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## Agenda

### JOINT MEETING OF THE EXECUTIVE COMMITTEE

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

March 19, 2009

Executive Conference Room  
(Immediately Following the 9:00 a.m. Audit Oversight Committee Meeting)

#### ACTION RECOMMENDED

- A. ROLL CALL
- B. APPROVAL OF MINUTES - March 5, 2009 Approve
- C. COMMITTEE DISCUSSION ITEMS
1. MTS: Implementation Plan for Execution of the San Diego MTS Blue and Orange Line Rail Rehabilitation and Improvement Project Possible Action  
Action would receive a report and forward a recommendation to the Board of Directors on implementation of the project phasing plan, light rail vehicle (LRV) procurement, and rehabilitation alternatives.
2. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code section 54956.8 Property: The San Diego and Arizona Eastern (SD&AE) Railway Company Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties Agency Negotiators: Paul Jablonski, MTS Chief Executive Officer; Tiffany Lorenzen, MTS General Counsel; and Tim Allison, MTS Manager of Real Estate Assets Negotiating Parties: Carrizo Gorge Railway Possible Action
- D. REVIEW OF DRAFT MARCH 26, 2009, JOINT BOARD AGENDA
- E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA Possible  
Review of SANDAG Transportation Committee Agenda and discussion regarding any items pertaining to MTS, San Diego Transit Corporation, or San Diego Trolley, Inc. Relevant excerpts will be provided during the meeting.

Please turn off cell phones and pagers  
during the meeting



- F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS
- G. PUBLIC COMMENTS
- H. NEXT MEETING DATE: April 2, 2009
- I. ADJOURNMENT

# DRAFT

## EXECUTIVE COMMITTEE MEETING FOR THE METROPOLITAN TRANSIT SYSTEM (MTS), SAN DIEGO TRANSIT CORPORATION (SDTC), AND SAN DIEGO TROLLEY, INC. (SDTI)

March 5, 2009

MTS  
1255 Imperial Avenue, Suite 1000, San Diego

### MINUTES

#### A. ROLL CALL

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

#### B. APPROVAL OF MINUTES

Mr. Rindone moved approval of the minutes of the February 12, 2009, Executive Committee meeting. Mr. McLean seconded the motion, and the vote was 6 to 0 in favor.

#### C. COMMITTEE DISCUSSION ITEMS

##### 3. MTS: FY 2010 Budget Development (FIN 310) *(Taken Out of Order)*

Mr. Paul Jablonski, CEO, reported that staff met with the Board's Budget Development Committee last week, and that the information being presented to the Executive Committee resulted from that discussion. He reported that MTS is facing a \$14 million loss of State Transit Assistance (STA) funding and a decline in sales tax revenues as projected by the County of San Diego. He advised the Committee that the Budget Development Committee decided to use the County of San Diego's projection for sales tax revenues of -1.0 percent rather than SANDAG's projection of +2.2 percent because sales tax revenues flow through and are paid out by the County. He reported that Marney Cox, SANDAG's Chief Economist, will be making a presentation to the Board on March 12 explaining why he is projecting an increase in sales tax revenues. He added that these projections may be reassessed during the summer or in the late fall.

Mr. Larry Marinesi, MTS Budget Manager, reviewed the details of the sales tax revenue projection. He reported that the Transportation Development Act (TDA) claim that MTS submits must be submitted using the County's projection. He stated that if sales tax revenues start increasing, the County could make an adjustment midyear or they could choose to replenish their TDA reserve instead of passing the funds to SANDAG/MTS. Mr. Marinesi stated that each percentage point in sales tax revenue projections has a \$700,000 impact on MTS's budget. Mr. Marinesi then reviewed projections for the operating budget. Mr. Jablonski stated that the proposed budget uses carryover to help address the FY 2010 budget deficit instead of using the more aggressive sales tax revenue projection. Mr.

Marinesi pointed out that the proposed budget assumes that the senior eligibility age is raised to 65 and also includes wage-increase caps, staff reductions, and freezes open positions.

Ms. Sharon Cooney, Interim Director of Planning and Scheduling, reviewed the four options for service and fare adjustments as outlined in the agenda item and stated that the Budget Development Committee recommended Alternative 3, which would involve service cuts of \$4.7903 million along with a fare increase to reach \$6.9 in savings. She referred to a matrix showing the proposed service cuts and fare adjustments. She then reviewed the proposed service cuts in detail and reported that most of the cuts are minor in nature. Mr. Jablonski reported that the majority of the service cuts involve changes in frequency and night and weekend service only, and he stated that the percentage of passengers lost should be less than one percent. He added that even though gas prices have fallen back to normal levels, MTS has not experienced a leveling or decline in ridership as feared. He also reported that the proposed service cuts may not require that MTS reduce its bus operator work force other than through attrition and added that the proposed cuts are one-half of what was originally proposed.

Mr. Jablonski reported that staff took a number of factors into consideration during the process of crafting the fare adjustments. He stated that since the Day Pass was only a year old, staff did not want to make a fare adjustment to that fare media. He added that MTS's cash fare is higher when compared to other transit systems so it was decided not to increase cash fares, but its pass prices are in the center when compared to other transit systems and should therefore be increased.

In response to a question from Mr. Roberts, Mr. Jablonski reported that these service cuts would be implemented in June adding that those that involve contract services may occur sooner. He also reported that Super Loop service may start in May or June prior to the erection of shelters. Chairman Mathis stated that erecting the shelters at a later date gives MTS the opportunity to assess how the service is working and change the location of the bus stops if needed. He also pointed out that the new buses for this service will arrive in San Diego prior to the shelters being done, and this plan will allow the buses to be put into use immediately.

