



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

Agenda

JOINT MEETING OF THE BOARD OF DIRECTORS

for the

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

March 27, 2008

*9:00 a.m.

(*Immediately following Joint Meeting with San Diego County Regional Airport Authority)

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - March 13, 2008 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. MTS: Creation of An Ad Hoc Safety Committee Possible Action
Action would nominate Board members and create an Ad Hoc Safety Committee.

Please turn off cell phones and pagers
during the meeting



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

CONSENT ITEMS

- | | | |
|-----|---|---------|
| 6. | <u>MTS: Mincom Annual Software Support Maintenance Renewal - Contract Amendment</u>
Action would authorize the CEO to enter into a contract amendment (MTS Doc. No. G0740.7-02) with Mincom Inc, for annual software support maintenance for the Ellipse financial system package. | Approve |
| 7. | <u>MTS: Investment Report</u>
Action would receive a report for information. | Receive |
| 8. | <u>MTS: Light Rail Vehicle Paint and Body Rehabilitation - Work Order</u>
Action would: (1) authorize the CEO to issue Work Order No. 08-01 to MTS Doc. No. L0744.1-06 for Carlos Guzman, Inc. for additional light rail vehicle (LRV) paint and body rehabilitation services; and (2) approve the transfer of funds from Miscellaneous Capital Improvement Program (CIP) No. 11142 to LRV Paint and Body Rehabilitation Services CIP 11165. | Approve |
| 9. | <u>MTS: San Diego Transit Corporation Quality Assurance Audit Report</u>
Action would receive the San Diego Transit Corporation (SDTC) Quality Assurance (QA) Audit Report for information. | Receive |
| 10. | <u>MTS: Property Insurance Renewal</u>
Action would authorize the CEO to renew the property insurance coverage for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties (CSAC) Property Insurance Program, effective March 31, 2008, through March 31, 2009, with a basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels. | Approve |
| 11. | <u>MTS: Audit Report on Contract Services</u>
Action would receive a report for information. | Receive |
| 12. | <u>MTS: Substation Transformer Rewind Services - Contract Amendment</u>
Action would authorize the CEO to execute MTS Doc. No. PWL.100.1-08 with Siemens Energy and Automation, Inc. to provide Front Street substation transformer rewind services. | Approve |
| 13. | <u>MTS: Mission Valley East Light Rail Transit Project - Budget Transfer and Construction Management Contract Amendment</u>
Action would authorize the Chief Executive Officer (CEO) to: (1) transfer funds from the Mission Valley East Light Rail Transit (MVE LRT) Project Reserve (10426-4500) into line item to fund additional claims support work and eliminate negative line item balances; (2) transfer funds from the MVE LRT Project Reserve funds into the project revenue (funding) to fully fund the approved project budget; and (3) execute Contract Amendment No. 48 to MTS Doc. No. L6343.0-01 with Washington Group International, Inc. (WGI) for claims support services on the MVE LRT Project and extend those services through December 31, 2008. | Approve |

CLOSED SESSION

- | | | |
|-----|--|-----------------|
| 24. | a. MTS: CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION SIGNIFICANT EXPOSURE TO LITIGATION Pursuant to California Government Code section 54956.9(a) <u>Case Names Unspecified (Disclosure Would Jeopardize Negotiations)</u> | Possible Action |
|-----|--|-----------------|

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

REPORT ITEMS

- | | | |
|-----|---|-------------|
| 45. | <u>MTS: San Ysidro Border Reconfiguration Project</u>
Action would receive a report on the United States General Services Administration's (GSA's) Border Reconfiguration Project. | Receive |
| 46. | <u>SDTI: Chargers Football 2007 Year-End Summary</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> April 10, 2008 | |
| 66. | <u>Adjournment</u> | |

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)

March 13 2008

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

FINANCE WORKSHOP

1. Roll Call

Chairman Rindone called the meeting to order at 9:01 a.m. A roll call sheet listing Board member attendance is attached.

2. MTS: FY 2009 Budget Development

Mr. Larry Marinesi, MTS Budget Manager, provided the Board with an overview of the FY 2009 budget, which is currently under development. He reviewed revenue projections and preliminary issues and policy decisions that will have to be made related to the balancing of the FY 2009 budget. He also reviewed some preliminary assumptions and energy cost projections. He also reviewed the funding status for the Sorrento Valley Coaster Connection and stated that the next Finance Workshop, which will occur on April 24, 2008, at 8:00 a.m. where staff will present a revenue update, expense review, policy issues, assumptions review, and additional information on energy projections.

In response to a question from Mr. Ewin, Mr. Marinesi reported that MTS's reserve balance will be \$24 million after \$5.6 million is used to balance the FY 2008 budget and that MTS doesn't have a policy regarding the level of reserves to be maintained. In response to a question from Mr. Monroe, Mr. Cliff Telfer, MTS Chief Financial Officer, explained that budget surpluses are added to reserves and funds are later withdrawn as needed. Mr. Monroe felt that MTS should have a policy regarding reserve levels. Mr. Jablonski stated that MTS has an informal policy of maintaining reserves at ten percent of its operating budget. Mr. Jablonski stated that he feels it is most prudent to use one-time dollars for one-time purchases. In response to a question from Mr. Lewis, Ms. Tiffany Lorenzen, MTS General Counsel, reported that there is no legal requirement that she knows of regarding the maintenance of reserves levels. In response to another question from Mr. Lewis, Mr. Telfer reported that credit ratings are based on revenues and subsidies, not reserve levels.

In response to a comment from Mr. Emery about having a fuel assumption that allows for increases in fuel prices, Mr. Marinesi stated that there are indications from the futures market that MTS needs to adjust its fuel projection for diesel. Mr. Tom Lynch, MTS Controller, reminded the Board that 87 percent of MTS's fleet is powered by compressed natural gas.

Mr. Jablonski stated that it is going to be a challenge to balance the FY 2009 budget because of the uncertainty about funding levels. He stated that MTS will continue to monitor sales tax revenues. He stated that, on the positive side, the recent fare increase is yielding good results, and MTS is again under budget for January.

Action Taken

Mr. McLean moved to receive the MTS FY 2009 operating budget report. Mr. Emery moved to second the motion, and the vote was 12 to 0 in favor.

3. Public Comment

There were no public comments under this section of the agenda.

4. Adjournment

Chairman Rindone adjourned the meeting at 9:28 a.m. after reminding the Board that the next Finance Workshop will be held April 24, 2008, at 8:00 a.m.

BOARD MEETING

1. Roll Call

Chairman Mathis called the meeting to order at 9:28 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Correction to Public Comment: Mr. Richard stated that the minutes (page 3, Agenda Item No. 25) should be corrected to reflect that he did not say that the County operated the service through North Park but that they provided the minibuses for the service.

Mr. Clabby moved to approve the minutes of the February 21, 2008, Board of Directors meeting. Ms. Atkins seconded the motion, and the vote was 12 to 0 in favor.

3. Public Comment

There were no public comments under this section of the agenda.

CONSENT ITEMS:

6. SDTI: Radio Communication System Support Services – Contract Amendment (OPS 970.6)

Recommend that the Board of Directors authorize the CEO to exercise the first of two single-year contract extensions with Bearcom Wireless Worldwide, Inc. (Doc. No. C.O.019.1-05 – Attachment A of the agenda item) to continue to provide SDTI with radio communication system support services.

7. MTS: Capital Improvement Program-Funded Revenue Budget Transfers
(CIPs 11181, 11196, 11238, 11239, 11417)

Recommend that the Board of Directors authorize the Chief Executive Officer (CEO) to:
(1) transfer federal funds in Grant No. 5307 CA-90-Y474 of \$1,192,080 and nonfederal Transportation Development Act (TDA) of \$298,020 from Capital Improvement Program (CIP) 11181 (40-Foot Bus Replacement) totaling \$1,490,100 into the fiscal year (FY) 2008 CIP 11239 (MCS Purchase CNG Buses); (2) transfer federal funds in Grant No. 5307 CA-90-Y474 of \$40,000 and nonfederal TDA funds of \$10,000 from CIP 11196 (MCS Purchase 40-Foot CNG

Buses South Central) totaling \$50,000 into FY 2008 CIP 11239; (3) transfer federal funds in Grant No. 5307 CA-90-Y561 of \$6,928,000 and nonfederal TDA funds of \$1,732,000 from CIP 11238 (SDTC 26 40-Foot Low-Profile Buses) totaling \$8,660,000 into FY 2008 CIP 11239; (4) transfer federal funds in Grant No. 5307 CA-90-Y313 of \$12,000, Grant No. 5307 CA-90-Y474 funds of \$217,680, Grant No. 5307 CA-90-Y474 nonfederal TDA funds of \$57,420, and nonfederal STA funds of \$2,127,882 from CIP 11417 (MCS Purchase 9 Midsize CNG Buses) totaling \$2,414,982 into FY 2008 CIP 11239; and (5) fund the entire five-year bus contract (MTS Doc. No. G1101.0-07) with New Flyer America, Inc. with the CIP amounts transferred (per Attachment A of the agenda item).

8. MTS: South Bay Maintenance Facility Expansion Project Environmental Declaration Addendum (CIP 10485)

Recommend that the Board of Directors (1) declare that SANDAG is now the lead agency for the project pursuant to Senate Bill 1703 and receive the Final Initial Study/Mitigated Negative Declaration Second Addendum (Attachment A of the agenda item); (2) approve the revised South Bay Maintenance Facility (SBMF) Expansion Project; and (3) transfer funding from the East County Bus Maintenance Facility CNG Project to the SBFM Expansion Project.

9. MTS: Establishment of Additional Local Agency Investment Fund Account (FIN 340)

Recommend that the Board of Directors approve Resolution No. 08-4 (Attachment A of the agenda item) to establish an investment account in the name of San Diego Transit Corporation within the Local Agency Investment Fund administered by the State Treasurer.

10. MTS: Amendments to Assignment of Contract for SANDAG's On-Call General Transportation Planning Services (Transportation Management and Design, Inc.) (S RTP 805)

Recommend that the Board of Directors authorize the CEO to ratify Amendment No. 1 (Attachment A of the agenda item) and execute Amendment No. 2 (Attachment B of the agenda item) to MTS Doc. No. G1007.0-07 with Transportation Management and Design, Inc. as part of SANDAG's On-Call General Transportation Planning Services Agreement, which was established as a jobs order contract with MTS. Amendment No. 2 would allow MTS to proceed with the AVL Data Validation and ATP Staff Coaching Project and the Trolley Rehabilitation Phasing Study.

11. MTS: Printing of MTS Timetables – Contract Award (MKPC 640)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. G1144.0-08 (in substantially the same format as Attachment A of the agenda item) with AAA Printing Company to print MTS timetables for a five-year period.

Action on Recommended Consent Items

Mr. Lewis moved to approve Consent Agenda Items No. 6, 7, 8, 9, 10, and 11. Mr. Ewin seconded the motion, and the vote was 12 to 0 in favor.

NOTICED PUBLIC HEARINGS:

There were no noticed public hearings.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:30 a.m.

- a. MTS: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 45956.9(a): Metropolitan Transit System v. San Diego State University (Case No. 37-2007-0083692-CU-WM-CTL)

The Board reconvened to Open Session at 10:09 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 from General Counsel.

REPORT ITEMS:
(*Taken Out of Order*)

45. MTS: 2007 Year-End Security Report (OPS 970.11)

Mr. Bill Burke, SDTI Director of Security, provided the Board with an overview of security results for the 2007 year end. He reviewed statistics on passenger inspections, passengers carried, activities of the Special Enforcement Unit, enforcement of the no smoking ordinance, community outreach activities, and incident statistics. He also discussed trespassing issues at Old Town Transit Center and activities related to the Department of Homeland Security. He also reviewed grant funding provided for security.

Public Comment

Lorraine Leighton: Ms. Leighton stated that her purse was recently stolen on the Green Line in October and that security officers refused to take her report. Mr. Burke stated that he was not familiar with this incident. Mr. Monroe requested that Mr. Burke meet with Ms. Leighton to discuss the incident.

