Metropolitan Transit System

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Agenda

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

March 26, 2009

9:00 a.m.

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

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ACTION RECOMMENDED

1. Roll Call

2. Approval of Minutes - March 12, 2009 — Approve

3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

4. Recognition of Holiday Music Program (Tony Young) — Receive

Please turn off cell phones and pagers
during the meeting

CONSENT ITEMS

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

CLOSED SESSION

24. None.

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. MTS: FY 2010 Budget-Related Service Adjustments — Approve
Action would: (1) receive a report on public comments received since the March 12, 2009, public hearing; and (2) approve the recommended service adjustments to achieve approximately $4.7 million in subsidy savings.

31. MTS: Light Rail Network: Short- and Long-Term Operating Plans — Possible Action
Action would adopt a plan for changes to the light rail transit (LRT) system to improve efficiency in the short-term and to accommodate a viable long-term operating plan.

32. MTS: Booz Allen Hamilton Consultant's Report - Low-Floor Capability Assessment and LRV Recommendations — Possible Action
Action would receive a report regarding the consultant's recommendation for low-floor LRV procurement.

33. MTS: Implementation Plan for Execution of the San Diego MTS Blue and Orange Line Rail Rehabilitation and Improvement Project — Possible Action
Action would receive a report on implementation of the project phasing plan, light rail vehicle (LRV) procurement and rehabilitation alternatives, and provide direction to staff regarding: (1) the consultant's recommendation for 82-foot low-floor vehicle procurement; (2) pursuit of light rail vehicle procurement/rehabilitation strategy based on funding availability; and (3) project priority plan and phasing program.

REPORT ITEMS

None.

60. Chairman's Report — Information

61. Audit Oversight Committee Chairman's Report — Information

62. Chief Executive Officer's Report — Information

63. Board Member Communications

64. Additional Public Comments Not on the Agenda
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. Next Meeting Date: April 9, 2009

66. Adjournment

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 3/26/09 CALL TO ORDER (TIME): 9:02 a.m.

RECESS: _____ RECONVENE: _____

CLOSED SESSION: _____ RECONVENE: _____

PUBLIC HEARING: _____ RECONVENE: _____

ORDINANCES ADOPTED: _____ ADJOURN: 11:43 a.m.

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

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD _____

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL _____

Gail.Williams/Roll Call Sheets

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

March 12, 2009

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

FINANCE WORKSHOP

1. Roll Call

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

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

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

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

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

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

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

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

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

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

Public Comment

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

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

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

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

Action Taken

Mr. Ewin moved to receive a report on the FY 2010 operating budget development and approve the strategy recommended by the Executive and Budget Development Committees for addressing the FY 2010 budget deficit. Mr. McClellan moved to second the motion, and the vote was 11 to 2 in favor with Mr. Gloria and Ms. Lightner casting the dissenting votes.

3. Public Comment

There were no additional public comments.

4. Adjournment

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

BOARD MEETING

1. Roll Call

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

2. Approval of Minutes

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

3. Public Comments

There was no Public Comment.

CONSENT ITEMS:

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

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

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

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

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

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

9. MTS: Increased Authorization for Legal Services – McDougal Love Eckis Smith Boehmer & Foley, APC (LEG 491)

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

10. MTS: Regional Scheduling System – Contract Amendments (CIP 10940)

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

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

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

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

Recommend that the Board of Directors authorize the CEO to execute assignment of contracts (Attachment A of the agenda item) from SANDAG for on-call engineering services with David Evans and Associates, Inc. and Kimley-Horn and Associates.

13. MTS: Bay Marina Drive Widening Impacts to Cleveland Avenue Crossing (SDAE 710)

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

Action on Recommended Consent Items

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

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

NOTICED PUBLIC HEARINGS
(Taken Out of Order)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Cynthia Elkins: Ms. Elkins objected to the recommended changes to Route 871/872. She stated that she needs this route to get to the mall, laundry, etc. She also stated that she was unemployed at the moment and could not afford to pay more for a monthly pass.
Joyce Brown: Ms. Brown objected to proposed service adjustments for Route 965 stating that 90 percent of the people who use this route are low income and minorities. She stated that when service is cut, livelihoods are affected.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

under this tax measure. He also informed Ms. Lightner that SANDAG is already working on identifying projects that could be funded using federal economic stimulus monies. He stated that his goal has been to sustain MTS operations with consistent and ongoing funding, not with monies that are available on a one-time basis.
Mr. Gloria thanked Mr. Young and stated that the entire Board supports transit. He stated that he has run campaigns on transit and has ridden transit frequently. He added that he rode as a kid and used to ride the trolley to the MTS building when he worked for the County. He stated that staff has done a good job and stated that he was impressed that the service cuts weren't greater. He added that the voices clamoring for additional highways and streets are louder than the voices for public transportation. He also stated that the public speakers were helping MTS build its case that the future is about transit rather than individual cars. Mr. Gloria referenced the speakers about Route 965 and stated that they are correct that the changes affect minority and low income communities. He stated that the alternative route has a steep incline through a canyon and the street grid doesn't connect and requested that staff give reconsideration to this change.

Action Taken

Mr. Young moved to (1) conduct a public hearing on recommended service adjustments to achieve at least $4.7 million in subsidy savings and, at most, $10.7 million in subsidy savings (as described in Attachment A of the agenda item); (2) adopt Resolution 09-12, (Findings in Support of Exemption Under the California Environmental Quality Act Related to Proposed Budget-Related Service Adjustments) (Attachment C of the agenda item); and (3) respond to suggestions made by the public and take action (if any) on the package of service adjustments at the next regularly scheduled Board meeting of March 26, 2009. Mr. McClellan seconded the motion, and the vote was 10 to 2 in favor, with Mr. Gloria and Ms. Lightner casting the dissenting votes.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

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

Action Taken

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

DISCUSSION ITEMS:

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

This item was deferred.

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

This item was deferred.

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

Staff's report on this item was waived.

Action Taken

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

REPORT ITEMS:

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

This item was deferred.

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

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

Action Taken

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

60. Chairman's Report

Chairman Mathis made no report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin, Chairman of the Audit Oversight Committee, reported that the Committee will be meeting on March 19, 2009.

62. Chief Executive Officer's Report

Mr. Jablonski made no report.

63. Board Member Communications

There were no Board Member Communications.

64. Additional Public Comments on Items Not on the Agenda

There were no additional Public Comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, March 26, 2009.

66. Adjournment

Chairman Mathis adjourned the meeting at 12:13 p.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

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

Approved as to form:

Office of the General Counsel
San Diego Metropolitan Transit System

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

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 3/12/09 CALL TO ORDER (TIME): 10:25 a.m.

RECESS: _____ RECONVENE: _____

CLOSED SESSION: _____ RECONVENE: _____

PUBLIC HEARING: 10:52 a.m. RECONVENE: 11:51 a.m.

ORDINANCES ADOPTED: _____ ADJOURN: 12:13 p.m.

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

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail.Williams/Roll Call Sheets

Metropolitan Transit System

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

Agenda

Item No. 6

FIN 310.1

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

March 26, 2009

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR JANUARY 2009

RECOMMENDATION:

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

Budget Impact

None at this time.

DISCUSSION:

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

MTS NET-OPERATING SUBSIDY RESULTS

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

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

MTS COMBINED RESULTS

Revenues

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

Expenses

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

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

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

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

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

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

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

YEAR-TO-DATE SUMMARY

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

Paul C. Jablonski
Chief Executive Officer

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

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

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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

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

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

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

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

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2009
JANUARY 31, 2009
(in $000's)

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

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

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
CORONADO FERRY

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

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2009
JANUARY 31, 2009
(in $000's)

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

Metropolitan Transit System

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

LEG 492

March 26, 2009

SUBJECT:

MTS: AUDIT REPORT - SDTI STOREROOM

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

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

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

Paul C. Jablonski
Chief Executive Officer

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

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

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

Metropolitan Transit System

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

LEG 492

March 26, 2009

SUBJECT:

MTS: AUDIT REPORT - SDTC STOREROOM

RECOMMENDATION:

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

Budget Impact

None.

DISCUSSION:

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

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

Paul C. Jablonski
Chief Executive Officer

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

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

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

Metropolitan Transit System

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

Agenda

Item No. 9

LEG 491

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

March 26, 2009

SUBJECT:

MTS: PROPERTY INSURANCE RENEWAL

RECOMMENDATION:

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

Budget Impact

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

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

DISCUSSION:

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

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

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

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

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

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

Paul C. Jablonski
Chief Executive Officer

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

MAR26-09.9.PROP INSURANCE RENEWAL.JDOW.doc

Metropolitan Transit System

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

Agenda Item No. 10

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

CIP 11216-0200

March 26, 2009

SUBJECT:

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

RECOMMENDATION:

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

Budget Impact

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

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

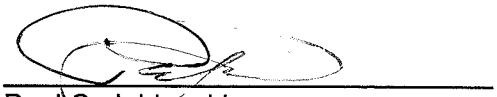
DISCUSSION:

Background

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

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

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



Paul C. Jablonski
Chief Executive Officer

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

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

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

DRAFT

STANDARD PROCUREMENT AGREEMENT

L0883.0-09
CONTRACT NUMBER
CIP 11216-0200
FILE NUMBER(S)

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

Name: Siemens Transportation Systems, Inc.

Address: 7464 French Road
Sacramento, CA 95828

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

Telephone: (916) 681-3000

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

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

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

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

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

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

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$230,300.00 Base Year (April 1, 2009 – March 30, 2010)		
$250,000.00 Option Year 1 (April 1, 2010 – March 30, 2011)		
$250,000.00 Option Year 2 (April 1, 2011 – March 30, 2012)		
$250,000.00 Option Year 3 (April 1, 2012 – March 30, 2013)		
$250,000.00 Option Year 4 (April 1, 2013 – March 30, 2014)		
$1,230.000.00 Total	CIP 11216-0200	09 - 13

By: _____
Chief Financial Officer — Date

(_____ total pages, each bearing contract number)

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

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92123
619.557-4576
FAX 619.696.7084

COST ANALYSIS

SDTI GATE TURNOFF (GTO) FIRING BOARDS

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

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

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

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619/231-1466
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Agenda

Item No. 11

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

OPS 950.7 (PC 50451)

March 26, 2009

SUBJECT:

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

RECOMMENDATION:

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

Budget Impact

None at this time.

