



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda

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

October 28, 2010

9:00 a.m.

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

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least five working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) 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 - October 14, 2010 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.

Please turn off cell phones
during the meeting

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



CONSENT ITEMS

6. MTS: Adoption of 2011 MTS Executive Committee and Board of Directors Meeting Schedule Adopt
Action would adopt the 2011 Executive Committee and Board of Directors meeting schedule.
7. MTS: Aerial Platform Truck Equipment and Accessories - Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. L0978.0-11 with Terex Utilities for the procurement and installation of aerial platform truck equipment and accessories.
8. MTS: Federal Transit Administration 5316 Grant Applications Approve
Action would approve Resolution No. 10-24 authorizing the CEO to submit applications for fiscal years 2011 and 2012 Job Access and Reverse Commute (JARC) for Non-Urban (Rural) Areas Federal Transit Administration (FTA) Funding 5316. The total amount of the application is \$844,797.

CLOSED SESSION

24. a. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8; Properties: 7490 and 7550 Copley Park Place, San Diego, California (Assessor Parcel Nos. 356-410-08 and 356-410-09); Agency Negotiators: Tiffany Lorenzen, General Counsel; and Tim Allison, Manager of Real Estate Assets; Negotiating Parties: RV Investment CA, LLC, RV Investment CA, LLC II; Under Negotiation: Price and Terms of Payment Possible Action

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

45. MTS: Semiannual Security Report (January through June 2010) (Bill Burke) Receive
Action would receive a report for information.
46. SDTI: FY 10 Year-End Rail Operations Report (Wayne Terry) Receive
Action would receive a report for information.
47. SDTC: Bus Year-End Report (Claire Spielberg) Receive
Action would receive a report for information.
48. MTS: Regional Transportation Plan Revenue-Constrained Scenarios (Carolina Gregor of SANDAG) Receive
Action would receive a report for information.

- | | | |
|-----|---|-------------|
| 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> November 18, 2010 | |
| 66. | <u>Adjournment</u> | |

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

October 14, 2010

MTS
1255 Imperial Avenue, Suite 1000, San Diego

DRAFT MINUTES

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:00 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the September 23, 2010, MTS Board of Directors meeting. Mr. Van Deventer seconded the motion, and the vote was 12 to 0 in favor.

3. Public Comments

Virginia Conway – Ms. Conway wanted to know what entity was responsible for cleaning the transit stops. She commented that the Euclid Avenue stop was particularly grimy, and she would like someone to look into cleaning the sidewalks.

Mr. Jablonski commented that he will have the shelter contractor look at the locations to be cleaned if Ms. Conway can provide them.

Clive Richard – Mr. Richard commented that before the Americans with Disabilities Act was recognized, the disabled community had a difficult time getting hired and getting to their place of work. He mentioned that he is proud of how far transit has come in accommodating the disabled. He congratulated MTS on moving to low-floor vehicles.

CONSENT ITEMS:

6. MTS: Investment Report - August 2010

Action would receive a report for information.

7. MTS: Uniform Service - Contract Award

Action would authorize the CEO to execute MTS Doc. No. G1322.0-10 for a five-year contract with Cintas Corporation for uniform services.

8. MTS: Southland Transit, Inc. - Contract Carryover Term

Action would authorize the CEO to execute MTS Doc. No. B0449.3-06 for: (1) one 5-month and 11-day carryover term for central minibus fixed-route services with Southland

Transit, Inc. (Southland); and (2) one 5-month and 11-day carryover term for Sorrento Valley Coaster Connection (SVCC) services with Southland.

9. MTS: Liability Claims Analysis Report

Action would receive the Liability Claims Analysis Report for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI).

10. MTS: High-Voltage Breaker Replacement Project - Fund Transfer

Action would forward a request to the San Diego Association of Governments (SANDAG) Board of Directors to transfer funds from the Substation Standardization Project (CIP 1142100) to the High-Voltage Breaker Replacement Project (CIP 1128000) as shown in the Fund Transfer Summary.

Action on Recommended Consent Items

Mr. Ovrom moved to approve Consent Agenda Items 6, 7, 8, 9, and 10. Mr. Rindone seconded the motion, and the vote was 13 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items

The Board convened to Closed Session at 9:09 a.m.

- a. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a) Metropolitan Transit System v. San Diego State University (Case No. 37-2007-00083692-CU-WM-CTL)
- b. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8;
Properties: 7490 and 7550 Copley Park Place, San Diego, California (Assessor Parcel Nos. 356-410-08 and 356-410-09);
Agency Negotiators: Tiffany Lorenzen, General Counsel; and Tim Allison, Manager of Real Estate Assets;
Negotiating Parties: RV Investment CA, LLC, RV Investment CA, LLC II;
Under Negotiation: Price and Terms of Payment
- c. SDTC: CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6;
Agency-Designated Representative: Jeff Stumbo;
Employee Organization: International Brotherhood of Electrical Workers, Local Union No. 465

The Board reconvened to open session at 10:21 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

- a. The Board received a report and gave direction to outside counsel.
- b. The Board received a report from the agency negotiators.
- c. The Board received a report from the agency negotiators.

NOTICED PUBLIC HEARINGS:

25. None.

DISCUSSION ITEMS:

30. SDTC: Retirement Plan Actuarial Review and Analysis

Mr. Cliff Telfer, Chief Financial Officer, provided a brief overview of the SDTC Retirement Plan Actuarial Report. He introduced Mr. Bob McCrory, a Financial Services Advisor for EFI Actuaries. Mr. McCrory discussed the findings of the Actuarial Review and Analysis as of July 1, 2009. He talked about the current plan, projections of future costs and funding, as well as the history of plan membership which has changed over the years. He explained that current plan costs have risen from 15.8% to 22.7%, which is a large increase and occurred because of the movement of people in and out of the plan. He further explained that inflation was lower than expected causing salary increases to be lower than expected, which produced a change in cost. He also stated that new members coming into the plan were younger and further away from retirement. Mr. McCrory explained that what really made a difference in the plan costs were investment gains and losses. He went on to explain that MTS lost 18% over a 12-month period, and assumptions were at an 8% earning, which had a big impact. He claims similar plans went through the same thing showing that the trend was not unusual.

Mr. McCrory discussed the history of the funded ratio of the plan. He explained that actuarial value sets an asset target in order to fund retirement over the workers. He stated that the funded ratio is at 71.4%, which is typical of public-funded markets, and assets are 59.5% of target at market value. He explained further that the funded ratio would have to be 58.8% just to meet inactive liability, which means that the company has the inactive liabilities covered but has not set anything aside for the active members in the plan. Mr. McCrory stated that MTS is behind on the funding pool and needs to catch up. He feels that 2/3 of the cost of the plan needs to be devoted to catching up, but also feels that it is not something to panic over.

Mr. McCrory showed the Board a graphical comparison of other public plans and stated that MTS is in the middle of the pack revealing that every other plan is facing a similar problem. He summarized projections for the future showing four more years of absorbing a loss; however, once the loss is amortized, the cost of the plan is expected to return to normal. He stated that the 2009-2010 fiscal year cost return is close to 13.5% and discussed different scenarios to view the long-term costs.

Mr. Ewin stated concern that the last couple of years will be cyclical and the company will be hit with low returns. He is conscious that employees in the working pool are keeping the already-retired contribution going. He asked for clarification on the minimum rate of return to cover the plan. Mr. McCrory stated that 8% or above on a consistent basis is needed to get there and stay there. He then stated the reality is that losses and gains are going to have to be

compounded. He explained that the history of membership shows the number of active members is decreasing, which means that the plan is funding retired members with a smaller active workforce that is aging, and new hires are roughly 5-10 years older than they used to be, which is important because they will pay into the plan for a lesser amount of time.

Mr. Young wanted clarification on what an approximate rate of return should be when looking at a 10-year period. Mr. McCrory responded with a ballpark rate of 7% net of expenses. He explained that the Governmental Accounting Standards Board (GASB) is changing its views on proposed account standards and that preliminary analysis will require unfunded liability to be reported on balance sheets. Overall, the rules that govern pension expenses will become tighter.

Action Taken

Mr. Roberts moved to adopt an actuarial contribution rate of 22.708% for San Diego Transit Corporation's (SDTC's) retirement plan for fiscal year 2011. Mr. Young seconded the motion, and the vote was 13 to 0 in favor.