Mr. Young suggested that MTS pursue stay-away orders in order to keep repeat offenders off the system. Mr. Burke briefly discussed how MTS works with the San Diego Police Department to deal with these individuals. Mr. Young suggested that MTS do more of this type of thing. He stated that these individuals need to understand that riding public transit is a privilege, not a right, and that there will be consequences if they continue to misbehave. Mr. Burke indicated that undercover security forces are sent out to deal with clusters of incidents but often the offenders are different each time. In response to a question from Mr. Young, Mr. Burke stated that MTS has a database of citations and warnings that are issued, and, if they see a pattern for a particular individual when looking at this data, they pursue a Temporary Restraining Order. He stated that MTS also works with the Police Department to set up special operations where there are these types of situations. He added that MTS also works with the Police Department's Gang Unit.

Mr. Young stated that when a serious incident occurs on the system, he would like to have a written report on that incident right away (that day or the next). He stated that the report should

describe what happened and should be sent to each Board member. He suggested that security officers have hand-held devices on which they can view images of individuals who are repeat offenders. Chairman Mathis stated that this suggestion could be reviewed by the Budget Development Committee. Mr. Young suggested that staff look at other sources of funding and stated that Governor Schwarzenegger recently approved funding for cities dealing with gang issues. He suggested that the Board establish a subcommittee to actually address safety issues and really study the statistics presented by staff. He also stated that this group could review how MTS security personnel interact with the Police Department and encourage them to be more helpful in supporting what MTS is doing. He also suggested creating an abatement order for larger groups of people. He also suggested working with judges on this issue. He added that staff may not be able to do that, but that policymakers can.

Mr. Young stated that there is an undercurrent of issues relating to crime and gang involvement on the MTS system. He stated that patrons do not feel safe and have few other options. He stated that he felt staff should not indicate that crime has increased as a result of increase ridership without a valuation of the correlation between those two factors. He stated that MTS should be more thoughtful on how it addresses this issue. Mr. Young stated that a safety subcommittee should be formed and that staff should provide reports to the Board on serious incidents that occur on the system on a regular basis. In response to a comment by Chairman Mathis, Mr. Young stated that current reports are issued by staff only for catastrophic types of incidents, and he would like to see reports on major assaults and other types of serious incidents.

Mr. Ewin stated that he forwards all press releases from law enforcement to MTS. Mr. Mathis stated that MTS prefers to wait until all information has been gathered so that communications to the Board are accurate, which may take longer. Mr. Young felt that there should be full disclosure to the public as soon as possible and that the safety subcommittee should discuss this matter. Mr. Rindone stated that Chula Vista council members get weekly reports on serious incidents, which provides the opportunity for members to pursue further information. Mr. Rindone suggested that the Budget Development Committee be given the task of sitting as the safety subcommittee since actions taken by such a subcommittee would have budget implications. Mr. Monroe volunteered to be on the safety subcommittee.

Mr. Lewis stated that El Cajon uses hand-held devices similar to the ones suggested by Mr. Young and that grant funding is available for these types of items. He stated that Pam Scanlon at SANDAG could be contacted regarding this particular funding.

Mr. Monroe asked if SDTI's statistics provide a breakdown of incidents by time of day, day of week, age, and gender. Mr. Burke stated that Transit Watch does provide the statistics by time of day and day of the week. Mr. McLean felt that more attention should be given to preventing crime in the first place and suggested that educating the public and children in school would help discourage and prevent crime.

Action Taken

Mr. Young moved to (1) receive this report for information; (2) direct staff to return to the Board with an agenda item on the creation of a safety subcommittee; and (3) direct staff to provide the Board with weekly written reports on major incidents on the system. Mr. Faulconer seconded the motion, and the vote was 11 to 0 in favor.

DISCUSSION ITEMS:

30. MTS: Financial Perspective on the Metropolitan Transit System (FIN 340)

Ms. Sharon Cooney, Director of Government Affairs and Community Relations, reviewed the White Paper that was written in response to the Executive Committee's request. She reviewed the elements of the paper, which included MTS's improved service and efficiency, funding challenges, operating budget issues, capital needs and funding concerns, and potential ways to bridge the funding gap. She reported that MTS is in the business of increasing ridership, but because fares only comprise 36 percent of the funding used to operate the service, ridership increases need corresponding increases in funding sources. She also stated that the State may use the passage of the measure for the infrastructure bonds as an excuse to use other transit funds to address the state fiscal crises. Ms. Cooney stated that the four points she made for bridging the gap should guide policy-making decisions.

In response to a question from Mr. Monroe, Ms. Jablonski stated that FasTrak revenues were \$1 million two years ago, 0 last year, and are projected to be \$.5 million for this year. He added that MTS's share of FasTrak revenues is covered by a Memorandum of Understanding.

Mr. Rindone stated that the White Paper was very well done. He suggested that Board members or staff who speak to service groups or other local organizations use this as a guide for their presentation. He added that MTS has implemented fare increases, has improved its service efficiency through the Comprehensive Operational Analysis, and has few options left. He stated that MTS can either cut service or identify a new dedicated funding source. He stated that MTS could become part of the Quality of Life Initiative or pursue a transit funding measure.

Action Taken

Mr. Lewis moved to receive the white paper and discuss potential next steps. Mr. Clabby seconded the motion, and the vote was 10 to 0 in favor.

REPORT ITEMS (continued):

48. MTS: June 2008 Proposed Service Changes (SRTP 830)
(Taken Out of Order)

Mr. Denis Desmond, MTS Senior Transportation Planner, reviewed the service changes that are planned for June 2008 for Route Nos. 14, 25, 923, and 855.

In response to a question from Mr. Monroe, Mr. Desmond estimated that, after the service changes to Route No. 14, the subsidy would be around \$5. He stated that staff plans on taking a closer look at this route in FY 2009. Mr. Monroe suggested that the route be eliminated because passengers of that route have other options. Mr. Desmond stated that Route No. 14 provides local access along the Mission Valley corridor, and there are certain places where there are other options. He stated that staff will be looking at other ways to provide that local access in the future.

The remainder of this presentation was waived.

Action Taken

Mr. Emery moved to (1) receive a report on service changes proposed for June 2008 implementation; and (2) receive an update on efforts to replace Direct Access to Regional Transit with a community-based alternative. Ms. Atkins seconded the motion, and the vote was 8 to 0 in favor.

46. MTS: Service Performance Monitoring Report (Winter 2007 Service Period) (SRTP 830)

The staff report on this item was waived.

Action Taken

Mr. Emery moved to receive a report on the performance of bus and trolley services for the service change period between September 2, 2007, and January 27, 2008. Mr. Rindone seconded the motion, and the vote was 8 to 0 in favor.

47. SDTI: Chargers Football 2007 Year-End Summary (OPS 970.2)

This item was deferred.

49. MTS: San Ysidro Border Reconfiguration Project (ADM 124)

This item was deferred.

60. Chairman's Report

Chairman Mathis reminded Board members that Form 700, Statements of Economic Interest, are due April 1. He stated that completed statements should be submitted to Gail Williams, Clerk of the Board, and must be postmarked by April 1 if sent through the U.S. mail. He also reported that the following handouts were provided to the Board: 1) Public Transportation Reduces Greenhouse gases and Conserves Energy, and 2) A Better Way to Go, a U.S. PIRG Education Fund report. He stated that Board members were also provided with a revised Executive Committee and Board schedule reflecting the recent changes in Finance Workshop dates.

61. Audit Oversight Committee Chairman's Report

There was no report made on this item.

62. Chief Executive Officer's Report

Mr. Jablonski reported that he recently attended the APTA Legislative Conference in Washington, D.C. with Mr. Monroe, Mr. Mathis, Mr. Rindone, and Ms. Cooney. He stated that they met with legislators regarding reauthorization and greenhouse gases, and stated that transit agencies may be able to get funding from legislation that will be presented shortly related to greenhouse gases.

63. Board Member Communications

APTA Legislative Conference: Mr. Monroe reported that there was a productive meeting with Congressman Filner's office regarding the San Ysidro project. He also reported that

Congressman Hunter reported that \$5 million was added to the request for the East County Bus Maintenance Facility; however, Mr. Hunter also indicated that there would probably soon be an agreement between the Republicans and the Democrats to not have any earmarks at all. He stated that a number of members of Congress stated that transit was late to the table. Mr. Monroe also reported that transit has only one percent in the Lieberman legislation.

Mr. Rindone reported that a meeting was held with Senator Boxer and that she is developing a bill for CO₂ reductions, which should be ready for debate in 2009. She wants to gain bipartisan support for this measure.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, March 26, 2008, at 9:00 a.m. in the same location.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:43 a.m. in memory of Stephen Collins.

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): 3/13/08

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:28 a.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	☒	(Hueso)	☐	9:16 a.m. during AI 2	
CLABBY	☒	(Selby)	☐		
EMERY	☒	(Cafagna)	☐		
EWIN	☒	(Allan)	☐		
FAULCONER	☒	(Hueso)	☐		
LEWIS	☒	(Hanson-Cox)	☐		
MAIENSCHIN	☐	(Hueso)	☐		☒
MATHIS	☒	(Vacant)	☐		
MCLEAN	☒	(Janney)	☐		
MONROE	☒	(Downey)	☐		
RINDONE	☒	(McCann)	☐		
ROBERTS	☐	(Cox)	☒	9:08 a.m. during AI 2	
RYAN	☐	(B Jones)	☐		☒
YOUNG	☒	(Hueso)	☐		
ZARATE	☐	(Parra)	☐		☒

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Guish Williams
Jeff Utz

NOT TURNED IN TO ACCOUNTING FOR THE PAYMENT OF FEES. ONLY THE ROLL CALL FOR THE FULL BOARD MEETING ON THIS DATE WAS TURNED IN FOR PAYMENT OF FEES.

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 3/13/08

CALL TO ORDER (TIME): 9:28 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:30 a.m.

RECONVENE: 10:09 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:43 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	☒ (Hueso) ☐		
CLABBY	☒ (Selby) ☐		
EMERY	☒ (Cafagna) ☐		11:40 a.m. during AI 63
EWIN	v (Allan) ☐		11:28 a.m. during AI 48
FAULCONER	☒ (Hueso) ☐		11:25 a.m. during AI 48
LEWIS	☒ (Hanson-Cox) ☐		
MAIENSCHIN	☐ (Hueso) ☐		☒
MATHIS	☒ (Vacant) ☐		
MCLEAN	☒ (Bragg) ☐		
MONROE	☒ (Downey) ☐		
RINDONE	☒ (McCann) ☐		
ROBERTS	☐ (Cox) ☒		9:56 a.m. during AI 24
RYAN	☐ (B. Jones) ☐		☒
YOUNG	☒ (Hueso) ☐		11:02 a.m. during AI 30
ZARATE	☐ (Parra) ☐		☒

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL



1255 Imperial Avenue, Suite 1000
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619/231-1466
FAX 619/234-3407

Agenda

Item No. 4

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

ADM 110 (PC 50101)

March 27, 2008

SUBJECT:

MTS: CREATION OF AN AD HOC SAFETY COMMITTEE

RECOMMENDATION:

That the Board of Directors nominate Board members and create an Ad Hoc Safety Committee.

Budget Impact

\$150.00 per member per meeting plus staff time and costs for creating all agenda materials.

DISCUSSION:

The nomination and election procedures pursuant to Robert's Rules of Order are as follows:

1. The Chairman of the Board opens the agenda item.
2. The Chairman requests nominations from the floor. Nominations do not require a second.
3. The Chairman closes the nominations.
4. The Chairman invites the candidate(s) to address the Board for 3 minutes.
5. The Chairman asks for any Board discussion.
6. The Chairman calls for the vote on each motion for each candidate.

The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, tiffany.lorenzen@sdmts.com

MARCH27-08.4. ADHOC SAFETY COMM. TLOREN.doc



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



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Agenda

Item No. 6

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

ADM 130 (PC 50611)

March 27, 2008

SUBJECT:

MTS: MINCOM ANNUAL SOFTWARE SUPPORT MAINTENANCE – CONTRACT
AMENDMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into a contract amendment (MTS Doc. No. G0740.7-02 – Attachment A) with Mincom Inc, for annual software support maintenance for the Ellipse financial system package.

Budget Impact

Not to exceed \$110,023.34 (from project code 50611 - SDTC Revenue Administration) per calendar year.