DISCUSSION:

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

Recommendation

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

Paul C. Jablonski
Chief Executive Officer

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

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

Attachment: A. Resolution No. 09-13

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-13

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

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

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

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

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

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

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

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

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

Office of the General Counsel
San Diego Metropolitan Transit System

Metropolitan Transit System

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

Agenda

Item No. 12

FIN 340.2 (PC 50601)

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

March 26, 2009

SUBJECT:

MTS: STATE TRANSIT ASSISTANCE CLAIMS

RECOMMENDATION:

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

Budget Impact

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

DISCUSSION:

Attachment A reflects the detailed breakdown of the claim.

STA Claims $7,037,119

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

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

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

Periodic Review of Expenditures

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

Paul C. Jablonski
Chief Executive Officer

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

MAR26-09.12.STA CLAIMS.NDALL.doc

Attachment: A. MTS Resolution No. 09-14

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-14

Resolution Approving the MTS-Area Revised FY 09 STA Claim

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AYES:

NAYS:

ABSENT:

ABSTAINING:

_____
Chairperson
San Diego Metropolitan Transit System

Filed by:

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

Approved as to form:

_____
Office of the General Counsel
San Diego Metropolitan Transit System

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

Attachment: MTS FY 2009 STA Claim Summary

San Diego Metropolitan Transit System

FY 2009 STA Claim Summary

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

Metropolitan Transit System

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 10940

March 26, 2009

SUBJECT:

MTS: REGIONAL TRANSIT MANAGEMENT SYSTEM – CONTRACT AMENDMENT

RECOMMENDATION:

That the MTS Board of Directors:

1. ratify MTS Doc. No. G0867.6-09 (Attachment A) with Motorola as executed by the Chief Executive Officer (CEO) at no additional cost; and

2. authorize the CEO to execute MTS Doc. No. G0867.7-09 (Attachment B) with Motorola to fund the region's Traffic Light Synchronization Program.

Budget Impact

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

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

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

DISCUSSION:

Background Information

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

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

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

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

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

Conclusion

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

Paul C. Jablonski
Chief Executive Officer

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

MAR26-09.13.RTMS.DBOSSERT.doc

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

Metropolitan Transit System

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

March 4, 2009

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

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

Dear Mr. Chercoe:

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

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

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

Contract Value

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

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

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

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

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

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

PAYMENT

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

SCOPE OF SERVICES

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

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

Sincerely,

Paul C. Jablonski
Chief Executive Officer

AIsla/CL-G0867.6-09.CCHEN

Accepted:

_____
Howard Chercoe
Motorola, Inc.

Date: _____

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

DRAFT

March 26, 2009

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

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

Dear Mr. Chercoe:

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

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

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

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

Contract Value

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

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

PAYMENT

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

SCOPE OF SERVICES

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

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

Sincerely,

Paul C. Jablonski
Chief Executive Officer

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

Accepted:

_____
Howard Chercoe
Motorola, Inc.

Date: _____

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

SYSTEM PRICE

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

TRAFFIC SIGNAL PRIORITY

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

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

Metropolitan Transit System

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

Agenda Item No. 30

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

SRTP 830

March 26, 2009

SUBJECT:

MTS: FY 2010 BUDGET-RELATED SERVICE ADJUSTMENTS

RECOMMENDATION:

That the Board of Directors:

1. receive a report on public comments received since the March 12, 2009, public hearing; and

2. approve the recommended service adjustments to achieve approximately $4.7 million in subsidy savings (as described in Attachment A).

Budget Impact

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

DISCUSSION:

Elimination of state transit funding and lower sales tax revenues have created a projected budget deficit of $11 million for fiscal year 2010. During the budget development process, the MTS Budget Development Committee, Executive Committee, and Board of Directors provided guidance in resolving this significant shortfall, and the Board approved a strategy for bridging the budget gap at the March 12 Finance Workshop. This package includes:

- Nonfare revenue adjustments
- Nonservice cost adjustments

- Personnel adjustments
- Fare adjustments
- Service reductions

Although some service reductions were ultimately needed to bridge the budgetary gap, minimizing impacts on service was a key objective. The Board approved a strategy that included $4.7 million in subsidy savings from service adjustments, a $4 increase in the adult monthly pass (from $68 to $72), elimination of the Downtown Trolley fare, and an increase of one-way cash fares on Routes 851, 871/872, and 904 from $1 to $2.25. Commensurate increases would be made to the Youth and Senior/Disabled/Medicare Passes and/or cash fares.

MTS Policy No. 42 states that any service change affecting more than 25 percent of a route's weekly in-service miles or hours is considered a "major service change" and requires a properly noticed public hearing prior to Board action. In accordance with this policy, the Board held a public hearing on proposed service adjustments on March 12. These service changes are detailed in Attachment A. The Board also adopted Resolution 09-12, "Findings in Support of Exemption Under the California Environmental Quality Act (CEQA) Related to Proposed Budget-Related Service Adjustments," and directed staff to return to the Board on March 26, 2009. A written and oral report on public comments received since the public hearing will be provided to the Board at today's meeting.

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

- **$940,000** from service adjustments requiring a public hearing under Board Policy No. 42.

- **$3.2 million** from minor service adjustments—primarily span and frequency reductions on weekend services.

- **$720,000** from adjustments to the Sorrento Valley Coaster Connection services already approved by the MTS Board.

Paul C. Jablonski
Chief Executive Officer

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Attachment: A. Recommended Service Adjustments

Route	Recommended Change	Ridership Lost	Ridership Affected	Subsidy Savings
MINOR ADJUSTMENTS (LESS THAN 25% OF SERVICE)				
2	Move downtown terminal to America Plaza on weekends, and reduce Sunday frequency to 20 minutes.	15,205	171,821	$62,041
7	Reduce Sunday frequency to 15 minutes.	13,541	261,078	$53,176
10	Reduce Sunday frequency to 20 minutes.	6,962	107,386	$40,252
11	Reduce Sunday frequency to 30 minutes.	23,667	205,343	$106,257
15	Reduce Sunday frequency to 20 minutes.	8,658	133,549	$57,241
20	Reduce frequency to 60 minutes north of Mira Mesa on Saturdays and north of Kearny Mesa on Sundays.	29,319	159,311	$168,945
105	Reduce frequency to 60 minutes after 7pm.	3,557	23,712	$71,761
115	Operate with minibus on weekends.	-	-	$46,563
701	Reduce Saturday frequency to 60 minutes.	7,966	39,831	$56,290
709	Reduce weekday frequency between Southwestern College and Otay Ranch Town Center to 30 minutes.	45,903	273,123	$190,179
712	Reduce frequency to 60 minutes after 7pm on weekdays and all day on Saturday.	15,718	78,591	$91,569
810	Cut one AM and one PM trip.	6,095	121,890	$72,744
815	Reduce weekday frequency to 60 minutes after 7pm.	3,845	19,223	$30,708
833	Reduce weekend frequency to 90 minutes.	9,565	25,621	$63,766
845	Reduce weekend frequency to 60 minutes.	-	-	$63,185
848	Reduce weekday frequency to 60 minutes after 7pm.	3,024	15,120	$51,372
854	Operate with minibus on weekends.	-	-	$21,383
855	Reduce weekday frequency to 60 minutes after 7pm.	6,391	31,953	$14,468
856	Reduce frequency to 60 minutes after 7pm on weekdays, and discontinue service to Rancho San Diego Village on weekends.	10,478	36,182	$96,361
864	Reduce weekday frequency east of East County Square to 60 minutes.	34,926	174,631	$377,573
870	Operate with minibus and adjust schedules.	-	-	$10,000
901	Reduce frequency to 60 minutes after 7pm on all days, and before 7am on weekends.	36,430	182,151	$385,600
905	Reduce frequency to 60 minutes during the midday and all day on weekends.	31,988	479,204	$124,486
923	Move downtown terminal to airport on weekends.	6,543	40,894	$53,022
928	Reduce weekend frequency to 60 minutes and operate with minibuses.	5,081	35,853	$124,130
932	Reduce frequency to 60 minutes after 8pm, and on weekends end every other trip at E St. Trolley.	36,890	151,811	$95,929
933/934	Reduce frequency to 20 minutes on Saturdays, 30 minutes on Sundays, and 60 minutes after 830pm on all days.	67,200	486,057	$404,039
967	Reduce Sunday frequency to 120 minutes.	1,496	7,478	$16,129
968	Reduce Sunday frequency to 120 minutes.	1,437	7,183	$19,157
992	Reduce frequency to 30 minutes after 630pm on all days.	9,301	46,503	$123,686
Prem Exp Svc	No service Friday after Thanksgiving or 12/24/09 through 1/2/10.	1,200	2,400	$45,740
Blue Line	Reduce consist sizes when possible on all days, and discontinue Saturday night 'Owl' service.	15,708	15,708	$107,050
	SUBTOTALS	**458,091**	**3,333,606**	**$3,244,803**
MAJOR ADJUSTMENTS (25% OR MORE OF SERVICE)				
14	Operate only between La Mesa and Grantville Monday-Friday only, and operate a separate Hotel Circle shuttle seven days/week.	104,745	109,236	$75,494
84	Discontinue Saturday and Sunday service.	7,563	7,563	$60,575
86	Discontinue Route 86.	31,238	31,238	$155,093
820	Cut one AM and one PM trip.	5,228	52,275	$56,533
832	Reduce frequency to 60 minutes on weekdays and 90 minutes on weekends.	15,462	80,048	$140,320
871/872	Reduce frequency to 60 minutes on weekdays, and discontinue weekend service.	28,197	117,288	$328,435
965	Cut 965B loop and end all service after 7pm. Discontinue Sunday service.	15,741	16,440	$126,139
	SUBTOTALS	**208,174**	**414,088**	**$942,589**
ADJUSTMENTS ALREADY APPROVED				
SVCC	Reduce scope of services.	22,950	69,020	$723,180
	SUBTOTALS	**22,950**	**69,020**	**$723,180**
GRAND TOTALS		**689,215**	**3,747,695**	**$4,910,572**

Metropolitan Transit System

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Agenda Item No. 31

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

OPS 970.2

March 26, 2009

SUBJECT:

MTS: LIGHT RAIL NETWORK: SHORT- AND LONG-TERM OPERATING PLANS

RECOMMENDATION:

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

Budget Impact

None.

