, Swarm is a rolling special enforcement unit with a specific purpose to enforce ordinances, monitor quality-of-life issues on trains and in stations, observe and report crimes (such as graffiti



and vandalism), respond to patrons' complaints, and gather intelligence information relative to gang activity, potential problems, or any other conditions noted that may adversely affect safe and secure operations throughout the system.

During the daily details in 2008, 350,575 patrons were contacted by Swarm units. There were a total of 2,964 patrons in violation of MTS ordinances. Citations (2,263), verbal warnings (239), and written warnings (422) were issued. Of the citations written, 1,933 were for fare evasion. Including fare-evasion citations, written warnings, and verbal warnings, a .74% fare-evasion rate was witnessed by this unit during the calendar year.

C STREET PROBLEM-ORIENTED POLICING (POP) PROJECT

The C Street POP Project brings together a select number of transit enforcement officers and San Diego Police officers who devote special attention to the trains and stations along the C Street business corridor. The project is closely monitored by the San Diego City Attorney's Office, which prosecutes offenders and issues stay-away orders to chronic violators, and it was designed to address chronic offenders and quality-of-life issues in the area.

DEPARTMENT OF HOMELAND SECURITY GRANT FUNDS

Department of Homeland Security Transportation Grant Program

- FY 2005: In concert with the U.S. Department of Homeland Security, project funds totaling \$1.3 million were used for improving security of the Newton Street train yards. At the end of 2007, MTS applied for and was granted an extension to complete the physical security enhancements. The project has been completed, and a preliminary audit by the State of California Office of Homeland Security was conducted. With the closing of this grant, improvements to the yards included security fencing, closed-circuit television (CCTV), spike strips to prevent unauthorized vehicles from entering the train yard, and access control in the C Building.
- FY 2006: In November 2006, the Governor's Office of Homeland Security received approval from the U.S. Department of Homeland Security for funding under the FY 06 Infrastructure Protection Program. Consequently, MTS was awarded \$563,000 for the rail division, and \$682,500 for the bus division. For rail, the projects will include enhanced security at four stations - America Plaza, Imperial Transfer Station, Old Town Transit Center, and San Diego State University. Bus projects will include additional security at two of the critical bus yards—Imperial Avenue Division and Kearny Mesa Division. MTS will contribute 25% in additional funds toward each award. Due to the magnitude of projects within this grant, an extension of the December 31, 2008, deadline was requested. A tentative extension of one year has been granted, and MTS is awaiting a formal extension letter due in early 2009.
- FY 2007: In May 2007, the Governor's Office of Homeland Security received approval from the U.S. Department of Homeland Security for funding under the FY 07 Transit Security Grant Program. A total of \$55,071 was awarded to MTS with a requirement that the funds be used for security training relating to terrorists

attacks against rail and bus. The time period for this grant extends to June 30, 2010. It is our intention to use all of the funds awarded.

- FY 2007: Under a separate grant application, MTS requested \$1,285,000 (with matching funds from MTS of \$400,000) in order to expand and enhance an existing program of installing onboard CCTVs. This will be a multiphase project that will ultimately allow MTS to remotely view all CCTV systems at stations and onboard LRVs and busses from the MTS Operations Control Center (OCC). The funds will be used to retrofit 44 existing onboard CCTV busses with wireless remote viewing capability and install CCTV and wireless remote access on 60 LRVs. At the close of 2008, the bus project was completed. For the LRV project, a contract has been awarded to a consulting firm to analyze and issue a final report recommending both the latest technology for this endeavor and a company who can best meet the needs of MTS. A previous company employed for the project is now out of business. A project management team is in place to keep the project focused, and completion is expected in June 2010.
- FY 2008: In 2008, MTS applied for an additional \$1,500,000 to continue the onboard CCTV program. The request was granted; however, MTS has not yet received the Grant Award Notification (GAN) letter. This project is Phase II of a multiphased program to ultimately attain the dual capability of remote surveillance of all stations and onboard vehicles from the MTS OCC. It will consist of installing cameras in 74 LRVs and 56 buses in concert with real-time video feeds to responding law enforcement agencies. The performance time period for this grant has not yet been announced by the Department of Homeland Security.
- FY 2009: In late 2008, MTS was invited to apply for additional grants within the Transportation Security Grant Program (TSGP). MTS is currently in the planning phase for this grant.

CALIFORNIA TRANSPORTATION SECURITY GRANT PROGRAM FY 2007-2008

Proposition 1B funds in the amount of \$2.7 million have been awarded to MTS for the purpose of security improvements to the system. The funds are a result of bonds approved by California voters to be used for public transportation enhancements, including security. This grant expires in March 2011, and the monies will be used to equip ten trolley stations with CCTV and complete the installation of onboard CCTV on the bus fleet.

TRAINING

Training is a dynamic process in the MTS Security Department with ongoing classes, seminars, guest speakers, written directives, and other coaching media. During this reporting period, the following training presentations were completed:

- Land Transportation Antiterrorism Training Program – Department of Homeland Security
- Scenario Training – In house; topics covered were friendly enforcement, contact and cover, and handling confrontational situations

On a continuing basis, pertinent information received from law enforcement and Homeland Security agencies is circulated to all enforcement personnel to keep them informed of current or developing situations that may affect MTS operations.

SDTC

In August, a Code Compliance Supervisor was assigned as the security liaison for the San Diego Transit Corporation as front line security for any issues that need to be addressed—both internally and contractually. The CCI Supervisor interacts with staff and attends meetings with management. Officers at the main gate are now equipped with handheld radios for better communication for any emergency. Report processing has been more fluent, and staff has been very receptive to this presence.

PASSENGER INSPECTIONS

During calendar year 2008, inspections were:

Rail	9,675,566 – 26.84% of ridership
Bus	29,657,073 – 100% of ridership

2008 FARE EVASION RATE: 1.66% - SPECIAL ENFORCEMENT UNIT (SEU)

In addition to regular inspections, MTS conducts Special Enforcement Unit sweeps (SEUs). During calendar year 2008, inspectors and officers contacted 151,207 passengers during 28 scheduled sweeps. Of the passengers inspected, 2,514 passengers did not comply with the published fare structure. Annual statistics from these special fare evasion inspections indicate an average fare evasion rate of only 1.66%.

Of the 2,514 who were not in fare compliance, 2,136 were issued citations and 378 were required to purchase an upgraded fare in order to meet compliance requirements. A total of \$759.75 in revenue was collected from patrons who were required to purchase or upgrade fares when found in noncompliance.

In addition to fare compliance, officers made arrests for quality-of-life violations, such as smoking, possession of alcohol, and illegal substances.

MULTIAGENCY AND SPECIAL ENFORCEMENT OPERATIONS

Illegal transient camps along the MTS rail rights-of-way and other MTS property cause unsafe conditions, potential theft activity, and hazards for trains operating in the areas of these camps. Working with San Diego County Park rangers, federal wildlife agents, a wildlife biologist (from Eckbo, Dean, Austin, and Williams) who provides consulting services to the local and federal governments, San Diego County Sheriff's Department, and law enforcement agencies during the reporting period, sweeps were conducted to remove illegal camps. Contact information for the SDPD Homeless Outreach Team and for local shelters was provided to transients. Illegal weapons were confiscated from the camps and turned over to police. Citations were issued for trespassing, illegal lodging, and possession of hypodermic needles. New fencing and "No Trespassing" signs are

planned for prominent locations. Periodic patrol of these areas continues on an as-needed basis.