DISCUSSION:

The annual support fee and renewal for MTS's Ellipse application is now due for the period of January 1, 2008, through December 31, 2008. The funding has been budgeted in the MTS-IT General Services Agreement for fiscal years 2008 and 2009. The support renewal contract would provide technical support and compliance with software licensing provided by Mincom, Inc.

Amendment No. 7 is for maintenance support for the Ellipse software owned and licensed by Mincom. MTS's maintenance entitles it to receive upgrades (new versions and bug fixes) of the software that only Mincom can supply. Software maintenance is a percentage of the full price of the software purchased. The reduction in MTS's



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.

maintenance is due to a reduction of user licenses. Based on pricing for the previous six amendments, the percentage calculation, and the fact that Mincom is the sole-source provider of Ellipse software, staff finds the pricing fair and reasonable.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Dan Bossert, 619.238.0100, Ext. 6445, daniel.bossert@sdmts.com

MARCH27-08.6.MINCOM AMDMT.DBOSSERT.doc

Attachment: A. Draft MTS Doc. No. G0740.7-02

March 27, 2008

Doc. No. G0740.7-02
PC 50661

Mr. Rick Rogers
President
Mincom Incorporated
9635 Maroon Circle, Suite 100
Englewood, CO 80112

Dear Mr. Rogers:

Subject: MTS DOC. NO. G0740.7-02 – MINCOM ANNUAL SOFTWARE SUPPORT MAINTENANCE

This shall serve as our agreement for annual support maintenance services as further described below.

SCOPE OF SERVICES

Continue to provide annual software renewal and support service maintenance for the Ellipse software and system applications. Mincom agrees to reduce the number (from 125 to 75) of maximum concurrent users receiving support services in accordance with the terms and conditions as stated on Mincom's Amendment No. 7 (attached).

SCHEDULE

Coverage period is January 1, 2008, through December 31, 2008.

PAYMENT

The total payment shall not exceed \$110,023.34.

All previous conditions remain in effect. If you agree with the above, please sign and return the copy marked "original" to the Contracts Specialist at MTS. The remaining copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Rick Rogers
President

MARCH27-08.6.AttA-1.MINCOM
G0740.7-02.DBOSSERT.doc

Date: _____

Attachment: Mincom Amendment No. 7

AMENDMENT NO. 7 TO MTS DOCUMENT NO. G0740.0-02

SERVICES

This Services Amendment No. 7 is made as of _____, 2008 by and between **Mincom, Inc.** ("Mincom") and the "Customer" identified below.

Customer: Metropolitan Transit System	Contact: Michele Giovinazzo
Address: 1255 Imperial Ave., Suite 1000, San Diego, CA 92101-7490	Phone: 619-231-1466
State/Country of Incorporation:	Fax: 619-234-3407
	E-Mail:

Customer Contract:

By execution of this Amendment, the parties will form a Customer Contract for the provision of the Services to the Customer by Mincom incorporating the terms and conditions of Agreement No. G0740.0-02 (the "Agreement"), Amendments 1 through 6, and this Amendment No. 7. Once signed, any reproduction of this Amendment made by reliable means (for example, photocopy or facsimile) is considered an original and all Services ordered under this Amendment will be subject to it. Except for those incorporated in this Amendment for Services, any different or additional terms of a purchase order, confirmation, or other form signed by the parties after the date hereof shall have no force or effect.

Mincom shall perform the Services outlined in the Statement of Work in accordance with this Services Amendment and the Agreement.

Special Conditions:

Customer has requested and Mincom has granted a reduction in the number of Customer's Maximum Concurrent Users receiving Support Services under the Agreement, and Mincom has also granted to Customer a corresponding reduction in Customer's Support Fees ("Reduction"). This Support and Fee Reduction is granted by Mincom in accordance with the terms and conditions set forth below:

1. **User Count.** Customer's number of Maximum Concurrent User receiving Support Services under the Agreement has been reduced from 125 to 75. **"Maximum Concurrent Users"** means the maximum number of users accessing the Software application at any point in time.
2. **Termination of Support for Third Party Software.** Effective March 31, 2008, Support Services are terminated for the Third Party Software listed in Section 3. below.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

3. **Support Fee.** Customer's Support Fee has been reduced as follows, commencing on January 1, 2008 ("Commencement Date"):

Software	Annual Support Fee Through December 31, 2007	Support Fee Commencing January 1, 2008
Mincom Software:		
Ellipse	US\$113,610.00	\$94,355.00 (Annually)
Output Designer		
Fuel & Oil Interface		
Mincom Scheduler		
Third Party Software:		
BSI Tax Factory	US\$39,018.00	\$7,834.17 (For the period January 1, 2008 through March 31, 2008 only. See Special Condition #2 above)
BSI Report Factor		
Microfocus Cobol		
IBM CICS		

4. **Reinstatement.** Should Customer request or if it becomes necessary to reinstate Support Services for all or any portion of the number of reduced Maximum Concurrent Users or the Third Party Software for which Support Services are terminated in Special Condition #2 above, the following conditions will apply:
- (a) Customer must pay to Mincom a reinstatement fee, in addition to the Support Fee for Support Services set forth herein;
 - (b) The start date for the Support Services will be the anniversary of the Commencement Date set forth in Special Condition #3 above; and
 - (c) The reinstatement fee will be:
 - (i) payable in advance;
 - (ii) calculated at the then current rates applicable for the Software; and
 - (iii) equivalent to 1/12th of one full year's worth of Service Fees multiplied by the number of full or partial months between the last day of Support Services under the previous Customer Contract and the start date of the new term as defined in (b) above.

METROPOLITAN TRANSIT SYSTEM

MINCOM, INC.

Signature: _____

Signature: _____

Printed: _____

Printed: _____

Title: _____

Title: _____

Date: _____

Date: _____



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

Agenda

Item No. 7

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

FIN 300 (PC 50601)

March 27, 2008

SUBJECT:

MTS: INVESTMENT REPORT

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A is a report of MTS investments as of January 2008. It is broken into two columns—the first column relates to investments restricted for capital support or debt service, and the second column is the unrestricted portion.

As the schedule shows, the overwhelming bulk of investments are restricted primarily for debt service related to the payments on the 1989/1990 and 1995 Lease and Leaseback transactions. The second column (unrestricted assets) provides the working capital for MTS operations for employee payroll and vendors' goods and services.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, tom.lynch@sdmts.com

MARCH27-08.7.INVESTMT RPT.LMUSENGO.doc

Attachment: A. Investment Report



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.

**San Diego Metropolitan Transit System
Investment Report
1/31/2008**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Avg. Rate of Return</u>
<u>Cash and Cash Equivalents</u>	\$ 9,086,855	24,440,017	2.32%
<u>Investments - Working Capital</u>	-	39,369,528	4.62%
<u>Cash - Restricted for Capital Support</u>	5,586,088	-	N/A
<u>Investments - Restricted for Debt Service</u>	120,135,945	-	N/A
Total Cash and Investments	\$ 134,808,887	\$ 63,809,545	

Controller: _____ Date: _____

Att. A, AI 7, 3/27/08



Metropolitan Transit System

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

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.

CIPs 11142, 11165

March 27, 2008

SUBJECT:

MTS: LIGHT RAIL VEHICLE PAINT AND BODY REHABILITATION SERVICES -
WORK ORDER

RECOMMENDATION:

That the Board of Directors;

1. authorize the Chief Executive Officer (CEO) to issue Work Order No. 08-01 (Attachment A) to MTS Doc. No. L0744.1-06 for Carlos Guzman, Inc. for additional light rail vehicle (LRV) paint and body rehabilitation services; and
2. approve the transfer of \$160,000 from Miscellaneous Capital Improvement Program (CIP) No. 11142 to LRV Paint and Body Rehabilitation Services CIP 11165 (Attachment B).

Budget Impact

The total cost of \$160,000 for additional LRV paint and body rehabilitation services would come from CIP 11165-0800 (LRV Paint and Body Rehabilitation).

DISCUSSION:

In June 2007, the Board approved a one-year contract extension to Carlos Guzman, Inc. for LRV paint and body rehabilitation services for total cost not to exceed \$480,000. All work under this amendment is expected to be completed in the next couple of weeks.

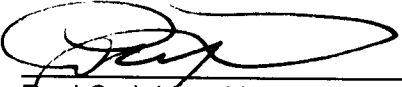


Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

San Diego Trolley, Inc. (SDTI) staff recommends the continuation of the LRV Paint and Body Rehabilitation Program until the end of this current fiscal year for two primary reasons:

1. The SD100 LRV fleet is now 15 to 20 years old, and some rust damage is evident as these LRVs are repainted. As learned from experience with the U2 fleet of LRVs, waiting too long to address a rust problem can cost a lot more money and time. Currently, the problem is in the early stage on the SD100 LRVs, and now is a good time to address it; and
2. MTS is hosting the annual American Public Transportation Association (APTA) conference in September 2008, and a large contingency of transit professionals are expected to attend this conference. It is staff's desire to have as many freshly painted cars in service as possible prior to this conference.

It is estimated that four LRVs can be completed for an additional cost of \$160,000 by the end of June 2008. The contractor has agreed to hold the same price as in Amendment No. 1, and the quality of work is excellent. Staff proposes to use funds from the Miscellaneous CIP and to continue the process into fiscal years 2009 and 2010 with additional capital funds until the entire SD100 fleet is rehabilitated.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Russ Desai 619.595.4908, rushikesh.desai@sdmts.com

MARCH27-08.8.LRV PAINT BODY REHAB.RDESAI.doc

Attachments: A. MTS Doc. No. L0744.1-06, W.O. 08-01
B. Budget Transfer Summary

March 27, 2008

DRAFT

MTS Doc. No. L0744.1-06
Work Order No. 08-01
OPS 970.6

Mr. Carlos Guzman
President
Carlos Guzman, Inc.
1619 East Creston Street
Signal Hill, CA 90755

Dear Mr. Guzman:

Subject: MTS DOC. NO. L0744.1-06, WORK ORDER NO. 08-01, LRV PAINT AND BODY
REHABILITATION SERVICES

This letter will serve as our agreement for services to be provided under the LRV Paint and Body Rehabilitation Services Agreement (Amendment No. 1) as further described below.

SCOPE OF SERVICES

Provide LRV paint and body rehabilitation services on up to four Siemens SD100 light rail vehicles (LRVs) in accordance with the terms and conditions of the LRV Paint and Body Rehabilitation Services Agreement.

SCHEDULE

The contract extension date of August 31, 2008, in Amendment No. 1 shall remain unchanged for this work order.

PAYMENT

The payment terms agreed to for Amendment No.1 shall remain unchanged. The total cost for all four SD100 LRVs under this work order shall not exceed \$160,000.

All other terms and conditions of the original LRV Paint and Body Rehabilitation Services Agreement shall apply. If you agree with the above, please sign in the space provided below, and return the document marked "Original" to Melissa Fernandez, Contracts Specialist, at MTS. The second copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Carlos Guzman
Carlos Guzman, Inc.

MARCH27-08.8.AttA.L0744.1-06.08-01.RDESAI.doc

Date: _____

FUND TRANSFER SUMMARY

PROJECT (CIP NO.)	FY 08 Budget	Proposed Budget	Budget Change
1. LRV Paint and Body Rehabilitation (CIP 11165)	\$500,000	\$660,000	\$160,000
2. Miscellaneous Capital (CIP 11147)	\$361,579	\$201,579	-\$160,000

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

LEG 492

March 27, 2008

SUBJECT:

MTS: SAN DIEGO TRANSIT CORPORATION QUALITY ASSURANCE AUDIT
REPORT

RECOMMENDATION:

That the Board of Directors receive the San Diego Transit Corporation (SDTC) Quality Assurance (QA) Audit Report for information.

Budget Impact

None.

DISCUSSION:

The SDTC QA Audit Report is attached for information. The audit report contains two recommendations for improvement. Management has agreed with the recommendations and is taking action for implementation.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mark Abbey 557-4573

MARCH27-08.9.SDTC QA AUDIT RPT.MABBEY.doc

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



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



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San Diego, CA 92101-7490
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Agenda

Item No. 10

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

LEG 491

March 27, 2008

SUBJECT:

MTS: PROPERTY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties (CSAC) Property Insurance Program, effective March 31, 2008, through March 31, 2009, with a basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels.