Executive Committee Recommendation

At its meeting on March 5, 2009, the Executive Committee recommended forwarding this item to the Board of Directors for review.

DISCUSSION:

The ability to expand low-floor access, accommodate the Mid-Coast LRT Project, and maintain a highly efficient and convenient light rail network requires changes to existing operations. As the next phase of low-floor accommodation progresses, reconfiguration of the existing operating lines would allow a more effective utilization of a mixed fleet of high- and low-floor cars, specifically the existing 90-foot cars that are incompatible with downtown Center City station block lengths.

Background

In conjunction with the opening of the Mission Valley East extension in 2005, MTS procured 11 90-foot S70 LRVs from Siemens Transportation Systems to begin a transition to low-floor access on the system. An operating plan was developed based on projected ridership and resources available at that time. As low-floor access is expanded and integration of the Mid-Coast LRT is considered, the existing operating plan contains obstacles and inefficiencies that need to be addressed.

Background

After the opening of the South Line in 1981, the MTS rail system experienced nine extensions to develop a regional LRT network. While these extensions were designed under the concept of a long-term regional plan, in most cases, the actual operating plans were not determined until after construction was initiated and were forced to fit within the constraints of the infrastructure provided.

Operating Plan Development

An effective LRT operating plan is driven by limitations of fixed infrastructure, schedule-driven parameters, and the travel patterns and capacity requirements to meet passenger expectations.

Current physical constraints within the San Diego LRT system include the Cuyamaca Street single-track segment in Santee, downtown Center City station block lengths, and train layover capabilities at terminal stations. Other physical characteristics that exist (but can be more readily mitigated) include traction power capacity, railroad block signal spacing, station platform elevation, and fleet size and composition.

Schedule-driven elements include travel time between key transfer points and terminals, minimum train layover requirements at terminals, and train spacing and sequencing in areas of shared line operations. The existing operating plan was developed around these limitations but is also constrained by the number of low-floor cars and the station platforms modified to accommodate them.

Travel patterns and capacity requirements to meet passenger expectations are demonstrated by the current need for Red Line special event service for most events in downtown San Diego or the occasional evening or weekend morning downtown shuttle service to balance the frequency of the Bayside corridor (Orange Line) with Blue Line service north to Old Town. Without these overlays, the key ridership corridor between Mission Valley and the Convention Center and PETCO Park and the Gaslamp Quarter would require multiple train transfers and extended travel time substantially decreasing the appeal of LRT service. System efficiency could also be maximized through effective transfer points and terminals so that train size and schedules could be balanced against the experiences and needs of each line segment.

Short-Term Operating Plan

Incorporation of the Mid-Coast LRT into the existing operating plan would create several issues, including over-served corridors, extensive transfer requirements for passengers, and/or inadequate infrastructure at the Old Town Transit Center that would degrade the

effectiveness and efficiency of system operations. Additionally, the ability to continue special events service overlays for the downtown area and/or Qualcomm Stadium events would become substantially limited if not inoperable.

Implementation of this short-term operating plan would generate immediate benefits in system operating efficiencies and provide a foundation that will readily incorporate the Mid-Coast LRT project in the future. The three existing operating lines would be configured to minimize travel time for basic passenger travel patterns, reduce the need for multiple transfers, eliminate the need for a unique operating line for all but the most uncharacteristic events, and maximize fleet efficiency.

- Green Line – Imperial Terminal to Santee

  Extending the Green Line from Old Town to the Imperial Terminal would provide a timed transfer with Blue Line trains allowing passengers traveling between the South Bay and areas north to circumvent the slower travel time within the Center City area. Timed transfers with the Orange Line at the Santa Fe Depot would provide connecting service to C Street. Service efficiencies would result from greater flexibility to add or cut cars based on ridership demand and reduce unproductive costs associated with train and employee deadhead operations between the maintenance facility and Old Town. Red Line special events service for moderate-sized events would be covered by scheduled service with the ability to overlay service between the Imperial Avenue terminal and Qualcomm Stadium on an as-needed basis. The expansion of the Green Line also provides greater utilization of the existing 90-foot S70 LRV.

- Orange Line – Santa Fe Depot to East County

  The Orange Line would operate between Santa Fe Depot and East County.

  At the Santa Fe Depot:

  - Orange Line trains would utilize the southern end of an expanded southbound platform with bidirectional, timed transfers with Green Line trains;
  - southbound Green Line trains would utilize the north end of the shared platform; and
  - northbound Green Line trains would use the opposite platform.

  At America Plaza:

  - Orange Line trains would utilize the eastbound platform for bidirectional traffic.

  In East County:

  - Orange Line trains would terminate prior to Gillespie Field; however, improved transfer connectivity would be provided with Green Line trains to/from Santee.

- Blue Line – America Plaza to San Ysidro

  The Blue Line, which is a corridor that has maintained high ridership levels since the inception of service, would operate between America Plaza and San Ysidro. Bidirectional timed transfers would be made with Green and Orange Line trains at the 12th & Imperial Transit Center. At America Plaza, all Blue Line trains would utilize the westbound platform as a terminal stop. With passengers traveling between South Bay and destinations north transferring at Imperial, Blue Line trains would enhance their passenger capacity in the downtown corridor to accommodate future growth requirements and mitigate the need for increased frequency or consist size within this zone.

- Silver Line/Restored PCC Operations

  The capability to operate restored PCC cars in an eastbound loop around the Convention Center and downtown corridors on weekends or other nonpeak service hours is retained within this operating plan.

LRV Fleet Requirements

The LRV fleet requirements for this operating plan would include three less cars and one less train than current peak-period service levels, which would provide a cost savings in procurement, maintenance, and operating expenses. Two fewer cars are required for weekends and base periods and could be utilized as necessary to enhance passenger capacity for special events during these periods.

Santa Fe Depot/America Plaza Infrastructure Enhancements

The following enhancements would be required at the Santa Fe Depot and America Plaza Stations to accommodate this operation:

- The Santa Fe Depot platform area would be shifted south toward Broadway with the southbound platform expanded to accommodate two LRT trains (Orange and southbound Green Line).

- Minor signaling improvements would be made at the Broadway Wye and Santa Fe Depot platforms to accommodate the bidirectional operations of Orange Line trains into the Santa Fe Depot platform.

- Installation of a double crossover on C Street between India and Columbia, including powered switch machines, switch indicators, and track occupancy detection at the America Plaza Station.

East County Terminal for Orange Line

Ridership levels do not justify continued two-line operations east of El Cajon. With minor modifications to existing signaling equipment, the East County terminus for the Orange Line would be the Arnele Avenue Station. Bidirectional, timed transfers with Green Line trains are provided at El Cajon Transit Center during peak and base periods to mitigate single-line service beyond this point.

Any future redevelopment at the El Cajon Transit Center should include a third track to allow an East County terminal layover without obstructing through-service trains, which is a feature that would further optimize the flexibility of system operations and performance, including special events service.

Integration of Mid-Coast LRT

Preliminary studies indicate the need for the Mid-Coast LRT to extend into the downtown area to be viable and attractive. Integrating this southern terminal into the Santa Fe Depot station would accentuate this location as the rail hub in San Diego serving Amtrak, the Coaster, and each of the LRT operating lines (Blue Line across the street at America Plaza).

Accommodating the additional LRT line would require reconfiguration of existing Coaster tracks and platforms. The LRT tracks would be configured to connect the new track on the west side of the existing platforms, which would allow southbound Green Line trains to operate through the station unimpeded. Mid-Coast trains would terminate on the shared platform with the Orange Line and then depart northbound via a track connection on the eastward (northbound) main track.

This final configuration would:

- allow a passenger to travel anywhere within the LRT network with no more than one transfer required;
- integrate the system with no additional train traffic on C Street or across the Broadway San Diego crossing;
- reduce traffic signal preemption at Kettner Boulevard and Broadway by 60 percent when compared against current activations;
- maximize flexibility to adjust consist sizes and train frequencies for each corridor to match passenger travel patterns and needs; and
- provide timed transfers between Green Line, Orange Line, and Mid-Coast trains at Santa Fe Depot and Blue Line service at America Plaza. These transfers, combined with those at the 12th & Imperial Transit Center are the highest ranked and maintained through all train headway patterns (7½-, 15-, and 30-minute peak service).

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Metropolitan Transit System

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Agenda

Item No. 32

OPS 970.2

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

March 26, 2009

SUBJECT:

MTS: BOOZ ALLEN HAMILTON CONSULTANT'S REPORT – LOW-FLOOR CAPABILITY ASSESSMENT AND LRV RECOMMENDATIONS

RECOMMENDATION:

That the Board of Directors receive a report regarding the consultant's recommendation for low-floor LRV procurement.

Budget Impact

None.

DISCUSSION:

The consulting firm of Booz Allen Hamilton (BAH) was contracted by the San Diego Association of Governments to evaluate light rail vehicle (LRV) procurement alternatives, integration, and compatibility with the MTS fleet and infrastructure improvements involved in achieving low-floor technology system wide. The review evaluated load factors, determined optimal car lengths, and compared costs associated with existing and newly designed LRVs. This exercise was designed to assist MTS in developing LRV procurement strategies and rehabilitation alternatives for an aging fleet as well as to identify station and wayside infrastructure improvements required to accommodate low-floor technology on older portions of the system.

