



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

*****REVISED*****

Agenda

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

August 12, 2004

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call

***Moment of Silence for City of San Diego Councilmember and
Board Member, Charles Lewis***

2. Approval of Minutes - July 22, 2004

Approve

3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion Items. If you have a report to present, please 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. SDTI: CLOSED SESSION - Government Code Section 54957: Regarding Public Employee Performance Evaluation: President-General Manager
- b. MTDB: Conference with Real Property Negotiators. Property: Corner of 12th Avenue/Park Boulevard and C Street.
Agency Negotiators: Tim Allison, Jim Linthicum, and Tiffany Lorenzen.
Negotiating Parties: City of San Diego Redevelopment Agency and Lankford and Associates, Inc./CJUF Smart Corner, LLC.
Under Negotiation: Instruction to Negotiators Will Include Price and Terms of Payment.

Oral Report of Final Actions Taken in Closed Session

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

- * 6. MTDB: Mission Valley East LRT Project: Mitigation Monitoring and Reporting Program Receive
 Action would receive the Mitigation Monitoring and Reporting Program Status Report for the Mission Valley East Light Rail Transit Project.
- * 7. MTDB: September 2004 Service Changes Receive
 Action would receive information on service changes scheduled for September 2004 implementation.
- * 8. MTDB: Washington, D.C. Representation Services Contract Extension Approve
 Action would authorize the CEO to execute an amendment to the Washington, D.C. Representation Services contract with Thomas Walters and Associates, Inc., to extend our Washington, D.C. representation services for a six-month period from July 1, 2004 through December 31, 2004.
- * 9. MTDB: Contract Amendments for MTDB's Rural Bus Service Approve
 Action would authorize the CEO to issue payment for the Rural Bus services for FY 04-05.
- * 10. SDTC: Financial Report Through May 2004 Receive
 Action would receive this report for information.
- * 11. MTDB: 12th Avenue Park-to-Bay Link Project: Contract Change Order and Construction Contingency Increase Approve
 Action would authorize the CEO to execute a construction contract change order and increase construction contingency.

- | | | |
|-------|---|---------|
| * 12. | <u>SDTI: Award LRV Accident and Vandalism Damage Repair Services Contract</u>
Action would authorize the CEO to issue a Standard Services Agreement and Work Order No. 05-01 to Carlos Guzman, Inc., for providing light rail vehicle accident and vandalism damage repair services for FY 05. | Approve |
| * 13. | <u>MTDB: Additional FY 05 Daily-Dated Universal Transfer Slips</u>
Action would authorize the CEO to execute a contract amendment with The Ticket Factory to produce and deliver an additional 7,680,000 Daily-Dated Universal Transfer Slips. | Approve |
| * 14. | <u>MTDB: Contract Change Orders for Mission Valley East</u>
Action would authorize the CEO to execute a contract change order with The Clark Construction Group, Inc., for the SDSU Tunnel and Underground Station on the MVE LRT Extension. | Approve |
| * 15. | <u>MTDB: San Ysidro Intermodal Transportation Center Project: Construction Contingency Increase</u>
Action would authorize the CEO to increase the Construction Contingency of the San Ysidro Intermodal Transportation Center Construction Project. | Approve |

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

- | | | |
|-----|---|---------|
| 30. | <u>MTDB: Comprehensive Operations Analysis (COA)</u>
Action would authorize the Chief Executive Officer (CEO) to procure consulting services to assist MTS in conducting a COA of the MTS bus route structure and services, focusing on San Diego Transit Corporation (SDTC) and MTS routes and, if funding permits, San Diego Trolley, Inc. (SDTI) service. | Approve |
| 31. | <u>MTDB: FY 05 Performance Incentive Program</u>
Action would authorize the CEO to implement the FY 05 Performance Incentive Program as recommended by the Executive Committee. | Approve |
| 32. | <u>MTS: Proposed Compensation Program for FY 05</u>
Action would approve the Proposed Compensation Program for FY 05 as recommended by the Executive Committee. | Approve |

- | | | |
|-----|---|-----------------|
| 33. | <u>MTDB: University Avenue Mobility Plan</u>
Action would receive this report on the University Avenue Mobility Plan (UAMP) and direct staff to continue analyzing the proposed University Avenue transit enhancements. | Possible Action |
| 34. | <u>MTDB: Adoption of Amended Resolution No. 4-05.1 Extending the Time for Approval of the FY 05 Performance Incentive Plan and FY 05 Proposed Compensation Plan Until September 23, 2004</u>
Action would adopt amended Resolution No. 04-5.1 in the event that Agenda Item Nos. 31 and 32 are not approved. | Approve |
| 35. | <u>MTDB: Bus Stop Consolidation Program Update</u>
Action would receive this report for information. | Receive |
| 44. | <u>Chairman's Report</u> | Possible Action |
| 45. | <u>CEO's Report</u> | Information |
| 46. | <u>Board Member Communications</u> | |
| 47. | <u>Additional Public Comments Not on the Agenda</u>
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. | Possible Action |
| 50. | <u>Next Meeting Date:</u> September 9, 2004 | |
| 60. | <u>Adjournment</u> - Adjourn to Building Dedication Ceremony (11:30 a.m. at 1535 Newton Avenue) Honoring Langley C. Powell | |

JGarde
AGENDAS EC 8-5-04 BD 8-12-04
8/6/04

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 8/12/04

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:27 a.m.

RECONVENE: 10:12 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:30 a.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	9:16 a.m. before approval of minutes.	
CLABBY	<input checked="" type="checkbox"/>	(Jones)	<input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/>	(Cafagna)	<input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/>	(N/A)	<input type="checkbox"/>		10:10 a.m. at end of Closed Session
LEWIS, Mark	<input type="checkbox"/>	(Santos)	<input checked="" type="checkbox"/>		
MAIENSCHIEIN	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/>	(N/A)	<input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/>	(Tierney)	<input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/>	(Ungab)	<input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/>	(Davis)	<input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>	9:19 a.m. during Public Comments	
ROSE	<input checked="" type="checkbox"/>	(Janney)	<input type="checkbox"/>		
RYAN	<input type="checkbox"/>	(Dale)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
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"/>		10:10 a.m. at end of Closed Session

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Tiffany Wenzers

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

July 22, 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 9:15 a.m. A roll call sheet is attached listing Board member attendance. Mr. Williams welcomed Mr. Ron Morrison, former Chairman of the SANDAG Board of Directors. Mr. Morrison was recently appointed to the MTD Board of Directors.

2. Approval of Minutes

Mr. Emery moved to approve the minutes of the July 8, 2004, Board of Directors meeting. Mr. Rindone seconded the motion and the vote was 11 to 0 in favor.

3. Public Comment

Clive Richard – Mr. Richard expressed concern about support staff. He stated that MTDB is asking support staff to do an increasing amount of work in an environment of decreased resources.

4. Presentation of Employee Awards

There were no employee awards.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:19 a.m. for (a) Conference With Legal Counsel – Existing Litigation – (Subdivision (a) of Section 54956.9): Appeal from the San Diego Historical Resources Board Regarding the Coronado Branch Line.

The Board reconvened to Open Session at 9:58 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Tiffany Lorenzen, MTDB General Counsel, reported the following: Closed Session Item 5a: The Board received a report and gave direction to outside counsel. She also reported that Board representatives from the City of San Diego were not present during the Closed Session.

CONSENT ITEMS

6. MTDB: Transit Center Maintenance Contract (OPS 920.5, PC 30120)

That the Board of Directors authorize the Chief Executive Officer to execute a contract amendment (MTDB Doc. No. B0299.4-02, Attachment A of the agenda item) for one option term with Calderon Building Maintenance, Inc.

7. SDTI: Financial Report for May 2004 (OPS 970.5, PC 30102)

That the Board of Directors receive the following reports: Summary of Cash in Treasury, Status of Revenue, Summary of FY 04 Appropriations and Expenditures, and San Diego Association of Governments (SANDAG) Ridership Summaries.

8. MTDB: Amendment to Disadvantages Business Enterprise Policy No. 26 Pursuant to Federal Transit Administration Requirements (LEG 430, PC 30100)

That the Board of Directors receive this report and authorize the proposed changes to Board Policy No. 26, "Disadvantaged Business Enterprise (DBE)" as required by the Federal Transit Administration (FTA).

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

That the Board of Directors receive the Metropolitan Transit System (MTS) Operators Budget Status Report for the month of May 2004.

Motion on Recommended Consent Items

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

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Operations Status Reports (OPS 920.1, 960.5, 970.5, PC 30101, 30102, 30103)

Mr. Paul Jablonski, MTDB Chief Executive Officer (CEO), reminded the Board that he is working on a consolidated reporting format for providing the Board with statistical information on the performance of the system. He reported that he is in the process of

organizationally identifying where responsibilities would be assigned for collecting, summarizing, and presenting that information to the board. He added that, in the interim, reports from the individual entities will be presented as one item under the Discussion Agenda, with a representative from each functional unit reviewing highlights. He added that these reports were previously presented separately under the Consent Agenda.

Representatives from each of the functional areas (Claire Spielberg for San Diego Transit, John Davenport and Elliot Hurwitz for Contract Services, and Wayne Terry for San Diego Trolley) provided a brief overview of the information contained in their portion of the agenda item.

In response to a question from Mr. Emery on miles between mechanical failures (Page C-11) for Poway (Laidlaw) contract services, Mr. Hurwitz reported that a minor change can have a substantial affect on the calculation of the average when you are working with a small data set.

In response to a request from Mr. Mathis for information on the schedule for repainting of trolley cars, Mr. Jablonski stated that this will receive a high priority during the 2006 Capital Improvement Program process, which will be starting shortly. He added that he would like to accelerate the repainting program so that all trolley cars have been repainted by 2006/2007. Mr. Terry confirmed for Mr. Mathis that body work is performed on the trolley cars prior to repainting.

Mr. Monroe referred to Page A-6 for San Diego Transit and stated that he did not understand under what circumstances a bus would be allowed to run "early". Ms. Claire Spielberg, Chief Operating Officer – Bus, stated that operators will run early at the beginning of a route schedule to ensure that they are on time later in the route. She stated that this occurs when drivers are operating a schedule that is very difficult to meet. She added that this should not be happening, and efforts are underway to rewrite schedules for routes with this problem so operators can stay on schedule throughout the whole route. She added that San Diego Transit has also established a new managerial position in charge of field operations, and this manager will be monitoring on-time performance very closely. In response to a question from Mr. Monroe, Ms. Spielberg stated that San Diego Transit does track on-time performance by route, and she will provide Mr. Monroe with that information. Mr. Jablonski pointed out that San Diego Transit's on-time performance is already showing some improvement. He added that on-time performance, fleet reliability, and fleet cleanliness are receiving top priority at San Diego Transit.

In response to a question from Ms. Kaltenborn, Ms. Spielberg stated that San Diego Transit's farebox recovery ratio has decreased due to service reductions, which causes an organization to spread its costs over fewer dollars, and loss of ridership that resulted from the fare increase. Mr. Jablonski stated that the Board should focus on farebox recovery and ridership for the system as a whole. He added that ridership for the entire system has been relatively stable and seems to be starting an upward trend. He referred the Board to page A-9 and pointed out that while ridership has trended down for San Diego Transit, revenue hours of service have also decreased. He stated that revenue hours have decreased 10 percent, and ridership has decreased 12 percent,

with the fare increase in the middle of that time period. He stated that ridership declines are expected considering incremental service cuts that have been made over the last couple of years.

Action Taken

Mr. Emery moved to receive the operations status reports for San Diego Transit Corporation, San Diego Trolley, Inc., and Metropolitan Transit System Contract Services. Mr. Rindone seconded the motion and the vote was 12 to 0 in favor.

31. MTDB: Update on State Budget and Pending Legislation (ADM 122.2, PC 30100)

MTDB General Counsel Tiffany Lorenzen and MTDB's legislative representative in Sacramento, Mr. Mark Watts, provided the Board with an update on the state budget and pending legislation. Ms Lorenzen, during her discussion of the federal transportation reauthorization, reported that it is quite possible there will be no final action on the reauthorization until after the election. Ms. Lorenzen also reviewed both state and federal legislation that is pending. Mr. Watts reviewed transportation funding difficulties at the state level. He provided the Board with a history of funding changes that have occurred over the past few years and during the current budget process. He also advised the Board that funding from tribal gaming is dependent on the defeat of two initiatives that are on the November 2004 ballot.

Ms. Lorenzen reported, in response to a comment from Mr. Monroe on TEA-21, that FTA Region IX personnel feel that reauthorization will be delayed. Mr. Jablonski recognized Mark's efforts as well as the efforts of others on behalf of transportation funding. He added that transportation funding as of May is in a substantially better position than it was in January primarily due to Mark's efforts.

Action Taken

Mr. Rindone moved to receive this report for information. Mr. Charles Lewis seconded the motion and the vote was 12 to 0 in favor.

32. MTS: Reorganization – Status Report (ADM 121, PC 30100)

Mr. Jablonski reviewed the Functional Organization Chart as presented in the agenda item. He explained that he will now begin to further define the functional areas by identifying position titles and pay grades. He stated that rail operations will not change very much. He provided information on positions that have recently been filled and recruitments currently underway. He added that he has not yet made a decision on reorganization of the revenue function.

Mr. Jablonski also reported that a consolidated Human Resources function has been established and moved into the MTDB building, and some Finance and Budget personnel have also moved into the MTDB building. He reported that MTDB currently uses a "fund" accounting methodology, while San Diego Trolley and San Diego Transit use a single "enterprise" accounting methodology. He added that it could take close to a year to fully migrate MTDB onto the "enterprise" approach and report as one

organization. He stated that staff will also be working to determine which procedures will be utilized.

He also advised the Board that he is considering expanding the responsibilities of the Multimodal Department to include marketing, information technology, and facilities programs and projects. He stated that the department name would be changed to Contract and Support Services.

Mr. Jablonski advised the Board that the operations planning staff issue may be resolved shortly. He stated that he has requested the return to MTDB of three planners from SANDAG. He added that those three, in conjunction with an operations planner from Multimodal and one from San Diego Transit, would comprise the operations planning group for MTDB. He stated that this group would be responsible for service planning, service monitoring and analysis, and data collection/reporting.

Mr. Jablonski advised the Board that public affairs is typically a function that reports directly to an organization's CEO. He stated that he is considering adopting this approach and would develop a public affairs position that would be responsible for corporate relations with the media, community, labor unions, transit coalitions, etc. Ms. Rose stated that she is very supportive of this concept. She stated that this would be a very important function for an organization that touches so many people in the community.

Action Taken

Mr. Emery moved to receive this report for information. Ms. Sterling seconded the motion and the vote was 12 to 0 in favor.

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

There was no Chairman's Report.

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

Emergency Preparedness Response Drill: Mr. Jablonski reminded the Board that an emergency preparedness response drill will be conducted on Saturday, July 24, at 9:00 a.m., at the Bayfront Station in Chula Vista. He stated that the funding for this exercise is being provided by the FTA.

Futuristic Transit System: Mr. Jablonski showed the Board a video of a recent newscast about futuristic pod-based transit system, which was brought to the Board's attention by Ms. Sterling.