Transit enforcement continues to meet with the Border Transportation Council on a monthly basis to discuss and resolve border issues. Other agencies participating include the San Diego Association of Governments (SANDAG), San Diego City Attorney's Office, Customs and Border Protection, Public Utilities Commission, San Diego Police Department, Immigration, and California Highway Patrol. U.S. Customs discussed the new computer system in the inspection booths. The SENTRI pedestrian program (expedited customs and border protections processing for preapproved, low-risk travelers) has also begun at the border. SANDAG discussed the construction at the port of entry. Measureable results for this reporting period include putting four illegal transportation companies out of business. Stronger enforcement was implemented at the bus depot on Rail Court during this reporting period.

MTS staff also regularly attends the South Bay Detectives and Binational Public Safety meetings. Many of the same agencies participate to share information and discuss and resolve crimes and issues related specifically to the South Bay and Tijuana, respectively.

SMART Bus Drill - MTS invited La Mesa Police's Special Response Team (SRT) personnel to conduct training at MTS involving critical incidents relative to the new "Smart Bus." The training scenarios consisted of two incidents, both of which involved an armed gunman who took over a bus filled with about 40 hostages.

In early December, the Transit System Security Department conducted a "Table Top" in accordance with the protocol set by the Federal Transit Administration (FTA) and the grant process.

Later in December, two mock training scenarios were conducted with an MTS "Smart Bus." Participants included MTS management and personnel, TSA officials, SDPD ABLE helicopter, DOT officials, and officials from the "Smart Bus" contractor MagTech.

The La Mesa Police SRT team, along with MTS Bus staff, decided that the drill, the location of the radio dispatcher, and the bus radio personnel would remain remote at their location. The committee agreed that the use of a K9 unit would give some realism to the drill and that the onboard CCTV would be an added benefit in reviewing how well the drill was administered.

The Command Post was established in the parking lot of the Spring Street Trolley Station. The plan was to have the bus leave the Command Post to randomly drive through the city. Officers were then to attempt to track down the bus, follow it, conduct a hot stop (once the remote deactivation system disabled the bus), and then have SRT personnel assault the bus to resolve the incident.

SRT officers decided on their own to exit their vehicle, run up behind the moving bus, and manually disable the bus by lifting the rear panel and turning off the main switch. This immediately disabled the bus and allowed SRT officers to assault the bus. Two light and sound diversionary devices were used during the assault. The suspect was taken into custody quickly, without incident.

After the mock training missions, MTS personnel conducted additional training to SRT officers regarding how to manually deactivate the bus in several locations and how to deactivate the doors in order to manually open them from the outside. Bus supervisors gave insight on how some of the issues would help them during a real-time situation.

LMPD Sergeant V. Brown stated: *"The mock missions and training were an outstanding opportunity for La Mesa SRT to practice the training received and to deploy those tactics in a real-time scenario. The opportunity to train with MTS personnel and to conduct these mock scenarios was invaluable and has enhanced our team's efforts to be able to safely resolve a critical incident occurring on a bus."*

CLOSED-CIRCUIT TELEVISION (CCTV)

CCTV is a proven crime deterrent as well as a positive forensic tool in solving crimes and assisting law enforcement agencies. CCTV is presently functioning at 17 stations including:

1. Old Town Transit Center (12 cameras)
2. Euclid Avenue Station (8 cameras)
3. Fashion Valley Transit Center (8 cameras)
4. Qualcomm Stadium Station (16 cameras)
5. 47th Street Station (5 cameras)
6. El Cajon Transit Center (2 cameras)
7. San Diego State University Station (27 cameras)
8. Alvarado Medical Center Station (5 cameras)
9. 5th & C Street Station (8 cameras)
10. Bayfront/E Street Station (10 cameras)
11. H Street Station (10 cameras)
12. Palomar Street Station (8 cameras)
13. San Ysidro Intermodal Station (19 cameras)
14. Spring Street Station (6 cameras)
15. Amaya Street Station (8 cameras)
16. Imperial Transit Center/parking/building (31 cameras)
17. City College/Smart Corner (6 cameras)

Most stations have a combination of fixed and pan-tilt-zoom (PTZ) cameras. The PTZ cameras have the capability of rotating to capture a wide-area view and can zoom/tilt to capture view-specific views. Fixed cameras are aimed at specific targets, such as platforms and heavily populated patron areas. All cameras record to a digital video recorder (DVR) and have the capability of retaining 15 days of recorded history. The Euclid Avenue Station has a 30-day recording capacity. All CCTV systems are viewed on monitors in the Operations Control Center that is staffed with security personnel during train-operating hours. San Diego State University is monitored on 24/7 basis at the on-campus security station.

During this reporting period, work has begun on installing CCTV at the Park & Market Station and America Plaza. Preliminary plans for the Civic Center Station are also in the works. The entire CCTV system is widely used by MTS Transit Enforcement Inspectors and various law enforcement agencies for evidentiary purposes. Many have resulted in court convictions and, while not quantifiable directly, the system is a value-added crime deterrent security measure.

CANINE TEAMS

The canine teams remain active responding to calls of suspicious packages, bags, and suitcases left throughout the MTS system and on non-MTS property assisting law enforcement. They were also called to respond to bomb threats as well as to assist

San Diego Police in explosives detection. The teams have been very successful in maintaining the safety of the system and the surrounding areas.

Officers trained in transit centers, old department stores, warehouses, and on commuter buses in the East County bus yard and on regular buses at the Imperial Avenue and Kearny Mesa Divisions.

The teams attended a refresher course entitled Explosives Handling Safety Course, presented by the TSA. After this training, the teams went to the Sheriff's Bomb and Arson Range and received instruction on explosives and Improvised Explosive Device (IED) recognition.

One team worked a detail at the San Onofre Power Plant, in conjunction with California Highway Patrol and U.S. Customs, randomly checking vehicles entering the facility.

COMMUNITY OUTREACH

Operation Lifesaver presentations continue in conjunction with the MTS Marketing Department. These presentations are paramount in educating the public of the importance of rail safety but also for training police departments. Our K9 representative participated at the Operation Lifesaver booths at both the American Public Transportation Association (APTA) and International Association of Chiefs of Police (IACP) Expos, which were held this fall at the San Diego Convention Center.

The team also made an Operation Lifesaver presentation at Daniel Boone Elementary in National City. There were over 80 second and third graders in attendance, and the "Don't be that Kid" video was shown.

At Kimball Elementary School in National City, another Operation Lifesaver presentation was made to approximately 50 first graders, and 25 parents and family members were in attendance.

One of the K9 units worked the "National Night Out" and "Crime Prevention Day" at the Robert Eggar Sr. South Bay Community Park sponsored by the San Diego Police. In attendance were some 200 families with their children, SWAT, Border Patrol, Retired Senior Volunteer Patrol (RSVP), San Diego Sheriff's Crime Prevention Unit, U. S. Army recruiters, and San Diego Fire and Paramedics.

Staff attended meetings at the San Ysidro Community Center to discuss chronic criminal activity around the port of entry and San Ysidro's centennial celebration. Agencies in attendance were SDPD, US Customs, US Border Patrol, SANDAG, and the San Ysidro Chamber of Commerce. Our officer provided MTS's fare structure information.

MTS personnel attended Safe Passage Meetings each month at a number of local middle and high schools. The purpose of these meetings is to create safe passage for students as they travel to and from school. Over ten agencies are represented at these meetings, and specific MTS bus stops and transit centers have been the focus.

INCIDENTS

San Diego Trolley, Inc.

- In 2008, San Diego Trolley experienced 2,562 Part II arrests and 228 Part I Incidents.
- In 2007, San Diego Trolley experienced 1,800 Part II arrests and 178 Part I incidents.

San Diego Transit Corporation

- In 2008, San Diego Transit Corporation experienced 210 Part II arrests and 35 Part I incidents.
- In 2007, there were 121 Part II arrests and 16 Part I incidents.