EXISTING FLEET

MTS-Rail currently uses three series of Siemens-built LRVs:

1. 71 U-2 Models: All of these vehicles were purchased between 1980 and 1989, and many are rapidly approaching retirement age. Parts and component availability to support fleet maintenance of these older cars is a challenge, and

some maintenance-critical parts are no longer available. This is a high-mileage fleet—LRV No. 1004 has the highest miles at 1.8 million, and the fleet has an average in excess of 1.2 million miles.

2. 52 SD 100 Models: Procured in 1993, the SD 100s should be considered for retirement in 2028.

3. 11 S70 Models: Procured in 2005, the S70s should be considered for retirement in 2040. The S70 is a low-floor LRV procured for the Mission Valley East Line segment. It measures 90 feet in length and due to its low-floor configuration, it is used only on the Green Line where the station platforms are eight inches high and can accommodate the onboard Americans with Disabilities Act (ADA) ramp. At this time, the S70 is not compatible with the six-inch platform height at most Blue and Orange Line stations nor is it able to operate in a mixed train consist with the U-2 LRV; however, it is compatible with the SD 100.

REVIEW OF AVAILABLE LOW-FLOOR LRVS

BAH evaluated available low-floor products in order to address the procurement of service-proven, state-of-the-art LRVs. MTS initiated this effort with BAH in October 2007 and provided the Utah Transit Authority (UTA) an opportunity to attend a Vehicle Manufacturers Symposium involving Siemens, CAF, Bombardier, AnsaldoBreda, and Kinkisharyo who presented on both European 100% low-floor and North American 70% low-floor LRVs. After much consideration, it was agreed that European 100% low-floor LRVs are not a good fit for application at MTS due to:

1. The high cost of "Americanization" and required maintenance facility modifications.

2. California Public Utilities Commission (CPUC) compression strength requirements. Modifications to achieve this would be expensive and difficult to implement.

3. NFPA 130 requirements for smoke, flames, and toxicity are not met.

4. Buy America and/or other Federal Transit Administration (FTA) commercial requirements are not met.

Therefore, the evaluation focused on North American 70% low-floor vehicles. Also appraised were system constraints relative to platform height and vehicle length in excess of 82 feet, which prevents operation of 3-car train sets in the downtown Center City area due to station block lengths of 240 feet.

The selected vehicle should have a maximum operating speed of 50 to 55 miles per hour, be California Public Utilities Code- (CPUC)-compliant with 2g compression strength, and have a passenger seating capacity similar to the current fleet. While there is no industry standard length, nearly all of the low-floor LRVs in North America range from 90 feet to 97 feet. These vehicles are similar or identical to the Siemens S70 employed in the MTS fleet. There are no 82-foot LRVs currently in operation with the exception of:

- AnsaldoBreda (Boston): At 74 feet, it is too short. It seats only 44 passengers and does not meet the CPUC compression strength requirement with only 1.67g.

- Skoda Streetcar (Portland, Seattle, and Washington, DC): Although it meets the compression strength requirement at 2.27g, it has a maximum speed of 44 miles per hour, seats only 30 passengers, and is too short (66 feet).

CONCLUSIONS AND RECOMMENDATIONS

Vehicle Types

The Siemens S70 Ultra Short (S70US), as recently bid by UTA, is comparable in length to the U-2 and SD 100 LRVs. This vehicle is a shorter version of the S70 with a reduced cab and center section. It would blend with the existing fleet and require no further modifications to support maintenance activities. It would blend into mixed-consist operations with the SD 100 and allow three-car train sets in the downtown area. MTS maintains an option on the UTA order, and it is recommended that at least a portion of this option is exercised.

Interestingly, LTK Engineering Services provided MTS with a report in March 2000 on the "analysis of low-floor LRV alternatives," which recommended the procurement of 11 80-foot 70% low-floor LRVs for the Mission Valley East Line extension. Unfortunately at the time, 90-foot (or longer) LRVs were all that was available on the market.

Procurement Strategy

It is recommended that decisions relative to the procurement process be made based on a combination of budget and accessibility. Therefore, the following low-floor LRV system operating options are offered for consideration:

- Option 1: Purchase 30 New Low-Floor LRVs (Attachment A)

  Option 1 would provide the standard 20% maintenance ratio for each car model and assume an eight-inch platform curb at Blue and Green Line stations. Configuration of all base-period and weekend trains on the Blue Line is made of an SD 100 between two S70US LRVs. All base-period and weekend trains on the Orange Line would consist of SD 100s, and the Green Line would use S70 and S70US LRVs. During peak periods, "Tripper" trains on the Blue Line would be made of U-2 LRVs, while the Green Line would add an SD 100 LRV in the middle of the consist when necessary. Three U-2 train consists would be on standby for use during car failures and/or other system recovery requirements or as necessary to augment special events service.

- Option 2: Purchase 39 New Low-Floor LRVs (Attachment B)

  Option 2 would provide the standard 20% maintenance ratio for each car model and assume an eight-inch platform curb at all stations. Configuration of all base-period and weekend trains on the Blue Line is made of an SD 100 between two S70US LRVs. All base-period and weekend trains on the Orange Line would be made of one S70US and one SD 100, while all base-period and weekend trains on the Green Line would be S70 or S70US LRVs. During peak periods on the Blue Line, five U-2 and two SD 100 "Tripper" trains would be added. On the Orange and Green Lines, additional SD 100 cars would be added as needed during peak periods. Three U-2 train consists would be on standby for use during car failures and/or other system recovery requirements or as necessary to augment special events service.

- Option 3: Purchase 47 New Low-Floor LRVs (Attachment C)

  Option 3 would provide the standard 20% maintenance ratio for each car model and assume an eight-inch platform curb at all stations. Configuration of all base-period and weekend trains on the Blue Line is made of an SD 100 between two S70US LRVs. On the Orange Line, up to five base-period and weekend trains would be 100% low-floor consists with the remaining trains (eight total) being a mixed consist of one S70US and one SD 100; all base-period and weekend trains on the Green Line would be either S70 or S70US LRVs. During peak periods on the Blue Line, three U-2 and four SD 100 "Tripper" trains would be added. On the Orange and Green Lines, an additional SD 100 LRV would be added to train consists as needed during peak periods. Three U-2 train consists would be on standby for use during car failures and/or other system recovery requirements or as necessary to augment special events service.

- Option 4: Purchase 57 New Low-Floor LRVs (Attachment D)

  Option 4 would provide the standard 20% maintenance ratio for each car model and assume an eight-inch platform curb at all stations. Configuration of all base-period and weekend trains on the Blue Line is made of an SD 100 between two S70US. Base-period and weekend trains on the Orange Line would operate up to 87% (7 of 8) low-floor with the remaining train(s) consisting of one S70US and one SD 100. All base-period and weekend trains on the Green Line would be either S70 or S70US. During peak periods on the Blue Line, seven "Tripper" trains would operate with an S70US between two SD 100 LRVs. On the Orange and Green Lines, an additional SD 100 LRV would be added to train consists as needed during peak periods. Three U-2 train consists would be on standby for use during car failures and/or other system recovery requirements or as necessary to augment special events service.

Station Platform Modifications

The optimal consist for all line segments is a three-car train set where all cars are approximately 80 feet in length. The exception being that the 90-foot S70 compatibility would be mitigated by the extension of the Green Line via the Bayside corridor to the Imperial Avenue terminal.

Phase One

MTS should initiate a capital improvement project (CIP) to raise station platform heights to meet the eight-inch ADA requirement and to support operation of low-floor LRVs through the downtown Center City corridor. The following station modifications are necessary:

1. Modify Imperial Avenue Transfer, City College, Fifth Avenue, and Civic Center Stations with a two-inch tile overlay.

2. Lower track way at Park & Market Station by two inches.

3. America Plaza Station requires either a gradual two-inch platform rise for door set positioning (not entire platform) or installation of a new rail measuring two inches shorter in height, which would require significant concrete work in the existing trackway.

Phase Two

Based on the low-floor LRV procurement option selected, MTS may consider expanding the CIP to include platform height modifications at all Orange Line stations to meet ADA requirements and to accommodate low-floor LRVs. The following station modifications would be necessary:

1. Modify 25th & Commercial, 32nd & Commercial, 62nd Street, Massachusetts Avenue, Lemon Grove, Spring Street, and La Mesa Blvd. stations with a two-inch tile overlay.

2. Euclid Avenue and 47th Street Stations are at grade and would require installation of an eight-inch platform.

U-2 LRV Rehabilitation Program

By the anticipated date that a new order of LRVs will be delivered, 24 of the 30 oldest U-2 LRVs will be nearing their retirement age. Six U-2 LRVs from this group would be retained to backfill for vehicles receiving rehabilitation; afterward, retirement of those vehicles should be considered. Other rail properties under contract for similar work reveal that once the rehabilitation program is in full sequence, 1 to 1½ vehicles could be completed per month. The mechanical and electrical components considered for replacement during the rehabilitation are the camshaft controller, coupler and draft gear, resistor banks, axles and bogie frames, HVAC system, train line wiring (low and high voltage), and the door control unit.