46. Board Member Communications

Business Today News Clipping: Mr. Monroe thanked Mr. Jablonski for the news clipping from the Business Today, San Diego Regional Chamber of Commerce Section of the San Diego Union-Tribune edition of Tuesday, July 20, 2004. Mr. Monroe reported there was traffic congestion on I-56 the very first day it opened, which illustrates that San

Diego cannot build its way out of congestion. He stated that this congestion occurred because 1) drivers will choose the easiest route; 2) people driving to work before and after rush hour to avoid congestion will return to driving during rush hour; and 3) people who have chosen transit will return to driving. Mr. Emery pointed out difficulties that are arising because key connectors/ramps were not built for accessing I-5 from I-56. Mr. Mathis pointed out that Caltrans decided that those particular connectors were not needed. He added that the availability of I-56 has relieved traffic congestion on Mira Mesa Boulevard and Miramar Road.

Parking Garage: Ms. Rose requested that the ash trays and trash receptacles in the parking garage be relocated as they are too close to the elevator doors. She also reported that floors, particularly at the entrance and exit areas and around the elevator doors, are extremely dirty. She suggested that additional revenue being received from parking patrons be used to power wash these areas. Ms. Sterling stated that the ashtrays should be removed as this should be a nonsmoking area.

Painting of 12th & Imperial Station: Mr. Rindone thanked staff for repainting the striping at 12th & Imperial station.

Planning and TransNet: Mr. Morrison stated that many mistakes are made when planners attempt to accommodate self-proclaimed transit experts and their suggestions. He stated that planners and decision makers should remain focused on doing what's right. He stated that many projects will be on hold for a substantially long time if TransNet is not reauthorized and encouraged everyone to vote in favor of this initiative in November. He stated that he has been an advocate at SANDAG for a balanced allocation of TransNet funding and added that he is very proud to be part of the MTD Board. Ms. Sterling stated that the Board welcomes him. She also stated that she appreciates the knowledge he will bring to the Board from SANDAG and his possible influence on MTDB's behalf.

47. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

50. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, August 12, 2004, at 9:00 a.m. in the same location.

60. Adjournment

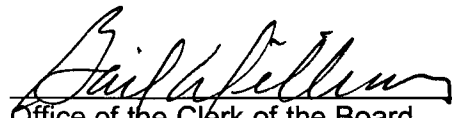
Chairman Williams adjourned the meeting at 11:05 a.m.



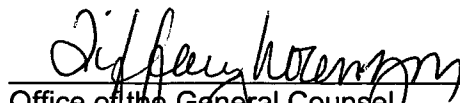
Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:



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



Office of the General Counsel
San Diego Metropolitan Transit
Development Board

GWilliams/minutes

Attachments: A. Roll Call Sheet

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 7/22/04

CALL TO ORDER (TIME): 9:15 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:19 a.m.

RECONVENE: 9:58 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:05 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
CLABBY	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		10:40 a.m.
LEWIS, Charles	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:19 a.m. at start of Closed Session	
LEWIS, Mark	<input type="checkbox"/> (Santos) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:20 a.m.
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Ungab) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input checked="" type="checkbox"/>		
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		11:01 a.m.
RYAN	<input type="checkbox"/> (Dale) <input type="checkbox"/>		<input checked="" type="checkbox"/>
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"/>	9:48 a.m. during Closed Session	11:01 a.m.

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Jeffrey Horvitz

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****

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 2004-08-12
Name (PLEASE PRINT) Clive Richard
Address 5153 La Dorna St
San Diego
Telephone 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

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.****



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San Diego, CA 92101-7490
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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

August 12, 2004

Subject:

MTDB: MISSION VALLEY EAST LRT PROJECT: MITIGATION MONITORING AND
REPORTING PROGRAM

RECOMMENDATION:

That the Board of Directors receive the Mitigation Monitoring and Reporting Program
Status Report for the Mission Valley East Light Rail Transit (LRT) Project.

Budget Impact

None.

DISCUSSION:

As part of the Mission Valley East LRT Project Final Environmental Impact Statement (FEIS), a Mitigation Monitoring and Reporting Program (MMRP) was developed. The MMRP identifies specific actions to be undertaken to mitigate Mission Valley East project impacts. On August 31, 1998, the Federal Transit Administration (FTA) approved the Record of Decision (ROD). The ROD found that there would be no remaining significant impacts after mitigation and obligated MTDB to implement the identified mitigation measures in the FEIS. MTDB staff created an MMRP Status Report, included as Attachment A, to track the current status of each FEIS mitigation measure.

The San Diego State University (SDSU), Grantville, and La Mesa Segment Construction Contracts are nearly complete. Landscaping and station work are the primary activities remaining. The Track and Systems Contract is 68 percent complete. At this stage of the project, MTDB is in compliance with the required mitigation measures. Several of the impacts identified in the FEIS were eliminated during project design. Many other



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mitigation measures have been completed. Others will continue to be monitored during construction. The following are highlights from the MMRP.

- MTDB received all necessary environmental permits prior to starting construction. The permits required creation of 2.09 acres of off-site wetland mitigation. MTDB purchased property on the San Diego River near the Santee Town Center Station from the County of San Diego. The La Mesa Segment contractor, Balfour Beatty/Ortiz (BB/O), completed grading, irrigation, and planting in July 2003. MTDB's General Environmental Planning Consultant, Helix Environmental, inspected the work and oversaw the contractor's six-month maintenance period, and began the Five-Year Maintenance and Monitoring Program in January 2004.
- The permits also required the on-site restoration of wetlands impacted by the construction of bridges over the San Diego River at Ward Road and Camino Del Rio North and Alvarado Creek between SDSU Parking Lots C and D. The areas have been restored and included in the Five-Year Maintenance and Monitoring Program.
- The contractors, construction manager, the California Department Transportation (Caltrans), Cities of San Diego and La Mesa, and the Regional Water Quality Control Board perform regular Storm Water Pollution Prevention Plan (SWPPP) inspections to assure that best management practices are being followed to prevent sediment from the construction areas from reaching Alvarado Creek and the San Diego River. Because much of the project is complete, especially within and adjacent to Alvarado Creek and the San Diego River, the SWPPP ratings have improved. SWPPP compliance continues to be emphasized.
- The traffic closures required by the remaining construction activities have significantly dropped off. For the most part, the closures typically consist of flag persons directing traffic around concrete trucks at the stations. There is one remaining series of closures on Interstate 8 for the Grantville contractor to restore the original traffic lanes. The closures continue to be included in a weekly media release and posted to the project website (www.sdcommute.com/mve). We also give presentations and tours to community groups as requested.

The progress and status on other mitigation requirements are shown in Attachment A. This report will be updated and presented to the Board at six-month intervals for the remainder of the project.




Paul C. Jablonski
Chief Executive Officer

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LTorio/6-04AUG12.JHECHT – 7/26/04

Attachment: A. MMRP Status Report (**Board Only**)

**MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT**

Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status
 Launch Internet Explorer Browser.Ink TRAFFIC					
TR 1.	Provide local street improvements at three intersections to improve LOS: <ul style="list-style-type: none"> • Mission Gorge Rd./Mission Gorge Pl.: Restripe WB approach to 2 lanes. • Waring Rd./ Adobe Falls Rd.: Restripe to 3 lanes EB and WB • Campanile Dr./ Montezuma Rd.: Coordinate with SDSU and College Area Redevelopment Project. 	Include in contract drawings.	MTDB with coordination from City, Caltrans, and SDSU	Design	Plans for the restriping of the Mission Gorge Road/Mission Gorge Place intersection are included in the construction plans. Changes to the Alvarado Canyon Road Extension were approved 10/99. The extension of Alvarado Canyon Road on a bridge over Waring Road was opened to public traffic on June 12, 2003. Change in transit center location has reduced traffic in this intersection. Instead, improvements to College Avenue and Linda Paseo are included in the plans.
TR 2.	Widen easterly EB I-8 offramp at 70th Street to two lanes to mitigate closure of westerly EB to SB offramp.	Include in contract drawings.	MTDB with coordination from City of La Mesa and Caltrans	Design	The permanent two-lane off-ramp with three lanes at the intersection was completed in late February.

Att. A, AI 6, 8/12/04, CIP 10426

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	Provide 2 travel lanes at WB Alvarado Rd. at 70th St. and eliminate free right turn from NB 70th St. to EB Alvarado Rd. Modify signalization as required.				The widening of Alvarado Road and the elimination of the free right turn is completed.
	Signalize ramps at Alvarado Rd.				The new signal was activated in late February.
PARKING					
PK 1.	Provide as per MTDB/SDSU MOU to mitigate loss of 87 spaces at SDSU.	Include in contract drawings.	MTDB with coordination from SDSU	Design & Construction	Agreement with SDSU includes replacement parking in a new parking structure. Permanent loss of parking from project will be mitigated by compensation per parking space lost as stipulated in the agreement with SDSU. MTDB secured a loan for SDSU to expedite construction of the parking garage.
PK 2.	Replace potential loss of 20-25 parking spaces at Church of Nazarene, if required by Conditional Use Permit.	Include in contract drawings.	MTDB with coordination from City of San Diego and Church	Design	The Alvarado Canyon Road Extension was redesigned to avoid any impact to parking on the church site.
LAND USE - None Required					
DEMOGRAPHICS & NEIGHBORHOODS					
DN 1.	Replace the swimming pool and recreation	Develop pool replacement and	MTDB	Design,	On 10/28/99, the MTD Board

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	room being taken from the Waring Road condominium complex or compensate remaining residents for loss.	recreation room options or determine value of loss to remaining owners.		ROW acquisition	approved an option for the extension of Alvarado Canyon Road that does not impact the Tennis Townhomes Condos.
ACQUISITIONS & DISPLACEMENTS					
AD 1.	Provide compensation and relocation assistance to affected residential property owners and renters and to business owners, for acquisition of properties.	Comply with the <i>Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and Amendments</i> and the <i>California Relocation Act</i> .	MTDB	Design, ROW acquisition	Acquisitions are complete.
	Compensate owners for partial acquisition of parcels.				All of the acquisitions were settled, except for one that went to trial and is being appealed.
ECONOMICS & FISCAL CONDITIONS					
EF 1.	Provide relocation assistance to displaced business owners.	See AD 1., above.	See AD 1., above.	See AD 1., above.	Relocation assistance was provided.
PUBLIC SERVICES & UTILITIES					
PS 1.	Provide relocation assistance to Montessori preschool.	See AD 1., above.	See AD 1., above.	See AD 1., above.	Noise, vibration, and air quality studies were completed for this property. The owners did not wish to relocate. Mitigation, consisting of building solid fencing around the playground and upgrading the air conditioning filters, was completed prior to construction.
PS 2.	Incorporate drainage facilities for affected	Include in contract drawings.	MTDB with	Design	The designer prepared drainage

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	hillsides into LRT design to ensure that there is no additional burden on existing drainage facilities.	Provide hydraulic calculations.	coordination from City, Caltrans, and Flood Control agency.		calculations wherever there were modifications to drainage areas or characteristics. The calculations and designs were reviewed and approved by Caltrans and the Cities of San Diego and La Mesa.
PS 3.	Relocate storage building on City of San Diego Water Utilities property.	Include in contract drawings.	MTDB with coordination from City.	Design	On 10/28/99, the MTD Board approved a redesign of the Alvarado Canyon Road Extension that avoids the City property entirely, avoiding this impact.
VISUAL QUALITY & AESTHETICS					
VQ 1.	Provide fence and landscaping along north side of MTDB site to screen view from Mary Fellows Ave. looking south at guideway, bridge, and parking lot.	Include in contract drawings and specifications.	MTDB with coordination from City of La Mesa and neighborhood groups.	Design	On 4/8/99, the MTD Board deleted the 70 th Street Pedestrian Bridge from the project, eliminating this impact.
VQ 2.	Shield light fixtures at Mary Fellows Ave. parking lot to reduce potential for light and glare.	Include in procurement specifications. Field check following installation.	MTDB	Design and operation	On 4/8/99, the MTD Board deleted the 70 th Street Pedestrian Bridge from the project, eliminating this impact.
VQ 3.	Provide ornamental landscaping and trees to screen view of guideway from properties on Guava Avenue looking north.	Licensed landscape architect to prepare plans. Include in contract drawings and specifications.	MTDB with coordination from City of La Mesa and neighborhood groups.	Design	Landscaping is included in the plans at the foot of Guava Avenue. The City of La Mesa reviewed and approved the plans.

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VQ 4.	Provide night-time lighting under the guideway in SDSU parking lots C and X.	Include in contract drawings.	MTDB with coordination from SDSU.	Design	The Parking Lot X bridge plans included soffit lights. Pole mounted lights were replaced in Lot C. SDSU has approved the lighting.
VQ 5.	Use appropriate surfaces and/or coatings at station entrances to prevent glare and on all smooth surfaces up to 10 feet in height to prevent graffiti.	Include in plans and contract specifications.	MTDB	Design	The design includes anti-glare and anti-graffiti measures.
VQ 6.	Combine poles for catenaries, light fixtures, and signs whenever possible to reduce unnecessary clutter.	Include in contract drawings.	MTDB	Design	Design minimized the number of poles.
SAFETY & SECURITY					
SS 1.	Reduce the potential for accidents involving transit vehicles by implementing standard safety procedures.	SDTI and/or SDTC Standard Operating Procedures Manual	SDTI	Operation	SDTI will develop Standard Operating Procedures during the Start-Up phase.
SS 2.	Relieve public concerns regarding the proximity of the guideway or Traction Power Substation by fencing the project.	Include in contract drawings.	MTDB	Design	The plans include fencing of the guideway and substations, and most of the fence is installed.
SS 3.	Reduce the potential for EMF risks by using standard precautions and design treatments.	Include in contract drawings.	MTDB	Design	The plans include standard traction power details.
SS 4.	Reduce the potential for injury during emergency evacuations by following NFPA guidelines in design.	Include in contract drawings.	MTDB	Design	The design follows applicable NFPA and California Building Code

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					guidelines.
SS 5.	Reduce the potential for crime on vehicles and in stations by implementing SDTI and SDSU security procedures and design guidelines.	Review of final design details to ensure inclusion of appropriate features. Follow SDTI and/or SDTC standard operating procedures.	TDB in cooperation with SDSU.	Design and Operation	The design team attended training in "Crime Prevention Through Environmental Design (CPTED)". CPTED principles were used in the design and review. SDTI and SDSU reviewed the plans. Provisions were made in all of the stations for future installation of CCTV. CCTV will be installed at SDSU prior to opening. Security procedures will be developed during Start-Up.
CULTURAL RESOURCES					
CR 1.	Implement a monitoring program for excavation and fossil recovery so that paleontological resources will not be destroyed. (See also CI 13.)	Include in bid documents	MTDB	Design and construction	Included in the contract special provisions.
SECTION 4(F) - None Required					
AIR QUALITY - None Required					