In response to a question from Mr. Roberts, Mr. Rob Schupp, Director of Marketing and Communications, reported that Transit Tuesdays has been a very popular program, and over 500 people used this promotion for one game.

#### Public Comment

*Alex Alexander:* Mr. Alexander discussed how transit service provides people with transportation to grocery stores, medical appointments, and other essential activities. He added that if people cannot get to these appointments or if they have to pay more for monthly passes, they will be spending less money and not stimulating the economy or generating additional sales tax revenues.

Action Taken

Mr. Rindone moved to receive a report on the FY 2010 operating budget development and forward it to the Board with a favorable recommendation. Mr. McLean seconded the motion, and the vote was 6 to 0 in favor.

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

Mr. Jablonski stated that he and staff had been working on addressing how MTS would expand low-floor service to the entire system and integrate the Mid Coast extension into the system. He stated that staff had also been working on a plan to rehabilitate the Blue Line, which is close to 30 years old operating on infrastructure that is 70 to 80 years old, while continuing to operate service. He added that issues that needed to be addressed included how to eliminate forced transfers at Old Town and how to operate three-car consists on C Street.

Mr. Wayne Terry, Chief Operating Officer – Trolley, and Mr. Tom Tupta, Superintendent of Transportation, presented an overview of a plan that would address the issues outlined by Mr. Jablonski as well as achieve the goal of having low-floor service on the entire system. Mr. Terry reported that elements of the proposed operating plan integrate MTS's 90-foot S70 cars into a long-term operating plan, bring the Green Line to Imperial Avenue, integrate with the Mid Coast extension when it is completed, and provide maximum passenger convenience in a cost-effective manner. He also reported that the proposed plan eliminates all nonproductive car miles. He added that consideration was given to selling the 90-foot S70 cars, which originally cost \$3.2 million each, but was decided against given that the cars are only selling for \$2 million even though they are only four years old. He added that staff is attempting to work in partnership with the SANDAG designers of the Mid Coast extension in order to ensure that it integrates with MTS's proposed operating plan.

Mr. Tupta reviewed the current and proposed system maps. He reviewed the benefits and improved efficiencies of the proposed operating plan. These included being able to operate service with fewer cars, being able to provide Special Service using the existing system instead of using a special line, providing a system on which passengers would never have to make more than one transfer, and making it possible to run three-car consists during peak periods on the Green Line to accommodate the growing ridership that is being experienced. He also reported that the proposed operating plan would cause no additional train traffic downtown or in the area of the convention center.

Mr. Tupta then reviewed the light rail vehicle (LRT) requirement under the proposed operating plan, which would result in over \$10 million in savings. He also reviewed the changes in infrastructure that would have to be made at Santa Fe Depot and America Plaza. He then presented diagrams of a turnback that would be created in East County and potential future enhancements to track configurations in El Cajon. He stated that the proposed operating plan would result in a total savings in annual operating costs of \$774,100. Mr. Jablonski pointed out that the proposed operating plan has two hubs – one at Imperial Avenue and one at Santa Fe Depot. In

response to a question from Mr. Roberts, Mr. Jablonski stated that both the Green Line and Mid Coast extensions could be used to access the airport. He also advised Mr. Roberts that this presentation could be made to the SANDAG Transportation Committee.

In response to a question from Mr. Roberts, Mr. Jablonski explained that the frequency of train crossings at Ash Street in downtown San Diego would be reduced by 50 percent during peak periods. Mr. Terry advised Chairman Mathis that staff would have the ability to add extra cars to existing lines in order to accommodate increased ridership for special events.

Mr. Terry advised Mr. Selby that the only other efficiency that could be added to the proposed operating plan would be the addition of tracking at El Cajon and the movement of the terminal at Gillespie back to Arnel. Mr. Selby was advised that the Mid Coast extension is projected for completion in 2016.

Mr. Rindone stated that it was obvious there was extensive analysis done to develop this operating plan and that he was pleased to see staff taking this kind of initiative. He added that it was very important to have low-floor service on the entire system and provide an efficient system while maintaining reasonable fares.

#### Public Comment

*Clive Richard:* Mr. Richard stated that he was excited about the proposed operating plan. He stated that it was easy to understand and liked that staff was planning for the Mid Coast extension. He also supported the idea of reduced transfers for passengers.

*Alex Alexander:* Mr. Alexander suggested building elevated tracks or a tunnel to avoid blocking streets downtown.

Chairman Mathis reported that the Board is concerned about the frustration riders may experience trying to use transit to take care of important matters. He stated that the Board therefore tries to make cuts where they will affect the fewest riders.

#### Action Taken

Mr. Rindone moved to receive a report on proposed changes to the light rail transit system to improve efficiency in the short-term and accommodate a viable long-term operating plan. Mr. McLean seconded the motion, and the vote was 6 to 0 in favor.

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

Mr. Jablonski reminded the Board that it had given staff direction to work toward converting the entire MTS system to low-floor service. He advised the Board that 50 percent of the delays on MTS service are due to wheelchair boardings. He stated that these delays have been eliminated on the Green Line because that line is comprised entirely of low-floor service. He added that conversion to low-floor

service is funded by TransNet under Early Action Projects. He stated that MTS could use the \$30 million in Proposition B funding it has received to provide the local match for rehabilitating the Blue Line to bring it to low-floor status.