Contract Services

- In 2008, MTS Contract Services experienced 86 Part II arrests and 10 Part I incidents.
- In 2007, there were 39 Part II arrests and 2 Part I incidents.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Bill Burke, 619.595.4947, Bill.Burke@sdmts.com

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Attachments:	A. Board FTA 405 Reports (January - December 2008 SDTI)	} Board Only Due to volume
	B. Board FTA 405 Reports (January - December 2007 SDTI)	
	C. Board FTA 405 Reports (January - December 2008 SDTC)	
	D. Board FTA 405 Reports (January - December 2007 SDTC)	
	E. Statistics by City	

BOARD 405 REPORT☐ Form not applicableNTD ID ☐☐ Form 005 IncludedRequired from transit agencies serving UZAs
of 200,000 or more population.Mode ☐Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
Location SDTI			
Part I Offenses (Reports)			
Violent Crime	Inc Inv	Arrests	
Homicide	1	1	
			Patrons 0 1 0
			Employees 0 0 0
			Others 0 0 0
Forcible rape	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Robbery	59	27	
			Patrons 22 38 1
			Employees 0 0 0
			Others 0 0 0
Aggravated assault	16	7	
			Patrons 3 8 0
			Employees 0 0 1
			Others 2 4 2
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	124	11	
			Patrons 11 26 45
			Employees 0 0 1
			Others 0 18 23
Motor vehicle theft	28	1	
			Patrons 0 0 26
			Employees 0 0 0
			Others 0 0 2
Arson	0	0	
			0 0 0
Part II Offenses (Arrests)			
Other assaults	162	93	
Vandalism	434	77	
Sex offenses	25	11	
Drug abuse violations	374	390	
Driving under the influence	12	12	
Drunkenness	281	269	
Disorderly conduct	1,011	934	
Trespassing	698	553	
Fare evasion	21,183	19,597	
Curfew & loitering laws	242	223	
			15,512 4,082 3
			24 183 16
Total Transit Property Damage			
		\$ 122,558.02	

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

02/11/2009

07:38:22AM

01/01/2008 To 12/31/2008

☐ Form not applicableNTD ID ☐☐ Form 005 Included**BOARD 405 REPORT**

Required from transit agencies serving UZAs of 200,000 or more population.

Mode ☐Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items			In Vehicle	In Station	Other Transit Prop.
Location SDTI					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	1	0	Patrons 0	0	1
			Employees 0	0	0
			Others 0	0	0
Forcible rape	0	0	Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Robbery	41	15	Patrons 14	24	4
			Employees 0	0	0
			Others 0	1	0
Aggravated assault	25	9	Patrons 7	9	2
			Employees 1	0	0
			Others 4	7	1
Property Crime	Inc Inv	Arrests			
Burglary	1	0		0	1
Larceny/theft	88	6	Patrons 4	14	28
			Employees 0	0	1
			Others 0	13	29
Motor vehicle theft	22	0	Patrons 0	2	20
			Employees 0	0	0
			Others 0	0	0
Arson	0	0		0	0
Part II Offenses (Arrests)					
	Inc Inv	Arrests			
Other assaults	94	64	17	45	2
Vandalism	370	120	25	73	22
Sex offenses	14	9	2	3	4
Drug abuse violations	319	308	23	248	37
Driving under the influence	4	4	0	0	4
Drunkenness	236	234	50	166	18
Disorderly conduct	795	725	188	513	24
Trespassing	258	224	0	22	202
Fare evasion	20,450	17,532	12,970	4,560	2
Curfew & loitering laws	119	112	4	95	13
Total Transit Property Damage			\$ 143,294.04		

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

02/11/2009

07:38:39AM

01/01/2007 To 12/31/2007

BOARD 405 REPORTRequired from transit agencies serving UZAs
of 200,000 or more population.☐ Form not applicableNTD ID ☐☐ Form 005 IncludedMode ☐Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
Location SDTC			
Part I Offenses (Reports)			
Violent Crime	Inc Inv	Arrests	
Homicide	1	0	
			Patrons 0 1 0
			Employees 0 0 0
			Others 0 0 0
Forcible rape	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Robbery	11	3	
			Patrons 2 7 0
			Employees 0 1 0
			Others 0 1 0
Aggravated assault	12	9	
			Patrons 2 7 0
			Employees 2 0 0
			Others 2 3 0
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	11	0	
			Patrons 6 3 0
			Employees 0 0 1
			Others 1 0 0
Motor vehicle theft	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Arson	0	0	
			0 0 0
Part II Offenses (Arrests)	Inc Inv	Arrests	
Other assaults	59	5	
Vandalism	68	8	
Sex offenses	7	0	
Drug abuse violations	33	31	
Driving under the influence	3	3	
Drunkenness	50	49	
Disorderly conduct	198	89	
Trespassing	3	2	
Fare evasion	49	32	
Curfew & loitering laws	33	23	
			2 3 0
			5 3 0
			0 0 0
			0 22 9
			0 2 1
			19 28 2
			6 78 5
			0 1 1
			3 29 0
			0 17 6
Total Transit Property Damage			
		\$ 2,219.75	

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

02/11/2009

07:38:22AM

01/01/2008 To 12/31/2008

BOARD 405 REPORTRequired from transit agencies serving UZAs
of 200,000 or more population.☐ Form not applicableNTD ID ☐☐ Form 005 IncludedMode ☐Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
Location SDTC			
Part I Offenses (Reports)			
Violent Crime	Inc Inv	Arrests	
Homicide	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Forcible rape	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Robbery	3	0	
			Patrons 1 3 0
			Employees 0 0 0
			Others 0 0 0
Aggravated assault	10	4	
			Patrons 1 7 0
			Employees 2 0 0
			Others 3 2 0
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	3	1	
			Patrons 2 0 0
			Employees 0 0 0
			Others 0 1 0
Motor vehicle theft	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Arson	0	0	
			0 0 0
Part II Offenses (Arrests)			
Other assaults	25	4	
Vandalism	20	8	
Sex offenses	3	0	
Drug abuse violations	33	32	
Driving under the influence	0	0	
Drunkenness	33	32	
Disorderly conduct	74	39	
Trespassing	0	0	
Fare evasion	12	5	
Curfew & loitering laws	7	6	
Total Transit Property Damage			\$ 585.94

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

02/11/2009

07:38:39AM

01/01/2007 To 12/31/2007



Part I Incidents by City

City: Chula Vista

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
BAYFRONT/E ST STA	0	0	0	0	0	4	0	0	4
H ST STA	0	0	2	0	0	4	2	0	8
PALOMAR ST STA	0	0	1	1	0	1	2	0	5
Part I Incidents by City Total	0	0	3	1	0	9	4	0	17

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part II Arrests by City

City: Chula Vista

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>BAYFRONT/E ST STA</u>	1	2	0	6	0	1	19	21	433	1	484
<u>H ST STA</u>	0	0	0	22	1	5	24	9	797	5	863
<u>PALOMAR ST STA</u>	5	4	1	14	0	4	57	2	1,072	18	1,177
Part II Arrests by City Total	6	6	1	42	1	10	100	32	2,302	24	2,524

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Chula Vista

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>BAYFRONT/E ST STA</u>	165	1	166
<u>H ST STA</u>	242	0	242
<u>PALOMAR ST STA</u>	246	0	246
Miscellaneous Other and Weapons Offenses Incidents by City Total	653	1	654

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part I Incidents by City

City: El Cajon

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>ARNELE AVE STA</u>	0	0	5	0	0	0	0	0	5
<u>EL CAJON TRANSIT CENTER</u>	0	0	1	2	0	7	9	0	19
<u>GILLESPIE FIELD/WELD STA</u>	0	0	0	0	0	2	1	0	3
Part I Incidents by City Total	0	0	6	2	0	9	10	0	27