REPORT ITEMS:

45. SDTC: Pension Investment Status

Mr. Telfer introduced Mr. Jeremy Miller with RVKuhns & Associates, Inc. who presented to the Board a report on pension investments for the June 30, 2009, fiscal year. Mr. Miller explained that the investment market environment in 2009 was extremely unusual and that RVKuhns & Associates took unusual actions to deal with the situation. He gave a brief history of the Standard & Poor's (S&P) 500 top 40 worst quarters since 1926, and stated that the 2009 second quarter return was 15.93% ranking at the 6th percentile. He stated that his company has recommended maintaining a long-term focus and recommends staying diversified with a disciplined approach.

Mr. Miller discussed slide 1 of the June 30, 2009, Return Report and mentioned that the SDTC Employees Retirement Plan Schedule of Investable Assets shows an ending market value of \$121,492,227. He then discussed the plan's performance for the year ending June 30, 2010, and stated the plan's assets increased by a net of \$9,010,472 and includes investment returns of \$16,530,040 less the plan's net payouts for benefits and expenses of \$7,519,568. He stated that for the year, the plan had an investment return of 13.5% and, over the long run, the portfolio has done extremely well.

Mr. Ewin expressed concern that MTS has the amount needed to at least cover payments to retirees. He felt that because the plan will be dependent on returns for a period of time, it might be necessary to change risk requirements to ensure cash flow. Mr. Miller responded by stating that risk factors can be changed, and the goal is to make sure assets grow enough to cover inflation growth and that diversification of assets is considered while looking at the long-run perspective.

Ms. Emerald wanted to make sure that diversification of assets is the goal moving forward. Mr. Miller assured her that over the last year, the goal has been focusing on a more diversified portfolio and, going forward.

Action Taken

Mr. Ewin moved to receive a report for information. Ms. Hanson-Cox seconded the motion, and the vote was 11 to 0 in favor.

46. MTS: Annual Service Performance Monitoring Report

Mr. Devin Braun, Senior Transportation Planner, provided the Board a report on annual service performance monitoring according to Board Policy 42. He stated that fiscal year 2010 was the second year in which the system operated under the results of the Comprehensive Operational Analysis (COA). He also stated that there were service adjustments in FY 2010 due to budget constraints, which did impact some of the data in the report.

Ms. Sharon Cooney, Director of Government Affairs and Interim Director of Planning, explained that system-wide ridership has been declining with ridership decreasing 10.1% between fiscal year 2009 and fiscal year 2010. She stated that the decrease in ridership is largely due to the state of the economy. She mentioned the largest percentage decrease was in circular routes due to a 27.2% decrease in revenue hours. She explained that the largest decrease in terms of the number of passengers was on the trolley. Ms. Cooney went on to explain that MTS is currently installing Automatic Passenger Counters on 65 trolley cars, which should provide better ridership figures for the next reporting period.

Mr. Braun stated that the average weekday ridership decreased 8.9% with the greatest decrease in bus ridership occurring in the urban frequent category. He explained that there has been a 10.9% decline in express routes, which are most likely attributed to the unemployment rate and furlough days. He then explained that passengers per in-service hours for the system declined by 4.9% from 43.5 to 41.4, which is an industry standard for assessing service productivity and includes hours of operation solely dedicated to transporting passengers and does not include recovery time.

Mr. Braun discussed the on-time performance which is calculated as departing within 5 minutes of the scheduled time with 85% for urban frequent and 90% for all other routes. He explained that MTS's system-wide on-time performance has been consistent from service change to service change and varies slightly when summer service begins. He then stated the mean distance between failures of transit vehicles have increased to 42.1% from 32.4% mostly due to retiring 73 high-floor buses and replacing them with newer low-floor busses.

Mr. Braun stated that complaints per 100,000 passengers are down for bus service but have increased for rail due to a new tracking system and that complaints were mainly regarding Sunday service cuts. He stated that overall system-wide subsidy per passenger is 11.8%, which is an increase most likely due to decreases in estimated ridership on the trolley and increased costs to operate the trolley.

Mr. Ewin and Ms. Lightner requested staff provide a comparison between fiscal year 2009 and fiscal year 2010 data. Mr. Braun will combine the data and provide the comparison as requested.

Action Taken

Ms. Lightner moved to receive a report for information. Mr. Ewin seconded the motion, and the vote was 10 to 0 in favor.

47. MTS: Operations Budget Status Report for August 2010 (Mike Thompson)

Mr. Mike Thompson, Assistant Budget Manager, presented to the Board an Operations Budget Status Report for August 2010. He explained that the year-to-date August 2010 MTS net-operating subsidy unfavorable variance totaled \$380,000 or (-2%). He stated that operations produced a \$418,000 or (-2.2%) unfavorable variance, and the administrative and other activities areas were favorable by \$38,000.

Mr. Thompson explained that the combined revenues through August 2010 were \$16,629,000 compared to the year-to-date budget of \$16,720,000, which represents a \$91,000 negative variance. He then explained that the combined expenses through August 2010 were \$35,791,000 compared to the year-to-date budget of \$35,502,000, which results in a \$290,000 unfavorable variance. Mr. Thompson provided a year-to-date summary stating that the net-operating totaled an unfavorable variance of \$380,000, which includes passenger revenue, materials and supplies, and risk management offset by unfavorable variances in other operating revenue, personnel costs, and outside services.

Action Taken

Mr. Ewin moved to receive the MTS operations budget status report for August 2010. Mr. Rindone seconded the motion, and the vote was 10 to 0 in favor.

60. Chairman's Report

Chairman Mathis mentioned that he attended the American Public Transportation Association Annual Conference in San Antonio, Texas, earlier in the month. During the conference, there was a great deal of speculation regarding the upcoming elections, and an expert from Washington came to talk to their group whom predicted a shift in the House and a narrowing gap in the Senate with Republicans picking up a number of seats.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin reported that an Audit Oversight Committee meeting will be held on October 21, 2010.

62. Chief Executive Officer's Report

Mr. Jablonski mentioned that he had visited Washington, D.C. for a series of meetings with the Federal Transit Administration regarding the Mid-Coast project. He attended the APTA Annual Conference with Chairman Mathis in San Antonio, Texas, and he was in Ontario, California, for a California Transit Association meeting last week. He mentioned that along with Wayne Terry, Chief Operating Officer of Rail, he participated in a peer review in Cincinnati (at their expense) to help start rail transit. He also stated that he has been nominated to the APTA Board of Directors again this year.

63. Board Member Communications

Mr. Roberts reported that he, along with Mr. Jablonski, was in Washington, D.C. a couple weeks ago for several meetings relative to the Mid-Coast project. He mentioned that everyone from the Federal Transportation Administrator's office was very positive regarding the project, and he repeatedly made our case for the \$600 million in federal funds. He feels that San Diego is looking good compared to the competition for the same funds.

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, October 28, 2010.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:50 a.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 10/14/10

CALL TO ORDER (TIME): 9:00 AM

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:09 AM

RECONVENE: 10:21 AM

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:50 AM

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	<input checked="" type="checkbox"/> (Boyack) <input type="checkbox"/>	9:03 AM	11:11 AM
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
JANNEY	<input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>		11:35 AM
LIGHTNER	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input type="checkbox"/> (Hanson-Cox) <input checked="" type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>	9:07 AM	
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>		
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		10:47 AM
YOUNG	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:09 AM	11:02 AM

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD: Valerie Vizkelati

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL: [Signature]



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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 110.1

October 28, 2010

SUBJECT:

MTS: ADOPTION OF 2011 MTS EXECUTIVE COMMITTEE AND BOARD OF DIRECTORS MEETING SCHEDULE

RECOMMENDATION:

That the Board of Directors adopt the 2011 Executive Committee and Board of Directors meeting schedule (Attachment A).

Budget Impact

None.

DISCUSSION:

The MTS Board of Directors annually adopts its meeting schedule for the next year. Attachment A is the proposed 2011 Executive Committee and Board of Directors meeting schedule for MTS, San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC).

As is customary, this year's schedule reflects the following: (1) one Executive Committee and one Board meeting in January and February; (2) one meeting each in July and August in anticipation of summer vacations and avoidance of conflicts with city council legislative recesses; and (3) one meeting each for the months of November and December to avoid conflicts with the Thanksgiving and Christmas holidays.

It is also recommended that one meeting each be held in September because the League of California Cities is holding its Annual Meeting September 21-23. Many members of our Executive Committee and Board of Directors attend this meeting making

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it difficult to achieve a quorum, and the agendas in September for both the Executive Committee and the Board have historically been very short.