Mr. Terry provided an overview of the analysis of equipment needs for the implementation of low-floor service. He stated that staff would present an assessment of infrastructure conditions, a phased plan for improvements, and validation of a finance plan at a future meeting. He provided an overview of the existing fleet and reported on a Vehicle Manufacturers Symposium that MTS held in order to identify the types of vehicles that were available. He added that Utah Transit Authority was invited to participate as they were considering an LRV purchase also. He reviewed the various cars that were considered and rejected and then reported that Siemens designed an 80-foot car for Utah Transit that will meet MTS's needs. He reported that MTS has an option to order cars under Utah Transit's contract with Siemens for this car. Mr. Jablonski reported that the use of 80-foot cars on C Street will eliminate the need to make previously proposed infrastructure improvements in this area and will allow MTS to operate service in this corridor without blocking traffic flow on streets.

Mr. Terry presented illustrations showing where infrastructure improvements would have to be made on the system to accommodate low-floor cars and what types of improvements would have to be constructed. He also presented four different options for configuration of the trolley fleet explaining that the option selected will be based on the amount of funding that is available for the purchase of new cars. Mr. Jablonski pointed out that Option 4 requires the purchase of the most vehicles and will therefore have the highest cost. He added that staff decided the cost was too high to rehabilitate MTS's 30-year-old U-2 cars that would only be used for another 10 years. Mr. Tupta reported that Option 1 was the only one that didn't allow MTS to have at least one low-floor car on every train. Mr. Jablonski reported that, under Option 2, high-floor cars would have to be used to replace low-floor cars that have to be taken out of service for any reason. He added that Option 3 would guarantee the availability of low-floor cars at all times. It was also reported that, under Option 4, only gap trains would consist of high-floor cars.

In response to a question from Chairman Mathis, Mr. Terry reported that 11 to 12 cars will be needed for the Mid Coast extension. Mr. Jablonski reported that any new trolley cars that are purchased will be the new Siemens 80-foot cars.

Mr. Jablonski stated that staff will present the cost of this plan at a future meeting and that the continued receipt of Proposition 1B funding is essential to execution of the plan. He added that MTS currently plans to use its economic stimulus money for construction projects but can use it to purchase cars if the construction projects are delayed. He also reported that if MTS gets unanticipated economic stimulus funding, it may be used to purchase trolley cars because it can be done in a fairly short time frame, which is one of the requirements for the use of this money.

In response to a question from Chairman Mathis, Mr. Jablonski reported that MTS holds a 110-car option in the Utah Transit contract with Siemens. He added that MTS would simply enter into discussions to negotiate that option. He added that if

the cars were ordered in the spring, they would arrive in January or February of 2010.

Mr. Rindone stated it was good that this analysis was done so if funding becomes available, staff can move forward with car purchases in a short time frame.

Public Comment

Ms. Lorraine Leighton stated that inclined platforms present problems for people who are not able bodied. She also complained about passengers with baby strollers who block the aisles in trolley cars.

Action Taken

Mr. Rindone moved to receive a report for information. Mr. Selby seconded the motion, and the vote was 5 to 0 in favor.

D. REVIEW OF DRAFT March 12, 2009, BOARD AGENDA

Recommended Consent Items

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

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

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

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

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

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

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

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. G1067.5-07 (in substantially the same form as Attachment A of the agenda



item) with McDougal Love Eckis Smith Boehmer & Foley, FPC for legal services and ratify prior amendments entered into under the CEO's authority.

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

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

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

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

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

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

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

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

Recommended Consent Items

There was no additional discussion of the recommended Consent Items.

Recommended Board Discussion Items

There was no discussion of recommended Discussion Items.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

No report was given on this item.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There were no Committee Member communications.

G. PUBLIC COMMENTS

There were no additional public comments.

H. NEXT MEETING DATE:

The next meeting is scheduled for Thursday, March 19, 2009, at 9:00 a.m., in the Executive Conference Room.

I. ADJOURNMENT

Chairman Mathis adjourned the meeting at 11:02 a.m.

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Chairman

Attachment: A. Roll Call Sheet

[gail.williams/minutes](#)

**EXECUTIVE COMMITTEE  
METROPOLITAN TRANSIT SYSTEM**

**ROLL CALL**

MEETING OF (DATE) 3/5/09

CALL TO ORDER (TIME) 9:00 a.m.

RECESS \_\_\_\_\_

RECONVENE \_\_\_\_\_

CLOSED SESSION \_\_\_\_\_

RECONVENE \_\_\_\_\_

ADJOURN 11:02 a.m.

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
LIGHTNER <input checked="" type="checkbox"/> (Young) <input type="checkbox"/>		10:42 a.m. during AI C2
MATHIS <input checked="" type="checkbox"/>		
MCLEAN <input checked="" type="checkbox"/> (Rindone) <input type="checkbox"/>		
RINDONE (VC) <input checked="" type="checkbox"/> (McLean - CPT) <input type="checkbox"/>		
ROBERTS <input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
SELBY <input checked="" type="checkbox"/> (Ryan) <input type="checkbox"/>		
Transportation Committee Rep Slot (Mathis)		

SIGNED BY OFFICE OF THE CLERK OF THE BOARD

*Gail Williams*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Jeff Blum*



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## Agenda

Item No. C1

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

OPS 970.2

March 19, 2009

### SUBJECT:

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

### RECOMMENDATION:

That the Executive Committee receive a report and forward a recommendation to the Board of Directors on implementation of the project phasing plan, light rail vehicle (LRV) procurement, and rehabilitation alternatives.