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part II Arrests by City

City: El Cajon

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
ARNELE AVE STA	1	0	0	9	0	1	5	0	35	3	54
EL CAJON TRANSIT CENTER	1	2	0	8	1	11	26	3	213	4	269
GILLESPIE FIELD/WELD STA	0	0	0	3	0	0	1	3	14	0	21
Part II Arrests by City Total	2	2	0	20	1	12	32	6	262	7	344

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: El Cajon

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
ARNELE AVE STA	31	1	32
EL CAJON TRANSIT CENTER	260	0	260
GILLESPIE FIELD/WELD STA	11	0	11
Miscellaneous Other and Weapons Offenses Incidents by City Total	302	1	303

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part I Incidents by City

City: La Mesa

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>70TH ST STA</u>	0	0	1	1	0	5	0	0	7
<u>AMAYA DR STA</u>	0	0	7	1	0	5	0	0	13
<u>GROSSMONT CENTER STA</u>	0	0	3	0	0	4	1	0	8
<u>LA MESA BLVD STA</u>	0	0	2	0	0	1	0	0	3
<u>SPRING ST STA</u>	0	0	3	1	0	12	2	0	18
Part I Incidents by City Total	0	0	16	3	0	27	3	0	49

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part II Arrests by City

City: La Mesa

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
70TH ST STA	1	0	0	1	1	2	3	0	50	0	58
AMAYA DR STA	1	3	0	9	0	3	13	2	129	18	178
GROSSMONT CENTER STA	3	5	1	3	1	7	25	7	352	0	404
LA MESA BLVD STA	4	3	0	7	0	8	15	0	247	6	290
SPRING ST STA	5	2	1	10	0	7	18	0	215	0	258
Part II Arrests by City Total	14	13	2	30	2	27	74	9	993	24	1,188

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: La Mesa

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>70TH ST STA</u>	13	1	14
<u>AMAYA DR STA</u>	114	0	114
<u>GROSSMONT CENTER STA</u>	93	0	93
<u>LA MESA BLVD STA</u>	57	0	57
<u>SPRING ST STA</u>	79	1	80
Miscellaneous Other and Weapons Offenses Incidents by City Total	356	2	358

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/poison open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part I Incidents by City

City: Lemon Grove

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
LEMON GROVE DEPOI	0	0	1	0	0	2	0	0	3
MASSACHUSETTS AVE STA	0	0	2	1	0	10	0	0	13
Part I Incidents by City Total	0	0	3	1	0	12	0	0	16

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Part II Arrests by City**

City: Lemon Grove

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>LEMON GROVE DEPOT</u>	1	2	0	16	0	6	29	1	476	5	536
<u>MASSACHUSETTS AVE STA</u>	4	3	0	14	1	4	12	4	359	7	408
Part II Arrests by City Total	5	5	0	30	1	10	41	5	835	12	944

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Lemon Grove

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
LEMON GROVE DEPOT	73	0	73
MASSACHUSETTS AVE STA	98	1	99
Miscellaneous Other and Weapons Offenses Incidents by City Total	171	1	172

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/poress open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part I Incidents by City

City: National City

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
24TH ST STA	0	0	0	1	0	0	0	0	1
8TH ST STA	0	0	1	1	0	2	1	0	5
Part I Incidents by City Total	0	0	1	2	0	2	1	0	6

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Part II Arrests by City**

City: National City

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>24TH ST STA</u>	2	1	0	8	0	5	9	8	613	3	649
<u>8TH ST STA</u>	2	2	1	6	0	2	18	6	467	1	505
Part II Arrests by City Total	4	3	1	14	0	7	27	14	1,080	4	1,154

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: National City

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>24TH ST STA</u>	105	1	106
<u>8TH ST STA</u>	276	0	276
Miscellaneous Other and Weapons Offenses Incidents by City Total	381	1	382

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Part I Incidents by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>12 S 13TH (A-BLDG)</u>	0	0	0	0	0	1	0	0	1
<u>24TH ST XROSSING</u>	0	0	0	0	0	1	0	0	1
<u>27TH ST CROSSING</u>	0	0	0	0	0	1	0	0	1
<u>54TH ST PEDESTRIAN CROSSING</u>	0	0	0	1	0	0	0	0	1
<u>BALTIMORE JUNCTION</u>	0	0	0	0	0	8	0	0	8
<u>DAIRYMART RD CROSSING</u>	0	0	0	0	0	1	0	0	1
<u>FRANCIS ST XROSSING</u>	0	0	0	1	0	0	0	0	1
<u>HIGH ST CROSSING</u>	0	0	0	0	0	4	0	0	4
<u>HORTON ST CROSSING</u>	0	0	0	0	0	1	0	0	1
Part I Incidents by City Total	0	0	0	2	0	17	0	0	19

