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Agenda

Joint Meeting of the Board of Directors for
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

May 13, 2004

9:00 a.m.

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

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ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes – April 29, 2004 Approve
3. Public Comment – 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 furnish a copy to the Clerk of the Board.
4. Presentation of Employee Awards Receive



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.

5. Closed Session Items

Possible Action

- a. SDTC: INSTRUCTION TO NEGOTIATOR (JEFF STUMBO) – Amalgamated Transit Union, Local 1309, Government Code Section 54957.6

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS – RECOMMENDED BY THE CHIEF EXECUTIVE OFFICER (indicated by *)

- * 6. MTDB: Fiber-Optic Cable Installation for Mission Valley East Segment Approve

Action would ratify the decision of the Chairman that authorized the CEO to approve MVE CCO No. 90, in an amount not to exceed \$427,000, to install fiber-optic cable.

- * 7. MTDB: 12th Avenue Park to Bay Link Project: Budget Transfer, Construction Contract Change Orders, Construction Contingency Increase, and Construction Management Consultant Work Order Amendment Approve

Action would authorize the CEO to transfer budgets, execute a CCO supplement, increase Construction Contingency, and execute a work order amendment.

- * 8. MTDB: 25th & Commercial/Cesar E. Chavez Station Art Grant Approve

Action would approve the initiation of a community-sponsored artwork grant for the 25th & Commercial/Cesar E. Chavez Station, for future art enhancements of the station, through a community art grant, with final approval of art elements and materials by the Board.

- * 9. MTDB: South Bay Maintenance Facility Expansion Project: Contract Change Order Approve

Action would authorize the CEO to execute a contract change order with Randall Construction for additional asphalt pavement.

NOTICED PUBLIC HEARINGS

None

NOTE: A FIVE-MINUTE RECESS WILL BE TAKEN AT APPROXIMATELY 10:30 A.M.

DISCUSSION ITEMS

30. SDTI: Suzuki Rock 'N' Roll Marathon Trolley Service Adjustment Status Report Approve
- That the Board receive this report and direct staff to proceed as follows:
1. For the upcoming June 6, 2004, Suzuki Rock 'N' Roll Marathon, coordinate supplemental, direct bus service to operate from Qualcomm Stadium to PETCO Park to accommodate the earliest baseball game passengers until light rail transit (LRT) through service is reestablished at the Napa/Friars Road crossing at 11:00 a.m.
 2. Notify race promoter, Elite Racing, that it will be financially responsible for all extraordinary operating expenses incurred by SDTI on behalf of the marathon as a condition of maintaining the track closure at Napa/Friars Road until 11:00 a.m.
 3. Require Elite Racing to comply with Policy No. 52 regarding right-of-entry permit applications as a part of the operating arrangement.
31. MTDB: Transit Workshop: Policy Review Possible Action
- Action would approve changes to MTD Board Policy Nos. 48-52.
32. MTDB: Transit Priority Treatments Receive
- Action would receive this report from SANDAG for information.
44. Chairman's Report Possible Action
45. Chief Executive Officer's Report Information
46. Board Member Communications
47. Additional Public Comments on Items Not on the Agenda Possible Action
- 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.**
50. Next Meeting Date – May 27, 2004
60. Adjournment

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 5/13/04

CALL TO ORDER (TIME): 9:08 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:40 a.m.

RECONVENE: 9:59 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:29 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
INZUNZA	<input type="checkbox"/> (Ungab) <input type="checkbox"/>		<input checked="" type="checkbox"/>
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>	9:16 a.m. during Public Comment	10:25 a.m.
LEWIS, Charles	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		11:13 a.m.
LEWIS, Mark	<input checked="" type="checkbox"/> (Santos) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:22 a.m. during Public Comment	10:49 a.m.
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		11:16 a.m.
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	10:08 a.m. at start of Discussion Items	
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	9:10 a.m. during Public Comment	
RYAN	<input checked="" type="checkbox"/> (Dale) <input type="checkbox"/>	9:29 a.m. during Public Comment	
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:26 a.m.

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Tiffany Koenigs

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE METROPOLITAN TRANSIT
DEVELOPMENT BOARD, SAN DIEGO TRANSIT CORPORATION, AND SAN DIEGO
TROLLEY, INC.

April 29, 2004

BOARD OF DIRECTORS MEETING ROOM, 10TH FLOOR
1255 IMPERIAL AVENUE, SAN DIEGO

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:05 a.m. A roll call sheet is attached listing Board member attendance.

2. Approval of Minutes

Mr. Mark Lewis moved to approve the minutes of the April 15, 2004 Board of Directors meeting. Mr. Emery seconded the motion and the vote was 8-0 in favor.

3. Public Comment

Clive Richard – Mr. Richard made comments on the two editorials that appeared in the San Diego Union-Tribune recently regarding the split of TransNet funding and his personal views on the importance of all modes of transportation.

Roberto Martinez – Mr. Martinez spoke as a representative of the American Friends Service Committee and expressed objections to Border Patrol checks being conducted on buses and on the trolley. He stated that trolley and bus passengers are being subjected to illegal search and seizure. He also stated that he felt that MTDB has a responsibility to protect its passengers from these checks and from racial profiling.

Mr. Zucchet requested a report from the CEO on this issue, i.e. MTDB's policy regarding the Border Patrol and its access to the Trolley and buses, and how that works. Chairman Williams stated that MTDB sent a letter in the past to the Border Patrol requesting that they respect MTS customers and, as much as possible given their duties, not interfere with the mission of MTS. He added that, at that time, a policy response was given, and he and Peter Tereschuck appeared at meetings regarding this issue. Mr. Jablonski stated that he and Peter Tereschuck met with the Border Patrol prior to the start-up of the current checks. He added that they have the legal authority to enter public transportation conveyances and do their job, and MTDB is somewhat powerless to stop them. He stated that there was a discussion during the meeting regarding previous Border Patrol actions that were not very well perceived and maybe

not well conducted. He stated that staff stressed during this meeting the importance of treating trolley and bus passengers with respect and not interfering with bus and trolley operations. He stated that the Border Patrol has established a hot line that people can call if they feel they feel they have been mistreated. He added that the Border Patrol also stated during this meeting that they were going to try to avoid a lot of the issues that occurred the last time they conducted checks. Mr. Jablonski stated that it is important to note that the Border Patrol is now under Homeland Security, and, while they did not say that, they gave an indication that their mission may have been expanded. Mr. Jablonski assured the Board that they will be appropriately notified if any harassment of bus and trolley passengers occurs. Mr. Zucchet stated that staff appears to have taken care of this matter but asked that any further problems be reported to the Board. He added that the Border Patrol has the authority to conduct checks but not the authority to abuse their power. Mr. Inzunza made a statement that local jurisdictions need to be notified by the Border Patrol when they are going to enter that jurisdiction.

Mr. Tereschuck, San Diego Trolley, stated that the Border Patrol has notified Trolley security staff a number of times as to when they will be on the system. He added that Trolley security staff fully intends to provide the Border Patrol's hot line number to any passengers complaining about Border Patrol tactics. Mr. Inzunza stated that the Border Patrol unfairly targets his district and does engage in racial profiling.

Ms. Atkins stated that there should be an ongoing report detailing the number of interactions and the type of complaints. She added that the Board should be notified immediately of any incidents as they occur. Mr. Williams stated that negatively received actions by the Border Patrol may discourage passengers from using the service. Mr. Jablonski stated that the information requested by Ms. Atkins will be included in the regular security report provided to the Board by the San Diego Trolley Security Department, that the Board will be notified of any unusual incidents as they occur (date, location, etc), and the Board will also be notified of Border Patrol activity as it is brought to the attention of MTDB.

Pedro Rios, American Friends Service Committee – Mr. Rios stated that the American Friends Service Committee no longer feels comfortable with the Border Patrol checks. He reported on two incidents that he felt were unjustified. He stated that, as a result, they have reinstituted community patrols.

Christian Ramirez, Director of American Friends Service Committee – He stated that Border Patrol agents are working out of uniform and in unmarked vehicles and stated that a police state is developing. He stated that legal citizens have been asked for identification.

Benjamin Prado, American Friends Service Committee – Mr. Prado stated that there are very few checks and balances on the Border Patrol now that they are part of Homeland Security. He suggested that the MTD Board allow the American Friends Service Committee to ride the trolley and buses to document Border Patrol activities. He also suggested that the public be notified of the location and time of such activities.

Mr. Jablonski stated that MTDB does not generally know when Border Patrol activity is going to take place. Mr. Zucchet requested a ruling from MTDB legal counsel on the

Board's avenues of action regarding this issue. Ms. Lorenzen, MTDB interim legal counsel, stated that staff will follow-up on this request.

Mr. Emery stated that MTDB needs input from the Border Patrol as well. He stated that they are our officers, and that he likes encountering them on the system. He stated there should be a balanced presentation on this report to the Board. Chairman Williams stated that if someone is committing a crime, MTDB wants that individual apprehended – that MTDB cares about the welfare of its passengers.

4. Presentation of Employee Awards

There were no employee awards.

5. Closed Session Items (ADM 122)

There were no Closed Session Items to be discussed.

CONSENT ITEMS

6. MTDB: MTS Operators Budget Status Report for February 2004
(FIN 310, PC 30100)

Action would receive the Metropolitan Transit System (MTS) Operators Budget Status Report for the month of February 2004.

7. MTDB: San Diego Gas and Electric Facilities Relocation and New Service Installation Agreement for San Ysidro Intermodal Transportation Center: Contract Amendment
(CIP 10453)

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 5, in the sum of \$250,000, to the Utility relocation and New Service Agreement with San Diego Gas and Electric (MTDB Doc. No. L0496.0-01) for the San Ysidro Intermodal Transportation Center Project, in substantially the same form as Attachment A of the agenda item.

8. MTDB: Increased Authorization for Legal Fees (CIP 10453.6)

Action would ratify the previous actions of the General manager and authorize the Chief Executive Officer (CEO) to enter into Contract Amendment No. 3 to MTDB Document No. L0602.0-02

9. SDTI: Operations Status Report for January 2004 (OPS 970.2, PC 30102))

Action would receive the following reports for San Diego Trolley, Inc. (SDTI): Transportation Department Summary, Monthly Performance Statistics for January 2004, Light Rail Vehicle (LRV) Maintenance Department Summary, and Wayside Maintenance Department Summary (Attachment A of the agenda item).

10. MTDB: Finalized Audit Report on the SDTC Warranty Process (LEG 492, PC 30100)

That the Board of Directors receive the San Diego Transit Corporation (SDTC) Warranty Audit Report (Attachment A of the agenda item).

11. SDTI: Financial Report for January 2004 (OPS 970.5, PC 30102)

Action would receive the following attachments: Summary of Cash in Treasury, Status of Revenue, Summary of FY 04 Appropriations and Expenditures, and SANDAG Ridership Summaries (Attachment A of the agenda item).

12. MTDB: Mission Valley East Light Rail Transit Project: Request for subcontractor Substitution, Budget Transfer, and Contract Change Order (CIP 10426.7)

Action would authorize the Chief Executive Officer (CEO) to (a) approve Stacy and Witbeck, Inc.'s (SWI's) request to remove a Disadvantaged Business Enterprise (DBE) subcontractor, Sapper Construction Company (SCC), and perform the work with its own forces (Attachment A) on the Trackwork and Systems Project for Mission Valley East (MVE) Light Rail Transit (LRT) Contract LRT-426.5; (b) transfer \$250,000.00 from the San Diego State University (SDSU) Construction-Tunnel line item (WBS #10426-1010) into the SDSU Advanced Utilities Contract LRT 426.2 Construction Contingency, as shown on Attachment B; and (c) execute Contract Change Order (CCO) No. 290 with The Clark Construction Group, Inc. (CCG), in substantially the same form as shown in Attachment C, to compensate the contractor for the increase in bid item quantities on MVE LRT Contract LRT 426.1, in an amount not to exceed \$259,025.60.

Motion on Recommended Consent Items

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

NOTICED PUBLIC HEARINGS

There were no public hearing items.

DISCUSSION ITEMS

30. MTDB: Los Angeles–San Diego (LOSSAN) Rail Corridor Agency (ADM 220.4, PC 30100)

Ms. Linda Culp of SANDAG and Ms. Linda Donahue of Amtrak, provided an overview on this item. Ms. Culp reviewed the structure of the agency, the size and location of the rail system scheduled for improvement, and the goals of the agency. She reported that this is the fastest growing corridor in the country with record ridership. She reviewed the on-time performance of the current service, causes of delay, success at funding, future plans, and the challenges ahead. Ms. Culp reported that the largest percentage of delays are caused by the interference of other Amtrak/commuter trains. She also reported on the percentage of operations funding provided by farebox revenues. Ms. Donahue reviewed the agency's original objectives and the challenges ahead.

Mr. Rindone, who represents MTDB on the LOSSAN Board, stated that they are currently seeking an earmark for funding. He stated that they would like to foster an understanding that would facilitate the continued support of these projects. He thanked the Board for allowing him to serve and stated that ongoing updates will be provided to keep the Board informed of developments.

Action Taken

Mr. Emery moved to receive the MTDB: Los Angeles-San Diego (LOSSAN) Rail Corridor Agency report from LOSSAN for information. Mr. Rindone seconded the motion and the vote was 11-0 in favor.

31. MTDB: FY 2005 Revised Transit Capital Improvement Program (FIN 310, PC 30100)

Ms. Susan Hafner reviewed the FY 2005 Revised Transit Capital Improvement Program (CIP). She reported that MTDB's previously approved CIP will have to be reduced by \$2.3 million due to an overstated estimate in federal funds. She added that staff has reviewed the extensive listing of projects in order to reduce the scope of the individual projects, reevaluate the timing of implementation, and/or determine which elements are operationally critical. She added that the proposed reductions will not immediately affect the systems ability to operate, but the continued deferral of such projects will eventually have an impact on operating costs and service quality. She reviewed funding sources, reporting that 58 percent of capital needs are currently unfunded. She stated that California state budget problems will cause additional challenges in this area.

Mr. Jablonski reported that the recommended reductions are the result of a collaborative effort between Contract Services, SDTC and SDTI staff members.

Action Taken

Mr. Emery made a motion to receive the MTDB: FY 2005 Revised Transit Capital Improvement Program report and approve a reduced transit capital improvement program (CIP) that is based on a reduction in anticipated federal funding. Mr. Rindone seconded the motion and the vote was 12-0 in favor.

32. SDTC: Comprehensive Preventive Maintenance Program (OPS 960.2, PC 30101)

Ms. Claire Spielberg reviewed SDTC's recently implemented Preventive Maintenance (PM) Program. She provided a brief overview of the history of SDTC's fleet condition and provided Board members with visuals of the interiors of buses with substantial graffiti. She advised the Board that, prior to the new PM Program, buses were being released for service with only safety defects fixed in order to meet service requirements. She reported that the PM Program developed by SDT is based on best industry practices and reviewed the structure of the teams within this program. She also provided the Board with a description of how the program is structured. She stated that the philosophy of fixing components as they fail is being changed to one of preventive maintenance. She reviewed the documents that are being used to track buses as they move through the process. She then provided the Board with a visual of a 13-year-old bus with 450,000 miles on the odometer that has gone through the PM Program. She

reviewed statistics that demonstrate the improved reliability of buses that have completed the program.

Ms. Spielberg also reported that SDTC now has a zero-tolerance graffiti policy for all buses that have completed the PM Program. She stated that any of PM buses that return from service with any type of graffiti are pulled out of service until repaired. She stated that graffiti artists are discouraged if their marks are quickly removed.

Former SDTC Chair Kaltenborn and former SDTC Board member Ryan complimented staff on the report and the results.

Mr. Roberts asked what staff is doing to facilitate the apprehensive of vandals and suggested promoting the concept that other passengers take ownership and help fight vandalism. Ms. Spielberg stated that this is a nationwide problem. She added that SDTC participates in San Diego's Crime Stopper program, and notices are posted on the bus encouraging passengers to report vandals. She added it is much easier to identify a particular time and location where a vandal is operating with a bus that has been through the PM program as the vandalism is noticed immediately. She stated that information currently exists identifying individuals and their particular "tag", and this information can be matched to vandals' tags on the bus. She added that some buses have surveillance cameras that can also be used to identify vandals, but the vandalism has to be noticed and the camera pack pulled for review. Mr. Roberts asked staff to come back with a report on security and crime statistics; specifically, what we are achieving. He stated that maybe a far more aggressive program is needed to catch vandals and added that there is an enormous cost associated with this problem. He added that cost savings in this area are very important given that MDTB is facing service cuts and reduced capital improvements. He complimented staff's report and asked that staff not compromise on this issue. He stated that there should be penalties for vandalism given the immense cost that results. Mr. Roberts also suggested operating the buses with surveillance cameras on routes at times and locations known for higher vandalism rates. He stated that the cost for installing additional surveillance cameras would eventually pay for itself.

In response to a question from Mr. Clabby, Ms. Spielberg reviewed the current practices at SDTC for maintaining records on each bus and its history of maintenance and repair. Mr. Jablonski reported that these types of records are required by the FTA. He added that the recently installed Mincom Ellipse computer system will be used for this tracking process.

Action Taken

Mr. Rindone moved to receive the SDTC Comprehensive Preventive Maintenance Program report and make note of comments and input by Board members. Mr. Emery seconded the motion and the vote was 11-0 in favor.

33. MTDB: MTS Operations Performance Reporting (ADA 121, PC 30100)

Mr. Jablonski provided the Board with an overview of the performance measures and data types that will be incorporated into a uniform reporting format for staff's use and the

Board's review. He advised the Board that key performance indicators will be reported monthly and possibly on a quarterly basis at some point in time. He stated that analysis of this information will be important to identify trends so that corrective action can be taken. He stated that performance reporting will also cover security and fare evasion issues along with claims and accident statistics, performance indicators by route and, once a planning department is in place, reports on revenue, ridership, passenger per revenue hour, etc. Mr. Jablonski reviewed with staff the sample report included in the agenda item.

Mr. Emery stated that this type of information, especially if consistent and constant, will be of great value as the Board transitions to an operating board. He stated that security should not necessarily be a part of this particular report, but should also be consistent and constant.

Mr. Monroe suggested not using the word goal but rather what is reasonably expected given the resources available. He also was not in favor of using a moving average and said that he would like to work with staff on that. He also suggested providing more historical data and stressed the importance of that type of information. In response to a question from Mr. Clabby, Mr. Jablonski stated that much of this information is already being compiled by existing staff, and there is adequate staff to create this consolidated report. He advised the Board that the result will be uniformly reported information that can be used to make valid comparisons, particularly between SDTI, SDTC and Contract Services. He added that the primary goal of the recommended report is not to create a new level of work, but to look at what we are doing now and utilize that to present valuable information.

Action Taken

Mr. Emery moved to approve the performance measures and data types presented in the MTDB: MTS Operations Performance Reporting agenda item, along with Board input, so staff may finalize a uniform reporting format. Mr. Rindone seconded the motion and the vote was 13-0 in favor.

RECESS

A five-minute recess was taken at 10:36 a.m.

34. SDTC: Bus Stop Consolidation Program (OPS 960.2, PC 30101)

Mr. Conan Cheung provided the Board with an overview of the Bus Stop Consolidation Program that was recently developed to review bus stop locations and consolidate where appropriate to decrease route travel time and improve on-time performance. He pointed out that the program tries to balance providing customers with convenient access to services but also reasonable travel times and schedule reliability. He reviewed the results of the Route 11, which was the first route subjected to this review process. He reviewed staff efforts to inform the community of the potential changes to the Route 11 and the impact of the changes on customers and the operators of the buses running this service. He reported that, as a result of this effort, community resistance was negligible, schedule adherence of the route was significantly improved,

and an annual savings in time of 1,000 hours per year or 3.32 seconds per round trip were realized. Mr. Cheung gave a brief overview of how the numbers for schedule adherence and time savings were calculated and pointed out that they are estimates.