#### Budget Impact

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

### DISCUSSION:

The consulting firm of Parsons-Brinckerhoff (PB Americas), in partnership with Booz Allen Hamilton (BAH) and managed by Kimley-Horn (KH), was contracted by the San Diego Association of Governments (SANDAG) to develop and implement a plan for MTS to execute a light rail rehabilitation improvement project to support long-term sustainability in the following key operational and safety-critical areas:

- Task No. 1. Station improvements necessary to provide low-floor access system wide and to provide options and recommendations for low-floor LRV procurement and U-2 LRV rehabilitation alternatives.
- Task No. 2. Assess conditions and recommend an order of priority for Blue and Orange Line infrastructure improvements.



- Task No. 3. Develop and recommend a phased plan for improvements to maximize contractor efforts, while minimizing system delays and ridership inconvenience. The plan would consider the economics associated with extended work hours and project cost impacts.
- Task No. 4. Validation of the MTS finance plan to support the most aggressive financial approach for the rehabilitation and improvement project.

## BACKGROUND

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

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

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

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

## TASK 1: LOW-FLOOR CAPABILITY ASSESSMENT AND LRV RECOMMENDATIONS

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

### New LRV Procurement

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

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

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

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

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

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

It is recommended that any U-2 vehicles retained for use in regular service be considered for a selective rehabilitation. The actual number is contingent on the low-floor vehicle purchase option selected. The rehabilitation of selected U-2 LRVs would cost \$500,000 per vehicle and would restore or replace the following components:

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

## TASK 2: ASSESSMENT OF BLUE AND ORANGE LINE INFRASTRUCTURE CONDITIONS

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

### High Priority

#### *Blue Line:*

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

#### *Downtown:*

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

#### *Green Line Extension:*

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

#### *Orange Line:*

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

### Medium Priority

#### *Blue Line:*

- Replace interlocking cases
- Replace highway grade-crossing cases, crossing lights, and flashers

- Replace 7,000 feet of track beginning at San Ysidro
- Substation structures

#### Low Priority

##### *Blue Line:*

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

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

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

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

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

### TASK 3 - PHASED PLAN FOR IMPROVEMENTS

The consultant reviewed the infrastructure rehabilitation requirements from Task 2 and MTS's requirement to maintain a reasonable and consistent level of rail service during construction and developed a simulation model to predict train movements. The model was used to run operating scenarios for single tracking of the line segments to determine operational delays and construction windows. From the model results, the consultant provided options for installing crossovers, signals, and grade crossing infrastructure improvements needed to sustain trolley service during the rehabilitation project. This study determined that an early construction package is required to provide for five new interlocked crossovers, upgrading three crossovers to full interlocking, relocating one existing interlocking, and providing reverse running signals and grade crossings to expedite trolley service during special operations.



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

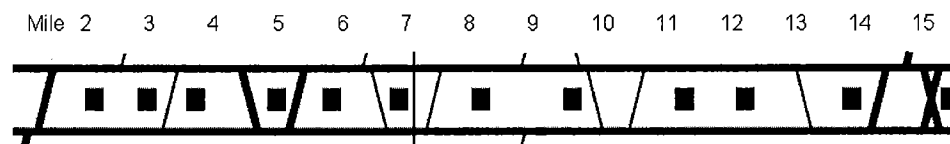
- grades
- curves
- distances
- lengths of the platforms and signal blocks
- vehicle performance characteristics
- length and weight
- train schedules, including equipment cycles and deadhead moves to and from overnight storage

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

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

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

#### EXISTING BLUE LINE



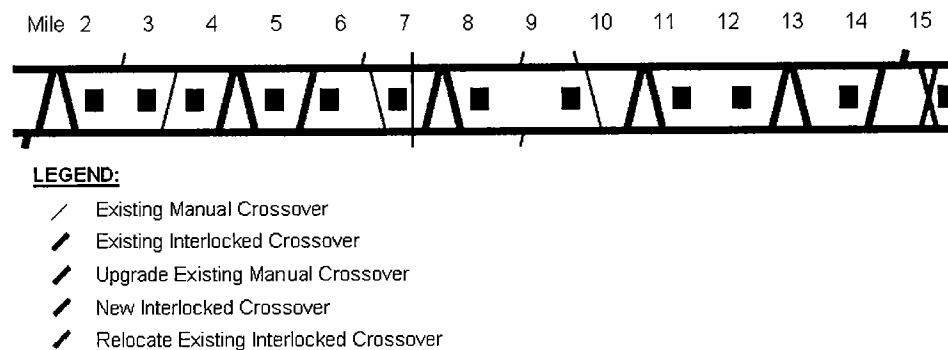
##### LEGEND:

- / Existing Manual Crossover
- // Existing Interlocked Crossover

The existing Blue Line is configured with only five interlocked (or automatic power switch) crossover locations. Four are used primarily to accommodate freight train operation entering, traveling in and exiting the corridor, and the fifth at San Ysidro is to accommodate operations at the terminal station. Except for the lowest of scheduled frequencies, manual crossovers do not provide an adequate level of efficiency for

operations. Current interlocked crossovers are limited to routing trains through the crossover and do not provide protection for trains beyond that location as is required during long-term track closures or other special operating conditions. Train protection and sequencing between crossovers must be manually controlled under stringent radio communications. Schedule capacity and performance are limited by necessary safety practices that require substantially slower operating speeds and mandatory stops at all grade crossings by trains operated around a track closure. Additionally, most locations only contain one crossover, which will accommodate train routing for the closure of one track but not for the opposing direction.