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Part II Arrests by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>12 S 13TH (A-BLDG)</u>	0	0	0	1	0	0	0	0	0	0	1
<u>1238 W OLIVE ST (SUB-STATION)</u>	0	0	0	0	0	0	1	0	0	0	1
<u>12TH @ IMPERIAL</u>	0	0	0	0	0	0	2	0	0	0	2
<u>24TH ST BRIDGE</u>	0	0	0	0	0	0	0	0	0	0	0
<u>24TH ST XROSSING</u>	0	0	0	0	0	0	0	1	0	0	1
<u>27TH ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>28TH ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>33RD & K ST</u>	0	0	0	0	0	0	0	0	0	0	0
<u>43RD ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>54TH ST PEDESTRIAN CROSSING</u>	0	0	0	2	0	0	1	2	0	3	8
<u>60TH ST CROSSING</u>	0	0	0	0	0	0	1	0	0	0	1
<u>62ND ST CROSSING</u>	0	0	0	0	0	0	0	0	5	0	5
<u>69TH ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>8TH AVE CROSSING (SD)</u>	0	0	0	0	0	0	0	1	0	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Part II Arrests by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>ANITA ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>ARNELE AVE CROSSING</u>	0	0	0	0	0	0	0	1	0	0	1
<u>A-YARD</u>	0	0	0	0	0	1	0	14	0	0	15
<u>BALTIMORE JUNCTION</u>	0	0	0	0	0	0	0	1	0	0	1
<u>BILLY MITCHELL DR CROSSING</u>	0	0	0	0	0	1	0	0	0	0	1
<u>BRDWY @ LEMON GROVE (CROSSWALK)</u>	0	0	0	0	0	0	0	0	1	0	1
<u>C ST @ 10TH</u>	0	0	0	0	1	0	0	0	0	0	1
<u>C ST @ 7TH</u>	0	0	0	0	0	1	0	0	0	0	1
<u>C ST @ 9TH</u>	0	0	0	0	0	0	0	0	0	0	0
<u>CALIFORNIA ST @ W NUTMEG (ROW)</u>	0	3	0	0	0	0	0	0	0	0	3
<u>CESAR CHAVEZ PKWY CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>CIVIC CENTER DR XING (SBAY)</u>	0	0	0	1	0	0	0	0	0	0	1
<u>C-YARD</u>	0	0	0	0	0	0	0	2	0	0	2
<u>DAIRMART RD CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Part II Arrests by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>E ST CROSSING</u>	0	0	0	0	0	0	0	0	4	0	4
<u>ELM ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>EUCLID AVE XING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>EUCLID BRIDGE</u>	0	0	0	1	0	0	0	0	0	0	1
<u>F ST CROSSING</u>	0	0	0	2	0	0	0	5	0	0	7
<u>FRANCIS ST CROSSING</u>	0	0	0	0	0	1	0	0	0	0	1
<u>GROSSMONT SUMMITT</u>	0	0	0	0	0	0	0	0	0	0	0
<u>HIGH ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>HIGHWAY 94 BRIDGE</u>	0	0	0	0	0	0	0	0	0	0	0
<u>HORSESHOE CURVE</u>	0	0	0	0	0	0	0	4	0	0	4
<u>I-8 BRIDGE</u>	0	0	0	0	0	0	0	0	0	0	0
<u>IMPERIAL @ 11TH</u>	0	0	0	0	1	0	0	0	0	0	1
<u>IMPERIAL @ PARK</u>	0	0	0	0	0	0	2	0	0	0	2
<u>J ST CROSSING</u>	0	0	0	0	0	0	1	0	0	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Part II Arrests by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>KETTNER @ G (ROW)</u>	0	1	0	0	0	0	0	0	0	0	1
<u>L ST CROSSING</u>	0	0	0	0	1	0	0	1	0	0	2
<u>LEMON GROVE AVE XING</u>	0	0	0	0	1	0	1	2	0	0	4
<u>MAIN STREET BRIDGE (SOUTH LINE)</u>	0	0	0	0	0	0	0	0	2	0	2
<u>MERLIN BRIDGE</u>	0	0	0	1	0	0	0	14	0	0	15
<u>MERLIN ST CROSSING</u>	0	0	0	0	0	0	0	5	0	0	5
<u>PALM AVE CROSSING (EL CAJON)</u>	0	0	0	0	0	0	0	2	0	0	2
<u>PALM AVE XROSSING</u>	0	0	0	0	0	0	0	1	0	0	1
<u>PALOMAR ST CROSSING</u>	0	0	0	0	0	0	0	2	0	0	2
<u>PARK BLVD (12TH) @ F ST</u>	0	1	0	0	0	0	0	0	0	0	1
<u>PARK BLVD (12TH) @ K ST</u>	1	0	0	0	0	0	0	0	0	0	1
<u>RAIL CT (NEAR SAN YSIDRO STA)</u>	0	0	0	1	0	0	0	0	0	0	1
<u>SAMPSON ST CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>SAN MIGUEL CROSSING</u>	0	0	0	0	0	0	0	0	1	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Part II Arrests by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>SAN YSIDRO BL</u>	0	0	0	0	0	0	0	1	0	0	1
<u>SCHLEY ST CROSSING</u>	0	0	0	0	0	0	0	1	0	0	1
<u>SD&IV YARD (SAN YSIDRO)</u>	0	0	0	0	0	0	0	0	0	0	0
<u>SD&IV YARD ACCESS CROSSING</u>	0	0	0	0	0	0	0	0	1	0	1
<u>SDSU EAST PORTAL ENTRANCE</u>	0	0	0	0	0	0	0	2	0	0	2
<u>SDSU WEST TUNNEL</u>	0	0	0	0	0	0	0	1	0	0	1
<u>SEVERIN DR GRADE CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>SIGSBEE ST CROSSING</u>	0	0	0	0	0	1	0	1	0	0	2
<u>SMYTHE AVE CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>SWEETWATER CHANNEL BRIDGE</u>	0	0	0	0	0	0	0	3	0	0	3
<u>TAYLOR ST CROSSING</u>	0	0	0	0	0	0	0	2	0	0	2
<u>UNIVERSITY AVE CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0
<u>VOID</u>	0	0	0	0	0	0	0	0	0	0	0
<u>WEST PARK AVE CROSSING</u>	0	0	0	0	0	0	0	0	0	0	0

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.



Part II Arrests by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Part II Arrests by City Total	1	5	0	9	4	5	9	69	14	3	119
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Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>12 S 13TH (A-BLDG)</u>	2	0	2
<u>1238 W OLIVE ST (SUB-STATION)</u>	2	0	2
<u>12TH @ IMPERIAL</u>	10	0	10
<u>1341 COMMERCIAL AVE (B BUILDING)</u>	3	0	3
<u>25TH @ COMMERCIAL</u>	1	0	1
<u>32ND ST CROSSING</u>	1	0	1
<u>4TH @ C ST</u>	1	0	1
<u>54TH ST PEDESTRIAN CROSSING</u>	2	0	2
<u>5TH @ C ST</u>	1	0	1
<u>5TH @ HARBOR DR</u>	1	0	1
<u>62ND ST CROSSING</u>	1	0	1
<u>66TH ST PED CROSSING</u>	1	0	1
<u>6TH @ C ST</u>	1	0	1
<u>ANITA ST CROSSING</u>	2	0	2

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>A-YARD</u>	6	0	6
<u>BALTIMORE JUNCTION</u>	1	0	1
<u>BILLY MITCHELL DR CROSSING</u>	1	0	1
<u>BRADLEY ST CROSSING</u>	1	0	1
<u>BRDWAY @ KETTNER</u>	2	0	2
<u>BRDWAY @ LEMON GROVE (CROSSWALK)</u>	16	0	16
<u>C ST @ 1ST</u>	2	0	2
<u>C ST @ 3RD</u>	2	0	2
<u>C ST @ 5TH</u>	1	0	1
<u>C ST @ 7TH</u>	1	0	1
<u>C ST @ 9TH</u>	2	0	2
<u>C ST @ COLUMBIA</u>	1	0	1
<u>C ST @ STATE</u>	2	0	2
<u>C-BUILDING (INSIDE)</u>	1	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>C-BUILDING (OUTSIDE PERIM)</u>	6	0	6
<u>CIVIC CENTER DR XING (SBAY)</u>	1	0	1
<u>COMMERCIAL @ 19TH</u>	1	0	1
<u>COMMERCIAL @ 22ND</u>	1	0	1
<u>CUYAMACA ST CROSSING</u>	1	0	1
<u>C-YARD</u>	3	0	3
<u>DAIRYMART RD CROSSING</u>	1	0	1
<u>EMPLOYEE PERSONAL RESIDENCE</u>	1	0	1
<u>FRANCIS ST CROSSING</u>	1	0	1
<u>GROSSMONT SUMMITT</u>	1	0	1
<u>H ST CROSSING</u>	1	0	1
<u>HORSESHOE CURVE</u>	1	0	1
<u>HORTON ST CROSSING</u>	1	0	1
<u>IMPERIAL @ 12TH</u>	18	0	18

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>IMPERIAL @ PARK</u>	5	0	5
<u>KETTNER @ BROADWAY</u>	1	0	1
<u>KETTNER @ G (ROW)</u>	1	0	1
<u>LA MESA BLVD XROSSING</u>	1	0	1
<u>LEMON GROVE AVE XING</u>	1	0	1
<u>MAINT FAC C</u>	1	0	1
<u>MARKET ST CROSSING (@ PARK BL)</u>	1	0	1
<u>MERLIN BRIDGE</u>	2	0	2
<u>MOSS ST CROSSING</u>	1	0	1
<u>NAPLES ST CROSSING</u>	1	0	1
<u>NOELL ST CROSSING</u>	1	0	1
<u>PARK BLVD (12TH) @ G ST</u>	3	0	3
<u>PARK BLVD (12TH) @ J ST</u>	1	0	1
<u>SAN YSIDRO BL</u>	1	0	1

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: Other

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>SASSAFRAS ST CROSSING</u>	1	0	1
<u>SDSU TRANSIT CTR (NOT IN STATION)</u>	1	0	1
<u>SEVERIN DR GRADE CROSSING</u>	1	0	1
<u>SIGSBEE ST CROSSING</u>	1	0	1
<u>TAYLOR ST CROSSING</u>	3	0	3
<u>VOID</u>	15	0	15
<u>WARING RD</u>	1	0	1
Miscellaneous Other and Weapons Offenses Incidents by City Total	150	0	150

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Others Includes locations that are not in the immediate vicinity of the referenced Trolley Stations, such as the Right of Way, and are for SDTI only.