The number of U-2 LRVs scheduled to receive a selective overhaul is contingent on the adopted procurement option and determined by the requirement to support regularly scheduled service. Therefore, based on the option selected, the number of U-2s requiring rehabilitation would be:

- Option 1: 21 U-2 LRVs
- Option 2: 15 U-2 LRVs
- Option 3: 9 U-2 LRVs
- Option 4: 0 U-2 LRVs

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Chief Executive Officer

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Attachments: A. Option 1: Purchase 30 New Low-Floor LRVs
B. Option 2: Purchase 39 New Low-Floor LRVs
C. Option 3: Purchase 47 New Low-Floor LRVs
D. Option 4: Purchase 57 New Low-Floor LRVs
E. Executive Summary

OPTION 1: Purchase 30 New Low-Floor LRVs (Replaces 33 U2 LRVs)

LRV Fleet (131 CARS):	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Car Model:				
Revenue:	30 cars	43 cars	25 cars	9 cars
Maintenance:	8 cars	9 cars	5 cars	2 cars
Fleet Size:	**38 cars**	**52 cars**	**30 cars**	**11 cars**

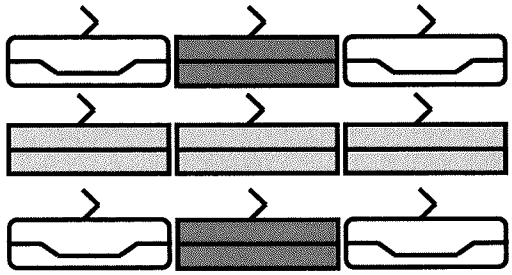
Weekday Train Service:

BLUE LINE:

Peak: 7 Regular

7 Trippers

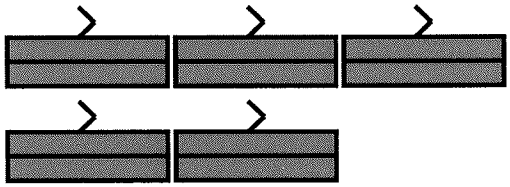
Base: All Trains



ORANGE LINE:

Peak: All Trains

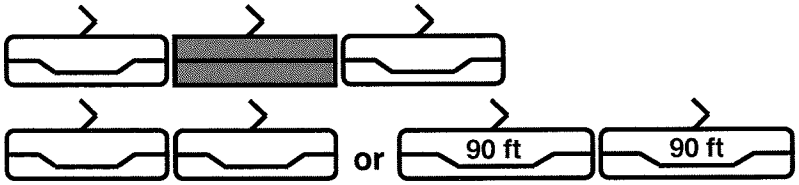
Base: All Trains



GREEN LINE:

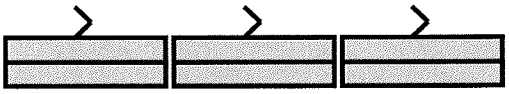
Peak: All Trains

Base: All Trains



GAP TRAINS:

3 Sets:



Purchase of 30 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance ratio for each car model. This operating assumption is based on eight inch platform curbs at all Blue Line and Green Line stations:

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

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

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. To the extent a third car is necessary due to peak service levels or special events, an SD-100 car would be inserted into the middle of the consist.

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

OPTION 2: Purchase 39 New Low-Floor LRVs (Replaces 42 U2 LRVs)

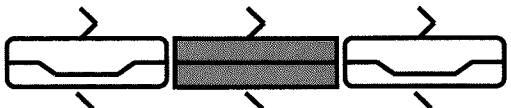
LRV Fleet (131 CARS):

Car Model:	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Revenue:	24 cars	42 cars	33 cars	9 cars
Maintenance:	5 cars	10 cars	6 cars	2 cars
Fleet Size:	**29 cars**	**52 cars**	**39 cars**	**11 cars**

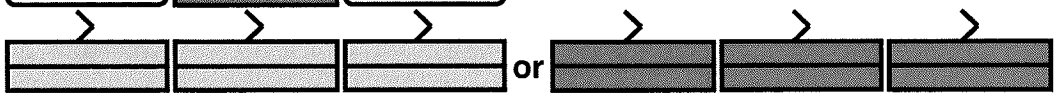
Weekday Train Service:

BLUE LINE:

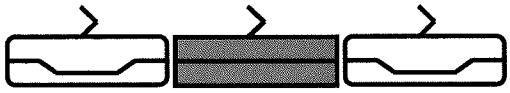
Peak: 7 Regular



5/2 Trippers

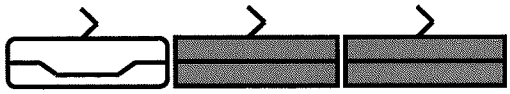


Base: All Trains



ORANGE LINE:

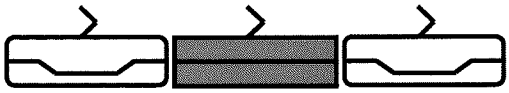
Peak: All Trains



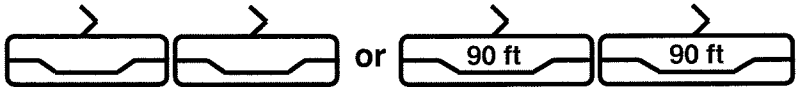
Base: All Trains

GREEN LINE:

Peak: All Trains

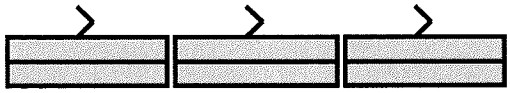


Base: All Trains



GAP TRAINS:

3 Sets:



Purchase of 39 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance ratio for each car model. This operating assumption is based on eight-inch platform curbs at all LRT stations:

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

Orange Line – All base period and weekend trains would be a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car.

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. An SD-100 car would be inserted into the middle of the consist for peak periods or special events.

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

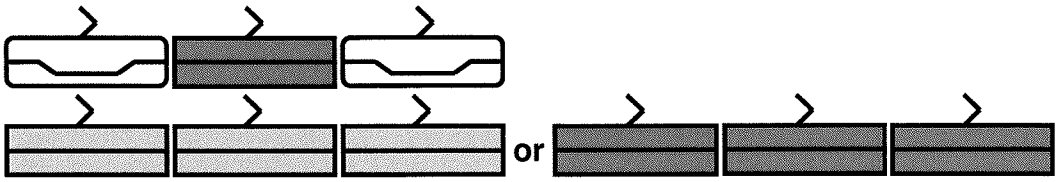
OPTION 3: Purchase 47 New Low-Floor LRVs (Replaces 50 U2 LRVs)

LRV Fleet (131 CARS):	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Car Model:				
Revenue:	18 cars	41 cars	39 cars	9 cars
Maintenance:	3 cars	11 cars	8 cars	2 cars
Fleet Size:	**21 cars**	**52 cars**	**47 cars**	**11 cars**

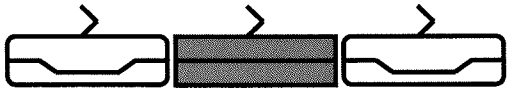
Weekday Train Service:

BLUE LINE:

Peak: 7 Regular / 3/4 Trippers

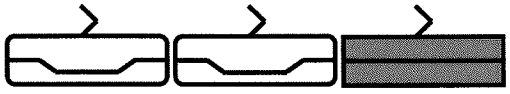


Base: All Trains

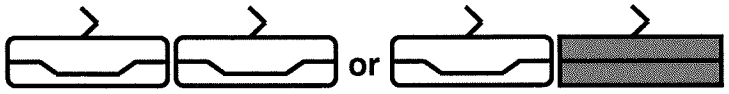


ORANGE LINE:

Peak: All Trains

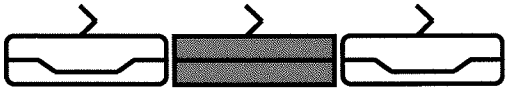


Base: All Trains



GREEN LINE:

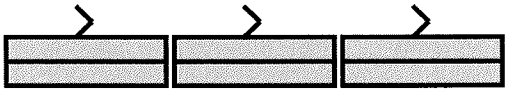
Peak: All Trains



Base: All Trains

GAP TRAINS:

3 Sets:



Purchase of 47 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance requirement for each car model. This operating assumption is based on eight inch platform curbs at all LRT stations:

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

Orange Line – Up to five base period and weekend trains would be 100% low-floor consists, with remaining trains (of eight total trains) a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car. .

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. To the extent a third car is necessary due to peak service levels or special events, an SD-100 car would be inserted into the middle of the consist.

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

OPTION 4: Purchase 57 New Low-Floor LRVs (Replaces 60 U2 LRVs)

LRV Fleet (131 CARS):

Car Model:	U2 LRV	SD-100 LRV	80 Ft S70	90 Ft S70
Revenue:	9 cars	42 cars	47 cars	9 cars
Maintenance:	2 cars	10 cars	10 cars	2 cars
Fleet Size:	**11 cars**	**52 cars**	**57 cars**	**11 cars**

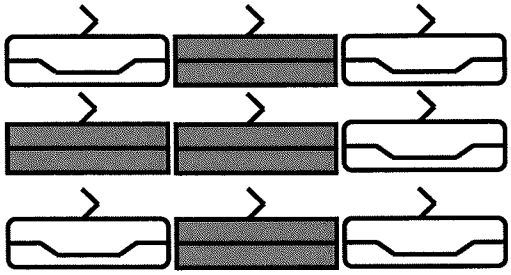
Weekday Train Service:

BLUE LINE:

Peak: 7 Regular

7 Trippers

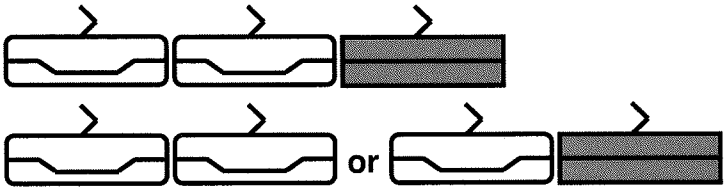
Base: All Trains



ORANGE LINE:

Peak: All Trains

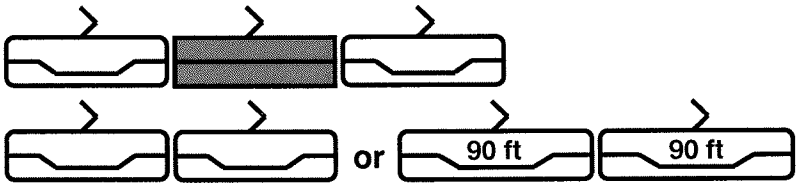
Base: All Trains



GREEN LINE:

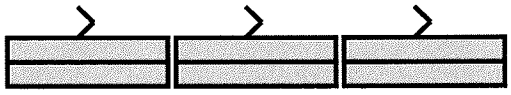
Peak: All Trains

Base: All Trains



GAP TRAINS:

3 Sets:



Purchase of 57 new Low-Floor LRVs will provide for the following fleet utilization with a standard twenty percent maintenance ratio for each car model. This operating assumption is based on eight-inch platform curbs at all LRT stations:

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

Orange Line – Up to seven of the eight trains would be 100% low-floor, with remaining train(s) a mixed consist of one new low-floor car and one SD-100 car. Add cars required for peak periods would be an additional SD-100 car.