## PROPOSED ENHANCEMENTS



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

## TASK 4 - VALIDATION OF MTS FINANCE PLAN

The purpose of Task 4 was to evaluate the MTS Infrastructure Bond/TransNet II Strategy Ten-Year Projection (Funding Plan), developed in 2006 by MTS, against the capital costs, project priorities and phasing recommendations developed as part of Tasks 1-3. Task 4 combines the cost estimates developed in those tasks and compares projected expenditures with projected revenues assumed for the project over a five-year period. For purposes of this evaluation, Task 4 assumed the advance-work projects that were identified and recommended for minimizing Blue Line service disruptions plus the low-, medium-, and high-priority capital plan investments that were identified in Task 2 for the Blue Line rehabilitation. It further assumed some additional modifications to station

platforms on the Green Line extension and the Blue and Orange Lines to provide 8-inch platforms. These capital investments were then combined with four potential vehicle replacement/rehabilitation options resulting in four potential expenditure scenarios. The tables below summarize the four vehicle procurement options and costs and the combined vehicle and infrastructure costs.


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

Cost Summary

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

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

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

  
 Paul C. Jablonski  
 Chief Executive Officer

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

MAR12-09.C1.BLUE ORANGE LINE REHAB.WTERRY.doc

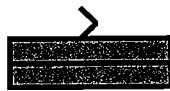
- Attachments:
- A. Option 1 – Purchase 30 LFLRVs
  - B. Option 2 – Purchase 39 LFLRVs
  - C. Option 3 – Purchase 47 LFLRVs
  - D. Option 4 – Purchase 57 LFLRVs
  - E. Capital Plan Priorities
  - F. MTS Blue Line Rehabilitation Estimated Annual Expenditures and Revenue

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

**LRV Fleet:**

**Car Model:**

**Fleet Size:**



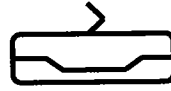
U2 LRV

38 cars



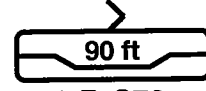
SD100 LRV

52 cars



80 Ft S70

30 cars



90 Ft S70

11 cars

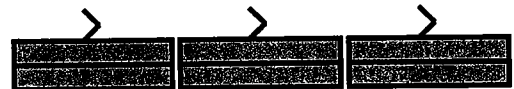
**BASE / WEEKENDS**

**BLUE LINE:**



**PEAK PERIOD ADDITION**

7 U2 trains



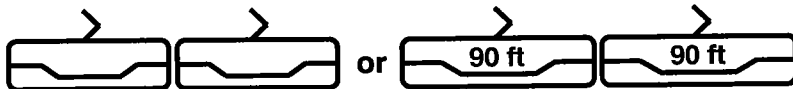
**ORANGE LINE:**



Add SD100 to east end



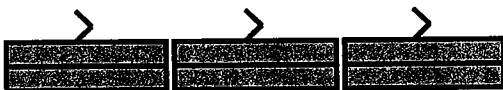
**GREEN LINE:**






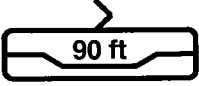
Add SD100 to center



**GAP TRAINS:**



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

<b><u>LRV Fleet:</u></b>				
<b>Car Model:</b>	U2 LRV	SD100 LRV	80 Ft S70	90 Ft S70
<b>Fleet Size:</b>	29 cars	52 cars	39 cars	11 cars

**BASE / WEEKENDS**

**BLUE LINE:**



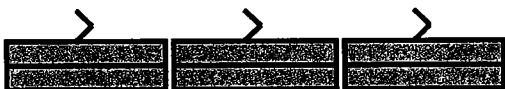
**ORANGE LINE:**



**GREEN LINE:**

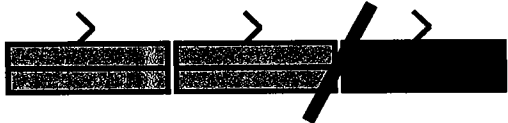


**GAP TRAINS:**



**PEAK PERIOD ADDITION**

5 U2 trains & 2 SD100 trains






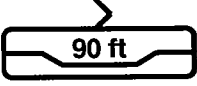
Add SD100 to east end



Add SD100 to center



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

<b><u>LRV Fleet:</u></b>				
<b>Car Model:</b>	U2 LRV	SD100 LRV	80 Ft S70	90 Ft S70
<b>Fleet Size:</b>	21 cars	52 cars	47 cars	11 cars

**BASE / WEEKENDS**

**BLUE LINE:**

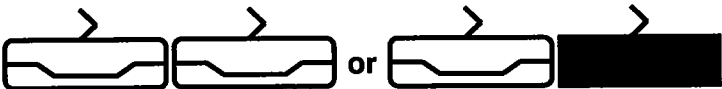


**PEAK PERIOD ADDITION**

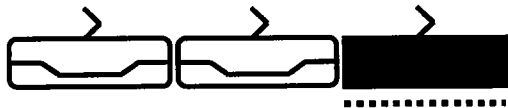
3 U2 trains & 4 SD100 trains



**ORANGE LINE:**



Add SD100 to east end



**GREEN LINE:**





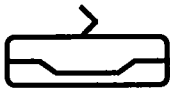
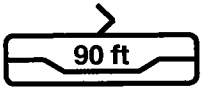
Add SD100 to center



**GAP TRAINS:**



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

<b><u>LRV Fleet:</u></b>				
<b>Car Model:</b>	U2 LRV	SD100 LRV	80 Ft S70	90 Ft S70
<b>Fleet Size:</b>	11 cars	52 cars	57 cars	11 cars