Ms. Rose stated that the Route 11 goes through her district, and staff worked very closely with the community on this project. In response to a question from Mr. Monroe, Mr. Cheung reported that time savings can be incorporated as schedule adjustments at a later date. Ms. Spielberg reported that SDTC staff members have now been trained for and will be riding assigned routes to monitor and measure on-time performance. She stated that this will generate more extensive and reliable information than current on-time performance monitoring that is conducted only once a year.

Mr. Jablonski reported that ridership also experiences seasonal fluctuations, and that an increase in ridership is usually experienced during the time period of this study. The Board was advised that the seasonal fluctuation could account for about half of the 18-percent ridership increase reflected in the agenda item. Mr. Roberts expressed support for the concepts of the program and encouraged staff to apply this program to other routes.

Action Taken

Mr. Charles Lewis moved to receive the SDTC: Bus Stop Consolidation Program. Mr. Emery seconded the motion and the vote was 11-0 in favor.

35. MTDB: Transit Workshop: Policy Review

Ms. Tiffany Lorenzen, provided the Board with recommendations resulting from her review of Policies 37 through 47, which she conducted to eliminate unnecessary or obsolete policies resulting from the consolidation.

In response to a question from Mr. Monroe, Ms. Lorenzen stated that the American Friends Service Committee would not qualify for free fare media under Policy 41 – Complimentary Services as it is restricted to industry-related organizations such as APTA and CTA.

Mr. Monroe also advised the Board that there is a growing controversy regarding the Sprinter and the rail/grade crossings for that project. He stated that the MTD Board should watch the development of this project.

Action Taken

Mr. Emery moved to receive the MTDB: Transit Workshop: Policy Review report review MTDB Board Policy Nos. 37 through 47 and approve the proposed changes to those policies. Mr. Charles Lewis seconded the motion and the vote was 11-0 in favor.

36. MTDB: SD&IV, PSRMA and Carrizo Gorge Quarterly Reports, SD&AE Property Matters, Annual Members Meeting, Ad Hoc Subcommittee and Report on Questions Raised at the February 27, 2004, MTS Board Meeting (SDAE 710, PC 40099)

Ms. Lorenzen reviewed the individual recommendations related to this topic as outlined in the agenda item. She reported that the actions recommended for ratification by the Board under recommendation #2 are property actions and provided the Board with details of those actions. She also reported that Mr. Charles McLean, recommended for election as a director of the corporation, should be changed to Scott Treece.

Mr. Monroe expressed concern that approving recommendation #2 may tie the hands of negotiators regarding the lease with Coronado for a portion of the SD&AE Coronado Branch Line. Mr. Limber, SANDAG, stated that the Board is simply being asked to approve a position for them to take during negotiations. Mr. Limber stated that the property in question, under certain circumstances, would revert to ownership by Coronado if the SD&AE Board allows it to be put into private use. He stated that the SD&AE Board does not want to divest itself of this property on a permanent basis. He stated that he feels they will be able to arrange to retain this property and allow private use through the negotiation process. He stated that they are looking at all options available. Chairman Williams stated that whatever is brought back to the railroad and the MTD Board of Directors will have to be a legally defensible position. In response to a question from Chairman Williams, Mr. Limber stated that there is fee-simple ownership of the property. Mr. Emery stated that the MTD Board is on record regarding the retention of right of way for this property, and this is cogent with Board policy.

Public Comments:

William Hoffman: Mr. Hoffman stated that a tour has been arranged that should facilitate the resolution of his environmental concerns.

Byron Wear: Mr. Wear stated that the environmental issues surrounding Carrizo Gorge Railway operations are once again moving toward resolution. He expressed support for the tour mentioned by Mr. Hoffman. He also stated that they are trying to work out issues surrounding public access to the state park. He expressed support of the recommendations. He stated that it is up to the MTDB Board regarding the use of the Ad Hoc Transition Subcommittee but cautioned that this approach will only be effective if the subcommittee meets on a timely basis. He stated that there are many policy issues to be resolved.

The Board was advised that the Ad Hoc Transition Subcommittee would be given the task of reviewing SD&AE issues. Ms. Lorenzen reported that staff will arrange the Ad Hoc Transition Subcommittee meetings. Ms. Lorenzen added that the Subcommittee will make recommendations to the Board.

Action Taken

Mr. Emery moved to (a) receive the San Diego & Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (PSRMA), and Carrizo Gorge Railway (CZRY) Quarterly Reports; (b) ratify actions taken by the San Diego and Arizona

Eastern (SD&AE) Railway Board of Directors at its meeting of February 25, 2004; (c) convene the Annual Member's Meeting of the SD&AE Railway Company to approve the SD&AE Board Minutes and the Annual Member's Meeting Minutes, all as attached to the agenda item; ratify all Board actions; elect Tom Schlosser, Scott Treece, and Paul Jablonski as directors of the corporation, and Douglas Verity, Mike Ortega, and Tom Larwin as alternates; conduct such other business as may come before the meeting; (d) task the Ad Hoc Transition Subcommittee with evaluating and establishing the long- and short-term goals for railroad operations, as well as potentially creating a procedure for handling requests from SD&AE's prime contractors, Rail America and PSRMA, and Rail America's subcontractor, CZRY; and (e) receive an update on the environmental issues surrounding the CZRY operations. Mr. Clabby seconded the motion and the vote was 9-0 in favor.

44. Chairman's Report (ADM 121.7, PC 30100)

Chairman Williams made comments regarding the recent editorials in the San Diego Union-Tribune regarding the allocation of TransNet funds. He stated that there is a lot of misunderstanding about the benefits of transit. He stated that the MTD Board needs to take a strong stand when people make comments denigrating transit's contribution to the reduction of traffic congestion. He stated that public transit does reduce traffic congestion.

45. Chief Executive Officer's Report (ADM 121.7, PC 30100)

Mr. Jablonski reported to the Board that reauthorization of Transportation in Equity Act for the 21st Century (TEA-21) funding has been extended for three months.

He also reported that the number of cars parking in the MTS parking facility in connection with the Padres games is between 200 and 300 per game. He stated that the Trolley is carrying approximately 27 percent of the gate for games or just over 12,000 passengers per game. He stated that additional staff members are still being used, although the number is reduced according to game attendance trends. He added that buses are no longer being used on standby status, and crowds are being transported out of the area within 30 to 35 minutes post game.

46. Board Member Communications

Budget Workshop: Board members were reminded of the budget workshop at 9:00 a.m. on Saturday, May 8. Pastries, coffee and juice will be served at 8:30 a.m.

Retention of San Diego Trolley Name on Trolley Cars: Mr. Mathis called attention to copies of a letter placed at the table for Board member review. He expressed his feelings regarding the elimination of the San Diego Trolley name on trolley cars. He also expressed dismay that the City of San Diego Board members had already left the meeting. He advised the Board that he feels make the decision to drop the SDTI logo from trolley cars sends a message to Mr. Jablonski that the Trolley is not important from a planning standpoint. He stated that it is his impression that the trolley is just viewed as MTS rail, not San Diego Trolley. He objected to losing the unique identity of Trolley. Mr. Emery stated that he did not recall that San Diego Trolley would lose its name, nor

would he approve of such an action. Mr. Mathis stated that, if the San Diego Trolley logo comes off the trolley cars, he feels the San Diego Trolley name will ultimately disappear. He stated that the label has to be there for continued reinforcement of the San Diego Trolley name. Mr. Mathis requested that this issue be brought before the Board. Ms. Sterling requested that this item be placed early in the agenda to assure full participation of the Board.

47. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

48. Oral Report of Final Actions Taken in Closed Session

There were no Closed Session Items.

50. Next Meeting Date

The next meeting is a Budget Workshop scheduled for Saturday, May 8, 2004, at 9:00 a.m. in the Board of Directors Meeting Room, 10th Floor, 1255 Imperial Avenue, San Diego, CA 92101-7490. (Pastries and coffee at 8:30 a.m.) The next regularly scheduled Board meeting is Thursday, May 13, 2004, at 9:00 a.m. in the same location.

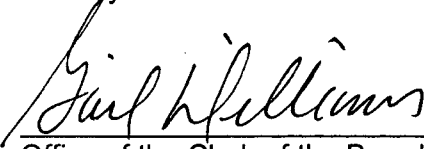
60. Adjournment

Chairman Williams adjourned the meeting at 11:44 a.m.



Chairman
San Diego Metropolitan Transit
Development Board


Filed by:



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

GWilliams

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachments: A. Roll Call Sheet

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 4/29/04

CALL TO ORDER (TIME): 9:05 a.m.

RECESS: 10:35 a.m.

RECONVENE: 10:42 a.m.

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:44 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:20 a.m. during recess
CLABBY	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
INZUNZA	<input checked="" type="checkbox"/> (Ungab) <input type="checkbox"/>	9:06 after approval of minutes	10:20 a.m. during recess
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		10:20 a.m. during recess
LEWIS, Charles	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:11 a.m. during public comments	
LEWIS, Mark	<input checked="" type="checkbox"/> (Santos) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:09 a.m. during public comments	10:35 a.m. after vote on AI 33
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>	9:09 a.m. during public comments	
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		11:33 a.m. after Chairman's Report
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:19 a.m. during public comments	11:35 a.m. during AI 45
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	10:01 a.m. during discussion of AI 32	
RYAN	<input checked="" type="checkbox"/> (Dale) <input type="checkbox"/>	9:44 a.m. during discussion of AI 30	11:43 a.m. during Board Member Commun.
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>	_____	
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:15 a.m. after vote on AI 33

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Sail Williams

Duffy Hoenig

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

1

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

8:50

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date 5/13/04Name (PLEASE PRINT) Chuck LungehausenAddress 5308 Monroe, SD 92115

Telephone _____

Organization Represented (if any) SelfSubject of your remarks: Bus / MTS AccessAgenda Item Number on which you request to speak #3

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five (5) speakers with three (3) minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

****REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.****

1.

May 13, 2004

MTSB mtg.

AGENDA ITEM #3 (Public Comment)

Good morning Chair Williams, Board members, Staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Avenue which is in the SDSU neighborhood of San Diego 92115. Ph [619] 546-5610

Recently moved to this assisted living complex because it had a bus stop for the 955 just outside the front door. Wouldn't one say this is a good example of moving for better transit access. Am now taking the 955 to SDSU transfer to the 81 to Old Town then transfer to the 34 which takes me to a stop near Mission Blvd. and the Mission Beach Plunge rather than using MTS Access Paratransit to go to my MS swim therapy every Mon. and Wed .

Feel more independent because I get there because of my time choices not MTS Access Also enjoy the many different personalities I meet on the bus and I actually enjoy getting there and back. However if you start using half hour service on the 955 or the 34 may have to return to using MTS Access Paratransit in order to reach class in a timely manner and this is not productive, is it?

Thank you for listening and the opportunity to speak.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

2

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

1. INSTRUCTIONS

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Date 2004-05-13Name (PLEASE PRINT) Clive RichardAddress 5153 La Dorna St
San DiegoTelephone 619.582.4036

Organization Represented (if any) _____

Subject of your remarks: _____

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

3

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

9:00

1. INSTRUCTIONS

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Date 5/13/04
 Name (PLEASE PRINT) THERESA QUIROZ
 Address 4719 BAILY PL
SAN DIEGO CA 92106
 Telephone (619) 263-3457
 Organization Represented (if any) —

Subject of your remarks: WAT TIMES # 13

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT ☒ N/A ☐ OPPOSITION ☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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****REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.****

81 BUS
MONTEZUMA & COLDWATER
N. SHELTON

- ON-TIME -

- DRIVERS - ADVANCES -

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

5

ORDER REQUEST RECEIVED

1

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

9:16

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date

5-13-04

Name (PLEASE PRINT)

LORENZO Casan

Address

Bx 122442

Telephone

Organization Represented (if any)

Subject of your remarks:

LOCAL 1309 CONTRACT RATIFICATION

Agenda Item Number on which you request to speak

II-5

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

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Public comment on matters not on the agenda will be limited to five (5) speakers with three (3) minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

5

ORDER REQUEST RECEIVED

2

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

9.27

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date

5/13/04

Name (PLEASE PRINT)

JAMES D. PANGRAZZI

Address

408 S. KIRBY SAN JACINTO, CA. 92582-6914

Telephone

(619) 846 6776

Organization Represented (if any)

BUS DRIVERS

Subject of your remarks:

RIGHT TO VOTE & PROGRESSION RATE &
HOW IT EFFECTS THE TRANSIT

Agenda Item Number on which you request to speak

5

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

5

ORDER REQUEST RECEIVED

LAST 3

9:28

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

1. INSTRUCTIONS

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Date

5-13-04

Name (PLEASE PRINT)

GEORGE THOMPSON

Address

10393 RANDO Mission

SAN DIEGO

Telephone

619 563-1309

Organization Represented (if any)

ATU LOCAL 1329

Subject of your remarks:

Agenda Item Number on which you request to speak

5

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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****REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.****



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
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

CIP 10426/10498

May 13, 2004

Subject:

MTDB: FIBER-OPTIC CABLE INSTALLATION FOR MISSION VALLEY EAST
SEGMENT

RECOMMENDATION:

That the Board of Directors ratify the approval of the Chairman of the Board authorizing the Chief Executive Officer (CEO) to execute Mission Valley East (MVE) Contract Change Order (CCO) No. 90, in an amount not to exceed \$427,000.00, to install fiber-optic cable along the MVE project. The Chairman authorized the CCO in order to realize substantial savings from combining fiber-optic cable work with signal cable work already underway.

Budget Impact

The \$427,000.00 would come from the Fiber-Optic Communications Project (WBS #10498-1000), leaving a balance of \$1,840,795.45.

DISCUSSION:

On April 21, 2004, the CEO requested that the Chairman authorize a proposed CCO No. 90 to the MVE Track and Systems contract (LRT-10426.5.) The CEO informed the Chairman that if approved, the change order would furnish and install fiber-optic cable from Qualcomm Stadium to the Grossmont Center via the MVE line segment.



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.

San Diego Association of Governments (SANDAG) currently has a project, Fiber-Optic Communications (CIP 10498), to install a fiber-optic network (LRT-10498) throughout the San Diego Trolley system. This includes installing fiber-optic cable within the limits of the MVE project. Since the installation of the fiber-optic cable can occur concurrently with the installation of the signaling cables on the catenary poles, there is a cost savings currently estimated at approximately \$150,000.00 to install the fiber-optic cable at this time.

Immediate action was required to authorize the CEO to execute a CCO in order to obtain the estimated cost savings, since the savings were based on the added work being performed concurrent with the installation of planned signal cable work. Materials for this added work needed to be ordered by April 23, 2004, to allow for concurrent work.

Therefore, in accordance with Board Policy No. 4, Section 4.6, which states that the Executive Committee, or if not practical, the Chairman, is authorized to approve CCOs exceeding \$100,000.00 when waiting for Board approval would increase the cost of the change order, staff requested the Chairman authorize this CCO.

An agreed price for CCO No. 90 was approved on April 22, 2004, in the amount of \$427,000.00, and the cable has been ordered.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Chip Finch, 619.557.4572, chip.finch@sdmts.com

SChamp/Agenda_Items
6-04MAY13.CFINCH
4/26/04

Attachment: A. Proposed Amendment No. 5 to MTDB Doc. No. L0496.0-01 **(Board Only)**



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

Memorandum

DATE: April 21, 2004
TO: Mr. Leon Williams, Chairman of the Board
FROM: Mr. Paul Jablonski, CEO
SUBJECT: Contract LRT-426.5 CCO #90, Add Fiber Optic Cable

We are seeking approval to authorize proposed Contract Change Order 90 to the Mission Valley East Track and Systems contract LRT-10426.5. If approved, this change order would furnish and install fiber optic cable from the Qualcomm Stadium Station to the Grossmont Station via the Mission Valley East line segment.

SANDAG currently has a project to install a fiber optic network, LRT-10498, throughout the San Diego Trolley system. This includes installing fiber optic cable within the limits of the Mission Valley East project, LRT-10426. There is a cost savings (currently estimated at approximately \$150,000.00) to install the fiber optic cable at this time since the installation of the fiber optic cable can occur concurrently with the installation of the signaling cables on the catenary poles provided in the LRT-426.5 contract. In addition, installation of the fiber optic cable under the 426.5 contract mitigates any potential conflicts between contractors working under separate MTS/SANDAG contracts.

Immediate action is required to authorize the MTDB CEO to execute a change order in substantially the same form attached in order to obtain the estimated cost savings since the savings is based on this added work being performed concurrent with the installation of planned signal cable work. Materials for this added work need to be ordered by April 23, 2004.

The method of payment for this work shall be extra work at agreed unit price as noted on the attached contract change order and is estimated to total \$445,200.00.

This contract change order will be funded out of the SANDAG Fiber Optic Network project (WBS 1049800-1000).

Board Policy 4, Section 4.6, specifies the Executive Committee, or if not practical, the Chairman, is authorized to approve contract change orders exceeding \$100,000.00 when waiting for Board approval would increase the cost of the change order. If this change order cannot be executed by April 23, 2004 the project cost will be increased by \$150,000.00. Therefore, approval is being sought from the Chairman to authorize the CEO to execute this change order on an expedited basis.



I authorize the MTDB CEO to approve LRT-10426.5 Contract Change Order 90 for installation of fiber optic cable as described above for an amount not to exceed \$445,200.00.

Approved by:


Leon Williams, Chairman of the Board

Date:

4-21-04



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

Agenda

Item No. 7

Joint Meeting of the Board of Directors for
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

CIP 10493

May 13, 2004

Subject:

MTDB: 12TH AVENUE PARK TO BAY LINK PROJECT: BUDGET TRANSFER,
CONSTRUCTION CONTRACT CHANGE ORDERS, CONSTRUCTION
CONTINGENCY INCREASE, AND CONSTRUCTION MANAGEMENT CONSULTANT
WORK ORDER AMENDMENT

RECOMMENDATION:

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

1. Transfer \$1,500,000 from the 12th Avenue Corridor Improvements Project into the 12th Avenue Park to Bay Link Project, as shown in Attachment A;
2. Execute construction contract change order (CCO) No. 5, Supplement No. 2, with West Coast General (WCG) Corporation, in an amount not to exceed \$500,000, in substantially the same form as shown in Attachment B, to compensate the contractor for additional surface improvement for Market to G Street on the 12th Avenue Park to Bay Link Project (Contract LRT-10493), with WCG, for a total amount not to exceed \$1,600,000;
3. Transfer \$500,000 from the 12th Avenue Park to Bay Link Project Construction line item to the Construction Contingency; and
4. Execute Work Order Amendment No. 2 (MTDB Doc. No. L0487.3-02) to Work Order No. 03.05, in substantially the same form as shown in Attachment C, with Berryman & Henigar (B&H) in an amount not to exceed \$99,000 for additional construction management services, and ratify the previous approval of Work



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.

Order Amendment No. 1 to Work Order No. 03.05, for a total amount not to exceed \$637,628.

5. Execute a work order amendment with B&H, in an amount not to exceed \$100,000, for additional construction management services associated with the relocation of traction power substations at City College Station.
6. Execute a CCO with West Coast General Corporation, in an amount not to exceed \$800,000, to compensate the contractor for the relocation of traction power substations at City College Station.