The American Public Transportation Association (APTA) Annual Meeting is scheduled for the week of October 2. It is recommended that the full complement of meetings be held in October since it appears that APTA is no longer holding closing banquets on the last night of its Annual Meetings, and conference attendees will therefore most likely return to San Diego on Wednesday, October 5.

There are no other meeting conflicts.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Valerie Vizkeleti, 619.557.4515, valerie.vizkeleti@sdmts.com

OCT28-10.6.MEETING SCHEDULE 2010.VVIZKELETI.doc

Attachment: A. 2011 MTS Executive Committee and Board of Directors Meeting Schedule

METROPOLITAN TRANSIT SYSTEM

2011 JOINT BOARD AND
EXECUTIVE COMMITTEE MEETING SCHEDULEJames R. Mills Building, 10th Floor
1255 Imperial Avenue, San Diego

Executive Committee Meetings Thursdays at 9:00 a.m.	Board Meetings Thursdays at 9:00 a.m.
January 13	January 20
February 10	February 17
March 3	March 10 (9:00 a.m. Finance Workshop)
March 17	March 24
April 7	April 14
April 21	April 28 (9:00 a.m. Finance Workshop)
May 5	May 12
May 19	May 26 (9:00 a.m. Finance Workshop)
June 2 June 16	June 9 June 23
July 7	July 14
August 11	August 18
September 8 *	September 15*
October 6 ** October 20	October 13 October 27
November 3	November 10
December 1	December 8

* The League of California Cities is holding its annual meeting September 21 – 23. Meetings in September have been scheduled accordingly.

** The APTA Annual Meeting is being held October 2 – 5. The schedule has not been adapted to accommodate this meeting, but changes may be made at a later date.



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Agenda

Item No. 7

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

CIP 11224

October 28, 2010

SUBJECT:

MTS: AERIAL PLATFORM TRUCK EQUIPMENT AND ACCESSORIES - CONTRACT
AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to execute MTS Doc. No. L0978.0-11 (in substantially the same form as Attachment A) with Terex Utilities for the procurement and installation of aerial platform truck equipment and accessories.

Budget Impact

This project would be federally funded under CIP 11224 (Catenary Inspection/Work Platform Truck) for a not-to-exceed amount of \$177,088.50.

DISCUSSION:

MTS Policy No. 52 governing procurement of goods and services requires a formal competitive bid process for procurements exceeding \$100,000.

On August 5, 2010, MTS issued an Invitation for Bids (IFB) (in four newspaper publications for maximum exposure and competition) to interested parties for equipment and accessories for a 2010 International 4300 truck chassis (which was procured separately by MTS to meet 2010 California emission standards). Upon approval of MTS Doc. No. L0978.0-11, the chassis would go to Terex Utilities for installation, testing, and commissioning.

A total of two bids (one responsive bid and one nonresponsive) were received on September 16, 2010 (see Bid Summary - Attachment B). Utility Crane Equipment was deemed nonresponsive based on conditions imposed on the bid form and exceptions on delivery requirements and specifications. Terex Utilities was the lowest responsive, responsible bidder. In accordance to the policies and procedures outlined in the Best Practices Procurement Manual (BPPM) section 4, a cost analysis is required when only one single responsive bid is received for any type of procurement.



Staff conducted a cost analysis, found the cost to be similar to the engineer's estimate of \$178,105.00, and determined that Terex Utilities' pricing is fair and reasonable (see Price Analysis - Attachment C). Therefore, pursuant to MTS policy, staff recommends award of MTS Doc. No. L0978.0-11 to Terex Utilities for the procurement and installation of aerial platform truck equipment and accessories in an amount not to exceed \$177,088.50.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contacts: Fred Byle, 619.595.4937, Fred.Byle@sdti.sdmts.com
Marco Yniguez, 619.557.4576, Marco.Yniguez@sdmts.com

OCT28-10.7.PLATFORM TRUCK EQUIP & ACCESS.MYNIGUEZ.doc

Attachments: A. Draft Agreement for Terex Utilities
B. Bid Summary
C. Price Analysis

STANDARD PROCUREMENT AGREEMENT

L0978.0-11
 CONTRACT NUMBER
 CIP 11224
 FILE NUMBER(S)

DRAFT

THIS AGREEMENT is entered into this _____ day of _____ 2010, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Terex Utilities Address: 500 Oakwood Road
 Form of Business: Corporation Watertown, South Dakota 57201
 (Corporation, partnership, sole proprietor, etc.) Telephone: 605.882.4000
 Authorized person to sign contracts: Donald A. Lalim Director Order Support
 Name Title

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

Provide aerial platform truck equipment and accessories mounted on an International 4300 Chassis per MTS specifications, including hi-rail equipment and in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement, Federal Requirements, Safety Department's Standard Operating Procedures (SOP) (SAF 016-03), and Terex Utilities' quote received by MTS on September 16, 2010.

The following order of precedence will govern the interpretation of this contract:

1. The Invitation for Bids dated August 5, 2010.
2. Terex Utilities' bid received September 16, 2010.
3. The Standard Procurement Agreement, including the Standard Conditions Procurement and Federal Requirements.

Vehicle shall be delivered to: San Diego Trolley, Inc. (SDTI)
 Attn: Fred Byle (619.595.4937)
 1341 Commercial Street
 San Diego, CA 92113

Price includes aerial platform truck equipment and accessories with hi-rail, California sales tax of 8.75%, delivery, and industry standard manufacturer's warranty (12 months' parts and labor) at \$177,088.50. Payment terms shall be net 30 days from invoice date. Delivery of aerial platform truck equipment and accessories shall be within 150 days upon receipt of purchase order/contract. Total expenditures for this contract shall not exceed **\$177,088.50**. This contract is subject to a financial assistance agreement between MTS and the U.S. Department of Transportation.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$177,088.50	CIP 11224	11

By: _____
 Chief Financial Officer

BID SUMMARY

MTS Doc. No. L0978.0-11

AERIAL PLATFORM TRUCK EQUIPMENT AND ACCESSORIES

COMPANY NAME	BID AMOUNT
Terex Utilities *	\$ 177,088.50
Utilities Crane Equipment **	\$ 150,053.25

* Lowest responsive, responsible bidder

** Nonresponsive bidder



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MEMORANDUM

DATE: October 12, 2010
TO: Procurement file
FROM: Marco Yniguez
SUBJECT: PRICE ANALYSIS / SINGLE RESPONSIVE BIDDER

BACKGROUND

San Diego Trolley, Inc. (SDTI) currently has over 100 miles of high-voltage power catenary lines that operate throughout the County of San Diego for its light rail system. To maintain and inspect these catenary lines, SDTI requires a heavy-duty aerial platform truck with specialized equipment. The existing equipment has been in use for over 25 years, does not meet the 2010 California emissions standards, and cannot cost effectively be modified to meet those standards. The cost to modify the current equipment is comparable to buying a new vehicle with its equipment and accessories.

MTS Policy No. 52 governing procurement of goods and services requires a formal competitive bid process for procurements exceeding \$100,000. Thus, on August 5, 2010, MTS issued an Invitation for Bids (IFB) to interested parties to provide aerial platform truck equipment and accessories. This contract would provide the procurement of equipment, installation, and commissioning of aerial platform truck equipment on a 2010 International 4300 4X2 truck chassis (which was procured separately and will be supplied by MTS/SDTI to Terex Utilities).

A total of two bids were received On September 16, 2010 (one responsive bid and one nonresponsive bid). Utility Crane Equipment was deemed nonresponsive based on conditions imposed on the bid form and made exceptions on delivery requirements and specifications. Terex Utilities was the lowest responsive, responsible bidder.

PRICE ANALYSIS

In accordance with the policies and procedures outlined in the Best Practices Procurement Manual (BPPM) section 4, grantees are required to perform a cost or price analysis in connection with receiving a single responsive bid/proposal.

- Full and open completion was required for this IFB. MTS publicly advertised the aerial platform truck equipment and accessories in various newspapers (San Diego Union-Tribune, San Diego Daily Transcript, San Diego Voice and Viewpoint, and La Prensa).
- MTS did a postbid survey to determine why other companies were not able to submit bids for this IFB. Based on the responses received, MTS staff determined the reason was that only a limited

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

number of dealers would be qualified to bid on this project due to the specialized equipment and accessories that were specified in the solicitation.