**Part I Incidents by City**

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>12TH & IMPERIAL TERMINAL</u>	0	0	0	0	0	0	0	0	0
<u>12TH & IMPERIAL TRANSFER STA</u>	0	0	3	0	0	0	0	0	3
<u>25TH & COMMERCIAL STA</u>	0	0	1	0	0	0	0	0	1
<u>32ND & COMMERCIAL STA</u>	0	0	1	0	0	0	0	0	1
<u>47TH ST STA</u>	0	0	0	0	0	4	1	0	5
<u>5TH AVE STA</u>	0	0	0	0	0	1	0	0	1
<u>ALVARADO MED CTR STA</u>	0	0	0	0	0	0	0	0	0
<u>AMERICA PLAZA TRANSFER STA</u>	0	0	0	0	0	0	0	0	0
<u>BARRIO LOGAN STA</u>	0	0	1	0	0	1	0	0	2
<u>BEYER STA</u>	0	0	1	1	0	0	1	0	3
<u>CITY COLLEGE STA</u>	0	0	1	0	0	1	0	0	2
<u>CIVIC CENTER STA</u>	0	0	1	0	0	0	0	0	1
<u>CONV CENTER WEST STA</u>	0	0	0	0	0	0	0	0	0
<u>COUNTY CTR/LITTLE ITALY STA</u>	0	0	0	0	0	0	0	0	0

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part I Incidents by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>ENCANTO/62ND ST STA</u>	0	0	3	1	0	3	0	0	7
<u>EUCLID AVE STA</u>	0	0	3	1	0	3	0	0	7
<u>FASHION VALLEY TRANSIT CTR</u>	0	0	2	0	0	0	0	0	2
<u>FENTON PARKWAY STA</u>	0	0	1	0	0	0	0	0	1
<u>GASLAMP/CONV CENTER STA</u>	0	0	0	0	0	0	0	0	0
<u>GRANTVILLE STA</u>	0	0	1	0	0	4	2	0	7
<u>HARBORSIDE STA</u>	0	0	0	0	0	0	0	0	0
<u>HAZARD CENTER STA</u>	0	0	0	0	0	0	0	0	0
<u>INTERNATIONAL BORDER STA</u>	0	0	0	0	0	0	0	0	0
<u>IRIS AVE STA</u>	0	0	2	0	0	1	3	0	6
<u>MARKET ST STA (PARK BL & MARKET STA)</u>	0	0	3	0	0	0	0	0	3
<u>MIDDLETOWN/PALM STA</u>	0	0	0	0	0	0	0	0	0
<u>MISSION SAN DIEGO STA</u>	0	0	0	0	0	0	0	0	0
<u>MISSION VALLEY CTR STA</u>	0	0	1	0	0	2	0	0	3

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part I Incidents by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>MORENA/LINDA VISTA STA</u>	0	0	1	0	0	3	0	0	4
<u>OLD TOWN TRANSIT CENTER</u>	1	0	0	1	0	13	1	0	16
<u>PACIFIC FLEET STA</u>	0	0	0	1	0	1	0	0	2
<u>PALM AVE STA</u>	0	0	2	0	0	7	2	0	11
<u>RIO VISTA STA</u>	0	0	0	0	0	0	0	0	0
<u>SAN YSIDRO STA</u>	0	0	0	0	0	0	0	0	0
<u>SANTA FE DEPOI</u>	0	0	0	0	0	1	0	0	1
<u>SDSU TRANSIT CTR STA</u>	0	0	1	0	0	1	0	0	2
<u>SEAPORT STA</u>	0	0	0	0	0	0	0	0	0
<u>STADIUM STA</u>	0	0	0	0	0	0	0	0	0
<u>WASHINGTON ST STA</u>	0	0	1	0	0	1	0	0	2
Part I Incidents by City Total	1	0	30	5	0	47	10	0	93

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Part II Arrests by City**

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
12TH & IMPERIAL TERMINAL	3	0	0	3	1	10	8	3	40	0	68
12TH & IMPERIAL TRANSFER STA	18	2	0	29	0	34	114	1	1,151	7	1,356
25TH & COMMERCIAL STA	2	6	1	8	0	7	11	0	419	2	456
32ND & COMMERCIAL STA	3	3	0	21	1	2	24	0	430	5	489
47TH ST STA	0	0	0	4	0	2	16	6	348	1	377
5TH AVE STA	3	0	2	11	0	18	49	0	352	4	439
ALVARADO MED CTR STA	0	0	0	0	0	0	0	0	66	0	66
AMERICA PLAZA TRANSFER STA	0	1	0	3	0	5	9	0	297	0	315
BARRIO LOGAN STA	0	1	0	5	0	4	12	3	244	1	270
BEYER STA	1	0	0	6	0	4	10	0	628	5	654
CITY COLLEGE STA	0	2	1	11	0	8	42	0	596	9	669
CIVIC CENTER STA	0	0	0	2	0	7	14	1	220	6	250
CONV CENTER WEST STA	0	1	0	1	0	2	1	0	17	0	22
COUNTY CTR/LITTLE ITALY STA	0	0	0	5	0	2	8	2	355	4	376

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part II Arrests by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>ENCANTO/62ND ST STA</u>	1	2	0	29	0	8	40	4	507	18	609
<u>EUCLID AVE STA</u>	8	5	0	25	0	17	57	7	730	4	853
<u>FASHION VALLEY TRANSIT CTR</u>	0	0	0	1	0	0	6	0	343	0	350
<u>FENTON PARKWAY STA</u>	0	0	0	2	0	1	2	1	114	4	124
<u>GASLAMP/CONV CENTER STA</u>	1	0	0	1	1	5	8	9	28	1	54
<u>GRANTVILLE STA</u>	0	2	0	0	0	0	0	0	218	0	220
<u>HARBORSIDE STA</u>	0	0	0	5	0	0	8	3	496	5	517
<u>HAZARD CENTER STA</u>	0	1	0	1	0	1	1	1	141	2	148
<u>INTERNATIONAL BORDER STA</u>	0	0	0	0	0	0	0	0	0	0	0
<u>IRIS AVE STA</u>	4	7	1	7	0	2	23	31	1,100	6	1,181
<u>MARKET ST STA (PARK BL & MARKET STA)</u>	0	1	0	10	0	4	20	0	484	2	521
<u>MIDDLETOWN/PALM STA</u>	0	0	0	1	0	3	6	2	237	0	249
<u>MISSION SAN DIEGO STA</u>	0	0	0	2	0	0	1	3	92	0	98
<u>MISSION VALLEY CTR STA</u>	1	0	0	2	0	0	5	0	297	1	306

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part II Arrests by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>MORENA/LINDA VISTA STA</u>	0	0	0	2	0	2	5	3	313	0	325
<u>OLD TOWN TRANSIT CENTER</u>	5	5	1	9	0	16	41	324	345	4	750
<u>PACIFIC FLEET STA</u>	1	0	0	5	0	1	7	5	268	21	308
<u>PALM AVE STA</u>	4	2	0	13	0	8	21	2	1,016	2	1,068
<u>RIO VISTA STA</u>	0	0	0	2	0	0	2	0	173	0	177
<u>SAN YSIDRO STA</u>	4	1	0	8	0	16	50	2	808	27	916
<u>SANTA FE DEPOI</u>	0	0	0	3	0	1	1	0	215	0	220
<u>SDSU TRANSIT CTR STA</u>	2	1	1	6	0	5	9	0	431	3	458
<u>SEAPORT STA</u>	0	0	0	0	0	0	1	0	18	0	19
<u>STADIUM STA</u>	0	0	0	0	0	2	12	4	160	2	180
<u>WASHINGTON ST STA</u>	0	0	0	1	0	0	6	1	375	1	384
Part II Arrests by City Total	61	43	7	244	3	197	650	418	14,072	147	15,842