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NOISE & VIBRATION					
NV-1.	Install sound walls and/or insulation to reduce operational noise at 13 locations (5 on West Falls View, 1 at Villa Alvarado, 5 on Colony Drive (4 mobile homes and 1 apartment), and 2 on Guava Avenue). See FEIS Table 4-29 for details.	Include sound walls in contract drawings. Coordinate with property owners for insulation.	MTDB	Design and construction.	Additional noise studies were completed to take into account the final alignment and wall heights. Short sound walls have been built near SDSU Business Services, West Falls View Drive, SDSU Villa Alvarado Residence Hall, Camperland RV Park, the Motel 6 in La Mesa, and Guava Avenue.
NV 2.	Locate support structures and install high resilience track fasteners and ballast mats to reduce operational vibration at 6 locations (1 at Villa Alvarado and 5 on Colony Drive [4 mobile homes and 1 apartment]). See FEIS Table 4-33 for details.	Include in contract drawings.	MTDB	Design	Additional vibration studies were completed to take into account final design details, and site-specific vibration propagation measurements were taken. This study concluded that other than using spring-rail frogs at crossovers, no vibration mitigation is required for the line segment. Special low-vibration track fasteners are being installed in the SDSU tunnel under the Adams Humanities Building.
GEOLOGY & SEISMICITY					
GS 1.	Use suitable designs and incorporate appropriate construction techniques to prevent structural damage or failure in the event of liquefaction, slope failure, compressible soils, severe ground motion,	Include in contract drawings.	MTDB	Design and construction	Detailed geotechnical reports were completed, the recommendations were incorporated into the design, and

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	and corrosive soils. See FEIS Section 4-11.4 for details.				the design has been reviewed and approved by Caltrans Division of Structures.
GS 2.	Perform a comprehensive geotechnical evaluation during preliminary engineering and final design to assess subsurface conditions and obtain specific data on potential geotechnical hazards and constraints. Provide specific recommendations pertaining to all geotechnical design considerations.	Include geotechnical report in bid documents.	MTDB	Design and construction	The geotechnical reports were completed, the recommendations were incorporated into the design, and the reports were made available to the bidders.
GS 3.	Construction will meet or exceed UBC, Caltrans, or AASHTO requirements as relevant.	Review contract drawings and ensure sign off by a registered California Professional Engineer. Monitor construction to ensure that specifications and drawings are complied with at all times.	MTDB	Design and construction	Designers sealed all drawings. Review was conducted by several responsible agencies. MTDB has hired a construction management consultant to monitor construction.
HAZARDOUS MATERIALS-None Required					
WATER RESOURCES					
WR 1.	Comply with the conditions of the General Industrial Storm Water Permit to mitigate runoff effects.	Monitor compliance during construction. Report periodically to RWQCB.	MTDB	Design and Construction	Temporary Erosion Control measures were included in the plans. The Regional Water Quality Control Board received the Notice of Intent. The contractors have prepared Storm Water Pollution Prevention Plans (SWPPPs) to comply with the National Pollution Discharge Elimination System (NPDES).

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					These SWPPPs have been reviewed and approved by the Construction Manager and Caltrans. The Construction Manager is monitoring for compliance and bringing non-compliance issues to the Contractor for correction.
WR 2.	Install drainage facilities at the Grantville and 70th Street stations and direct drainage from new impervious surfaces away from significant biological resources.	Check contract drawings.	MTDB	Design and Construction	The plans include details for drainage at the stations. Drainage is directed to Alvarado Creek.
WR 3.	Design columns at the San Diego River and improvements within Grantville and the Alvarado channel (Alvarado Medical and 70th St. stations) to handle required capacity for expected flood conditions, and as required by USACOE and San Diego County Flood Control District.	Coordinate with USACOE, SDCFCD, and Cities of San Diego and La Mesa. Check design plans. Include hydraulic calculations in specifications.	MTDB with coordination from flood control agencies and Cities of San Diego and La Mesa.	Design	The General Engineering Consultant has prepared a hydraulic analysis of the San Diego River and prepared an application for a Conditional Letter of Map Revision from FEMA. The Line Segment Designer has prepared a hydraulic analysis of Alvarado Creek, and submitted a no rise certification to the Cities. The designer will also be preparing a Letter of Map Revision now that a floodway has been established on Alvarado Creek in La Mesa.
WR 4.	Provide aeration basin in vicinity of 70 th Street station to mitigate for enclosure of Alvarado Channel.	Include in contract drawings.	MTDB with coordination from RWQCB.	Design	The Regional Water Quality Control Board approved the design of the aeration basin and reissued a waiver of the Section

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					401 Water Quality Certification on June 22, 2000. Widening of Alvarado Creek upstream of the 70 th Street Station to improve water quality has been completed.
ECOSYSTEMS					
EC 1.	Revegetate manufactured slopes adjacent to LRT using native, on-site species where possible. Include Ashy spike-moss and San Diego sunflower in mix.	Include requirements in landscaping specifications.	MTDB with coordination from resource agencies.	Design and construction	Landscape plans include native species.
EC 2.	<p>Obtain and restore or create plant habitat mitigation sites (at locations to be determined in final design) to mitigate losses of Southern Willow Scrub (0.1 acre affected) and Southern Willow Riparian Woodland (0.5 acre affected).</p> <p>Mitigate temporary impacts to Southern Willow Riparian Woodland (0.26 acre) at 2:1 ratio (0.52 acre). Mitigate permanent impacts (0.24 acre) at 3:1 ratio (0.72 acre). Ratios of both to be reduced if pre-construction replacement is undertaken.</p> <p>Provide mitigation for affected wetlands (0.6 acre) in accordance with <i>San Diego Wetlands Management Plan</i>.</p>	<p>Include requirements in landscaping specifications.</p> <p>Monitor planted areas for five years or until sufficient coverage is achieved (whichever is longer).</p>	MTDB with coordination from resource agencies.	Design, construction, and operation	The US Fish and Wildlife Service issued the Biological Opinion in March 2001. We received the ACOE 404 Permit on 11/19/01 and the CDFG 1601 Permit on 11/15/01. Grading for the off-site wetland mitigation in the City of Santee east of Cuyamaca Street and south of the San Diego River was completed in March 2003, plants were installed in July 2003, and the contractor's plant establishment period was completed in January 2004. On-site restoration on the San Diego River at Ward Road and on Alvarado Creek at SDSU parking lots C and D was also completed.
EC 3.	Comply with USACOE and CDFG permit conditions to mitigate disturbances to	Obtain permit prior to construction of actual affected	MTDB with coordination	Design and	See EC-2 above. The Special Provisions include the permit

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	jurisdictional waters. Wetland impacts will be mitigated under EC2.	areas. Monitor construction to maintain compliance with permit conditions.	from resource agencies.	construction	requirements. Helix Environmental is providing biological monitoring services per the permit conditions.
EC 4.	Replace Least Bell's Vireo habitat and take the actions identified in Attachment A in consultation with USFWS.	See EC 2. above.	See EC 2. above.	See EC 2. above.	See EC-2 above. We completed the Section 7 consultation with the USFWS and received the Biological Opinion in March 2001 for Gnatcatcher and Least Bell's Vireo habitat. The conditions of the Biological Opinion are included in the special provisions, and the biological monitor and construction manager are monitoring for compliance.
EC 5.	Comply with conditions of the Section 7 agreement regarding disturbance to potential vireo habitat during the construction process.	Incorporate restrictions and conditions in construction specifications. Conduct field monitoring in accordance with agreement conditions.	MTDB with coordination from resource agencies.	Construction	Conditions are included in the contract specifications. The biological monitor is enforcing contract specifications.
EC 6.	Contribute \$50,000 to the San Diego River endowment fund or a brown-headed cowbird trapping program.	Provide evidence of contribution.	MTDB	Pre-operation	The contribution was made to the San Diego Foundation's San Diego River Endowment Fund in February 2002.
EC 7.	Mitigate loss of coastal sage scrub habitat through one of three methods: (1) participate in the City of San Diego MSCP program, (2) pursue a Section 10 permit from the USFWS, or (3) use the ESA Section 7 consultation procedure as part of	Obtain necessary permit or documentation prior to construction of actual affected areas.	MTDB with coordination from resource agencies.	Operation	MTDB completed the Section 7 consultation with USFWS with regards to the coastal sage scrub habitat in March 2001. MTDB purchased 9.6 Coastal Sage Scrub

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	the 404 process.				Credits from the San Miguel Conservation Bank in April 2002.
EC 8.	If a fire buffer zone is required and would further affect native vegetation, implement a fuel modification plan that uses native plants and selective thinning of native vegetation.	Include in landscaping specifications	MTDB with coordination from resource and fire agencies.	Design and construction	The fire department has not requested a fire buffer zone.
ENERGY – None Required					
CONSTRUCTION					
CI 1.	Prepare and implement traffic management plan(s) to mitigate temporary lane closures and congestion, both on local roads and I-8. Include coordination with Alvarado Medical Center, SDSU, SDSU Foundation, Caltrans, emergency response personnel, and the community. Plan should fully outline contractor requirements to maintain traffic operations, including staging, signing, marking, advisory notices, detours, and time-of-work restrictions. Mitigation measures will also be documented.	Include in contract drawings and specifications.	MTDB with Caltrans and Cities of La Mesa and San Diego coordination	Design and construction	MTDB met with Cities, Caltrans, Alvarado Hospital, SDSU, and community groups to review traffic control issues during design. Contractor requirements were included in the Special Provisions. A Traffic Management Plan to address I-8 full closures required to put up and take down falsework for the freeway crossings was prepared and implemented. Caltrans was involved in all traffic control activities during construction. The only significant closure remaining is for the Grantville Contractor to restripe I-8 to pre-project condition.
CI 2.	Provide replacement parking where possible for compensation to SDSU (per the MOU)	Include in contract specifications	MTDB in cooperation	Design and	Agreement with SDSU addressed replacement parking.

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	and DZ Akins.		with SDSU and City of La Mesa.	construction	The design at DZ Akins avoided parking impacts.
CI 3.	Implement a public information program to increase community awareness and minimize neighborhood disruption.	Document public outreach efforts and report to MTD Board quarterly	MTDB	Design and construction	We continue to issue a weekly news release containing all of the upcoming traffic closures. We respond to inquiries received through the web site and from the project hotline (877-MVE-RAIL). We attend community meetings as requested. We continue to update the web site, sdcommute.com/mve .
CI 4.	Compensate property owners for construction easements.	Follow MTDB Real Estate Acquisition procedures.	MTDB	Design and construction	Construction easements were negotiated in conjunction with other partial acquisitions. See AD 1 above.
CI 5.	Implement a business information program and access management plan to minimize business disruption. (See DEIR Section 4-17.4.3 for details.)	Document and report quarterly to MTD Board	MTDB	Design and construction	We made presentations to the College Area Business Improvement District and the Grantville Business District, and these groups were represented on the Project Advisory Committee.
CI 6.	Implement an emergency response coordination program and task force to minimize effects of construction on response time and community facilities and services.	Document and report quarterly to MTD Board	MTDB with coordination from public agencies and identified interested parties.	Design and construction	We had meetings with Alvarado Hospital and incorporated their suggestions into our plans and special provisions. We continue to work closely with Alvarado Hospital. Their liaison attends

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					many of the construction meetings and Project Advisory Committee meetings. The emergency transportation providers receive our weekly notice of upcoming traffic closures.
CI 7.	Reduce construction noise and dust by adhering to local and state codes and ordinances. Use fencing and dust suppression techniques as necessary.	Include in contract specifications. Monitor during construction and penalize contractor for violations.	MTDB with coordination from SDAPCD.	Design and construction	These codes are included in the contract specifications. The Construction Manager is monitoring and enforcing these requirements.
CI 8.	Minimize utility disruptions by careful scheduling, prior notification to affected properties, consultation with utility agencies during final design, and notification prior to groundbreaking.	Document utility locations on contract drawings and coordinate with utility providers during final design.	MTDB	Design and construction	MTDB collected utility as-builts. Designer plotted and identified conflicts. Potholing was been done to confirm locations. We met with each utility company to confirm resolution of conflicts. Agreements were approved for relocation. We are monitoring the utility companies' design and construction schedules. Most of the utilities have been relocated. Contractor calls for mark-outs prior to any underground work.

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CI 9.	Replace mature vegetation removed during construction on hillsides south of I-8 to provide erosion control and visual cover. Use drought resistant plant materials that will mature in 3-5 years. Maintain, monitor, and manage landscaping until established and reasonable coverage is reached. Design should be prepared by a landscape architect.	Include in landscaping specifications and drawings. Monitor and report to Board until reasonable coverage is achieved.	MTDB	Design and operation	"Top-down" "soil-nail" retaining walls minimized vegetation removal uphill of the project. The design was prepared by a landscape architect and reviewed and approved by Caltrans' landscape department. Per Caltrans Cooperative Agreement, MTDB will provide three years of landscape maintenance.
CI 10.	Reduce erosion by using proper grading and sloping, including contours to follow the natural hillside, stepped cut slopes, and other techniques.	Check grading plans. Monitor during construction.	MTDB	Design and construction	Grading plans, temporary erosion control plans, and landscape plans have been prepared and reviewed by MTDB and Caltrans.
CI 11.	Reduce risks of accidents, vandalism, and theft by providing site fencing and security.	Include on contract drawings and specifications. Check sites periodically during construction.	MTDB	Design and construction	Plans and specifications include fencing and security requirements.
CI 12.	Reduce potential vibration impacts to historic structures at SDSU by specifying vibration limits in construction documents. Mitigate potential for settlement via specifications to address: (1) settlement	Include in contract specifications. Monitor during construction.	MTDB	Design and construction	Design includes specification for settlements, ground behavior, monitoring, and stabilization measures. The revised alignment of the tunnel from value

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	criteria, (2) controls for operation of tunnel boring machine, (3) surface monitoring program, and (4) soil stabilization measures. Monitor structures before and during construction.				engineering moved the tunnel away from some of the sensitive campus building and structures. In addition noise and vibration testing has been conducted with recommendations on track systems to address any low level vibrations on Campus buildings. Noise and vibration analysis on sensitive structures were prepared per agreement with SDSU.
CI 13.	Minimize adverse impacts to (presently) unknown archaeologic or paleontologic sites by preparing and instituting a monitoring and contingency program during excavation. Program will include techniques for avoidance, data recovery, specimen preparation, and curation. Contractor/monitor interaction and responsibilities should be detailed and a summary report prepared following excavation.	Include plan in bid package. Monitor during construction.	MTDB	Design and construction	Was included in contract special provisions, and is being monitored during construction.
CI 14.	Reduce emissions of NOx, CO, and PM10 to SDAPCD standards by specifying equipment characteristics and construction practices in contract documents.	Include in contract specifications. Field check construction site equipment periodically.	MTDB	Design and construction	Contract specifications require contractor compliance with Air Pollution Control District requirements.
CI 15.	Reduce construction noise impacts to residents by tailoring construction	Check final design plans and contract drawings and	MTDB	Design	The special provisions require