Budget Impact

1. A total of \$1,500,000 would be transferred from the 12th Avenue Corridor Improvements Project (WBS #11046), leaving a balance of \$3,391,000, to the 12th Avenue Park to Bay Link Project (WBS #10493).
2. A total of \$500,000 for CCO No. 5, Supplement No. 2, would be encumbered from available funds in the 12th Avenue Park to Bay Link Contract LRT- 10493 (WBS #10493-1000) Construction Contingency, leaving a balance of \$176,396 in the 12th Avenue Park to Bay Link Contingency.
3. The \$500,000 transferred to the Construction Contingency for the 12th Avenue Park to Bay Link Contract LRT-10493 would increase the contingency amount to \$2,134,725.65, and leave a balance of \$86,138 in the 12th Avenue Park to Bay Link Construction line item (WBS #10493-1000).
4. A total of \$99,000 would be encumbered from the 12th Avenue Park to Bay Link Project, Construction Management line item (WBS #10493-0700), leaving a balance of \$14,300.
5. A total of \$100,000 would be encumbered from the City College Station Project, Construction line item (WBS #10494-0700), leaving a balance of \$250,000.
6. A total of \$800,000 would be encumbered from available funds in the City College Station Project (WBS #10494-1000), leaving a balance of \$3,989,000.

DISCUSSION:

Budget Transfer

The budget transfer is necessary to provide funds to balance out negative line items and increase construction contingency to process the recommended change order. In addition, in order to process the change order to the contract, a construction contingency increase is needed. Therefore, we are recommending the contingency be increased by \$500,000 so we may pay for this and future changes to the construction contract. A detailed breakdown of the requested transfers is shown in Attachment A.

Contract Change Order

The previously approved CCO No. 5 provided funds to complete a portion of the original scope of work (improvements from Market to G Street) intended for East Village. The addition of this work to our current construction contract allowed construction work across Market and G Street to be completed in one contract.

CCO No. 5, Supplement No. 2, would authorize the contractor to complete construction of the improvements between Market and G Streets, originally intended to be performed under Option A (contract drawings). This CCO will reimburse WCG for all additional work in accordance with revised contract drawings including, but not limited to, concrete paving, drainage and irrigation, and compensation to the contractor for extended overhead. MTDB staff has evaluated the contractor's cost and pricing proposal for this extra work and finds it reasonable. Staff recommends this CCO be approved. Finally, in order to secure the available Traffic Congestion Relief Program (TCRP) funding that is available, we need to expend it now or face the possibility of losing the funding to other projects.

The WCG Workforce Report (Attachment D) is attached for your information.

Construction Management Work Order Amendment

Under Work Order Amendment No. 2, B&H will continue to provide on-site construction management services for the Park to Bay Link Project. The current work order, including Amendment No. 1, expires on May 30, 2004. Staff estimates that the project will extend through August 31, 2004, including project closeout and acceptance. Therefore, in order for B&H to continue to provide construction management services through the project completion, a contract amendment (Attachment B) in the amount of \$99,000 is recommended to extend the contract through August 31, 2004. This amendment would increase the total contract value to \$637,628.

City College Station Traction Power Substation Relocation

Development of the Smart Corner Project at the City College Station is proceeding. In an effort to facilitate the development of this project, it is necessary to relocate two traction power substations from the existing site to a parcel on the City College campus, located on the northeast corner of the Park Boulevard and C Street intersection. In light of the fact that the development of the City College block is scheduled to begin in the next few months, it would be advantageous to have the substations relocated quickly to avoid delays to the developer's project and ultimately our reconstruction of the station platforms, track, and traction power. Currently, our Park and Market Station contractor, WCG, is prepared and capable of doing this work immediately by change order. We are currently negotiating the cost of this work with the contractor; thus, a copy of the draft CCO is not attached. We recommend approval of a CCO, not to exceed \$800,000, with WCG to complete the substation relocation.

In addition, a work order amendment, in an amount not to exceed \$100,000, with B&H (construction manager for the Park to Bay Link Project) is recommended to provide

construction management oversight for the relocation of the traction power substations at City College Station.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Ryan Boley, 619.235.2633, Ryan.Boley@sdmts.com

JGarde/G:\Global\Agenda_Items\
7-04MAY13.RBOLEY.doc
4/29/04

Attachments:	A. Budget Summary	}	Board Only
	B. WCG CCO No. 5, Supplement No. 2		
	C. B&H Work Order No. 03.05.2		
	D. WCG Workforce Report		

ATTACHMENT A

BUDGET SUMMARY

WBS CODE	DESCRIPTION	CURRENT BUDGET	REVISED BUDGET	BUDGET CHANGE
12th Avenue Park to Bay Link				
10493-0100	Administration	\$460,000.00	\$480,000.00	\$20,000.00
10493-0600	Engineering and Design	\$600,000.00	\$600,000.00	\$0.00
10493-0700	Construction Management	\$660,000.00	\$840,000.00	\$180,000.00
10493-0800	Professional Services	\$100,000.00	\$100,000.00	\$0.00
10493-1000	Construction	\$6,535,000.00	\$7,835,000.00	\$1,300,000.00
10493-3800	Project Contingency	\$300,000.00	\$300,000.00	\$0.00
	TOTAL	\$8,655,000.00	\$10,155,000.00	\$1,500,000.00
12th Avenue Corridor Improvements				
11046-0100	Administration	\$366,000.00	\$346,000.00	(\$20,000.00)
11046-0500	Utility Relocation	\$100,000.00	\$100,000.00	\$0.00
11046-0600	Engineering and Design	\$215,000.00	\$215,000.00	\$0.00
11046-0700	Construction Management	\$600,000.00	\$420,000.00	(\$180,000.00)
11046-0800	Professional Services	\$40,000.00	\$40,000.00	\$0.00
11046-1000	Construction	\$3,100,000.00	\$1,800,000.00	(\$1,300,000.00)
11046-3800	Project Contingency	\$420,000.00	\$420,000.00	\$0.00
11046-4000	Contaminated Soil	\$50,000.00	\$50,000.00	\$0.00
	TOTAL	\$4,891,000.00	\$3,391,000.00	(\$1,500,000.00)

MTDB**CONSTRUCTION MEMORANDUM**

Report Date: 04/27/04

Contract No. LRT-10493

12th Avenue - Park to Bay Link

File: CIP 10493

Page 1 of 2 pages

CONTRACTOR: West Coast General
 TO: William A. Prey
 FROM: Edward Hatami

CCO NO. 5
 SUPPLEMENT NO. 2
 REVISION NO. 0
 Amount of Change: \$0.00 (INCREASE)

Description: Market to G Improvements

THIS CHANGE ORDER PROVIDES FOR

completion of Market to G improvements.

CCO #5 and #5, Supplement #1, were issued to provide additional funding for the added improvements from Market to G, per the Option A Plans modified by the Designer (attached). The original estimate for this work was \$1,100,000. However, due to the revised PCO forwarded by the Contractor (WCG), additional funding is required to complete all of the improvements from Market to G, per the attached drawings.

A detailed cost estimate for this work was prepared by the RE and is filed in the project files. As a summary, additional funding is requested for this CCO as follows:

CCO #5 (underground work, demolition, track construction) was approved for \$468,876.95

CCO #5, supplement #1, was approved for \$596,503.23

Total - \$1,065,380.18

Remaining balance in CCO #5 per Board approval - \$1,100,000 - \$1,065,380 = \$34,620.

The remaining work is as follows:

Increase Bid Item No. 24 - 4" FCC Paving, French Gray: 11,460 SF @ \$12/SF = \$137,520

Increase Bid Item No. 25 - 4" FCC Paving, Exposed Aggregate: 3,455 SF @ \$12/SF = \$41,460

Extra work not covered by the Bid Items for trackway drainage, water line fees and trench drain = \$83,260

Extended overhead - \$162,000

Additional cost for irrigation = \$10,663.12

Additional cost for trackway paving - 942 SY @ \$41.9/SY = \$39,469.80

Total for this supplement is \$474,372.92.

(continued next page)

WBS TOTALS:

WBS	Change	WBS Balance
104931000	\$0.00	\$479,313.48

REASONS FOR CHANGE ORDER:

MTDB Concept: 100.00%

MTD BOARD

1) AI#	11	09/25/03	\$1,100,000.00
2) AI#	0	/ /	\$0.00
3) AI#	0	/ /	\$0.00
TOTAL			\$1,100,000.00


Approved by:

Name _____ Date _____

Name _____ Date _____
Project ManagerName _____ Date _____
Construction Engineer**ESTIMATE OF COST:**

	THIS SUPPLEMENT	TOTAL TO DATE THIS CCO
Items	\$0.00	\$817,727.13
Force Account	\$0.00	\$0.00
Agreed Price	\$0.00	\$247,653.05
Adjustment Comp.	\$0.00	\$0.00
Total	\$0.00	\$1,065,380.18

PENDING CONTRACT CONTINGENCY BALANCE
 (including this change)
 \$842,550.60


 Edward Hatami
 Resident Engineer

Date

 Ryan Bolcy
 CM Project Manager

Date

MTDB**CONSTRUCTION MEMORANDUM****Report Date: 04/27/04****Contract No. LRT-10493****12th Avenue - Park to Bay Link****File: CIP 10493**

Page 2 of 2 pages

Approval History

S/0 General Manager	\$468,876.95 TTD	\$468,876.95	02/05/04
S/1 General Manager	\$596,503.23 TTD	\$1,065,380.18	03/03/04
S/2 (Unspecified)	\$0.00 TTD	\$1,065,380.18	(not approved)

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

DRAFT**Att. C, AI 7, 5/13/04, CIP 10493**

May 13, 2004

MTDB Doc. No. L0487.3-02
Work Order No. 03.05.2
CIP 10493

Mr. Roger Frauenfelder
Senior Vice President
Berryman & Henigar
11590 West Bernardo Court, Suite 100
San Diego, CA 92127-1624

Dear Mr. Frauenfelder:

Subject: MTDB CONTRACT NO. L0487.3-02, WORK ORDER NO. 03.05.2: CONSTRUCTION
MANAGEMENT FOR THE 12TH AVENUE PARK TO BAY LINK PROJECT, OPTION B,
LRT-10493, AMENDMENT NO. 2

This letter will serve as Amendment No. 2 to our agreement for professional services, as further
described below.

SCOPE OF SERVICES

Continue to provide full-time construction management support for the 12th Avenue Park to Bay Link
Project. These services are to include a project manager, resident engineer, and inspectors for the
above-mentioned contract, as outlined in the attached cost proposal. All work shall be completed in
accordance with this contract and the *MTDB Construction Manual* under the direction of the MTDB
Construction Engineer.

SCHEDULE

This work order shall be in effect through August 31, 2004.

PAYMENT

Payment shall be based on actual costs, not to exceed \$99,000 without prior written approval (\$99,000
from the Construction Management line item WBS #10493-0700). The total value of this work order
including this amendment is \$637,628.

If you agree with the above, please sign and return the executed document marked "original" to MTDB,
attention: Contracts Manager. Please keep the other copy for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Roger Frauenfelder
Senior Vice President




JGarde/CL-L0487.3-02.RBOLEY

Date: _____

Attachment: Cost Proposal (Not attached)**C-1****Member Agencies:**

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, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at sdcommute.com!



EQUAL OPPORTUNITY PROGRAM WORKFORCE REPORT

The Metropolitan Transit Development Board (MTDB) enforces an Equal Employment Opportunity (EEO) program established under policies and procedures No. 26. This program prohibits discrimination in employment and requires MTDB contractors to be equal opportunity employers. You may submit a copy of the Employer Information Report, EEO-1, in lieu of this form.

PLEASE COMPLETE ALL SECTIONS OF THIS FORM.

A. NAME OF COMPANY:

West Coast General Corporation

B. AKA/DBA:

C. ADDRESS OF ESTABLISHMENT LOCATED IN SAN DIEGO COUNTY (if different from above):

12243 Highway 67

Lakeside, CA 92040

D. If there is no office in San Diego County, or if there are less than 15 employees in that office, include an address for your regional office that will oversee the work under MTDB's contract.

City _____ County _____ State _____ Zip _____

E. EMPLOYMENT DATA

Include the employees located in San Diego County only, unless your firm employs fewer than 15 people locally. In that event, you should list the workforce of the regional office that will oversee the work under MTDB's contract. Report all permanent full-time and part-time employees including apprentices and on-the-job trainees. Blank spaces will be considered as zeros.

Occupational Category	African American		Hispanic		Asian or Pacific Islander		Native American		Other		Overall Total
	M	F	M	F	M	F	M	F	M	F	
Executive/Managerial			1						9	2	12
Engineers/Architects/Surveyors											
Professionals (N.E.C.)											
Technicians											
Sales											
Administrative Support											
Protective Services											
Services (N.E.C.)											
Craft Workers (Skilled)											
Machine Operators, Assemblers and Inspectors			7				1		20		28
Transportation and Material Moving											
Laborers (Unskilled)			10						15		25
Totals For Each Column			18				1		44		65

Indicate by gender and ethnic code the number of the above workforce which are persons with disabilities.

Disabled											
----------	--	--	--	--	--	--	--	--	--	--	--

F. THE UNDERSIGNED HEREBY CERTIFIES THAT THE FOREGOING DATA CONTAINED HEREIN IS TRUE AND CORRECT.

AUTHORIZED SIGNATURE

David E. Davey
NAME OF SIGNEE

Vice President
TITLE

5/1/03
DATE

G. NAME, ADDRESS AND PHONE NUMBER OF PERSON TO CONTACT REGARDING THIS REPORT.

Charles McDaniel 12243 Highway 67 Lakeside, CA 92040 (619)561-4200

LToria/WORKFORCE/5-02



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

Agenda

Item No. 8

Joint Meeting of the Board of Directors for
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

CIP 10740

May 13, 2004

Subject:

MTDB: 25TH AND COMMERCIAL/CESAR E. CHAVEZ STATION ART GRANT

RECOMMENDATION:

That the Board of Directors approve initiation of a community-sponsored artwork grant proposal for the 25th and Commercial/Cesar E. Chavez Station for future art enhancement of the station through a community art grant, with final approval of art elements and materials by the Board.

Budget Impact

None. Approval of this item would help maximize the benefits to station improvements already budgeted for under CIP 10740.

DISCUSSION:

Background

We are scheduled go out to bid in June 2004 to provide \$200,000 in station upgrades to the 25th and Commercial/Cesar E. Chavez Station on the Orange Line. This is one of our older stations and the only remaining split station within our system (where the platforms are not across from each other). The station is very long, but it has no shelters and very limited seating. On August 25 and October 23, 2003, San Diego Association of Governments (SANDAG) staff conducted public workshops to get input on what design elements were the community's priorities. Area residents and business owners requested the installation of station shelters, improved lighting, additional seating, and artwork linking the Cesar Chavez Station with the historic nature of the surrounding communities. Workshop attendees believed artwork would provide better station identity.



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.

The \$200,000 budget will provide for most of the construction improvements requested by the community, except the artwork.

Grant Opportunity

In 2002, the City of San Diego Commission for Arts and Culture sponsored a series of charrette workshops as part of its Public Art Master Plan to help San Diegans envision public art and design possibilities in ten designated neighborhoods. One of those neighborhoods was Sherman Heights, which is located next to the trolley station. The art team assembled for this charrette, made up of artists, architects, and community residents, proposed public artwork to provide a distinct identity at this trolley station.

Currently, the Commission for Arts and Culture and Partners for Livable Places San Diego Neighborhood Design Arts Program (NDAP) have secured a grant from the National Endowment for the Arts (NEA) and have issued a Request for Proposals (RFP) open to only the ten art teams formed for the 2002 charrettes. On April 9, 2004, the Sherman Heights art team met with San Diego Trolley, Inc. (SDTI) and SANDAG engineering staff to explain the grant opportunity and request permission to apply for this grant to provide artwork at the trolley station. The art team proposed ideas including decorating the concrete seating benches that will be part of our planned station upgrade, installing a community directional sign that would allow transit riders to locate destinations like the Villa Montezuma Museum and Chicano Park, using banners on the new lighting, and creating decorative metal grillwork on shelters and fences. MTDB would have final approval over the art installed. Artwork would be installed either by the contractor chosen for the trolley station upgrades or by a separate contractor specifically for the art, which would require a right-of-entry permit from MTDB.

The grant application is due by May 28, 2004. This agenda item seeks Board approval to allow the Sherman Heights art team to apply for the NEA-funded grant offered by the City of San Diego Commission for Arts and Culture and the NDAP. If the Sherman Heights art team receives a grant for public art, the grant requires that art be installed by June 30, 2005. This schedule allows for sufficient time for selection and approval of any proposed station art enhancements by the Board.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Pete d'Ablain, 619.557.4516, pete.dablain@sdmts.com

LTorio/AI
8-04MAY13.GDABLA
4/28/04



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

Agenda

Item No. 9

Joint Meeting of the Board of Directors for
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

CIP 10485

May 13, 2004

Subject:

MTDB: SOUTH BAY MAINTENANCE FACILITY EXPANSION PROJECT: CONTRACT
CHANGE ORDER

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to execute Contract Change Order (CCO) No. 30, Supplement No. 2, with Randall Construction in substantially the same form as shown in Attachment A, for additional asphalt pavement in an amount not to exceed \$30,828.16, including \$80,861.62 previously approved by the Interim General Manager, for a total amount of \$111,689.77.

Budget Impact

The additional \$30,828.16 would be encumbered from the Project Construction Contingency (WBS #10485-1000), leaving a balance of \$9,618.64.

DISCUSSION:

The South Bay Maintenance Facility (SBMF) Expansion Project provides for remodeling a building on a recently acquired adjacent parcel. The improvements include three maintenance bays with compressed natural gas (CNG) detection and exhaust systems, parts storage room, personnel training room, audio-visual classroom facility, and offices. The new shop facility will be used for maintenance of CNG buses. The project has been underway since March 17, 2003, and the building interior has been completed and is now occupied by the facility operator, ATC/Vancom, Inc. To date, the project has included significant site improvements to replace the existing structurally inadequate



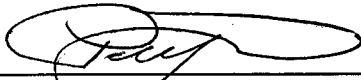
Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB 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.

concrete pavement within the maintenance shop area and approach to the building, as well as the driveways. Additionally, a storm drain and storm-water clarifier system have been constructed, and irrigation and landscaping, perimeter fencing, and a significant amount of asphalt pavement work have been completed, as well as other minor improvements.

As the asphalt pavement work progressed, changes were made in the field to improve the surface drainage within the west parking lot and east alley. These changes increased the required quantity of asphalt above the originally estimated amount. Additionally, various areas with poor subgrade required additional work to remove and replace the existing materials in order to provide adequate bearing for a bus yard. These changes were included in CCO No. 30 and Supplement No. 1, which were previously authorized to increase the bid item quantity of asphalt pavement.

In order to complete the work, Supplement No. 2 is recommended to pave an Americans with Disabilities Act (ADA) parking area at the SBMF, increase the authorized quantity of asphalt, and remove existing asphalt. The new parking area would meet current ADA requirements, including the elimination of built-up ramps. The cumulative total for CCO No. 30, including Supplement Nos. 1 and 2, would be \$111,689.77, requiring Board approval.

