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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.

September 23, 2010

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 - August 19, 2010 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please turn off cell phones and pagers
during the meeting

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

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



CONSENT ITEMS

- | | | |
|-----|---|--------------------|
| 6. | <u>MTS: Increased Authorization for Legal Services - McDougal Love Eckis Smith Boehmer & Foley, APC</u>
Action would authorize the Chief Executive Officer (CEO) to enter into MTS Doc. No. G1067.11-07 with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratify prior amendments entered into under the CEO's authority. | Approve/
Ratify |
| 7. | <u>MTS: Service Trucks - Contract Award</u>
Action would authorize the CEO to execute MTS Doc. No. G1330.0-10 with Fairview Ford Sales, Inc. for the purchase of three service trucks. | Approve |
| 8. | <u>MTS: Adoption of Amended 2010 Conflict of Interest Code</u>
Action would: (1) adopt Resolution No. 10-22 amending the MTS Conflict of Interest Code pursuant to Political Reform Act (PRA) of 1974; (2) adopt the amended 2010 MTS Conflict of Interest Code; and (3) forward the amended 2010 MTS Conflict of Interest Code to the County of San Diego (the designated code-reviewing body). | Adopt |
| 9. | <u>MTS: Investment Report for July 2010</u>
Action would receive a report for information. | Receive |
| 10. | <u>MTS: Revenue-Collection Procedures Audit Report</u>
Action would receive an internal audit report on San Diego Trolley, Inc.'s (SDTI's) revenue-collection procedures. | Receive |
| 11. | <u>MTS: Class B Paratransit Buses - Contract Award</u>
Action would authorize the CEO to execute MTS Doc. No. B0539.0-11 with Creative Bus Sales to purchase 15 Class B Cutaway Buses manufactured by Starcraft Bus with an option to purchase up to 5 additional buses for paratransit services. | Approve |
| 12. | <u>MTS: Rebuilt Allison Transmission and Cummins Natural Gas Engine In-Frame Overhauls - Option Years</u>
Action would authorize the CEO to execute: (1) MTS Doc. No. B0490.1-08 for two 1-year options with Cummins Cal Pacific, LLC for Cummins natural gas engine in-frame overhauls; and (2) MTS Doc. No. B0491.1-08 for two 1-year options with United Transmission Exchange, Inc. for rebuilt Allison transmissions. | Approve |

CLOSED SESSION

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

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

- | | | |
|-----|---|-------------|
| 45. | <u>MTS: Design of Siemens Low-Floor Vehicle Ramp (Tiffany Lorenzen)</u>
Action would receive a report regarding the design of the SD-8 low-floor vehicle ramp and responses to questions posed by the Board at its August 19, 2010, meeting. | Receive |
| 46. | <u>MTS: Blue Line Rehabilitation and Outreach Schedule (Rob Schupp)</u>
Action would receive a report for information. | Receive |
| 47. | <u>MTS: Operations Budget Status Report for June 2010 (Mike Thompson)</u>
Action would receive the MTS operations budget status report for June 2010. | Receive |
| 48. | <u>MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project (Tim Allison)</u>
Action would receive an update regarding the status of the Grossmont Trolley Station Joint Development Project. | Receive |
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Information |
| 62. | <u>Chief Executive Officer's Report</u> | Information |
| 63. | <u>Board Member Communications</u> | |
| 64. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
| 65. | <u>Next Meeting Date:</u> October 14, 2010 | |
| 66. | <u>Adjournment</u> | |

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

August 19, 2010

MTS
1255 Imperial Avenue, Suite 1000, San Diego

DRAFT MINUTES

1. Roll Call

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

2. Approval of Minutes

Mr. Van Deventer moved to approve the minutes of the July 15, 2010, MTS Board of Directors meeting. Ms. Emerald seconded the motion, and the vote was 8 to 0 in favor.

3. Public Comments

CONSENT ITEMS:

6. MTS: San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Railway Company Board of Directors at its July 20, 2010, Meeting

Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports; and (2) ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on July 20, 2010.

7. MTS: Investment Report - June 2010

Action would receive a report for information.

8. MTS: September 2010 Minor Service Adjustments

Action would receive a report on minor service adjustments to be implemented in September 2010.

9. MTS: Increased Authorization for Legal Services - Wheatley Bingham & Baker

Action would authorize the CEO to enter into MTS Doc. No. G1111.16-07 with Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority.

10. MTS: Increased Authorization for Legal Services - Nossaman, LLP

Action would authorize the CEO to enter into MTS Doc. No. G1344.0-11 with Nossaman, LLP for legal services regarding light rail vehicle transaction agreements and ratify prior amendments entered into under the CEO's authority.

11. MTS: LRV Fleet-Cleaning Services - Exercise Contract Option Year Two

Action would authorize the CEO to execute option year two of MTS Doc. No. L0782.0-07 with NMS Management, Inc. for light rail vehicle (LRV) fleet-cleaning services.

Action on Recommended Consent Items

Mr. Van Deventer moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, 10, and 11. Mr. Janney seconded the motion, and the vote was 8 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items

The Board convened to closed session at 9:04 a.m.

- a. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a): Tsilia Shuvaks v. Metropolitan Transit System (Claim No. TL11423508)
- b. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8;
Properties: 7490 and 7550 Copley Park Place, San Diego, California (Assessor Parcel Nos. 356-410-08 and 356-410-09);
Agency Negotiators: Tiffany Lorenzen, General Counsel; and Tim Allison, Manager of Real Estate Assets;
Negotiating Parties: RV Investment CA, LLC, RV Investment CA, LLC II;
Under Negotiation: Price and Terms of Payment
- c. SDTC: CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6;
Agency-Designated Representative - Jeff Stumbo;
Employee Organization - International Brotherhood of Electrical Workers, Local Union 465

The Board reconvened to open session at 10:26 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

- a. There was no action taken.
- b. The Board received a report and gave direction to the Agency Negotiators.

- c. The Board received a report.

NOTICED PUBLIC HEARINGS:

25. MTS: Public Hearing Regarding Equivalent Facilitation for Low-Floor Trolley Ramps

Ms. Lorenzen briefly explained the procurement of low-floor vehicles related to the Americans with Disabilities Act (ADA) of 1990, which requires that all public transportation vehicles meet certain accessibility requirements. She explained that one of those requirements pertains to the design of the low-floor vehicle ramps; in particular, the code states that each side of the ramp or bridge plate shall have barriers at least 2 inches high to prevent mobility aid wheels from slipping off. She mentioned that in preparation for the public hearing, outreach events were conducted on July 15 and August 9 wherein individuals using mobility devices could test the design of the proposed SD-8 low-floor vehicles. Ms. Lorenzen explained that currently no low-floor vehicles are being utilized in the United States that have a ramp design featuring "side flaps" or "2-inch barriers" and the identical ramp design is currently being used by Houston, Portland, and Utah public transit agencies. She then discussed three primary reasons for the ramp without barriers; safety concern for ambulatory passengers, design constraints with respect to a retractable side barrier, and maintenance concerns and service delivery, which may cause significant additional maintenance to be necessary.

Ms. Lorenzen explained that the ADA requires that public transit agencies submit a Request for Equivalent Facilitation (REF) to procure and operate a low-floor vehicle with a barrierless ramp. She explained further that prior to submitting the REF to the federal Department of Transportation (DOT), public agencies are required to solicit public input on proposed alternative designs, consult with individuals with disabilities, and conduct a public hearing.

Mr. Rob Schupp, Director of Marketing, discussed the results of the outreach events totaling 42 participants. He explained that among those who tested the full-scale mockups were individuals in motorized and manual wheelchairs, walkers and crutches as well as visually impaired individuals, including those who use service animals. He stated that the full-scale mockup ramp was 36 inches wide, 6 inches wider than ADA regulations. He explained that a mockup of the side barriers was also tested using the same width and slope that has been used for the past 5 years on the Green Line low-floor vehicles. Mr. Schupp explained that the door width opening was also tested matching the exact width of the ramp, at 24 inches wide, which caused people to align better with the ramp making it difficult for wheels to slip off the side of the ramp whether there were barriers or not. He mentioned that the results showed that ramps without barriers had 5 individuals fail, and 3 individuals failed with ramp barriers. He also explained that when the passengers were asked if they felt comfortable using the ramp, the majority answered yes and the majority felt more comfortable with a 2-inch barrier on each side of the ramp.

Ms. Emerald mentioned that she has received a number of letters from members of the disabled community in regards to safety concerns with manual wheelchairs, and she would like an initial response from MTS staff. Ms. Lorenzen stated that a design to accommodate absolutely everyone is nearly impossible due to design and operational constraints. A level boarding system is not an option for San Diego because of the existing infrastructure as well as freight operating on the Blue Line tracks. She explained that the ramp and the slope of the ramp are governed by manufacturer criteria and to eliminate the slope would require level boarding. In response, Ms. Emerald stated that ADA requirements are intended to make public facilities

accessible, and designing something to be ADA compliant does not mean it actually meets needs.

Mr. Jablonski explained that the public hearing held today was at the request of Siemens regarding the 2-inch side barrier design. He explained further that the Federal Transit Administration (FTA) will not work directly with the supplier, only with the transit agencies. He stated that Siemens will have to modify the door as well as the ramp if the FTA does not grant equivalent facilitation.

Mr. Roberts commented that a solution might be to have a wider door opening with the width of the ramp being the same width of the wider door. Staff responded by stating that it is difficult to design a larger ramp because of the weight.

Constance Soucy – Ms. Soucy is frustrated by the comments that MTS cannot provide access for all because the purpose of the ADA Civil Rights Act is just that, access will be provided for all. Ms. Soucy works at Access to Independence, and she felt the steep slope combined with the bump in the middle of the ramp is a safety issue that cannot be ignored. She tried the ramp at the outreach event and felt that she was going to tip backwards. She mentioned that she has used the trolley with lifts on the Orange and Blue Lines with no difficulty. Ms. Soucy's office is right across from the Rio Vista Green Line trolley stop, and she is frustrated to look out her office window and see the trolley go by and know that public transportation to get to work is not an option for her. She noted that many other patrons of Access to Independence have expressed the same concerns. She is asking the Board not to approve the proposed trolley design and to approve a design which is accessible and safe for all.

Rachel Vega – Ms. Vega works at Access to Independence and is representing individuals in manual wheelchairs. She has received input from those who attended the outreach events that they cannot use the system, and even though this is a minority part of population, these people do not have a choice but to use public transportation. She feels the design is a safety hazard and is asking the Board to please reconsider. She explained that the majority of wheelchair users use manual wheelchairs, and they feel they have been hit by all sides. She is urging the Board to please take the design flaws into serious consideration.

Wayne Landon – Mr. Landon works with CAL-Diego Paralyzed Veterans Association and as he was looking at the photos from the outreach events he could tell that the person shown in a wheelchair was a paraplegic; a paraplegic can use their upper bodies making it easier for them to get up a ramp. He mentioned that a lot of people do not use the Green Line because they cannot get onto it. He reiterated the previous speakers stating that those in a manual wheelchair cannot use the ramp because they are already at an inclined position, and the bump tips the chair back. Mr. Landon stated that many in wheelchairs will be missing out on the extension of the trolley going to the VA Hospital because they cannot use the ramp. On a separate note, he could not reach the ticket dispenser in the Mills parking garage and had to park across the street for today's hearing.

Margo Tanguay – Ms. Tanguay feels that part of the problem is the ADA compliance and its rules and regulations, which are not always reasonable. For example, men in wheelchairs have a longer torso and therefore can reach higher. She also stated that those in a manual wheelchair have to have strong shoulders, and that often means men have an advantage over women in manual wheelchairs. She feels there should be a forum of community to ADA

comments to correct some of the rules and regulations and that the forum should include agencies involved in decisions are not listening to the needs of the people.

Mr. Ovrom wanted clarification as to where the current design fits within ADA compliance in regards to the slope and the bump. Ms. Lorenzen stated that it was 1 to 6 at 50% capacity. She stated that the way the ramp is attached to the actual vehicle creates a lip where the ramp retracts under the vehicle. Mr. Jablonski stated that the ramp slope meets the requirements of ADA. He explained that in modern light rail applications, we are fitting low-floor vehicles into existing urban areas, and it is not possible to build a 14-inch curb for level boarding. He also explained that for the past 5 years, MTS has used and operated these ramps on the Green Line and there have not been any liability issues. He stated that the goal is to accommodate everyone but that is not always possible, and for those who cannot negotiate the buses or trolley, MTS accommodates them through Access busses.

Mr. Gloria asked that the ticket dispenser in the Mills building be looked into. He understands that the discussion today is regarding the side barriers and wants to know what the options are for those individuals who cannot use the ramp. Mr. Jablonski feels that it is not an option to go back to the vendor and ask them to change the design of the ramp because it will cost a huge amount of money especially because the design is consistent with ADA compliance. He also stated that the main reason for procuring low-floor vehicles is to accommodate many more passengers. Mr. Gloria asked about the timing of the doors and whether that could be changed. Mr. Jablonski stated that door timing is easy to change and can be modified as needed but added that he has never received a complaint that the door cycle is too short.

Mr. Wayne Terry, Chief Operating Officer of Rail, commented that using the electric lifts on the trains are the cause of roughly 75% of all delays due to excessive wheelchair boarding. He is anticipating a much more efficient operation once the low-floor vehicles are implemented system wide.

Mr. Roberts commented that several years ago he spent a couple hours in a wheelchair, and he gained an appreciation for just how difficult it is to get around. He feels that it is important not to lose sight of the issue, and a formal request to Siemens to look at the bump needs to be made.

Ms. Emerald agreed with Mr. Roberts and feels that Siemens being a leader in the transportation industry could refine its design and that any motion going forward should include a redesign. She feels that this is an evolving science, which is evolving faster than the ADA, and there is an opportunity to make improvements that could have a positive impact on those who use the system locally and across the nation. She also commented that the Green Line going to the VA Hospital is important, and the design of that station needs to be as flat as possible. Ms. Emerald stated that it is part of the Board's mission to serve the public.

Mr. Jablonski commented that the outreach efforts as well as comments from the public hearing will be shared with Siemens. Mr. Roberts would like Siemens to make some improvements to accommodate more members of the disabled public.

Action Taken

Mr. Ovrom moved to (1) adopt Resolution No. 10-21 approving the proposed design for the new low-floor vehicles (SD-8) without barriers; (2) authorize staff to submit a Request for Equivalent Facilitation to the Federal Transit Administration (FTA); and (3) direct Siemens to address the

concerns in particular to the slope and bump accessibility issues with the ramp. Mr. Young seconded the motion, and the vote was 9 to 0.

DISCUSSION ITEMS:

30. MTS: State Transit Assistance and Budget Updates

Mr. Larry Marinesi, Budget Manager, gave a presentation on the fiscal year 2011 budget development. He provided a brief summary of the \$219.3 million FY 2011 budget that was approved June 10, 2010, and the \$55.6 million capital budget was amended in July 15, 2010. He presented highlights of the budget balancing that included sales tax revenues that are projected to be up 1.8% this year, ridership growth projected to be up 1.9% and operating expenses that are projected to be 5% lower than the previous fiscal year budget. This decrease is primarily due to service adjustments that took place in FY 2010 as well as some FY 2011 projected savings in several energy initiatives. He added as a reminder that \$8.2 million of one-time funds was needed to balance the FY 2011 budget.

Mr. Marinesi reviewed two items that have taken place since the approval of the budget in June. He stated that FasTrak program revenues are higher than previously forecasted. The FY 2011 budget assumption was \$0.5 million, and the San Diego Association of Governments (SANDAG) increased that forecast to \$1 million, which is a one-half million dollar improvement compared to a few months ago. He added that the FY 2011 budget assumption for MTS contributions to the San Diego Transit Retirement Plan was 17% of employee pay. Staff recently received the actuarial report, which states contributions require 22.7% percent of pay which results in a negative impact of \$1.8 million. He stated that when looking at these two items together, there is a negative impact for FY 2011 of \$1.3 million.

Mr. Cliff Telfer, Chief Financial Officer, gave an overview of the Actuarial Review and Analysis as of July 1, 2009, of the Retirement Plans of the San Diego Transit Corporation. He stated that this analysis was completed on July 10, 2010. He added that this report is normally submitted earlier in the year; however, this report was not completed before the FY 2011 budget assumptions were made. He stated that the actuary will be presented at the October Board meeting. Mr. Telfer stated that the primary reason for the decrease was the investment losses from 2009 (negative 18.34%). He reviewed other items that are considered in determining the actuarial cost, including demographic changes being slightly negative, salaries not as high as projected, and younger ages for new-hire entries. He pointed out that the actuarial cost increase is all due to the 2009 negative returns. Mr. Telfer reviewed the plan's returns shown since 2001. He referred to the yearly contribution rates, pointing out that this year it has gone up considerably to 22%. He reviewed the funding level of the plan compared to the return, which is currently at 71% based on the actuarial value and 59.5% based on the actual value of the assets.

Mr. Marinesi continued with his report covering the five-year financial projections that have been updated with adjustments. He stated that the budget was balanced in FY 2011, and the following four years range from \$11 million up to \$15.6 million deficits in FY 2015. Given the pension update and the FasTrak one-time revenues, a \$1.3 million shortfall is expected for FY 2011. The deficit is projected to increase over the next five years to a \$17.5 million deficit in FY 2015.

Mr. Marinesi reviewed the status of State Transit Assistance (STA) funds. He stated the funds will cover FY 2010 and 2011. The total distribution from the state is \$400 million, and MTS received 4.7% or \$18.8 million. He described the distribution process and stated the expectation is that this will be a nonrecurring source of revenue after FY 2011.

Mr. Marinesi stated that the original direction from the Budget Development Committee for the allocation of \$18.8 million of STA funds was to return the \$8.2 million back into Capital Improvement Projects (CIP). He added that staff has further evaluated the CIP and is proposing to pay back \$4.4 million into CIP, which would fund three projects: East County Facility Redevelopment, SBMF Land Construction, and San Diego Trolley Inc. Specialized Rail Vehicles.

Mr. Marinesi reviewed the options presented to the Budget Development Committee for the remaining STA funding (\$14.4 million) and stated that the Committee is recommending option #3 to the Board of Directors.

- Option #1: Proceeds to assist in FY 2011, FY 2012 & FY 2013 budget balancing.
- Option #2: Proceeds used to pay down Variable Pension Debt.
- Option #3: 50% pay down Variable Debt/50% assistance for budget balancing.
- Option #4: Proceeds funding additional Capital Projects.

He described option #3 as a combination of #1 and #2. He stated that one-half of the \$14.4 million would be used to pay down some of the debt, which would reduce the timetable to pay off the debt by one year. It would reduce the total net-debt cost for the life of the loan by \$1.3 million, and the adjusted principal would be \$17.8 million by the end of the fiscal year. He stated that with that savings, MTS would be able to use \$7.2 million to help balance FY 2011, and the remainder would provide some assistance in balancing the FY 2012 budget deficit.