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>12TH & IMPERIAL TERMINAL</u>	33	0	33
<u>12TH & IMPERIAL TRANSFER STA</u>	498	2	500
<u>25TH & COMMERCIAL STA</u>	39	1	40
<u>32ND & COMMERCIAL STA</u>	61	0	61
<u>47TH ST STA</u>	85	0	85
<u>5TH AVE STA</u>	144	1	145
<u>ALVARADO MED CTR STA</u>	10	0	10
<u>AMERICA PLAZA TRANSFER STA</u>	54	1	55
<u>BARRIO LOGAN STA</u>	53	0	53
<u>BEYER STA</u>	83	0	83
<u>CITY COLLEGE STA</u>	206	3	209
<u>CIVIC CENTER STA</u>	60	0	60
<u>CONV CENTER WEST STA</u>	11	0	11
<u>COUNTY CTR/LITTLE ITALY STA</u>	36	0	36

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>ENCANTO/62ND ST STA</u>	108	1	109
<u>EUCLID AVE STA</u>	224	2	226
<u>FASHION VALLEY TRANSIT CTR</u>	24	0	24
<u>FENTON PARKWAY STA</u>	10	0	10
<u>GASLAMP/CONV CENTER STA</u>	32	0	32
<u>GRANTVILLE STA</u>	34	0	34
<u>HARBORSIDE STA</u>	62	0	62
<u>HAZARD CENTER STA</u>	19	0	19
<u>INTERNATIONAL BORDER STA</u>	0	0	0
<u>IRIS AVE STA</u>	177	2	179
<u>MARKET ST STA (PARK BL & MARKET STA)</u>	85	0	85
<u>MIDDLETOWN/PALM STA</u>	16	1	17
<u>MISSION SAN DIEGO STA</u>	5	0	5
<u>MISSION VALLEY CTR STA</u>	15	0	15

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.

**Miscellaneous Other and Weapons Offenses (Incidents) by City**

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>MORENA/LINDA VISTA STA</u>	69	0	69
<u>OLD TOWN TRANSIT CENTER</u>	807	2	809
<u>PACIFIC FLEET STA</u>	73	0	73
<u>PALM AVE STA</u>	180	0	180
<u>RIO VISTA STA</u>	8	0	8
<u>SAN YSIDRO STA</u>	432	0	432
<u>SANTA FE DEPOI</u>	16	0	16
<u>SDSU TRANSIT CTR STA</u>	50	0	50
<u>SEAPORT STA</u>	5	0	5
<u>STADIUM STA</u>	59	0	59
<u>WASHINGTON ST STA</u>	18	0	18

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: San Diego

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Miscellaneous Other and Weapons Offenses Incidents by City Total	3,901	16	3,917
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Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part I Incidents by City

City: Santee

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Larceny/ Theft	Vehicle Theft	Arson	Total
<u>SANTEE TOWN CENTER</u>	0	0	0	0	0	1	0	0	1
Part I Incidents by City Total	0	0	0	0	0	1	0	0	1

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Part II Arrests by City

City: Santee

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Other Assaults	Vandalism	Sex Offenses	Drug Abuse Violations	D.U.I.	Drunk	Disorderly Conduct	Trespassing	Fare Evasion	Curfew & Loitering	Total
<u>SANTEE TOWN CENTER</u>	0	0	0	1	0	1	0	0	39	2	43
Part II Arrests by City Total	0	0	0	1	0	1	0	0	39	2	43

Note: Statistics reported reflect arrests for the highest ranked violation (based on hierarchy) for which a person was arrested, regardless of the number of charges involved in the incident.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



Miscellaneous Other and Weapons Offenses (Incidents) by City

City: Santee

From: 01/01/2008 To: 12/31/2008

San Diego Trolley, Inc.

Location Name	Miscellaneous Other	Weapons Offenses	Total
<u>SANTEE TOWN CENTER</u>	13	1	14
Miscellaneous Other and Weapons Offenses Incidents by City Total	13	1	14

Note: The Miscellaneous Other and Weapons Offenses columns include incidents not reflected in Part I or Part II categories. Examples of Miscellaneous Other include drink/possess open alcoholic beverages, minors in possession of tobacco, false information, disregard notices, render facility dangerous, urinate/defecate, warrants, parking violations, sick/injury reports, miscellaneous officers reports, etc. Examples of Weapons Offenses include unlawful carrying/possession of weapons, brandishing a weapon, carrying a concealed weapon, etc.

Note: Statistics in this summary include citations and reports which are coded "In Station", "Onboard Trolley", "Parking Lot" or "Other Transit Property" located in the immediate vicinity of the referenced Trolley Station and are for SDTI only. Statistics do not include incidents that occurred outside the immediate Trolley Station area such as the right-of-way or grade crossings. For this reason, total number of incidents and arrests reflected here will not equal those reflected on other reports.



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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

March 12, 2009

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period February 10, 2009, through March 2, 2009.

[gail.williams/agenda item 62](#)



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

CONTRACTS - Expense

Doc #	Organization	Subject	Amount	Day
G1087.4-07	LIEBMAN,QUIGLEY,SHEPPARD & SOU	LEGAL SERVICES GENERAL & TORT LIABILITY	\$50,000.00	2/13/2009
G1138.1-08	DIETZ, GILMORE & ASSOCIATES	LEGAL SERVICES WORKERS COMPENSATION	\$25,000.00	2/13/2009
G1169.1-08	WORDEN WILLIAMS, APC	LEGAL SERVICES RAILROAD LAW	\$15,000.00	2/13/2009
G1234.0-09	JACOBS CENTER FOR NEIGH INNOV	HOLIDAY MUSIC ENTERTAINMENT TROLLEY STA	\$5,000.00	2/13/2009
G1237.0-09	WORDSWORTH	PROVIDE STRATEGIC INTERNAL COMM PLAN	\$20,000.00	2/13/2009
L0848.1-09	COUNTY OF SAN DIEGO DEPT PARKS	AMEND 1 TO ROE PERMIT	\$0.00	2/13/2009
T0475.0-09	SANDAG	MOU FOR TAXICAB PASS SURVEY IN SAN DIEGO	\$75,701.00	2/13/2009
G0856.12-03	GIRO, INC.	AMEND FOR REGIONAL SCHEDULING SYSTEM	\$79,035.00	2/19/2009
G1111.5-07	WHEATLEY BINGHAM & BAKER	LEGAL SERVICES GENERAL & TORT LIABILITY	\$60,000.00	2/19/2009
L5234.0-09	ALCORN FENCE COMPANY	EXTEND AND REPLACE FENCE AT FRONT ST	\$5,220.00	2/19/2009
PWL109.1-08	ELECTRO SPECIALTY SYSTEMS, INC	AMEND 1 PARK AND MARKET CCTV PROJECT	\$5,950.35	2/19/2009
S200-09-391	HELIX WATER DISTRICT	ROE PERMIT 42"WATER MAIN POTHOLE DESIGN	\$0.00	2/19/2009
B0513.0-09	US OF A DEPT OF THE NAVY	LEASE AGREEMENT FOR RADIO TOWER FOR RTMS	\$0.00	2/23/2009
G1067.3-07	MCDUGAL LOVE ECKIS SMITHE BOE	LEGAL SERVICES GENERAL & TORT LIABILITY	\$55,000.00	2/23/2009
G1080.3-07	LAW OFFICES MICHAEL E RIPLEY	LEGAL SERVICES GENERAL & TORT LIABILITY	\$55,000.00	2/23/2009
G1030.1-07	PADRES C/O SOLOMON MINTON CARD	ESTOPPEL CERTIFICATE FOR EXISTING LEASE	\$0.00	2/25/2009
G1067.4-07	MCDUGAL LOVE ECKIS SMITH BOEH	LEGAL SERVICES GENERAL & TORT LIABILITY	\$45,000.00	3/2/2009
G1242.0-09	HAZARD CENTER	2009 PARTNERSHIP WITH HAZARD CENTER	\$9,600.00	3/2/2009
L0881.0-09	BRICEHOUSE KOBAY, LLC	LEASE OF BLDG EL CAJON TRANSIT CENTER	\$0.00	3/2/2009
L5235.0-09	SAN DIEGO GAS AND ELECTRIC	EASEMENT FOR TRANSFORMER INSTALL FLETCHER	\$0.00	3/2/2009
PWL110.0-09	ROY PIPKIN	REPAIR FOR IN-FLOOR LRV JACKS ON TRACKS	\$94,367.46	3/2/2009
S200.09-393	JACOBS CENTER FOR NEIGHBORHOOD	EASEMENT UNDERPASS ACCESS @ EUCLID STATI	\$1.00	3/2/2009