Budget Impact

The renewal premium is approximately \$933,961, which is about 5% below last year's premium of \$980,587. This decrease is attributed to rate changes and property valuations. The premium is anticipated to be charged against the budgets of MTS (\$3,601), SDTC (\$186,548), and SDTI (\$743,812). No budget adjustment is proposed at this time. Fiscal year 2009 budgets are being developed, and funds will be designated and included within them.

PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT			
Policy Period: 03/31/07 - 03/31/08			
Agency	FY 08	FY 09	Total Premium
MTS	\$900	\$2,701	\$3,601
SDTC	\$46,637	\$139,911	\$186,548
SDTI	\$185,953	\$557,859	\$743,812
TOTAL	\$233,490	\$700,471	\$933,961



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DISCUSSION:

MTS's property insurance policy expires on March 31, 2008, and covers the real and personal property of MTS, SDTC, and SDTI. The policy is obtained through California State Association of Counties (CSAC), a joint purchase group of all but a handful of California counties created for the purpose of obtaining insurance at a reduced cost. SDTC has been insured through this group since 1993. Effective November 1, 1997, all MTS entities became insured with CSAC.

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

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

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

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

The premium is decreasing 5% from the previous year. The policy includes terrorism coverage for all CSAC members. In general, the premium rate charged per unit value remains very competitive within the insurance marketplace.



Paul C. Jablonski
Chief Executive Officer

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

MARCH27-08.10.PROPERTY INS RENEWAL.JDOW.doc



1255 Imperial Avenue, Suite 1000
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 492

March 27, 2008

SUBJECT:

MTS: AUDIT REPORT ON CONTRACT SERVICES

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

During December 2007, the MTS Internal Auditor performed a review of Contract Services' internal controls and operational procedures to assess the adequacy of internal controls over contract services operations. As a result of the review, eight recommendations were made for management's consideration. Management has accepted the recommendations and is taking action to address the issues noted.

Paul C. Jablonski
Chief Executive Officer

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

MARCH27-08.11.AUDIT CONTRACT SVCS.MABBey.doc

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



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



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.

CIP 11125

March 27, 2008

SUBJECT:

MTS: SUBSTATION TRANSFORMER REWIND SERVICES – CONTRACT
AMENDMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL.100.1-08 (Attachment A) with Siemens Energy and Automation, Inc. (Siemens) to provide Front Street substation transformer rewind services.

Budget Impact

The total cost of \$64,515.00 would come from the FY 2008 Transformer Rehabilitation Capital Improvement Program (CIP) 11225-0800 budget.

DISCUSSION:

On February 22, 2008, MTS awarded the Yard No.4 substation transformer rewind services contract (Doc. No. PWL.100.0-08) to Siemens after going through a competitive bidding process under the CEO's authority (contracts under \$100,000). The total contract was not to exceed \$63,318.00.

Soon after the yard substation contract was awarded, similar failure occurred on the transformer at the Front Street substation. Both Yard and Front Street substations play a critical role in MTS's operations because of their location in the vicinity of the storage yard, Imperial Junction, and PETCO Park. Currently at Front Street, one substation is down and one is up and running, so we are operating at a reduced capacity. Therefore rehabilitating the failed transformer at Front Street quickly is very desirable—especially



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.

in light of the approaching baseball season. Since Siemens is already working on the yard transformer, MTS obtained a price quote from Siemens for the same work on the Front Street transformer (see Attachment to Amendment No.1). Siemens' price for the Front Street transformer repair (\$64,515.00) is very close to what Siemens offered MTS as the low bidder for yard transformer rewind work last month (\$63,318.00). Based on a review of the independent cost estimate, staff feels the price is fair and reasonable. The increase in Siemens' proposal is due to the rapidly rising price of copper. In addition, Siemens is mobilized, has insurance, can start work quickly, and has done similar work in the past for MTS.

Therefore, staff recommends approval of contract Amendment No.1 (Attachment A) to Siemens to rehabilitate a transformer at the Front Street substation. Per MTS Policy No. 52.2 A(i) contracts including all amendments that exceed \$100,000 require MTS Board approval. The original yard substation contract along with the Front Street amendment exceeds this threshold and, therefore, Board approval is requested.



Paul G. Jablonski
Chief Executive Officer

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

MARCH27-08.12.SUBSTATION TRANSFORM REWIND.RDESAI.doc

Attachment: A. MTS Doc. No. PWL.100.1-08 (with cost proposal)

DRAFT

March 27, 2008

MTS Doc. No. PWL.100.1-08

Mr. Robert Horn
Contract Services Manager
Siemens Energy and Automation, Inc.
1915 Mark Court, Suite 100
Concord, CA 94520

Dear Mr. Horn:

Subject: AMENDMENT NO. 1 TO SDTI DOC. NO. PWL.100.0-08 – SUBSTATION TRANSFORMER
REWIND

This letter will serve as Amendment No. 1 to MTS Doc. No. PWL.100.0-08.

SCOPE OF SERVICES

Provide Front Street substation transformer rewind services in accordance with the scope of work in the cost proposal (attached) and the terms and conditions of the original Yard Substation Transformer Rewind Services Agreement.

SCHEDULE

One hundred calendar days from the date of receipt of executed Amendment No.1 shall be allowed for completion of all work specified in this Amendment. Liquidated damages of \$100 per calendar day for the first 10 calendar days and \$500 per calendar day thereafter shall apply.

PAYMENT

The total cost for providing all the materials, equipment, and services as described in the cost proposal (attached), including freight and California taxes, shall not exceed \$64,515.00 without prior formal authorization by MTS.

All other terms and conditions of the original Yard Substation Transformer Rewind Services Agreement shall apply.

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

Robert Horn
Siemens Energy and Automation, Inc.

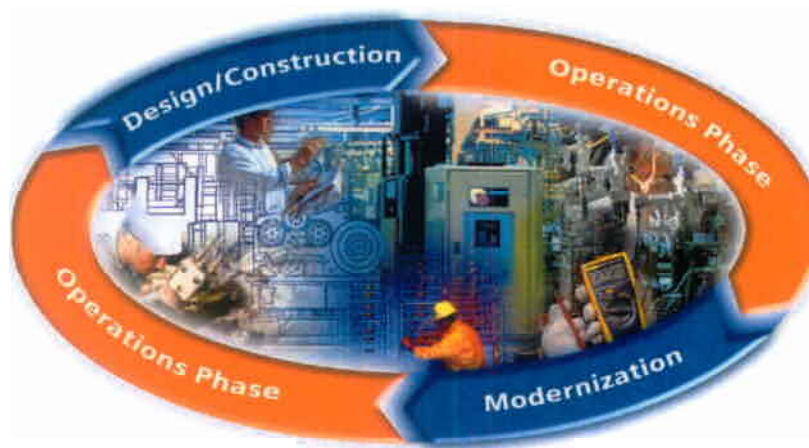
MARCH27-08.12.TRANSFORMER REWIND SVCS.RDESAI.doc

Date: _____

Attachment: Siemens cost proposal

Metropolitan Transit Systems San Diego Trolley Inc.

Front Street – Rewind Traction Power Substation Rectifier Transformer



SIEMENS

Industrial Services

A Siemens Energy and Automation Company

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Pricing	4
Siemens Contact Information.....	5
Attachments:	
1. Siemens Price List 49-020 (4-1-07).	
2. Siemens standard acceptance testing – dry type transformers (CC-SSW-25).	
3. Magnetic Technology. Rewind Services – work scope offer.	
4. Magnetic Technology. Company Profile.	
5. Magnetic Technology. Transit experience list.	

Project Description

San Diego Trolley, Inc (SDTI) has new RFQ Verbally for a failed TPSS transformer located on ***Front Street***.

Work Scope

Siemens Energy and Automation, Inc., Industrial Services Division, whose core competence is the Design, Engineering and Project Management of power generation and power distribution projects is pleased to submit this proposal to perform the following:

Removal of the existing faulted 1100 KVA rectifier transformer. Including:

- Removal of the existing substation wall to gain access to the existing transformer.
- Lock Out – Tag Out of the existing equipment.
- Disconnecting the power and control wires from the existing circuit breaker (source) and rectifier (load).
- Rigging the transformer to outside the TPSS.
- Utilizing a third party crane service to lift the transformer to the transportation service providers truck.

Inspection, Rewind, and Testing of the transformer. Including:

This work scope shall be done by a subcontracted third party service provider named Magnetics Technology. Transformer testing will be done by the transformer company and results shared with SDTI before they are shipped.

Description of rewind and testing scopes from each company have been attached.

Base Price: Magnetic Technology Corporation (www.magtech.us)

Re-Installation of the rewound transformer. Including:

- Utilizing a third party crane service to lift the transformer from the transportation service providers truck to near the TPSS.
- Perform acceptance testing per Siemens standard scope of work – dry type transformers (CC-SSW-25) attached.
- Rigging the transformer back to it's original location inside the TPSS.
- Reconnecting the power and control wires to the rewound transformer.
- Verify all connecting bolts are torqued to proper values.
- Label all transformer connections and taps
- Apply a new nameplate on transformer enclosure.
- Re assembly of the substation.

Clarifications

- 1) Replacement parts and additional labor to affect any repairs necessary for proper operation of the equipment will be accomplished exclusively at the customers written direction and authorization. Any additional work (replacement parts) will be accomplished with our current published rates (Price List 49-020 (4/1/07)), attached. Materials (non-labor) will be billed at cost plus 25%.
- 2) All work is to be performed during the normal 8-hour daytime work, Monday through Friday. Holidays excluded
- 3) This Siemens Industrial Proposal includes all tools, test apparatus, associated equipment, and the transportation of men and equipment to and from customer's premises.
- 4) Siemens assumes all equipment will be made available/ accessible upon arrival of Siemens personnel
- 5) Extensive delays due to circumstances beyond the control of the Siemens Industrial Services field personnel will be subject to additional billing. At the published rates in effect at the time of service (Price List 49-020 (4/1/07) attached.
- 6) Due to the expedited nature of the TPSS transformer service, Siemens has an existing contract with negotiated terms and conditions
Reference:
Metropolitan Transit Systems
Contract # PWL.100.0-08
Date. January 25, 2008.

Pricing

Total Price Base.....\$64,515

This offer is valid until April 22, 2008 unless otherwise extended, modified, or withdrawn, in writing, by Siemens ISBU and limits acceptance to the terms set forth herein.

Should you as a customer choose to accept our offer please forward your purchase order and instructions to the following:

Siemens Energy and Automation, Inc.
1915 Mark Court, Suite 100
Concord, CA 94520

Attn: Michelle Ortiz – Order Coordinator
(925) 681-4462 – Office
(925) 681-4499 – Fax
michelle.ortiz@siemens.com

By providing us the information below, we can secure resources and start necessary work in order to start this proposed work.

PO Number

By (Signature)

Date

Name (Please Print)

Please reference the following proposal number when submitting your purchase order.

1-LAE-2008-02-10BH

Siemens Contact Information

Thank you for the opportunity to be of service and for your confidence in Siemens Industrial Services. If you have any questions or require additional information, please call me at 714-350-4307.

Sincerely,

Bob Horn
Account Manager
Phone: 714-350-4307

Prices effective April 1, 2007 and
subject to (a) change without notice and
(b) terms and conditions set forth in
Selling Policy 49-000
Page 1 of 2

Commercial Rate Schedule for U.S.
excluding Hawaii

Services Rates for Engineers, and Specialists

Services

Siemens Industrial Services maintains a highly-skilled staff of competent, trained engineers, technicians and specialists for the purpose of furnishing (1) Installation Services, (2) Advisory Services (3) Maintenance Services, and (4) Management Services related to mechanical and electrical equipment and systems at customer facilities or at Siemens Field Service Offices.

Installation Services include those related to new apparatus such as project service, technical assistance during installation and start-up, and the initial testing of equipment or systems.

Advisory Services are those involving engineering studies, tests and evaluations including system or equipment modification and special customer training programs.

Maintenance Services provides continuing engineering services or apparatus repair to maintain equipment or system integrity.

Classifications or Engineering Service
Siemens offers the following categories:

Lead / Demand Field Engineers
Site Management
Specialist Field Engineers
Consulting Analysts

Rates for the above categories of services are listed on page 2 of this Price List.