Action Taken

Ms. Emerald moved to approve distributing \$18,806,783 in State Transit Assistance (STA) funds as follows: (1) Replenish \$4,371,345 to the Capital Improvement Program (CIP); (2) Pay down the Dexia variable loan by an additional \$7,217,719; and (3) Retain the remaining \$7,217,719 to assist in operating budget balancing in fiscal years 2011 and 2012. Mr. Cunningham seconded the motion, and the vote was 8 to 0 in favor.

REPORT ITEMS:

45. MTS: Urban Area Transit Strategy and 2050 Regional Transportation Plan Update

Mr. Dave Schumacher of SANDAG presented an overview of the 2050 Regional Transportation Plan (RTP) update process and the status of the Urban Area Transit Strategy. He explained that the Unconstrained Transportation Network (UTN) represents the region's vision for transit, highway, and arterial improvements and operations to meet projected travel demands in 2050. He stated that currently, SANDAG along with other agencies, groups, and public are defining the UTN, which is an important step in developing an updated RTP because it establishes the broadest multimodal network. Mr. Schumacher explained that once the UTN is defined, staff at SANDAG will be able to prioritize projects based on revenue projections for 2050. He stated that the draft UTN totals approximately \$119 billion to \$134 billion through 2050 and costs will

continue to be refined during the development of the 2050 RTP, which is expected to be finalized in early 2011.

Mr. Schumacher explained that three scenarios have been developed and tested: transit propensity, commuter point-to-point and many centers. He further explained that the draft 2050 Unconstrained Transit Network will integrate the best elements from the initial scenarios and public comments. He discussed the goals, which are to strengthen the current transit network, interconnect most highly urbanized areas, smart growth centers, and major employment areas, integrate high-speed rail and add a commuter rail overlay as well as emphasize pedestrian connections and bike enhancements. Mr. Schumacher reviewed comments made by MTS and the North County Transit District staff and what they felt should be priorities in the 2050 RTP.

Mr. Schumacher then discussed the existing miles of transit service and the additional total miles of transit under the Unconstrained Transit Network. He explained that the plan calls for 75 additional commuter rail miles, 210 additional light rail transit miles, 263 additional bus rapid transit miles, 226 additional rapid bus miles, and 33 streetcar miles. He then presented a map of the draft 2050 UTN and reviewed the major highlights of the plan; modifications to the 2030 RTP unconstrained highway network, creating an efficient, flexible, and balanced system, and an extensive HOV/managed-lane system.

Mr. Schumacher discussed the next steps of the plan. He explained that staff will prioritize projects in the UTN and develop alternative revenue-constrained scenarios. Staff will evaluate the revenue-constrained scenarios using plan performance measures and sensitivity analyses will be conducted to test how parking, pricing, land use, and fares affect transit ridership. Mr. Schumacher mentioned that in November, he will provide the Board with an update on the Draft 2050 RTP.

Ms. Emerald commented that it appears the network will be tripling in size through the unconstrained plan model. She questioned if the demand for this large of an expansion had been tested for 2050, and she stated that she supports public transit and is an advocate of the high-speed rail connecting to the border. She wanted to ensure that federal dollars would be explored to fund the projects, and she wanted feedback on building more freeway lanes and the impact it has on the use of public transit.

In response to Ms. Emerald's comments, Mr. Schumacher stated that the demand in 2050 is expected to increase to over 500,000 riders a day, and that staff at SANDAG have talked with Mexican officials regarding the high-speed rail who are in approval of the expansion. He also commented that the actual construction of the RTP is handled through tax-increment financing through redevelopment dollars even though agencies like SANDAG help with the feasibility studies. He mentioned that he is a travel advocate, and SANDAG takes the position of moving towards a balanced system to appeal to everyone, but that there are no new freeway corridors planned, and that they are investing in managed lanes to promote ridesharing.

Mr. Rindone commented that the report was excellent, and he appreciates SANDAG taking transportation ideas about the southeast portion of Chula Vista into consideration in the 2050 RTP because many people are not fully aware of the population growth in that region.

Action Taken

The Board received a report on SANDAG's long-range planning projects.

46. MTS: Operations Budget Status Report for May 2010

This item was deferred.

47. MTS: Blue Line Rehabilitation and Outreach Schedule

This item was deferred.

48. MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project

This item was deferred.

60. Chairman's Report

There was no Chairman's report.

61. Audit Oversight Committee Chairman's Report

There was no Audit Oversight Committee Chairman's report.

62. Chief Executive Officer's Report

Mr. Jablonski reported that the California Transit Association is holding its 45th Annual Fall Conference and Expo in San Diego on September 14 and 15. He stated that all Board members will be given a pass to come and participate in the Expo.

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, September 23, 2010.

66. Adjournment

Vice Chairman Rindone adjourned the meeting at 12:00 noon.

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

h:\minutes - executive committee, board, and committees\minutes - 2010\minutes - board 08-19-10 draft.docx

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 8/19/10 CALL TO ORDER (TIME): 9:01 a.m.
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: 9:04 a.m. RECONVENE: 10:26 a.m.
 PUBLIC HEARING: 10:35 a.m. RECONVENE: 11:19 a.m.
 ORDINANCES ADOPTED: _____ ADJOURN: 12:00 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	<input checked="" type="checkbox"/> (Boyack) <input type="checkbox"/>	9:13 a.m.	
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		9:44 a.m.
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
JANNEY	<input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>		11:05 a.m.
LIGHTNER	<input type="checkbox"/> (Faulconer) <input type="checkbox"/>		
MATHIS	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		11:49 a.m.
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:12 a.m.	11:18 a.m.
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		
SELBY	<input type="checkbox"/> (England) <input type="checkbox"/>		
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		11:33 a.m.
YOUNG	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:07 a.m.	

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD:

Valerie Vizkeleti

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL:

Jeff Lee



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

Agenda

Item No. 6

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

LEG 491 (PC 50633)

September 23, 2010

SUBJECT:

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

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into MTS Doc. No. G1067.11-07 (in substantially the same form as Attachment A) with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratify prior amendments entered into under the CEO's authority.

Budget Impact

Not to exceed \$90,000 for McDougal Love Eckis Smith Boehmer & Foley, APC.
Recommended amounts should be contained within the fiscal year 2011 budget.

DISCUSSION:

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

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



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

McDougal Love Eckis Smith Boehmer & Foley, APC are currently under contract with the Agencies for \$530,000. Attorney Steven Boehmer has successfully defended the Agencies in a number of tort-liability matters. Pending invoices for recent and current services are anticipated to exceed current contract authority due to legal-defense costs.

The CEO has approved contracts up to the \$100,000 authority level. Therefore, staff is requesting Board approval of MTS Doc. No. G1067.11-07 with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratification of prior contracts/ amendments entered into under the CEO's authority.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

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

SEPT23-10.6.LEGAL SVCS.MCDOUGAL ET AL.JDOW.doc

Attachment: A. MTS Doc. No. G1067.11-07

DRAFT

September 23, 2010

MTS Doc. No. G1067.11-07
LEG 491 (PC 50633)

Mr. Steven E. Boehmer
McDougal Love Eckis Smith & Boehmer, APC
8100 La Mesa Blvd, Suite 200
La Mesa, CA 91942-6476

Dear Mr. Boehmer:

Subject: AMENDMENT NO. 11 TO MTS DOC. NO. G1067.0-07: LEGAL SERVICES – GENERAL
LIABILITY

This letter will serve as Amendment No. 11 to MTS Doc. No. G1067.0-07. This contract amendment authorizes additional costs not to exceed \$90,000 for professional services. The total value of this contract, including this amendment, is \$620,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

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

Date: _____

SEPT23-10.6.AttA.LEGAL SERVICES
MCDUGAL G1067.11-07.JDOW.doc



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

Agenda

Item No. 7

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

CIP 11289

September 23, 2010

SUBJECT:

MTS: SERVICE TRUCKS - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1330.0-10 (in substantially the same format as Attachment A) with Fairview Ford Sales, Inc. for the purchase of three service trucks.

Budget Impact

The total amount of \$204,654.23 would be funded under FY 11 Capital Improvement Program (CIP) No. 11289-1300 (100% Transportation Development Act [TDA] local funding).

DISCUSSION:

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

The three service trucks would come outfitted with air compressors, lubrication and fueling equipment, and other maintenance accessories required to perform road repairs to buses. The trucks would primarily be used by Maintenance Department personnel who perform repairs on buses that are away from the service facilities. Two of the service trucks would be utilized by MTS fixed-route contractors at the South Bay and East County facilities. The remaining one service truck would be utilized by MTS bus operations.



On July 16, 2010, MTS issued an Invitation for Bids (IFB) to interested parties for the purchase of three service trucks. A total of five bids were received on August 10, 2010 (see Bid Summary – Attachment B); all five bids were found responsive. Fairview Ford Sales, Inc. is the lowest responsive and responsible bidder at \$204,654.23. Based on the comparison between the in-house cost estimate and Fairview Ford's bid amount, MTS's cost savings would be approximately 11.8% or \$8,090.26 per truck. The bid by Fairview Ford is considered to be reasonable based on adequate competition in the marketplace. Therefore, pursuant to MTS policy, staff recommends award of MTS Doc. No. G1330.0-10 to Fairview Ford Sales, Inc. to purchase three service trucks.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Elliot Hurwitz, 619.595.7031, elliot.hurwitz@sdmts.com

SEPT23-10.7.SERVICE TRUCKS.CAQUINO.doc

Attachments: A. Draft Standard Procurement Agreement
B. Bid Summary

STANDARD PROCUREMENT AGREEMENT

DRAFT

G1330.0-10
 CONTRACT NUMBER
 CIP 11289-1300
 FILE NUMBER(S)

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

Name: Fairview Ford Sales, Inc. Address: 292 North "G" Street

Form of Business: Corporation San Bernardino, CA 92412
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 909.386.0281

Authorized person to sign contracts: Todd Eff Commercial Fleet Manager
 Name Title

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

Provide three (3) service truck vehicles as stipulated in MTS's Invitation for Bids (IFB), MTS Doc. No. G1330.0-10; including MTS's Responses to Written Questions/Clarifications; and in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement, Safety Department's SOP (SAF-016), and Fairview Ford's Bid Proposal dated 8/10/10. If there are inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract:

1. MTS's Purchase of Three Service Trucks IFB, MTS's Responses to Written Questions/Clarifications;
2. Fairview Ford's Bid Proposal dated 8/10/10; and
3. Standard Procurement Agreement, including the Standard Conditions Procurement.

Price includes the three vehicles per technical specifications, California sales tax (8.75%), "exempt" license, California tire fee, and delivery at \$68,218.08 each. Payment terms shall be net 30 days from invoice date. Delivery for the vehicles shall be completed within 180-210 days or sooner upon receipt of purchase order or contract.

Vehicle shall be delivered to: **Metropolitan Transit System (MTS)**
 Attn: Mike Fitzgerald (619) 238-0100, Ext. 6498
 100 16th Street
 San Diego, CA 92101

The registered owner will be: **San Diego Metropolitan Transit System (MTS)**
 1255 Imperial Avenue, Suite 1000
 San Diego, CA 92101

The total cost of this contract shall not exceed \$204,654.23.

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
\$204,654.23	CIP 11289-1300	11

By: _____ Date
 Chief Financial Officer

BID SUMMARY

**MTS DOC. NO. G1330.0-10
PURCHASE OF THREE (3) SERVICE TRUCKS**

COMPANY NAME	BID AMOUNT
Fairview Ford Sales, Inc. * 292 North "G" Street, San Bernardino, CA 92412	\$ 204,654.23
Wondries Fleet 400 S. Atlantic Blvd., Alhambra, CA 91801	\$ 207,168.95
Villa Ford 2550 N. Tustin Avenue, Orange, CA 92865	\$ 207,674.44
Raceway Ford 5900 Sycamore Canyon Blvd., Riverside, CA 92507	\$ 211,078.09
Trans West Truck Center 10150 Cherry Avenue, Fontana, CA 92335	\$ 232,665.94

*** Lowest responsive, responsible bidder**

SEPT23-10.7.AttB.BID SUMMARY 3 SVC TRUCKS.CAQUINO.doc



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

Agenda

Item No. 8

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

ADM 110 (PC 50101)

September 23, 2010

SUBJECT:

MTS: ADOPTION OF AMENDED 2010 CONFLICT OF INTEREST CODE

RECOMMENDATION:

That the Board of Directors:

1. adopt Resolution No. 10-22 (Attachment A) amending the MTS Conflict of Interest Code pursuant to the Political Reform Act (PRA) of 1974;
2. adopt the amended 2010 MTS Conflict of Interest Code (in substantially the same format as Attachment B); and
3. forward the amended 2010 MTS Conflict of Interest Code to the County of San Diego (the designated code-reviewing body).

Budget Impact

None.

DISCUSSION:

As a public agency, MTS is required to comply with the provisions of the PRA, which mandates that public agencies maintain a Conflict of Interest Code for each of its publicly elected officials as well as certain designated staff. Every other year, MTS is required by the PRA to revise and update its Conflict of Interest Code. Attachment B is the proposed amended 2010 Conflict of Interest Code incorporating the model provisions as drafted by the California Fair Political Practices Commission (FPPC). The



proposed 2010 Conflict of Interest Code contains the model terms and conditions as well as:

1. a list of designated officials who manage public investments (Attachment B, Exhibit A)
2. a list of designated positions for employees (Attachment B, Exhibit A); and
3. Disclosure Categories (Attachment B, Exhibit B).

General Counsel is requesting that the Board of Directors adopt Resolution No. 10-22 amending the MTS Conflict of Interest Code pursuant to the Political Reform Act of 1974, adopt the 2010 MTS Conflict of Interest Code in substantially the same format as attached, and forward the 2010 MTS Conflict of Interest Code to the County of San Diego—the designated code-reviewing body.



Paul C. Jablonski
Chief Executive Officer

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

SEPT-23-10.8.CONFLICT OF INTEREST.TLOREN.doc

Attachments: A. Resolution No. 10-22
B. Proposed Amended Appendix for 2010 Conflict of Interest Code
C. Existing 2008 Conflict of Interest Code

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 10-22

Resolution of the Board of Directors of the Metropolitan Transit System Adopting an Amended Appendix to the Conflict of Interest Code Pursuant to the Political Reform Act of 1974

WHEREAS, the Legislature of the State of California enacted the Political Reform Act of 1974, Government Code section 81000 et seq. (the "Act"), which contains provisions relating to conflicts of interest that potentially affect all officers, employees, and consultants of the Metropolitan Transit System ("MTS") and requires all public agencies to adopt and promulgate a Conflict of Interest Code; and

WHEREAS, the Board of Directors adopted a Conflict of Interest Code (the "Code"), which was amended on October 16, 2008, in compliance with the Act; and

WHEREAS, subsequent changed circumstances within MTS have made it advisable and necessary pursuant to sections 87306 and 87307 of the Act to amend and update MTS's Code; and

WHEREAS, the potential penalties for violation of the provisions of the Act are substantial and may include criminal and civil liability, as well as equitable relief, which could result in MTS being restrained or prevented from acting in cases where the provisions of the Act may have been violated; and

WHEREAS, notice of the time and place of a public meeting on, and of consideration by the Board of Directors of, the proposed amended Appendix was provided to each affected designated employee and publicly posted for review; and

WHEREAS, a public meeting was held upon the proposed amended Appendix at a regular meeting of the Board of Directors on September 23, 2010, at which time all present were given an opportunity to be heard on the proposed amended Appendix.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by a vote of two-thirds or more of all of the members of the San Diego Metropolitan Transit System Board of Directors as follows:

1. The Board of Directors does hereby adopt the proposed amended Appendix to the Conflict of Interest Code, a copy of which is attached hereto and shall be on file with the General Counsel and available to the public for inspection and copying.
2. The said amended Appendix to the Conflict of Interest Code shall be submitted to the Board of Supervisors of the County of San Diego for approval.
3. The said amended Appendix to the Conflict of Interest Code shall become effective 30 days after the Board of Supervisors approves the proposed amended Appendix as submitted.

PASSED AND ADOPTED this 23rd day of September 2010.

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

SEPT23-10.8.AltA.RESO 10-22.
COI.TLORENZEN.DOC

Attachment: Proposed Amended Appendix to the Conflict of Interest Code

APPENDIX

CONFLICT OF INTEREST CODE OF THE METROPOLITAN TRANSIT SYSTEM

(Amended September 23, 2010)

EXHIBIT "A"

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

MTS Officials who manage public investments, as defined by 2 Cal. Code of Regs. § 18701(b), are NOT subject to MTS's Code, but are subject to the disclosure requirements of the Act. (Government Code Section 87200 et seq.). [Regs. § 18730(b)(3)] These positions are listed here for informational purposes only.

It has been determined that the positions listed below are officials who manage public investments¹:

Board of Directors and Alternates

Chief Executive Officer

Chief Financial Officer

Investment Consultant

¹ Individuals holding one of the above-listed positions may contact the FPPC for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The FPPC makes the final determination whether a position is covered by § 87200.

DESIGNATED POSITIONS

GOVERNED BY THE CONFLICT OF INTEREST CODE

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
Administrative Assistant/Copy Center Coordinator	4
Advertising Specialist	5
Assistant Budget Manager	1, 2
Assistant Director – Transit System Security	5
Assistant Technology Officer	5
Assistant Transportation Operations Specialist	2, 5
Budget Manager	1, 2
Business Systems Analyst	5
Buyer	4
Chief Operating Officer – Rail	1
Chief Operating Officer – Transit Services	1
Chief Technology Officer	5
Communications Design Manager	5
Communications Designer	5
Contract Services Administrator	5
Controller	1, 2
Director of Governmental Affairs & Community Relations	1
Director of Human Resources and Labor Relations	5
Director of Maintenance	5
Director of Marketing & Communications	5

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
Director of Planning & Scheduling	1, 2
Director of Transit System Security	5
Director of Transportation	1
General Counsel	1, 2
Liability Claims Adjuster	1, 2
Loss Prevention Manager	5
Manager of Capital Projects	1, 2
Manager of Facilities	5
Manager of Human Resources	5
Manager of Marketing	5
Manager of Procurement	4
Manager of Real Estate Assets	1, 2
Media & Communications Specialist	5
Network Operations Manager	5
Performance Monitoring Specialist	2, 4
Principle Contract Administrator	4
Project Engineer	1, 2
Regulatory Enforcement Supervisor	6
Revenue Manager (ALL)	5
Right-of-Way Agent	1, 2
Right-of-Way Engineer	1, 2

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
Risk & Claims Manager	5
Senior Transportation Planner	1, 2
Software Development Manager	5
Storeroom Manager	4
Superintendent of LRV Maintenance	5
Superintendent of Transportation	5
Superintendent of Wayside Maintenance	5
Taxicab Administration Manager	5
Transit Operations Technician	5

Consultant²

² Consultants shall be included in the list of Designated Employees and shall disclose pursuant to the broadest disclosure category in this Code subject to the following limitation:

The Chief Executive Officer may determine in writing that a particular consultant, although a "designated position," is hired to perform a range of duties that are limited in scope and thus is not required to fully comply with the disclosure requirements described in this Section. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The Chief Executive Officer's determination is a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code.

EXHIBIT “B”

DISCLOSURE CATEGORIES

The disclosure categories listed below identify the types of investments, business entities, sources of income, including gifts, loans and travel payments, or real property which the Designated Employee must disclose for each disclosure category to which he or she is assigned.