- Terex Utilities' bid amount of \$177,088.50 and the engineer's estimate of \$178,105.00 were found to be similar in pricing comparison.

CONCLUSION

The pricing provided by Terex Utilities is similar to our engineers estimate. Based on the analysis described above, MTS has determined the bid price to be fair and reasonable and therefore staff recommends award of MTS Doc. No. L0978.0-11 to Terex Utilities for procurement and installation of aerial platform truck equipment and accessories.

OCT28-10.7.AttC.PRICE ANALYSIS.
TRUCK EQUIPMT ACCESS.MYNIGUEZ.doc



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Agenda

Item No. 8

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

October 28, 2010

SUBJECT:

MTS: FEDERAL TRANSIT ADMINISTRATION 5316 GRANT APPLICATIONS

RECOMMENDATION:

That the Board of Directors approve Resolution No. 10-24 (Attachment A) authorizing the Chief Executive Officer (CEO) to submit applications for fiscal years 2011 and 2012 Job Access and Reverse Commute (JARC) for Non-Urban (Rural) Areas Federal Transit Administration (FTA) funding 5316. The total amount of the application is \$844,797.

Budget Impact

None at this time.

DISCUSSION:

The FTA provides funds for operating assistance to agencies providing transportation through the Section 5316 Job Access and Reverse Commute Program. These funds come directly to the region but are to be apportioned by the metropolitan planning organization through a competitive grant application process. The San Diego Association of Governments (SANDAG) is currently accepting applications for the available funding for fiscal years 2011 and 2012.



Recommendation

FTA requirements include submission of a resolution by the Board of Directors authorizing MTS to submit the grant application. Therefore, staff recommends that the Board approve Resolution No. 10-24 (Attachment A) authorizing the CEO to submit applications for fiscal years 2011 and 2012 JARC for Non-Urban (Rural) Areas FTA funding 5316 for a total amount of \$844,797.



Paul C. Jablonski
Chief Executive Officer

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

OCT28-10.8.FTA GRANT APPLICATION.NDALL.doc

Attachment: A. Resolution No. 10-24

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 10-24

Resolution Authorizing the Filing of an Application for
Job Access Reverse Commute Program funds through the
San Diego Association of Governments for Operation of Fixed-Bus Service
Routes 30, 905, and 960 Committing the Necessary Local Match for the
Project(s) and Stating the Assurance of the
San Diego Metropolitan Transit System to Complete the Project

WHEREAS, the San Diego Association of Governments (SANDAG) is making available funds for the Job Access and Reverse Commute Program through a competitive process for fiscal years 2011 and 2012; and

WHEREAS, The San Diego Metropolitan Transit System wishes to receive \$844,797 in Job Access Reverse Commute Program funds for the following project(s): operation of fixed-bus service Routes 30, 905, and 906; and

WHEREAS, San Diego Metropolitan Transit System understands that the Job Access Reverse Commute Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded through the Job Access Reverse Commute Program; and

WHEREAS, San Diego Metropolitan Transit System understands that projects funded through the Job Access Reverse Commute Program require matching funds to be provided by the project sponsor;

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the Metropolitan Transit System Board of Directors that San Diego Metropolitan Transit System is authorized to submit an application to the San Diego Association of Governments for Job Access Reverse Commute funding in the amount of \$844,797 for operation of fixed-bus service Routes 30, 905, and 906; and

BE IT FURTHER RESOLVED that if an award is made by SANDAG to fund the operation of fixed-bus service Routes 30, 905, and 906, the Board of Directors commits to providing \$844,797 of matching funds, which is not less than the required amount of \$844,797 based on the required proportion to the grant request amount, and authorizes the San Diego Metropolitan Transit System Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of Metropolitan Transit System with the San Diego Association of Governments to accept the grant funding and execute a grant agreement

1. General Counsel, or designated representative, is authorized to execute and file all assurances or any other documents required by the San Diego Association of Governments.
2. The Chief Financial Officer, or designated representative, is authorized to provide additional information as the San Diego Association of Governments may require in connection with the application for Section 5316 projects.

PASSED AND ADOPTED, by the Board of Directors this ____ day of _____ 2010 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

OCT28-10.8.AttA.RESO 10-24.JARC APPL.NDALL.doc



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Agenda

Item No. 45

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

OPS 970.11

October 28, 2010

SUBJECT:

MTS: SEMIANNUAL SECURITY REPORT (JANUARY THROUGH JUNE 2010)
(BILL BURKE)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Statistics related to security incidents concerning the transit system are compiled by staff based on reports generated by security personnel and Code Compliance inspectors. This information is augmented by reports from local police authorities and is then compiled, summarized, and submitted to the Board of Directors on a midyear and year-end basis. The semiannual report covers the period from January 1, 2010, through June 30, 2010.

SECURITY CONTRACT

Working in concert with MTS's Procurement and Finance Departments and police officials from the San Diego Police Department, La Mesa Police Department, and the San Diego Sheriff's Department, the Transit Enforcement Department completed a procurement process for the purposes of selecting a security contractor for MTS. There

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were four finalists competing for the contract, and each one was scored based on ability, price, prior similar experience, and quality. Heritage Security ranked highest in all categories and was subsequently awarded a four-year contract with two 1-year renewal option years. The Board of Directors approved the contract on June 24, 2010.

DEPARTMENT OF HOMELAND SECURITY GRANT FUNDS

Department of Homeland Security – Transportation Security Grant Program (TSGP)

The Transit Enforcement Department has been the recipient of several Homeland Security grants on an annual basis. Approved funding through the grant process for this reporting period is approximately \$7,577,000.

The status of the ongoing and open grants is as follows:

TSGP FY 2007

Award: \$1.2 million plus \$400K MTS match
Projects: \$1.2 million for rail; \$192K for bus - installation of onboard CCTV

This investment will consist of installing additional closed-circuit television (CCTV) systems in 60 LRVs and 44 buses. The system will also include the installation of a wireless download system in addition to 90-day recording capability.

Performance dates: 01/13/2008 – 09/30/2011

TSGP FY 2008

Award: \$1.5 million (no match)
Projects: Phase II of onboard CCTV, 50/50 share with San Diego Transit Corporation

MTS will expand and enhance an existing program of installing onboard CCTVs. Phase II is a continuation of the multiphase project in order to ultimately attain the dual goal of remote surveillance capability, from the Operations Control Center, of all CCTV-equipped stations in addition to all trains and buses also equipped with onboard CCTVs. This phase will consist of installing camera systems in 60 LRVs and 40 buses, including a “back office” download and health check, with 90 days of video storage.

Performance dates: 07/15/2009 – 04/30/2011

TSGP FY 2009

Award: \$896K (no match)
Projects: \$398K for installation of CCTVs at 4 transit centers
\$498K for onboard CCTVs on 80 buses (Phase III)

This investment will fund acquisition and installation of four fixed CCTV high-risk transit centers (Convention Center, County Center, Santa Fe Depot, and Seaport Village). Additionally, Phase III of the ongoing onboard CCTV project for buses will use grant funds for acquisition and installation on 80 vehicles.

Performance dates: 07/29/2009 – 05/31/2012

TSGP FY 2010

Award: \$3,981,000
Projects: \$2.6 million for Green Line Fiber-Optic Project
\$750K for Orange Line Fiber-Optic Project
\$500K for onboard bus video (Phase IV)
\$100K for Vulnerability Assessment/Cyber Security Plan

This funding will enable MTS to continue various fiber-optics projects, which will greatly enhance the transmission of video data to the Operations Control Center. Additionally, another phase of onboard CCTV for buses will be completed as well as an assessment of MTS information technology security in order to create a future cyber security plan.

Status: MTS is waiting for the final grant summary document from the Department of Homeland Security, which is required prior to expending funds.

California Proposition 1B FY 2007-08

Award: \$2.7 million
Projects: \$1.5 million for CCTVs at 10 stations
(modified to cover Mills Building Security Project)
\$1.2 million for onboard CCTVs for 100 contractor buses

This investment will consist of acquisition and installation of fixed CCTVs at selected transit centers and enhanced security measures at the Mills Building (screening and X-ray devices). It will also fund onboard CCTVs for approximately 100 contractor buses throughout the MTS region.

Performance dates: 06/30/2008 – 03/31/2011

California Proposition 1B FY 2008-09

Award: \$2.7 million
Projects: \$2.7 million for fiber-infrastructure enhancements

This investment is a two-phase project to create a high-speed quality network connection for all Mission Valley East stations terminating at the Operations Control Center.