**BASE / WEEKENDS**

**BLUE LINE:**

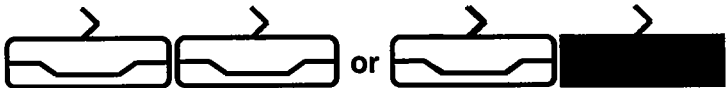


**PEAK PERIOD ADDITION**

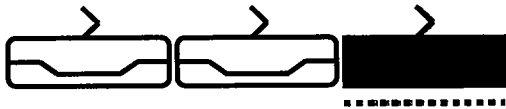
7 Mixed-consist trains



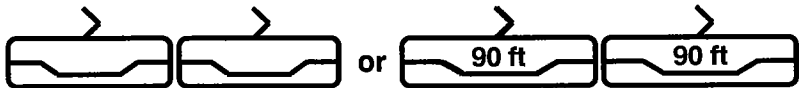
**ORANGE LINE:**



Add SD100 to east end



**GREEN LINE:**



Add SD100 in center



**GAP TRAINS:**





## Capital Plan Priorities (Based on Safety and Reliability)

LINE

**DRAFT**

Unit Cost

Unit

Quantity

Total

High

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

## Capital Plan Priorities (Based on Safety and Reliability)

LINE

**DRAFT**

Unit Cost

Unit

Quantity

Total

Blue	Replace both tracks (rail – 115#, ties - CCT and ballast) in all eleven station (11) stations (assume 1000 feet per track)				
	Install new 115# rail, concrete ties and 3 pedestrian	\$420	TF	22,000	\$9,240,000

Blue	Replace Switches at 5 locations (Newton Crossover A&B, 3 switches to the San Diego Trolley Yard, S15A&B, S33A&B, S35A&B, S91A&B and S95)				
	#10 - 115# Turnouts	\$202,500	EA	4	\$810,000
	#10 - 115# Crossovers	\$406,000	EA	2	\$812,000
	#20 - 115# Crossovers	\$594,000	EA	3	\$1,782,000

Blue	Stabilize embankments (San Ysidro, 24th Street and Sweetwater) (assume 5 high)				
	San Ysidro - 5000	\$40	SF	25,000	\$1,000,000
	24th Street -1200 feet	\$40	SF	6,000	\$240,000
	Sweetwater - 1000 feet	\$40	SF	5,000	\$200,000

Blue	Highway grade crossing mechanisms (50 - WABCO Model 75, 46 each with 4 spares) Replace with Current Standard	\$18,500	EA	50	\$925,000
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Sub-total High

\$88,229,500

**Medium**

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

Blue	Substation Structures (roof repairs)	\$15,000.00	EA	17	\$255,000
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Sub-total Medium

\$7,531,000

## Capital Plan Priorities (Based on Safety and Reliability)

LINE

**DRAFT**

Unit Cost

Unit

Quantity

Total

**Low**

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

Sub-total Low

\$17,715,740

Construction Costs - Sub-total (in 2008 Dollars)

\$113,476,240

Soft Cost 50% of Construction Costs (percent based on soft cost used in MTS Infrastructure

Funding Needs - 10 Year Projection Capital Plan)

\$56,738,120

Sub-total

\$170,214,360

Contingency 25%

\$42,553,590

2008 Dollars Total

\$212,767,950

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

Overhead contact wire and related apparatus will be replaced

Replacement of all power switch mechanisms

Replacement of fare vending machines

MTS Blue Line Rehabilitation  
Estimated Annual Expenditures and Revenues

Draft - 3/2/2009

All Amounts in Escalated Dollars

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

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

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

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

<b>Summary of Total Expenditures and Revenues (Over Rehabilitation Period 2010-2014)</b>						
Beginning Balance	\$0	\$65,557,400	\$103,952,200	\$120,773,900	\$56,365,000	
Total Expenditures for All Work and Option 1 Vehicles	\$29,998,000	\$61,724,500	\$81,624,600	\$133,811,600	\$96,490,200	\$403,648,900
Total Revenues	\$95,555,400	\$100,119,300	\$98,446,300	\$69,402,700	\$71,476,300	\$435,000,000
Ending Balance	\$65,557,400	\$103,952,200	\$120,773,900	\$56,365,000	\$31,351,100	\$31,351,100
Beginning Balance	\$0	\$59,936,600	\$92,303,100	\$102,659,400	\$31,316,400	
Totals Expenditures for All Work and Option 2 Vehicles	\$35,618,800	\$67,752,800	\$88,090,000	\$140,745,700	\$103,927,000	\$436,134,300
Total Revenues	\$95,555,400	\$100,119,300	\$98,446,300	\$69,402,700	\$71,476,300	\$435,000,000
Ending Balance	\$59,936,600	\$92,303,100	\$102,659,400	\$31,316,400	-\$1,134,300	-\$1,134,300
Beginning Balance	\$0	\$53,538,200	\$79,042,400	\$82,039,000	\$2,802,700	
Total Expenditures for All Work and Option 3 Vehicles	\$42,017,200	\$74,615,100	\$95,449,700	\$148,639,000	\$112,392,700	\$473,113,700
Total Revenues	\$95,555,400	\$100,119,300	\$98,446,300	\$69,402,700	\$71,476,300	\$435,000,000
Ending Balance	\$53,538,200	\$79,042,400	\$82,039,000	\$2,802,700	-\$38,113,700	-\$38,113,700
Beginning Balance	\$0	\$46,662,200	\$64,792,000	\$59,879,400	-\$27,839,500	
Totals Expenditures for All Work and Option 4 Vehicles	\$48,893,200	\$81,989,500	\$103,358,900	\$157,121,600	\$121,490,300	\$512,853,500
Total Revenues	\$95,555,400	\$100,119,300	\$98,446,300	\$69,402,700	\$71,476,300	\$435,000,000
Ending Balance	\$46,662,200	\$64,792,000	\$59,879,400	-\$27,839,500	-\$77,853,500	-\$77,853,500



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

**\*\*REVISED\*\***

# DRAFT

## Agenda

### JOINT MEETING OF THE BOARD OF DIRECTORS

for the

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

March 26, 2009

9:00 a.m.