Category 1: All investments and business positions and sources of income, including gifts, loans and travel payments, that are located in, do business in or own real property within the jurisdiction of MTS.

Category 2: All interests in real property which is located in whole or in part within, or not more than two (2) miles outside, the jurisdiction of MTS.

Category 3: All investments and business positions and sources of income, including gifts, loans and travel payments, that are engaged in land development, construction or the acquisition or sale of real property within the jurisdiction of MTS.

Category 4: All investments and business positions and sources of income, including gifts, loans and travel payments, that provide services, supplies, materials, machinery, vehicles or equipment of a type purchased or leased by MTS.

Category 5: All investments and business positions and sources of income, including gifts, loans and travel payments, that provide services, supplies, materials, machinery, vehicles or equipment of a type purchased or leased by the Designated Employee's department, unit or division.

Category 6: All investments and business positions and sources of income, including gifts, loans and travel payments, subject to the regulatory, permit, or licensing authority of the Designated Employee's department, unit or division.

LEGISLATIVE VERSION
(SHOWS CHANGES MADE)

APPENDIX

CONFLICT OF INTEREST CODE

OF THE

METROPOLITAN TRANSIT SYSTEM

(Amended ~~October 16, 2008~~ September 23, 2010)

EXHIBIT “A”

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

MTS Officials who manage public investments, as defined by 2 Cal. Code of Regs. § 18701(b), are NOT subject to MTS's Code, but are subject to the disclosure requirements of the Act. (Government Code Section 87200 et seq.). [Regs. § 18730(b)(3)] These positions are listed here for informational purposes only.

It has been determined that the positions listed below are officials who manage public investments¹:

Board of Directors and Alternates

Chief Executive Officer

Chief Financial Officer

Investment Consultant

¹ Individuals holding one of the above-listed positions may contact the FPPC for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The FPPC makes the final determination whether a position is covered by § 87200.

DESIGNATED POSITIONS

GOVERNED BY THE CONFLICT OF INTEREST CODE

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
ADA Manager	6
<u>Advertising Specialist</u>	<u>5</u>
Assistant Budget Manager	1, 2
Assistant Director – Transit System Security	<u>65</u>
<u>Assistant Technology Officer</u>	<u>5</u>
Assistant Transportation Planner Operations Specialist	2, <u>65</u>
Associate Transportation Planner Transit Operations Technician	2, <u>65</u>
Budget Manager	1, 2
<u>Business Systems Analyst</u>	<u>5</u>
Buyer	<u>54</u>
Chief Operating Officer – Rail	1
Chief Operating Officer – Transit Services	1
Chief Technology Officer	<u>65</u>
Communications Design Manager	<u>65</u>
Communications Designer	<u>65</u>
Contract Services Administrator	<u>6-5</u>
Controller	1, 2
<u>Administrative Assistant/Copy Center Coordinator</u>	<u>54</u> .
Director of Governmental Affairs & Community Relations	1

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
Director of Human Resources and Labor Relations	<u>65</u>
Director of Maintenance	<u>65</u>
Director of Marketing & Communications	<u>65</u>
Director of Planning & Scheduling	1, 2
Director of Transit System Security	<u>65</u>
Director of Transportation	1
Engineering Liaison /Project Engineer	1, 2
General Counsel	1, 2
Liability Claims Adjuster	1, 2
<u>Manager of Capital Projects</u>	<u>1, 2</u>
Manager of Facilities	<u>65</u>
Manager of Human Resources	<u>65</u>
Manager of Marketing	<u>65</u>
Manager of Procurement	<u>54</u>
Manager of Real Estate Assets	1, 2
Media & Communications Specialist	<u>65</u>
Network Operations Manager	<u>65</u>
Performance Monitoring Specialist	2, <u>54</u>
Principle Contract Administrator	<u>54</u>
Procurement Analyst	6
Regulatory Enforcement Supervisor	<u>76</u>

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
Revenue Manager (ALL)	4 , <u>65</u>
Right-of-Way Agent	1, 2
Right-of-Way Engineer	1, 2
Risk & <u>Claims Manager</u> Administrator	<u>65</u>
Risk Management Coordinator <u>Loss Prevention Manager</u>	<u>65</u>
Senior Transportation Planner	1, 2
Software Development Manager	<u>65</u>
Storeroom Manager	<u>54</u>
Superintendent of LRV Maintenance	<u>65</u>
Superintendent of Transportation	<u>65</u>
Superintendent of Wayside Maintenance	<u>65</u>
Taxicab Administration Manager	<u>65</u>
Consultant ²	

² Consultants shall be included in the list of Designated Employees and shall disclose pursuant to the broadest disclosure category in this Code subject to the following limitation:

The Chief Executive Officer may determine in writing that a particular consultant, although a "designated position," is hired to perform a range of duties that are limited in scope and thus is not required to fully comply with the disclosure requirements described in this Section. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The Chief Executive Officer's determination is a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code.

EXHIBIT "B"

DISCLOSURE CATEGORIES

The disclosure categories listed below identify the types of investments, business entities, sources of income, including gifts, loans and travel payments, or real property which the Designated Employee must disclose for each disclosure category to which he or she is assigned.

Category 1: All investments and business positions ~~in business entities,~~ and sources of income, including gifts, loans and travel payments, that are located in, ~~that do business in or own real property within the jurisdiction of MTS.~~

Category 2: All interests in real property which is located in whole or in part within, or not more than two (2) miles outside, the jurisdiction of MTS.

Category 3: All investments and business positions ~~in,~~ and sources of income, including gifts, loans and travel payments, ~~from, business entities that are~~ engaged in land development, construction or the acquisition or sale of real property within the jurisdiction of MTS.

Category 4: ~~All investments and business positions in, and sources of income from, business entities that are banking, savings and loan, or other financial institutions.~~

Category 54: All investments and business positions ~~in,~~ and sources of income, including gifts, loans and travel payments, ~~from, business entities that provide~~ services, supplies, materials, machinery, vehicles or equipment of a type purchased or leased by MTS.

Category 65: All investments and business positions ~~in,~~ and sources of income, including gifts, loans and travel payments, ~~from, business entities that provide~~ services, supplies, materials, machinery, vehicles or equipment of a type purchased or leased by the Designated Employee's Department, unit or division.

Category 76: All investments and business positions ~~in,~~ and sources of income, including gifts, loans and travel payments, ~~from, business entities subject to the~~ regulatory, permit, or licensing authority of the Designated Employee's Department, unit or division.

APPENDIX

CONFLICT OF INTEREST CODE

OF THE

METROPOLITAN TRANSIT SYSTEM

(Amended October 16, 2008)

EXHIBIT "A"

OFFICIALS WHO MANAGE PUBLIC INVESTMENTS

MTS Officials who manage public investments, as defined by 2 Cal. Code of Regs. § 18701(b), are NOT subject to MTS's Code, but are subject to the disclosure requirements of the Act. (Government Code Section 87200 et seq.). [Regs. § 18730(b)(3)] These positions are listed here for informational purposes only.

It has been determined that the positions listed below are officials who manage public investments¹:

Board of Directors and Alternates

Chief Executive Officer

Chief Financial Officer

Investment Consultant

¹ Individuals holding one of the above-listed positions may contact the FPPC for assistance or written advice regarding their filing obligations if they believe that their position has been categorized incorrectly. The FPPC makes the final determination whether a position is covered by § 87200.

DESIGNATED POSITIONS

GOVERNED BY THE CONFLICT OF INTEREST CODE

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
ADA Manager	6
Assistant Budget Manager	1, 2
Assistant Director – Transit System Security	6
Assistant Transportation Planner	2, 6
Associate Transportation Planner	2, 6
Budget Manager	1, 2
Manager of Marketing	6
Buyer	5
Chief Operating Officer – Transit Services	1
Chief Operating Officer – Rail	1
Communications Design Manager	6
Communications Designer	6
Contract Services Administrator	6
Controller	1, 2
Copy Center Coordinator	5
Director of Governmental Affairs& Community Relations	1
Director of Human Resources and Labor Relations	6
Director of Maintenance	6
Director of Marketing & Communications	6

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
Director of Planning & Scheduling	1, 2
Director of Transit System Security	6
Director of Transportation	1
Engineering Liaison/Project Engineer	1, 2
General Counsel	1, 2
Liability Claims Adjuster	1, 2
Manager of Facilities	6
Manager of Human Resources	6
Chief Technology Officer	6
Manager of Procurement	5
Manager of Real Estate Assets	1, 2
Media & Communications Specialist	6
Network Operations Manager	6
Performance Monitoring Specialist	2, 5
Principle Contract Administrator	5
Procurement Analyst	6
Regulatory Enforcement Supervisor	7
Revenue Manager (ALL)	4, 6
Right-of-Way Agent	1, 2
Right-of-Way Engineer	1, 2
Risk Administrator	6

<u>DESIGNATED EMPLOYEES'</u> <u>TITLE OR FUNCTION</u>	<u>DISCLOSURE CATEGORIES</u> <u>ASSIGNED</u>
Risk Management Coordinator	6
Senior Transportation Planner	1, 2
Software Development Manager	6
Storeroom Manager	5
Superintendent of LRV Maintenance	6
Superintendent of Transportation	6
Superintendent of Wayside Maintenance	6
Taxicab Administration Manager	6
Consultant ²	

² Consultants shall be included in the list of Designated Employees and shall disclose pursuant to the broadest disclosure category in this Code subject to the following limitation:

The Chief Executive Officer may determine in writing that a particular consultant, although a "designated position," is hired to perform a range of duties that are limited in scope and thus is not required to fully comply with the disclosure requirements described in this Section. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The Chief Executive Officer's determination is a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code.

EXHIBIT "B"

DISCLOSURE CATEGORIES

The disclosure categories listed below identify the types of investments, business entities, sources of income, including gifts, loans and travel payments, or real property which the Designated Employee must disclose for each disclosure category to which he or she is assigned.

Category 1: All investments and business positions in business entities, and sources of income located in, that do business in or own real property within the jurisdiction of MTS.

Category 2: All interests in real property which is located in whole or in part within, or not more than two (2) miles outside, the jurisdiction of MTS.

Category 3: All investments and business positions in, and sources of income from, business entities that are engaged in land development, construction or the acquisition or sale of real property within the jurisdiction of MTS.

Category 4: All investments and business positions in, and sources of income from, business entities that are banking, savings and loan, or other financial institutions.

Category 5: All investments and business positions in, and sources of income from, business entities that provide services, supplies, materials, machinery, vehicles or equipment of a type purchased or leased by MTS.

Category 6: All investments and business positions in, and sources of income from, business entities that provide services, supplies, materials, machinery, vehicles or equipment of a type purchased or leased by the Designated Employee's Department.

Category 7: All investments and business positions in, and sources of income from, business entities subject to the regulatory, permit, or licensing authority of the Designated Employee's Department.

1255 Imperial Avenue, Suite 1000
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(619) 231-1466 • FAX (619) 234-3407

Agenda

Item No. 9

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

September 23, 2010

SUBJECT:

MTS: INVESTMENT REPORT FOR JULY 2010

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A comprises the report of MTS's investments as of July 2010. The combined total of all investments has increased by \$20 million in the current month, which is largely attributable to the receipt of \$15 million in Federal Transit Administration (FTA) funds for preventive maintenance and \$10 million in TransNet funds for operations and capital projects. The first column provides details about investments restricted for capital improvement projects and debt service, the majority of which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities. The second column, unrestricted investments, reports the working capital for MTS operations for employee payroll and vendors' goods and services. During July, \$20 million was transferred to short-term investment accounts at Local Agency Investment Fund and the County of San Diego Investment Pool.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Linda Musengo, 619.557.4531, linda.musengo@sdmts.com

SEPT23-10.9.INVESTMENT RPT JULY.LMUSENGO.doc

Attachment: A. Investment Report for July 2010

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

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



**San Diego Metropolitan Transit System
Investment Report
July 31, 2010**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
Bank of America - concentration sweep account	\$ 1,199,172	\$ 13,392,509	\$ 14,591,681	0.00%
Total Cash and Cash Equivalents	<u>1,199,172</u>	<u>13,392,509</u>	<u>14,591,681</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	2,269,756		2,269,756	N/A *
Local Agency Investment Fund (LAIF) Proposition 1B TSGP grant funds	<u>2,547,762</u>		<u>2,547,762</u>	0.53%
Total Cash - Restricted for Capital Support	<u>4,817,518</u>	<u>-</u>	<u>4,817,518</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF) County of San Diego Investment Pool		30,592,243 <u>18,551,725</u>	30,592,243 <u>18,551,725</u>	0.53%
Total Investments - Working Capital	<u>-</u>	<u>49,143,968</u>	<u>49,143,968</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	36,417,879	-	36,417,879	
Rabobank - Payment Undertaking Agreement	<u>83,556,240</u>	<u>-</u>	<u>83,556,240</u>	7.69%
Total Investments Restricted for Debt Service	<u>119,974,119</u>	<u>-</u>	<u>119,974,119</u>	
Total cash and investments	<u>\$ 125,990,809</u>	<u>\$ 62,536,477</u>	<u>\$ 188,527,285</u>	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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Agenda

Item No. 10

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

September 23, 2010

SUBJECT:

MTS: REVENUE-COLLECTION PROCEDURES AUDIT REPORT

RECOMMENDATION:

That the Board of Directors receive an internal audit report on San Diego Trolley, Inc.'s (SDTI's) revenue-collection procedures.

Budget Impact

None.

DISCUSSION:

During July 2010, the MTS Internal Auditor performed a review of the SDTI revenue-collection procedures. As a result of this review, six recommendations were made for management's consideration. Management has reviewed the recommendations and is taking action to address the issues noted.

A handwritten signature in black ink, appearing to read "Paul C. Jablonski", is positioned above a horizontal line.

Paul C. Jablonski
Chief Executive Officer

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

SEPT23-10.SDTI REV COLLECT AUDIT RPT.MABBEY.doc

Attachment: A. Final Report on SDTI Revenue Collection





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

Memorandum

DATE: September 1, 2010

LEG 492

TO: Scott Donnell

FROM: Mark Abbey

SUBJECT: SDTI REVENUE-COLLECTION PROCEDURES

EXECUTIVE SUMMARY

I have completed a review of the revenue-collection process at San Diego Trolley, Inc. (SDTI). This audit was performed in accordance with the approved audit plan.

Audit Objectives and Scope

The objective of the review was to assess the adequacy of internal controls over the revenue-collection process.

Observations and Recommendations

The procedures followed for revenue collection and reconciliation are well planned and generally carried out in a secure manner. Written procedures are in place for many of the revenue processes. To further improve revenue-collection processes, the following recommendations are offered for management's consideration:

1. Develop standard operating procedures (SOP) for Compass Card inventory control.
 [REDACTED]
3. Periodic testing of ticket vending machines (TVMs) should be conducted on a cyclical basis.
 [REDACTED]
5. Consider installation of a warning signal on TVMs for depletion of Compass Card supplies.
6. Include all major parts in repair shop inventory records.

A detailed explanation of these recommendations is provided under "Detailed Observations."

I wish to thank Revenue Department personnel for their cooperation and assistance during the course of this review.



BACKGROUND

The Revenue Manager, who reports to the SDTI Chief Operating Officer, supervises the SDTI revenue-collection process. [REDACTED]

[REDACTED] Vaults are later counted and reconciled to the TVM vault-exchange cards and Hummingbird reconciliation reports. [REDACTED]

In addition to TVM ticket sales, special events ticket sales occur at baseball and football games and other special events. Ticket sales agents sell tickets at preassigned booths [REDACTED]

SDTI has developed written SOPs with respect to the revenue-collection process. Segregation of duties is emphasized wherever possible. [REDACTED]

Of the 132 TVMS in service, about 107 are the new Cubic TVM models. The Cubic machines have more sophisticated capabilities and include smart card capability, which will allow passengers to utilize Compass Cards for payment of fares.

DETAILED OBSERVATIONS

1. Standard Operating Procedures (SOP) for Compass Card Inventory Control

Periodically, SDTI receives a supply of blank Compass Cards from the San Diego Association of Governments (SANDAG). These cards are loaded into the TVMs as needed, and the remainder is maintained in a storeroom in the Revenue Department office. SDTI has not yet established an SOP regarding Compass Card inventory control procedures. It is essential that SDTI establish an SOP over Compass Card inventory control to ensure that procedures are followed consistently and cards do not go missing.

Establishment of good inventory control over Compass Cards is critical in view of the increased supply of cards required when day pass fare media is loaded onto cards. Many more cards will be needed and must be controlled.

Recommendation

Develop an SOP for Compass Card inventory control.

Management Response

Completed (see SOP 101.6).

2. Special Events Change Fund

[REDACTED]

[REDACTED]

Recommendation

[REDACTED]

Management Response

[REDACTED]

3. Periodic Testing of TVMs

In reviewing documented testing procedures of the new TVMs, I noted that SDTI has fallen behind in scheduled testing of [REDACTED] and the revenue and ridership accuracy of the machines. In order to ensure that the machines and [REDACTED] are working properly, documented testing procedures should be followed on a regular basis. This should include a test utilizing various types of fare media to ensure that machines are working as intended.

Recommendation

Periodic testing of TVMs should be conducted on a cyclical basis.

Management Response

[REDACTED]

A record of all TVM preventative maintenance work orders may be viewed in Ellipse.

SDTI agrees that periodic testing of the TVMs' revenue and ridership accuracy is a worthwhile endeavor, and the Revenue Department has fallen behind in this testing. [REDACTED]

[REDACTED]

It takes at least one supervisor and another staff member a minimum of two hours to conduct a TVM test. In addition, time is required for processing staff to reset vaults, run reports, and deduct sales/ridership numbers generated in the test from the actual monthly totals. The time and labor costs involved in this process are significant. While the department was committed to conduct this testing during the past year, we found that the reality was that due to staff issues, we were forced to make choices between this testing and keeping the day-to-day operations running.

Several times each year, new or revised TVM software applications are introduced into the system. These applications are always thoroughly tested both by the manufacturer and SDTI before they are put into operation in the field. This testing may be viewed as confirmation that the TVM software program being used by the public is accurately reflecting all revenue and ridership data.

4. Off-Site Alarm Capability

[REDACTED]

Off-site notifications are essential to address circumstances in which on-site personnel are endangered or unavailable. [REDACTED]

[REDACTED]

Recommendation

The off-site TVM alarm system should [REDACTED].

Management Response

[REDACTED]

5. Compass Cards Loaded into TVMs

Currently, Compass Cards are loaded into TVMs, and the supply is replenished when the cards run out. There is no advance warning when the supply of cards is depleted. There should be a warning signal or some other advance indication that card supply is about to be depleted. This is particularly important in view of the possibility that day passes may be loaded onto the cards, and the number of cards needed could increase.

Recommendation

Consider installation of a warning signal on TVMs for depletion of Compass Card supplies.

Management Response

The Cubic TVMs have a system by which a warning is sent out to the HP Open View TVM monitoring system. This warning is sent both when the smart card stock becomes low and also when it is depleted. The TVMs hold two trays of smart card stock. Each tray holds up to 250 cards. The TVM issues smart cards out of one tray until it is completely depleted at which time the TVM sends a "CSC Ticket Magazine Out" signal to Maintenance supervisory staff who monitor the HP Open View system on a daily basis.