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	specifications to specific areas and offering alternate accommodations if necessary. Specific mitigation measures could include constructing temporary sound walls (3/4-inch or thicker plywood or vinyl curtains); constructing permanent sound walls prior to project construction; including property line noise limits in the construction specifications; monitoring site noise and penalizing the contractor for violations; using equipment meeting specified noise criteria; avoiding impact pile driving where possible, or, if impact pile driving cannot be avoided, offering overnight living accommodations to affected residents.	specifications. Field-check construction sites and penalize contractor for violations.		and construction	contractor compliance with the City of San Diego noise ordinance. The special provisions establish noise limits and monitoring requirements. The construction manager provided advance warning when night work could not be avoided, and our customer relations staff coordinated hotel offers.
CI 16.	Reduce tunnel construction vibration impacts by specifying a maximum ppv limit of 0.2 inches per second in contract documents (unless other studies recommend a higher limit) and preparing a contingency plan should pre-splitting be necessary.	Include in contract specifications. Field check during construction.	MTDB	Design and construction	Specification included in contract documents. The value engineering changes in the tunnel alignment away from buildings and type of tunnel construction has lessened the impacts on sensitive campus buildings.
CI 17.	Reduce the potential for hazardous waste to migrate as a result of construction, or soil or water contamination to occur by preparing a Phase II Site Assessment and implementing remediation measures identified prior to and/or during construction in affected areas.	Include results of site assessment in bid package.	MTDB	Design and construction	An updated database record search was performed, and soil and groundwater samples taken during geotechnical investigations were tested for hazardous materials. Phase II studies were prepared at University Mechanical and Sid's Auto Body. The Certification Report for the Dewatering Permit application included further testing for

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					groundwater contamination. Contract special provisions require frequent sampling. MTDB's General Engineering Consultant is overseeing these activities to assure compliance.
CI 18.	Prepare and implement an emergency response plan to address encountering previously undetected hazardous materials at construction sites and to address procedures in the event of a release of such materials.	Include plan in contract package. Field check construction site procedures.	MTDB	Design and construction	MTDB's General Engineering Consultant provided language that was included in the contract specifications, and they are doing field inspections.
CI 19.	Contact local environmental regulatory and emergency response agencies, in the event that previously undetected hazardous materials are encountered during site excavation.	Include in contract package.	MTDB	Design and Construction	Notification requirements are included in contract specifications, and MTDB's General Engineering Consultant will continue coordination with regulatory agencies.
CI 20.	Characterize and dispose of fill and debris containing hazardous materials.	Include in contract package.	MTDB	Design and Construction	Hazardous material handling requirements are included in contract specifications. MTDB's General Engineering Consultant is overseeing to insure compliance.
CI 21.	Regularly maintain all heavy equipment to minimize leakage of fluids.	Check maintenance logs at each construction site periodically.	MTDB	Construction	The Construction Manager's inspectors are watching for this.
CI 22.	Store all paints and solvents in accordance with local and state codes and regulations.	Check construction sites periodically.	MTDB	Construction	Being enforced by the Construction Manager.

**MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT**

Mit. Number	Impact/Mitigation¹	Implementation and Monitoring	Responsible Party	Timing	Status
CI 23.	Obtain and comply with a General Construction Storm Water Permit from the RWQCB. This will include completion of a Notice of Intent, Storm Water Pollution Prevention Plan, and Monitoring Program.	Include in contract package	MTDB	Design and construction	The Notice of Intent was sent to the Regional Water Quality Control Board. Storm Water Pollution Prevention Plans have been prepared by the Contractors and approved by the Construction Manager and Caltrans. The Construction Manager is inspecting and reporting any deficiencies for correction.
CI 24.	Prevent sediment-laden runoff from reaching surface water systems by following an appropriate grading plan.	Check grading plan in contract drawings. Field check construction to ensure that plan is followed.	MTDB	Design and construction	Grading and temporary erosion control plans were prepared, reviewed and approved. The Construction Manager is inspecting work to assure conformance to the plans.
CI 25.	Obtain written waiver of 401 Water Quality certification requirements from the RWQCB. Provide waiver to obtain Section 404 permit from the USACOE.	Include in 404 permit application and in bid package.	MTDB	Design	The RWQCB issued a CWA Section 401 Water Quality Certification waiver on June 22, 2000.
CI 26.	Perform dewatering activities in accordance with section 4-16.13.4 of the FEIS.	Check construction site periodically.	MTDB in association with approval agencies and Cities of San	Construction Obtain permits	The General Engineering Consultant installed test wells, sampled the wells, completed laboratory analysis and pump

**MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT**

Mit. Number	Impact/Mitigation¹	Implementation and Monitoring	Responsible Party	Timing	Status
			Diego and La Mesa.	prior to construction in affected areas.	tests. The dewatering permit for the La Mesa Segment was received on 3/7/02. The La Mesa Segment Contractor dewatered near 70 th Street, and MTDB's General Engineering Consultant inspected to assure compliance.
CI 27.	Reduce dust and erosion impacts on fauna with Best Management Practices and erosion control techniques.	Include in contract specifications. Check construction site periodically.	MTDB	Design and construction	Best management practices are included in the contract specifications. The Construction Manager is enforcing.
CI 28.	Reduce noise impacts on fauna by using equipment meeting specified noise limits and other noise control measures. Monitor noise levels.	Include in contract specifications. Check construction site periodically.	MTDB	Design and construction	The contract special provisions require compliance with the City of San Diego noise ordinance. The Construction Manager is enforcing.
CI 29.	Ensure that no sensitive birds are in the area to be cleared during clearing.	Schedule vegetation clearing to avoid nesting season.	MTDB and USFWS	Construction	The specifications do not allow clearing during the nesting seasons. Clearing was done prior to the nesting seasons, and the biological monitor confirmed that there were no nests within the areas to be cleared.
CI 30.	Institute erosion control and sedimentation basin features and long term replanting and monitoring on upland slopes.	Include in contract specifications. Check construction site periodically.	MTDB	Design and construction	Temporary and permanent erosion control measures are included in the plans and special provisions. The Construction Manager is inspecting to insure compliance

**MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT**

Mit. Number	Impact/Mitigation¹	Implementation and Monitoring	Responsible Party	Timing	Status
					with the plans and specifications.
ENVIRONMENTAL JUSTICE (Executive Order 12898) - None required					
PROTECTION OF CHILDREN (Executive Order 13045)					
CH 1.	Maintain standard safety precautions throughout construction period. Provide special attention and site-specific treatment at SDSU Children's Center and Montessori Preschool (if retained).	Include in contract specifications. Conduct periodic field monitoring to verify compliance.	MTDB	Design and construction	Safety requirements are included in the special provisions. Mitigation work has been done at the Montessori Preschool and SDSU Child Care Facility. Work restrictions in these areas are included in the special provisions. Air Filters and an improved fence were provided to the Montessori School.
CUMULATIVE IMPACTS- None required					
Notes:					
¹ See Final Environmental Impact Statement for complete descriptions of impacts and proposed mitigation measures.					

**MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT**

Mit. Number	Impact/Mitigation¹	Implementation and Monitoring	Responsible Party	Timing	Status
<p>Acronyms: AASHTO - American Association of State Highway Transportation Officials CDFG - California Department of Fish and Game CO - Carbon Monoxide DEIS - Draft Environmental Impact Statement EMF - Electromagnetic Force ESA - Endangered Species Act LOS - Level of Service LRT - Light Rail Transit MOU - Memorandum of Understanding MSCP - Multiple Species Conservation Plan MTDB - Metropolitan Transit Development Board NOx - Nitrogen Oxides NFPA - National Fire Protection Association</p> <p>PM10 - Particulate Matter less than 10 microns in size ppv - Peak Particle Velocity ROW - Right-of-way RWQCB - Regional Water Quality Control Board SDAPCD - San Diego Air Pollution Control District SDCFCD - San Diego County Flood Control District SDSU - San Diego State University SDTI/SDTC - San Diego Transit, Inc./San Diego Transit Corp. SFR - Single Family Residence TPSS - Traction Power Substation UBC - Uniform Building Code USACOE - U.S. Army Corps of Engineers USFWS - U.S. Fish and Wildlife Service</p>					

LTorio
6-04AUG12-ATT-A.JHECHT
7/26/04



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.

SRTP 830 (PC 20223)

August 12, 2004

Subject:

MTDB: SEPTEMBER 2004 SERVICE CHANGES

RECOMMENDATION:

That the Board of Directors receive this information on service changes scheduled for September 2004 implementation.

Budget Impact

None.

DISCUSSION:

Changes to Metropolitan Transit System (MTS) bus and trolley service are implemented three times a year in the fall, winter, and summer. These regularly scheduled service changes provide us with opportunities to improve the service, operation, and schedules of the transit system consistent with service evaluation and customer comments, and implement recommendations and actions from the Regional Short-Range Transit Plan (SRTP) and annual budget process. The next scheduled dates for implementing transit service changes are Sunday, September 5; Tuesday, September 7; and Saturday, September 11.

This report is provided to the MTS Board of Directors so that members are aware of upcoming changes to the regional transit system and services.



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.

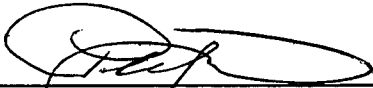
Attachment A provides a detailed description of the MTS Board-approved service changes that will be implemented in September 2004. Highlights of these changes include the following:

- Minor Service Efficiencies and Schedule Adjustments – As part of the FY 2005 budget development process, the MTS Board approved minor service efficiencies totaling \$200,000 in FY 2005 subsidy savings (\$260,000 in annualized savings). Due to the minor nature of these changes, most of these service efficiencies will be implemented as part of the September 2004 service changes. In addition, minor schedule adjustments will be made on several routes to improve on-time performance.
- Implementation of New Route 830 (Attachment B) – In 2000, SANDAG's Welfare to Work Transportation Plan identified the lack of transit service from Central San Diego to expanding suburban business parks as being a transportation barrier for people transitioning from welfare to work. As a result, staff identified an opportunity to convert existing nonrevenue service from the Interstate 15 (I-15) express routes into a new reverse-commute route from downtown San Diego and Mid-City to the Poway Business Park. To support the implementation of this route, staff was successful in securing Federal Transit Authority Jobs Access and Reverse Commute (JARC) and Air Pollution Control District (APCD) grants to fully fund this route for a demonstration period of up to two years. The funding for this route was included in the FY 2005 MTS Budget.

The new Route 830 will provide express commuter service from downtown San Diego to the Poway Business Park via the I-15 transit plazas at University Avenue and El Cajon Boulevard. Three northbound trips will operate during the morning peak hours with arrival times at the business park between 6:30 am and 8:00 am, and three afternoon southbound trips will operate during the evening peak hours. In addition, Route 830 will provide a connection to Route 844/845 for service to other Poway destinations. The fare for this demonstration project will be consistent with other Express and Premium Express services set at \$2.50 per trip and \$64.00 for a monthly pass.

- Route 709 Rerouting (Attachment C) – Chula Vista Transit Route 709 provides service from the H Street Station to Eastern Chula Vista via Southwestern College. The unproductive eastern portion of the route along Otay Lakes Road will be rerouted to provide service to new retail, residential and senior housing being developed along East Palomar Street, Olympic Parkway, and Eastlake Parkway.
- Labor Day Service – On Labor Day (Monday, September 6), all MTS and North County Transit District (NCTD) services will adhere to a Sunday schedule. Services that do not operate on Sundays will not operate on Labor Day.

- Chula Vista Transportation Demand Management Services – In response to the rapid development of eastern Chula Vista, the City of Chula Vista adopted a Transportation Demand Management (TDM) plan to address the increased traffic congestion resulting from the growth. As part of this plan, the city will be implementing two express services (with funding from developers and APCD) free of charge to passengers. Route CVX will provide two peak-direction express trips in the morning and two in the afternoon from eastern Chula Vista to downtown San Diego via I-805 and State Route 94 (SR 94). In addition, two peak-direction direct shuttle bus trips will be provided in the morning from eastern Chula Vista to the H Street Station, with two return trips during the afternoon peak hours.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Conan Cheung, 619.699.1922, cch@sandag.org

JGarde
AUG12-04-7.CCHEUNG
7/26/04

Attachments: A. MTS Take One
B. Route 830 Map and Timetable
C. Route 709 Route Change

} **Board Only**

Post 8/23/04 - 9/17/04



TAKE ONE

- **September 2004 Service Changes**
- **Labor Day Schedule**
- **New Rush-hour, Express Route 830 to Poway**
- **Route 709 Revised Routing Map**

THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST. To request this notice in an alternative format, please call (619) 231-1466. The Metropolitan Transit System operators adhere to a nondiscrimination policy with regard to both services and facilities.

Can't find your way to where you want to go? We can help. We will help you design your personalized transit travel plans at www.sdcommute.com or by calling (800) 266-6883.

September 2004 Service Changes

The following service changes include seasonal schedule adjustments and other scheduling changes to improve service productivity and on-time performance. Sunday/Holiday schedule changes take effect on Sunday, September 5, 2004; Weekday schedule changes take effect on Tuesday, September 7, 2004; and, Saturday schedule changes take effect on Saturday, September 11, 2004. Please be sure to pick up a new timetable for the routes with changes, as listed below:

Route Description

- 1 • Weekday schedule adjustments; please see new timetable.
- 2 • Weekdays: Discontinue northbound trip that departs Harbor Dr./Grape St. at 1:08 a.m.
- 3 • Weekday schedule adjustments; please see new timetable.
- 4 • Weekday schedule adjustments; please see new timetable.
- 5 • Weekday schedule adjustments; please see new timetable.
- 7 • Weekday schedule adjustments; please see new timetable.
- 9 • Weekday schedule adjustments; please see new timetable.
 - All days: Discontinue seasonal extra summer trips.
- 11 • Weekday schedule adjustments; please see new timetable.

- 13 • Weekdays: Discontinue northbound trip that departs Euclid Station at 6:33 p.m.
- Weekday schedule adjustments; please see new timetable.
- 15 • Weekdays: Discontinue southbound trip that departs Grossmont Trolley Station at 11:53 p.m. and northbound trip that departs downtown SD at 1:05 a.m.
- Other weekday schedule adjustments; please see new timetable.
- 16 • Weekday schedule adjustments; please see new timetable.
- 20 • Weekday schedule adjustments; please see new timetable.
- 28 • Weekends and Holidays: Discontinue 3 northbound and 3 southbound trips in the evening for a 60 minute service frequency.
- 34 • All days: Discontinue all early a.m. and p.m. trips between Downtown SD and Old Town Transit Center.
- Saturdays: Discontinue seasonal extra summer trips.
- 44 • Weekdays: Discontinue southbound trip that departs Charger St./Balboa Ave. at 12:29 p.m. and northbound trip that departs Old Town at 1:02 p.m.
- 50 • Weekday schedule adjustments; please see new timetable.
- 81 • Weekday schedule adjustments; please see new timetable.
- 115 • Weekday schedule adjustments; please see new timetable.
- 150 • Discontinue southbound trip that departs UTC at 5:50 a.m.
- 210 • Weekday schedule adjustments; please see new timetable.
- 701 • All days: Reduction of evening service to improve productivity; please see new timetable.
- 709 • All days: Major route changes in eastern Chula Vista - see map inside this Take One.
- All days: Schedule revisions; please see new timetable.
- 830 • **NEW ROUTE STARTS 9/7/04!** Provides weekday morning express service to Poway from downtown San Diego and Mid-City, with return service in the afternoon. See more information inside.
- 831 • Weekdays: Discontinue trips departing Santee Transit Center at 4:06 p.m., 4:38 p.m., and 5:38 p.m.
- 832C • Weekends and Holidays: Discontinue several trips to achieve one hour frequency most of the day.
- 832M • Weekends and Holidays: Discontinue several trips to achieve one hour frequency most of the day.
- 833 • Weekdays: Discontinue southbound trips departing Santee Transit Center at 7:38 p.m. and 8:38 p.m., and northbound trips departing Westfield Shoppingtown Parkway at 8:05 p.m. and 9:10 p.m.
- 834 • Weekdays: Discontinue trips departing Santee Transit Center at 5:21 a.m. and 7:10 p.m.