Green Line – All base period and weekend trains would be 100% low-floor consists, either existing ninety-foot cars or new eighty-foot versions. To the extent a third car is necessary due to peak service levels or special events, an SD-100 car would be inserted into the middle of the consist.

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

EXECUTIVE SUMMARY

Purpose

The 'Low Floor Capability Assessment and LRV Recommendation' study by Booz Allen Hamilton (BAH), under the direction of Kimley-Horn and Associates, evaluated the rehabilitation and procurement options for modernization of the San Diego Trolley, Inc. (SDTI) Light Rail Vehicle (LRV) fleet. The study includes an analysis of procurement and integration of new Light Rail Vehicles into the MTS Trolley system as well as strategies for both rehabilitation and/or replacement of specific older Siemens U2 LRVs in the fleet.

Objectives

In order to evaluate the potential options for modernizing the SDTI fleet through procurement and/or rehabilitation, the following objectives were established:

- Improve boarding times through better access for patrons, in particular those with mobility impairments or using mobility aids
- Improve train capacity
- Improve reliability through reduction of average fleet age and rehabilitation of older U2 models
- Identification of a new LRV compatible with current MTS system and infrastructure
- Limiting the number of LRV models to be maintained
- Identify cost effective combinations for purchase of new LRVs, and/or rehabilitation of existing LRVs

Background

The current MTS fleet is comprised of 134 Siemens Transportation Systems LRVs composed of 123 high floor LRVs (71 U2s, 52 SD-100s) and 11 Low Floor LRVs (S70s). Vehicle data is listed in Table ES-1.

Table ES-1 – MTS Fleet

No./ Type of LRVs	Date Received	Car Length	Floor Type	Mobility Access	Age (Years)
14 - U2	November, 1980	82	high floor	on-board lift	29
10 - U2	November, 1982	82	high floor	on-board lift	27
6 - U2	January, 1986	82	high floor	on-board lift	23
20 - U2	May, 1989	82	high floor	on-board lift	20
21 - U2	July, 1990	82	high floor	on-board lift	19
52 - SD100	October, 1993	82	high floor	on-board lift	16
11 - S70	July 2005	91	low floor	bridge plate	4

Peak hour revenue schedule requires up to 51 vehicles on the Blue Line and 29 on the Orange Line. Currently, up to 14 vehicles are required on the Green Line during peak hour, but MTS is projecting the need to expand to 3 car trains which will require up to 21 vehicles on the Green Line. In addition to the regularly scheduled service, three gap trains, 9 additional vehicles, are needed to fill in for any breakdowns or extended delays. Typical for light rail operators, MTS maintains 20% spares for

scheduled and nonscheduled maintenance and repair, making the minimum fleet size 132 vehicles. MTS also runs added trains for special event service to venues on the system, which can tax the available fleet.

With the current LRV fleet mix, MTS faces many challenges including:

1) Inability to interchange vehicle types to build trains (consists). The U2 vehicle is not compatible with the SD100 or S70, limiting flexibility to build and dispatch trains.
2) Increasing maintenance on the oldest U2 vehicles which have been in service now between 19 and 29 years. The U2s are well maintained, but the oldest cars require overhaul or replacement of the power, drive and control systems. Other components are also wearing out, and spare parts are out or going out of production.
3) City block lengths in downtown San Diego limit train length to three U2 or SD100 vehicles (~ 245'). Other stations in the MTS system accommodate for four U2 or SD100 vehicles.
4) The S70s LRVs are currently limited to the Green Line because the Blue and Orange line platforms do not accommodate compliant wheelchair boarding to the S70. In addition, the longer S70 would be limited to two car trains in downtown San Diego.
5) Mobility assisted lift boardings impact system-wide reliability, especially in cases of multiple lift boardings using the high floor vehicle mounted lifts on the U2s and SD-100s.

To improve service reliability and accessibility, MTS has established a system-wide objective of moving to low floor LRVs with an initial goal of operating at least one low floor car per train in all scheduled service.

Results and Recommendations

With the need for MTS to modernize its aging LRV fleet and improve reliability through reducing on-board lift operations, the study evaluated both the existing fleet and future procurement options over the next five to ten years. Various LRV consist configurations were considered, including the use of MTS' existing LRVs and new vehicle procurement. The analysis considered the impacts of operating trains longer than the current three car trains of approximately 245 feet, as well as feasibility, capacity and boarding time impacts.

New Vehicle Procurement

After evaluating current and future operations, physical constraints and reviewing the available vehicles on the market, the study recommends procurement of new Low Floor LRVs (LFLRVs) limited to approximately 82 feet in length with an ADA compliant extendable bridge plate for reasons listed below:

- Results in best fit with existing operations and current vehicle fleet
- Provides the best fit and flexibility for future system and LRV fleet expansion
- Meets the MTS goal for improved boarding times and ease of access
- Requires the least amount of station, wayside, yard and shop improvements
- Currently available from at least one vehicle builder (Siemens). MTS has an option in a procurement by the Utah Transit Authority (UTA) to order up to 110 Ultra-Short (81 feet and 5 inches) S70 LFLRVs, at an approximate cost (without escalation) of $3.6 million per vehicle.

Other new vehicle configurations examined included long low and high floor vehicles, as well as extra long vehicles. Each was rejected because of a range of constraints in the existing system made these options cost prohibitive and operationally restrictive. The primary constraints are restricted downtown

station lengths, curved platforms, limits to platform height on shared freight track, and the configuration of existing yards and shops.

Fleet Evaluation

After considering accessibility, infrastructure constraints, train configurations, market availability of new LFLRVs and U2 rehabilitation alternatives, seven options for fleet modernization were developed and analyzed. The study, which provides for a consistent fleet size of 134 vehicles, resulted in three recommendations, Study Option 3, Study Option 3A and Study Option 4. Table ES-2 summarizes the seven studied options.

Table ES-2 – Summary of Operations Impact for Analysis Options

#	Actions	Resulting LFLRV proportion	Resulting Fleet Composition	Net Cost, $m	Comments
1	Replace 24 U2 Rehab 47 U2	26% low floor	47 - U2 52 -SD100 11 - S70 24 - NEW	$116.8	*Low Floor Service not provided on all trains.*
2	Replace 30 U2 Rehab 41 U2 Replace S70s	31% low floor	41 - U2 52 -SD100 41 - NEW	$157.9	*Low Floor Service not provided on all trains.*
*3	*Replace 50 U2 Rehab 21 U2*	*46% low floor*	*21 - U2 52 -SD100 11 – S70 50 - NEW*	*$204.9*	*Two U2 consists would be required during Peak Service.*
*3A	*Replace 60 U2 Rehab 11 U2*	*53% low floor*	*11 - U2 52 -SD100 11 – S70 60 - NEW*	*$238.9*	*U2 used only for Gap Trains and Special Events*
*4	*Replace all U2 cars*	*61% low floor*	*52 -SD100 11 - S70 71 - NEW*	*$276.1*	*Fleet makeup remains consistent at 3 vehicle types.*
5	Replace all U2s and S70s	61% low floor	52 -SD100 82 - NEW	$296.8	*Would require sale of S70s at a loss.*
6	Replace all existing cars	100% low floor	134 -NEW	$460.0	*Would require sale of serviceable S70s and SD100s.*

** Recommended Alternatives*

Basis of Cost Estimates

- All Costs are stated in 2008 dollars.
- Rehabilitation of the U2 fleet was estimated at $0.5m per vehicle.

- The assumed cost of a new vehicle is $3.6m, plus 8% for training, testing and commissioning ($3.89m total).
- The resale market value of the S70 fleet is assumed to be $2m per car.
- The resale market value of the SD100 is assumed to be $750k.
- No residual value is assumed for the U2 fleet.
- No infrastructure costs are considered in this part of the analysis.

RECOMMENDED OPTIONS

Options 3A and 4 meet the minimum service requirement of one LFLRV in each peak hour train, including the projected expansion to 3 car trains on the Green Line. Option 3 meets the minimum service requirement of one LFLRV in each peak hour train in today's operating conditions. However, with the expansion to 3 vehicle trains on Green Line, Option 3 would require at least 2 trains in peak hour service without low floor capabilities. Option 4 has the advantage of reducing to three the number of vehicle types in the fleet providing for lower costs of fleet maintenance and reduced parts inventories.

Four options are not recommended because they do not meet MTS' objectives and are as follows:

- Study Options 1 & 2 do not provide a sufficient number of low floor vehicles to assure low floor service on every peak train.
- Study Option 5 would include selling the 11 S70 LFLRVs bought for Mission Valley East. This option is not recommended because of cost, and it would result in the sale at a loss of the new S70 LF cars.
- Study Option 6 replaces the entire fleet. This option is not recommended because of cost, and it includes the sale of serviceable SD 100s and S70s.

RECOMMENDATION HIGHLIGHTS

Study Option 3A *First Ranked Option – Lowest cost for full low floor peak service*

1. Retire the 60 oldest or poorest condition U2s
2. Procure 60, 82-foot LFLRVS. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.
3. Perform selective systems overhaul on the remaining 11 U2s and use these vehicles for special event and gap service.

Benefits

- 53% of the fleet would be LFLRVs, which would assure regular and peak service trains have at least one low floor vehicle with a 20% spare ratio (22 additional vehicles). Gap and special event trains may be U2 only trains, without low floor boarding.
- Fleet age is reduced.
- Modernizes the remaining U2 fleet with new maintainable systems and parts.

Concerns

- Modernized U2s would still not be capable of coupling with the other vehicles in the fleet limiting its use.
- The fleet would include four different vehicle types to operate and maintain
- If UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.

Study Option 4 *Second Ranked Option – Preferred fleet composition for full low floor peak service*

1. Retires all U2s
2. Procures 71, 82' LFLRVS. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.

Benefits

- Completely interchangeable fleet
- Keeps the vehicle types in the fleet to three, reducing maintenance costs and parts inventory
- 61% of the fleet would be low floor and would assure all trains have at least one low floor vehicle.
- Fleet age is greatly reduced

Concerns

- Higher cost than Option 3A with no operational benefit
- If the UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.