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

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

#### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - March 12, 2009 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. Recognition of Holiday Music Program (Tony Young) Receive

Please turn off cell phones and pagers  
during the meeting



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

## CONSENT ITEMS

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

## CLOSED SESSION

24. None.

### Oral Report of Final Actions Taken in Closed Session

## NOTICED PUBLIC HEARINGS

25. None.



## DISCUSSION ITEMS

- |        |   |                 |
|--------|---|-----------------|
| ** 30. | <u>MTS: FY 2010 Budget-Related Service Adjustments</u><br>Action would: (1) receive a report on public comments received since the March 12, 2009, public hearing; and (2) approve the recommended service adjustments to achieve approximately \$4.7 million in subsidy savings. | Approve         |
| ** 31. | <u>MTS: Light Rail Network: Short- and Long-Term Operating Plans</u><br>Action would adopt the plan for changes to the light rail transit (LRT) system to improve efficiency in the short-term and to accommodate a viable long-term operating plan.                              | Possible Action |
| ** 32. | <u>MTS: Booz Allen Hamilton Consultant's Report - Low-Floor Capability Assessment and LRV Recommendations</u><br>Action would provide direction to staff regarding the consultant's recommendation for low-floor LRV procurement.   | Possible Action |

## REPORT ITEMS

None.

- |     |   |             |
|-----|---|-------------|
| 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><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. |             |
| 65. | <u>Next Meeting Date:</u> April 9, 2009   |             |
| 66. | <u>Adjournment</u>  |             |



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

DRAFT

## Agenda

### JOINT MEETING OF THE BOARD OF DIRECTORS

for the

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

March 26, 2009

9:00 a.m.

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

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

### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - March 12, 2009 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. Recognition of Holiday Music Program (Tony Young) Receive

Please turn off cell phones and pagers  
during the meeting



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



## CONSENT ITEMS

- |     |  |         |
|-----|--|---------|
| 6.  | <u>MTS: Operations Budget Status Report for January 2009</u><br>Action would receive a report for information.   | Receive |
| 7.  | <u>MTS: Audit Report - SDTI Storeroom</u><br>Action would receive an internal audit report on San Diego Trolley, Inc.'s (SDTI's) Storeroom procedures.   | Receive |
| 8.  | <u>MTS: Audit Report - SDTC Storeroom</u><br>Action would receive an internal audit report on San Diego Transit Corporation's (SDTC's) Storeroom procedures.   | Receive |
| 9.  | <u>MTS: Property Insurance Renewal</u><br>Action would authorize the CEO to renew the property insurance coverage for MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties (CSAC) Property Insurance Program, effective March 31, 2009, through March 31, 2010, with a basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels. | Approve |
| 10. | <u>SDTI: Gate Turnoff (GTO) Firing Boards - Contract Award</u><br>Action would authorize the CEO to execute MTS Doc. No. L0883.0-09, a sole-source contract with Siemens Transportation Systems, Inc. (Siemens) for a five-year period to purchase Gate Turnoff (GTO) Firing Boards.   | Approve |
| 11. | <u>MTS: Federal Transit Administration 5311 Program of Projects Under the American Recovery and Reinvestment Act (ARRA) of 2009</u><br>Action would approve Resolution No. 09-13 authorizing the use of \$401,826.65 of Federal Transit Administration Section 5311 funds for the purchase of three Type VIII minibuses for use in rural routes.   | Approve |

## CLOSED SESSION

- |     |   |                 |
|-----|---|-----------------|
| 24. | a. SDTC: CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6<br>Agency-Designated Representative - Jeff Stumbo<br>Employee Organizations - International Brotherhood of Electrical Workers 465 | Possible Action |
|-----|---|-----------------|

### Oral Report of Final Actions Taken in Closed Session

## NOTICED PUBLIC HEARINGS

- |     |       |
|-----|-------|
| 25. | None. |
|-----|-------|

## DISCUSSION ITEMS

- |     |  |                 |
|-----|--|-----------------|
| 30. | <u>MTS: Light Rail Network: Short- and Long-Term Operating Plans</u><br>Action would adopt the plan for changes to the light rail transit (LRT) system to improve efficiency in the short-term and to accommodate a viable long-term operating plan.   | Possible Action |
| 31. | <u>MTS: Booz Allen Hamilton Consultant's Report - Low-Floor Capability Assessment and LRV Recommendations</u><br>Action would receive a report for information.  | Possible Action |
| 32. | <u>MTS: Implementation Plan for Execution of the San Diego MTS Blue and Orange Line Rail Rehabilitation and Improvement Project</u><br>Action would receive a report and provide direction to staff regarding the implementation of the project phasing plan and light rail vehicle (LRV) procurement and rehabilitation alternatives. | Possible Action |
| 33. | <u>MTS: Service Adjustments</u><br>Action would approve the recommended budget-related service changes for FY 2010 for implementation in June 2009.  | Approve         |

## REPORT ITEMS

None.

- |     |   |             |
|-----|---|-------------|
| 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><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. |             |
| 65. | <u>Next Meeting Date:</u> April 9, 2009   |             |
| 66. | <u>Adjournment</u>  |             |



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.