Description of Classifications of Services:

1. **Lead/Demand Field Engineer** represents the initial (first) field engineer at the work site. With respect to work in which multiple field engineers are assigned, this activity includes the responsibility for the direction of the efforts of one or more field engineers during activities such as erection, assembly, check-out, start-up,

inspection, maintenance, or equipment repair coupled with integration of these activities within overall plans and requirements.

2. **Site Manager** services includes management activities such as planning, organizing, coordination / integration and monitoring resources - including labor, supervision, tools - regardless of whether provided by Siemens or others.
3. **Specialist Field Engineer** services include the provision of unique or special personnel or the expertise related to design, application or system analysis dealing with modifying or advising corrective solutions with respect to new or existing equipment or systems.
4. **Consulting Analyst** services involve the provision of personnel who are not normally assigned / classified as field personnel but whose expertise is required for the solution of problems requiring unique or specialized experience.

Foreign Engineering Service

Services commensurate with those listed above are also available to customers serving foreign markets. The local Field Service Operations Manager can provide you with additional information upon request.

Trade and Other classifications

On selected jobs where it is practical to utilize fitters, mechanics, winders, welders, machinists, etc. to perform a portion of the work, their services will be provided at current local rates.

For these rates consult the local office.

Product Warranty Work

Product warranty work on Siemens supplied equipment will be performed f.o.b. factory, or, at customer's site, at Siemens option. Whenever at customer's site, it will be accomplished during a normal eight-hour straight-time day. If the

customer requests that product warranty work be performed during any other time period, he will be invoiced for the premium time portion of the work; i.e., the difference between the applicable rate and the overtime rate for the services performed.

Invoicing

Unless otherwise specified in its proposal, Siemens shall have the right to invoice the purchaser for all material delivered and work performed under this order at such times that it considers appropriate.

Except for work performed (i) under a firm fixed price basis or (ii) pursuant to terms of a previously priced existing contract between Siemens and Purchaser, invoices for work performed by Siemens shall have added and noted on each invoice a charge of 3% (over and above the price of the work) which is related to Siemens compliance with present and proposed environmental, health and safety regulations associated with prescribed requirements covering hazardous materials management and employee training, communications, personal protective equipment, documentation and record keeping associated therewith.

Prices effective April 1, 2007 and
subject to (a) change without notice and
(b) terms and conditions set forth in
Selling Policy 49-000
Page 2 of 2

Commercial Rate Schedule for U.S.
excluding Hawaii

Services Rates for Engineers, and Specialists

CLASSIFICATION / RATE SCHEDULE

SERVICE	Straight-time Hourly Rate	Overtime Rate		Daily Rate	Minimum Billing				
		Weekdays & Saturdays	Sundays & Holidays		1 -4 Hours	5 - 8 Hours	Isolated Locations		
							Weekdays	Saturday	Sunday / Holidays
	①	②	③						
Lead/Demand Field Engineer (LEVEL 2)	\$169.00	\$254.00	\$338.00	\$1,352.00	\$676.00	\$1,352.00	\$2,028.00	\$2,703.00	\$3,380.00
Site Manager	N/A	N/A	N/A	\$1,775.00	N/A	\$1,775.00	N/A	N/A	N/A
Specialist Field Engineer (LEVEL 3)	\$185.00	\$278.00	\$370.00	\$1,480.00	\$740.00	\$1,480.00	N/A	N/A	N/A
Consulting Analyst	N/A	N/A	N/A	\$2,040.00	N/A	\$2,040.00	N/A	N/A	N/A

Rates / Billing / Charges

① **Straight time** rates apply to all time worked or traveled during a normal eight hour workday. The normal eight-hour workday is defined as any consecutive eight-hour day shift period (Monday through Friday - Holidays excepted) with an allowance for lunchtime.

② **Overtime rate** applies to all hours worked or traveled in excess of eight hours on weekdays and all time worked or traveled on Saturdays.

③ **Overtime rate** applies to all hours worked or traveled on Sundays and Holidays.

Hourly and Daily Rates are exclusive of all travel and living cost. A handling charge will be added to charges for traveling and living expenses. Should the Purchaser require additional documentation such as copies of employee expense reports and/or expense receipts, a surcharge of 25% will be made to all invoiced travel and living expenses to cover administrative costs.

Per Diem Rate

Where customers specify or require per diem rates for field services including travel and living expenses, a flat charge will be made for all time worked or traveled per eight hour weekday or fraction thereof (Monday through Friday.) All hours worked or traveled in excess of eight

hours per weekday and all hours on Saturdays, Sundays, and Holidays will be billed at the applicable hourly overtime rate. The per diem rate for the class of service rendered includes normal local living and transportation expense. Traveling time and expense from the engineer's headquarters to the job area and return will be billed separately. Consult the local Engineering Service Manager for additional information.

Travel time

The maximum billing for traveling time, at the applicable rate, shall be eight hours per man for any one-calendar day. Traveling time and expenses for each person will include leaving and returning to his headquarters. A handling charge will be added to all charges for traveling and living expenses.

Standby Time

When service personnel are on the job site but unable to perform services requested due to circumstances beyond Siemens control, the customer will be charged up to eight hours per day standby time at applicable rates.

Isolated Locations

Where services are rendered at isolated locations, where the field engineer must remain at the job site on a twenty-four basis, charges for service will be at rates in effect as described in the Classification / Rate Schedule.

Other Charge

The following charges will be in addition to the service rates outlined above.

A. Expendable Small Tools, Special Tools and Equipment

When a particular job requires the furnishing of small expendable tools or specialized tools, equipment, and instruments not normally carried by a field engineer or representative, a charge will be made equal to either the cost of acquisition (expendable items) or a rental charge, in the case of Special Tools and Equipment, as appropriate.

B. Material Furnished by Siemens

All Siemens material used on the job will be billed at current prices.

C. Material Purchased from Subcontractors or Other Vendors

Materials or services from Subcontractors or Vendors will be billed at cost plus a handling fee.

D. Special Administration

When a particular job requires special procedures, forms, invoicing, etc. an administration charge of 1% of order price or \$50.00 per hour (whichever is greater) will be charged. Consult the local Field Service Operations Manager for additional information.

TRANSFORMERS - DRY TYPE

Mechanical Checks

- Remove shipping braces and free resilient supports (if applicable).
- Inspect transformer for loose bracing, loose iron, adequate ventilation clearances and proper ground connections.
- Check condition and operation of tap changer (if applicable).
- Inspect windings for evidence of problems due to corona leakage, tracking, overheating, clogged airways and damaged insulation.
- Clean transformer with dry compressed air, or use vacuum cleaner to remove dust and dirt.
- Inspect insulators and bushings: Wipe clean with electrical cleaning solvent (if necessary).

Electrical Checks

- Check insulation resistance of high and low voltage windings with a DC megohmmeter as follows:
 - 1) High voltage to low voltage and ground.
 - 2) Low voltage to high voltage and ground.
 - 3) Ground to high voltage and low voltage.
- Check turns ratio in tap position found.

Optional Checks - Performed Only If Purchased

- a) Check turns ratio in all tap positions.
- b) Perform DC high potential test or Doble on high and low voltage windings.
- c) Perform dielectric absorption test to obtain polarization index.
- d) Check for proper operation of auxiliary devices, such as cooling fans and fan control, temperature detectors and indicator.



823 Fairview Road
Wytheville, VA 24382

Phone 276-228-7943
Fax 276-228-7953

dday@magtech.us

QUOTATION

Date: January 15, 2008

Ref: San Diego Trolley

To: Siemens Energy & Automation

Attn: Bob Horn

Email: robert.horn@siemens.com

MTC Quote: 6370 rev. 1

Item 1	Qty 1
Traction Power Transformer – NEMA RI-9 Heavy Duty Traction Service	
Dry Type Transformer Rewind Provide (3) New Coils	
1100 KVA AA 3 Phase	60 Hertz
80°C Temperature Rise (at NEMA RI-9 Load) Copper Conductor	
12000 V Delta HV 95 KV BIL	HV Taps $\pm 2 \times 2 \frac{1}{2} \%$ FCAN/FCBN
519 V Wye LV 10 KV BIL	Polyester VPI Construction

Notes:

1. Price does not include replacement of core steel.
2. Price includes freight from San Diego, CA to Louisville, OH and back to San Diego, CA.
3. Price does not include removal or installation of transformer.

Freight: FOB Louisville, OH Freight Prepaid & Add

Price Validity: 30 days for shipment by July 2008.

Lead Time: 8-10 weeks after receipt of transformer

Payment Terms: Net 30 days

Dan Day



823 Fairview Road
Wytheville, VA 24382

Company Profile

Started: 1985 Location: Wytheville, VA Web Site: www.magtech.us

Wytheville Transformers

Product Scope:

Dry Type Transformers; 1-10,000 KVA, 34.5 KV
Air/Iron Core reactors, Chokes, Interphase Transformers
Specialty and Standard Designs, Rectifier, Exciter and Distribution Duty
Indoor or Outdoor Enclosures, Primary Air Interrupter Switches

Number of Units in Service: Over 6000 Manufacturing Capacity/Year: 500-600 units

Facility:

72,000 Sq. Ft. – 7 overhead cranes
Winding, Assembly, Core Stacking/Cutting, Sheet Metal Fabrication
Varnish Vacuum-Pressure Processing, Baking, Testing

Louisville Transformer Services

Product Scope:

Dry Type Transformer Rewind/Repair 1-10,000 KVA, 34.5 KV
Liquid Filled Transformer Rewind/Repair to 100 MVA 350 KVBil
Specialty Products – Mobile Substations, Furnace Transformers

Facility:

100,000 Sq. Ft., High Bay w/100T Crane, 25T, 10T Cranes
Winding, Tear Down, Assembly, Welding, Oil Processing, Testing

Key Personnel

T. Hough – President – 33 yrs transformer experience
R. Atkins – Vice President Operations – 35 yrs manufacturing experience
V. Paparo – Vice President Engineering – 35 yrs transformer design experience
R. Ganser – Services Manager - 21 yrs transformer service facility manager
P. Dooley, D Day, Sales – 50 years combined electrical equip sales

Number Corporation Employees: 75

Average length of experience: Engineers/Technicians 5-10 years, Winders – 12 years,
Senior Assembly – 15 years, Assembly – 3 years



823 Fairview Road
Wytheville, VA 24382

Phone 276-228-7943
Fax 276-228-7953

www.magtech.us

Transit Experience

<u>Year</u>	<u>Qty</u>	<u>KVA</u>	<u>HV/HVBIL</u>	<u>Transit Authority</u>
1999	5	333	480/10	Portland Central
1999	1	278	480/10	Portland Central
2000	1	333	480/10	Portland Central
2001	1	278	480/45	Tacoma
2001	2	333	13200/95	Tacoma
2001	3	1685	13200/95	Los Incas – Argentina
2001	1	111	480/10	Tampa
2002	2	825	12470/95	Las Vegas
2002	1	1100	12470/95	Las Vegas
2002	1	1350	12470/95	Las Vegas
2002	1	1650	12470/95	Las Vegas
2002	1	1610	12000/95	San Diego
2002	2	825	12470/95	Memphis
2003	5	1586	34500/150	St. Louis Metro
2003	5	2200	12470/110	SF Muni
2003	3	1645	12470/95	Utah
2003	2	333	480/10	Central Arkansas
2004	1	333	480/10	Portland Central
2004	2	1655	12470/110	SF Muni
2004	4	1650	24000/125	Maricaibo, Venezuela
2005	3	1280	13200/95	Vancouver Transit
2005	1	1637	34500/175	St. Louis Metro
2006	9	1635	23900/125	Charlotte
2006	7	3223	24600/150	Seattle Transit
2006	3	1075	24000/150	New Orleans
2007	10	2134	25000/125	Richmond Airport Vancouver
2007	2	3460	13200/95	Metro North
2007	4	1650	19800/125	Atlanta People Mover

12/19/06



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.

CIP 10426.12

March 27, 2008

SUBJECT:

MTS: MISSION VALLEY EAST LIGHT RAIL TRANSIT PROJECT - BUDGET
TRANSFER AND CONSTRUCTION MANAGEMENT CONTRACT AMENDMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

1. transfer \$705,000 from the Mission Valley East Light Rail Transit (MVE LRT) Project Reserve (10426-4500) into the line items shown in Attachment A to fund additional claims support work and eliminate negative line item balances;
2. transfer \$1,500,000 from the MVE LRT Project Reserve funds into the project revenue (funding) as shown on Attachment B to fully fund the approved project budget; and
3. execute Contract Amendment No. 48 (Attachment C) to MTS Doc. No. L6343.0-01 with Washington Group International, Inc. (WGI) for claims support services on the MVE LRT Project and extend those services through December 31, 2008.