- 860 • Discontinue all Route 860 Commuter Express service between North County Fair and Rancho Bernardo, due to construction and traffic congestion. Route 20 will continue to provide service to North County Fair with connections to Route 860. All Route 860 southbound trips now originate, -and all northbound trips now terminate-, on W. Bernardo Dr. at Casa de las Campañas in Rancho Bernardo.
- 874 • Weekdays: Discontinue trips departing Mollison and Chase Avenues at 5:45 a.m., 8:25 p.m., and 9:05 p.m.
 • Sundays Only: Discontinue trips departing Mollison and Chase Avenues at 7:15 a.m. and 7:55 a.m.
- 875 • Weekdays: Discontinue trips departing Lemon Grove Station at 9:33 a.m. and 6:03 p.m.
- 877 • Discontinue trip departing Weld Trolley Station at 5:47 p.m.
- 904 • Wednesday through Sunday: Discontinue seasonal extra summer trips and restore 60-minute frequency.
- 933 • All days: Adjust timepoint on Imperial Beach Bl. from 9th St. to 4th St. There will be minor schedule adjustments accordingly.

Labor Day (September 6, 2004) Service Schedule

On Labor Day (Monday, September 6, 2004), most MTS and NCTD services will operate on a Sunday schedule. Services that do not operate on Sundays will not operate on Labor Day. See the chart below for details. In honor of Labor Day, San Diego Transit, MTS 800- and 900-Series routes, and San Diego Trolley will offer the Friends Ride Free program: two ride for the price of one, when one rider pays full fare with cash, a pass, or a token!

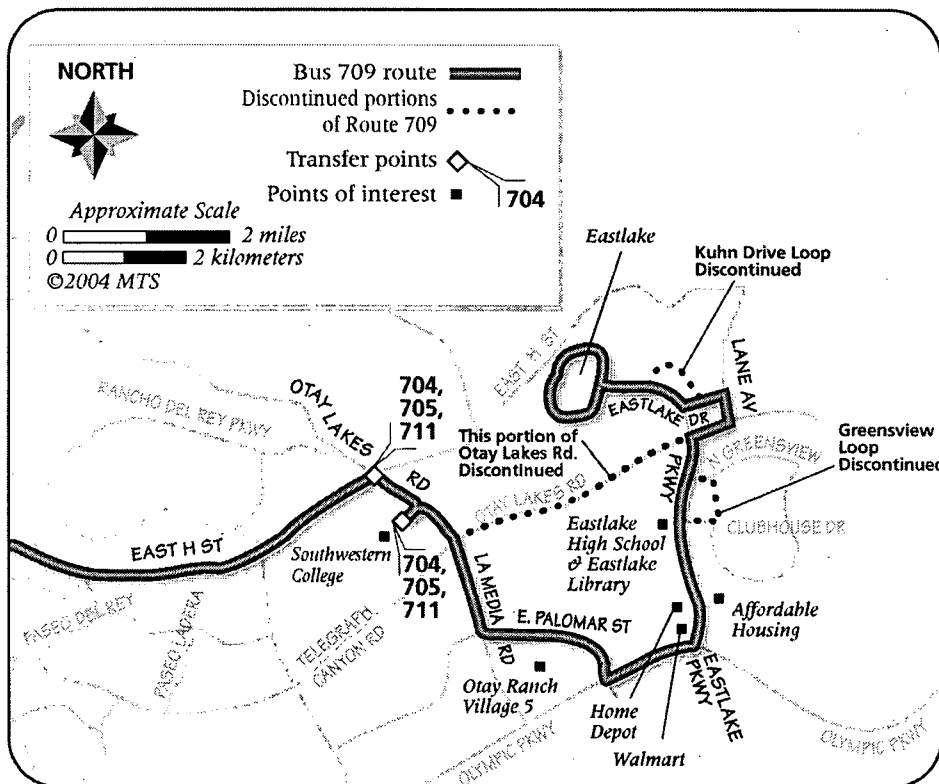
MONDAY, SEPTEMBER 6, 2004 SERVICE (LABOR DAY)	
Route/Service	Schedule
MTS Trolley	Sunday
MTS Bus Routes 1, 2, 3, 4, 5, 6, 7, 9, 11, 13, 15, 16, 20, 25, 26, 27, 28, 34, 35, 41, 44, 81, 115, 701, 702, 703, 705, 706, 706A, 709, 712, 815, 831, 832, 833, 834, 844, 845, 848, 854, 855, 856, 858, 864, 871, 872, 873, 874, 875, 901, 904, 908, 916, 927, 928, 929, 931, 932, 933, 934, 936, 955, 992	Sunday
MTS Bus Routes 601, 602, 603, 704, 707, 708, 711, 844A, 851, 853, 876, 877, 902, 903, 905, 921, 922, 923, 961, 962, 963, 964, 965	No Service
MTS Express Bus Routes 30, 40, 50, 70, 150, 210, 960, 980, 990	No Service
MTS Commuter Express Bus Routes 810, 820, 830, 850, 860, 870	No Service
MTS Rural Bus	Sunday
NCTD Breeze Bus Routes	Sunday
NCTD Coaster	No Service
Sorrento Valley Coaster Connection (MTS Routes 971-978, 981, 982)	No Service
MTS Access*, MTS Suburban ADA Paratransit* <small>*All subscriptions are cancelled for September 6, 2004. Subscription passengers that want to maintain their trip on this day must call to arrange their transportation.</small>	Holiday*
MTS DART (Rancho Bernardo, Scripps Ranch)	No Service

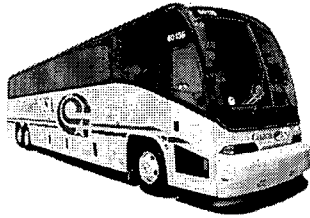
New Commuter Express Demonstration Route 830 to Poway

Route 830 begins a weekday-only, rush-hour, express commuter service to Poway, including the South Poway Industrial Park, from downtown San Diego via Mid-City on Tuesday, September 7, 2004. Three northbound trips will operate during the morning rush-hour (arrival time starting at 6:30 a.m.), and three afternoon southbound trips will operate during the afternoon rush-hour. This demonstration service is funded by a federal Jobs Access-Reverse Commute (JARC) grant, and a grant from the Air Pollution Control District. Visit www.sdcommute.com or call Regional Transit Information at (800) COMMUTE for a timetable and fare information.

Route 709 Changes

Effective Sunday, September 5, 2004, Route 709 will discontinue service in both directions along a portion of Otay Lakes Road. It will be re-routing south to Otay Ranch Village 5 (Santa Cora Ave.) and Eastlake High School, via East Palomar Street, Olympic Parkway, and Eastlake Parkway. Greensview Drive and Kuhn Drive loops are discontinued. Please see map below for the route changes and pick up a timetable for revised schedule information.





*The Transit Store is your one-stop store
for the region's public transportation.*



THE TRANSIT STORE

830

San Diego
Poway Express



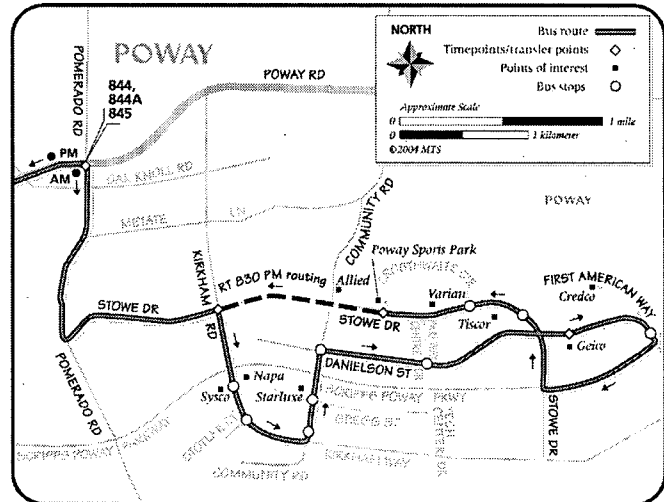
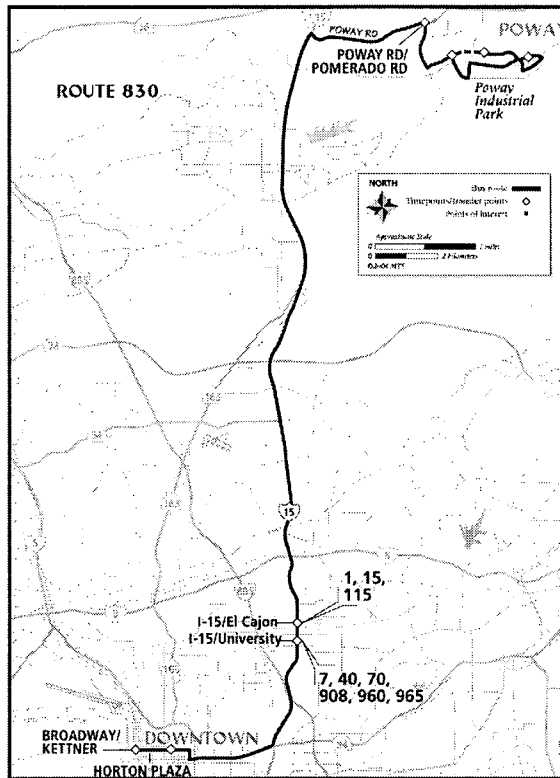
Accessible Service
All Route 830 buses
are wheelchair
lift equipped.

102 Broadway (at First Avenue), San Diego
102 Broadway (esquina de avenida 102), San Diego
Monday through Friday 9:00 a.m. to 5:00 p.m.
lunes a viernes 9:00 a.m. a 5:00 p.m.
Saturday-Sunday closed
sábado a domingo cerrado

September 7, 2004

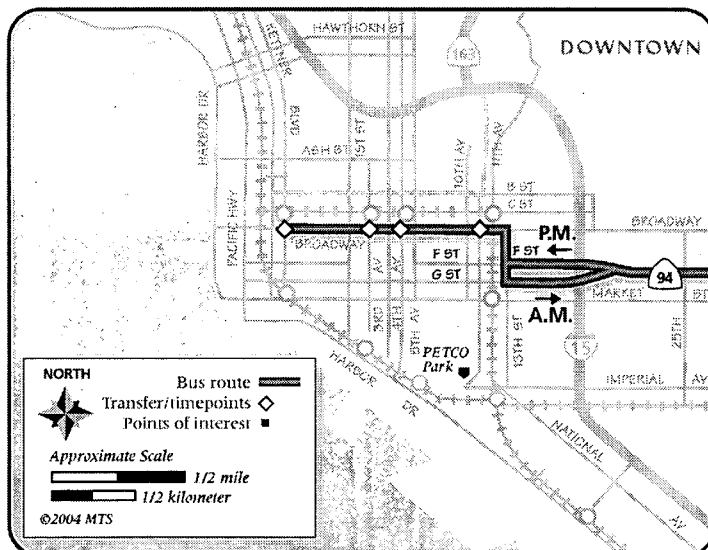


Metropolitan Transit System



A.M. Route 830 serving:

- I-15 / University Ave.
- I-15 / El Cajon Blvd.
- Poway Rd. / Pomerado Rd.
- Kirkham Rd. / Stowe Dr.
- Kirkham Rd. / Scripps Poway Pkwy.
- Kirkham Rd. / Stotler Ct.
- Community Rd. / Kirkham Rd.
- Community Rd. / Gregg St.
- Community Rd. / Danielson St.
- Danielson St. / Parkway Centre Dr.
- Danielson St. / GEICO
- Danielson St. / Scripps Poway Pkwy.
- Stowe Dr. / Danielson St.
- Stowe Dr. / Crosthwaite Circle East
- Stowe Dr. / Crosthwaite Circle West



Centre City Bus Stops

A.M.

- Broadway / Kettner Blvd.
- Broadway / 3rd Ave.
- Broadway / 11th St.

P.M.

- Broadway / 11th Ave.
- Broadway / 4th Ave.
- Broadway / Kettner Blvd.

ALTERNATIVE FORMATS ARE AVAILABLE UPON REQUEST

Route 830

San Diego to Poway commuter express A.M. only – Monday through Friday

Broadway & Kettner Blvd..	Broadway & 12th Ave.	I-15 & University Ave.	I-15 & El Cajon Blvd.	Poway Road & Pomerado Road	Stowe Dr. & Kirkham Rd.	GEICO & Danielson St.	Stowe Dr. & Crosthwaite (West)
5:36a	5:44a	5:54a	5:56a	6:20a	6:27a	6:36a	6:43a
6:03	6:11	6:21	6:23	6:47	6:54	7:03	7:10
6:43	6:51	7:01	7:03	7:27	7:34	7:43	7:50

Route 830

Poway to San Diego commuter express P.M. only – Monday through Friday

Stowe Dr. & Crosthwaite (West)	GEICO & Danielson St.	Stowe Rd. & Kirkham Rd.	Poway Road & Pomerado Road	I-15 & El Cajon Blvd.	I-15 & University Ave.	Broadway & 11th Ave.	Broadway & Kettner Blvd.
3:30p	3:37p	3:44p	3:51p	4:31p	4:33p	4:43p	4:49p
4:00	4:07	4:14	4:21	5:01	5:03	5:13	5:19
5:30	5:37	5:44	5:51	6:31	6:33	6:43	6:49

All buses provide wheelchair lift service.

Arrival times may vary due to traffic and construction.

This route does not operate on weekends and on the observation of the following holidays: New Year's Day, President's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas

Fares – Exact fare, please

Pasajes—Favor de pagar la cantidad exacta, con billete o monedas.

Commuter Express Adult Cash One-Way.....\$2.50
El Viajero Expresa

Senior (60+ years)/Disabled.....\$1.00
Mayores/Incapacitados

Children 5 and under.....Free
Niños de 5 años o menores.....**Gratis**

Please have exact fare ready. Driver carries no change and does not handle any cash. Tokens accepted.

Por favor tenga listo su pasaje exacto. El chofer no tiene cambio y no carga dinero. Se aceptan fichas (tokens).

Prepaid Fares

Fichas y Pases

\$2.25 Tokens (11 tokens discounted). Tokens are valid on MTS buses and trolley up to \$2.25 fare.....**\$23.00**
Fichas de \$2.25 (11 fichas con un descuento). Las fichas son válidas para viajar en los autobuses y el trolley.