FIN 310.1

**Draft for  
Executive Committee  
Review Date: 3/19/09**

March 26, 2009

### SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR JANUARY 2009

### RECOMMENDATION:

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

#### Budget Impact

None at this time.

### DISCUSSION:

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

### MTS NET-OPERATING SUBSIDY RESULTS

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



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

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

## MTS COMBINED RESULTS

### Revenues

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

### Expenses

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

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

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

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

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

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

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

## YEAR-TO-DATE SUMMARY

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



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Larry Marinesi, 619.557.4542, [Larry.Marinesi@sdmts.com](mailto:Larry.Marinesi@sdmts.com)

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

Attachment: A. Comparison to Budget

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**MTS**

**Att. A, AI 6, 3/26/09**

**CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**JANUARY 31, 2009**

**(in \$000's)**

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

Att. A, AI 6, 3/26/09

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

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

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

Att. A, AI 6, 3/26/09

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



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

Att. A, AI 6, 3/26/09

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 6, 3/26/09

**MULTIMODAL OPERATIONS (FIXED ROUTE)**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**JANUARY 31, 2009**

**(in \$000's)**

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 6, 3/26/09

**MULTIMODAL OPERATIONS (PARATRANSIT)**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**JANUARY 31, 2009**

**(in \$000's)**

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

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

Att. A, AI 6, 3/26/09

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

Att. A, AI 6, 3/26/09

**OPERATIONS  
CORONADO FERRY**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**JANUARY 31, 2009**

(in \$000's)

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**ADMINISTRATION  
CONSOLIDATED**

Att. A, AI 6, 3/26/09

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**JANUARY 31, 2009**

(in \$000's)

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OTHER ACTIVITIES**

Att. A, AI 6, 3/26/09

**CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**JANUARY 31, 2009**

**(in \$000's)**

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



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## Agenda

Item No. 7

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

LEG 492

**Draft for  
Executive Committee  
Review Date: 3/19/09**

March 26, 2009

### SUBJECT:

MTS: AUDIT REPORT - SDTI STOREROOM

### RECOMMENDATION:

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

#### Budget Impact

None.

### DISCUSSION:

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

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

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: Mark Abbey, 619.557.4573, [mark.abbey@sdmts.com](mailto:mark.abbey@sdmts.com)

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

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

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





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## Agenda

Item No. 8

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

LEG 492

March 26, 2009

**Draft for  
Executive Committee  
Review Date: 3/19/09**

### SUBJECT:

MTS: AUDIT REPORT - SDTC STOREROOM

### RECOMMENDATION:

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

#### Budget Impact

None.

### DISCUSSION:

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

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

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

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, [mark.abbey@sdtms.com](mailto:mark.abbey@sdtms.com)

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

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



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## 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.

LEG 491

**Draft for  
Executive Committee  
Review Date: 3/19/09**

March 26, 2009

**SUBJECT:**

**MTS: PROPERTY INSURANCE RENEWAL**

**RECOMMENDATION:**

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

**Budget Impact**

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

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



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

## DISCUSSION:

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

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

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

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

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

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

  
\_\_\_\_\_  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: James Dow, 619.557.4562, [jim.dow@sdmts.com](mailto:jim.dow@sdmts.com)

MAR26-09.9.PROP INSURANCE RENEWAL.JDOW.doc



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## Agenda

Item No. 10

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

CIP 11216-0200

March 26, 2009

**Draft for  
Executive Committee  
Review Date: 3/19/09**

### SUBJECT:

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

### RECOMMENDATION:

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

#### Budget Impact

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

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

### DISCUSSION:

#### Background

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



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

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



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Marco Yniguez, 619.557.4576, [marco.yniguez@sdmts.com](mailto:marco.yniguez@sdmts.com)

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

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

# DRAFT

Att. A, AI 10, 3/26/09

## STANDARD PROCUREMENT AGREEMENT

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

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

Name: Siemens Transportation Systems, Inc. Address: 7464 French Road  
Form of Business: Corporation Sacramento, CA 95828  
(corporation, partnership, sole proprietor, etc.)  
Telephone: (916) 681-3000

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

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

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

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

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

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

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

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

By: \_\_\_\_\_ Date  
Chief Financial Officer

(\_\_\_\_\_ total pages, each bearing contract number)

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



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Att. B, AI 10, 3/26/09

**COST ANALYSIS**  
**SDTI GATE TURNOFF (GTO) FIRING BOARDS**

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

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

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



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.



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## Agenda

Item No. 11

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

OPS 950.7 (PC 50451)

March 26, 2009

**Draft for  
Executive Committee  
Review Date: 3/19/09**

### SUBJECT:

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

### RECOMMENDATION:

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

#### Budget Impact

None at this time.

### DISCUSSION:

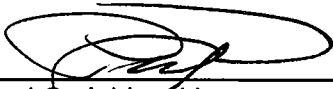
The American Recovery and Reinvestments Act (ARRA) of 2009 included capital funds for transit operators in rural areas through the Section 5311 Nonurbanized Area Formula Program. MTS operates service to rural areas of the County of San Diego and is therefore eligible for this funding source. These funds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





### Recommendation

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



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Paul O. Jablonski  
Chief Executive Officer

Key Staff Contact: Nancy Dall, 619.557.4537, [nancy.dall@sdmts.com](mailto:nancy.dall@sdmts.com)

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

Attachment: A. Resolution No. 09-13

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 09-13

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

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

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

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

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

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

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

PASSED AND ADOPTED, by the Board of Directors this \_\_\_\_\_ day of \_\_\_\_\_ 2009, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

---

Office of the General Counsel  
San Diego Metropolitan Transit System