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
2/13/2009	HELIX MECHANICAL	HVAC REPLACEMENT AMERICAN PLAZA	\$10,500.00
2/13/2009	WAREHOUSE EQUIPMENT OF S. DIEGO	STORAGE BIN DECKING REPLACE SDTI	\$13,038.26
2/13/2009	ACRALIGHT INT'L SKYLIGHT	REPLACE/INSTALL LIGHTS SDTI-BLDG C	\$14,085.00
2/13/2009	FEDEX KINKO'S	TEACHER RESOURCE MANUAL 2009	\$1,084.50

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
2/13/2009	SAFEGWAY SIGN CO	REGULAR ROUTE/DESTINATION DECALS	\$706.63
2/17/2009	US POSTAL SERVICE	POSTAGE FOR HASLER METER WJ-135	\$6,000.00
2/17/2009	TRANSYSTEMS	PROFESSIONAL SERVICES	\$3,467.10
2/17/2009	SO CAL GRAPHICS	MTS SERVICES ADJUST STATIC WEBPAGE	\$1,939.50
2/17/2009	RAPHAEL'S PARTY RENTAL	MISC EVENTS, CANOPY, LIGHTS, GENERA	\$3,024.00
2/19/2009	ASSOCIATED POSTERS INC	BUS KING LATINO FILM FESTIVAL	\$927.90
2/19/2009	DIEBOLD IDENX	FAR86032 FARGO YMCKOK RIBBON	\$1,010.20
2/19/2009	ASSOCIATED POSTERS INC	BUS KING COW PARADE/BODY WORLD	\$1,654.70
3/2/2009	MODULAR OFFICE	MODEL 9676SL DURALUMINUM GUARD	\$18,660.26
3/2/2009	SHRED FORCE/CINTAS DOCUMENT	CONFIDENTIAL SHREDDING	\$2,460.15

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
LO794.0-07.03	SIEMENS	TRACTION MOTOR REHAB REPAIRS	\$0.00	2/19/2009
G1127.0-08.06.01	BUREAU VERITAS	GEC SERVICES FOR H ST TROLLEY STATI	\$20,195.00	3/2/2009
G1132.0-08.03	LAN ENGINEERING	CONST MGMT SVCS FOR SD&AE ROW	\$20,000.00	3/2/2009
G1132.0-08.02	LAN ENGINEERING CORP	CONST MGMT SVCS MTS ROW	\$20,000.00	3/2/2009

CONTRACTS - Revenue

Doc #	Organization	Subject	Amount	Day
G1241.0-09	THE SOFIA HOTEL	ECD PASS 3-MONTH PILOT PROGRAM	(\$4,590.00)	2/13/2009
L5233.0-09	KTA CONST INC.	ROE PERMIT PADRE DAM CONST TURNOUT 3	(\$2,150.00)	2/17/2009
S200-09-393	HMS CONSTRUCTION INC	ROE PERMIT SOUTH LINE TROLLEY OCS MOD	(\$3,500.00)	2/17/2009
L0845.0-09	GRAN FONDO USA, LLC	ROE PERMIT FOR GRAN FONDO BIKE RIDE	(\$500.00)	3/2/2009
L4588.0-09	HAKANSON PRODUCTIONS C/O JAKE	ROE PERMIT FOR PHOTO SHOOT ORANGE LINE	(\$1,500.00)	3/2/2009
L5702.0-09	DATEL SYSTEMS INC	ROE PERMIT NCTD SUB INSTALL COMM MESH	(\$1,250.00)	3/2/2009
S200-09-394	PETERSON CHASE	ROE PERMIT GROSSMONT CTR DR BRIDGE RAIL	(\$1,300.00)	3/2/2009
S200-09-397	CARRIZO GORGE RAILWAY	DEPOSIT AGREEMENT INVEST SALE DESERT LIN	(\$25,000.00)	3/2/2009



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Agenda

Item No. 46

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

FIN 300 (PC 50601)

March 12, 2009

SUBJECT:

MTS: INVESTMENT REPORT – JANUARY 2009

RECOMMENDATION:

Action would receive a report for information.

Budget Impact

None.

DISCUSSION:

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

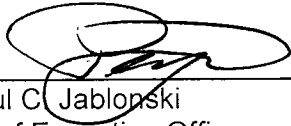
The second column is the unrestricted investments, which reports the working capital for MTS operations for employee payroll and vendors' goods and services. This column includes the investment in San Diego Transit Corporation's pension obligation bonds that were repurchased and represents an asset that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

Cash balances have increased by \$742,000 or 0.36%.

The Legal Aspects of International Financial Institutions (LAIF) investment has increased \$178,000, which is attributable to interest earnings. The average monthly yield in the LAIF investment has decreased from 2.779% to 2.05% between August and January.

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

Other restricted funds are designated for various capital improvement projects.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, tom.lynch@sdmts.com

MAR12-09.46.INVESTMT RPT JAN09.LMUSENGO.doc

Attachment: A. Investment Report

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

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
Bank of America - concentration sweep account	\$ 12,257,821	\$ 20,656,150	\$ 32,913,971	0.01%
Total Cash and Cash Equivalents	<u>12,257,821</u>	<u>20,656,150</u>	<u>32,913,971</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	3,086,595	-	3,086,595	N/A *
US Bank - retention trust account	2,515,455	-	2,515,455	N/A *
Bank of America - Proposition 1B TS GP grant funds	<u>2,700,132</u>	<u>-</u>	<u>2,700,132</u>	N/A *
Total Cash - Restricted for Capital Support	<u>8,302,182</u>	<u>-</u>	<u>8,302,182</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	-	5,665,938	5,665,938	2.05%
Bank of New York Money Market POB interest	<u>-</u>	<u>561</u>	<u>561</u>	
Total Investments - Working Capital	<u>-</u>	<u>5,666,499</u>	<u>5,666,499</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	32,916,442	-	32,916,442	
Rabobank - Payment Undertaking Agreement	<u>86,247,213</u>	<u>-</u>	<u>86,247,213</u>	7.69%
Total Investments Restricted for Debt Service	<u>119,163,655</u>	<u>-</u>	<u>119,163,655</u>	
Investment in SDTC Pension Obligation Bonds				
Bank of America custodial account	<u>-</u>	<u>36,402,359</u>	<u>36,402,359</u>	
Total Investment in SDTC Pension Obligation Bonds	<u>-</u>	<u>36,402,359</u>	<u>36,402,359</u>	
Total cash and investments	<u>\$ 139,723,659</u>	<u>\$ 62,725,007</u>	<u>\$ 202,448,666</u>	

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