Monthly Ready Pass Route 830.....\$64.00
Pase mensual (El Viajero Expresa)

Monthly Ready Pass for Senior (60+ years)/Disabled persons*.....\$14.50
Pase mensual para mayores (60 años o mas) e incapacitados*

Monthly Ready Pass for Youths* (18 and under).....\$29.00
Pase mensual para juvenes* (18 años o menores)*

Half-month passes are also available beginning the 15th of each month at The Transit Store and "Pass-by-Mail" (call (619) 233-3004 to request envelopes).

A partir del 15 de cada mes, el Transit Store dispondrá de pases de medio mes y contaremos también con un servicio de "Pass-by-Mail" (Pases por Correo). Para solicitar los sobres, sírvase llamar al (619) 233-3004.

* Discounted passes made possible by TransNet, your local transportation sales tax.

* Los pases con descuento son producto de TransNet, el impuesto mercantil para mejoras viales.

Monthly Pass Outlets

Ralphs Grocery Stores - All stores in San Diego County.

Centre City

Check Cashing Place - 945 5th Ave.

The Transit Store - 102 Broadway St. (at 1st Ave.)

(Monthly Passes sold at half price on/after the 15th of the month at this location only)

Poway

Vons Store #2349 - 13438 Poway Rd.

By mail

Order envelopes available by calling (619) 231-1466.

Employer Transit Assistance Program (ETAP)

Employers now have the opportunity to provide a transit subsidy to their employees of up to \$100 per month, tax free to employees and deductible as a normal business expense for employers. The Employer Transit Assistance Program is a free service designed to help companies start a transit subsidy program. For details, call (619) 238-2707.

Patrones tienen la oportunidad de dar un subsidio de tránsito a sus empleados de hasta \$100 por mes, sin impuesto para los empleados y deducible como costo normal de negocio para los patrones. El programa (ETAP) es un servicio gratis diseñado a ayudar a compañías a iniciar un programa de subsidio de tránsito. Para mas detalles, hable al (619) 238-2707.

Guaranteed Emergency Ride

Paseo Garantizado de la Emergencia

Whether it's working late unexpectedly or getting an unforeseen call to pick up a sick child at school, RideLink's Guaranteed Ride Home Program (GRH) gives you the freedom to get where you need to go in an emergency when the Commuter Express bus is not immediately available.

Si tiene que trabajar tarde o recibe una llamada para recoger su niño enfermo de su escuela, el programa Paseo de Emergencia Garantizado de RideLink le da la libertad de ir a donde necesite en una emergencia cuando el autobús Commuter Express no es disponible inmediatamente.

This special service is free (up to three times per year) to MTS Commuter Express Pass holders, subject to certain conditions. You must be enrolled in RideLink's regional GRH program, sponsored by SANDAG, to use this service. Registration and information is available by calling 1-800-COMMUTE (choose option 3) or on-line at www.RideLink.org.

Este servicio especial es gratis (hasta tres veces por año) para aquellos que tienen pase para MTS Commuter Express, sujeto a varias condiciones. Debe pertenecer al programa regional GRH de RideLink, patrocinado por SANDAG, para usar este servicio. Para registrarse o información llame al 1-800-COMMUTE (oprima opción 3) o en Internet en www.RideLink.org.

Regional Transfer Policy

Reglamento Regional Sobre Transbordos

* A transfer slip is issued only when fare is paid. The transfer slip is good until the time and date shown on the slip (approximately 90 minutes from the end of the terminal). Return trips may be made during this time. Transfer slips may be used to transfer to any regular MTS bus, Trolley, DART, ADA Complementary Paratransit service, and Coaster trains. Upgrades may be required.

* When transferring to a route with a higher fare than originally paid, an upgrade fare for the difference is required. Upgrades may be paid on the original or connecting vehicle. There are no transfer upgrade charges for Senior/Disabled riders (on the fixed route service) with proper proof of eligibility.

* Los boletos de transbordo se entregan únicamente cuando se paga la tarifa. Ese boleto es válido si se utiliza durante las horas y la fecha indicadas en dicho boleto (aproximadamente 90 minutos desde donde termina su viaje). Los viajes de regreso pueden hacerse durante este tiempo. Los boletos de transbordo se pueden utilizar para transbordar a cualquier autobús normal del MTS (Sistema Metropolitano de Transporte), Trolley, servicios de la ADA Complementary Paratransit (Transporte complementario según la Ley para incapacitados de América) y los trenes del Coaster. Puede que en algunos casos se tenga que pagar una diferencia.

* Cuando va a efectuar un transbordo a una ruta en la que la tarifa es mayor que la que usted pagó, tendrá que pagar una diferencia. Esta diferencia puede pagarse en el vehículo original o en el vehículo de conexión. Las personas mayores (seniors) y las personas incapacitadas que muestren su pase no pagan la diferencia al hacer un transbordo (en la ruta establecida).

Information

Información

* Regional Transit Information: (619) 233-3004
Otros medios de transporte: (619) 233-3004

* TTY/TTD: (619) 234-5005

Teletipo para sordos: (619) 234-5005

* InfoExpress (24 hour info via touch-tone phone):
(Información las 24 horas via telefono de teclas):
(619) 685-4900

* For MTS on-line trip planning, www.sdcommute.com

Animals

Animales

Trained service animals may accompany persons with disabilities. Other animals must be in an enclosed carrier and transported without assistance by the driver or operator. The carrier must be placed on the passenger's lap or under a seat.

Los animales especialmente entrenados para ayudar a personas con discapacidades podrán acompañar al pasajero. Cualquier otro animal deberá ser colocado dentro de una jaula para portar animales cerrada y deberá ser transportada sin la ayuda del conductor u operador. La jaula para portar animales deberá ponerse sobre las piernas del pasajero o debajo del asiento.

Customer Service/Suggestions

Servicio al cliente

* Route 830 customer service only: 1-800-331-5077
Únicamente para la Ruta 830: 1-800-331-5077

Lost & Found

Objetos extraviados y sugerencias

* Articles found on the bus are turned in at Coach USA, call: 1-800-331-5077

* Los objetos olvidados en los autobuses se depositan en Coach USA, llame al: 1-800-331-5077

Please Note

Tome nota

* Senior (60+ years)/Disabled fare only with valid drivers license, DMV Senior/Disabled I.D. card, Medicare card, MTS or NCTD I.D. card.

Tarifa de Mayores de 60 años/Incapacitados únicamente con licencia de manejo vigente, tarjeta de identificación del DMV para Mayores de 60 años/Incapacitados, tarjeta de Medicare, tarjeta de identificación del MTS ó NCTD.

* Youth Pass available for ages 6-18. Driver may request I.D.

Los niños y jóvenes de 6 a 18 años pueden viajar con pases para jóvenes al comprobar su edad a petición del chofer.

* Priority seating are seats that are provided for the convenience of persons with special needs. Please make these seats available for Seniors and Disabled persons.

Los asientos de prioridad son facilitados para la conveniencia de personas con necesidades especiales. Porfavor haga disponibles estos asientos para la gente mayor y los incapacitados.

* MTS Universal \$2.25 tokens are accepted on Route 830. MTS fichas universales de \$2.25 son aceptadas en la ruta 830.

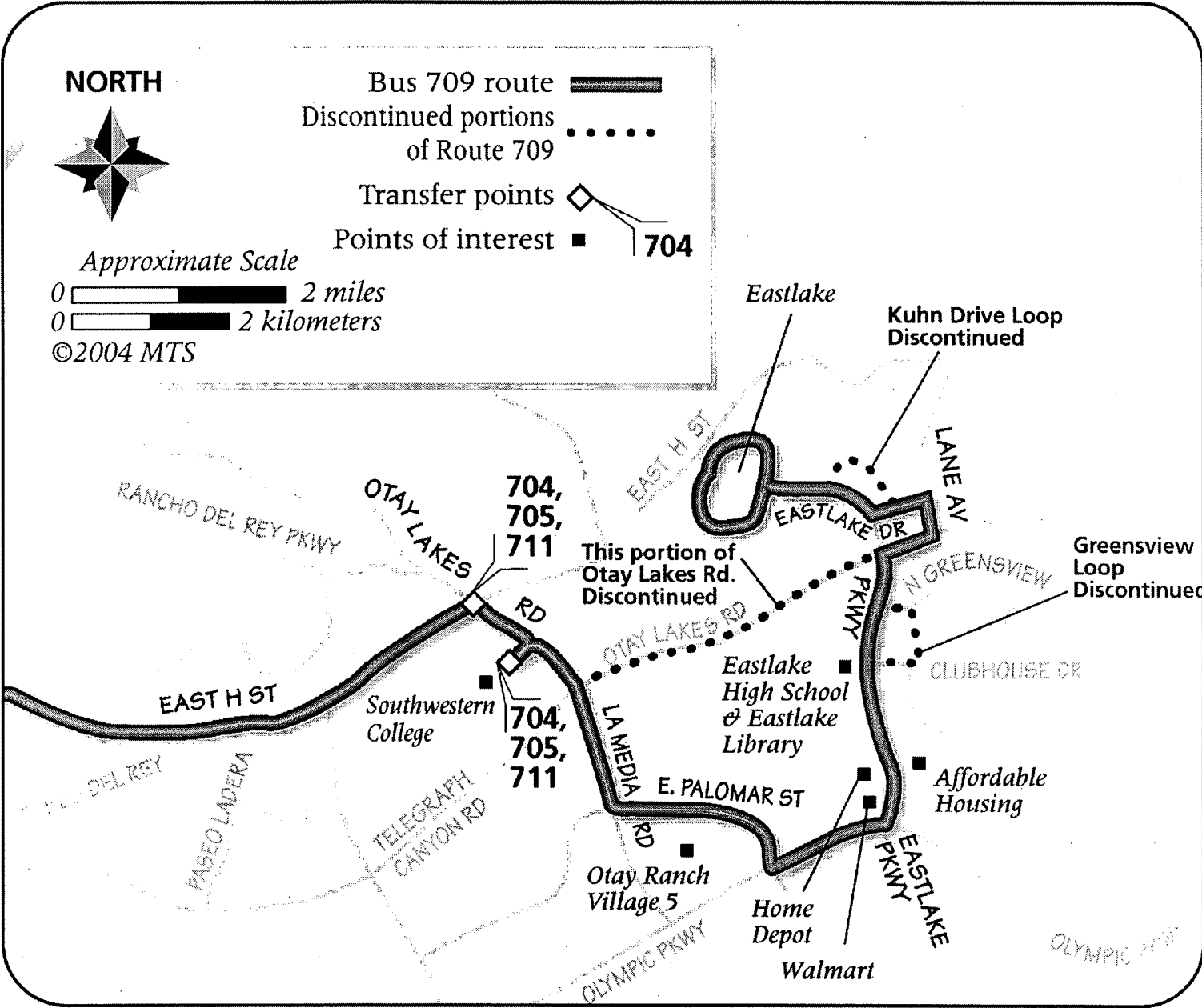
* The schedules and other arrangements shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables, nor for any inconvenience caused by delayed buses.

Los horarios y otras disposiciones que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

While on board, remember:

Estando a bordo, recuerde:







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.

OPS 950.6 (PC 30206)

August 12, 2004

Subject:

MTDB: WASHINGTON, D.C. REPRESENTATION SERVICES CONTRACT
EXTENSION

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute an amendment to the Washington, D.C. Representation Services Contract (MTDB Doc. No. G0548.0-00), in substantially the same format as attached (Attachment A), with Thomas Walters and Associates, Inc. to extend our Washington, D.C. representation services for a six-month period from July 1, 2004, through December 31, 2004.

Budget Impact

The six-month cost will be approximately \$29,742 to be funded from the MTDB Consultant line item.

DISCUSSION:

The Board currently contracts with the firm of Thomas Walters and Associates, Inc. for legislative representation services to assist MTDB in pursuing federal funding for our bus and light rail transit projects, and stay current with transit-related legislation coming before the federal government.

As part of the consolidation, a joint request for proposals was to be issued by the Director of Government Affairs for the San Diego Association of Governments



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.

(SANDAG) to procure legislative services for MTDB, SANDAG, the North County Transit District (NCTD), and the City of San Diego. Staff is informed that the request for proposals is still being drafted. Given the importance of having representation during the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), staff recommends continuing our current contract for an additional six months until the joint procurement is completed. This will provide for continuity of representation without interfering with the procurement of services on a regional basis.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
AUG12-04.8.TLOREN
7/30/04

Attachment: A. MTDB Doc. No. G0548.3-00 (**Board Only**)

DRAFT

Att. A, AI 8, 8/12/04, OPS 950.6

MTDB Doc. No. G0548.3-00
LEG 470 (PC 30100)

AMENDMENT TO AGREEMENT FOR
WASHINGTON, D.C., REPRESENTATIONAL SERVICES

THIS AMENDMENT, made and entered into on this _____ day of _____
2004 by and between the San Diego Metropolitan Transit Development Board, a California
public agency created by Public Utilities Code section 120050, operating the Metropolitan
Transit System ("MTS") and Thomas Walters & Associates, Inc. ("Contractor").

WITNESSETH

WHEREAS, MTS currently contracts for Washington, D.C. representational services with
Contractor;

WHEREAS, MTS, the San Diego Association of Governments (SANDAG), and the
North San Diego County Transit District ("NCTD") entered into a Memorandum of
Understanding whereby the agencies agreed to share federal lobbying services, and whereby
SANDAG agreed to procure said services but has not yet done so;

WHEREAS, the current contract for federal lobbying services with Contractor expired on
June 30, 2004;

WHEREAS, MTS finds it imperative to continue to have federal representation in light of
the current status of the Transportation Equity Act for the 21st Century (TEA-21) until such time
as SANDAG completes the procurement of such services for all three agencies;

NOW, THEREFORE, the parties agree that Section 3 of the contract is amended to read
"The term of this Agreement is four and one-half (4-1/2) years, commencing July 1, 2000, and
ending December 31, 2004."

Except as herein amended, all other terms and conditions of this agreement shall remain
the same and in full force and effect.

SAN DIEGO METROPOLITAN TRANSIT
DEVELOPMENT BOARD

THOMAS WALTERS & ASSOCIATES, INC.

By: _____
Paul C. Jablonski
Chief Executive Officer

By: _____
Thomas Walters

Approved as to form:

By: _____
Office of General Counsel

JGarde/CL-G0548.3-00.TLOREN
7/19/04



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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.

OPS 950.7 (PC 30207)

August 12, 2004

Subject:

MTDB: CONTRACT AMENDMENTS FOR MTDB'S RURAL BUS SERVICE

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to execute payment for Rural Bus services for FY 04-05.

Budget Impact

The FY 05 budgeted amounts and the amounts to encumber are \$310,753 for the maintenance, vehicle cleaning, driver training, and driver uniforms contract (MTDB Doc. No. B0374.0-03), and \$201,327 for the agreement to purchase fuel between the County of San Diego (County), the Department of General Services, and MTDB (MTDB Doc. No. B0362.0-03).

DISCUSSION:

Rural Bus services were initiated by the County in 1979 serving the eastern two-thirds of the county with lifeline public transit service. On February 13, 2002, the San Diego County Board of Supervisors approved the divestiture of the County Transit System to MTDB, effective July 1, 2002. Rural Bus service was operated under the Divestiture Agreement through FY 03-04.