Budget Impact

1. The approved MVE LRT Project budget would increase by \$705,000 to \$500,512,852, and specific budget line items would be revised (as shown in Attachment A). The increase would come from the Project Reserve.



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.

2. The approved MVE LRT Project funding plan includes \$1,500,000 in reimbursement revenue from San Diego State University (SDSU). The final agreement with SDSU for campus impacts did not include net revenue to the project. This action replaces the assumed \$1,500,000 reimbursement revenue with TransNet funding from the Project Reserve.
3. Approval of recommendations 1 and 2 above reduces the Project Reserve funding and balance to \$289,448.
4. The \$266,654 for the WGI Contract Amendment No. 48 would come from the MVE LRT Project budget line item 10426-0700 (Construction Management) leaving a balance of \$98,150.

DISCUSSION:

Budget Transfers

The proposed budget transfers would move \$705,000 from the Project Reserve into various budget line items (as shown on Attachment A).

- \$350,000 would be used to fund construction management support to defend the \$15.8 million claim by the La Mesa Segment contractor.
- \$200,000 would fund legal services for this same claim.
- \$130,000 would be transferred into the Communications Equipment line item for emergency radio and communications upgrades completed for the underground station and tunnel.
- The Start-Up line item is slightly over budget and could finish within the current approved budget once all remaining encumbrances are liquidated—for now, staff recommends transferring \$25,000 to eliminate the negative balance.

Attachment D is the Budget Transfer History for the MVE LRT Project and includes the proposed budget and funding actions.

Funding

The Project funding assumptions included \$1,500,000 in revenue for SDSU utility betterments on campus. The actual costs for the betterments were reimbursed by SDSU and credited directly against the betterment expenditures in the accounting system as part of the overall settlement agreement with SDSU. Because the reimbursement from SDSU was a credit against expenditures, the line item net remaining balance (approved budget minus net expenditure) appeared to be \$1,500,000.

On March 8, 2007, the Board approved budget changes that revised the budget to cover negative line item balances and fund ongoing construction claims defense. Part of that action moved the entire approved budget for the Betterments line item, \$1,500,000, into

other line items. Since the Betterment line items assumed revenue from SDSU and that revenue had already been credited to the project, the budget transfer should have identified another funding source for the transfer.

In order to make the Project whole, \$1.5 million needs to be transferred from the Project Reserve to the Project Funding. Since this is a funding action, the project budget is not changed, and the project revenues are balanced with the approved budget. The Project Reserve will be reduced to \$289,448. The Project Reserve is all TransNet funds.

The current and revised project revenues are shown on Attachment B.

Contract Amendment-Washington Group International (WGI)

Amendment Nos. 40 through 47 directed WGI to assist in the defense of BBO's claim against MTS (under Contract No. LRT-426.4) for the La Mesa Segment of the MVE LRT Project.

Amendment No. 48 would direct WGI to assist in the defense of the BBO lawsuit through December 31, 2008.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contacts: Dennis L. Wahl, 619.235.2635, dwa@sandag.org
Ramon A. Ruelas, 619.699.6944, rrue@sandag.org
John W. Haggerty, 619.699.6937, jhag@sandag.org

MARCH27-08.13.MVE BUDGET TRANSFER.DWAHL.doc

Attachments: A. Budget Transfer Summary
B. Revenue Transfer Summary
C. Contract Amendment No. 48
D. MVE Budget History

Attachment A
Mission Valley East Project
Budget Transfer Summary

Att. A, AI 13, 3/27/08

Line Item	Approved Budget	Revised Budget	Budget Change
Construction Management	48,900,000	49,250,000	350,000
Professional Services	7,100,000	7,300,000	200,000
Communications Equipment	290,000	420,000	130,000
Start-Up	2,400,000	2,425,000	25,000
Unchanged Line Items	441,117,852	441,117,852	0
TOTAL:	499,807,852	500,512,852	705,000

Project Reserve	2,494,448.00	289,494	-2,204,954 *
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* \$705,000 transferred for this budget increase, \$1,500,000 funding reduction by separate funding transfer.

Attachment B
Mission Valley East Project
Revenue Transfer Summary

Att. B, AI 13, 3/27/08

Description	Budgeted Revenue	Proposed Revenue	Change
Federal 5309 CA-03-0518	329,958,000	329,958,000	0
Future MVE Earmarks	0	0	0
Federal 5307 CA-90-X793-1	2,838,034	2,838,034	0
NEW CMAQ	10,000,000	10,000,000	0
Federal 5307 CA-90-X990-1	7,298,766	7,298,766	0
State TCI 11A18	31,877,000	31,877,000	0
STIP 11A41	41,318,000	41,318,000	0
TSM	387,046	387,046	0
TransNet-1	13,173,154	13,173,154	0
TransNet-2	30,000,000	30,000,000	0
TransNet-3	2,147,750	2,147,750	0
TransNet-4	20,400,000	20,400,000	0
TransNet-5	6,950,000	6,950,000	0
Insurance Settlement	1,960,102	1,960,102	0
Miscellaneous Project Revenue SDSU	1,500,000	0	-1,500,000
Transfer from Project Contingency	0	705,000	705,000
Transfer from Project Contingency	0	1,500,000	1,500,000
Total:	499,807,852	500,512,852	705,000
Project Reserve (TransNet)	2,494,448	289,448	-2,205,000

DRAFT

March 27, 2008

MTS Doc. No L6343.48-01
CIP 10426.12

Mr. Stephen Paré
Southern California Area Manager
Washington Group International, Inc.
17300 Redhill Avenue, Suite 150
Irvine, CA 92614

Dear Mr. Paré:

Subject: AMENDMENT NO. 48 TO MTS DOCUMENT NO. L6343.0-01; CONSTRUCTION
MANAGEMENT SERVICES FOR THE MISSION VALLEY EAST LRT PROJECT

This letter will serve as Amendment No. 48 to MTS Document No. L6343.0-01 for professional services, as further described below.

SCOPE OF SERVICES

Extend the construction management (CM) personnel services on the Mission Valley East Light Rail Transit (MVE LRT) Project through the end of December 2008 to assist in the development of defense to claims and lawsuits submitted by Balfour Beatty/Ortiz Enterprises, Inc., JV (BBO) on the La Mesa Segment. Costs shall not exceed those as shown on the cost proposal dated January 21, 2008. All personnel and consultants must adhere to MTS Travel Policy No. 44.

SCHEDULE

Services shall be extended through December 31, 2008.

PAYMENT

Payment shall be based on actual costs, including any fees or markups, in accordance with the WGI Workforce Report dated January 21, 2008. Per diem allowances will not be used. Actual travel costs only will be invoiced. Additional authorization is contingent upon written approval from MTS. The total value of MTS Doc. No. L6343.0-01, including this amendment, is \$46,810,771.01.

Mr. Stephen Paré
March 27, 2008
Page 2 of 2

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

Stephen Paré
Washington Group International, Inc.

MARCH27-08.12.AttC.L6343.48-01.DWAHL.doc

Date: _____

cc: Jim Linthicum, Bill Prey, Dennis L. Wahl – SANDAG
Bud Jess – WGI

MISSION VALLEY EAST BUDGET TRANSFER HISTORY

Budget Transfers

WBS	Capital Line Items	Board Approval Date> Board Item Number>	43 6/8/2006 #10	44 9/14/2006 #9	45 3/8/2007 #11	46 9/13/2007 #6	47 9/27/2007 #7	48 3/18/2008	Cumulative Changes	Current Approved Budget
0100	Admin	14,900,000			1,600,000				4,100,000	19,000,000
0599	SDSU Utility Betterments				(1,500,000)				-	-
0610	Design Tunnel	6,800,000							8,440,350	15,240,350
0618	Design Line Segment	14,500,000			190,000				13,350,000	27,850,000
0700	Construction Management	21,300,000		250,000	500,000		100,000	350,000	27,950,000	49,250,000
0800	Prof. Services	2,400,000			2,400,000			200,000	4,900,000	7,300,000
0900	Right of Way	31,200,000			(351,698)		(100,000)		1,498,302	32,698,302
1010	SDSU Construction*	86,500,000			(929,200)				25,000,000	111,500,000
1099	SDSU Mitigation	-		(250,000)	(319,000)				11,620,000	11,620,000
1018	Const. Line Segment	179,400,000			(200,000)				(179,400,000)	-
109918GR	Const. Grantville								73,129,200	73,129,200
109918LM	Const. La Mesa								63,600,000	63,600,000
109918TR	Const. Track & Sys.				(1,050,000)				45,950,000	45,950,000
109910SR	SDSU Steam Line Repair				(380,102)				1,580,000	1,580,000
1300	Vehicles	30,000,000							7,850,000	37,850,000
1400	Fare Collection	1,100,000							(1,090,000)	10,000
1500	Communications	1,100,000							(680,000)	420,000
1900	Start up	2,400,000						130,000	25,000	2,425,000
3800	Contingency	31,400,000						25,000	(31,400,000)	-
4000	Contaminated soils	1,000,000								
Totals**		424,000,000	-	-	40,000	500,000	-	705,000	76,512,852	500,512,852

Approved Capital Budget
498,932,852
MTS Funded Budget
1,580,000
Steam Line Insurance

Available Reserve
289,448
7,000,000

Total Project Bdgt w
planning & reser w/o steam
line claim
506,222,300

*** (157,802) (500,000) (2,205,000) ****

4500	Project Reserve
20426	Planning

* Includes \$4,000,000 in SDSU Utility Relocations Contract

** Excludes 7,000,000 in planning budget

*** \$157,802 transferred to project 11158

**** \$705,000 to increase budget, \$1,500,000 Project Reserve Funding transferred to Project Budget.

Att. D, AI 13, 3/27/08



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

Agenda

Item No. 45

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

ADM 124

March 27, 2008

SUBJECT:

MTS: SAN YSIDRO BORDER RECONFIGURATION PROJECT

RECOMMENDATION:

That the Board of Directors receive a report on the United States General Services Administration's (GSA's) San Ysidro Border Reconfiguration Project.

Budget Impact

None.

DISCUSSION:

The San Ysidro Port of Entry is the busiest land port in the hemisphere. The Port of Entry currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day. The San Diego Association of Governments (SANDAG) predicts an increase in vehicle traffic at San Ysidro of up to 70% by 2030. SANDAG's recent study indicates that substantial regional economic impacts will continue to result from increasing wait times at the border. The United States Customs and Border Protection Agency determined that the existing outdated, 30-year-old facility can no longer support enforcement activities and must be expanded and reconfigured to improve passenger and vehicular processing, increase operational efficiency, provide greater officer and public safety, decrease operations and maintenance costs, and improve the traveler experience.



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

The GSA has been working with stakeholders in the area to gain feedback on options for reconfiguring the crossing. MTS staff has participated in discussions with the GSA and the project's designers and provided a whitepaper that explained transit uses at the border and the potential impact the reconfiguration could have on transit users and pedestrians (Attachment A). Staff will provide a report on the proposed plan.

The GSA proposal is to phase various improvements as funding becomes available. Currently, the project has been allocated \$190 million—that allocation would be used to fund Phase 1A (Attachment B).



Paul C. Jablonski
Chief Executive Officer

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

MARCH27-08.45.SANYSIDRO.SCOONEY.doc

Attachments: A. San Ysidro Border Reconfiguration Project Whitepaper
B. GSA Design of Phase 1A



Proposed Reconfiguration of the San Ysidro Port of Entry and Regional Transit Needs

Prepared by the Staff of the San Diego Metropolitan Transit System

January, 2008

This paper was prepared to assist the United States General Services Administration (GSA) in its design of a reconfigured Port of Entry at the San Ysidro international border. MTS appreciates the GSA's active involvement of the public in the process, and looks forward to future collaboration.