Performance dates: Unknown at this time; the state has not funded the bond projects.

California Proposition 1B FY 2009-10

Award: \$2.7 million
Projects: \$2.7 million for wireless infrastructure to capture real-time video from trolley Onboard Video Surveillance System (OBVSS).

This investment will enable viewing of onboard CCTV on trains and buses, from the Operations Control Center, via wireless uplinks strategically located along rail lines and selected transit centers.

Performance dates: Unknown at this time; the state has not funded the bond projects.

TRAINING

Training is a critical component to the Security/Code Compliance Department and consists of ongoing formal classroom instruction, seminars, guest speakers, written directives, and other coaching media. Subjects covered are connected with field operations and include public relations, laws of arrest, criminal enforcement, gang activity, and court testimony. During this reporting period, the following training was conducted for field security and code enforcement personnel:

- “Beyond the Badge.” This was a 38-hour program designed to help first-line responders develop skills enabling them to effectively react and handle high-risk environments with an emphasis on terrorists attacks.
- Report writing and court testimony.
- Scenario tabletop training designed to test officers’ responses to actual field situations.
- Public service ethics training.
- “Officer Safety and Field Tactics in a Terrorist Environment” training.
- Regional communications system radio training.

TRANSPORTATION SECURITY ADMINISTRATION (TSA)

The TSA created a local “Regional Transportation Security Working Group” in 2009 to focus on ground transportation terrorism threats and homeland security issues. The group is comprised of both private-sector transportation security organizations and local, federal, and state law enforcement agencies. Meetings are conducted quarterly and consist of regional-intelligence briefings and presentations containing information relating to area activity in technology advances and other terrorism prevention and mitigation strategies. The MTS Assistant Director of Transit System Security is the current committee chairman and will hold the position until 2011.

CLOSED-CIRCUIT TELEVISION (CCTV)

At the present time, there are 22 stations equipped with CCTVs. Transit centers currently equipped with CCTVs include:

<u>Blue Line</u>	<u>Orange Line</u>	<u>Downtown Corridor</u>	<u>Green Line</u>
Bayfront/E Street	47 th Street	12 th & Imperial	Alvarado Medical
H Street	Amaya Drive	Fifth Avenue	Center
Old Town	El Cajon	America Plaza	Fashion Valley
Palomar Street	Euclid Avenue	City College	Qualcomm
San Ysidro	Grossmont	Civic Center	Stadium
		Park & Market	SDSU
		La Mesa Blvd.	
		Spring Street	

The MTS Security Department has established a prioritized list of transit centers that would benefit from the addition of CCTV. All stations were scored and ranked according to several factors, including passenger density, potential terrorism targets, crime statistics, location, and other factors. During this reporting period, a contract was awarded for an additional eight stations.

The following stations are scheduled to come online by the close of calendar year 2010:

25 th & Commercial Street	Gaslamp Quarter
32 nd & Commercial Street	Grantville
70 th Street	Lemon Grove Depot
Encanto/62 nd Street	Massachusetts Avenue

Standard CCTV installation consists of a combination of fixed, pan-tilt-zoom, and high-resolution cameras. In recent years' emerging technologies have provided the CCTV industry with cameras that can pan, tilt, or zoom while reviewing previously recorded events. Conventional camera surveillance systems do not have this capability. MTS recently installed cameras utilizing the newer technology and has adopted it as the standard for future projects where applicable.

SPECIAL ENFORCEMENT OPERATIONS

Special enforcement activities occur on a continuing basis for the purposes of detecting specific criminal activities, such as graffiti, onboard thefts, transient camps on or near the right-of-way, illegal ticket sales, and illegal drug use and sales on MTS property. These operations are sometimes conducted with other law enforcement agencies. During this reporting period, the results of special enforcement activities included:

Undercover Teams: Arrests and Citations

Possession of vandalism tools	6
Vandalism	5
Felony Vandalism	2
Misdemeanor Vandalism	15
Felony Drug Possession	26
Felony Concealed Weapon	3
Felony Assault/Battery	2
Felony Assault on Transit Officer	2

CANINE TEAMS

Three explosive-detection canine teams are funded through a Cooperative Agreement with the Transportation Security Administration (TSA). Primary duties include patrol of trains and facilities, fare enforcement, and response to check suspicious packages. During this reporting period, the following activity was generated by the teams:

Patrons contacted	109,005	Training scenarios conducted	172
Violations detected	805	Calls for service	10
Citations issued	188		

Two of the team members successfully passed the required annual recertification process during an extensive series of drills and scored evaluations.

SPECIAL ENFORCEMENT UNITS (SEUs):

SEU operations are conducted at random transit centers at irregular intervals. The purpose is to check all patrons for proper fare media who are boarding and de-boarding trains. In the first six months of 2010, 16 SEUs were conducted, which resulted in the following statistics:

- Patrons Inspected 26,845
- Citations Issued 621
- Written Warnings 197

LAW ENFORCEMENT JOINT OPERATIONS

- San Diego State University Police Department: Conducted operations to address trespassers, fare violators, gang activities, and vandalism crimes.
- La Mesa Police Department: Conducted an orientation with detectives regarding CCTV operations at La Mesa trolley stations. Protocols for the recovery of video were also established.
- San Diego Sheriff's Department: Worked in concert with the Sheriff's Gang Suppression Unit to identify known gang members who frequently use the MTS system and potentially could engage in criminal activity. This was primarily a show-of-force exercise to put gang members on notice that the MTS system is heavily patrolled.

TRANSIENT CAMPS – SPECIAL OPERATIONS

Homeless and transient individuals present unique issues to MTS in terms of safety. These people frequently walk on the right-of-way and set up homeless camps on or near MTS property. Trash, fires, drug use, and other crimes are common amongst these groups.

- Green Line

In the first six months of 2010, there was a significant increase in transient activity. The areas near Morena Linda Vista, Hazard Center, and Mission Valley Center are most affected. Special enforcement details are set up biweekly to address these problems, which result in arrests and citations being issued.

- Orange Line

The Merlin Street crossing and 54th Street bridge are chronic problem areas. Daily patrols and enforcement are conducted to control this problem. Cleanup crews are also notified for removal of furniture and mattresses.

During this reporting period, several special enforcement operations have been conducted in the downtown area to arrest and cite transients sleeping at bus stops and trolley stations. The transients typically spread out sleeping bags, erect tents, and take over benches or seats in the stations and stops. Citations are issued to all violators with the exception of the elderly and handicapped. These people are issued warnings and referred to social services.

COMMUNITY OUTREACH

MTS Security and Code Compliance Departments actively participate in programs that reflect a positive image on the organization and enhance relationships within the community. Attendance and involvement with the following groups occurred since the first of the year:

- Attendance and participation with the Border Transportation Council, which is a community group dedicated to mitigating crime at the International Border.
- “Operation Lifesaver” presentations were given at two elementary schools within the county. This program teaches safety practices to children while near railroad facilities.
- Management staff conducted a series of six programs to the El Cajon Police Department regarding enforcement activities within the city.
- Attendance at a community forum concerning crime issues in the City of El Cajon.

BUSES AND BUS STOPS

Several proactive steps were initiated during this reporting period to eliminate various issues that arose regarding bus operations.

- Increased mobile and bike patrols along the Broadway bus stops to enforce smoking bans, drinking, drug use, and transient loitering.
- A recurring transient loitering problem at the Nimitz & Rosecrans bus stop required stepped-up enforcement to keep the situation under control.
- The Imperial and Euclid bus stop on the northeast corner has been eliminated due to numerous complaints from patrons about drinking and drug use. This stop is in close proximity to a liquor store and has been the subject of increased enforcement in the past six months.
- The undercover enforcement teams worked Routes 3, 7, 13, and 44 to help control unruly junior high and high school students during morning and afternoon commutes. Several citations were issued and passes confiscated for various violations.

- Patrols around Fifth Avenue & University and Fourth Avenue & Robinson were increased due to complaints of loiterers and drinkers. Citations have been issued, and the enforcement teams continue to monitor the area.

San Diego Trolley, Inc.

San Diego Trolley, Inc. experienced 1,258 Part II arrests and 74 reports of Part I incidents during the first half of 2009. In the first six months of 2010, there were 1,305 Part II arrests and 75 reports of Part I Incidents.