Rural Bus services were expanded during FY 03-04 implementing the recommendations of the Rural Transit Needs Assessment Study (2000). Before this expansion, the service level and route structure remained essentially unchanged for 25 years. Residents in the rural area were provided one round trip a day to East County suburban cities. The expanded services now provide two to four round-trips a day. While still limited, service was greatly improved.



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.

In January 2004, MTDB-area boundaries were extended to include all areas of the County not included in the North San Diego County Transit Development Board's jurisdiction.

The Rural Bus maintenance, vehicle cleaning service, driver training, and driver uniforms service agreement was competitively bid in December 2002, and first entered into effective on January 16, 2003. The base term of nearly 18 months ended on June 30, 2004. The original agreement contained the offer of one option year to be automatically exercised unless, at the sole discretion of MTDB, the offer was declined. The Option Year began automatically on July 1, 2004. The pricing bid in the base term remains in effect.

Laidlaw Transit Services, Inc., has performed satisfactorily under the agreement and can continue to do so. This action is necessary to encumber the budgeted funds.

The agreement for the purchase of fuel between the County of San Diego, Department of General Services and MTDB was first entered into on October 31, 2002 (effective on July 1, 2002), continuing services provided by the County of San Diego necessary to the operation of Rural Bus. Rural buses are garaged at various County yards in the service area, and these locations have fueling facilities. Fuel is not readily available from others in the rural area, and the County extends its own cost per gallon to MTS.

The purchase of fuel at remote County locations in the rural area located within the County yards remains the most favorable means of purchasing fuel for Rural Bus.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jerry Kehoe, 619.235.2643, jerry.kehoe@sdmts.com

PSmith/JGarde
AUG12.04.9.JKEHOE
7/28/04



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San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

Agenda

Item No. 10

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

OPS 960.3 (PC 30101)

August 12, 2004

Subject:

SDTC: FINANCIAL REPORT THROUGH MAY 2004

RECOMMENDATION:

That the Board of Directors receive this report.

Budget Impact

None.

DISCUSSION:

The San Diego Transit Corporation (SDTC) FY 04 financial comparison to budget through May 31, 2004, shows operating revenues of \$21,611,000 (\$136,000 under the amended budget). Operating expenses for the period amounted to \$64,851,000 (\$827,000 or 1.3 percent under the amended budget). This combined for a net subsidy amount of \$43,240,000 (\$691,000 less than budget). Attachment A summarizes the financial comparison. Following is an explanation of the budget developments; all compare against the amended budget.

Operating Statistics

Attachment B shows some of the more important operating statistics for the 11 months ending May 31, 2004.

Our farebox recovery ratio stood at 32.1 percent compared to 34.5 percent for the same time last year. This was mostly due to the drop in ridership and related revenue. While



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down from FY 03, this level was anticipated in the budget. The budgeted farebox recovery ratio was 31.5 percent. Our cost per revenue mile was \$6.83; 6.7 percent above the \$6.40 cost per revenue mile for the same time period last year. This was primarily the result of spreading fixed costs over a smaller number of revenue miles. Again, while this was down from FY 03, it compared favorably to the budgeted \$6.93 cost per revenue mile. Additionally, the cost of fuel for vehicles was \$711,000 (16 percent) more than the same period in FY 03.

Our cost per passenger for the fiscal year to date was \$2.76 compared to \$2.39 for the same time period last year. This large increase stemmed from spreading more fixed costs amongst a smaller base of riders, as well as the above-mentioned increased fuel costs.

The trend in ridership dropped our total passengers per revenue mile to 2.47.

Revenue/Ridership

The first component of operating revenue is passenger fares. Through May 2004, passenger fares were down \$59,000, or 0.3 percent, compared with the amended budget (see Attachment A). Attachment C and the graph in Attachment D compare the fares to FY 03. All fare categories (with the exception of tickets and senior and disabled cash) were down compared to last year. Full-fare cash as well as pass fares, particularly full fare and youth, showed the largest declines.

Comparative ridership information is presented on Attachment E and the graph on Attachment F. SDTC carried a total of 23,494,000 passengers through May 2004. This was 3,260,000 less than the same period last year (a decline of 12.2 percent). The loss of Route 55 began in March 2003; without that route, the decline to FY 03 was 9.3 percent.

SDTC's average fare per passenger in FY 04 was \$.887 compared to \$.824 last year. This 7.6 percent increase showed the effect of the price increase. This was also why the passenger fare revenue dropped 5.8 percent when ridership dropped 12.2 percent.

Advertising revenue was \$620,000 against a budget of \$735,000. Advertising for the past several months has declined. This appeared to be due to consolidations amongst radio stations.

Expenses

FY 04 expenses through May 31, 2004, were \$827,000 or 1.3 percent under budget (Attachment A and the graph in Attachment G). This was primarily related to lower-than-anticipated workers' compensation costs, lower paid absence costs, and lower outside services costs.

Personnel. Total personnel costs were \$388,000 or .4 percent under budget (see Attachment H).

The Amalgamated Transit Union (ATU) 1309 contract has now been settled and the costs are either paid or accounted for in the presented financial information. Overall, the contract settlement came in very close to estimates and accruals, but with offsetting differences in various categories. They are:

	<u>Paid/Accrued</u>	<u>Accrued</u>	<u>Difference</u>
Wages (bonus & retro)	\$704,000	(\$953,000)	(\$249,000)
FICA	54,000		54,000
Pension	118,000		118,000
Health & Welfare Contribution	100,000		100,000
Total	\$976,000	(\$953,000)	\$23,000

The over and under amounts discussed below reflect these amounts.

- Wages were \$101,000 higher than budgeted. Taking into account the above \$249,000, wages were \$350,000 over. This was driven primarily by operators and mechanics overtime offset by lower administrative and clerical wages.
- Workers' compensation costs came in lower than budgeted (shown in the graph in Attachment I) by \$545,000. Workers' compensation costs were \$3,285,000 through May 31, 2004. The costs for year-to-date May FY 03 were \$4,393,000. This represents a decrease of \$1,108,000 or 25 percent. This is the most significant positive budget development this fiscal year.
- Paid absences, such as sick, vacation, and holiday, came in \$410,000 lower. These relate to payments being lower than estimated due to turnover and employees taking less than their allotments.
- Fringe benefit costs were \$294,000 higher than budgeted. Taking into account \$154,000 from above, fringe benefit costs were over \$140,000 and relate to medical and dental expenses coming in higher than anticipated.

The estimated pension expense was \$172,000 over budget. Taking into account the \$118,000 above, this was \$54,000 over budget. This relates primarily to being over budget in wages.

Outside Services. These costs were \$338,000 (9.7 percent) less than budgeted. The largest area, other outside services, was \$275,000 below budget. This area includes legal expenses, general professional services, contract services, custodial services, and the printing of schedules. The difference from budget results primarily from a conscious effort to reduce spending in these areas to cover costs of the preventative maintenance program as well as timing on some of the services.

Materials and Supplies. This area was \$85,000 over budget (2.3 percent). This was primarily due to the preventative maintenance program begun in January. As discussed above, we have reduced expenses in other areas, such as Outside Services, to help offset these costs.

Energy. Diesel fuel for the fiscal year averaged \$1.19 per gallon (\$1.05 in the budget). Diesel prices for the last 12 months are illustrated in the graph on Attachment J. Compressed natural gas (CNG) for the fiscal year through May was \$.93 per therm

(amended budget of \$.90). The pricing for CNG can be seen on the graph on Attachment K.

We have seen very high diesel prices recently. Our cost for the month of May was \$1.69 per gallon (highest in SDTC history). Attachment L shows the possible effects of higher prices for the fourth quarter of FY 04 and the current budget proposal for FY 05.

Overall, we were \$136,000 over budget in energy.

Risk Management. We finished May under budget by \$116,000. This was primarily the result of lower-than-anticipated claims (\$259,000 under budget) offset by high legal costs (\$93,000 over budget).

The individual departments' expenses against the amended budget are captured on Attachment M. They are reflective of the factors discussed above.

Net Subsidy

Overall, SDTC has \$136,000 less revenue compared against the amended budget and \$827,000 of lower expenses, some of which are based on timing. The net subsidy amount for fiscal year-to-date May was \$43,240,000 compared to an amended budget of \$43,931,000 for a difference of \$691,000 less subsidy (see the graph in Attachment N).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Claire E. Spielberg, 619.238.0100, Ext. 400, claire.spielberg@sdmts.com

DDeVaul/JGarde
AUG12-04.10.CSPIEL
7/20/04

- Attachments:
- A. Financial Comparison to Budget
 - B. Operating Statistics
 - C. Comparative Fares
 - D. Passenger Fares
 - E. Comparative Ridership
 - F. Ridership
 - G. Operating Expenses
 - H. Personnel Cost
 - I. Workers' Compensation Costs
 - J. Monthly Average Diesel Price
 - K. Monthly CNG Price
 - L. Impact of Diesel Fuel Prices
 - M. Departmental Expenses
 - N. Net Subsidy Cost

Board Only

SAN DIEGO TRANSIT CORP
FINANCIAL COMPARISON TO AMENDED BUDGET - FY04
MAY 2004
(in \$000s)

	ELEVEN MONTHS ENDING MAY 31, 2004				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE						
Passenger Fares	20,844	20,903	(59)	-0.3%	22,600	1,756
Advertising	620	735	(115)	-15.6%	800	180
Contracted Service Revenue	17	16	1	6.3%	25	8
Other	130	93	37	39.8%	100	(30)
Total Operating Revenue	21,611	21,747	(136)	-0.6%	23,525	1,914
Operating Support	43,831	43,191	640	1.5%	48,123	4,292
Total Revenue	65,442	64,938	504	0.8%	71,648	6,206
Personnel	49,144	49,532	388	0.8%	53,927	4,783
Outside Services						
Marketing	204	204	0	0.0%	222	18
Security	825	883	58	6.6%	964	139
Repair/Maintenance Services	457	533	76	14.3%	582	125
Engine and Transmission Rebuild	635	564	(71)	-12.6%	640	5
Other Outside Services	1,024	1,299	275	21.2%	1,446	422
Purchased Transportation			-	-		
Other Contracted Bus Services			-	-		
Total Outside Services	3,145	3,483	338	9.7%	3,854	709
Materials & Supplies						
Lubricants	98	110	12	10.9%	120	22
Tires/Tubes	509	556	47	8.5%	604	95
Other Materials and Supplies	3,223	3,079	(144)	-4.7%	3,358	135
Total Main. Parts and Supplies	3,830	3,745	(85)	-2.3%	4,082	252

Att. A, Al 10, 8/12/04, OPS 960.3

SAN DIEGO TRANSIT CORP
FINANCIAL COMPARISON TO AMENDED BUDGET - FY04
MAY 2004
(in \$000s)

	ELEVEN MONTHS ENDING MAY 31, 2004				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
<u>Energy</u>						
Diesel Fuel	2,026	1,846	(180)	-9.8%	2,014	(12)
CNG	2,998	2,960	(38)	-1.3%	3,229	231
Fuel and Electricity for Facilities	455	537	82	15.3%	592	137
Total Energy	5,479	5,343	(136)	-2.5%	5,835	356
<u>Risk Management</u>	2,887	3,093	206	6.7%	3,432	545
<u>General and Administrative</u>	366	482	116	24.1%	518	152
OPERATING EXPENSES	64,851	65,678	827	1.3%	71,648	6,797
TOTAL REVENUE LESS OPERATING EXPENSES	591	(740)	1,331	-179.9%	0	(591)
OPERATING REVENUE LESS OPERATING EXPENSES	(43,240)	(43,931)	691	-1.6%	(48,123)	(4,883)

SAN DIEGO TRANSIT CORP
OPERATING STATISTICS FY04/FY03
MAY 2004

FARE CATEGORY	ELEVEN MONTHS ENDING MAY 31, 2004		FULL YEAR FY04 AMENDED BUDGET
	FY04 ACTUAL	FY03 ACTUAL	
Farebox Recovery %	32.1%	34.5%	31.5%
Cost per Revenue Mile	\$6.83	\$6.40	\$6.93
Cost per Total Passenger	\$2.76	\$2.39	\$2.84
Average Fare per Total Passenger	\$0.887	\$0.824	\$0.897
Total Passengers per Revenue Mile	2.47	2.67	2.44
Total Employees (FTEs)	890	935	901

Att. B, AI 10 8/12/04, OPS 960.3

SAN DIEGO TRANSIT CORP

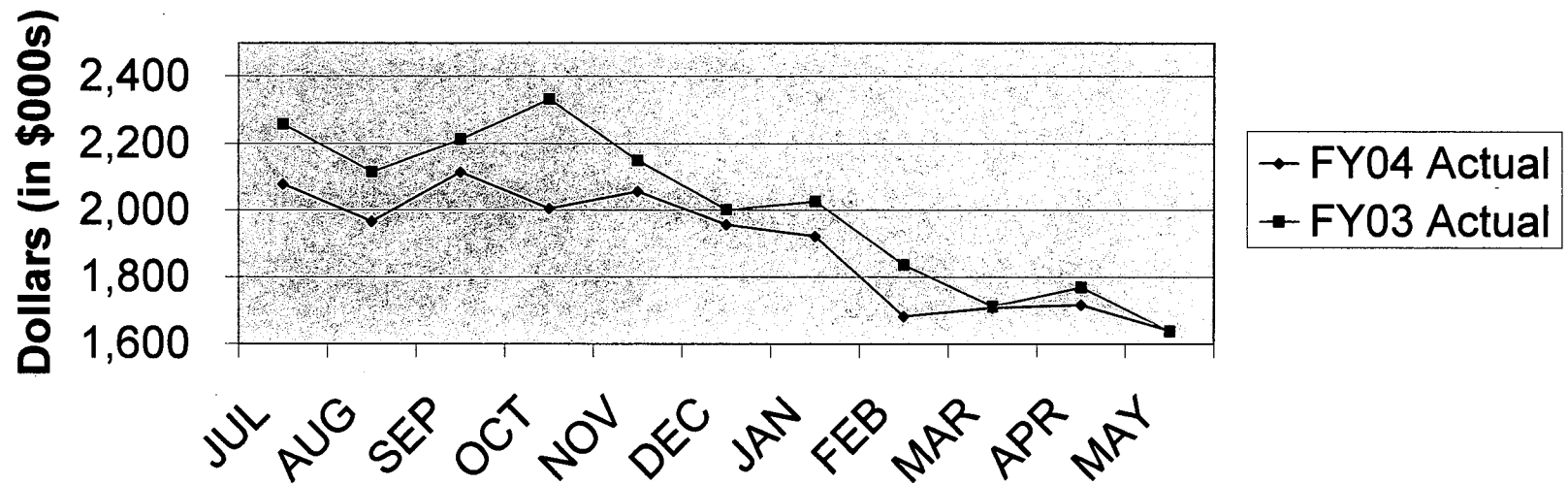
COMPARATIVE FARES FY04/FY03

MAY 2004

(in \$000s)