Study Option 3 *Third Ranked Option – Minimum fleet composition for full low floor regular non-peak service*

1. Retire the 50 oldest or poorest condition U2s
2. Procure 50, 82-foot LFLRVS. The study recommends exercising the option for Ultra-Short S70 LFLRVs off the UTA procurement.
3. Perform selective systems overhaul on the remaining 21 U2s.

Benefits

- 46% of the fleet would be LFLRVs, which would assure regular and peak service trains in the current operating conditions have at least one low floor vehicle with an 18% spare ratio (19 additional vehicles). Gap and special event trains may be U2 only trains, without low floor boarding.
- Fleet age is reduced.
- Modernizes the remaining U2 fleet with new maintainable systems and parts

Concerns

- With the projected expansion to 3 vehicle trains on the Green Line, up to 2 U2 consists would be required during Peak Service on the Blue Line, without low floor boarding.
- Modernized U2s would still not be capable of coupling with the other vehicles in the fleet limiting its use.
- The fleet would include four different vehicle types to operate and maintain
- If UTA option is used, delivery may be delayed until UTA receives all or most of its vehicles.

Metropolitan Transit System

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Agenda Item No. 33

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

OPS 970.2

March 26, 2009

SUBJECT:

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

RECOMMENDATION:

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

Budget Impact

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

Executive Committee Recommendation

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

DISCUSSION:

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

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

Task No. 1. Station improvements necessary to provide low-floor access system wide and to provide options and recommendations for low-floor LRV procurement and U-2 LRV rehabilitation alternatives.

Task No. 2. Assess conditions and recommend an order of priority for Blue and Orange Line infrastructure improvements.

Task No. 3. Develop and recommend a phased plan for improvements to maximize contractor efforts, while minimizing system delays and ridership inconvenience. The plan would consider the economics associated with extended work hours and project cost impacts.

Task No. 4. Validation of the MTS finance plan to support the most aggressive financial approach for the rehabilitation and improvement project.

BACKGROUND

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

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

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

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

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

TASK 1: LOW-FLOOR CAPABILITY ASSESSMENT AND LRV RECOMMENDATIONS

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

New LRV Procurement

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

- Results in best fit with existing operations and current fleet.
- Provides the best fit and flexibility for future system and fleet expansion.
- Meets the MTS goal for improved boarding times and ease of access.
- Requires the least amount of station, wayside, yard, and shop improvements.

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

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

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

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

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

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

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

TASK 2: ASSESSMENT OF BLUE AND ORANGE LINE INFRASTRUCTURE CONDITIONS

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

<u>High Priority</u>

Blue Line:

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

Downtown:

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

Green Line Extension:

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

Orange Line:

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

Medium Priority

Blue Line:

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

Low Priority

Blue Line:

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

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

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

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

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

TASK 3 - PHASED PLAN FOR IMPROVEMENTS

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

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

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

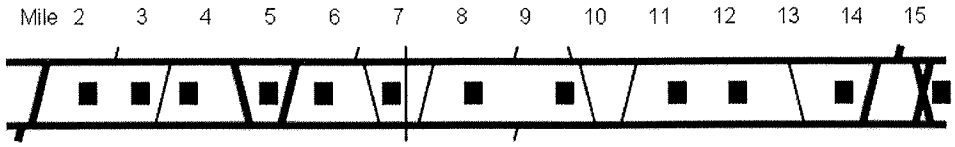
- grades
- curves
- distances
- lengths of the platforms and signal blocks
- vehicle performance characteristics
- length and weight
- train schedules, including equipment cycles and deadhead moves to and from overnight storage

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

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

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

EXISTING BLUE LINE

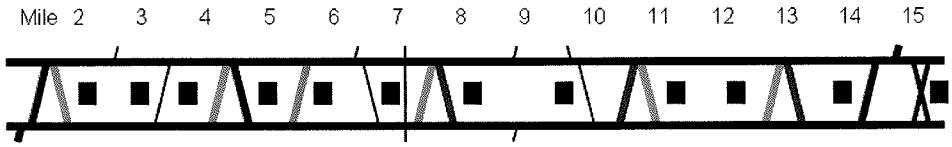


LEGEND:

- Existing Manual Crossover
- Existing Interlocked Crossover

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

PROPOSED ENHANCEMENTS



LEGEND:

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

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

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

TASK 4 - VALIDATION OF MTS FINANCE PLAN

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

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

Cost Summary

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

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

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

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

Paul C. Jablonski
Chief Executive Officer

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

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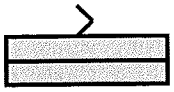
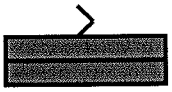
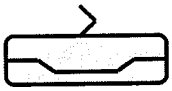
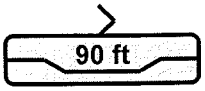
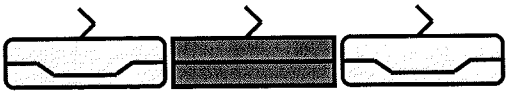
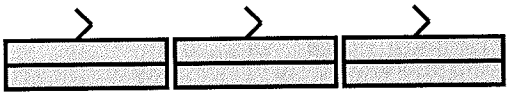
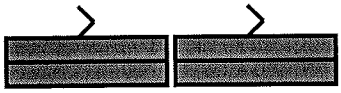
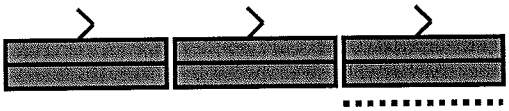
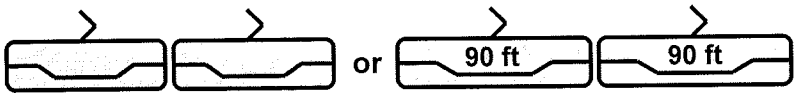
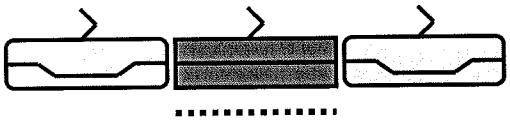
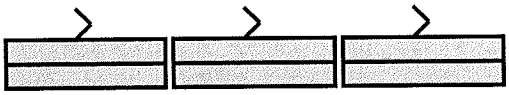
Attachments:
A. Option 1 – Purchase 30 LFLRVs
B. Option 2 – Purchase 39 LFLRVs
C. Option 3 – Purchase 47 LFLRVs
D. Option 4 – Purchase 57 LFLRVs
E. Capital Plan Priorities
F. MTS Blue Line Rehabilitation Estimated Annual Expenditures and Revenue

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

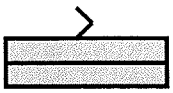
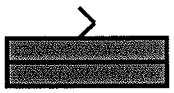
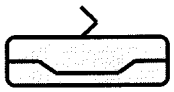
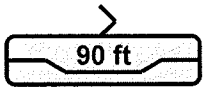
LRV Fleet:				
Car Model:	U2 LRV	SD100 LRV	80 Ft S70	90 Ft S70
Fleet Size:	**38 cars**	**52 cars**	**30 cars**	**11 cars**

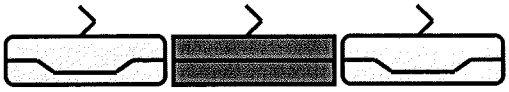
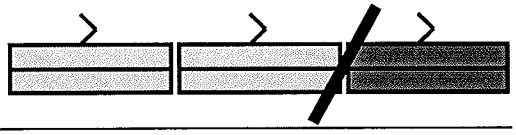
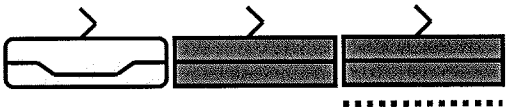
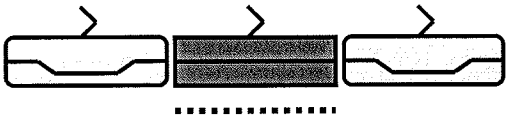
	BASE / WEEKENDS	**PEAK PERIOD ADDITION**
BLUE LINE:		7 U2 trains 
ORANGE LINE:		Add SD100 to east end 
GREEN LINE:		Add SD100 to center 

GAP TRAINS:

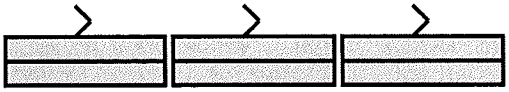


OPTION TWO: Purchase 39 New LFLRV (Replaces 42 U2 LRVs)

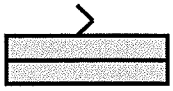
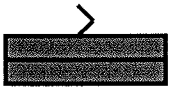
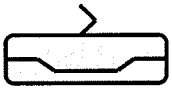
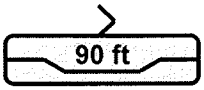
LRV Fleet:				
Car Model:	U2 LRV	SD100 LRV	80 Ft S70	90 Ft S70
Fleet Size:	**29 cars**	**52 cars**	**39 cars**	**11 cars**

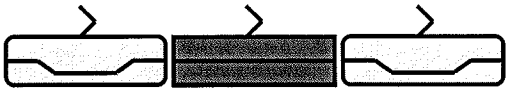
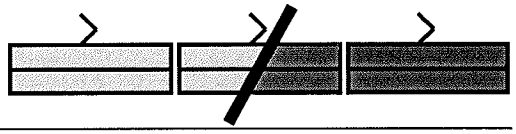
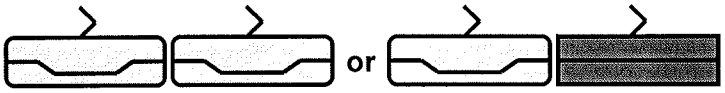
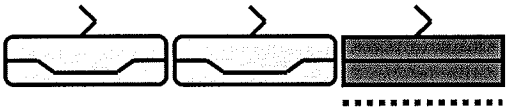
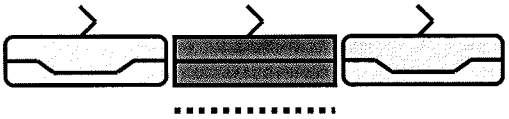
	BASE / WEEKENDS	**PEAK PERIOD ADDITION**
BLUE LINE:		5 U2 trains & 2 SD100 trains 
ORANGE LINE:		Add SD100 to east end 
GREEN LINE:	 or 	Add SD100 to center 