6. Parts Inventory

The SDTI Revenue Department maintains an inventory of spare parts in the TVM repair shop. As a result of my last audit, an inventory record was established to track these parts. A record was established over TVM parts, but the record did not include CUBIC personal computer interface devices (PCIDs). All major parts, including PCIDs, should be included in the repair shop inventory records.

Recommendation

Include all major parts in repair shop inventory records.

Management Response

All PCID major components are now being inventoried.

M-REDACTED SDTIREV COLLECTION 2010.MABBKEY.doc

cc: Paul Jablonski, Tiffany Lorenzen, Cliff Telfer - MTS
Wayne Terry - SDTI



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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.

CIP 11360

September 23, 2010

SUBJECT:

MTS: CLASS B PARATRANSIT BUSES - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0539.0-11 (in substantially the same form as Attachment A) with Creative Bus Sales to purchase 15 Class B Cutaway buses manufactured by Starcraft Bus with an option to purchase up to 5 additional buses for paratransit services.

Budget Impact

The purchase of 15 Class B buses would not exceed \$1,146,555.90 (MTS Capital Improvement Program [CIP 11360-1300]). To exercise the option for the additional 5 Class B buses would require a not-to-exceed amount of \$377,185.30.

DISCUSSION:

MTS has a contractual obligation to provide its paratransit contractor with a bus fleet size that is capable of meeting service demands and provides a sufficient spare ratio to accommodate routine preventative maintenance and interior cleaning.

The Federal Transportation Administration (FTA) regulations require that MTS schedule 100% of its daily trip demand with a zero-denial rate. Currently, this is an operational challenge since MTS dispatches 116 of the 120 available paratransit vehicles on a daily basis.

The FTA Circular 4220.1F, Chapter V, Section 4, encourages recipients who receive federal funding to use state and local intergovernmental agreements for procurements of property and services. Based on this authority, MTS staff identified an intergovernmental agreement that provides Class B buses, which meet MTS's specifications. The Class B buses are available through a local government purchasing schedule administered by the California Association of Coordinated Transportation (CalACT). The CalACT Vehicle Purchasing Cooperative allows MTS to select vehicles from a menu of choices from



different vendors and manufacturers. This flexibility enables MTS to procure buses that will best suit MTS's requirement without having to go through the formal procurement process.

Market analysis identified the CalACT Vehicle Purchasing Cooperative as the most advantageous and beneficial method in meeting MTS's current needs. The CalACT Vehicle Purchasing Cooperative was competitively bid in accordance with FTA procurement guidelines and contains all of the federally required clauses and certifications.

The unit price established at the time the CalAct Vehicle Purchasing Cooperative was awarded is still considered fair and reasonable (see Attachment D). This determination is based on the following rational:

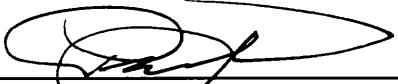
- Economies of Scale: This unit price per Class B bus offered on the CalACT Vehicle Purchasing Cooperative is based on a sale of 1,000 units.
- Discounts: The buses offered via the CalACT Vehicle Purchasing Cooperative are approximately \$7,000 to \$8,000 less than open-market pricing.

Other Considerations

- Standardization: The Class B buses that MTS intends to purchase via the CalACT Vehicle Purchasing Cooperative are the same buses currently in MTS's fleet.
- Delivery: The 15 Class B buses that MTS is seeking to procure would be delivered approximately 120 days after award (early 2011) and would allow MTS to continue to provide Americans with Disability Act services with a zero-denial rate while maintaining a viable spare ratio.

Based on the above information, MTS staff has concluded that awarding a contract to Creative Bus Sales for Class B buses manufactured by Starcraft Bus represents the best value to MTS. Pricing and other factors considered, it is recommended that the Board approve awarding a base contract to Creative Bus Sales in the amount of \$1,146,555.90 for 15 Class B buses and grant the CEO the authority to exercise the option in the amount of \$377,185.30 for up to 5 additional Class B buses should funding become available.

MTS staff has conducted a preaward audit and certifies that the Class B buses are compliant with federal regulations for purchasing rolling stock with federal financial assistance.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Dan McCaslin, 619.235.2648, dan.mccaslin@sdmts.com

SEPT23-10.11.ADA PARATRANSIT BUSES.JMILLER.doc

Attachments: A. MTS Doc. No. B0539.0-11
B. Creative Bus Sales Proposal Dated 8/6/10
C. CalACT Letter of Assignment
D. Fair and Reasonable Cost Justification Memo

STANDARD PROCUREMENT AGREEMENT

B0539.0-11
 CONTRACT NUMBER
 OPS 920.6
 FILE NUMBER(S)

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

Name: Creative Bus Sales Address: 13501 Benson Avenue
 Form of Business: Corporation Chino, CA 92710
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 909.465.5528
 Authorized person to sign contracts: Steve Chung Commercial Sales Representative
 Name Title

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

Provide up to 15 Starcraft Class B Minibuses (Class B Minibus) per MTS requirements and purchased against the CalACT Vehicle Purchasing Cooperative with Creative Bus Sales and in accordance with the MTS Standard Procurement Agreement, including the Standard Conditions for Procurement, Federal Requirements, Safety Department Standard Operating Procedures (SAF-016), and Creative Bus Sales' bid dated August 6, 2010 (hereinafter "Contract Documents"). If there are any inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract:

1. Standard Procurement Agreement, including Standard Conditions Procurement and Federal Requirements;
2. Creative Bus Sales' bid dated August 6, 2010; and
3. CalACT/MBTA Vehicle Purchasing Cooperative No. 09-02 as amended.

This Agreement is for the purchase and delivery of 15 Class B Minibuses (per MTS requirements) with an option to purchase up to an additional 5 Class B Minibuses exercisable at the sole discretion of MTS.

Delivery of the 15 Class B Minibuses shall be completed no later than **January 31, 2011**. Exercise of the option for up to 5 Class B minibuses must be completed within 12 months from date that this Agreement is executed.

Vehicle shall be delivered to: **Metropolitan Transit System (MTS)**
 800 Fesler Street 16th Street
 El Cajon, CA 92020
 Attn: Dan McCaslin – 619.235.2648

The registered owner will be: **San Diego Metropolitan Transit System (MTS)**
 1255 Imperial Avenue, Suite 1000
 San Diego, CA 92101

This is a firm-fixed-price contract not subject to escalation. The total cost for the 15 Class B Minibuses shall not exceed **\$1,146,555.90**, which includes sales tax, "exempt" license, California tire fee, training, and delivery. The total cost for the optional 5 Class B minibuses shall not exceed \$377,185.30, which includes sales tax, "exempt" license, California tire fee, training, and delivery.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
---------------------------------------	--------------------------

By: _____
Chief Executive Officer

Approved as to form:

By: _____
Office of General Counsel

Firm: _____

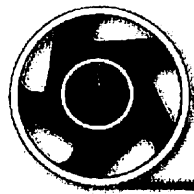
By: _____
Signature

Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$1,146,555.90	11306-1300	FY 11

By: _____
Chief Financial Officer
(___ total pages, each bearing contract number)

SEPT23-10.11.A11A.B0539.0-11.CREATIVE BUS.20 CLASS B.JMILLER.doc

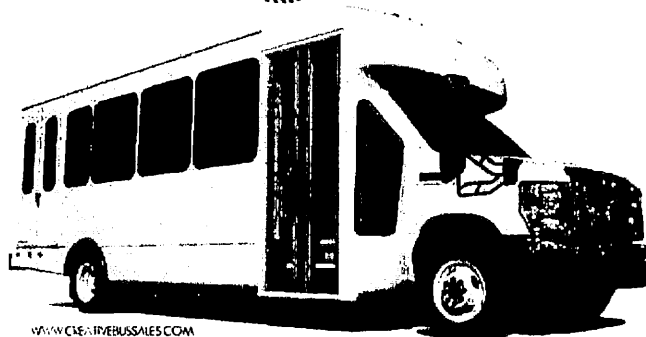


Creative Bus Sales

13501 Benson Avenue, Chino, California, 91710

August 6, 2010

**Creative Bus Sales Proposal to
San Diego MTS**



WWW.CREATIVEBUSSALES.COM

**CalACT Type B Cutaway ADA Bus for 12-Ambulatory + 2-Wheelchair Passengers
Pricing based off of CalACT / MBTA Vehicle Purchasing Cooperative**

- Piggyback Options: CalACT / MBTA Bid (Class B-Gasoline)
- Purchase Requires Membership to CalACT and Payment of Procurement Fee
- Delivery Timeline: Approximately 120-days
- Starcraft Allstar Cutaway Bus
- 2010 Ford E450 Cutaway Bus with 6.8L V10 Gasoline Engine
- 12-Ambulatory Passengers + 2-Wheelchair Positions
- Ricon S-2010 Wheelchair Lift with Lift Cover
- Restraints: Q-Straint 8100 Deluxe with Knobs
- Flooring: Grey Rubber with Yellow Step Nosing and Yellow Standee Line
- Passenger Seats Covers: #117 Wine D-90 Vinyl

From the office of Steve Chung
Cell 909.549.9398 / Office 800.326.2877 / Fax 909.465.5529
stevec@creativebussales.com
www.creativebussales.com

- Exhaust to Exit Street Side of Bus Turned 90 Degrees from Underneath Chassis and Exit 6" From Rear of Bumper of Bus. (Rearmost Window Street Side of Bus to be Solid Pane / Non-Emergency Exit to Meet Title 13 Regulations for Exhaust)
- Exterior Paint Scheme Per Attached Photos: Valspar #829R4072 (Toyland Red)
- Decals Per Attached Photos (No Starcraft or Creative Bus Sales Decals on Buses)
- Pricing (Please see details below):
 - Purchase of Initial 15-Buses (Includes \$15,000 for Procurement Fee):
 - \$76,437.06 Per Bus x 15 = \$1,146,555.90
 - Procurement Fee Capped at \$15,000 per Purchase Order by CalACT.
 - Option to Purchase Additional 5-Buses:
 - \$75,437.06 Per Bus x 5 = \$377,185.30
 - No Procurement Fee for Optional Buses as Procurement Fee Obligation Was Met on Purchase of Initial 15-Buses.
- Please see below for details on specifications and pricing.

From the office of Steve Chung
Cell 909.549.9398 / Office 800.326.2877 / Fax 909.465.5529
stevec@creativebussales.com
www.creativebussales.com



August 30, 2010

San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 100
San Diego, CA 92101

Attn: John Miller
Re: Cooperative Letter of Assignment

Dear Mr. Miller:

The CalACT-MBTA Vehicle Purchasing Cooperative is pleased to assign twenty options to San Diego Metropolitan Transit System for twenty Class B, Starcraft Allstar gasoline cutaway buses for a total of \$1,528,741.20 to be purchased from Creative Bus Sales from RFP #09-02.

Please be advised that assignment of said vehicles does not constitute a recommendation or endorsement of this product by the Cooperative. The San Diego Metropolitan Transit System as the purchaser is responsible for its choice of vehicle product and options selected. **The San Diego Metropolitan Transit System is responsible for vehicle inspection, acceptance and enforcement of any contract provisions.**

Purchasers of hybrid and low floor vehicles in particular are advised that these vehicles be considered by the Cooperative as developmental in nature. Purchasing agencies are urged to exercise due diligence in evaluating the suitability of these vehicles for their operating environment. In particular, the Cooperative urges you to read and understand the Altoona test report for the vehicle you are purchasing. Copies of the solicitation documents containing contract provisions are available at www.CalACT.org.

By accepting assignment, San Diego Metropolitan Transit System agrees to hold harmless, indemnify and defend the Cooperative as per Section 6.0 (6) of RFP #09-02 from any and all liabilities. Thank you so much for purchasing your vehicles through the Cooperative. If you have any questions please call me at 916-920-8018.

Sincerely,

Jacklyn Montgomery

Jacklyn Montgomery
Executive Director

Cc: Daniel McCaslin, San Diego MTS
Steve Chung, Creative Bus Sales
Don White, Creative Bus Sales

Purchasing Department
1255 Imperial Ave., Suite 1000
San Diego, CA 92101
619.557.4576 FAX 619.696.7084



MEMORANDUM

DATE: September 14, 2010
TO: Procurement File
FROM: John Miller
SUBJECT: PRICE ANALYSIS CLASS B MINIBUSES MTS DOC. NO. B0539.0-11

On November 20, 2009, the California Department of Transportation (Caltrans), Division of Mass Transportation MS 39, reviewed the CalACT Request for Proposals (RFP) No. 09-02 for the procurement of accessible paratransit vehicles and approved the bid solicitation and subsequent bid award. This review consisted of CalACT's contract compliance with federal statutes and regulations applicable to third-party contracting. Specific areas in which Caltrans reviewed were CalACT's procurement activities, to include, adherence to 49 CFR Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, and the Federal Transportation Administration (FTA) Circular 4220.1F - Third Party Contracting Requirements. From this review, Caltrans determined that the above procurement documents met all of the required federal guidelines.

PRICE ANALYSIS

This price analysis is submitted in accordance with the requirements outlined in the FTA Circular 4220.1F, Chapter VI, paragraph 6, and the Best Practices Procurement Manual (BPPM) Section 5.2. The purpose of this analysis is to determine the reasonableness of the proposed contract pricing and if the pricing offered via the CalACT Vehicle Purchasing Cooperative is fair and reasonable and represents the best value to MTS. The following factors will be analyzed.

- Price comparison of other Class B buses offered via the CalACT Vehicle Purchasing Cooperative.
- Pricing comparison of similar type Class B buses previously purchased by MTS.

A price analysis was conducted in which the Class B bus offered by Buswest via the CalACT Vehicle Purchasing Cooperative was compared to the Class B offered by Creative Bus Sales via the CalACT Vehicle Purchasing Cooperative. This comparison identified the following findings:

- Buswest offered a total price of \$76,828.32 per bus.



- Creative Bus Sales offered a total price of \$76,437.06 per bus.

Based on the above pricing, Creative Bus Sales offers a \$391.29 lower price per bus. The total cost savings is approximately \$7,825.20 if all 20 buses were ordered from Creative Bus Sales utilizing the catalog pricing established on the CalACT Vehicle Purchasing Cooperative.

MTS purchased similar buses from Buswest via the State of California Contract No. 1-06-23-15, which was awarded in June of 2006. The bus prices offered via the State of California contract were fixed and not subject to escalation. The bid submitted by Buswest dated January of 2007 identified a per-bus price of \$65,313.87.

In order to better determine the cost of the buses ordered in 2007 versus the cost of the buses to be ordered in 2010, the fixed pricing offered via the State of California contract will be adjusted utilizing the Producer Price Index (PPI), Commodity Code 1413, Truck and Bus Bodies. The pricing on the state contract was established in June of 2006, which was fixed price not subject to any escalation. Therefore, the PPI from June 2006 will be used as the baseline for comparison purposes. The following analysis is provided:

Formula:

- Index Point Change

PPI: July 2010	217.5
Less PPI: Base Award June 2006	<u>199.3</u>
Point Change:	18.2

- Index Percentage Change

Index Point Change	18.2
/ PPI June 2006	<u>199.3</u>
Equals	.0913
	<u>X 100</u>
Equals Percent Change	9.13%

State Contract No.1-06-23-15 Base Price	\$65,313.87 per bus
Plus Percentage Change (9.13% x \$65,313.87)	<u>\$5,963.16</u>
Revised Price:	\$71,277.03

The revised (State of California Contract No. 01-06-23-15) pricing represents the cost for the same bus if it were ordered today. The revised pricing, however, does not incorporate the current tax rate of 8.75%. The price of \$71,277.03 is derived from a 7.75% tax rate. Therefore, an adjustment of 1% to the revised pricing will be added to incorporate the increase in sales tax.

The total revised (State of California Contract No. 01-06-23-15) pricing when adjusted for the increase in sales tax is: \$71,989.18.

The pricing offered via the CalACT Vehicle Purchasing Cooperative (\$76,437.06) when compared to the previous (State of California Contract No. 01-06-23-15) pricing for a similar type bus, adjusted for PPI, (\$71,989.18) is \$4,447.88 more per bus when ordered via the CalACT Vehicle Purchasing Cooperative. Based on this information, the pricing offered via the CalACT contract is approximately 6.2% higher than the previous contract pricing that was once offered via the State of California Contract No. 1-06-23-15 for a similar type bus.

Further analysis identified the following:

- The State of California Contract No. 01-06-23-15 has expired, and the buses required by MTS are no longer available on that contract.
- The CalACT Vehicle Purchasing Cooperative's increase in contract pricing compared to the previous State of California Contract No. 01-06-23-15 pricing is due to engine modifications needed to meet new emission standards and other miscellaneous additions and changes from the previous MTS bus order for Class B buses.

Determination

Based on the above information, the pricing offered from Creative Bus Sales via the CalACT Vehicle Purchasing Cooperative is considered fair and reasonable. It is recommended that the Board award a contract to Creative Bus Sales for up to 20 Class B buses. Pricing and other factors considered, Creative Bus Sales' bid represents the best value to MTS.

SEPT23-10.11.AttD.COST JUSTIF MEMO.JMILLER.doc



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San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda

Item No. 12

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

September 23, 2010

SUBJECT:

MTS: REBUILT ALLISON TRANSMISSIONS AND CUMMINS NATURAL GAS ENGINE
IN-FRAME OVERHAULS – OPTION YEARS

RECOMMENDATION:

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

1. MTS Doc. No. B0490.1-08 (Attachment A) for two 1-year options with Cummins Cal Pacific, LLC for Cummins natural gas engine in-frame overhauls; and
2. MTS Doc. No. B0491.1-08 (Attachment B) for two 1-year options with United Transmission Exchange, Inc. for rebuilt Allison transmissions.

Budget Impact

1. The total cost for the two option years for Cummins Cal Pacific, LLC for Cummins natural gas engine in-frame overhauls would be \$1,290,746.59.
2. The total cost for the two option years for United Transmission Exchange, Inc. for rebuilt Allison transmissions would be \$958,887.08.

The funding for these contracts is allocated on an annual basis in the operating budget of MTS Bus and Multimodal Operations under the Vehicle Maintenance line item. The operating budget is comprised of federal, state, and locally acquired funding, including fare revenue.

DISCUSSION:

Background Information

MTS mailed out solicitations to 14 prospective bidders on June 26, 2007. The solicitation was for three years with two 1-year options and was divided into two repair



groups to maximize competition. Group I was for rebuilt Allison transmissions, and Group II was for Cummins natural gas engine in-frame overhauls. On August 7, 2007, MTS received two bids for each of the groups (Attachment C, Bid Summary). The lowest responsive, responsible bid for Group I for rebuilt Allison transmissions was from United Transmission Exchange, Inc. at \$2,331,854.39 for the base contract and two 1-year options. The lowest responsive, responsible bidder for Group II for Cummins engine in-frame overhauls was Cummins Cal Pacific, LLC at \$3,145,591.29 for the base contract and two 1-year options. The base period for these contracts will end on September 30, 2010, and staff would like to continue the service with the vendors by exercising the option years.

