Expansion and State of Good Repair: Balancing Priorities

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San Diego Metropolitan Transit System
Transit Service in San Diego

- MTS provides transit for 10 cities, the rural County, and the international border – 3,240 total square miles

- Bus, light rail, freight, paratransit, taxicab, vintage trolley
  - 700 buses (70% alternative fuel), 89 routes
  - 134 rail cars, 53 stations, 108 miles of track/ right of way
  - Extensive freight right of way

- 275,000 passengers daily, 90 million annually

**** Demand for service will increase rapidly.
The Problem:

How do you address the transportation needs of a rapidly expanding metropolitan area while maintaining existing service and infrastructure?
Planned MTS System Expansion Projects

- Mid City Rapid -- $44 million
- I-15 Bus Rapid Transit -- $1.4 billion
- Mid-Coast LRT Extension -- $1.8 billion
- BOSS Project -- $22.5 million
- I-805 BRT -- $1.2 billion
- Super Loop BRT -- $36 million
- Downtown Layover -- $20 million
Challenges to Maintaining Existing System

- Public perceptions regarding “overinflated” cost of maintenance and operations
- Ribbon cuttings more interesting than operations or maintenance
- Funding for “new” services but not maintenance
- Need to continue operations on existing infrastructure
- Relationship change between operator and MPO
Fiscal and Operational Impacts of an Aging Infrastructure

- Increases maintenance intervals and level of effort
- Requires increased staffing and equipment
- Generates an increased need for funding
- Adversely impacts service reliability, safety
- Impacts the appropriate level of focus on other (newer) portions of the system
- New Starts: can adversely impact future funding
Age of the Trolley System

- **Start-Up:** 1981 - 31 years
- **Euclid Extension:** 1986 - 26 years
- **El Cajon Extension:** 1989 - 23 years
- **Bayside Extension:** 1990 - 22 years
- **County Center:** 1992 - 20 years
- **Santee Extension:** 1995 - 17 years
- **Old Town Extension:** 1996 - 16 years
- **Mission Valley West:** 1997 - 15 years
- **Mission Valley East:** 2005 - 7 years
LINES OF THE
SAN DIEGO & ARIZONA
EASTERN RY.
IN CALIFORNIA
TIJUANA & TECATE RY.
IN MEXICO

SCALE OF MILES

C.M.E. rev. Jan 1, 1947
Need for Significant Rehabilitation
San Diego Trolley System Renewal Project

- $572 million program of projects
- Low-Floor LRV procurement – 65 new cars
- System-wide station platform retrofit
- Improved bus/rail interface
- Track, signaling, station amenities, drainage, retaining walls, transit centers, substations, catenary
- Improved infrastructure to support an enhanced operating plan and future system expansion
Trolley Improvement Map

7 Green Line Ext. Stations
- 8” Platforms
- Shelters
- Electrical
- Communications

6 Downtown Stations
- 8” Platform
- Crossover @ America Plaza
- Electrical
- Communications
- Switches at 12th & Imperial
- Access improvements

Systemwide
- Traction Power Upgrades

12 Blue Line Stations
- Overhead Wire (34 miles)
- Fiber Optic
- Crossovers
- Signaling System
- Platform Re-construction
- New or Rebuilt Transit Centers
- Grade crossings
- Crossing Gates
- Rail replacement (20 miles)
- Tie replacement
- Track replacement
- Drainage
- Station furniture
- Communications
- Access improvements

9 Orange Line Stations
- 8” Platforms
- Shelters
- Rail Replacement
- Electrical
- Communications
- Drainage
- Access improvements
Project Components

- Project management: $33.3 million
- OCS Replacement: $17.6 million
- Fiber Optic Cable: $5.6 million
- Crossovers and Signaling: $42 million
- Blue Line Stations: $80 million
- Blue Line Rail Infrastructure: $89 Million
- Rail Replacement: $17.3 million
- Green and Orange Line Stations: $63 Million
- Low Floor Vehicles: $242 Million
Don’t Ignore Other System Maintenance Needs

- Bus Replacements
  Target: 50 new vehicles each year
  Prioritize funding
  Average age of fleet is 5.4 years

- South Bay and East County Bus Maintenance Facilities -- $80 million

- IT upgrades and maintenance
MTS’s Approach

• Know what the need is – comprehensive assessment

• Look at all needs together: don’t separate modes, competing projects when putting together a financing plan

• Communicate the need to the MPO, agencies with funding, elected officials, community, etc.

• Build limits into operating budget to free up funding for maintenance, rehabilitation and replacement: *STICK WITH IT*

• When planning extensions, identify operating/maintenance funding

• When rehabilitating infrastructure, mix in some tangible upgrades

• Plan and implement steps to ensure a rehab project doesn’t become a PR nightmare
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