GAP TRAINS:



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

LRV Fleet:				
Car Model:	U2 LRV	SD100 LRV	80 Ft S70	90 Ft S70
Fleet Size:	**21 cars**	**52 cars**	**47 cars**	**11 cars**

	BASE / WEEKENDS	**PEAK PERIOD ADDITION**
BLUE LINE:		3 U2 trains & 4 SD100 trains 
ORANGE LINE:		Add SD100 to east end 
GREEN LINE:		Add SD100 to center 

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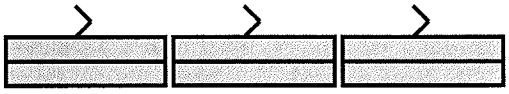
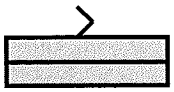
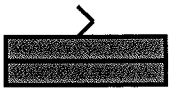
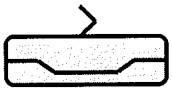
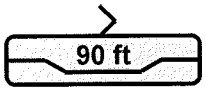
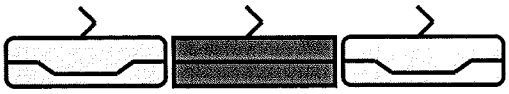
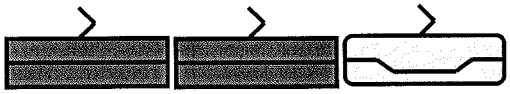
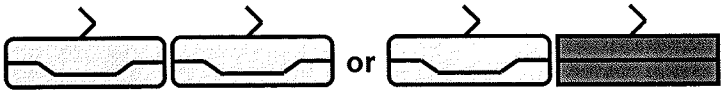
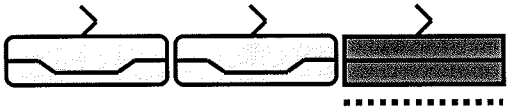
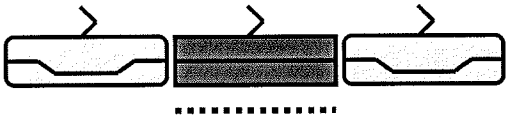
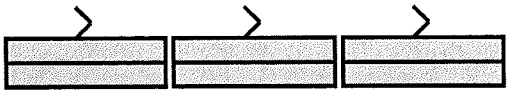


OPTION FOUR: Purchase 57 New LFLRV (Replaces 60 U2 LRVs)

LRV Fleet:				
Car Model:	U2 LRV	SD100 LRV	80 Ft S70	90 Ft S70
Fleet Size:	**11 cars**	**52 cars**	**57 cars**	**11 cars**

	BASE / WEEKENDS	**PEAK PERIOD ADDITION**
BLUE LINE:		7 Mixed-consist trains 
ORANGE LINE:		Add SD100 to east end 
GREEN LINE:		Add SD100 in center 

GAP TRAINS:



Capital Plan Priorities (Based on Safety and Reliability)

DRAFT

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

Capital Plan Priorities (Based on Safety and Reliability)

DRAFT

LINE		Unit Cost	Unit	Quantity	Total
Blue	**Replace both tracks (rail – 115#, ties - CCT and ballast) in all eleven station (11) stations (assume 1000 feet per track)**				
	Install new 115# rail, concrete ties and 3 pedestrian	$420	TF	22,000	$9,240,000
Blue	**Replace Switches at 5 locations (Newton Crossover A&B, 3 switches to the San Diego Trolley Yard, S15A&B, S33A&B, S35A&B, S91A&B and S95)**				
	#10 - 115# Turnouts	$202,500	EA	4	$810,000
	#10 - 115# Crossovers	$406,000	EA	2	$812,000
	#20 - 115# Crossovers	$594,000	EA	3	$1,782,000
Blue	**Stabilize embankments (San Ysidro, 24th Street and Sweetwater) (assume 5 high)**				
	San Ysidro - 5000	$40	SF	25,000	$1,000,000
	24th Street -1200 feet	$40	SF	6,000	$240,000
	Sweetwater - 1000 feet	$40	SF	5,000	$200,000
Blue	**Highway grade crossing mechanisms (50 - WABCO Model 75, 46 each with 4 spares) Replace with Current Standard**	$18,500	EA	50	$925,000
				Sub-total High	**$88,229,500**

Medium

Blue	**Replace interlocking cases [not including the interlockings that will be added to support the Capital Plan]**	$420,000	EA	**5**	$2,100,000
Blue	**Replace highway grade crossing cases. Replace crossing lights and flashers with LED's**	$88,000	EA	27	$2,376,000
Blue	**Replace both tracks (rail – 115#, ties - CCT and ballast) from the double crossover at San Ysidro to freight track switches at top of hill MP 14.5 to 15.2 (approximately 7000 track feet)**				
	Install Track (115# CWR, Concrete Ties and 12" Ballast)	$400	TF	7,000	$2,800,000
Blue	**Substation Structures (roof repairs)**	$15,000.00	EA	17	$255,000
				Sub-total Medium	**$7,531,000**

Capital Plan Priorities (Based on Safety and Reliability)

DRAFT

LINE		Unit Cost	Unit	Quantity	Total
	Low				
Blue	**Ties (annual tie replacements can be covered under maintenance)**	$240	EA	28,000	$6,720,000
Blue	**Switch Timber (annual switch timber replacements can be covered under maintenance)**	$57	LF	22,320	$1,272,240
Blue	**Re-asphalt bus travel ways in parking lots (12ft X 500ft=6000sf per lot)**	$98,500	EA	11	$1,083,500
Blue	**Replace remainder of 90# rail, approximately 6 miles (6X5280= 32,000TF) with 115# rail elastic fasteners on existing wood ties. [If there is a planned increase in frequency or tonnage of freight trains]**	$135	LF	64,000	$8,640,000
				Sub-total Low	**$17,715,740**

Construction Costs - Sub-total (in 2008 Dollars)		$113,476,240
Soft Cost 50% of Construction Costs (percent based on soft cost used in MTS Infrastructure Funding Needs - 10 Year Projection Capital Plan)		$56,738,120
	Sub-total	$170,214,360
	Contingency 25%	$42,553,590
2008 Dollars	**Total**	**$212,767,950**

Assumptions:

Work that will be done prior to the 10 Year Capital Plan

Overhead contact wire and related apparatus will be replaced

Replacement of all power switch mechanisms

Replacement of fare vending machines

MTS Blue Line Rehabilitation

Estimated Annual Expenditures and Revenues

Draft - 3/2/2009

All Amounts in Escalated Dollars

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

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

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

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

4. TOTAL EXPENDITURES VS. REVENUES (COMBINES SECTIONS 1, 2 AND 3 ABOVE)						
Beginning Balance	*$0*	*$65,557,400*	*$103,952,200*	*$120,773,900*	*$56,365,000*	
Total Expenditures for All Work and Option 1 Vehicles	**$29,998,000**	**$61,724,500**	**$81,624,600**	**$133,811,600**	**$96,490,200**	**$403,648,900**
Total Revenues	**$95,555,400**	**$100,119,300**	**$98,446,300**	**$69,402,700**	**$71,476,300**	**$435,000,000**
Ending Balance	***$65,557,400***	***$103,952,200***	***$120,773,900***	***$56,365,000***	***$31,351,100***	***$31,351,100***
Beginning Balance	*$0*	*$59,936,600*	*$92,303,100*	*$102,659,400*	*$31,316,400*	
Totals Expenditures for All Work and Option 2 Vehicles	**$35,618,800**	**$67,752,800**	**$88,090,000**	**$140,745,700**	**$103,927,000**	**$436,134,300**
Total Revenues	**$95,555,400**	**$100,119,300**	**$98,446,300**	**$69,402,700**	**$71,476,300**	**$435,000,000**
Ending Balance	***$59,936,600***	***$92,303,100***	***$102,659,400***	***$31,316,400***	***-$1,134,300***	***-$1,134,300***
Beginning Balance	*$0*	*$53,538,200*	*$79,042,400*	*$82,039,000*	*$2,802,700*	
Total Expenditures for All Work and Option 3 Vehicles	**$42,017,200**	**$74,615,100**	**$95,449,700**	**$148,639,000**	**$112,392,700**	**$473,113,700**
Total Revenues	**$95,555,400**	**$100,119,300**	**$98,446,300**	**$69,402,700**	**$71,476,300**	**$435,000,000**
Ending Balance	***$53,538,200***	***$79,042,400***	***$82,039,000***	***$2,802,700***	***-$38,113,700***	***-$38,113,700***
Beginning Balance	*$0*	*$46,662,200*	*$64,792,000*	*$59,879,400*	*-$27,839,500*	
Totals Expenditures for All Work and Option 4 Vehicles	**$48,893,200**	**$81,989,500**	**$103,358,900**	**$157,121,600**	**$121,490,300**	**$512,853,500**
Total Revenues	**$95,555,400**	**$100,119,300**	**$98,446,300**	**$69,402,700**	**$71,476,300**	**$435,000,000**
Ending Balance	***$46,662,200***	***$64,792,000***	***$59,879,400***	***-$27,839,500***	***-$77,853,500***	***-$77,853,500***

Metropolitan Transit System

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 26, 2009

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including $100,000) for the period March 3, 2009, through March 17, 2009.

gail.williams/agenda item 62

CONTRACTS - Expense

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

PURCHASE ORDERS

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

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G1127.0-08.06.01	BUREAU VERITAS	GEC SERVICES FOR H ST TROLLEY STATI	$20,195.00	3/2/2009
G1132.0-08.03	LAN ENGINEERING	CONST MGMT SVCS FOR SD&AE ROW	$20,000.00	3/2/2009
G1132.0-08.02	LAN ENGINEERING CORP	CONST MGMT SVCS MTS ROW	$20,000.00	3/5/2009

CONTRACTS - Revenue

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