Randall Construction's Workforce Report is included for your information as Attachment B.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Brad Helgason, 619.235.2632, Brad.Helgason@sdmts.com

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9-04MAY13.BHELGA
4/26/04

Attachments A. CCO No. 30, Supplement No. 2
B. Workforce Report

} **Board
Only**

CONSTRUCTION MEMORANDUM

Report Date: 04/23/04

Contract No. BUS-10485

South Bay Maintenance Facility Expansion

File: CIP 10485

Page 1 of 2 pages

CONTRACTOR:	Randall Construction	CCO NO.	30
TO:	William A. Prey	SUPPLEMENT NO.	2
FROM:	Brad Helgason	REVISION NO.	0
		Amount of Change:	\$30,828.16 (INCREASE)

Description: Increase Asphalt Concrete

THIS CHANGE ORDER PROVIDES FOR

adding new scope to remove existing asphalt and pave an ADA parking area; and, for increasing the bid item quantity of asphalt concrete, and reducing the quantity of Class 2 base.

An additional 933 SF area located at the NE corner of 3648 Main Street was added to the scope of work to remove the existing asphalt and base material down 6-inches and recompact subgrade. This work was completed as extra work at force account. The pavement was then replaced with 6-inches of asphalt at bid item unit prices. This work required an additional 34.28 tons of asphalt at the bid item unit price of \$98.69, requiring an additional \$3,383.09. An additional \$6,610 is estimated for the extra work at force account. The total increase required for this work is \$9,993.09.

In order to create an adequate ADA parking area at the 3650 Main Street SBMF, an asphalt overlay is recommended to provide a parking and loading area which does not exceed the maximum allowable slope of 2 percent. The General Engineering Consultant, Berryman & Henigar has recommended and approved this design concept. The estimated tonnage required is 70 tons. Therefore, at the bid item unit price of \$98.69, the require increase for this work is \$6,908.30.

In order to eliminate drainage problems within the existing pavement at the South Bay Maintenance Facility, thicker sections of asphalt were required in certain areas. The primary areas requiring additional asphalt were the West parking lot and the East Alley at 3620 Main Street. The total additional tonnage of asphalt used was 194.40 tons. The required increase for this work at the unit price of \$98.69 is \$19,185.34.

(continued next page)

WBS TOTALS:		
WBS	Change	WBS Balance
104851000	\$30,828.16	\$9,618.64

DRAFT

REASONS FOR CHANGE ORDER:
MTDB Concept: 100.00%

MTD BOARD			
1) AI#	0	05/13/04	\$111,689.77
2) AI#	0	/ /	\$0.00
3) AI#	0	/ /	\$0.00
TOTAL			\$111,689.77

ESTIMATE OF COST:

	THIS SUPPLEMENT	TOTAL TO DATE THIS CCO
Items	\$29,476.73	\$57,780.03
Force Account	\$6,610.00	\$7,175.80
Agreed Price	(\$5,258.57)	\$46,733.94
Adjustment Comp.	\$0.00	\$0.00
Total	\$30,828.16	\$111,689.77

Approved by:

Name _____ Date _____

Name _____ Date _____
Project Manager

Name _____ Date _____
Construction Engineer

Name _____ Date _____
Dir. of Eng. and Const.

PENDING CONTRACT CONTINGENCY BALANCE
(including this change)
\$9,618.64

Brad Helgason _____ Date _____
Resident Engineer

Date _____
CM Project Manager

The final quantity of full depth pavement removal and replacement with 6-inches of asphalt over 12-inches of Class 2 base was less than originally estimated. Therefore, this item will be reduced by 36.49 tons at the agreed unit price of \$144.11 per ton. This change results in a savings of \$5,258.57.

This \$30,828.16 Supplement would increase the CCO amount from \$80,861.69 to \$111,689.77 requiring MTD Board approval.

Approval History

S/0 General Manager	\$74,975.82 TTD	\$74,975.82	12/12/03
S/1 Const. Engineer	\$5,885.79 TTD	\$80,861.62	03/03/04
S/2 General Manager	\$30,828.16 TTD	\$111,689.77	(not approved)

DRAFT

Contract No. BUS-10485

South Bay Maintenance Facility Expansion

File: CIP 10485

Page 1 of 2 pages

CCO NO. 30
 SUPPLEMENT NO. 2
 REVISION NO. 0
 TO: Randall Construction

DRAFT

You are hereby directed to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: This change order is not effective until approved by The General Manager

Description of work to be done, estimate of quantities, and prices to be paid. Segregate between additional work at contract price, agreed price and force account. Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time.
 Change requested by Engineer

The last percentage shown after each bid item is the net accumulated increase or decrease from the original quantity in the engineer's estimate.

Description of Changes in Contract Item Work at Contract Prices

The quantity of Asphalt Concrete will be increased in accordance with section 10-02612, Asphalt Concrete of the Special Provisions and per the direction of the Engineer.

Estimate of Increase in Contract Item Work at Contract Prices

Item 7 Asphalt Concrete		
298.68 TON (55.31%) @ \$98.69 =		\$29,476.73 (108.42%)
Increase \$29,476.73		

Estimate of Extra Work at Force Account

In accordance with section 4-1.03D of the Standard Specifications, at the SBMF located at the Northeast corner of 3648 Main Street, Chula Vista, and per the direction of the Engineer, excavate, remove and dispose of a 933 square foot area of asphalt pavement to a depth of 6-inches and recompact subgrade to 90 percent compaction.

Estimate: \$6,610

(continued next page) Total Change This Supplement: \$30,828.16 (Increase)

By reason of this order the time of completion will be adjusted as follows: No Adjustment

Submitted by: _____ Date _____
 Resident Engineer Brad Helgason

Recommended by: _____ Date _____
 Construction Engineer William A. Prey

Recommended by: _____ Date _____
 Director of Engineering & Construction Jim Linthicum

Approved by: _____ Date _____
 General Manager P Jablonski-CEO

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

Accepted, Date _____ Contractor: Randall Construction

By _____ Title _____

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work and filling a written protest within the time therein specified.

CCO NO. 30
SUPPLEMENT NO. 2
REVISION NO. 0
TO: Randall Construction

DRAFT

Force Account Estimate \$6,610.00

Extra Work at Agreed Price

In accordance with section 4-1.03D of the Standard Specifications, and per the direction of the Engineer, this Supplement will decrease the quantity of "6-inches AC over 12-inches of Class base" by 36.49 tons from 332.73 tons to 296.25 tons.

Estimate: -36.49 Tons x \$144.11 = <\$5,258.57>

Agreed Price (\$5,258.57)

Estimate of Adjustment Compensation

CCO 30 and Supplements No. 1 and 2 increase the total quantity of Bid Item 7, "Asphalt Concrete" from 540 tons to 1,055.47 tons. Accordingly, Item 7 is now 95.46% more than the Engineer's Estimate. In accordance with Section 4-1.0B(1) of the Standard Specifications, the adjustment in compensation due to increased quantities of Asphalt Concrete over 125 percent of the original bid item quantity shall be zero.

Adjustment Comp. Estimate \$0.00

Total Change This Supplement: \$30,828.16 (Increase)

Att. B, AI 9, 5/13/04, CIP 10485



EQUAL OPPORTUNITY PROGRAM WORKFORCE REPORT

The Metropolitan Transit Development Board (MTDB) enforces an Equal Employment Opportunity (EEO) program established under policies and procedures No. 26. This program prohibits discrimination in employment and requires MTDB contractors to be equal opportunity employers. You may submit a copy of the Employer Information Report, EEO-1, in lieu of this form.

PLEASE COMPLETE ALL SECTIONS OF THIS FORM.

A. NAME OF COMPANY:

3656 Ruffin Rd, Ste D
Randall Construction San Diego CA 92123

B. AKA/DBA:

C. ADDRESS OF ESTABLISHMENT LOCATED IN SAN DIEGO COUNTY (if different from above):

D. If there is no office in San Diego County, or if there are less than 15 employees in that office, include an address for your regional office that will oversee the work under MTDB's contract

City _____ County _____ State _____ Zip _____

E. Employment Data

Include the employees located in San Diego County only, unless your firm employs fewer than 15 people locally. In that event, you should list the workforce of the regional office that will oversee the work under MTDB's contract. Report all permanent full-time and part-time employees including apprentices and on-the-job trainees. Blank spaces will be considered as zeros.

Occupational Category	African American		Hispanic		Asian or Pacific Islander		Native American		Other		Overall Total
	M	F	M	F	M	F	M	F	M	F	
Executive/Managerial									3		3
Engineers/Architects/Surveyors											
Other Professionals											
Technicians											
Sales											
Administrative Support									1	2	3
Protective Services											
Other Services											
Craft Workers (Skilled)			8		1				7		16
Machine Operators, Assemblers & Inspectors											
Transportation and Material Moving											
Laborers (Unskilled)											
Totals For Each Column			8		1				11	2	22
Indicate by gender and ethnic code the number of the above workforce which are persons with disabilities											
Disabled											

F. THE UNDERSIGNED HEREBY CERTIFIES THAT THE FOREGOING DATA CONTAINED HEREIN IS TRUE AND CORRECT.

Amy Bisgard
AUTHORIZED SIGNATURE

Amy Bisgard
NAME OF SIGNED

Office Manager
TITLE

4/22/04
DATE

G. NAME, ADDRESS AND PHONE NUMBER OF PERSON TO CONTACT REGARDING THIS REPORT

Amy Bisgard 3656 Ruffin Rd Ste D San Diego CA 92123

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

ORDER REQUEST RECEIVED

1

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

10:04

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date _____

Name (PLEASE PRINT) Tracy Sundbun

Address _____

Telephone _____

Organization Represented (if any) Elite Realty

Subject of your remarks: Approval

Agenda Item Number on which you request to speak Rock in Roll Marathon

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five (5) speakers with three (3) minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

****REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.****

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

#32

ORDER REQUEST RECEIVED

1

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM****

8:51

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date 5/13/04

Name (PLEASE PRINT) Chuck Lungehausen

Address 5308 Monroe, SD 92115

Telephone _____

Organization Represented (if any) _____

Subject of your remarks: MTTB Transit Priority Treatments

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five (5) speakers with three (3) minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

****REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.****

1.

May 13, 2004

MTSB mtg.

AGENDA ITEM #32 (Transit Priority Treatments)

**Chair Williams, Board members, Staff, and other fellow citizens.
Chuck Lungerhausen of 5308 Monroe Avenue which is in the SDSU
neighborhood of San Diego 92115. Ph [619] 546-5610**

**The Transit First concept is a good goal, but with present California
budget crisis can we expect to get the this done without hurting the
present services.**

**Am still suggesting a county sales tax of 1% so this board and
SANDAG are not so dependent on state and federal income.**

**The recent threat of none support for TransNet by the board of
Supervisors unless their demands of more money for highway and
local roads and less for transit are met will further hurt your budgets
and thus the Transit First plans. Wish someone would point out that
more freeways up in the Los Angeles region has not solved congestion
problems and has encouraged sprawl.**

Thank you for listening and the opportunity to speak.



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

Agenda

Item No. 45

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

May 13, 2004

Minor Contract Actions

- Berryman and Henigar for general engineering consultant services for the Kearny Mesa Transit Center.
- Berryman and Henigar for general engineering consultant services for the Mission Valley East Light Rail Transit extension.
- West Coast General Corp. for construction services for the reconfiguration of 12th & Market station.
- Clark Construction Group Incorporated for construction services related to the Mission Valley East Light Rail Extension.
- Stacy & Witbeck, Inc. for construction services related to Mission Valley East trackwork and systems.

Contract Matters

Contract Change Order (CCO) No. 35 with West Coast General was approved in the amount of \$95,372.50 for installation of a conduit up the length of 12th Avenue to be used for a future fiber optic cable run. (12th Avenue – Park to Bay Link project, Contract No. LRT-10493)

CCO No. 43 with West Coast General was approved in the amount of \$26,674.00 to perform south line track repairs. (12th Avenue - Park to Bay Link project, Contract No. LRT-10493)

CCO No. 44 with West Coast General was approved in the amount of \$15,528.45 to furnish and install a curved guardrail. (12th Avenue – Park to Bay Link project, Contract No. LRT-10493)

CCO No. 59 with West Coast General was approved in the amount of \$9,170.00 to provide a blacktop overlay on the San Diego Transit Imperial Avenue Division yard. (12th Avenue – Park to Bay Link project, Contract No. LRT 10493)



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CCO No. 61 with West Coast General was approved in the amount of \$2,000.00 to grind damaged concrete panels on the Bayside Platform. (12th Avenue – Park to Bay Link, Contract No. LRT-10493)

Personnel Matters

Denis Desmond, Associate Transit Operations Analyst, will celebrate his 5th anniversary on May 25.

GWilliams



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

Agenda

Item No. 30

Joint Meeting of the Board of Directors for
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

OPS 970.2 (PC 30102)

May 13, 2004

Subject: SDTI: SUZUKI ROCK 'N' ROLL MARATHON TROLLEY SERVICE
ADJUSTMENT STATUS REPORT

RECOMMENDATION:

That the Board receive this report and direct staff to proceed as follows:

1. For the upcoming June 6, 2004, Suzuki Rock 'N' Roll Marathon, coordinate supplemental, direct bus service to operate from Qualcomm Stadium to PETCO Park to accommodate the earliest baseball game passengers until light rail transit (LRT) through service is reestablished at the Napa/Friars Road crossing at 11:00 a.m.
2. Notify race promoter, Elite Racing, that it will be financially responsible for all extraordinary operating expenses incurred by SDTI on behalf of the marathon as a condition of maintaining the track closure at Napa/Friars Road until 11:00 a.m.
3. Require Elite Racing to comply with Policy No. 52 regarding right-of-entry permit applications as a part of the operating arrangement.

Budget Impact

None.



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.

DISCUSSION:

At the April 15, 2004, Board of Directors meeting, a report was received outlining the impact on trolley operations created by the upcoming Rock 'N' Roll Marathon, scheduled for June 6, 2004. On the same date, the San Diego Padres are scheduled to play a game at PETCO Park, placing an additional commitment on trolley operations. Staff requested direction to notify the event promoter, Elite Racing, that through-trolley service would need to resume four hours before the game (at 10:00 a.m.) to facilitate game ridership. The Padres have confirmed that the game time will be moved back one hour until 2:05 p.m. to accommodate the marathon.

Staff was directed to continue dialog with Elite Racing regarding the 2004 event to see if any further adjustments might be made. A meeting was held with representatives of Elite Racing on Monday, May 3, 2004, to discuss alternatives. The race promoters voiced their concern over the timing issue as they anticipate that any through service as early as 10:30 a.m. would create conflict with the greatest number of runners. The promoter also rejected the idea of moving the start time up by 15 minutes due to logistical concerns.

Subsequent to the latest series of meetings with Elite Racing, staff developed a revised early operating plan in consideration of the later game start time in an effort to minimize adverse impact on game ridership and concerns expressed by Elite Racing.

The revised plan incorporates the following action:

- Dispatch three train sets to Mission Valley for pregame staging in advance of the start of the race.
- Coordinate with SDTC/ATC Vancom to stage six to eight buses at Qualcomm Stadium to provide direct express service to PETCO Park for passengers arriving early.
- Maintain track closure at the Napa/Friars Road crossing until 11:00 a.m. after which time train movement will commence bidirectionally and at a frequency consistent with regular pregame service.

Staff believes the above measures represent a reasonable compromise for both transit service and the marathon race from the previously indicated position of opening Friars Road/Napa Street by 10:00 a.m.




Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Peter Tereschuck, 619.595.4902, peter.tereschuck@sdmts.com

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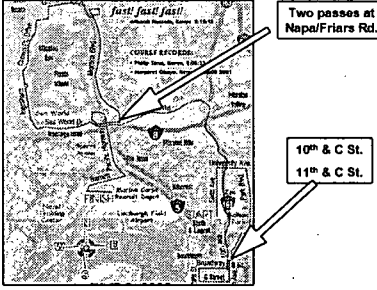
Rock 'N' Roll Marathon

Course Routing Issues Update

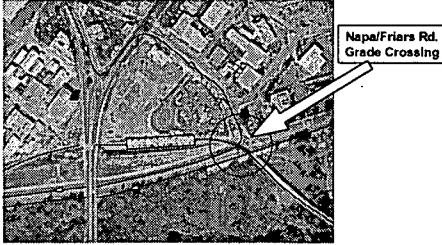


May 13, 2004
San Diego Trolley, Inc.
An Operator in the Metropolitan Transit System

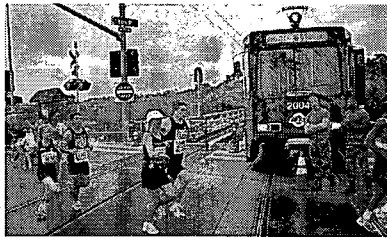
Current route crosses SDTI tracks four times



At Napa/Friars Rd., course crosses at Mile 12 and again at Mile 22 after circling Mission Bay



Single-car trains with single-door access east of Friars Rd. creates additional limitations



Single-car trains are often at capacity even without a stadium event in progress



Issues

- For past marathons, the track closure at Napa St./Friars Rd. has been maintained until 11:00 a.m. due to the volume of runners at that location
- The opening of PETCO Park has added a new dynamic to SDTI ridership through the affected area.
- Originally, the San Diego Padres had an afternoon game scheduled to begin at 1:05 p.m.
- Through one month of experience with the new ballpark, staff has determined that augmented event service is needed as early as four hours prior to each game

Current Status

- San Diego Padres have confirmed the afternoon baseball game has been adjusted by one hour to 2:05 p.m.
- Race Course and Start Time remain unchanged
- Based on the above information, staff has developed a plan to help mitigate issues created by the two concurrent events

Conditional Operating Plan

- Dispatch three train sets to Mission Valley for pre-game staging in advance of the start of the race
- Coordinate with SDTC to stage eight buses at Qualcomm Stadium to provide direct express service to PETCO Park for early arriving passengers.
- Maintain track closure at the Napa/Friars Rd. crossing until 11:00 a.m. after which time train movement will commence bi-directionally and at a frequency consistent with regular pre-game service.

Recommendation:

- For the June 6, 2004, Rock 'N' Roll Marathon, coordinate supplemental, direct bus service from Qualcomm Stadium to PETCO Park to accommodate the earliest baseball game passengers until light rail transit (LRT) through service is reestablished at the Napa/Friars Road crossing at 11:00 a.m.
- Notify Elite Racing that they will be financially responsible for all extraordinary operating expenses incurred by SDTI on behalf of the marathon as a condition of maintaining the track closure at Napa/Friars Road until 11:00 a.m.
- Require Elite Racing to comply with Policy 52 regarding Right-of-Entry permit application as part of operating arrangement.



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

Agenda

Item No. 31

Joint Meeting of the Board of Directors for the
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

ADM 110.2 (PC 30100)

May 13, 2004

Subject:

MTDB: TRANSIT WORKSHOP: POLICY REVIEW

RECOMMENDATION:

That the Board of Directors receive this report reviewing MTD Board Policy Nos. 48 through 52 and approve the proposed changes to those policies as recommended by the Executive Committee.

Budget Impact

None.

DISCUSSION:

As part of the Transit Workshops, staff was asked to conduct a comprehensive review of all MTD Board Policies and Ordinances, as well as the corporate bylaws for San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC). The next policies in this series are Nos. 48 through 52. The purpose of the review is to eliminate any unnecessary or obsolete policies following the consolidation of MTDB with the



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.