Background

The Metropolitan Transit System (MTS) maintains a multi-modal transit facility/station at the San Ysidro Port of Entry (SYPOE). Light-rail (the Trolley) and local, intercity, and regional bus service is provided to this station, which is located east of Interstate-5, immediately adjacent to pedestrian Port of Entry into the United States from Mexico. MTS also provides direct local and regional bus service for those heading into Mexico on the west side of Interstate-5 on Camiones Way. Passengers using the Trolley to head into Mexico are required to use the existing pedestrian bridge that spans the width of the GSA inspection facilities to Camiones Way.

Transit rider activity at the SYPOE is substantial. On a typical day MTS carries 22,000 to 29,000 passengers to and from the border. Most of the passengers using transit at San Ysidro are originating from or destined to Mexico. The table below summarizes MTS rider activity at the border crossing.

San Ysidro Port of Entry

	Boardings	Alightings	Total
Trolley Blue Line	10,500-13,500	8,500-10,800	19,000-24,300
Route 929	755	731	1,486
Route 932	935	1,305	2,240
Total	12,200-15,200	10,500-12,800	22,700-29,000

Rider activity is high at the SYPOE because transit services are extremely convenient. According to U.S. Customs, in Fiscal Year 2006 a total of 7.26 million pedestrians passed northward at the San Ysidro border crossing. Average daily pedestrian flow ranged from approximately 20,000 to 25,000 per day. Based on these numbers it appears a large majority of pedestrians entering the United States board MTS services.

San Diego Trolley

The San Diego Trolley is a successful system and has one of the highest ridership levels among national light-rail systems. The Blue Line, which links the SYPOE to areas north, carries a large portion of MTS's system ridership and the San Ysidro Station experiences the greatest number of boardings in the system.

Currently, the Blue Line operates at capacity during peak periods and is nearing capacity during off peak periods. The Blue Line is limited in its ability to expand service because of existing infrastructure constraints. Currently, station platform lengths and rail signal spacing hinder the ability to provide more frequent service and longer trains. Seven minutes is the highest frequency that can be obtained and operated today. Train length on the Blue Line is limited to three-cars, which has a total capacity of 300 passengers because the platform at San Ysidro is shorter than the length of a four-car train.

Anticipated growth in Trolley demand at the SYPOE indicates a need for increased frequency of train service and a longer platform at San Ysidro. The following improvements would be recommended:

Longer Platforms: In order to accommodate four-car trains the station platform will need to be no less than 360 feet long. This does not include any sidewalk crossing areas for pedestrians at the end of a train, nor the train stop mechanism located at the end of the track. The current usable track and platform length is approximately 310 feet. Approximately 50 additional feet are needed to accommodate four-car trains.

Additional Platform/Siding: The San Ysidro Trolley Station is a terminal for all Blue Line trains. An additional platform siding is needed for train layover, recovery and storage in order to improve frequency of service.

Local and Corridor Bus Service

The SYPOE and Transit Station is serviced by two of MTS's more productive bus routes, Routes 929 and 932. The end terminal for both of these routes is located on the west side of Interstate 5 on Camiones Way, at the entrance point to Mexico. The departing terminal heading north into San Diego is located at the San Ysidro Station, adjacent to the Trolley platform. Both routes operate on a fifteen-minute frequency, Monday through Friday and twenty-minute frequency on weekends. Route 929 provides service between the SYPOE and Downtown San Diego, via San Ysidro Blvd, Willow Rd, 3rd Ave in Chula Vista, Highland Ave in National City. This Route carried just under 2.8 million passengers in 2007. Route 932 provides service between the SYPOE and the 8th Street Trolley Station in National City, via San Ysidro

Boulevard, Beyer Boulevard, Broadway in Chula Vista and National City Boulevard in National City. This route carried 2.1-million passengers in 2007.

Other Transit Considerations

Other transit related operators, notably privately-owned bus lines, local jitney services and other vehicles-for-hire, use the San Ysidro Transit Center. Because of limited capacity at this bus facility and the physical constraints of the location, there is very limited opportunity to grow the system and improve the convenience of using transit for those choosing to cross the border on foot and use an alternative means of transportation to the private automobile.

Long-haul bus service, jitney service, non-emergency medical transport, and taxi cab operations each have a substantial presence. Additionally, the frequency of drop-offs and pick-ups of pedestrians at the border crossing is significant. Each of these activities vies for limited space with one another and with numerous illegal operators.

Long-Haul Bus Operators

Long-haul operations consist of Greyhound style services picking up and dropping off travelers from outside the region. Currently, the depot or terminal location for these operations occurs to the immediate east of the San Ysidro Transit Center. Bus access is provided via a driveway across the north end of the station and wraps around to the south behind a building fronting the transit center. Pull-in and pull-out style bus parking is provided; however, a 90-foot diameter cul-de-sac enables buses to make safe turns.

In addition, there is a location within the transit circle designated for use by a Mexican shuttle service provider.

Jitney Operations

Jitney services are private for-profit bus operators. Demand for jitney services at the border crossing is high. Typical patron travel behavior upon exiting the port of entry facility is to use a jitney service to access outlet stores and swap meets that are in the immediate area selling products that are only available in the United States. Jitneys have designated areas for pick up in the transit circle at San Ysidro Boulevard and at Camiones Way.

As many as eight jitney operators are expected to be operating in the transit circle in the near future. They share two stands or parking stalls within the transit circle. Sharing the stall is by cooperative agreement among the operators and is regulated by MTS. Currently, a jitney vehicle is allowed to remain at the stand for no more than 15 minutes, at which time they must depart and complete their route.

Jitney vehicles are stationed outside of the transit center on north bound East San Ysidro Boulevard north of Camino de la Plaza.

Taxicab Operations

Taxicabs have two clear functions at the border crossing, either picking up persons exiting the SYPOE processing building or dropping riders at the southern terminus of Camiones Way. Currently, curb space for 30 taxicab stalls are designated and positioned in the eastbound direction on the Camino de la Plaza bridge over Interstate 5. This position provides a needed unobstructed line-of-sight to three taxicab stands within the transit center adjacent to the Port of Entry. Line-of-sight enables taxi operators to view the availability of the three taxicab stands and mitigates the need for needless trips into the station in search of an open stall. Presently, MTS regulates taxicab right of use into the transit center. MTS also works with the City of San Diego to designate taxicab stands in the public right-of-way.

Taxicab drop-offs by and large occur at the end of Camiones Way as this is the closest drop-off location for persons entering Mexico.

Non Emergency Medical Transport

There are a large number of non-emergency transport vehicles that pick up and drop off at the border at a location in the transit circle. These vehicles carry passengers interested in receiving non-emergency medical services on either side of the border.

Drop-Off & Pick-Up by Private Auto

Many persons crossing the border in either direction have pre-arranged to be picked-up or are dropped off to cross. There is no pre-set designated location where these activities occur, and this contributes to overall congestion around the transit circle at San Ysidro Boulevard. However, drop-offs are efficiently handled at the end of Camiones Way. Pick-ups occur scattered throughout the area and on occasion occur along curb space that is otherwise unoccupied on the east side of Interstate 5. Consideration should be given to accommodating these types of activities in the new design.

Project Impacts On Transit

There are three areas that transit currently interfaces with pedestrians crossing to and from Mexico.

- 1) Camiones Way Drop Off Area – the area located at the end of Camiones Way near the pedestrian entrance into Mexico.
- 2) San Ysidro Boulevard Transit Center – the main transit facility, which includes bus and trolley platforms, is located on the east side of Interstate 5 just north of the entrance into the United States from Mexico.
- 3) Inter-City Bus Terminal -- this area is located on the east side of Interstate 5, directly behind the Mc Donald's building.

Each of these identified areas contributes to making transit accessible and easy to use and helps to maintain operational efficiency. Changes to the SYPOE will impact the dynamics of the existing facilities and how the border is served in the future. The proposed border reconfiguration provides a perfect opportunity to improve the existing facilities and function of transit in San Ysidro, which will ultimately improve access and mobility at the border overall.

Camiones Way Drop-off Area

One of the larger impacts resulting from the planned SYPOE reconfiguration is the elimination of Camiones Way. As previously noted, Camiones Way provides convenient access for border crossers heading into Mexico from various modes of transportation (jitneys, taxis, private bus, drop offs and city buses). Camiones Way also provides a necessary turn around area and layover location for existing bus routes 929 and 932. Without this turn around area, neither route would be able to serve the west side of Interstate 5 at San Ysidro, where transit riders exit the bus to walk into Mexico.

Under the preliminary conceptual proposals for the SYPOE reconfiguration, transit that currently operates on Camiones Way would be relocated to a new intermodal station located on the south side of Camino De La Plaza across from the south Interstate 5 off-ramp. Aside from the fact that funding for this proposed facility is not identified, this facility would greatly lengthen the walking distance to the border and significantly reduce capacity for all modes of transportation compared to what is available today. Because of this negative impact, the relocation of these bus services should be reconsidered.

In the event that relocation is necessary, expanding the capacity of the new intermodal facility and improving pedestrian access from it to Mexico needs to be addressed. An additional bus stop as part of the "Pedestrian Park", located just west of Interstate 5 on the Camino De La Plaza Bridge, should be considered. Providing an additional stop at this location would help mitigate some of the impacts associated with the relocation of the Camiones Way drop-off area and transit station and the subsequent loss of the close proximity to the entrance gates into Mexico.

San Ysidro Boulevard Transit Center

The existing San Ysidro Boulevard Transit Center is the main point of contact with transit for pedestrians crossing from Mexico into the United States. However, the existing facility is already considered inadequate and does not reflect the extent of the activity or the importance of this Port of Entry. The design of the transit center should reflect its significance to the region and cross-border activities, and should be heavily integrated into the new design of the GSA facility.

Although the planned GSA facility does not alter the existing transit center bus or Trolley facilities, it will alter the pedestrian pathway into Mexico, which will likely and significantly impact trolley and bus ridership. Currently, all passengers alighting the bus or trolley heading into Mexico exit the transit facility and head south to the existing pedestrian bridge that crosses east/west over the existing GSA inspection facilities.

The existing distance of this walk between the Trolley platform and the front gate of Mexico is roughly 2,030 feet, just short of a half mile (see more details in Table 1.2 below). However, for most pedestrians crossing the bridge from the Trolley, their walk continues once across the border. The first opportunity for these pedestrians to meet a private vehicle or access public transit on the Mexico side is roughly an additional 800 feet. All pedestrians heading south into Mexico would currently use this bridge and walk this distance. Increasing this distance anymore than what it is today would negatively impact existing Trolley or bus passengers headed into Mexico and would make transit less attractive.

Another advantage to the existing bridge is that it keeps pedestrians away from arterial streets and existing vehicular congestion. With the changes indicated in preliminary conceptual drawings, pedestrians would be required to cross San Ysidro Boulevard and Trolley Court at the existing location of the Interstate 5 and 805 on-ramp to access a new pedestrian bridge that spans from the east to the west side of Interstate 5. During peak periods, there are between 3,600 and 4,000 passenger offs from Trolley and MTS buses alone and an unknown number of pedestrians arriving by other means. If the pedestrian pathway is changed as conceived in the preliminary drawings, all of these pedestrians will likely be crossing through the San Ysidro Boulevard/Trolley Court intersection to access the new pedestrian bridge. MTS recommends that extra consideration be given to improving this intersection to safely accommodate the large volume of pedestrians.

Inter-City Bus Terminal

The inter-city bus terminal plays an integral role in the daily lives of pedestrians crossing the Border headed to areas outside of San Diego or into Mexico. This facility currently provides lay-over for roughly 30 different private long-haul bus operators, which carry roughly 2000 to 4000 passengers daily. Although there are no direct impacts to this facility resulting from the new GSA plan, the existing facility at this location is significantly inadequate to accommodate the growing demand for inter-city bus services. In addition, the bus traffic from this facility filters into the San Ysidro Boulevard/Trolley Court intersection, which is already heavily impacted. MTS and GSA could look at new opportunities with the expansion of the GSA facility to improve the terminal and its location.