San Diego Transit Corporation

San Diego Transit Corporation experienced 107 Part II arrests and 6 reports of Part I incidents in the first six months of 2009. In the first half of 2010, there were 110 Part II arrests and 16 reports of Part I incidents.

Contract Transportation Services

MTS's contract services experienced 43 Part II arrests and 8 reports of Part I incidents for this period in 2009. In the same period in 2010, there were 52 Part II arrests and 7 reports of Part I incidents.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Bill Burke, 619.595.4947, Bill.Burke@sdmts.com

OCT 28-10 45 SEMIANNUAL SECURITY RPT BBURKE.doc

- Attachments:
- A. Board FTA 405 Reports (January - June 2010 SDTI)
 - B. Board FTA 405 Reports (January - June 2009 SDTI)
 - C. Board FTA 405 Reports (January - June 2010 SDTC)
 - D. Board FTA 405 Reports (January - June 2009 SDTC)

BOARD 405 REPORT

Required from transit agencies serving UZAs of 200,000 or more population.

Form not applicable
 NTD ID
 Form 005 Included

Mode

Type of Service

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
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Location SDTI

Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Forcible rape	0	0			
			Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Robbery	18	9			
			Patrons 9	9	0
			Employees 0	0	0
			Others 0	0	0
Aggravated assault	10	3			
			Patrons 4	1	3
			Employees 0	0	1
			Others 1	1	1
Property Crime	Inc Inv	Arrests			
Burglary	1	0			
				0	1
Larceny/theft	39	4			
			Patrons 11	3	23
			Employees 0	0	1
			Others 0	1	3
Motor vehicle theft	7	0			
			Patrons 0	0	7
			Employees 0	0	0
			Others 0	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	55	30			
				9	18
Vandalism	169	51			
				15	24
Sex offenses	10	10			
				4	3
Drug abuse violations	221	226			
				16	159
Driving under the influence	2	2			
				0	2
Drunkenness	141	141			
				31	99
Disorderly conduct	514	491			
				126	339
Trespassing	273	212			
				0	212
Fare evasion	9,650	8,776			
				5,305	3,471
Curfew & loitering laws	157	142			
				0	114

Total Transit Property Damage		\$ 8,128.26	
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Internal Use Only

Report Run Date	Report Run Time	Reporting Period
10/15/2010	09:44:35AM	01/01/2010 To 06/30/2010

BOARD 405 REPORT

Required from transit agencies serving UZAs of 200,000 or more population.

Form not applicable

NTD ID

Form 005 Included

Mode

Type of Service

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
Location SDTI			
Part I Offenses (Reports)			
Violent Crime	Inc Inv	Arrests	
Homicide	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Forcible rape	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Robbery	24	10	
			Patrons 9 15 2
			Employees 0 0 0
			Others 0 0 0
Aggravated assault	9	5	
			Patrons 1 1 1
			Employees 0 3 0
			Others 1 2 3
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	32	2	
			Patrons 8 11 9
			Employees 0 0 1
			Others 1 2 2
Motor vehicle theft	9	1	
			Patrons 0 0 9
			Employees 0 0 0
			Others 0 0 0
Arson	0	0	
			0 0 0
Part II Offenses (Arrests)			
	Inc Inv	Arrests	
Other assaults	57	30	6 23 1
Vandalism	446	81	45 33 3
Sex offenses	15	7	7 0 0
Drug abuse violations	155	159	25 117 17
Driving under the influence	2	2	0 0 2
Drunkenness	138	134	30 97 7
Disorderly conduct	534	500	118 358 24
Trespassing	354	227	0 1 226
Fare evasion	11,088	10,450	8,812 1,638 0
Curfew & loitering laws	116	118	2 101 15

Total Transit Property Damage \$ 16,186.82

Internal Use Only

Report Run Date	Report Run Time	Reporting Period
10/15/2010	09:46:53AM	01/01/2009 To 06/30/2009

BOARD 405 REPORT

Form not applicable
 NTD ID
 Form 005 Included

Required from transit agencies serving UZAs of 200,000 or more population.

Mode

Type of Service

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
Location SDTC			
Part I Offenses (Reports)			
Violent Crime	Inc Inv	Arrests	
Homicide	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Forcible rape	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Robbery	3	2	
			Patrons 0 3 0
			Employees 0 0 0
			Others 0 0 0
Aggravated assault	6	2	
			Patrons 0 5 0
			Employees 1 0 0
			Others 1 0 0
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	7	0	
			Patrons 4 0 1
			Employees 0 0 1
			Others 0 0 1
Motor vehicle theft	0	0	
			Patrons 0 0 0
			Employees 0 0 0
			Others 0 0 0
Arson	0	0	
			0 0 0
Part II Offenses (Arrests)			
	Inc Inv	Arrests	
Other assaults	24	4	2 2 0
Vandalism	36	2	1 1 0
Sex offenses	3	1	1 0 0
Drug abuse violations	18	17	0 13 4
Driving under the influence	1	1	0 0 1
Drunkenness	28	26	9 14 3
Disorderly conduct	171	28	0 25 3
Trespassing	0	0	0 0 0
Fare evasion	34	11	0 11 0
Curfew & loitering laws	32	31	0 25 6
Total Transit Property Damage			\$ 4,856.85

Internal Use Only

Report Run Date	Report Run Time	Reporting Period
10/15/2010	09:44:35AM	01/01/2010 To 06/30/2010

BOARD 405 REPORT

Form not applicable
 NTD ID
 Form 005 Included

Required from transit agencies serving UZAs of 200,000 or more population.

Mode

Type of Service

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
----------------	------------	------------	---------------------

Location SDTC

Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	1	0			
			Patrons	0	0
			Employees	0	3
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	1	1			
			Patrons	1	0
			Employees	0	0
			Others	0	0
Aggravated assault	2	0			
			Patrons	1	0
			Employees	0	0
			Others	1	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	2	0			
			Patrons	0	0
			Employees	2	0
			Others	0	0
Motor vehicle theft	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)					
	Inc Inv	Arrests			
Other assaults	22	3		0	3
Vandalism	44	4		2	2
Sex offenses	7	0		0	0
Drug abuse violations	11	11		0	8
Driving under the influence	0	0		0	0
Drunkenness	34	34		16	16
Disorderly conduct	156	34		7	27
Trespassing	3	3		0	0
Fare evasion	20	1		1	0
Curfew & loitering laws	28	18		0	4

Total Transit Property Damage		\$ 667.11	
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Internal Use Only

Report Run Date	Report Run Time	Reporting Period
10/15/2010	09:46:53AM	01/01/2009 To 06/30/2009



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Agenda

Item No. 46

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

October 28, 2010

SUBJECT:

SDTI: FY 10 YEAR-END RAIL OPERATIONS REPORT (WAYNE TERRY)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

This report provides information pertaining to the status of San Diego Trolley, Inc.'s (SDTI's) rail operations and maintenance for FY 10. An overview of statistical information will be presented followed by a brief discussion of accomplishments during the fiscal year.

TRANSPORTATION

Ridership

The annual ridership for FY 10 was fixed at 30,468,981, which represents a decrease of 17.5% from the previous fiscal year (30,468,981 vs. 36,928,284). This reduction is attributed to the rise in unemployment, poor economy, and service reductions.

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Accidents Per 100,000 Train Miles

SDTI experienced a slight increase in accidents in FY 10 but continues to rank favorably among the other light rail agencies in the state. During FY 10, there were 3,225,422 train miles operated. The total number of accidents during the fiscal year was 23 representing 0.71 accidents per 100,000 miles operated. Of these incidents, none involved a violation of the California Vehicle Code (CVC).

Operating-Rule Infractions

SDTI experienced 94 operating-rule infractions in FY 10 as opposed to 81 infractions in FY 09. This figure represents a 16% increase. While this increase is substantial, the number of operating-rule infractions is in keeping with annual averages (FY 08: 95, FY 07: 99, FY 06: 95). NOTE: This increase is in minor infractions that are procedure-related and have minimal potential to impact operating safety.

A contributing factor of many operating infractions is inexperience. First-year train operators account for approximately 7% of staff and are responsible for 14% of FY 10 operating infractions. We continue to evaluate individual incidents and causes, evaluate and track, and expand training and recertification programs as necessary to improve skills and reduce the potential for an infraction.