San Diego Association of Governments (SANDAG). On that basis, staff is recommending the following revisions:

- Policy No. 48, "APPOINTMENTS TO CORPORATE BOARDS OF DIRECTORS"

Policy No. 48 establishes a nomination and rotation plan, term limits, and membership restrictions for the appointments to the Board of Directors for San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC). In October 2003, the MTD Board became the Board of Directors for SDTI and SDTC. As we transition to the unified agency known as MTS, it will be unnecessary to nominate and elect members to the separate corporations. Therefore, staff recommends this policy be eliminated.
- Policy No. 49, "CAPITAL PROJECT BUDGET AND SCHEDULE REVISION"

Policy No. 49 sets forth the procedures for revising capital project budgets and schedules. This policy establishes procedures for reporting, status updating, and notifying project managers when there is a need to revise budgets or schedules. MTDB's capital projects were transferred to SANDAG during the consolidation; however, MTDB will continue to manage the budgets for Mission Valley East, San Ysidro, and 12th & Market. Therefore, it is staff's recommendation that the policy remain in effect until the completion of those capital projects, and that minor typographical changes be made.
- Policy No. 50, "TRANSIT SERVICE DISCRIMINATION COMPLAINTS PROCEDURES"

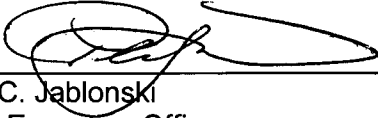
The purpose of Policy No. 50 is to carry out the provisions of Title VI of the Civil Rights Act, which prohibits discrimination in the provision of public transit service. This policy sets forth a procedure for handling claims or complaints of transit service discrimination on the basis of race, color, national origin, etc. As MTDB, SDTC, and SDTI focus their efforts on operations, it will be important to maintain this complaint discrimination procedure.
- Policy No. 51, "DEDICATION OF RIGHT-OF-WAY FOR TRANSIT"

Policy No. 51 encourages MTDB to obtain right-of-way for transit purposes to facilitate transit development and implementation, improve cost-effectiveness, and integrate transit in urban areas to make it more convenient and easier to use. The policy establishes a framework for requesting and obtaining right-of-way dedications along existing or planned routes of service. Staff recommends retaining this policy and making minor typographical changes.
- Policy No. 52, "ENGINEERING AND CONSTRUCTION EXPENSE COST RECOVERY FOR PLAN REVIEW, REAL ESTATE ACTIONS, AND RIGHT OF ENTRY PERMITS"

The purpose of Policy No. 52 is to establish a full cost-recovery system for engineering and construction expenses incurred in granting access to MTDB facilities and property. These requests tax MTDB staff time, including consultant efforts, plan reviews, coordination, real estate entitlement processing, right of entry (ROE) permit reviews, approvals, construction inspection, documentation,

and closeout. This policy was recently approved by the Board, and it is staff's recommendation that the policy is retained and that minor typographical changes be made.

Based on the foregoing, it is staff's recommendation that the Board of Directors receive this report and approve the proposed changes to those policies as recommended by the Executive Committee.



Paul C. Jablonski
Chief Executive Officer

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

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5/06/04

Attachment: A. Proposed Changes to MTD Board Policy Nos. 48 through 52 (Board Only)

Policies and Procedures

No. 48

Subject:

Board Approval: 8/12/99

~~APPOINTMENTS TO CORPORATE BOARDS OF DIRECTORS~~

PURPOSE:

~~The purpose of this policy is to establish and document a nomination rotation plan, term limits, and dual membership restrictions for the nomination and appointment of directors of San Diego Transit Corporation (SDTC) and San Diego Trolley, Inc. (SDTI).~~

BACKGROUND:

~~In the past, informal agreements have existed as to the rotations of nominations among South Bay and East County cities, term limits, and limitations on overlapping memberships. This policy would set forth such understandings in a single Board policy to govern such nominations in the future.~~

~~Each term is for a period of two years, commencing July 1. Each director in the rotation is limited to a maximum of two terms. In the event a director cannot serve out his or her second term, the nomination will rotate to the next city in sequence. Each director will continue to serve until a successor is appointed by the Board.~~

POLICY:

~~48.1 For SDTC, the nomination rotation for the South Bay cities shall be as follows commencing July 1, 1999:~~

~~Imperial Beach
Chula Vista
National City
Coronado~~




~~48.2 For SDTC, the nomination rotation for the East County cities shall be as follows commencing July 1, 1999:~~

~~Santee
Poway
El Cajon
La Mesa
Lemon Grove~~

Member Agencies:

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, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at sdcommute.com

~~48.3 For SDTI, the nomination rotation for the South Bay cities shall be as follows commencing July 1, 2001:~~

~~Imperial Beach~~

~~Coronado~~

~~Chula Vista~~

~~National City~~

~~48.4 For SDTI, the nomination rotation for the East County cities shall be as follows commencing July 1, 2000:~~

~~La Mesa~~

~~Poway~~

~~Santee~~

~~Lemon Grove~~

~~El Cajon~~

~~48.5 The rotations set forth above may be modified by agreement of the affected jurisdictions. The Board shall amend this policy to reflect such modifications when the Board meets to appoint the nominees.~~

~~48.6 No more than two regular members of MTDB shall serve on a Board of Directors of SDTC or SDTI as a regular member. Further, no more than one regular member of MTDB from any one city shall serve on either corporate Board as a regular member.~~

Ltrese/DGunn

POLICY.48

8/13/99

Policy adopted on January 11, 1996

Policy revised on September 12, 1996

Policy revised on January 14, 1999

Policy revised on August 12, 1999

Policies and Procedures

No. 4947

Subject:

Board Approval: 3/27/97 5/13/04

CAPITAL PROJECT BUDGET AND SCHEDULE REVISION

PURPOSE:

To establish procedures for revising capital project budgets and schedules.

BACKGROUND:

The MTDB annual adopted budget document includes the amount of funding available for each approved capital project. Prior to contract award or expenditure of funds, the individual project managers submit a Budget and Schedule Change Request Form (attached) to establish the initial detailed project budget and schedule for each MTDB project and planning study. Detailed budgets are based on cost estimates for each line item, such as planning, engineering, right-of-way, construction, etc. Schedules are developed for all capital projects and a few of the more involved planning studies. These schedules are based on number of working day estimates for the major tasks, such as advanced planning studies, preliminary engineering, design, and construction. The project budgets and schedules are further refined, using the Change Request Form, as the project proceeds through various phases of planning, design, and construction.

This policy would establish the project control coordinator as the focal point to administer the project budgets and schedules; procedures for reporting, status updating, analyzing, and notifying when there is need to revise budgets and schedules; and the procedure for revising the budget and schedules as the project progresses toward completion.

PROCEDURE:




4947.1 Budget and Schedule Establishment

On each capital project and planning study listed in the annual adopted budget, prior to awarding a contract or charging expenditures to the project, the project manager will submit a Budget and Schedule Change Request Form (attached) to establish the initial detailed budget and schedule. The project control coordinator will monitor the form through the signature cycle and develop the detailed budget document and schedule for the project once the form is returned with the appropriate signatures.

Member Agencies:

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, County of San Diego, State of California

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Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

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4947.2 Budget and Schedule Monthly Status

Once the project has an established budget and schedule, there will be a monthly status of activity. Each month the project manager receives a notice from the project control coordinator to provide status information for the previous month's activity. This information includes project progress for the month, percent complete of active tasks, and concerns or corrective actions. With this information all budgets and schedules are updated with month-end expenditures and task percentage completed and then distributed to project managers and senior management.

4947.3 Variance Reports

If there is a variance from the baseline budget or schedule, the project control coordinator will issue a variance report to the project manager which describes any negative line item balance in the budgets or schedules that are behind or late. If a project has a negative balance (either total budget or individual line item) or a late schedule, the project manager submits a Change Request Form to correct the variance. The Change Request Form is submitted for signature, and once signed, the project control coordinator corrects the budget and schedule. The corrected budget supersedes the information previously approved as part of the annual MTDB budget. The corrected schedule supersedes the previously approved baseline schedule. The signed and completed Change Request Form is filed to provide documentation of changes to each project budget and schedule, and a copy is sent to the project manager, the grants manager (when applicable), and the director of finance and administration.

4947.4 Approval Process for Budget or Schedule Changes

The established approval process for budget and schedule changes includes review and signature of the grants manager, the project manager, the project manager's supervisor, the project manager's director and the project control coordinator once the change is complete. In addition, on LRT extension projects with changes to the total budget or significant changes to the schedule, the ~~General Manager~~ Chief Executive Officer will review the changes and make a recommendation to the MTD Board of Directors. Then the MTD Board would review the budget or schedule changes for information and approval.

4749.5 Mid-Year Budget Adjustment

Midway through each fiscal year, the annual budget is adjusted to reflect current trends and any changes since adoption. The project control coordinator will provide to the ~~director of finance and administration~~ Chief Executive Officer a list of changes to the capital projects, based upon the processed and approved Change Request Forms. These changes will be reflected in the mid-year budget adjustment and presented to the ~~General Manager~~ Chief Executive Officer.

| Executive Officer will provide a recommendation to the MTD Board of Directors for approval.

| PWalla
POLICY.4947
3/14/97

Attachment: Sample Budget and Schedule Change Request Form

Original Policy approved on 3/27/97.

CAPITAL PROJECTS BUDGET CHANGE REQUEST FORM

DATE: 2/4/97

I. NUMBER: 434 MANAGER: ECA

PROJECT TITLE: NORTH CHOLLAS BRIDGE REPLAC.

BUDGET CHANGE		TOTAL BUDGET REVISION			FY 97 APPROVED BUDGET		
WBS TASK CODE	DESCRIPTION	CURRENT	REVISED	TOTAL	APPROVED	REVISED	PROPOSED
		TOTAL	TOTAL	BUDGET	FY 97	FY 97	FY 97
		BUDGET	BUDGET	CHANGE	BUDGET	BUDGET	CHANGE
1-434-0100	Administration	33.0	78.0	45.0	33.0	33.0	0.0
1-434-0600	Engineering and Design	115.0	111.0	(4.0)	115.0	115.0	0.0
1-434-0700	Construction Management	92.0	122.0	30.0	92.0	92.0	0.0
1-434-0800	Professional Services	15.0	19.0	4.0	15.0	15.0	0.0
1-434-1000	Construction	920.0	920.0	0.0	920.0	920.0	0.0
1-434-3800	Project Contingency	75.0	0.0	(75.0)	75.0	75.0	0.0
1- -XXXX	Unchanged Line items	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL:		1,250.0	1,250.0	0.0	1,250.0	1,250.0	0.0

JUSTIFICATION FOR BUDGET CHANGE:

Minor adjustments to individual line items to better reflect actual expenditures.

ACTIVITY I.D. DESCRIPTION	APPROVED	REVISED	APPROVED	REVISED
	BASELINE START	START	BASELINE FINISH	FINISH
Construction	5/15/96	7/15/96	11/13/96	3/31/97

JUSTIFICATION FOR SCHEDULE CHANGE:

Project Construction got started late with the longer than usual Advertise & Award period.

APPROVAL SECTION		ACTION	
GRANTS MGR.: <u>N/A BAP</u>	BUDGET ACTION ONLY	PROJECT CONTROL ANALYST: <u>[Signature]</u>	
PROJECT MGR.: <u>[Signature]</u>		FINANCE/ACCOUNTING	
SUPERVISOR: <u>William J. [Signature]</u>			
DEPARTMENT DIRECTOR: <u>[Signature]</u>			
GENERAL MANAGER: <u>N/A BAP</u>			
AGENDA ITEM #:			
DATE OF BOARD ITEM:			

2/5/97 9:20 AM

Filename: CHG434-1.xls

A-3

Policies and Procedures

No. 5048

Subject:

Board Approval: 3/12/985/13/04

TRANSIT SERVICE DISCRIMINATION COMPLAINTS PROCEDURES

PURPOSE:

To carry out Title VI of the Civil Rights Act of 1964 (Title VI), the Federal Transit Administration (FTA) recommends that transit agencies adopt a procedure in which complaints alleging discrimination in provision of transit service are filed, investigated, and a determination made. This policy sets forth such procedures.

BACKGROUND:

It is the policy of the San Diego Metropolitan Transit Development Board, hereinafter "MTDB"; its subsidiaries, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI); and its contractors to follow the established procedure for handling all alleged transit service discrimination complaints on the basis of race, color, or national origin.

The responsibility for the implementation of the discrimination complaint procedures is assigned to the Office of General Counsel. All management personnel within MTDB, SDTC, and SDTI are expected to support and implement the following procedures.

PROCEDURES:

5048.1 All complaints must be in writing and signed by the complainant or his/her representative before any action will be taken. The complaint must be filed within 180 days from the time of the alleged discrimination. The complaints shall provide all pertinent facts and circumstances surrounding the alleged discrimination that will help the MTDB ~~General Manager~~ Chief Executive Officer reach a decision.


5048.2 MTDB will provide the complainant or his/her representative with a written acknowledgement within 10 working days of receipt of the complaint.




The MTDB ~~General Manager~~ Chief Executive Officer will review all the information available from both parties (i.e., the complainant and the identified agency) to determine whether the complaint has sufficient merit to warrant further investigation.

Should further investigation be warranted, the MTDB ~~General Manager~~ Chief Executive Officer shall proceed with an informal hearing from all sides of the issue.

Member Agencies:

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, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at sdccommute.com/

~~5048.4~~ Upon completion of the hearing, the MTDB General Manager Chief Executive Officer will evaluate all information received and make a final determination on the matter. If noncompliance with Title VI is determined, a recommendation on remedial action will be made.

~~5048.5~~ The complainant or his/her representative may appeal MTDB's final determination to FTA.

LTresc
POLICY ~~4850~~
~~2/12/985/13/04~~

This policy was adopted 3/12/98.

Policies and Procedures

No. 4951

Subject:

Board Approval: 4/10/03 5/13/04

DEDICATION OF RIGHT-OF-WAY FOR TRANSIT

PURPOSE:

It is the intention of MTDB to obtain right-of-way for transit purposes as part of the land development process, to facilitate transit development and implementation, improve the cost-effectiveness of transit projects and services, and integrate transit into the urban environment to make it more convenient and encourage transit use.

BACKGROUND:

In the past, MTDB has been able to obtain dedications of right-of-way for transit purposes along the Blue and Orange Line trolley routes and for transit centers (typically at no cost to the agency). These dedications have occurred as part of the development review process in coordination with the local land use jurisdictions. The dedication of land for transit right-of-way has improved the cost-effectiveness of the system and facilitated the provision of transit to newly developing or redeveloping areas. Without the dedication of right-of-way, costly acquisition of land may be required, limiting the ability of MTDB to provide service. The extent of dedication has depended on legal and policy issues affecting each individual parcel.

POLICY:




MTDB will request the dedication of right-of-way from property owners through the development review process in accordance with the following criteria:

1. The development site includes property along the alignment of a planned rail, bus rapid transit, bus, or other transit route as identified in the Regional Transportation Plan (RTP), Transit First Plan, Short-Range Transit Plan (SRTP), MTD Board-adopted alignment, or alternative alignment under study.
2. The development site includes property generally identified for a planned transit right-of-way transit center, transit station, or stop as identified in the RTP, Transit First Plan, SRTP, MTD Board-adopted project, or alternative transit project under study.
3. The right-of-way requested for transit centers, stations, or stops should provide a positive link with the proposed development project and surrounding land uses.

Member Agencies:

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, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at sdcommute.com

4. The right-of-way will be requested through the local land use jurisdiction's permit review process. If the jurisdiction agrees, then the right-of-way dedication would be made a condition of the development permit granted by the jurisdiction.
5. Additional conditions and/or modifications will be considered on a case-by-case basis, with the intent of providing MTDB with adequate right-of-way at reduced cost while protecting private property rights. The extent of the requested dedication should reasonably relate to the value of transit to the proposed project and recognize the scope of the project and other conditions of development.
6. Interim uses of the right-of-way may be permitted if the transit improvement is not imminent. Reasonable time limits should be set for commencement of the transit project which, if not met, would allow for reversion to the property owner. The right-of-way may also revert to the property owner earlier if it is determined by MTDB that the property is not needed for the transit project for which the dedication was obtained. On a bi-annual basis, MTDB will review the list of properties on which dedication has been obtained to determine whether the property is still needed.

DDarro
POLICY.4951
4/15/035/13/04

Policies and Procedures**No. 5052****Subject:****Board Approval:** 10/16/035/13/04**ENGINEERING AND CONSTRUCTION EXPENSE COST RECOVERY FOR PLAN REVIEW, REAL ESTATE ACTIONS, AND RIGHT OF ENTRY PERMITS****PURPOSE:**

It is the intention of MTDB to recover engineering and construction expenses incurred in support of actions from public agencies and private parties that impact MTDB facilities and property.

BACKGROUND:

Public agencies and private parties request access to MTDB right-of-way for various reasons. Some requests are for temporary access with minimal impact on MTDB facilities. Other requests can have a significant impact on MTDB facilities and may include placement of permanent facilities within the right-of-way. The various requests tax MTDB staff time, including consultant effort, for plan reviews, coordination, real estate entitlement processing, right of entry (ROE) permit reviews, approvals, construction inspection, documentation, and closeout. This policy will formalize procedures for MTDB staff to process requests for entry and various real estate actions and to recover costs incurred by the agency in this effort.


POLICY:




MTDB will recover expenses incurred for plan review, real estate actions, and ROE permit reviews and inspections according to the following criteria:

52-150.1 **Minimum to No Impact Requests** – These requests for access to MTDB facilities have minimal to no impacts and are typically for day use ROE permits. The staff effort is light and a fixed fee will be charged to the applicant. The standard fee is \$500 to cover staff preparation time, approvals, and processing. This fee will be evaluated on an annual basis and will be adjusted if warranted upon approval from the ~~General Manager~~ Chief Executive Officer. The applicant will be required to complete the ROE Permit/Plan Review Application (Attachment A) and to submit the application according to the MTDB/San Diego and Arizona Eastern (SD&AE) Railway Company ROE Permit Instructions (Attachment B).

Member Agencies:

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, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

A-11

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at sdcommute.com

52-250.2 Minor Impact Requests – These requests for access to MTDB facilities have minor impacts but require up to \$5,000 of staff time to process the encroachment. These impacts typically require engineering review and construction coordination for the ROE permit. Some real estate entitlement may be required, such as granting an easement. The staff time to analyze the request, coordinate reviews, conduct field inspections, and closeout the permit exceeds the minimum permit fee. Staff will estimate engineering and construction inspection expenses, including consultant fees. For fees estimated below \$5,000, staff will submit the estimate to the ~~Director of Engineering and Construction~~ Right-of-Way Manager for approval. This approval will constitute the permit fee. Additional funds may be necessary if a scope change or additional work is identified. The applicant will follow the application process as described in No. 1 above. Plan review submittals with an expense below \$5,000 will follow the same process.

52-350.3 Major Impact Requests – For those access requests with a staff expense over \$5,000, a deposit of funds will be required to cover costs. MTDB will account for the draw down of the funds and require additional funds as necessary. Any excess deposited funds will be reimbursed to the applicant after MTDB is satisfied that all requirements are met.

52-450.4 Real Estate Actions – Any real estate transaction generated by a public agency or a private party will follow the above criteria.

52-550.5 Waiver of Fees – Fees may be waived at the discretion of the ~~General Manager~~ Chief Executive Officer. Examples of waivers would be for nonprofit agencies or for local agencies that have a reciprocal fee waiver agreement with MTDB.

Alsla/DDarro
POLICY.5250
10/24/035/13/04

Attachments: A. Right of Entry Permit/Plan Review Application
B. MTDB/SD&AE Right of Entry Permit Instructions

Original Policy approved on 10/16/03.

Transit Workshop:

Policy Review



Transit Workshop: Policy Review

- Analyze and review Policies 48 through 52.
- Purpose: eliminate unnecessary or obsolete policies following consolidation.