Cummins Natural Gas Engines

MTS bus has approximately 225 Cummins natural gas engines in its fleet. These engines require an in-frame overhaul at approximately 325,000 miles. MTS delivers a bus to the contractor for overhaul on an as-needed basis. The contractor performs the in-frame overhaul to Original Equipment Manufacturing specifications and delivers it back to MTS. Each overhauled engine carries a two-year warranty on parts with labor covered for the first year only. MTS anticipates overhauling approximately 40 engines per year on an as-needed basis during the term of the contract.

Allison Transmissions

MTS Bus has approximately 700 Allison transmissions in its fleet. These transmissions are rebuilt at approximately 300,000 miles. The contractor is required to pick up the transmission core from the MTS facility, overhaul it to the manufacturer's specifications, conduct a dynamometer test, and deliver it back to MTS. Each overhauled transmission carries a two-year warranty on parts and labor. MTS anticipates rebuilding approximately 70 transmissions per year on an as-needed basis during the term of the contract.

Therefore, staff recommends Board approval of MTS Doc. No. B0490.1-08 (Attachment A) for two 1-year options with Cummins Cal Pacific, LLC for Cummins natural gas engine in-frame overhauls, and MTS Doc. No. B0491.1-08 (Attachment B) for two 1-year options with United Transmission Exchange, Inc. for rebuilt Allison transmissions.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Ray Thompson, 619.238.0100, Ext. 6504, ray.thompson@sdmmts.com

SEPT23-10.12.TRANS & ENG OVERHAULS.MLAWRENCE.doc

Attachments: A. MTS Doc. No. B0490.1-08
B. MTS Doc. No. B0491.1-08
C. Bid Summary

DRAFT

September 23, 2010

MTS Doc. No. B0490.1-08

Mr. Bruce Hagemann
Operations Manager
Cummins Cal Pacific, LLC
310 North Johnson Avenue
El Cajon, CA 92019

Dear Mr. Hagemann:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0490.0-08; CUMMINS NATURAL GAS
ENGINE IN-FRAME OVERHAULS

This letter will serve as Amendment No. 1 to the above-referenced contract. These changes have been evaluated and determined to be fair and reasonable. MTS is processing this amendment to exercise the two optional years available in the original agreement.

SCOPE OF WORK

Continue to provide MTS with Cummins natural gas engine in-frame overhauls pursuant to the terms and conditions of the original agreement.

PAYMENT

The total payment shall not exceed \$1,290,746.59 as reflected in the attached pricing detail. Original payment terms and conditions shall apply to this amendment.

TERM

The exercised option years will be completed no later than September 30, 2012. The overall contract term will remain as stated in the original contract agreement for these services.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Bruce Hagemann
Cummins Cal Pacific, LLC

PRICING DETAIL

Exercise Options Years

GROUP II

	CUMMINS CAL
Sub-total Year 4 (Option Yr. 1):	\$ 590,983.20
Sub-total Year 5 (Option Yr. 2):	\$ 601,392.40
Sub-Total:	\$ 1,192,375.60
7.75 % CA Sales Tax:	\$ 98,370.99
Payment Terms , otherwise Net 30 (Subtract):	\$ -
GRAND TOTAL BID AMOUNT (Basis of Award):	\$ 1,290,746.59

DRAFT

September 23, 2010

MTS Doc. No. B0491.1-08

Adrian Downs
General Manager
United Transmission
24147 East 6th Street
San Bernardino, CA 92410

Dear Mr. Downs:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0491.0-08; REBUILT ALLISON
TRANSMISSIONS

This letter will serve as Amendment No. 1 to the above-referenced contract. These changes have been evaluated and determined to be fair and reasonable. MTS is processing this amendment to exercise the two optional years available in the original agreement.

SCOPE OF WORK

Continue to provide rebuilt Allison transmissions pursuant to the terms and conditions of the original agreement.

PAYMENT

The total payment shall not exceed \$958,887.08 as reflected in the attached pricing detail. Original payment terms and conditions shall apply to this amendment.

TERM

The exercised option years will be completed no later than September 30, 2012. The overall contract term will remain as stated in the original contract agreement for these services.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Adrian Downs
United Transmission

SEPT23-10.12.AttB.ALLISON TRANSM
B0491.1-08.MLAWRENCE.doc

PRICING DETAIL

YEAR 4 - Option Year 1			UNITED TRANSMISSION	
ITEM#	DESCRIPTION	QTY.	UNIT PRICE	EXT. PRICE
1	Rebuilt Trans. Allison HT/HTB 748	30	\$ 5,995.00	179,850.00
2	Rebuilt Trans. Allison B400R	50	\$ 5,100.00	255,000.00
3	Rebuilt Trans. Allison B500R	2	\$ 6,995.00	13,990.00
			Sub-Total (Lines 1-3):	448,840.00
YEAR 5 - Option Year 2			UNITED TRANSMISSION	
ITEM#	DESCRIPTION	QTY.	UNIT PRICE	EXT. PRICE
1	Rebuilt Trans. Allison HT/HTB 748	30	\$ 5,995.00	179,850.00
2	Rebuilt Trans. Allison B400R	50	\$ 5,300.00	265,000.00
3	Rebuilt Trans. Allison B500R	2	\$ 7,195.00	14,390.00
			Sub-Total (Lines 1-3):	459,240.00
CORE CHARGE			COMPANY NAME	
ITEM#	DESCRIPTION	QTY.	UNIT PRICE	EXT. PRICE
1	Housing Core Charge -Rebuilt Trans. Allison HT/HTB 748	1	\$ 1,000.00	1,000.00
2	Housing Core Charge -Rebuilt Trans. Allison B400R	1	\$ 600.00	600.00
3	Housing Core Charge -Rebuilt Trans. Allison B500R	1	\$ 900.00	900.00
			Sub-Total (Lines 1-3):	2,500.00

GRAND TOTALS

GROUP 1	UNITED TRANS.
Sub-total Year 4 (Option Yr. 1):	\$ 448,840.00
Sub-total Year 5 (Option Yr. 2):	\$ 459,240.00
Core Charge Total:	\$ 2,500.00
Sub-Total:	\$ 908,080.00
7.75 % CA Sales Tax:	\$ 70,376.20
Sub-Total:	\$ 978,456.20
GRAND TOTAL BID AMOUNT (Basis of Award):	\$ 958,887.08

United Transmission Exchange payment terms 2% net 20.

SEPT23-10.12.AttB.ALLISON TRANSM
B0491.1-08.MLAWRENCE.doc

BID SUMMARY RE-BID REBUILT TRANSMISSION IFB 2007

MTS DOC. NO. B0490.0-07
Updated: 9/15/2010

GRAND TOTALS

GROUP I

	UNITED TRANS.	CUMMINS CAL - No Bid	COMPLETE COACH WORKS
Sub-total Year 1:	\$ 423,190.00	\$ -	\$ 519,480.00
Sub-total Year 2:	\$ 433,190.00	\$ -	\$ 569,338.80
Sub-total Year 3:	\$ 441,340.00	\$ -	\$ 624,117.00
Sub-total Year 4 (Option Yr. 1):	\$ 448,840.00	\$ -	\$ 684,366.80
Sub-total Year 5 (Option Yr. 2):	\$ 459,240.00	\$ -	\$ 750,692.80
Core Charge Total:	\$ 2,500.00	\$ -	\$ 2,730.00
Sub-Total:	\$ 2,208,300.00	\$ -	\$ 3,150,725.40
7.75 % CA Sales Tax:	\$ 171,143.25	\$ -	\$ 244,181.22
Sub-Total:	\$ 2,379,443.25	\$ -	\$ 3,394,906.62
Payment Terms _____, otherwise Net 30 (Subtract):	\$ 47,588.87	\$ -	\$ 0.00
GRAND TOTAL BID AMOUNT (Basis of Award):	\$ 2,331,854.39	\$ -	\$ 3,394,906.62

GROUP II

	UNITED TRANS. - No Bid	CUMMINS CAL	COMPLETE COACH WORKS
Sub-total Year 1:	\$ -	\$ 561,539.60	\$ 799,080.40
Sub-total Year 2:	\$ -	\$ 571,065.60	\$ 828,386.00
Sub-total Year 3:	\$ -	\$ 580,877.20	\$ 859,284.80
Sub-total Year 4 (Option Yr. 1):	\$ -	\$ 590,983.20	\$ 892,008.40
Sub-total Year 5 (Option Yr. 2):	\$ -	\$ 601,392.40	\$ 926,686.80
Sub-Total:	\$ -	\$ 2,905,858.00	\$ 4,305,446.40
7.75 % CA Sales Tax:	\$ -	\$ 239,733.29	\$ 333,672.10
Payment Terms _____, otherwise Net 30 (Subtract):	\$ -	\$ -	\$ -
GRAND TOTAL BID AMOUNT (Basis of Award):	\$ -	\$ 3,145,591.29	\$ 4,639,118.50

NOTE: United Transmission Exchange payment terms 2% net 20.
Cummins Cal is using El Cajon Tax @ 8.25%

Att. C, AI 12,
9/23/10



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San Diego, CA 92101-7490
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Agenda

Item No. 45

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

LEG 461

September 23, 2010

SUBJECT:

MTS: DESIGN OF SIEMENS LOW-FLOOR VEHICLE RAMP (TIFFANY LORENZEN)

RECOMMENDATION:

That the Board of Directors receive a report regarding the design of the SD-8 low-floor vehicle ramp and responses to questions posed by the Board at its August 19, 2010, meeting.

Budget Impact

None at this time. The design for an Americans with Disabilities Act- (ADA)-compliant ramp is included in the cost of the vehicle procurement.

DISCUSSION:

On August 19, 2010, the Board of Directors authorized the Chief Executive Officer to submit a Request for Equivalent Facilitation to the United States Department of Transportation regarding the design of the SD-8 low-floor vehicle ramp. The ADA requires that all public transportation vehicles meet certain accessibility requirements. One of those requirements specifies that low-floor vehicle ramps will have side barriers:

(a)(1) General. All new light rail vehicles, other than level entry vehicles, covered by this subpart shall provide a level-change mechanism or boarding device (e.g., lift, ramp or bridge plate) complying with either paragraph (b) or (c) of this section and sufficient clearances to permit at least two wheelchair or mobility aid users to reach areas, each with a minimum clear floor space of 48 inches by 30 inches, which do not unduly restrict passenger flow.



(c) Vehicle ramp or bridge plate--(1) Design load. Ramps or bridge plates 30 inches or longer shall support a load of 600 pounds, placed at the centroid of the ramp or bridge plate distributed over an area of 26 inches, with a safety factor of at least 3 based on the ultimate strength of the material. Ramps or bridge plates shorter than 30 inches shall support a load of 300 pounds. . . .

(4) Ramp barriers. Each side of the ramp or bridge plate shall have barriers at least 2 inches high to prevent mobility aid wheels from slipping off.

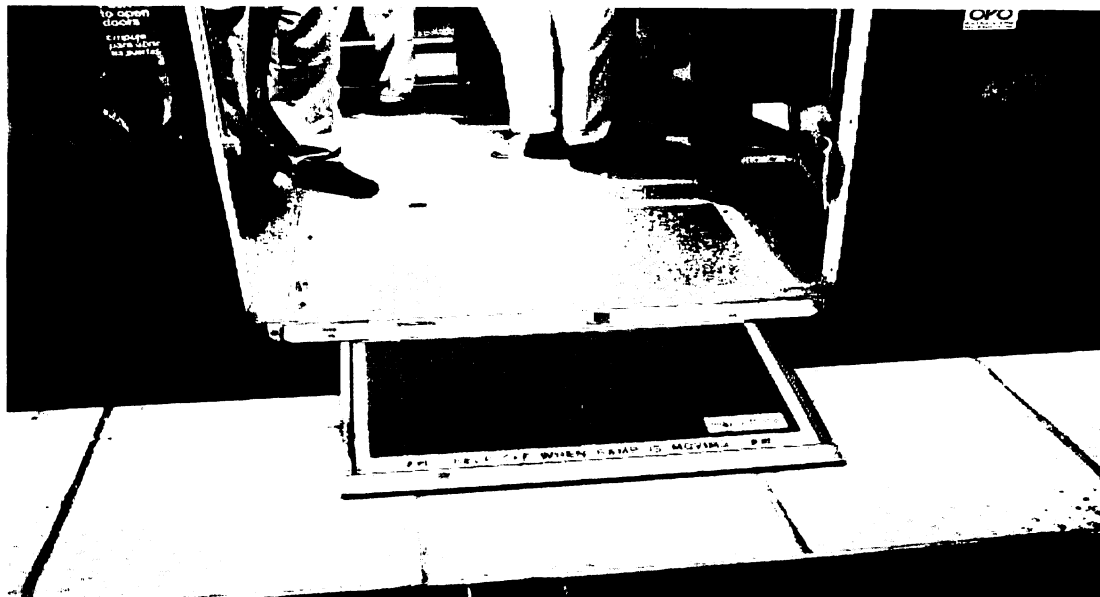
(49 C.F.R. § 38.83)

The design of the current SD-8 ramp proposes to utilize a ramp without the side barriers identified in section (4) of 49 C.F.R. § 38.38:



(Proposed Vehicle Configuration)

This is consistent with MTS's current vehicle configuration (pictured on the next page) as well as the configuration of the low-floor vehicles being operated in Houston, Portland, and Utah. There are currently no low-floor vehicles being operated in the United States with barriers on low-floor boarding ramps. The primary reasons for this are: 1) safety concerns for ambulatory passengers, 2) design constraints with respect to a retractable side barrier; i.e. the barrier retracts when the ramp detracts, and 3) maintenance concerns; i.e., adding this component to the ramp may cause significant additional maintenance to be necessary.



(Current Vehicle Configuration)

On August 19, 2010, the Board conducted a public hearing to take testimony regarding the proposed barrierless, low-floor vehicle ramp. Four members of the public testified during the hearing and raised concerns about other design aspects of the ramp. None of those individuals expressed concerns regarding the barrierless ramp.

At the conclusion of the hearing, the Board authorized the CEO to submit a Request for Equivalent Facilitation to the United States Department of Transportation regarding the design of the SD-8 low-floor vehicle ramp and requested that Siemens prepare a follow-up agenda item to address the following questions:

1. Why the ultrashort low-floor S70US ramp cannot be longer such that the slope or rate of rise is substantially decreased;
2. Why the bump at the ramp deployment seam as well as the bump inside of the vehicle cannot be smoothed out to avoid riders' perception that they are "tipping" as they enter the vehicle; and
3. Why the ultrashort low-floor S70US ramp cannot be wider so the vehicle doors open all the way and the ramp is as wide as the door opening.

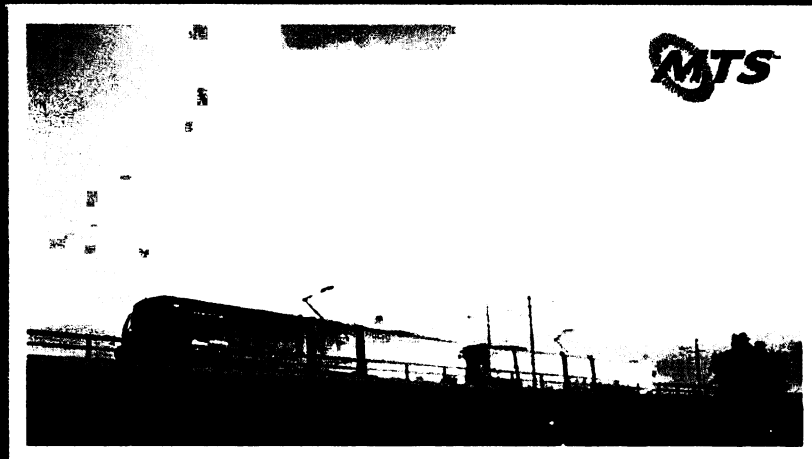
In response to these questions, Siemens has prepared a detailed report to further address the Board's concerns. Siemens will present an oral report during the Board meeting.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contacts: Tiffany Lorenzen, 619.557.4512, tiffany.lorenzen@sdmts.com
Wayne Terry, 619.595.4906, wayne.terry@sdmts.com

SEPT23-10.45.REQ EQUIV FACIL.TLOREN.doc

Attachments: A. Ramp Report from Siemens
B. Ramp Drawing



Siemens Industry, Inc.

Mobility Division - Rolling Stock

SIEMENS

This report was prepared for:

Metropolitan Transit System (MTS)



By:

SIEMENS

Siemens Industry Inc. Mobility Division, Rolling Stock
Sacramento, CA 95828

Date:

September 8, 2010

Document History

Date/Change			
1.0	Initial Release	9.8.2010	GL

Declaration of Confidentiality

This report has been prepared for Metropolitan Transit System (MTS). The information contained in this document and its associated annexes is treated as confidential; in particular it shall not, without Siemens approval, be made available to third parties, be copied, or used, as a whole or in part, for any other purpose than intended.

1 Executive Summary

The San Diego VIII (SD8 hereafter) ramp design has been optimized for the vehicle platform interface configuration consisting of an 8" (203 mm) platform and 13" (333 mm) vehicle threshold heights at the ADA required AW2 50% passenger load condition. The empty vehicle condition of AW0 and the subsequent door threshold height of 14" (356 mm) have also been considered.

Upon review of an initial design mock-up, Siemens Transportation Systems (STS) determined that the ramp transitions required optimization. As such, the ramp has been optimized to create a more compliant transition into the vehicle from the ramp to the door threshold in accordance with 49CFR PART 38—AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY SPECIFICATIONS FOR TRANSPORTATION VEHICLES, Subpart D—Light Rail Vehicles and Systems, clause (3) Ramp threshold. "The transition from roadway or station platform and the transition from vehicle floor to the ramp or bridge plate may be vertical without edge treatment up to 1/4 inch. Changes in level between 1/4 inch and 1/2 inch shall be beveled with a slope no greater than 1:2."

Siemens achieved optimization by creating a hinged break-away threshold. When the ramp deploys the hinged threshold progressively transitions to a resting position on the ramp footboard thereby creating very close to one continuous angle from the platform into the vehicle. This in turn increases the theoretical length of the ramp from the 21.6" (549 mm) shown below to 28.6" (727 mm), providing an improvement of 7" (178 mm). Refer to Figure 1.