Schedule Adherence/On-Time Performance

SDTI scheduled 168,758 regular train trips in FY 10. Of the number scheduled, 168,685 were operated for a schedule adherence of 99.96%. Of those trips operated, 94.3% were on time (within five minutes of schedule) as compared to 95.8% in FY 09. Staff continually monitors system operations, trip times, and ridership patterns to implement timely responses to operational issues that cause delays. Monitoring ridership patterns and making appropriate adjustments to train size (the number of LRVs) is also important and required to balance passenger comfort against the cost of service provided.

Lift Service

Total wheelchair ridership during FY 10 reached 120,467 passengers representing an 8% increase over FY 09 (120,467 vs. 110,344). Senior and disabled boardings on S70 LRVs are independent boardings and are not included in these numbers. NOTE: Due to excessive wheelchair boardings, 3,986 trains recorded delays during FY 10 as compared to 2,712 in FY 09. As a percentage of system-wide delays, wheelchair boardings account for 41.6% in FY 10 compared to 37.9% in FY 09 and 32.6% in FY 08.

Special Events Service

During FY 10, SDTI provided service to 142 special events, including 73 Padres games, 11 Chargers games, the Holiday Bowl, Street Scene, ComicCon, and Oktoberfest. Of these, it is estimated that between 10% and 20% used the trolley as their choice of transportation with as many 26% for individual Chargers games. There were over 4,100 train trips operated to support special events service to these events, and revenue from manual ticket sales was down less than 1% as compared to FY 09 (\$951,610 vs. \$959,986). Chargers game attendance was down 0.1% as compared to FY 09 with a corresponding decrease in ridership as a percentage of the gate (23.1% vs. 23.9%).

LRV MAINTENANCE DEPARTMENT

Train Miles Between Service Failures

The LRV Maintenance Department has instituted numerous LRV fleet tasks (component inspections and repairs) throughout the year in an effort to ensure maximum efficiency and reliability. The fleet incorporates three series of Siemens vehicles: 71 U-2 LRVs (24 to 29 years old), 52 SD 100 LRVs (16 years old), and 11 S70 LRVs (introduced in 2005) to support Green Line operations. Dissimilar maintenance training and service programs for each vehicle series requires personnel to maintain a high degree of technical knowledge in a variety of areas associated with the electrical and mechanical components of each vehicle. The Maintenance Department remains focused on preventative maintenance programs to address the most common component defects, enhance maintenance procedures, and reduce equipment failures and service delays. Based on the National Transit Database (NTD) criteria for train miles between service failures, in FY 10 the LRV Maintenance Department recorded 20 failures (161,271 miles between incidents) vs. 18 failures (181,406 miles between incidents) in FY 09.

LRV Body Restoration and Painting Program

In FY 10, a total of 11 SD 100 LRVs received a full paint and body rehabilitation. To date, 39 SD 100s have been completed. Residual FY 10 capital improvement program (CIP) funds will provide for the restoration of an additional 6 SD 100s in FY 11 (total restored: 45). The CIP for this program has not been renewed in FY 11 leaving 7 SD 100s. Of the 71 U-2s, 66 have been rehabilitated. A total of 15 LRVs have been approved for an advertising wrap.

LRV Door Failures

The LRV doors are the most heavily used piece of equipment on the system as evidenced by 30,468,981 passengers carried in FY 10. The Maintenance Department maintains an aggressive preventative maintenance program to ensure the door mechanisms are properly serviced and proactively institutes fleet tasks to meet performance standards. In FY 10, there were more door failures reported than in FY 09 (653 vs. 532), and door failures per 100,000 car miles operated in FY 10 was 7.53 as compared to 6.27 in FY 09. The reason for the increase in failures is primarily due to excessive wear on the door and step barrier sensors on both the U-2 and SD 100 LRVs. The original sensors are obsolete and no longer supported by the manufacturer, and availability via third party is becoming increasingly more difficult. The Maintenance Department is retrofitting the entire fleet with new and updated lighting sensors to address this problem.

Blue Line Rehabilitation/Low-Floor Vehicle Procurement

The LRV Maintenance Department continues to manage the design and procurement process of 57 low-floor LRVs as part of the Blue Line Rehabilitation Project.

Capital Improvement Projects (CIPs)

In FY 10, the blower motor replacement CIP was completed, and the SD 100 gearbox overhaul and pit-lighting contracts were awarded. The SD 100 gate turnoff firing board replacement and brake overhaul CIPs are ongoing. A new rerail truck was also delivered as a result of a CIP.

Replacement Seat Covers Cost Savings

Recaro seat covers were installed on S70 train operator seats as a more cost-effective alternative to seat replacement; a replacement seat costs \$1,500.00 vs. \$350.00 for seat covers.

REVENUE DEPARTMENT

Mean Transactions Between Failures

In FY 10, the transactions between failures were 3,829, which surpassed the goal of 3,500.

WAYSIDE MAINTENANCE DEPARTMENT

Maintenance programs and inspection activities specific to the track structure, safety, ride quality, signaling, grade-crossing safety, and general system maintenance continued throughout the year. These programs are initiated annually to ensure a safe operating environment is consistently maintained. The Wayside Maintenance Department continued to improve on its preventive maintenance programs with the implementation of training modules associated with signaling, traction power, and station electrical systems. An enhanced substation and catenary inspection program has significantly reduced the frequency of system failures involving these critical wayside components.

Old Town California Public Utilities Commission (CPUC) Safety Enhancements

Staff completed the recommended improvements to the Old Town Transit Center. The goal of the project was to enhance pedestrian safety at the Taylor Street crossing due to multiple pedestrian accidents involving nonstop Amtrak trains and to shift the pedestrian flow from crossing the tracks at Taylor Street to the pedestrian tunnel at the south end of the transit center. This has been an aggressive multiyear project requiring many improvements; chief among them is a permanent 40 mile-per-hour speed restriction for nonstop Amtrak trains passing through the station. Other project enhancements include a new bus entrance into the transit center from Taylor Street, repositioned bus stops, installation of additional back flashers at the Taylor Street pedestrian crossing, enhanced directional signage that encourages patrons to use the pedestrian tunnel to access buses and the Coaster, and the installation of track-area fencing to prevent patrons from trespassing.

Substation Ventilation Project

The Wayside Maintenance Department modified all existing substations with self-contained ventilation units. These new units replaced the turbine-type unit that was prone to water penetration during heavy storms. Improved ventilation and water-tight seals will prevent substation equipment damage and down time.

Palm Avenue Grade-Crossing Project

Staff assisted in the restoration of the Palm Avenue grade crossing located in the South Bay. The project replaced 100% of the rail and cross ties. Precast concrete panels were used for the road surface creating a smooth ride for motorists. Over 580 feet of track and road surface were replaced in one weekend.

Track Projects

In FY 10, a total of 2,340 cross ties were changed, and 27.5 miles of track were resurfaced and aligned on the Blue Line. In comparison, 2,800 cross ties were replaced, and 18 miles of track was resurfaced and aligned in FY 09. During this FY, a concerted effort was made to improve ride quality on the Blue Line as noted in the increased number of track miles resurfaced and aligned. Unfortunately, this work is performed at night, which impacts track crew availability to replace cross ties during the daytime hours; the more operations-critical work between these two functions is track resurfacing and aligning.

Advanced Rail Management completed rail profile grinding from Old Town to Mission San Diego on the Green Line. Profile grinding improves vehicle tracking and ride quality. Proper grinding also extends the life of the rail and prevents some forms of internal defects from forming within the rail head.



Paul C. Jablonski
Chief Executive Officer

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Agenda

Item No. 47

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

October 28, 2010

SUBJECT:

SDTC: BUS YEAR-END REPORT (CLAIRE SPIELBERG)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

This report of operational data provides a summary of MTS's combined fixed-route and paratransit bus operations in FY 10.

Operations

- Customer Service – Bus operator-related complaints decreased by 4.4% due to management of all customer complaints and operating retraining program.
- Safety – Preventable accident frequency decreased by 13.1% from FY 09 as a result of retraining efforts.
- Driver Recognition – For the fifth consecutive year, 300+ bus operators qualified for a Safe Driver Award by avoiding a preventable accident for an entire year. Forty-six bus operators have attained a Safe Driver Award for all five years.



- Major Event for FY 10: Rock 'n' Roll Marathon – This was the largest bus move in MTS's history, and this year's event posed many logistical challenges due to the redesigned course layout. MTS's operational plan was executed well, and staff will work with the race organizer to improve this year's event.