5/13/04



Transit Workshop: Policy Review


- Policy No. 48: "Appointments to Corporate Boards of Directors"
- Purpose: Establishes procedures for nominating and electing members to the SDTI and SDTC boards of directors as well as board term limits.
- Recommendation: Eliminate the policy following the merger of all three boards last October.

5/13/04




Transit Workshop: Policy Review

- Policy No. 49: "Capital Project Budget and Schedule Revision"
- Purpose: Sets forth procedures for creation and modification of detailed capital project budgets
- Recommendation: Retain the policy until the completion of Mission Valley East, San Ysidro and 12th to Bay link capital projects, make minor typographical changes in the interim.

5/13/04 


Transit Workshop: Policy Review

- Policy No. 50: "Transit Service Discrimination Complaints Procedures"
- Purpose: Establishes a procedure to investigate and resolve complaints of discrimination in the provision of transit service. Implements requirements of Title VI of the Civil Rights Act of 1964.
- Recommendation: Retain indefinitely, make minor typographical changes.

5/13/04 

Transit Workshop: Policy Review

- Policy No. 51: "Dedication of Right-of-Way for Transit"
- Purpose: Encourages MTDB to seek dedication of right-of-way for transit purposes as part of a development review process and in cooperation with local agencies.
- Recommendation: Retain the policy indefinitely, make minor typographical changes.

5/13/04 

Transit Workshop: Policy Review

- Policy No. 52: "Engineering and Construction Expense Cost Recovery for Plan Review, Real Estate Action and Right of Entry Permits"
- Purpose: creates a full cost recovery system for staff time and expenses associated with granting private parties access to MTDB owned property.
- Recommendations: Retain indefinitely, make minor typographical changes.

5/13/04





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

Agenda

Item No. 32

Joint Meeting of the Board of Directors for
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

SRTP 20286 (PC 20286)

May 13, 2004

Subject:

MTDB: TRANSIT PRIORITY TREATMENTS

RECOMMENDATION:

That the Board of Directors receive this report from SANDAG for information.

Budget Impact

None with this report. However, implementation of transit priority measures requires capital funding in varying amounts depending on the application, but also has the potential to reduce transit operating costs by speeding up services and enhancing schedule reliability.

DISCUSSION:

Background

Various transit passenger and resident surveys conducted over the past several years consistently reveal that two of the most important factors in a person's decision to take transit are travel speed and service reliability. However, growing traffic congestion in our region has impacted our transit system's ability to maintain speeds and ensure reliability. Currently, the average speed of Metropolitan Transit System (MTS) buses is approximately 12 miles per hour and the general system on-time performance ranges between 75 percent and 87 percent. Since 1999, MTS operators have spent over \$3 million to maintain the frequency and reliability of the existing services that are slowed by growing congestion. These costs come from the need to add resources



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.

(vehicles and drivers) to provide the scheduled level of service. These resources would be more productively spent on enhanced and new transit services.

To try to address the need to improve transit speed and reliability, a number of short- and long-range activities, plans, and projects are underway. They are all rooted in the regional Transit First strategy (adopted by the former MTDB in 2001) that strives to make transit a first choice for many trips by making it more competitive with the automobile. The four implementation components of Transit First are:

- Service (type and frequency)
- Transit Priority
- Customer Amenities
- Land Use Integration

Together, these provide a new vision for transit in our region, but transit priority is probably the most critical for redefining transit as a viable travel option.

Transit Priority for the Existing System

Small-scale, site-specific transit priority treatments can go a long way to help the existing buses bypass congested areas. The *Transit First Now!* program, initiated by MTDB in October 2001 and now managed by the San Diego Association of Governments (SANDAG), has identified, designed and implemented several spot priority treatments over the past several years. Spot treatments include short transit-only lanes, bus queue jumpers at intersections and bus signal priority along arterial streets. To date, the following *Transit First Now!* priority treatments have been implemented (see Attachment A):

- Westbound Friars Road at Frazee Road queue jumper
- Eastbound Broadway at Third Avenue queue jumper
- Southbound Fourth Avenue at E Street queue jumper
- Westbound H Street at Interstate 805 (I-805) ramps queue jumper

All of these have been implemented in partnership with the local jurisdictions that have accommodated traffic signal modifications and, in the case of Chula Vista, funded street reconstruction needed for the queue jumper as part of a road-widening project.

In addition to these queue jumpers, several short transit-only lanes exist in our region:

- Northbound Eleventh Avenue access to SR 163 (north of A Street) (Attachment B)
- Northbound Fifth Avenue to I-5 (peak period only using parking lane)
- High-Occupancy-Vehicle bypasses and numerous freeway on-ramps (shared with carpools)

There are several other priority treatment projects currently in development:

- Old Town Transit Center Queue Jumper. Buses accessing the Old Town Transit Center from Rosecrans Street/Sports Arena Boulevard routinely get delayed by both traffic congestion and the railroad-crossing gate at Taylor Street (crossing

gates close for Amtrak, Coaster, Trolley, and freight trains). These delays prohibit buses from getting to the Old Town Transit Center on schedule and can result in missed connections for passengers. In partnership with the City of San Diego, SANDAG is implementing a queue jumper at the Rosecrans Street/Pacific Highway intersection that will allow buses to bypass traffic stopped for the traffic signal and crossing gate and directly enter the west side bus bays at the Old Town Transit Center. The City of San Diego has provided \$225,000 of the \$300,000 for this project from North Bay redevelopment area funds and construction is scheduled to begin in fall 2004 and be completed in early 2005. The queue jumper will benefit seven routes (see Attachment C).

- First and Ash Queue Jumper. First Avenue is a one-way northbound street that provides a link from downtown San Diego to I-5 and Hillcrest. Buses using the stop at Ash Street had difficulty merging across several lanes of traffic headed for the northbound I-5 freeway on-ramp. Underused bus stops located along the eastern curb at nearside Ash Street and farside Beech Street were eliminated to test customer response, which has been minimal. The next step is to implement the queue jumper on First Avenue at Ash Street. This small project will be incorporated into the Old Town Transit Center queue jumper project construction work discussed above (see Attachment D).
- Eleventh Avenue Transit Lane between Broadway and A Street. Proposed priority treatments include an Eleventh Avenue transit-only lane between Broadway and A Street, with an improved/relocated bus transit station on Eleventh Avenue near C Street and a queue jumper at A Street. Ten bus routes, including MTS's most frequent Route 7 and commuter express routes, use this segment of Eleventh Avenue. The arterial also carries a high volume of vehicular traffic onto northbound I-5 and SR 163. The priority treatments will allow the buses to bypass traffic congestion to access the existing SR 163 transit-only lane and Park Boulevard.

One block of the planned Eleventh Avenue transit-only lane is adjacent to the Centre City Development Corporation (CCDC) Smart Corner project, located on the block bordered by Eleventh Avenue, Park Boulevard, Broadway, and C Street. This site will be developed with a five-story residential and 19-story office building. The City College Trolley Station will run diagonally through the block. In coordination with CCDC, SANDAG plans to implement a concrete transit-only lane on Eleventh Avenue between Broadway and C Street and a new bus stop for the project on Eleventh Avenue near C Street. CCDC has agreed to make these transit facilities part of the Smart Corner project and budget (see Attachment E).

While we have had a number of successful applications of transit priority facilities for the existing transit system, many more are needed to make an impact on both individual route and system performance. Initial *Transit First Now!* Project analyses identified 248 potential sites for transit priority treatments based on congestion levels, bus route on-time performance problems, and bus driver input. Current transit funding shortfalls mean that our ability to continue to implement these spot priority treatments will depend largely on our ability to partner with local jurisdictions and other agencies to fund these

facilities. Still, there are other low-cost approaches to improving speed and reliability on the existing transit system that we are also pursuing, as discussed below.

Bus Stop Consolidation

Successful bus service needs to balance speed with access. Although placing more bus stops along a route may improve access, too many bus stops can negatively impact the quality of service, travel time, reliability, and efficiency of the service. Therefore, bus stops should be strategically placed to maximize access, while the number of stops along a route should reflect goals to achieve faster operating speeds, maintain reliability, and improve service to our riders.

To test the balance between access and speed, SANDAG, San Diego Transit Corporation (SDTC), and San Diego City Council Districts 3 and 4 have collaborated to implement the Route 11 Bus Stop Consolidation Demonstration. Route 11 serves the College, Mid-City, Hillcrest, downtown, southeastern, and Spring Valley communities and carries just under three million passengers a year (Attachment F). Its ability to operate efficiently is hindered by frequent stop spacing and by stops that are placed in inappropriate locations. As a result, the route continually experiences bunching and is often late. SDTC had little success in correcting these problems with extra trips and frequency increases. Unreliable service, combined with the length of the route and slow travel speeds, has resulted in long trip times for riders.

The Route 11 Bus Stop Consolidation Demonstration, which was initiated in February 2004, removed or consolidated 29 of the 233 stops along the route. Although consolidation of a larger number of stops would have provided for a better demonstration, the consolidation is anticipated to reduce travel time, possibly as much as 5 minutes over the length of the route. SANDAG is currently gathering data to complete a "before and after" comparison of travel time, on-time performance, and driver and passenger perceptions. If successful, implementing bus stop consolidation on other routes could provide a low-cost method for improving systemwide travel time and reliability, particularly during times of limited capital and operating funding availability.

Transit Priority for the Future Transit System

While remaining vigilant in applying transit priority to the existing transit system, we are also planning our future transit system with large-scale transit priority facilities that will provide significant benefit to transit travel speeds and reliability. SANDAG's 2030 Regional Transportation Plan includes a system of High-Occupancy Vehicle/Managed Lanes (HOV/ML) on freeway corridors that will provide uncongested travel for future Bus Rapid Transit (BRT) services. The first of these is an eight-mile extension of the existing I-15 HOV/ML between SR 56 and south Escondido, currently under construction and scheduled to open in late 2007. The HOV/ML project will include three new BRT stations for existing and future commuter express services in the corridor (Attachment G).

Other Transit First BRT projects in planning and development include the Showcase Project that would operate between San Diego State University and downtown San Diego, along El Cajon Boulevard and Park Boulevard, and the Super Loop planned for the University City area to connect the University of California, San Diego (UCSD)

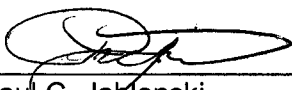
with University Towne Center. These projects will include a combination transit signal priority, dedicated transit lanes, and queue jumpers along arterial streets. A fourth BRT project from South Bay to downtown will take advantage of dedicated right-of-way set aside through the Otay Ranch Villages and HOV/ML facilities along I-805. All of these projects are dependent on the extension of the *TransNet* sales tax measure for implementation.

Other Possibilities

SANDAG is also pursuing with Caltrans the possibility of using freeway shoulder lanes for transit. The existing transit system has a number of routes that operate on freeway segments and get stuck in freeway congestion, particularly during peak periods. Since implementation of a system of future HOV/ML facilities is many years off, these services will experience growing delays as congestion increases. The ability to use freeway shoulder lanes as interim transit lanes would provide transit priority in the short term.

Use of freeway shoulders for transit is not a new concept. Minneapolis currently has approximately 200 miles of freeway shoulders that have been used by transit for almost 20 years. Strict operating rules apply (such as limits to top speeds and granting autos priority at interchanges) and the system has had very few safety or operations issues. The freeway shoulder network has proven beneficial to transit for maintaining speeds and reliability during congested periods.

Our discussions with Caltrans on transit use of freeway shoulder lanes have just begun. Not surprisingly, Caltrans has a number of concerns about the proposal, and state law currently prohibits use of the shoulder lanes except in construction zones. As a result, we are working toward a demonstration of transit use of freeway shoulders along the I-15 corridor during construction of the HOV/ML facility. A small-scale demonstration in the construction zone would provide transit priority in what is expected to be a very congested area and provide information on the feasibility of shoulder lane use in other areas.



Paul C. Jablonski
Chief Executive Officer

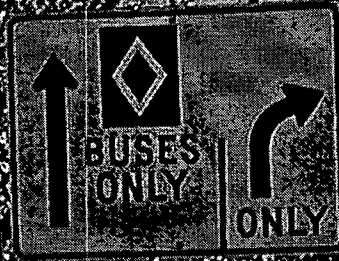
Key Staff Contact: Toni Bates, 619.699.6950, tba@sandag.org

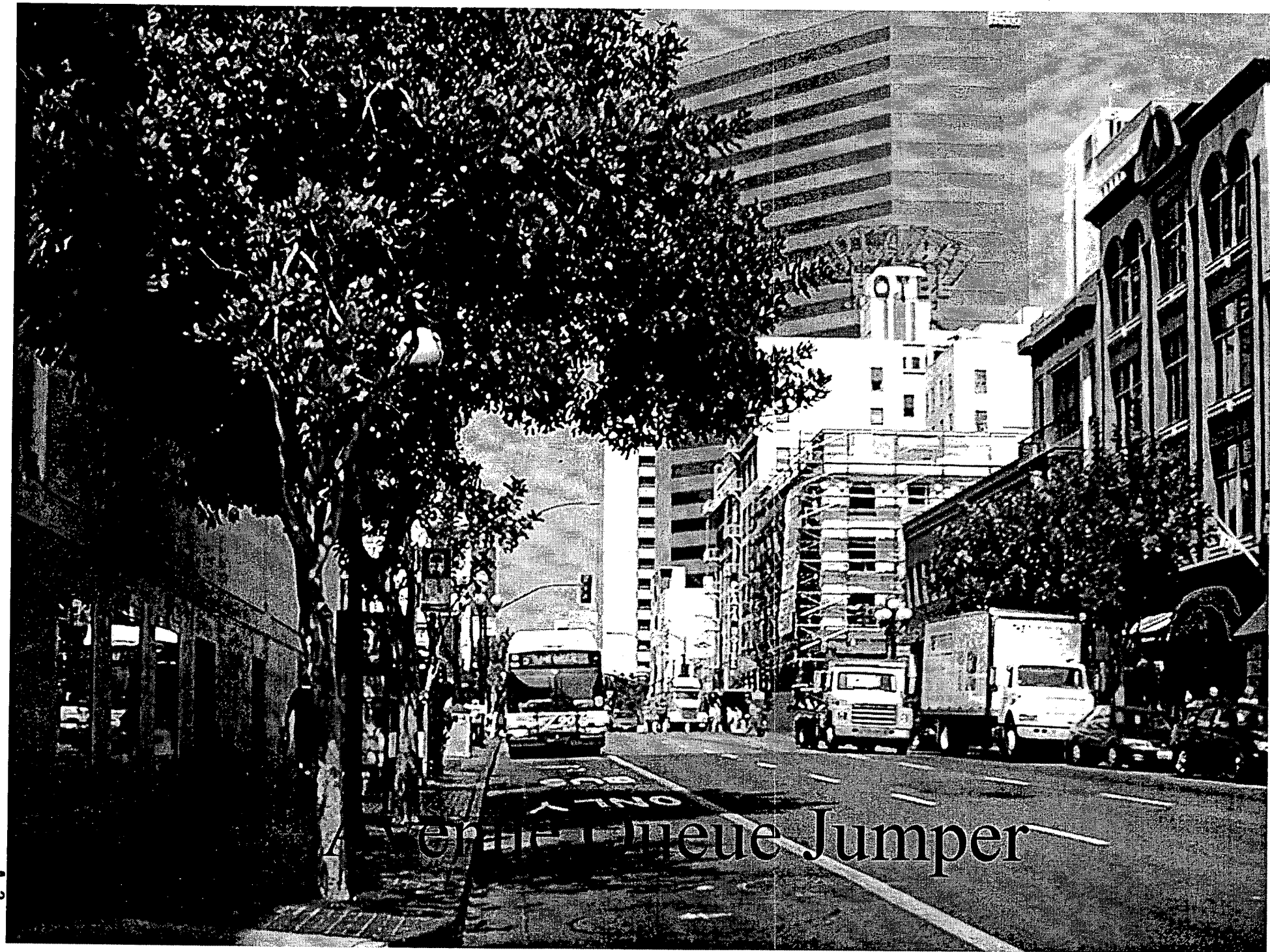
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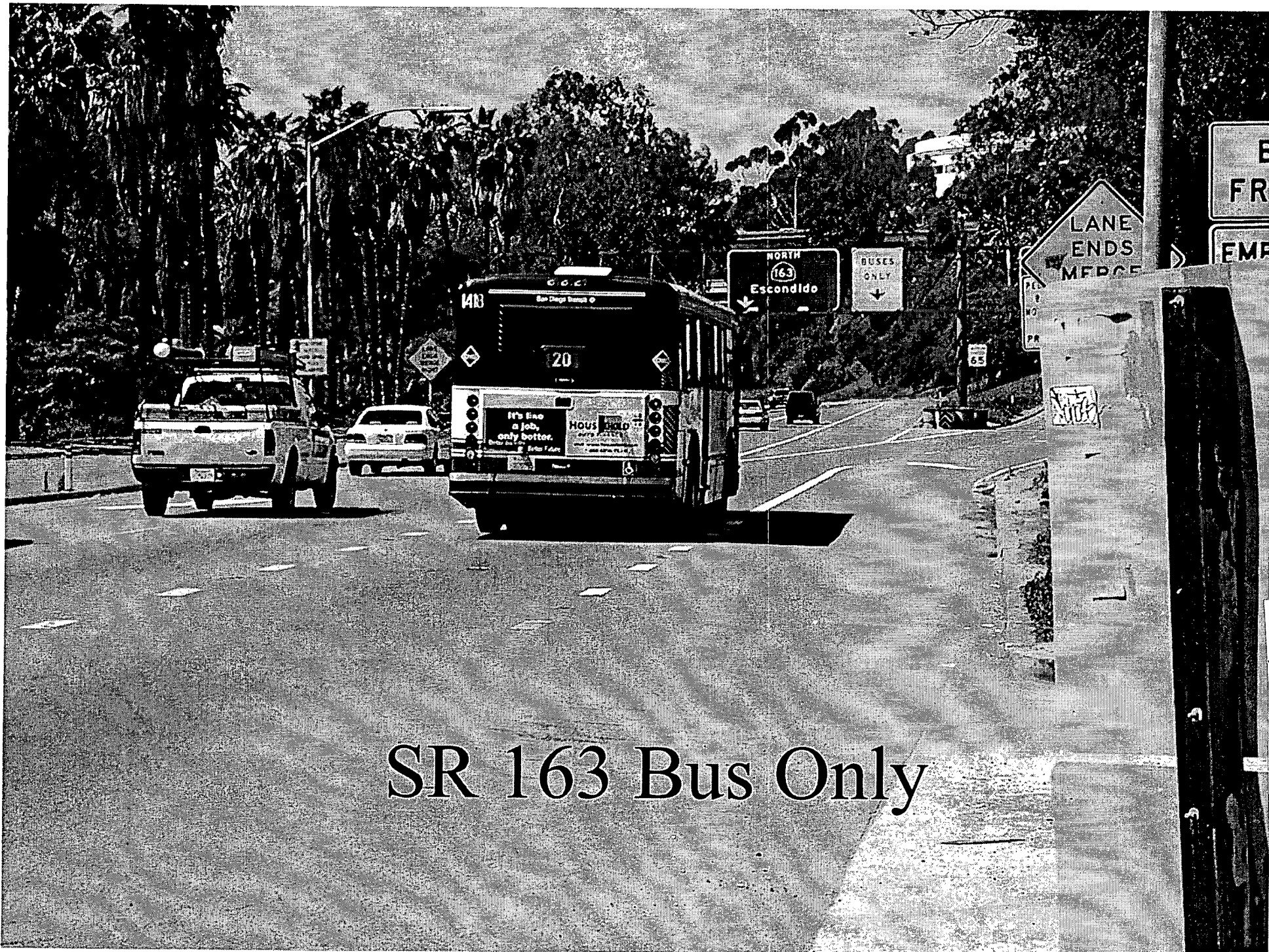
- Attachments:
- A. Photo Examples of Bus Queue Jumpers
 - B. Eleventh Avenue to Northbound SR 163 Transit Lane
 - C. Old Town Transit Center Queue Jumper Location Map
 - D. First and Ash Queue Jumper Location Map
 - E. Eleventh Avenue Transit Lane Location Map
 - F. Route 11 Map
 - G. I-15 HOV/ML Project Location