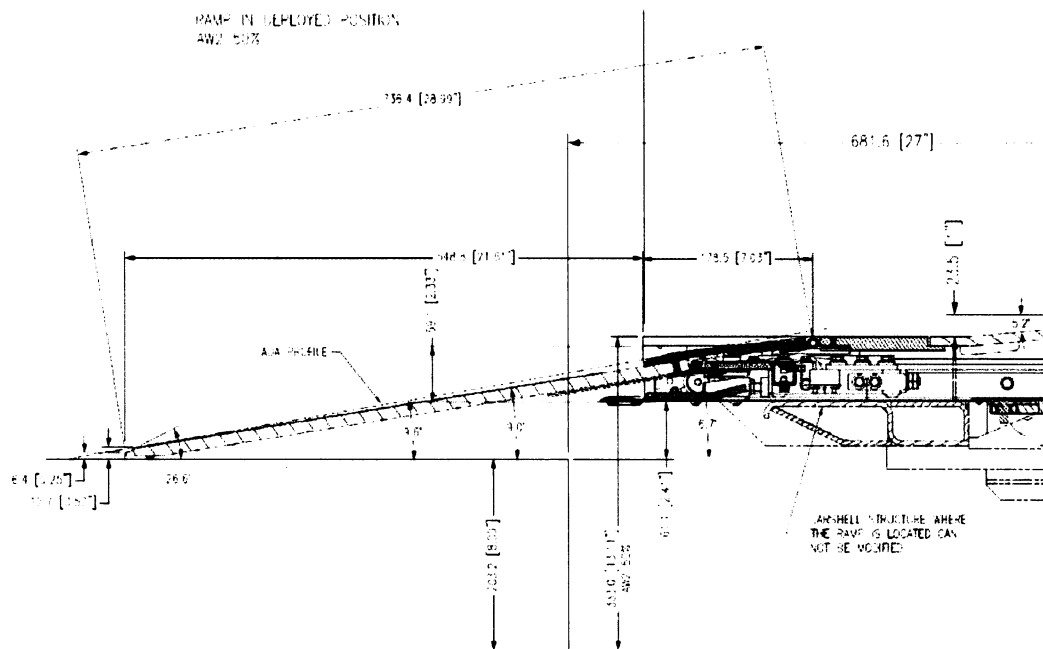


Figure 1: SD8 optimized ramp design. Vehicle height shown is AW2 50%.

1.1 Questions from Metropolitan Transit System

Metropolitan Transit System (MTS) requested that Siemens answer four specific questions relating to the ramp design:

1. *Why the ultra short low-floor S70US ramp cannot be longer such that the slope or rate of rise is substantially decreased?*
2. *Why the bump at the ramp deployment seam as well as the bump inside of the vehicle cannot be smoothed out to avoid riders' perception that they are "tipping" as they enter the vehicle?*
3. *Why the ultra short low-floor S70US ramp cannot be wider; the Board expressed a desire to have all the doors open all the way and have the ramp be as wide as the door opening?*
4. *Please explain Siemens' calculation of the slope angle(s) for the ultra short S70US ramp conforming to ADA regulations, which states the maximum permitted slope is 1:6 at 50% loading.*

1.2 Responses to Questions

The following pages provide responses to questions above.

Question 1 - Why the ultra short low-floor S70US ramp cannot be longer such that the slope or rate of rise is substantially decreased.

There are critical load-bearing longitudinal beams (refer to Figure 2) that go down the length of the underframe positioned to the inside of each ramp device. These beams cannot be moved closer to the vehicle center-line without major impacts to the carshell design. Significant static and dynamic analysis and testing have been done based on this configuration. These beams are required in this position in order to meet the 2G CPUC static end load as well as all the other load cases, with the worst being diagonal jacking of the vehicle.

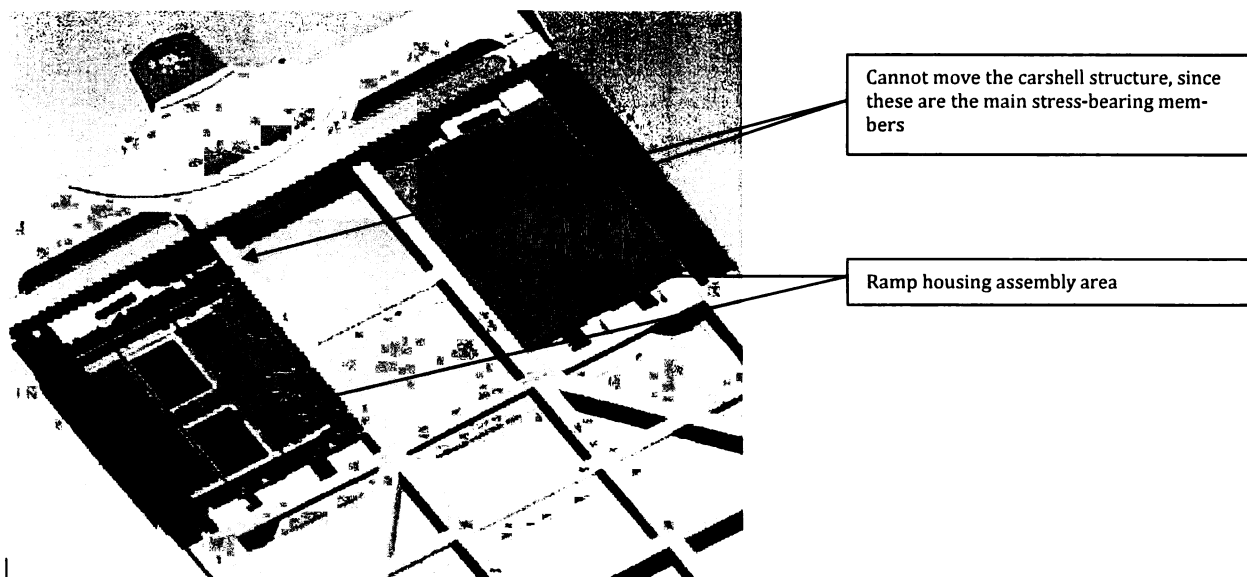


Figure 2: Critical load-bearing longitudinal beams

In order to extend the ramp length, the dimension between the two longitudinal beams and in essence, the ramps of 31.4" (798 mm) would have to be reduced. For structural reasons this is not possible.

With the limitation of the position of the longitudinal underframe beams and the space required for ramp components, the effective length of the ramp cannot be increased. Refer to Figure 3 and Figure 4 below. Furthermore, there is no room in the current design of the ramp to allow a longer ramp stroke as 21.6" (550 mm) is the maximum length of the footboard when deployed.

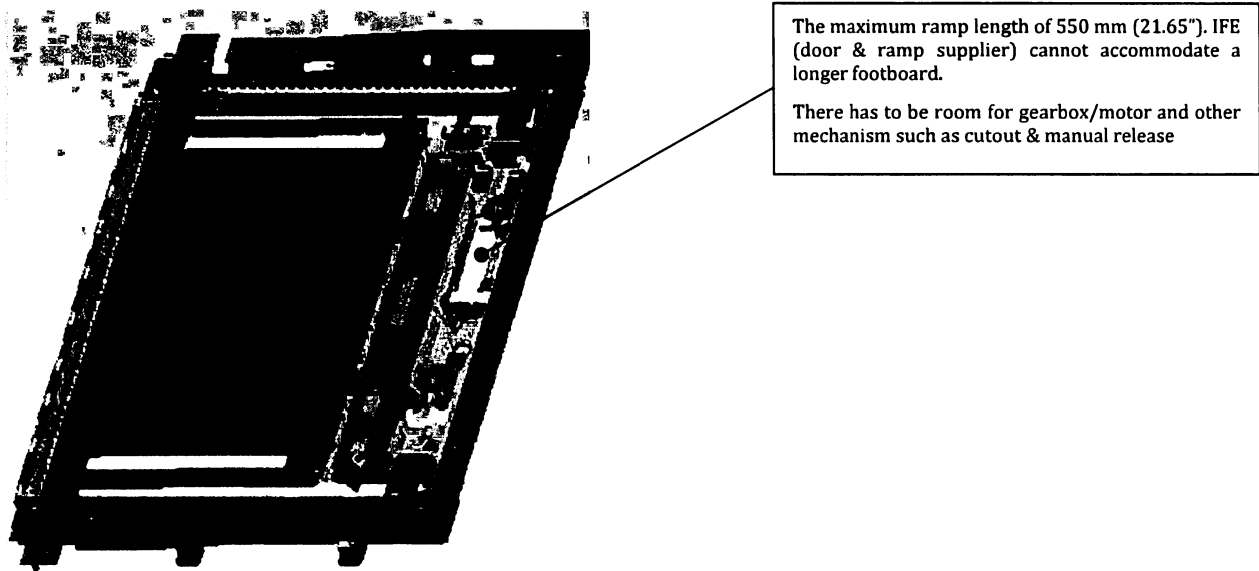


Figure 3: Why the effective length of the ramp cannot be increased

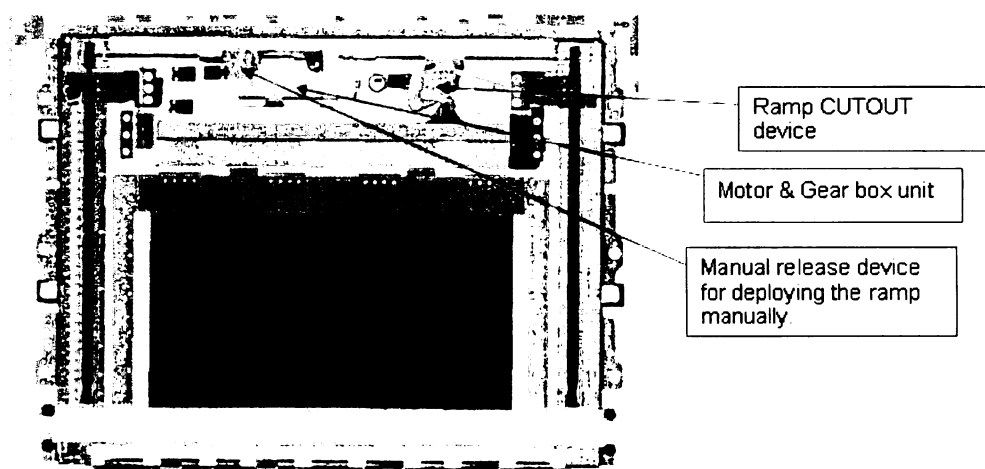


Figure 4: Why the effective length of the ramp cannot be increased

Figure 5 indicates the approximate dimension needed for the housing of the ramp actuating devices, which is 260mm (10.24in). The packaging of these devices is optimized to maximize the ramp foot board length.

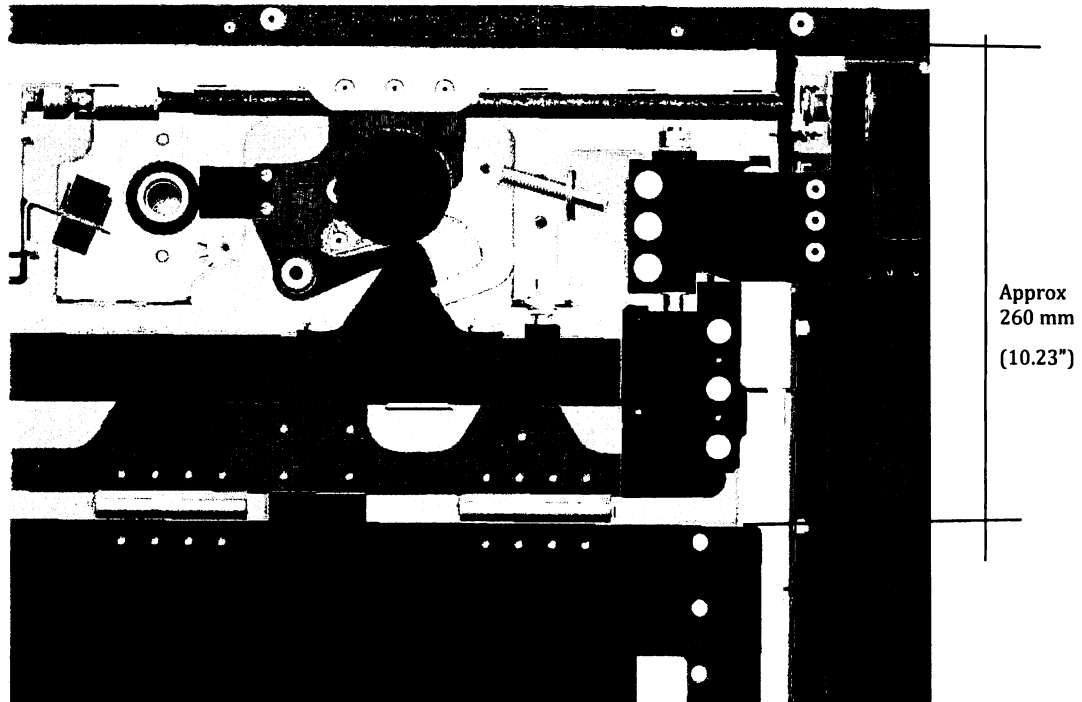


Figure 5: Approximate dimension needed for the housing of the ramp actuating devices

Question 2 - Why the bump at the ramp deployment seam as well as the bump inside of the vehicle cannot be smoothed out to avoid riders' perception that they are "tipping" as they enter the vehicle?

And,

Question 4 - Please explain Siemens' calculation of the slope angle(s) for the ultra short S70US ramp conforming to ADA regulations, which states the maximum permitted slope is 1:6 at 50% loading.

Ramp Compliance Calculations

Slope

Our understanding is that the ramp is defined as being outside of the LRV. In accordance with ADA regulation 36 CFR part 1192.83 paragraph(C)(5), the slope of this ramp cannot be more than a 1:6 rise to run (because the change in vertical distance is more than 3" but less than 6"). This ramp is labeled as 'Slope 1' in the graphic on the following page.

The vertical change of this ramp is the total vertical change between the two .5" threshold transitions allowed by 36 CFR part 1192.83 paragraph(C)(3). This distance is 3.45". The horizontal change between two thresholds is 21.14". This is 3.45" vertical: 21.14" horizontal, which equates to a 1 : 6.13 rise to run.

For informational purposes slopes 2 and 3 inside the vehicle are more than compliant with the 1 : 6 requirement, and are also shown in the graphic on the following page. If calculated from the tip of the ramp on the platform to the top/end of slope 3 (including thresholds) the rise is 6.04" and the run is 45.29", or a 1 : 7.5 rise to run.

Threshold

As mentioned above, 36 CFR part 1192.83 paragraph(C)(3) allows for two threshold transitions; one from the platform to the ramp, and one from the ramp to the vehicle floor. These must not exceed a .25" vertical change followed by a .25" vertical change at a 1 : 2 rise to run slope; for a maximum of a .5" vertical change. Both of the transitions on the MTS proposed ramp comply with this regulation; and are shown in the graphic below (See enlarged attachment).

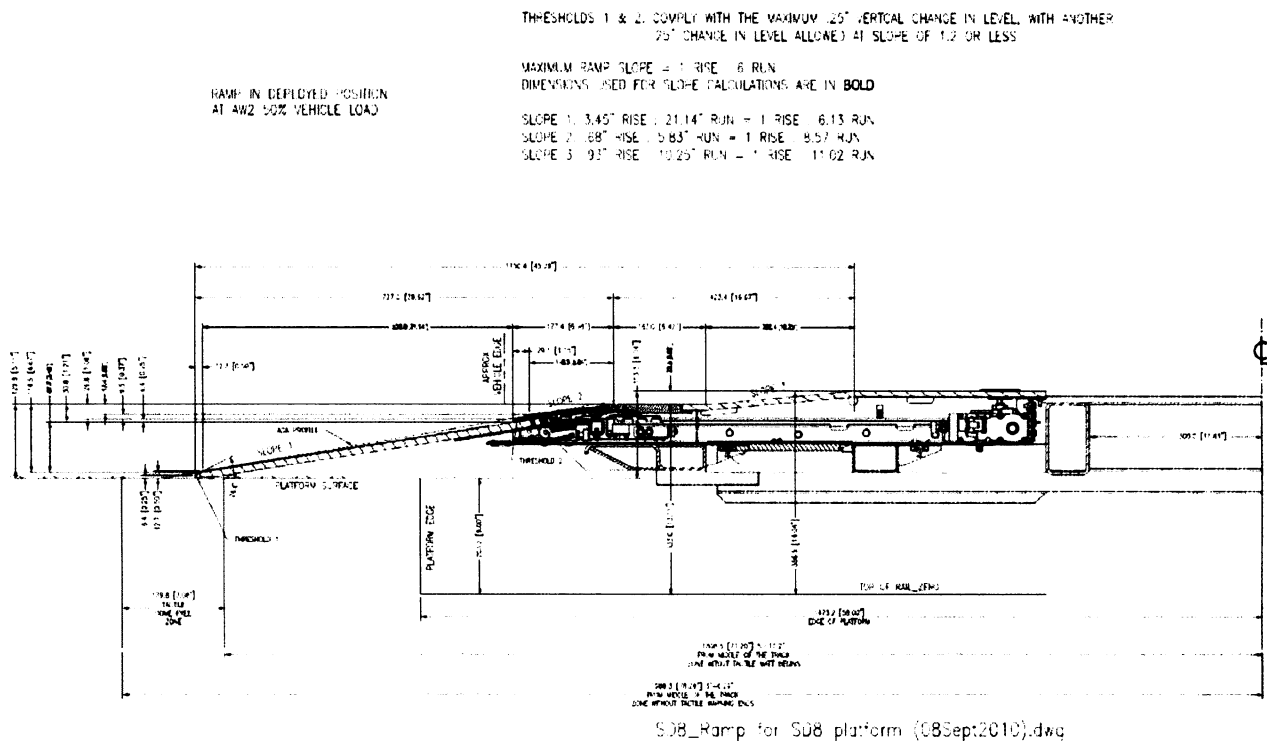


Figure 6: MTS Proposed Ramp Dimensions

Question 3 - Why the ultra short low-floor S70US ramp cannot be wider; the Board expressed a desire to have all the doors open all the way and have the ramp be as wide as the door opening?

The current width of 36" (915 mm) for the deployed footboard is fixed and also cannot be changed without major changes to the carshell and subsequent delays to the project.