Onboard Video Surveillance Procurement

During FY 10, MTS successfully completed a procurement process to select a vendor to install and maintain onboard video surveillance equipment on the bus fleet. The contract was awarded to Apollo Video Technology, and staff has completed Phase I of the installation process. Phase II is underway, and staff anticipates having all equipment installed and functional by June 1, 2011.

ADA Paratransit Update

The recession also affected MTS's paratransit services, which experienced a 4.9% ridership decrease to 353,986 Americans with Disabilities trips. During FY 10, staff completed a procurement, which awarded this contract to First Transit for a base period of five years with four option years available.

South Bay Maintenance Facility

MTS purchased the abutting property to expand the South Bay Maintenance Facility to 10.6 acres. MTS is working with Kimley-Horn engineers to increase the facility's capacity to service and store buses by 50%. When completed in 2013, this facility will support 240 heavy-duty compressed natural gas (CNG)-fueled transit buses.

CNG Fuel Station Operator Procurement

MTS successfully procured a new vendor to operate and maintain MTS's CNG fueling stations at the Imperial Avenue, Kearny Mesa, Chula Vista, and South Bay Maintenance Facilities.

Maintenance Issues


The average fleet age in FY 10 was 4.2 years old for contract services and 6.8 years old for in-house operations.

MTS's in-house bus operation mean distance between failures (MDBF) is measured based on the age of the vehicle. During FY 10, MDBF for vehicles over ten years was 3,762 miles; for vehicles between five and ten years, the MDBF was 7,215 miles; and for vehicles up to five years of age, the MDBF was 5,776 miles.

The in-house bus MDBF statistics suffer from the ongoing maintenance issues with the new NABI articulated fleet and the Cummins ISL engine that provides the propulsion for this vehicle. This fleet is not reliable and upwards of 20% of these vehicles are out of service on any given day. The NABI fleet experienced an MDBF of 3,391 miles for FY 10, which is a 10% improvement over the FY 09 measurement.

To address this issue, MTS has negotiated with Cummins, which has agreed to increase its warranty to replace cylinder heads and turbochargers and make required software programming changes. MTS has had successful dialogue with NABI while working

through 30 different campaigns to modify and correct this equipment (such as the doors, articulated joints, air compressors, and coolant systems). Together with NABI, MTS has developed a plan to address these performance issues and increase the reliability of this critically important subfleet of articulated vehicles.



Paul C. Jablonski
Chief Executive Officer

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Agenda

Item No. 48

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

SRTP 835

October 28, 2010

SUBJECT:

MTS: REGIONAL TRANSPORTATION PLAN REVENUE-CONSTRAINED SCENARIOS (CAROLINA GREGOR OF SANDAG)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Based on revenue projections through 2050, San Diego Association of Governments (SANDAG) staff has developed various scenarios for the Regional Transportation Plan using prioritized project lists and other factors. The Revenue-Constrained Transportation Network Scenarios attempt to build and operate as much of the Unconstrained Transportation Network as possible given revenue availability and flexibility and project priorities. SANDAG staff will present these scenarios to the Board of Directors for discussion and comments.

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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

October 28, 2010

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period October 6, 2010, through October 19, 2010.

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EXPENSE CONTRACTS

<i>Doc #</i>	<i>Organization</i>	<i>Subject</i>	<i>Amount</i>	<i>Day</i>
G1080.8-07	LAW OFFICES OF MICHAEL E. RIPL	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$45,000.00	10/11/2010
G1139.9-08	TROVILLION, INVEISS & DEMAKIS	LEGAL SERVICES - WORKERS COMP	\$50,000.00	10/11/2010
G1354.0-11	THE DÉCOR PLAN	ROE PERMIT FOR BANNER INSTALLATION	\$3,000.00	10/11/2010
L6644.0-11	UNDERGROUND SOLUTIONS INC	ROE PERMIT NCTD/SANDAG	\$0.00	10/11/2010
B0540.0-11	VEHICLE TECHNICAL CONSULTANTS	IN-PLANT INSPECTIONS, PRE-DELIVERY INSPE	\$8,000.00	10/14/2010
G1334.1-11	THE SOHAGI LAW GROUP, PLC	LEGAL SERVICES - APPELLATE WORK/ENVIONRM	\$50,000.00	10/14/2010
G1349.0-11	VISITOR INDUSTRY CONSULTANT	CONS FOR VISITOR INDS GROUP SALES AND SP	\$25,000.00	10/14/2010
L0912.1-10	INIT INNOVATIONS IN TRANSPORT	CHANGE IN QUANTITIES OF APCS	\$15,616.05	10/14/2010
G1072.6-07	LAW OFFICES OF R. MARTIN BOHL	LEGAL SERVICES - LAND USE	\$100,000.00	10/19/2010
G1087.9-07	LIEBMAN,QUIGLEY,SHEPPARD & SOU	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$45,000.00	10/19/2010
G1138.2-08	DIETZ, GILMORE & ASSOCS APC	LEGAL SERVICES - WORKERS COMP	\$25,000.00	10/19/2010
L5243.0-11	WDC EXPLORATION & WELLS	ROE PERMIT MONITORING WELL DESTRUCTION	\$0.00	10/19/2010
L5244.0-11	QUAL-PAC SVCS INC	ROE PERMIT GROUND WATER REMEDIATION	\$0.00	10/19/2010
PWL125.2-10	ELECTRO SPECIALTY SYSTEMS	CONTRACT AMEND 2 FOR ADD FIBER OPTIC	\$15,625.39	10/19/2010

REVENUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
L0990.0-11	HTA ENGINEERING & CONSTRUCTION	ROE PERMIT C ST SAFETY ENHANCE PROJECT	(\$2,100.00)	10/11/2010
B0529.1-10	CITY OF SAN DIEGO	REIMBURSEMENT TO MTS FOR SHUTTLE SVC	(\$100,000.00)	10/14/2010
L6645.0-11	RD INSTALLATION INC	JROE PERMIT NCTD SDGE GAS OH LADDER MORE	(\$500.00)	10/14/2010
B0544.0-11	CITY OF SAN DIEGO	REIMBURSEMENT TO MTS FOR SHUTTLE SVC	(\$100,000.00)	10/19/2010
L0992.0-11	LUIS MORA/ 1 NATION	ROE PERMIT FOR STILL PHOTO ON TROLLEY	(\$605.00)	10/19/2010
L4599.0-11	WEST COAST GENERAL CORP	JROE PERMIT QUIET ZONE PROJECT CCDC	(\$5,000.00)	10/19/2010

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
10/14/2010	MULTICARD SYSTEMS	CR80 BLANK WHITE CARDS ONE CASE	\$221.85
10/14/2010	THE ABY MANUFACTURING GROUP	REPLACEMENT BADGES FOR SECURITY	\$363.58
10/14/2010	PRESSNET EXPRESS	PAPA JOHNS AND COCA COLA BOTTLE	\$674.25
10/14/2010	VISIBLE INK	SWIPES - PAPA JOHNS COCA COLA	\$928.73
10/19/2010	SMS SYSTEM MAINTENANCE SVC	SUPPORT RENEWAL QUOTE A1113	\$7,608.00
10/19/2010	ICX360 SURVEILLANCE INC	V4-100LIC CAMELON 100 LICENSE PACK	\$10,118.00
10/19/2010	DIMENSIONAL SILKSCREEN INC	DECALS SMALL ROUTE 830	\$1,224.00
10/19/2010	ELECTRO SPECIALTY SYSTEMS	1/4 X 4000 YELLOW ROPE	\$2,407.54
10/19/2010	PIXEL IMAGING MEDIA	BUS KING-AMERICAN LUNG ASSOC	\$570.94
10/19/2010	TRICK SHOT	DECAL INSTALLATION ON NEW PATROL	\$150.00
10/19/2010	LEARNSOFT	COMPUTER TRAINING COURSES MTS	\$13,300.00
10/19/2010	ACCESSIBLE SAN DIEGO	TWO FULL PAGE COLOR ADS 2011	\$6,250.00
10/19/2010	CUSTOM LOGOS	SHIRTS	\$5,135.00
10/19/2010	DICK MILLER INC	EST#E-2; JOB #261; BLDG C CONCRETE	\$3,301.58
10/19/2010	ASPLUNDH TREE SERVICE	REMOVE 10 EUCALYPTUS SPRING ST	\$5,386.50
10/19/2010	SPECIALTY DOORS & AUTOMATION	ROLL UP DOOR INSTAL KMD	\$2,179.68