(Board Only)

Friars & Frazee



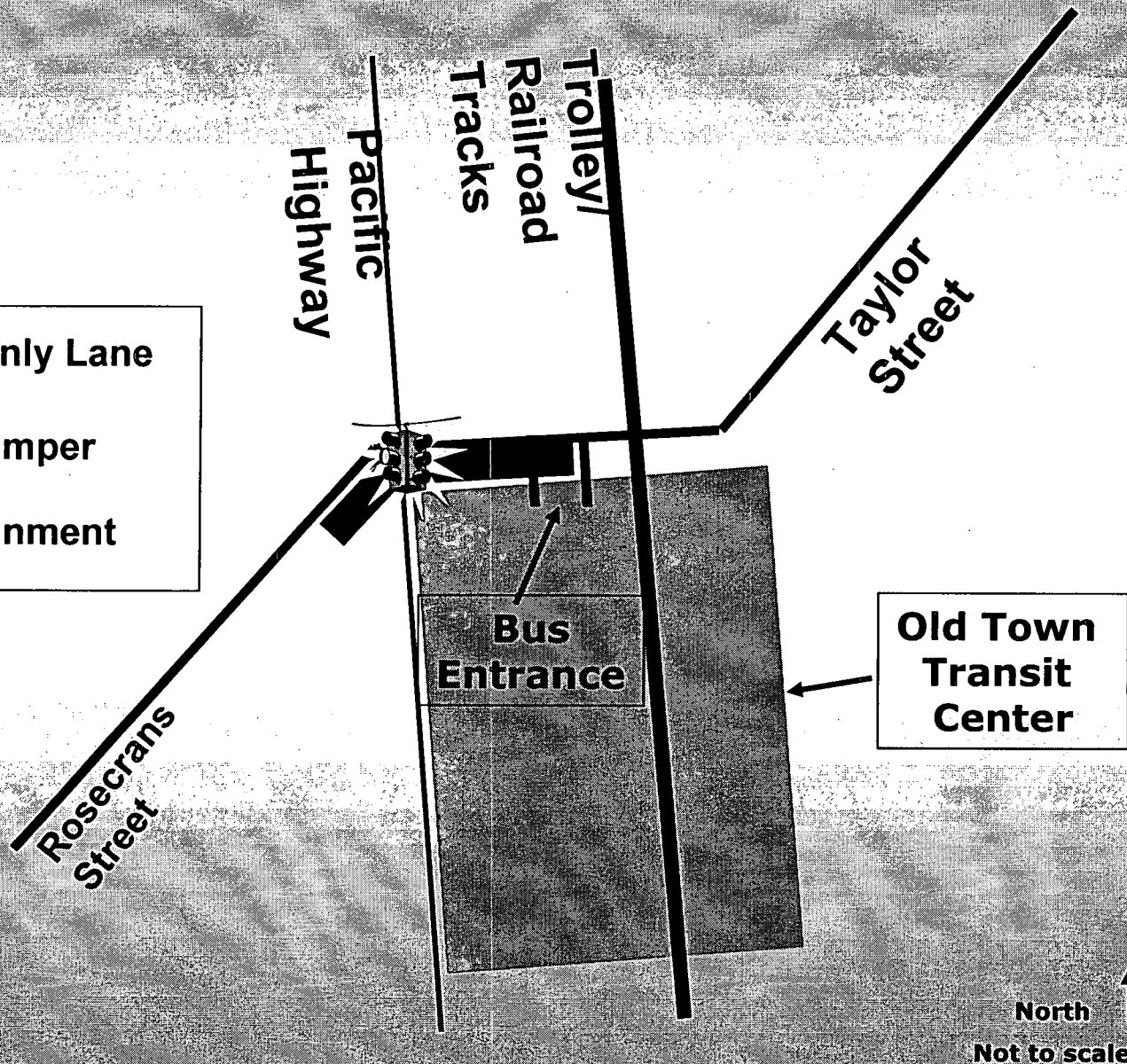
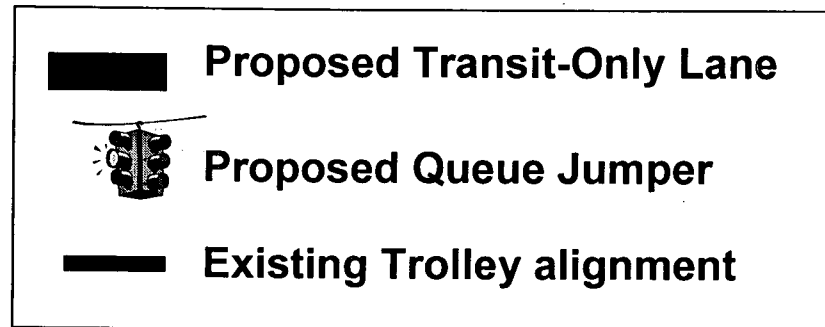




SR 163 Bus Only

OTTC at Pacific Highway/Taylor/Rosecrans St

Proposed Improvements

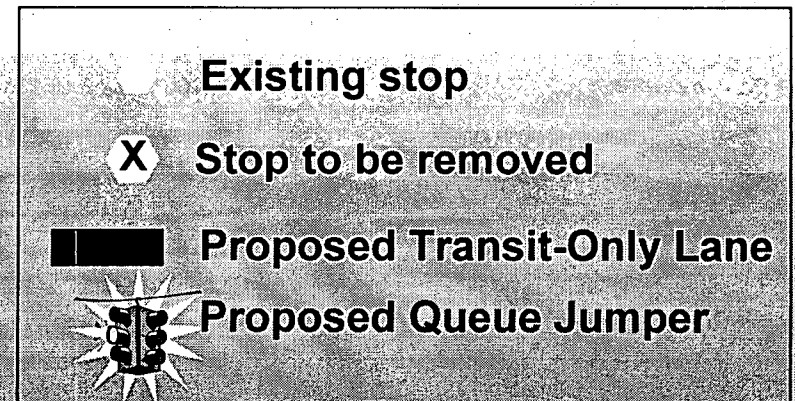
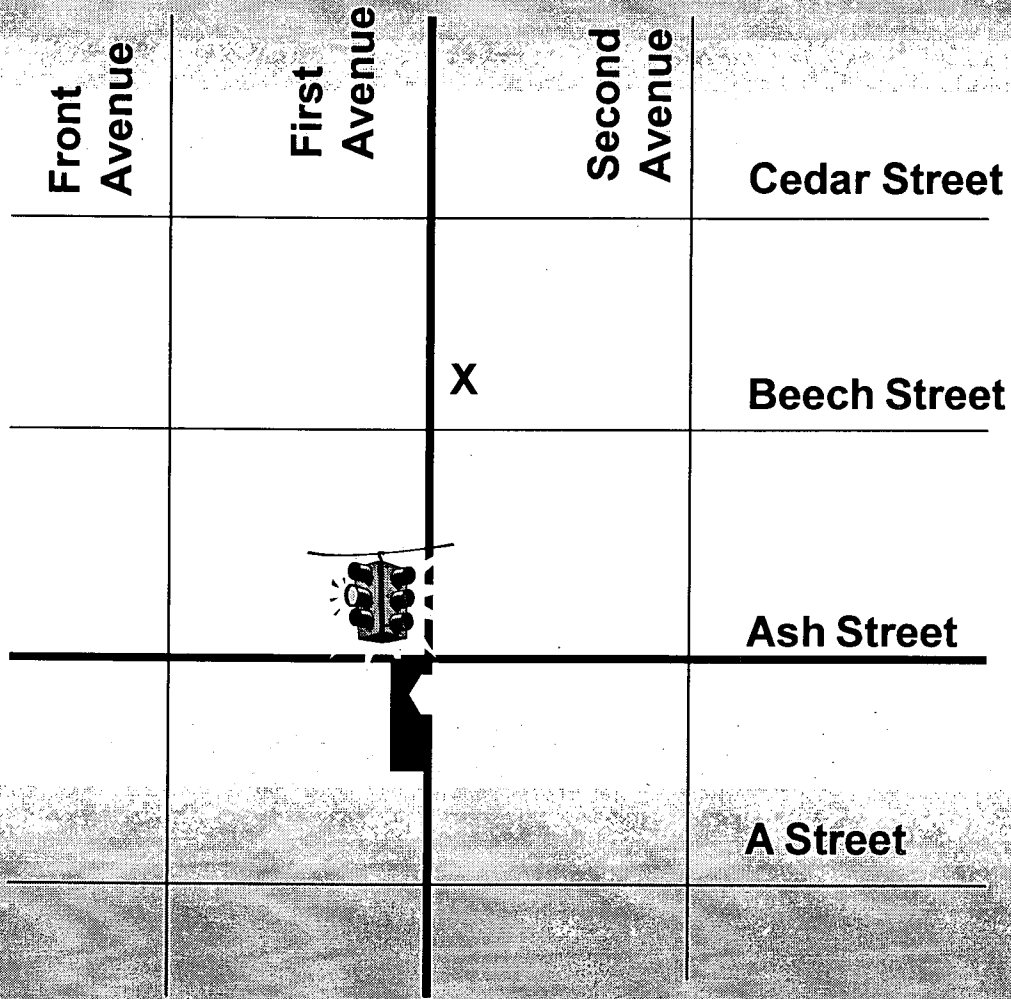


Att. C, AI 32, 5/13/04, SRTP 20286

North
Not to scale

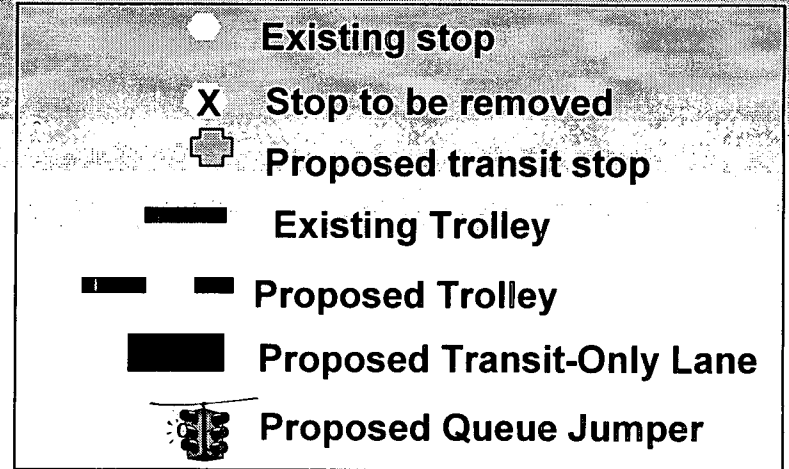
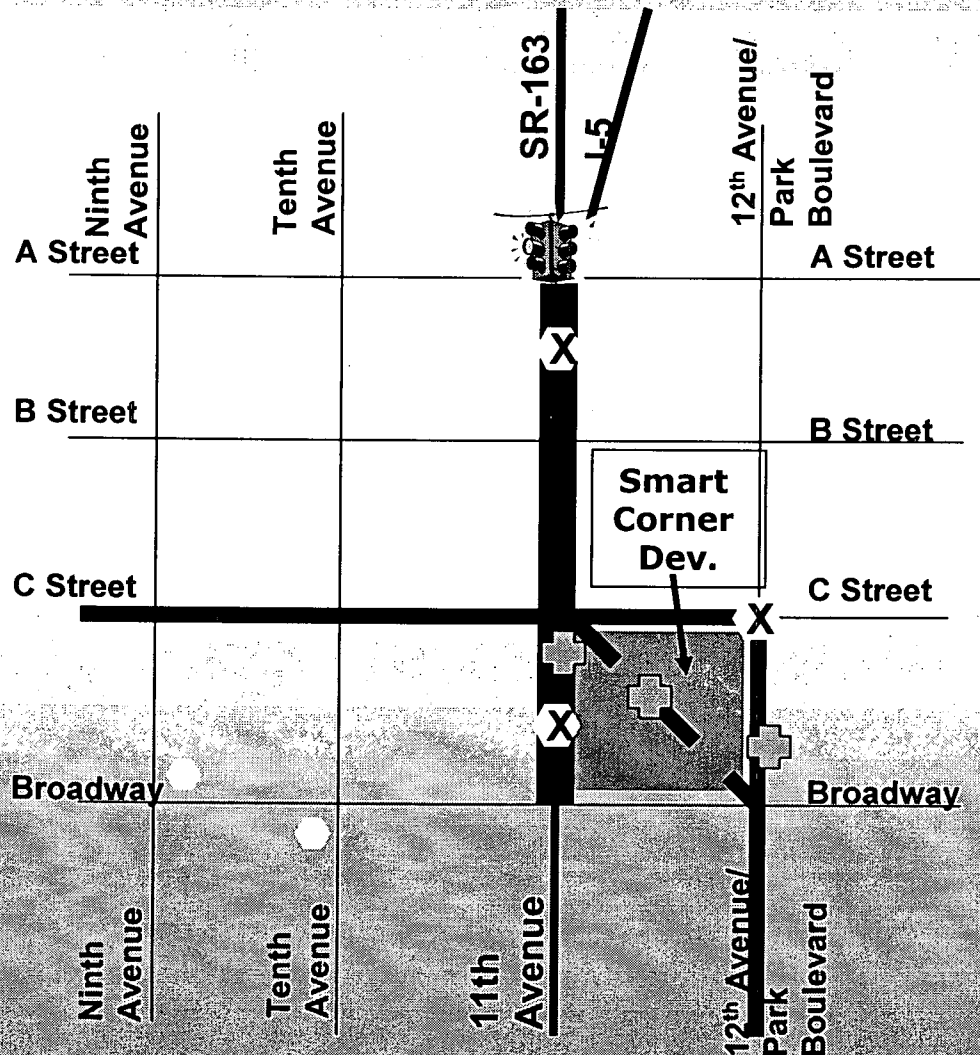
First Avenue Between A and Cedar Streets

Proposed Improvements



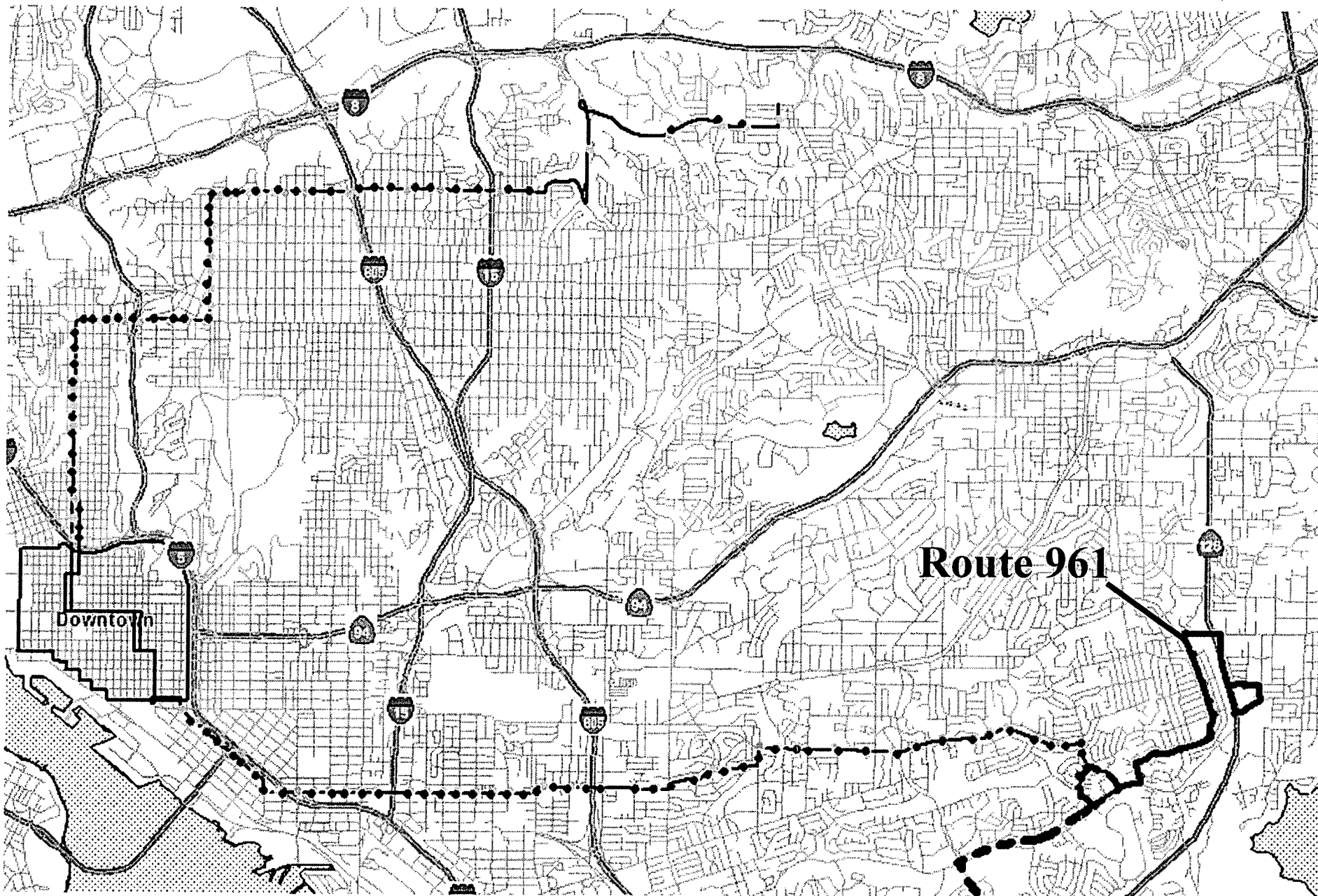
11th Ave Between Broadway and A Street *Proposed Improvements*

North ↑
Not to scale



Include Funding and Facilities in the Smart Corner project for:

- temporary construction impacts
- permanent concrete transit-only lane
- Showcase station on Park Blvd