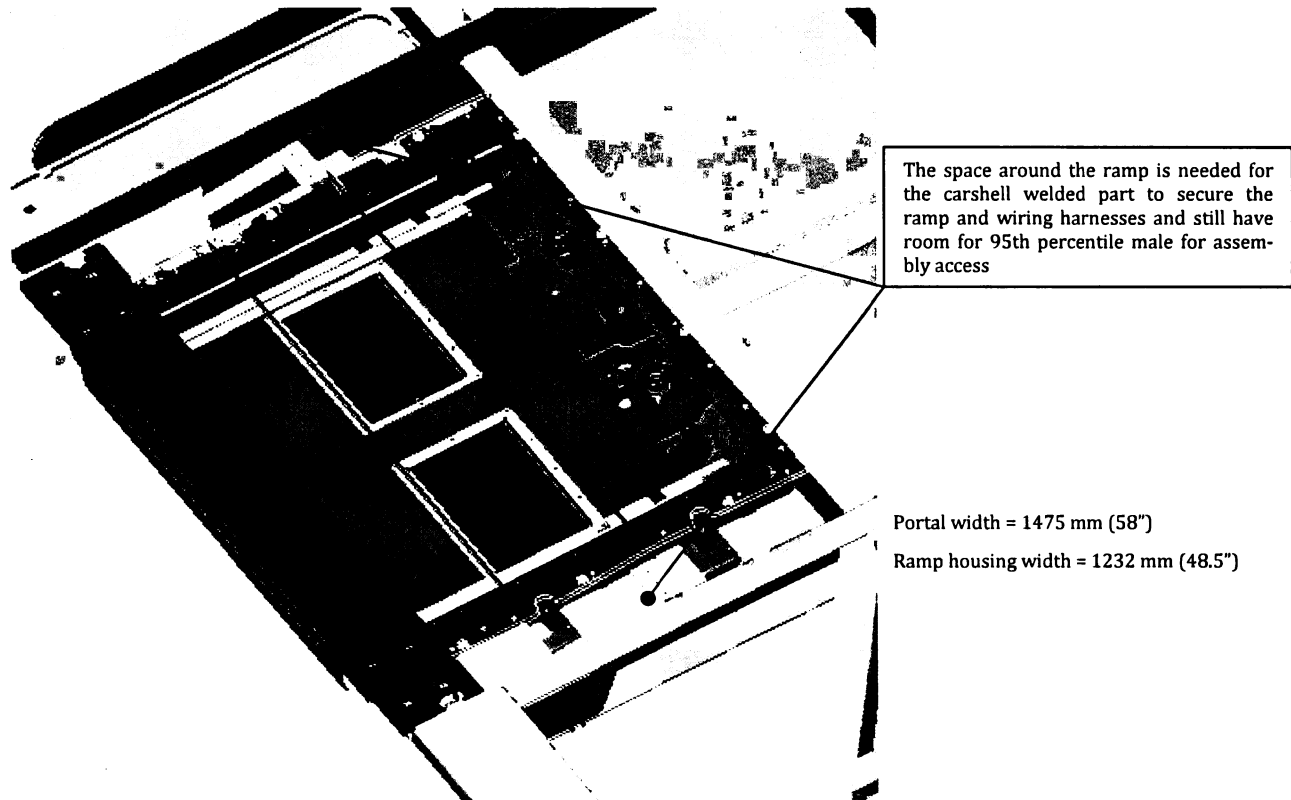


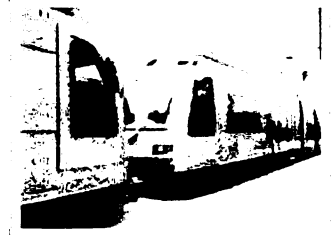
Figure 7: Ramp shown as assembled

Siemens felt that this was an ample dimension based on the minimum requirement of 30" (760mm). The basis of this decision was to limit the deflection of the top plate, bearing in mind passengers running over it, entering, and exiting the vehicle. Also, added passenger standing area during train movement was considered. As stated earlier, where the ramp depth is only 2.25" (57 mm), and a ramp of this width is more conducive to controlling the deflection in such a way that at AW4, the displacement of the top plate avoids interference with the operation of the ramp footboard deployment and retraction, considering that passengers will be standing on the top plate.

The door portal is 58" (1475 mm) wide and the housing of the ramp body is 48.5" (1232 mm) wide. Furthermore, it is not possible to have a threshold stiff enough to support a wider ramp width. Since the threshold is only supported at the ends and thickness of the threshold is limited, it was decided to keep the ramp foot board a width conducive to smooth operation. The ramp width of 36" (915 mm) is slightly larger than other Siemens-designed and built S70 vehicles in service.

2 Attachments

1. SD8 Ramp Drawing.



All hardware and software names used are brand names and/or trademarks of their respective holders.

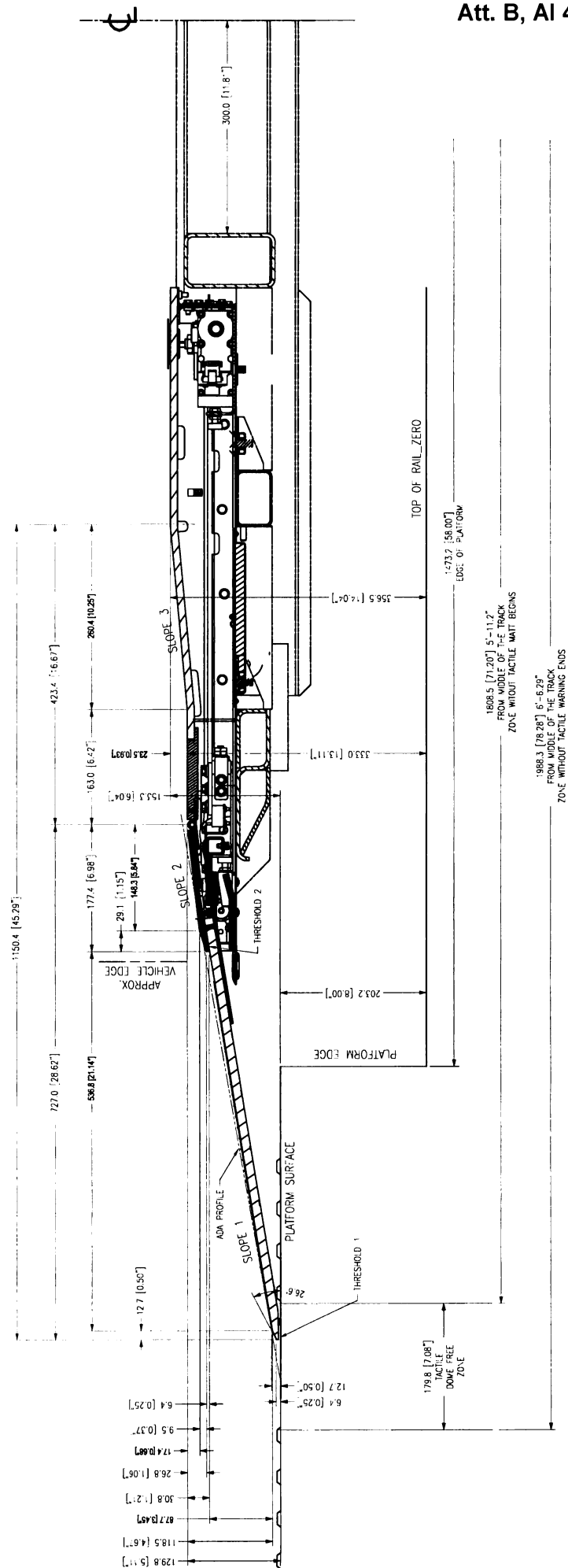
© Siemens 2010.

Siemens Industry Inc., Mobility Division, Rolling Stock
7464 French Road
Sacramento, California 95828

www.mobility.siemens.com/usa

RAMP IN DEPLOYED POSITION
AT AW2 50% VEHICLE LOAD

SLOPE 1: 3.45" RISE : 21.14" RUN = 1 RISE : 6.13 RUN
SLOPE 2: .68" RISE : 5.83" RUN = 1 RISE : 8.57 RUN
SLOPE 3: .93" RISE : 10.25" RUN = 1 RISE : 11.02 RUN





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Agenda

Item No. 46

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

OPS 970.2

September 23, 2010

SUBJECT:

MTS: BLUE LINE REHABILITATION AND OUTREACH SCHEDULE (ROB SCHUPP)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Blue Line rehabilitation work is scheduled to begin in late August commencing the construction that will necessitate weekend closures of portions of Blue Line service on weekends for the next several years. This report will outline the tentative schedule of construction activity and the communication tactics that will be implemented prior to the construction start and throughout the project to ensure that as many MTS customers as possible are aware of the project in advance.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Rob Schupp, 619.557.4511, rob.schupp@sdmts.com

SEPT23-10.46.BLUE LINE REHAB &
OUTREACH.RSCHUPP.doc





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Agenda

Item No. 47

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

September 23, 2010

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR JUNE 2010 (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors receive the MTS operations budget status report for June 2010.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's operating results for June 2010 compared to the fiscal year 2010 amended budget. Attachment A-1 combines the operations, administration, and other activities results for June 2010. Attachment A-2 details the June 2010 combined operations results, and Attachments A-3 to A-8 present budget comparisons for each MTS operation. Attachment A-9 details budget comparisons for MTS Administration, and A-10 provides June 2010 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, the fiscal year-end of June 2010 MTS net-operating subsidy favorable variance totaled \$1,430,000 (1.2%). Operations produced a \$1,616,000 (1.3%) favorable variance, and the administrative/other activities areas were unfavorable by \$186,000.



MTS COMBINED RESULTS

Revenues

The fiscal year combined revenues through June 2010 were \$93,048,000 compared to the fiscal year budget of \$91,796,000, which represents a \$1,252,000 (1.4%) positive variance.

Expenses

The fiscal year combined expenses through June 2010 were \$215,356,000 compared to the fiscal year budget of \$215,534,000, which results in a \$179,000 (0.1%) favorable variance.

Personnel Costs. The fiscal year personnel-related costs totaled \$108,458,000 compared to the fiscal year budgetary figure of \$107,479,000, which results in an unfavorable variance of \$979,000 (-0.9%).

Outside Services and Purchased Transportation. Total outside services for the fiscal year totaled \$69,447,000 compared to a budget of \$69,595,000, which results in a favorable variance of \$148,000 (0.2%).

Materials and Supplies. Total fiscal year materials and supplies expenses totaled \$6,812,000 compared to a budgetary figure of \$6,980,000, which results in a favorable expense variance of \$167,000 (2.4%).

Energy. Total fiscal year energy costs were \$24,119,000 compared to the budget of \$25,303,000, which results in a favorable variance of \$1,184,000 (4.7%). The fiscal year diesel prices averaged \$2.411 per gallon compared to the midyear-adjusted budgetary rate of \$2.430 per gallon. The fiscal year compressed natural gas prices averaged \$1.096 per therm compared to the midyear-adjusted budgetary rate of \$1.290 per therm.

Risk Management. Total fiscal year expenses for risk management were \$4,621,000, compared to the fiscal year budget \$4,236,000, which results in an unfavorable variance totaling \$385,000 (-9.1%).

General and Administrative. The fiscal year general and administrative costs, including vehicle and facilities leases, were \$43,000 (2.2%) favorable to budget totaling \$1,898,000 through June 2010 compared to a fiscal year budget of \$1,941,000.

MTS NONOPERATING REVENUES RESULTS

Subsidy Revenues

For FY 2010, subsidy revenue was favorable to budget by \$1,238,000. This positive variance is detailed as follows. (The fiscal year-end results include the swap of \$7.9 million

in TransNet 1 revenues for TDA. The variances reported below are calculated after taking into account this funding adjustment.):

- TDA revenues, after accounting for funding adjustments, were favorable by \$1,074,000. This variance is due to prior-year TDA funding received in fiscal year 2010. Sales tax projections for the fiscal year were adjusted down to -10% at midyear. The actual change was -8.1% year over year. No additional revenues were distributed for the current year as the San Diego Association of Governments utilized the surplus to replenish the reserves held at the county level. The reserve account is now essentially depleted and will have to be built up again during FY 2010.
- After accounting for funding adjustments, TransNet revenues were favorable by \$379,000 due to increased sales tax revenues.
- Federal revenues were unfavorable by \$166,000.
- Other local revenues unfavorable by \$49,000.

Debt Service

For FY 2010, debt service was favorable to budget by \$350,000. This positive variance was due to lower interest costs of the refinanced variable bonds for transit services.

THE FISCAL YEAR SUMMARY

The June 2010 year-end net-operating subsidy totaled a favorable variance of \$1,430,000 (1.2%). These factors include favorable variances in passenger revenue, outside services, energy, and materials and supplies, partially offset by other revenue, personnel costs, and risk management expenses.

Nonoperating net subsidy for FY 2010 was favorable to budget by \$1,588,000 primarily due to prior-year TDA funding received in FY 2010 and lower costs associated with pension obligation bonds for transit services.

In total, FY 2010 revenue exceeded expenses by \$3,018,000; \$93,000 of that favorable variance is related to other activities (Taxicab/San Diego and Arizona Eastern Railway Company) with the remaining \$2,925,000 related specifically to MTS.



Paul C. Jablonski
Chief Executive Officer

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

SEPT23-10.47.OPS BUDGET JUNE.MTHOMPSON.doc

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**MTS
CONSOLIDATED**

Att. A, AI 47, 9/23/10

COMPARISON TO BUDGET - FISCAL YEAR 2010

JUNE 30, 2010

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 87,466	\$ 85,911	\$ 1,556	1.8%
Other Revenue	5,581	5,885	(304)	-5.2%
Total Operating Revenue	\$ 93,048	\$ 91,796	\$ 1,252	1.4%
Personnel costs	\$ 108,458	\$ 107,479	\$ (979)	-0.9%
Outside services	69,447	69,595	148	0.2%
Transit operations funding	-	-	-	-
Materials and supplies	6,812	6,980	167	2.4%
Energy	24,119	25,303	1,184	4.7%
Risk management	4,621	4,236	(385)	-9.1%
General & administrative	1,304	1,328	24	1.8%
Vehicle/facility leases	594	613	19	3.1%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(0)	(0)	(0)	0.6%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 215,356	\$ 215,534	\$ 179	0.1%
Operating income (loss)	\$ (122,308)	\$ (123,738)	\$ 1,430	1.2%
Subsidy Revenue	132,709	131,472	1,238	0.9%
Debt Service	(7,383)	(7,733)	350	4.5%
Total Non-Operating income	125,327	123,738	1,588	1.3%
Income (loss) before capital contributions	\$ 3,018	\$ (0)	\$ 3,018	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, AI 47, 9/23/10

CONSOLIDATED OPERATIONS

COMPARISON TO BUDGET - FISCAL YEAR 2010

JUNE 30, 2010

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 87,466	\$ 85,911	\$ 1,556	1.8%
Other Revenue	693	627	66	10.5%
Total Operating Revenue	\$ 88,159	\$ 86,538	\$ 1,622	1.9%
Personnel costs	\$ 95,082	\$ 94,231	\$ (851)	-0.9%
Outside services	60,383	60,069	(315)	-0.5%
Transit operations funding	-	-	-	-
Materials and supplies	6,797	6,957	160	2.3%
Energy	23,393	24,592	1,199	4.9%
Risk management	4,044	3,823	(221)	-5.8%
General & administrative	372	357	(15)	-4.1%
Vehicle/facility leases	519	556	37	6.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	20,417	20,417	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 211,007	\$ 211,001	\$ (6)	0.0%
Operating income (loss)	\$ (122,848)	\$ (124,464)	\$ 1,616	1.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS Att. A, Al 47, 9/23/10
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2010
JUNE 30, 2010
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 26,708	\$ 26,660	\$ 48	0.2%
Other Revenue	182	90	92	102.1%
Total Operating Revenue	\$ 26,890	\$ 26,750	\$ 140	0.5%
Personnel costs	\$ 64,385	\$ 63,552	\$ (833)	-1.3%
Outside services	2,000	1,788	(211)	-11.8%
Transit operations funding	-	-	-	-
Materials and supplies	4,081	4,223	142	3.4%
Energy	6,332	6,899	567	8.2%
Risk management	1,769	1,614	(155)	-9.6%
General & administrative	122	143	20	14.3%
Vehicle/facility leases	200	217	17	7.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	7,181	7,181	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 86,070	\$ 85,617	\$ (453)	-0.5%
Operating income (loss)	\$ (59,180)	\$ (58,868)	\$ (313)	-0.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS Att. A, AI 47, 9/23/10
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2010
JUNE 30, 2010
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 33,005	\$ 31,788	\$ 1,217	3.8%
Other Revenue	464	537	(73)	-13.6%
Total Operating Revenue	\$ 33,469	\$ 32,325	\$ 1,143	3.5%
Personnel costs	\$ 29,609	\$ 29,525	\$ (84)	-0.3%
Outside services	3,542	3,407	(135)	-4.0%
Transit operations funding	-	-	-	-
Materials and supplies	2,712	2,715	2	0.1%
Energy	8,987	9,054	67	0.7%
Risk management	2,269	2,199	(70)	-3.2%
General & administrative	224	191	(32)	-17.0%
Vehicle/facility leases	174	192	18	9.2%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	12,176	12,176	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 59,694	\$ 59,459	\$ (234)	-0.4%
Operating income (loss)	\$ (26,225)	\$ (27,134)	\$ 909	3.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, AI 47, 9/23/10

MULTIMODAL OPERATIONS (FIXED ROUTE)

COMPARISON TO BUDGET - FISCAL YEAR 2010

JUNE 30, 2010

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 22,568	\$ 21,980	\$ 587	2.7%
Other Revenue	47	-	47	-
Total Operating Revenue	\$ 22,615	\$ 21,980	\$ 635	2.9%
Personnel costs	\$ 279	\$ 328	\$ 49	15.0%
Outside services	39,351	39,320	(30)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	1	15	14	94.7%
Energy	5,976	6,611	635	9.6%
Risk management	-	-	-	-
General & administrative	(2)	1	3	302.8%
Vehicle/facility leases	145	147	2	1.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	842	842	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 46,590	\$ 47,264	\$ 674	1.4%
Operating income (loss)	\$ (23,975)	\$ (25,284)	\$ 1,309	5.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, AI 47, 9/23/10

MULTIMODAL OPERATIONS (PARATRANSIT)

COMPARISON TO BUDGET - FISCAL YEAR 2010

JUNE 30, 2010

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 1,842	\$ 1,861	\$ (19)	-1.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,842	\$ 1,861	\$ (19)	-1.0%
Personnel costs	\$ 153	\$ 158	\$ 4	2.8%
Outside services	9,598	9,564	(34)	-0.4%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	1,671	1,694	23	1.4%
Risk management	-	-	-	-
General & administrative	1	5	3	72.2%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	24	24	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 11,447	\$ 11,444	\$ (3)	0.0%
Operating income (loss)	\$ (9,605)	\$ (9,582)	\$ (23)	-0.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS Att. A, AI 47, 9/23/10
CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2010
JUNE 30, 2010
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 3,344	\$ 3,621	\$ (278)	-7.7%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 3,344	\$ 3,621	\$ (278)	-7.7%
Personnel costs	\$ 468	\$ 480	\$ 12	2.5%
Outside services	5,601	5,696	96	1.7%
Transit operations funding	-	-	-	-
Materials and supplies	2	4	2	43.0%
Energy	429	335	(94)	-28.1%
Risk management	6	10	4	40.4%
General & administrative	26	17	(9)	-50.2%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	193	193	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 6,725	\$ 6,736	\$ 11	0.2%
Operating income (loss)	\$ (3,381)	\$ (3,115)	\$ (267)	-8.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**OPERATIONS
CORONADO FERRY**

Att. A, AI 47, 9/23/10

COMPARISON TO BUDGET - FISCAL YEAR 2010

JUNE 30, 2010

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	137	137	-	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	\$ 137	\$ 137	\$ -	0.0%
Operating income (loss)	\$ (137)	\$ (137)	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ADMINISTRATION

Att. A, AI 47, 9/23/10

CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2010

JUNE 30, 2010

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	3,863	4,261	(398)	-9.3%
Total Operating Revenue	\$ 3,863	\$ 4,261	\$ (398)	-9.3%
Personnel costs	\$ 12,710	\$ 12,616	\$ (94)	-0.7%
Outside services	8,853	9,210	358	3.9%
Transit operations funding	-	-	-	-
Materials and supplies	10	17	7	42.7%
Energy	714	700	(14)	-2.1%
Risk management	543	379	(164)	-43.2%
General & administrative	824	869	45	5.1%
Vehicle/facility leases	75	57	(18)	-31.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(20,491)	(20,491)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 3,238	\$ 3,358	\$ 119	3.6%
Operating income (loss)	\$ 624	\$ 903	\$ (279)	-30.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OTHER ACTIVITIES

Att. A, AI 47, 9/23/10

CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2010

JUNE 30, 2010

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	<u>1,026</u>	<u>997</u>	<u>28</u>	<u>2.8%</u>
Total Operating Revenue	\$ 1,026	\$ 997	\$ 28	2.8%
Personnel costs	\$ 666	\$ 632	\$ (34)	-5.4%
Outside services	211	317	106	33.4%
Transit operations funding	-	-	-	-
Materials and supplies	5	6	0	0.1%
Energy	11	11	(0)	-2.3%
Risk management	34	34	0	0.2%
General & administrative	108	102	(6)	-6.3%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	75	75	-	0.0%
Depreciation	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Operating Expenses	\$ 1,110	\$ 1,175	\$ 65	5.5%
Operating income (loss)	<u>\$ (84)</u>	<u>\$ (178)</u>	<u>\$ 93</u>	<u>52.6%</u>



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Agenda

Item No. 48

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

September 23, 2010

SUBJECT:

MTS: UPDATE ON THE STATUS OF THE GROSSMONT TROLLEY STATION JOINT
DEVELOPMENT PROJECT (TIM ALLISON)

RECOMMENDATION:

That the Board of Directors receive an update regarding the status of the Grossmont
Trolley Station Joint Development Project.