Southbound Walking Distance (feet)

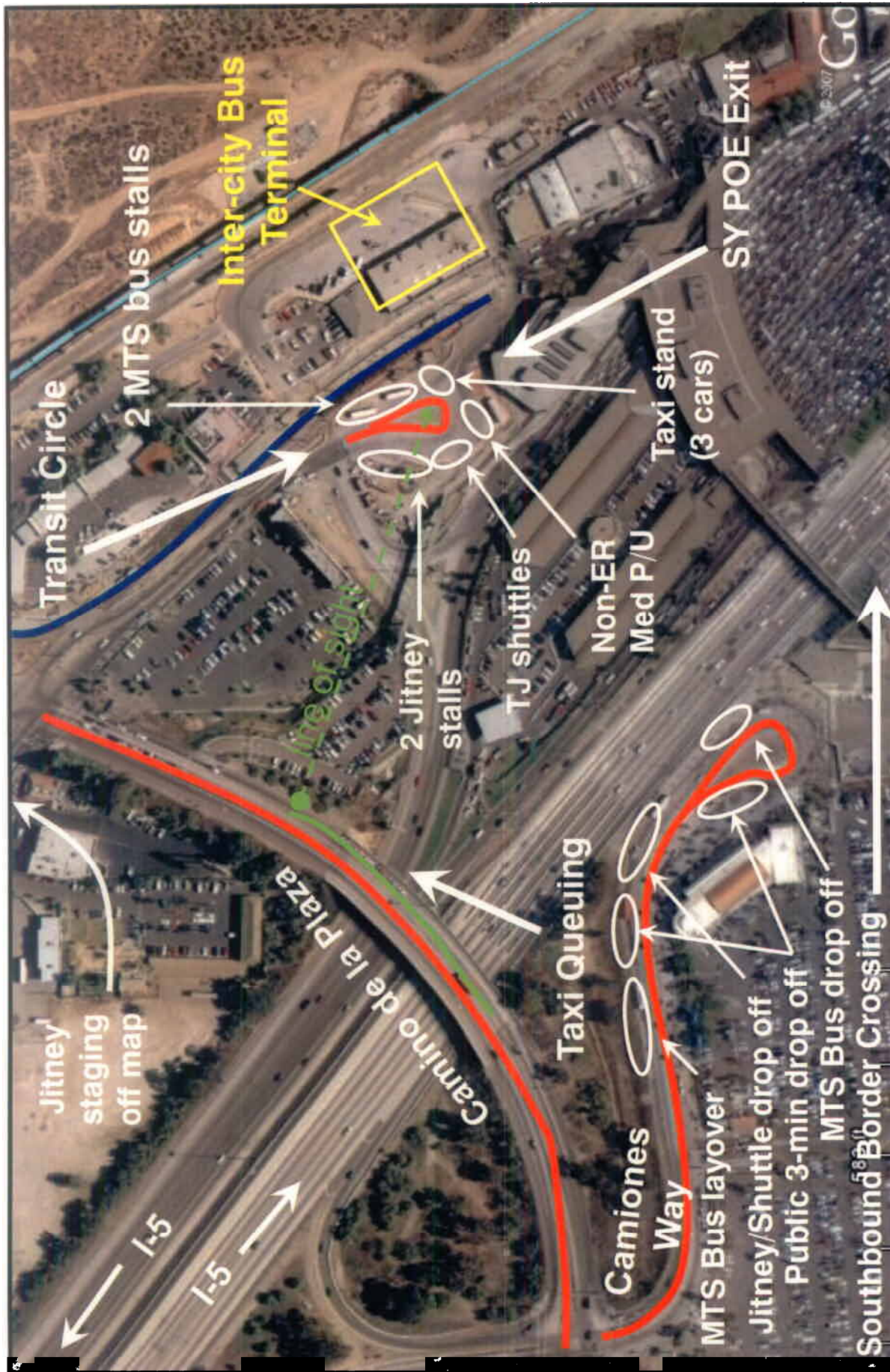
	Existing	Proposed (estimate)	Change (estimate)
From Trolley Station (8,500-10,800 MTS riders)	2,030	2,170	+ 140
From Camiones Way (Over 2,000 MTS riders)	330	1,030 to 1,400	+ 700 to 1,170

Taxicab, Jitney and drop-off/pick-up rider activity not available.

Summary Comments

Vehicular congestion at the San Ysidro Port of Entry is the primary reason for the proposed reconfiguration project, and increasing pedestrian and transit use should be viewed as consistent with the federal government's goal. Making transit more attractive will help to mitigate auto traffic congestion. Unfortunately, existing transit and pedestrian facilities at the border are already inadequate for current demand. At the very least, the reconfiguration project should not negatively impact the pedestrian and transit uses at the border. However, it is in the best interest of the GSA, MTS and the community to incorporate transit and pedestrian access improvements into the scope of the reconfiguration project. Such improvements would move individuals away from vehicular travel and toward pedestrian or transit crossings, reduce vehicular traffic, reduce the cost and time associated with processing border crossers, and enhance the efficiency of federal activities.

Attachments: Transit Activities Map of Border Crossing
Phased Implementation Design for Reconfiguration Project (Prepared for GSA)







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

Agenda

Item No. 46

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

OPS 970.2

March 27, 2008

SUBJECT:

SDTI: CHARGERS FOOTBALL 2007 YEAR-END SUMMARY

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

The 2007 Chargers football season represented the tenth complete year that San Diego Trolley, Inc. (SDTI) has provided special service to Chargers games at Qualcomm Stadium. Service was also provided to the final three games of the 1997 season after the opening of the Mission Valley West extension in November 1997.

Season Highlights

The 2007 season was significant in several respects and, overall, staff believes service for the 2007 Chargers season was very successful. 2007 marked the third season for Green Line operations to Qualcomm Stadium providing direct service to the games from East County locations.



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.

Staff further believes that a significant level of core fans choose to take the Trolley due to reliability and convenience for post-game egress where in all cases crowds are dispersed in an hour and 15 minutes or less.

Attendance and Ridership Summary

The following represents the 2007 football season figures in comparison with the 2006 season for the entire 11-game season:

	<u>2006</u>	<u>2007</u>
Overall Attendance:	709,531	703,331 (down 1%)
Attendance per Game	64,503	63,939
Overall Ridership	178,922	173,340 (down 3%)
Average Ridership	16,266	15,758
Average Gate %	25.2%	24.6%
Overall Manual Sales	\$451,406	\$442,903 (down 2%)
Average Manual Sales	\$41,037	\$40,264

Summary Highlights

Some of the noteworthy highlights for the exhibition, regular season, and play-off games include the following:

- All 11 games, including exhibitions, exceeded the 13,000 mark in ridership (previous mark was 11,000 in 2006).
- The team hosted a home play-off game for the second consecutive year.
- The regular season concluded with a Monday night game on Christmas Eve which was challenging for the staff.
- 2007 ridership statistics remained consistent with the ridership and revenue patterns experienced in 2006.
- Ridership to the games changed slightly to 80% from the west and 20% from the east from 2006 when the split was (75%-25%).
- New signage, regular use of serpentine barriers, and the placement of the jumbo television monitor for post-game entertainment has contributed significantly to a more positive customer experience.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tom Doogan, 619.595.4984, tom.doogan@sdti.sdmts.com

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Attachment: A. Attendance/Ridership Summary **(Board Only)**



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

Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

March 27, 2008

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached is a listing of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period March 4, 2008, through March 17, 2008.

[gail.williams/agenda item 62](#)

CONTRACT

Doc #	Organization	Subject	Amount	Day	Complete
M668.0-08	BEST BEST & KRIEGER	LEGAL SERVICES LAND USE, EMINENT DOMAIN	30000	3/5/2008	1/18/2012
G1176.0-08	CANON BUSINESS SOLUTIONS	REPLACEMENT COPIER	43447.25	3/5/2008	2/28/2013
G1155.1-08	TELLIARD CONSTRUCTION	CHANGE ORDER-FOR EXTRA WORK	26184	3/5/2008	4/24/2008
G1108.2-07	LAW OFFICES OF DAVID	LEGAL SERVICES- GENERAL LIABILITY	55000	3/6/2008	1/18/2012
L0836-0-08	TRI-GROUP CONSTRUCTION	RIGHT ENTRY PERMIT SIDEWALK CONSTRUCTION	1300	3/6/2008	5/31/2008
G1177.0-08	SAN DIEGO PADRES	PADRES EMPLOYEES PILOT PROGRAM	20000	3/6/2008	3/6/2009
G1112.1-07	KOBEY CORPORATION	AMENDMENT TO ADD VENDOR LICENSES	93000	3/6/2008	6/14/2010
S200-08-355	AGUIRRE & ASSOCIATES	ROE TO SURVEY THE GROSSMONT PLATFORM	0	3/6/2008	12/31/2008
S200-08-356	TESTING ENGINEERS	RIGHT OF ENTRY PERMIT	1850	3/10/2008	7/31/2008
G0078.4-91	CITY OF POWAY	EXTEND AGREEMENT TO REGULATE VEHICLES	0	3/10/2008	6/30/2013
T0049.5-91	CITY OF LEMON GROVE	EXTEND AGREEMENT TO REGULATE VEHICLES	0	3/10/2008	6/30/2013
L5658.1-06	INTERGULF DEVELOPMENT GROUP	AMENDMENT FOR ROE PERMIT	500	3/10/2008	12/31/2008
L0814.0-07	COX COMMUNICATIONS	EASEMENT FOR COX COMMUNICATIONS	0	3/11/2008	
G1059.0-07	CITY OF SAN DIEGO	GRANT OF EASEMENT	0	3/11/2008	
G1058.0-07	CITY OF SAN DIEGO	ACESSESMENT FOR CITY TO MAINTAIN DRAINAG	0	3/11/2008	
G1140.0-08	MICHAEL-ALLEN & ASSOCIATES	PROVIDE VEHICLE ADVERTISING	0	3/11/2008	3/1/2013
S200-07-335	CITY OF SAN DIEGO	DEDICATION OF PORTION OF RAIL CT SAN YSID	0	3/11/2008	
G1127.08.15	BUREAU VERITAS	ENG SVCS FOR HAZ WASTE ANALYSIS BLDG C	58000	3/13/2008	12/31/2008
G1178.0-08	NEW CHILDRENS MUSEUM	12 MONTH PARTNERSHIP	0	3/13/2008	3/4/2009
G1121.1-08	RAEL & LETSON	AMEND ACTUARIAL SVCS FOR GASB	4750	3/13/2008	
B0500.0-08	NORTH ISLAND CREDIT UNION	AGREEMENT TO WRAP 1 HYBRID BUS	0	3/13/2008	9/5/2008
G0247.2-94	DEPARTMENT OF THE NAVY	8TH ST TROLLEY STATION LICENSE	600	3/13/2008	3/31/2008
M6669.0-08	MISSION VALLEY CHRISTIAN FELLO	ROE PERMITS @ GRANTVILLE TROLLEY STATION	0	3/13/2008	3/23/2008

PO				
DATE	PO NUMBER	Organization	Subject	AMOUNT
3/4/2008	2225	SAN DIEGO FRICTION PRODUCTS	DUAL WHEEL DOLLY	\$3,878.78
3/4/2008	2226	HD INDUSTRIES	INSERT WITH BOLT	\$4,141.97
3/4/2008	2227	CITY CHEVROLET	REVENUE CARGO VAN	\$29,458.80
3/5/2008	2228	EMC CORPORATION	SUPPORT FOR FIRE WALL	\$7,913.69
3/7/2008	PW1003	INC. ACCO ENGINEERED SERV.	REMOVE AND REPLACE ROOFTOP	\$5,941.00
3/7/2008	2230	ENVIRO-BUSINESS SOCIETY	SPONSORSHIP FOR SDSU EARTH DAY	\$1,075.00
3/17/2008	2231	SAN DIEGO THIS WEEK	1/4 PAGE COLOR ADS OCT 1-15 COVER	\$4,800.00
3/17/2008	2232	INC SAN DIEGO PLASTICS	CLEAR PLEXIGLAS CLEAR ACRYLIC	\$3,379.52
3/17/2008	2233	SOFTCHOICE CORPORATION	WIRELESS BRIDGE AND ACCESS POINTS	\$2,738.65
3/17/2008	2234	COR O VAN	MOVING SVCS FOR MTS 10TH FLOOR	\$6,337.92

WORK ORDERS						
Doc #	Organization	Subject	Amount	DBE	Status	Day
G1131.0-08.01	PGH WONG	CONSTRUCTION MANAGEMENT SERVICES	\$34,674.24		EXEC	3/7/2008
						6/30/2008
						N