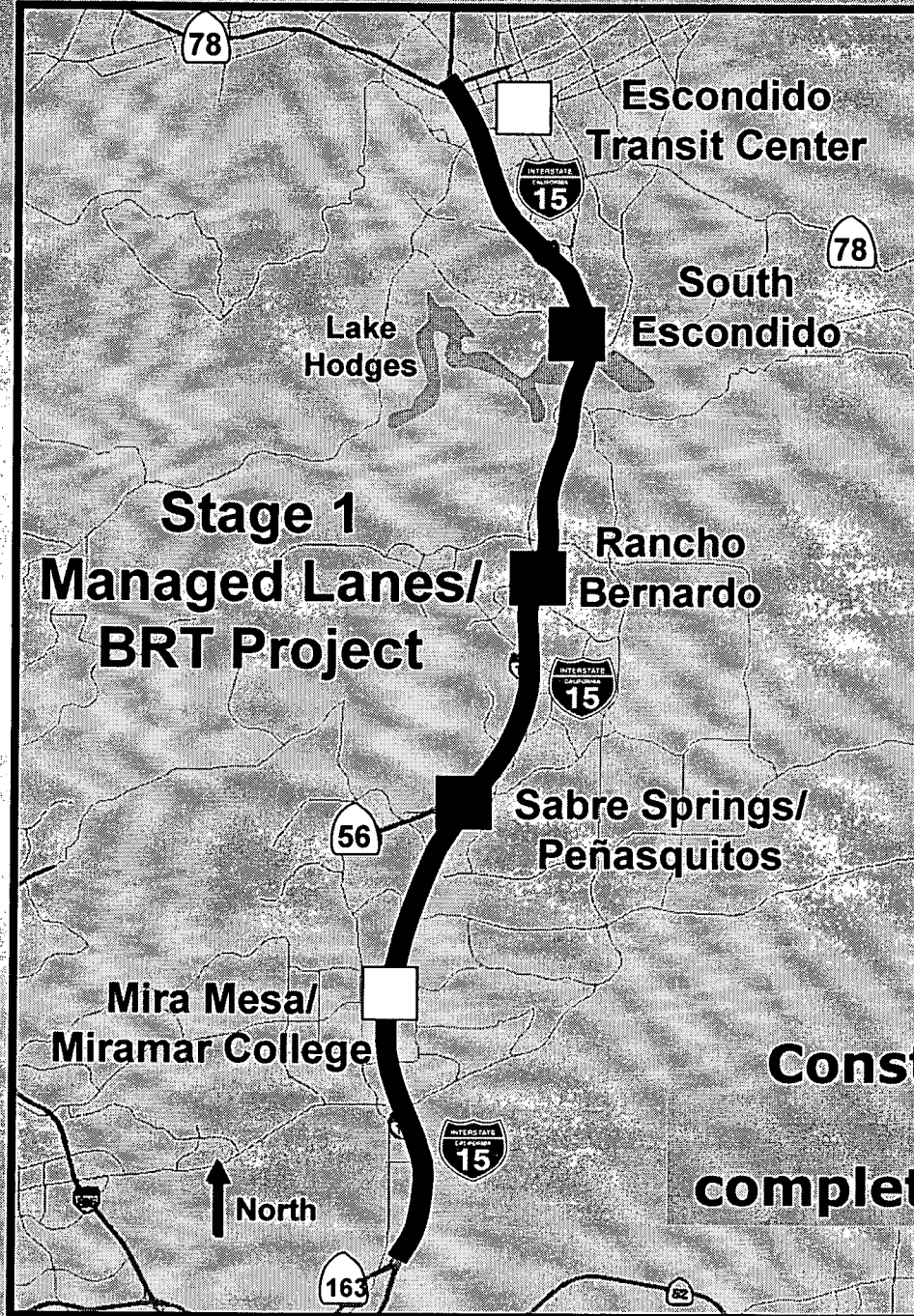
Route 11 Services & Stops
Route 11 Bus Stop Consolidation Demonstration Project

I-15 Corridor Managed Lanes/ BRT Project

**Stage 1 Project
BRT Stations/
Direct Access Ramps**

**Future Phases
BRT Stations/
Direct Access Ramps**

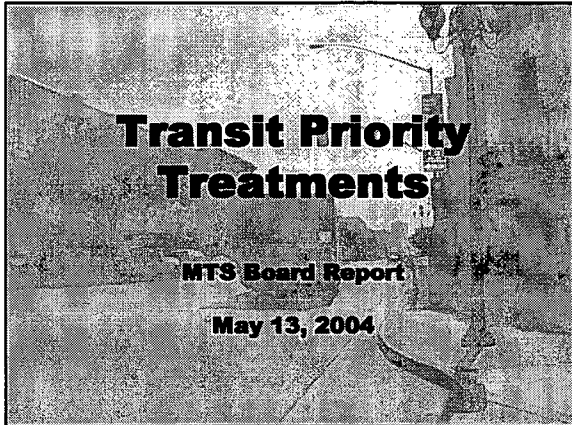
**Construction of Stage 1 began
late summer 2003;
completion set for December 2007.**



Rancho Bernardo

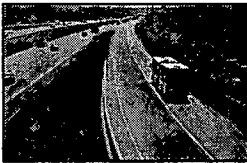
Photosimulation





Transit Passenger Priorities

- Travel Speed
- Service Reliability

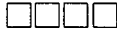


**Since FY99
MTS has spent \$3.0 million +
just to maintain existing service**



Transit First Strategy

- Service Concepts



- Transit Priority



- Customer Experience



- Community Design

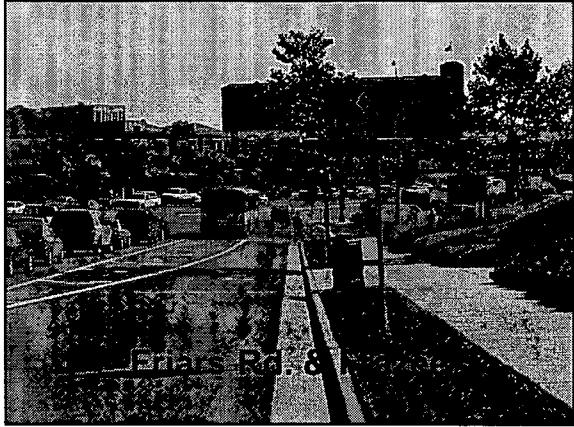


Transit First Now!

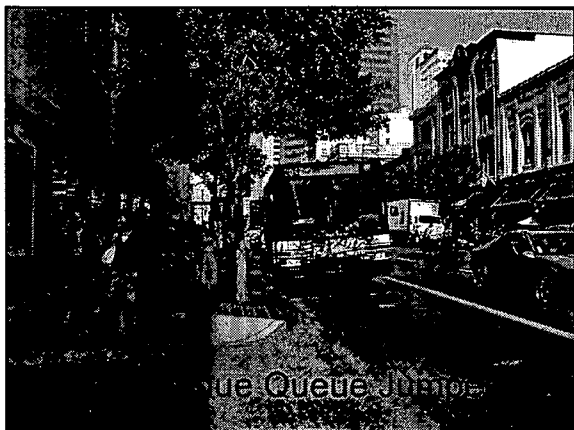
applies transit priority
to the
existing transit system

- Maintains/improves existing system travel speeds and reliability
- Supports future projects
- Tests transit priority applications





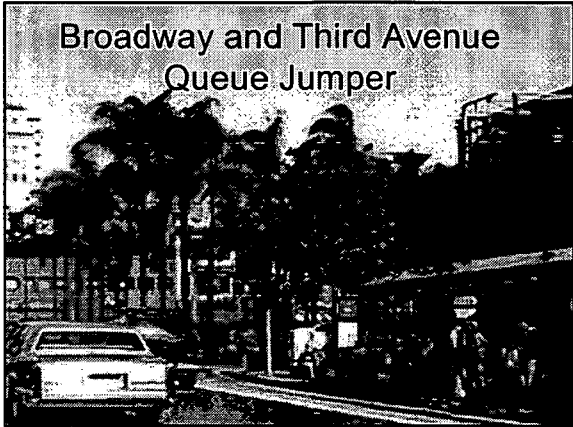


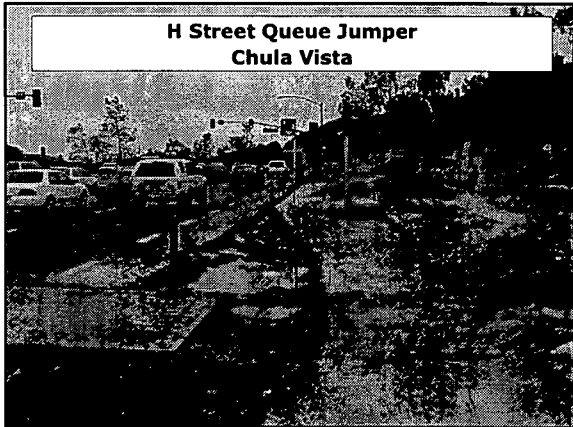








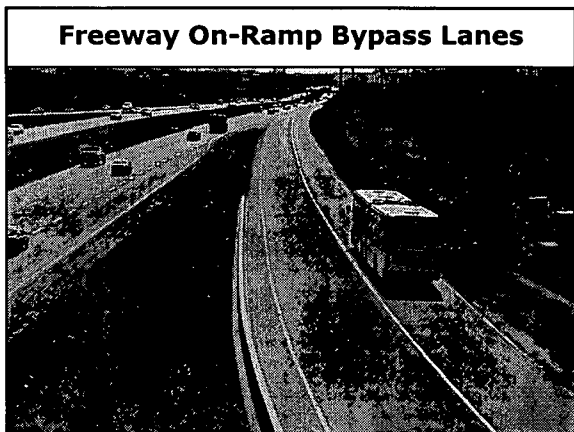


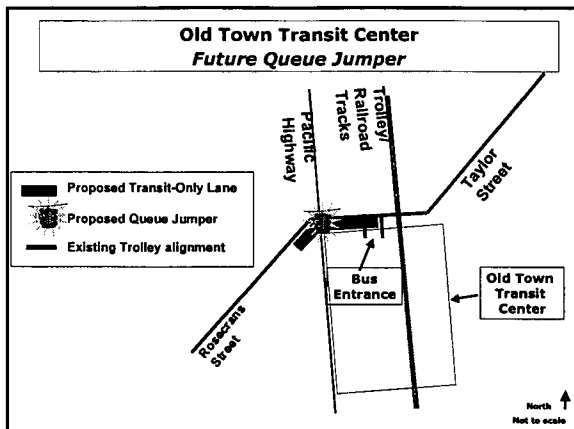


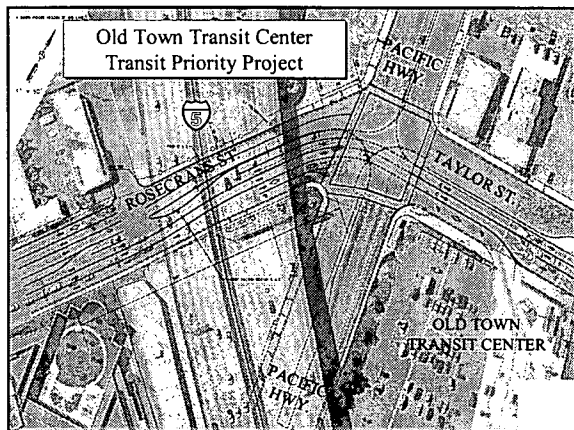


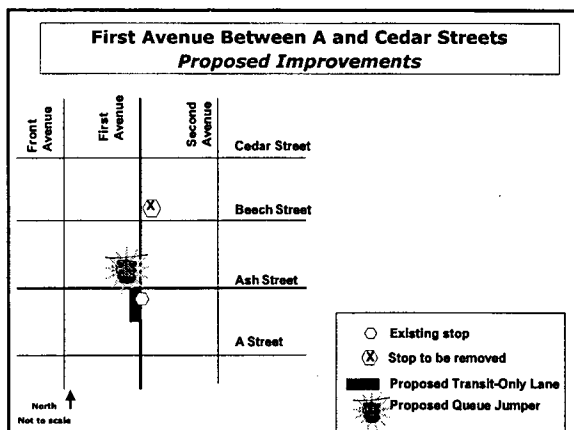


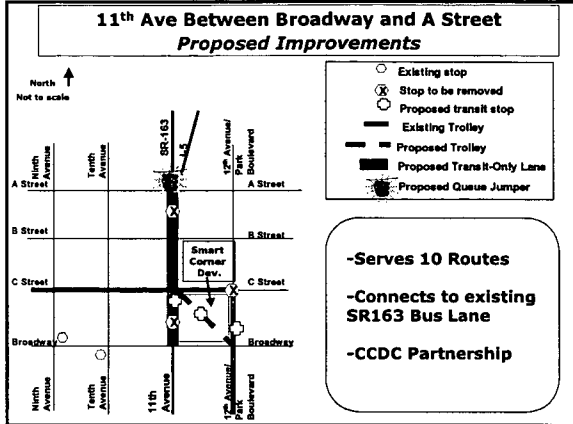


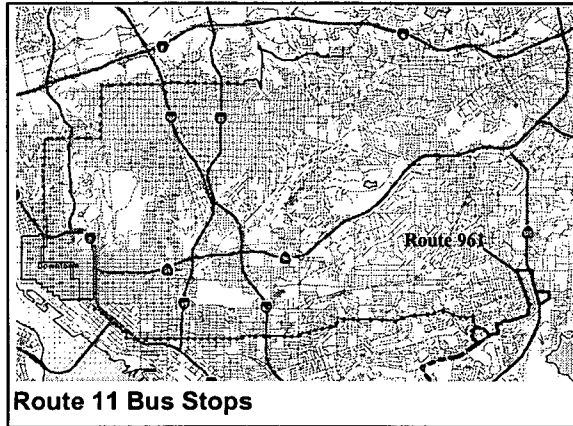




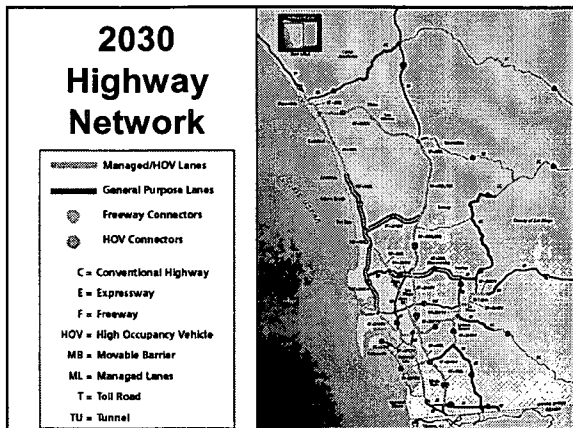


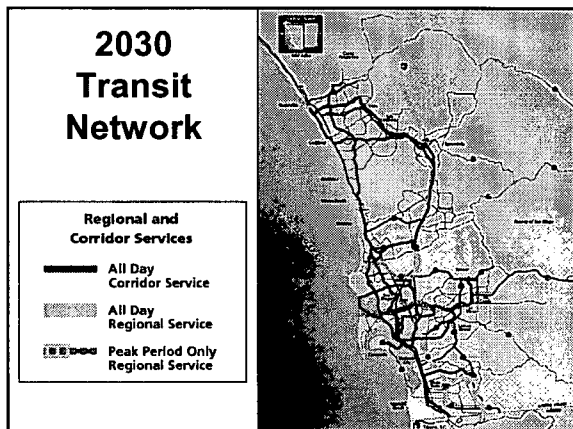


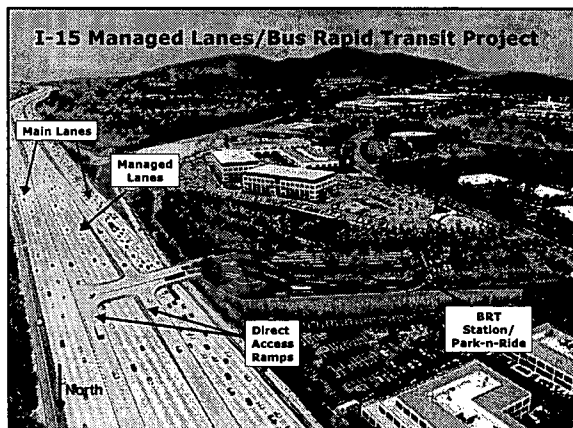


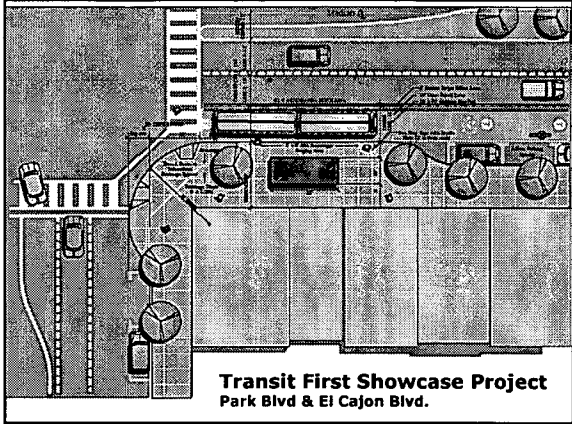


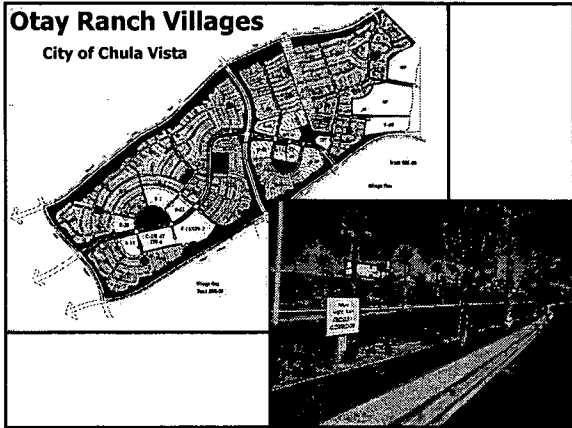


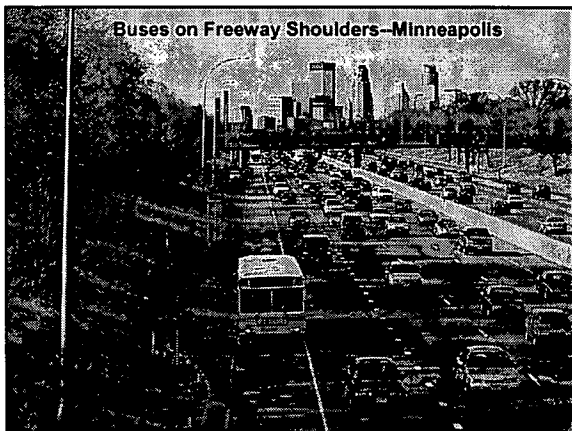














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Agenda

Item No. 45

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

May 13, 2004

Minor Contract Actions

- Berryman and Henigar for general engineering consultant services for the Kearny Mesa Transit Center.
- Berryman and Henigar for general engineering consultant services for the Mission Valley East Light Rail Transit extension.
- West Coast General Corp. for construction services for the reconfiguration of 12th & Market station.
- Clark Construction Group Incorporated for construction services related to the Mission Valley East Light Rail Extension.
- Stacy & Witbeck, Inc. for construction services related to Mission Valley East trackwork and systems.

Contract Matters

Contract Change Order (CCO) No. 35 with West Coast General was approved in the amount of \$95,372.50 for installation of a conduit up the length of 12th Avenue to be used for a future fiber optic cable run. (12th Avenue – Park to Bay Link project, Contract No. LRT-10493)

CCO No. 43 with West Coast General was approved in the amount of \$26,674.00 to perform south line track repairs. (12th Avenue - Park to Bay Link project, Contract No. LRT-10493)

CCO No. 44 with West Coast General was approved in the amount of \$15,528.45 to furnish and install a curved guardrail. (12th Avenue – Park to Bay Link project, Contract No. LRT-10493)

CCO No. 59 with West Coast General was approved in the amount of \$9,170.00 to provide a blacktop overlay on the San Diego Transit Imperial Avenue Division yard. (12th Avenue – Park to Bay Link project, Contract No. LRT 10493)



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.

CCO No. 61 with West Coast General was approved in the amount of \$2,000.00 to grind damaged concrete panels on the Bayside Platform. (12th Avenue – Park to Bay Link, Contract No. LRT-10493)

Personnel Matters

Denis Desmond, Associate Transit Operations Analyst, will celebrate his 5th anniversary on May 25.

GWilliams