Budget Impact

Revenue generation estimated at \$381,285 beginning in year 1 of the Ground Lease
with total revenue projection over the 99-year lease term at \$635,278,000.

DISCUSSION:

The purpose of this item is to update the Board on the status of the Grossmont Trolley
Station Joint Development Project. In July 2003, the MTS Board entered into an
Exclusive Negotiating Agreement (ENA) with the City of La Mesa and Fairfield
Grossmont Trolley LLC (Fairfield) to create a mixed-use, transit-oriented development
project consisting of 527 apartments over the existing parking lot at the Grossmont
Transit Center Station. Eighty of these units would be made affordable to low- and
moderate-income families. The project also provides 2,800 square feet of ground-floor
commercial space. The bus stop and trolley station are retained on site along with
planned pedestrian enhancements. The apartments would be built over two levels of
structured parking. Approximately six hundred exclusive parking spaces would be
provided on the ground level of the parking structure oriented to the existing trolley
station to replace the existing 600 surface parking spaces.



MTS and Fairfield reached an agreement regarding the financial terms and conditions for the development of the Grossmont Transit Center Station and a long-term lease of the land thereafter. The Ground Lease was executed in October 2006. The Ground Lease governs how the project was designed and constructed and gives Fairfield a long-term lease for the project.

The economic terms include:

- Term of Ground Lease: 55-year lease term with one option to renew for 20 years and a second option to renew for 24 years. Total term of 99 years.
- Base Rent: \$85,333 year one; \$170,667 year 2; \$256,000 per year thereafter until year 30.
- Base Rent Commencement Date: Upon close of escrow.
- Overage Rent: 1.25 % of gross income commencing year 1 and completing in year 30.
- Appraisal Adjustment of Base Rent: Base rent is adjusted to 8% of the fair market value of the land based upon "mark-to-market" appraisal at the start of years 31, 56, and 76, capped at 6.5%, 8.0%, and 10% of gross income based upon appraisals at years 31, 56, and 81.
- Base Rent Escalation: Consumer Price Index adjustment every 5 years limited to 15% commencing in year 31.
- Parking: MTS will have a total of 600 spaces inside of the garage along with street parking parallel to the existing station.

Fairfield constructed the apartments in two separate phases starting with the west side of the property. The Pravada at Grossmont Trolley was completed in January 2008. Fairfield released 230 units for lease and MTS took occupancy of the westerly parking garage spaces. Construction on phase 2 began thereafter and was completed in late July of 2010. Alterra at Grossmont Trolley occupies the easterly side of the development and consists of 342 units that are currently available for lease.

In conjunction with the apartment project, SANDAG is currently constructing public improvements to the station consisting of an elevator tower, pedestrian bridge, platform amenities, paving, and drainage enhancements. SANDAG completed the drainage channel improvements in 2009 and is expected to complete the remaining work by 2012. The total value of the public improvements is \$7,900,000 consisting of local, state, and federal funds.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Project Exhibit



ALTERRA
AT GROSSMONT TROLLEY

PRAVADA
AT GROSSMONT TROLLEY

A FAIRFIELD RESIDENTIAL DEVELOPMENT



Location:

Adjacent to the Grossmont Trolley Station in La Mesa

8655 & 8725 Fletcher Parkway
La Mesa, California 91942

Number of Units:

527 with 80 affordable

Phase I - Pravada: 230 Apartment Homes

Phase II - Alterra: 297 Apartment Homes

Density:

67 units/acre

Retail:

2,700 square feet

Year Completed:

Pravada: January 2009

Alterra: February 2010

Description of Affordability:

Pravada – 35 affordable

14 apartments reserved for very low income (50% AMI) families

21 apartments reserved for moderate income (110% AMI) families

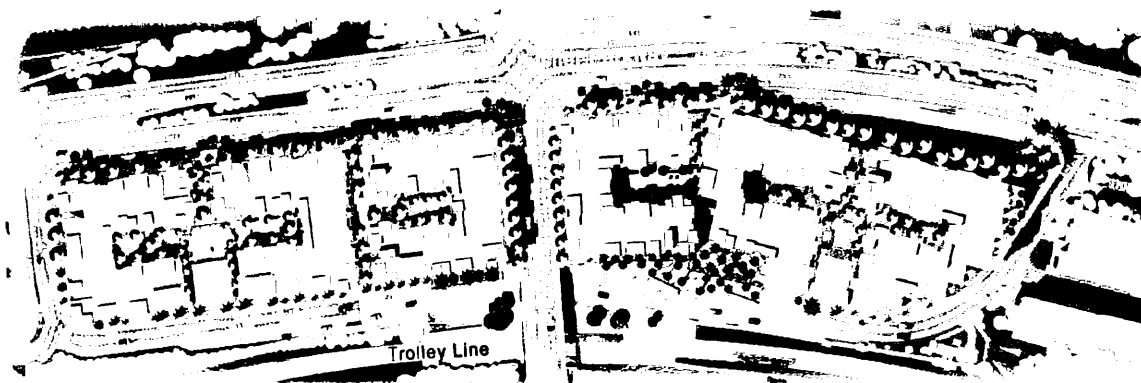
Alterra – 45 affordable

18 apartments reserved for very low income (50% AMI) families

27 apartments reserved for moderate (110% AMI) families



For more information visit: www.fairfieldresidential.com



PRAVADA

ALTERRA

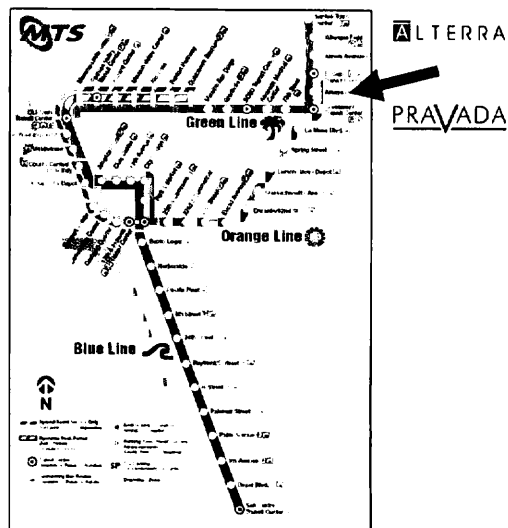
General Description:

Fairfield is currently building a 527 apartment home community adjacent to the Grossmont Trolley Transit Station in La Mesa. This development is on leased land (99 year term) from the San Diego's Metropolitan Transit Development Board (MTDB), and is within walking distance to major medical facilities and Grossmont Mall (1.3 million square feet). This 5- and 6-story community will include 2,700 square feet of ground floor retail space and will be built over 2 levels of parking (on grade). This development was planned using urban design techniques that focus on creating a quality urban environment that supports transit usage.

Fairfield achieved this goal by:

- having a compact design that brings together housing and neighborhood retail, providing a density of approximately 67 apartment homes per acre.
- building a pedestrian and bicycle friendly environment, where open corridors are wide enough to invite foot/bike traffic flows.
- providing 80 affordable apartment homes, which offer a variety of housing types affordable to families over a range of incomes.
- including 600 parking spaces for those who use the San Diego light rail trolley system.

Fairfield received the 2007 Outstanding Planning award from the California Chapter APA and the San Diego Chapter APA and is currently striving for a LEED Silver Certification for this development.



Amenities:

- 2 resort style swimming pools with outdoor heated spas and fountain
- clubroom/community room with plasma television and DVD player
- cybernet lounge with high-speed Internet access (WiFi)
- fully equipped fitness center furnished with television and stereo system
- gated parking garage with elevators
- in-home washer and dryer
- Trolley provides direct access to San Diego State University, Mission Valley and Downtown San Diego
- minutes from Grossmont center with shopping, dining, entertainment and more



For more information visit: www.fairfieldresidential.com



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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

September 23, 2010

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period August 11, 2010, through September 13, 2010.

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EXPENSE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1345.0-11	ISD TRIANGLE, LLC	GRANT DEED 1344 NATIONAL AVE	\$0.00	8/18/2010
G0980.2-06	SANDAG	AMEND 2 OF TASK ORDER 5	\$38,824.00	8/19/2010
G1078.5-07	RYAN MERCALDO & WORTHINGTON LL	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$35,000.00	8/23/2010
G1347.0-11	CANON BUSINESS SOLUTIONS, INC.	PURCHASE 1 CANON COLOR COPIER	\$10,070.16	8/23/2010
G1351.0-11	CITY OF SAN DIEGO	CONSTRUCTION AND MAINTENANCE AGREE QUIET	\$0.00	8/24/2010
B0541.0-11	PRUDENTIAL	UNIFORM SERVICE CONTRACT EXTENSION	\$25,135.37	8/26/2010
L0975.0-11	NMS MANAGEMENT, INC	JANITORIAL SERVICES TROLLEY BLDGS ABC YA	\$57,788.00	8/26/2010
L0985.0-11	AGUIRRE & ASSOCIATES	ROE PERMIT-SANDAG GENERAL LAND SURVEYING	\$0.00	8/26/2010
L4601.0-11	PACIFIC DRILLING CO.	ROE PERMIT GEO TECH BORING O TOWN/BAYSID	\$0.00	8/26/2010
L4602.0-11	NINYO & MOORE	ROE PERMIT GEO TECH ENGINEERING O TOWN/B	\$0.00	8/26/2010
B0542.0-11	JOHN & TINA HEDDERSON	RELOCATION CLAIM SAV-ON RESIDENTIAL UNIT	\$22,175.00	9/7/2010
G1343.0-11	IKON OFFICE SOLUTIONS INC	PROF SVCS APP XTNDER PROJECT PER MTS SCO	\$6,950.00	9/7/2010
L0986.0-11	JEAN ISAACS SAN DIEGO DANCE TH	ROE PRMIT FOR TROLLEY DANCE	\$0.00	9/7/2010
L4600.0-11	CALIF PACIFIC DRILLING	ROE PERMIT GEO TECH BORES O TOWN/BAYSIDE	\$0.00	9/7/2010
L5678.1-08	WESTERN COMMUNICATIONS SYSTEMS	EXERCISE OPT 1 OF PAY PHONE SVCS CONTRAC	\$76,800.00	9/7/2010
L7042.0-11	TRANSCORE LP	ROE PERMIT GRAL MAINT FAST TRAK TOLL	\$0.00	9/7/2010
PWG128.0-11	RANDALL CONSTRUCTION	TECATE BUS STOP IMPROVEMENTS	\$40,303.46	9/7/2010
S200-11-460	WALTER H BARBER & SON INC.	ROE PERMIT CAMPO STA SUPERIOR READY	\$0.00	9/7/2010
G1344.0-11	NOSSAMAN, LLP	LEGAL SERVICES - RR LAW AND LRV TRANSACT	\$25,000.00	9/9/2010
S200-11-463	CITY OF LA MESA	DRAINAGE EASEMENT AAA CHANNEL @ GROSSMON	\$0.00	9/9/2010
B0532.0-10	COUNTY OF SAN DIEGO	MOU FOR EMERGENCY TRANSP SVCS	\$0.00	9/13/2010
G0867.11-03	MOTOROLA	APC'S FOR 4 NABI ARTICULATED BUSES	\$57,337.00	9/13/2010
G1305.1-10	PLANET BIDS	AMEND 1 ADD USER TO E PROCUREMENT SVCS	\$0.00	9/13/2010
L5242.0-11	ACTION RESEARCH C/O BOYS & GIR	ROE PERMIT FOR LITTER CLEAN UP EL CAJON	\$0.00	9/13/2010

REVENUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1340.0-11	SDSU	PARTENSHIP FOR DAY PASSES AZTEC GAME	(\$12,500.00)	8/12/2010
L0979.0-11	TURNER CONSTRUCTION CO	ROE PERMIT-PRIME CONTR SD NEW MAIN LIBRA	(\$5,000.00)	8/12/2010
L6637.0-10	CITY OF DEL MAR	JROE PERMIT NCTD N TORREY PINE RD BRDG	(\$500.00)	8/12/2010
S200-10-461	AMERICAN ASPHALT	ROE PERMIT - CITY LM BALTIMORE CONST	(\$1,000.00)	8/19/2010
S200-11-462	DIAMOND ENVIRONMENTAL	ROE PERMIT - TEMP CONST FENCE CITY BALTI	(\$500.00)	8/19/2010
M6679.0-11	CASS CONSTRUCTION INC	ROE PERMIT CITY SD HAZARD CTR RD	(\$2,000.00)	8/23/2010
S200-11-457	INTEGRATED MARINE SVCS INC	LEASE AGREEMENT FOR PORTION OF SD&AE ROW	(\$431.52)	8/26/2010
L5715.0-11	SAN DIEGO CITYFEST	ROE PERMIT FOR ALLOWING SHUTTLE SVC OLD	(\$500.00)	9/7/2010
L0977.0-11	PROJECT DESIGN	DURABLE ROE PERMIT SDGE-GRAL LAND SURVEY	(\$1,000.00)	9/7/2010
L0982.0-11	CRB SECURITY SOLUTIONS	ROE PERMIT - MTS CLOCK TOWER WEBCAM	(\$500.00)	9/7/2010
L0984.0-11	BRICEHOUSE STARBOARD LLC	DURABLE ROE PERMIT FACILITY/MAINT KOBEY	(\$1,000.00)	9/7/2010
L6638.0-10	SIMON WONG ENGINEERING	JROE PERMIT NCTD N TORREY PINE RD BRDG	(\$500.00)	9/7/2010
S200-10-455	SUPERIOR READY MIX	ROE PERMIT CAMPO STA EQUIPMENT	(\$500.00)	9/7/2010
L6636.0-11	XO COMMUNICATIONS SVCS, INC.	LICENSE AGREEMENT FOR AERIAL CROSSING	(\$1,500.00)	9/9/2010
L0971.0-10	SANDAG	LEASE AGREEMENT 9TH FLOOR MILLS BLDG	(\$2,315.00)	9/13/2010
L0981.0-11	AEGIS SOFTWARE INC	ROE PERMIT-WEBCAM MTS BLDG CLOCK TOWER	(\$1,500.00)	9/13/2010

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
8/12/2010	DAY WIRELESS SYSTEMS	RADIO PR860 PORTABLE VHF	\$522.15
8/12/2010	PRESSNET EXPRESS	AZTEC 1 DAY PASS 2010 5400 QTY	\$1,022.25
8/12/2010	SHI INTERNATIONAL CORP	HP COLOR LASER JET 5550N PRINTER	\$3,619.10
8/12/2010	SAN DIEGO READER	FULL PAGE 4 COLOR ADS	\$19,994.00
8/12/2010	SAN DIEGO CITY COLLEGE - CITY	FALL 2010 SPRING 2011 ADS 1/4 PAGE	\$1,575.00
8/12/2010	FOREIGN SPEEDO INC	LABOR REMOVAL/INSTALL FOOTMETER	\$542.79
8/12/2010	ADVERTISING CONCEPTS	WATER BOTTLES ALUMINUM	\$608.00
8/12/2010	REID AND CLARK SCREEN ARTS CO	NO SMOKING SIGNS FOR TRANSIT CTRS	\$1,990.13

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
8/12/2010	MULTICARD SYSTEMS	CR80 BLANK WHITE CARDS ONE CASE	\$221.85
8/16/2010	VISIBLE INK	PORTABLE SIGN STAND 25 X 45	\$998.75
8/19/2010	WEST COAST CABLING, INC.	16 CHANNEL IP INTERFACE UNIT	\$1,712.58
8/19/2010	REALWEST SERVICES	KEYSTROKE UPGRADE FROM DOS TO WINDO	\$1,105.00
8/19/2010	EHMCKE SHEET METAL CORP	BRACKETS FOR TURNSTILES	\$1,468.46
8/19/2010	INC BCP SYSTEMS	PART #0001-8278-1 EXT FLAT RIBBON	\$484.89
8/26/2010	VISIBLE INK	BLUE LINE DECALS FOR A FRAME	\$1,435.50
8/26/2010	THE DÉCOR PLAN	BANNER 30 QTY SAN YSIDRO AND 12TH	\$750.00
8/26/2010	DELL COMPUTER CORP	DELL OPTIPLEX 980 QUAD PROCESSOR	\$30,080.64
8/26/2010	VOLOGY INC	NORTEL COMPATIBLE 1000 LX	\$1,028.31
8/26/2010	SD REGIONAL BLDG AUTH	DOOR REPAIRS PER ATTACHED SCOPE	\$2,783.24
9/7/2010	GRAINGER	4GWD7 PALLET RACK FRAME	\$9,228.26
9/7/2010	DELL COMPUTER CORP	NOTE BOOK LATITUDE E6510	\$9,176.13
9/7/2010	REID AND CLARK SCREEN	SIGNS NO TAILGATING, NO DRINKING ET	\$804.50
9/7/2010	ABTECH SYSTEMS INC	STANDBY SERVER EQUIPMENT	\$2,763.31
9/7/2010	TRANSIT INFO PRODUCTS	SCHEDULE HOLDERS RCH-22	\$1,284.98
9/7/2010	INSTA/WIN 3 STRIKES ACTIVATION	COCA-COLA PRIZE BOTTLE WITH INSERTS	\$1,855.80
9/7/2010	SYMCOAT METAL PROCESSING INC	RAILROAD SPIKE REFINISHING	\$721.45
9/7/2010	REID AND CLARK SCREEN	PREPRINTED KIOSK INSERTS	\$3,425.63
9/13/2010	DIMENSIONAL SILKSCREEN INC	STATION BANNERS	\$2,283.75
9/13/2010	VISIBLE INK	VEHICLE DECALS TRANSIT ENFORCEMENT	\$1,468.13
9/13/2010	BOCKS AWARDS INC	SPIKE PLATE AND MOUNTING	\$819.70
9/13/2010	MICRO-AIDE CORPORATION	GRADE CROSSING RECORDERS	\$76,864.50

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G0980.2.06.08.5.2	SANDAG	AMEND 1 OF TO 5	\$38,824.00	8/19/2010