FARE CATEGORY	ELEVEN MONTHS ENDING MAY 31, 2004			
	FY04	FY03	VARIANCE	% VAR
Full Fare Cash	8,785	9,416	(631)	-6.7%
Senior and Disabled Cash	477	449	28	6.2%
Full Fare Pass	4,632	5,007	(375)	-7.5%
Senior and Disabled Pass	2,920	3,144	(224)	-7.1%
Youth Pass	2,554	2,780	(226)	-8.1%
Trippers and Tickets	1,163	979	184	18.8%
Tokens	313	347	(34)	-9.8%
Fare Box Revenue	20,844	22,122	(1,278)	-5.8%

**San Diego Transit Corp
Passenger Fares
FY 04 Actual vs FY 03 Actual
Eleven Months Ending May 31, 2004**

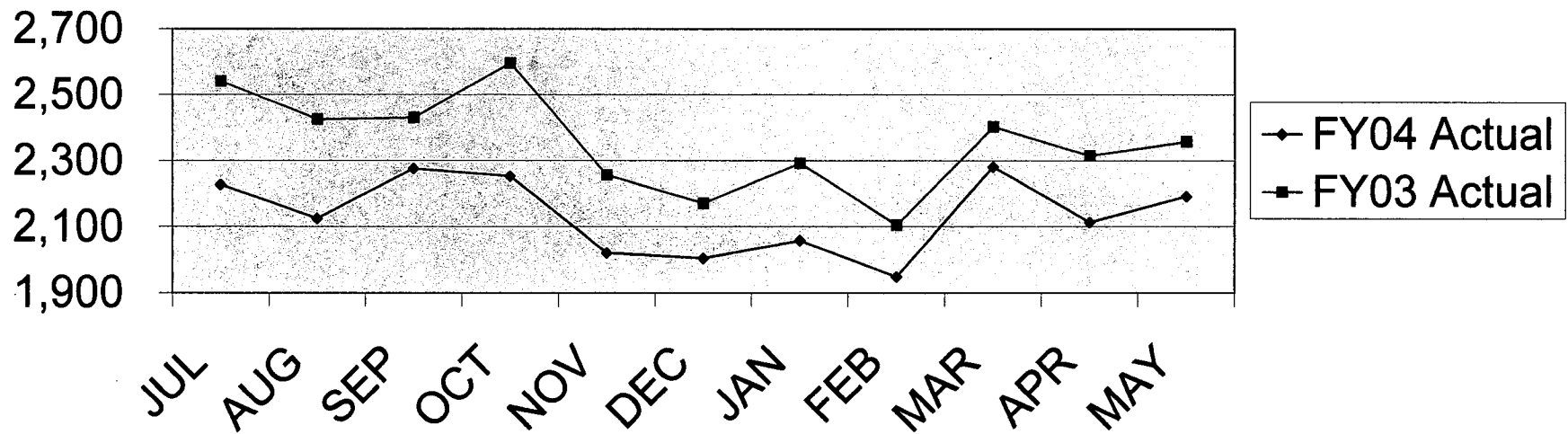


SAN DIEGO TRANSIT CORP
COMPARATIVE RIDERSHIP FY04/FY03
MAY 2004
(in 000s of passengers)

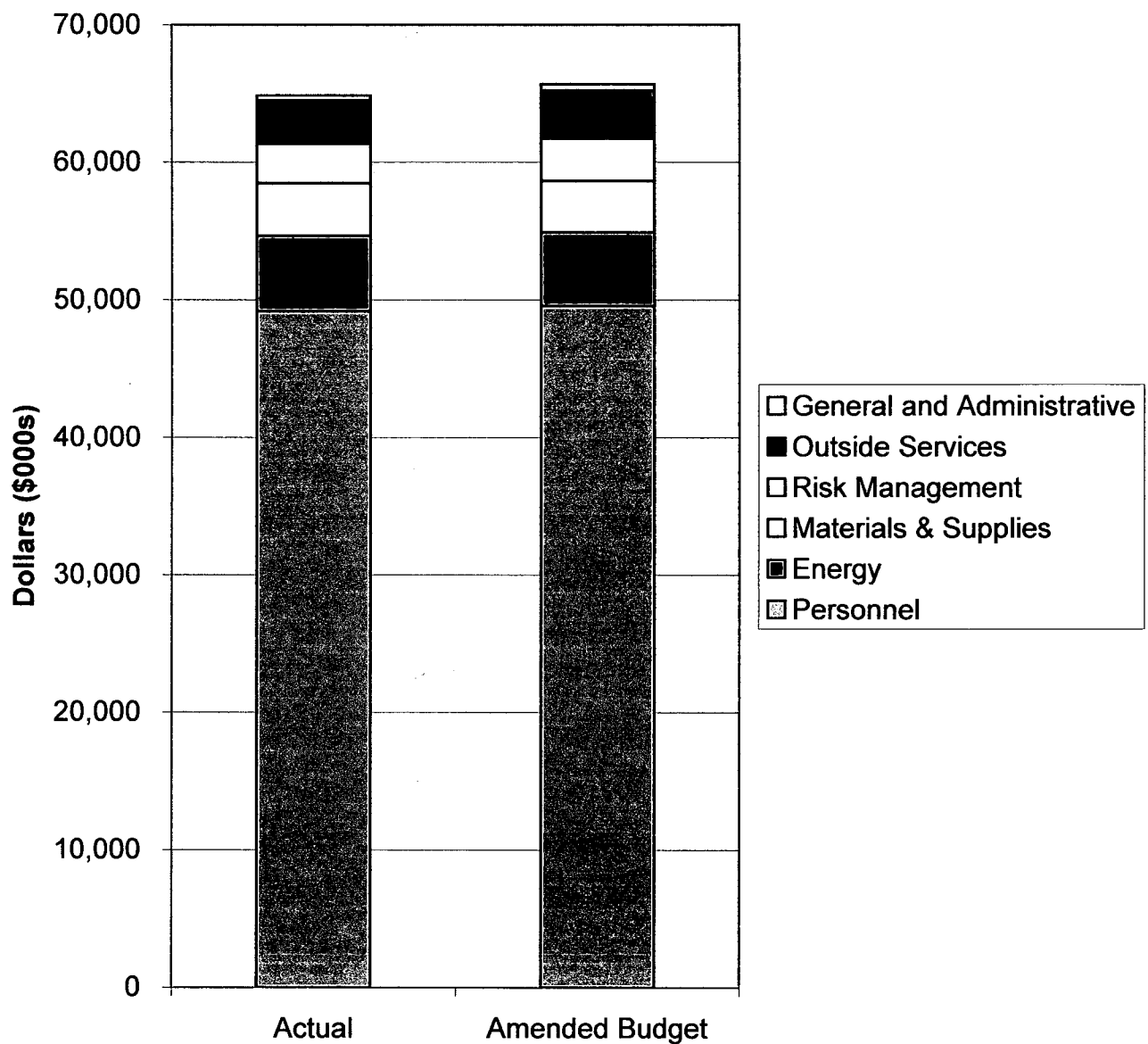
PASSENGER CATEGORY	ELEVEN MONTHS ENDING MAY 31, 2004			
	FY04	FY03	VARIANCE	% VAR
Full Fare Cash	3,855	4,604	(749)	-16.3%
Senior and Disabled Cash	476	449	27	6.0%
Full Fare Pass	4,971	5,778	(807)	-14.0%
Senior and Disabled Pass	6,529	7,056	(527)	-7.5%
Youth Pass	2,164	2,556	(392)	-15.3%
Trippers and Tickets	599	625	(26)	-4.2%
Tokens	150	197	(47)	-23.9%
Revenue Passengers	18,744	21,265	(2,521)	-11.9%
Transfers	3,739	4,320	(581)	-13.4%
Nonrevenue	1,011	1,169	(158)	-13.5%
Total Passengers	23,494	26,754	(3,260)	-12.2%

Att. E, AI 10, 8/12/04, OPS 960.3

**San Diego Transit Corp
Ridership
(Without Route 55)
FY 04 Actual vs FY 03 Actual
Eleven Months Ending May 31, 2004**



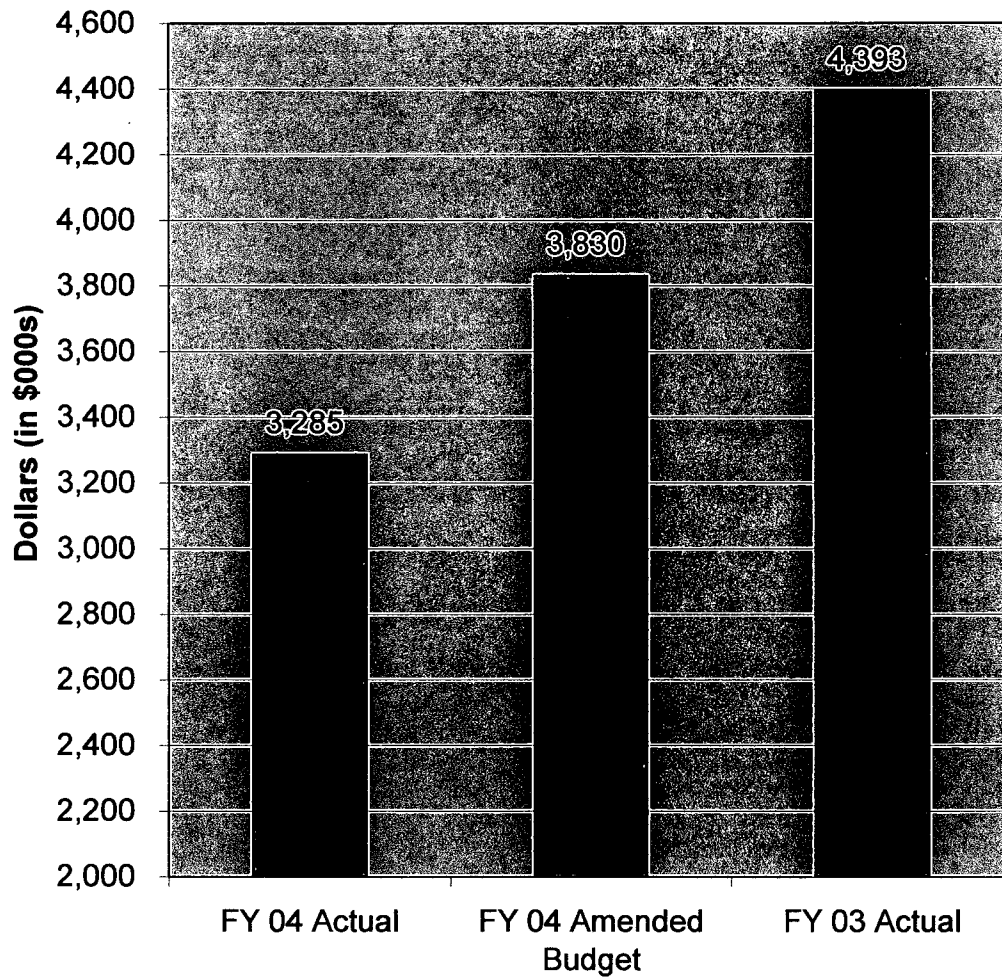
**San Diego Transit Corp
Operating Expenses
FY 04 Actual vs. FY 04 Amended Budget
Eleven Months Ending May 31, 2004**



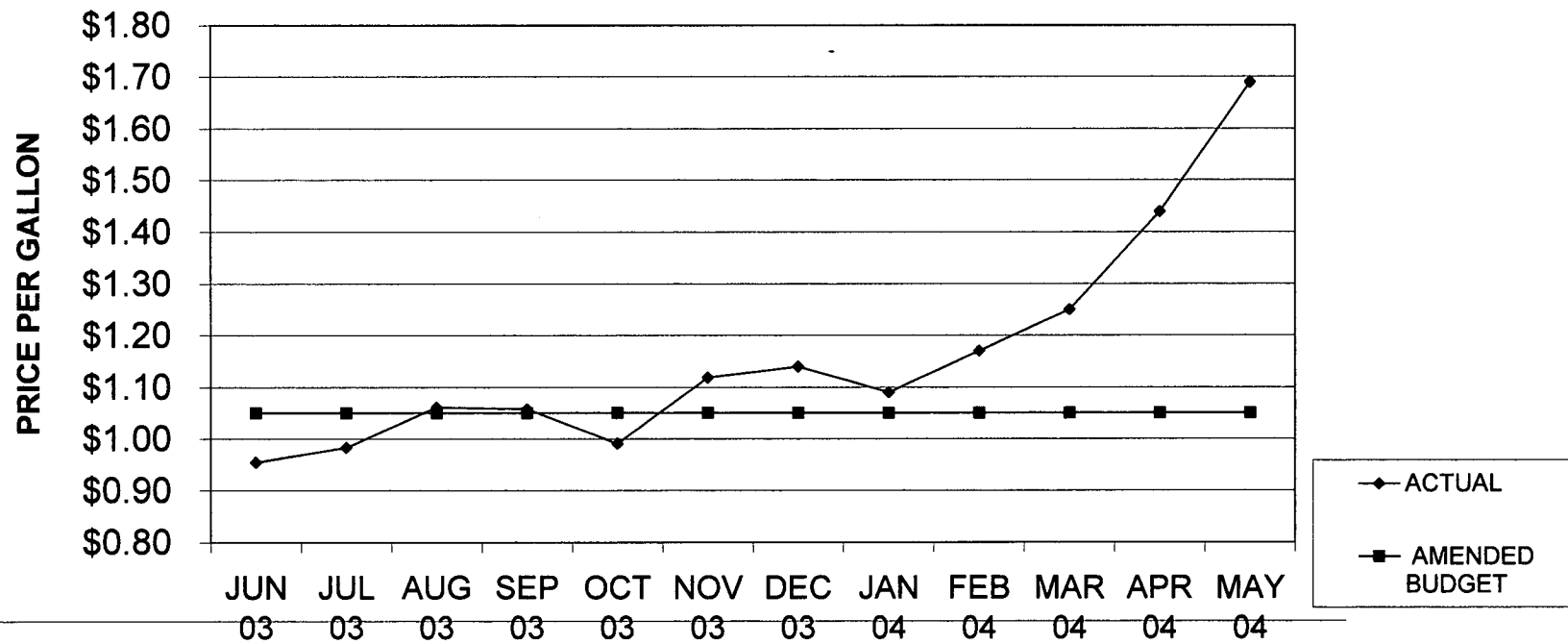
SAN DIEGO TRANSIT CORP
FY 04 PERSONNEL COST
MAY 2004
(in \$000s)

DEPARTMENT	ELEVEN MONTHS ENDING MAY 31, 2004				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
Wages	28,873	28,772	(101)	-0.4%	31,367	2,494
Paid Absences	4,358	4,768	410	8.6%	5,124	766
Workers' Compensation	3,285	3,830	545	14.2%	4,180	895
Fringes	8,285	7,991	(294)	-3.7%	8,686	401
Pension	5,043	4,871	(172)	-3.5%	5,319	276
Cost Recovery	(700)	(700)	0	0.0%	(749)	(49)
Total Personnel Costs	<u>49,144</u>	<u>49,532</u>	<u>388</u>	<u>0.8%</u>	<u>53,927</u>	<u>4,783</u>

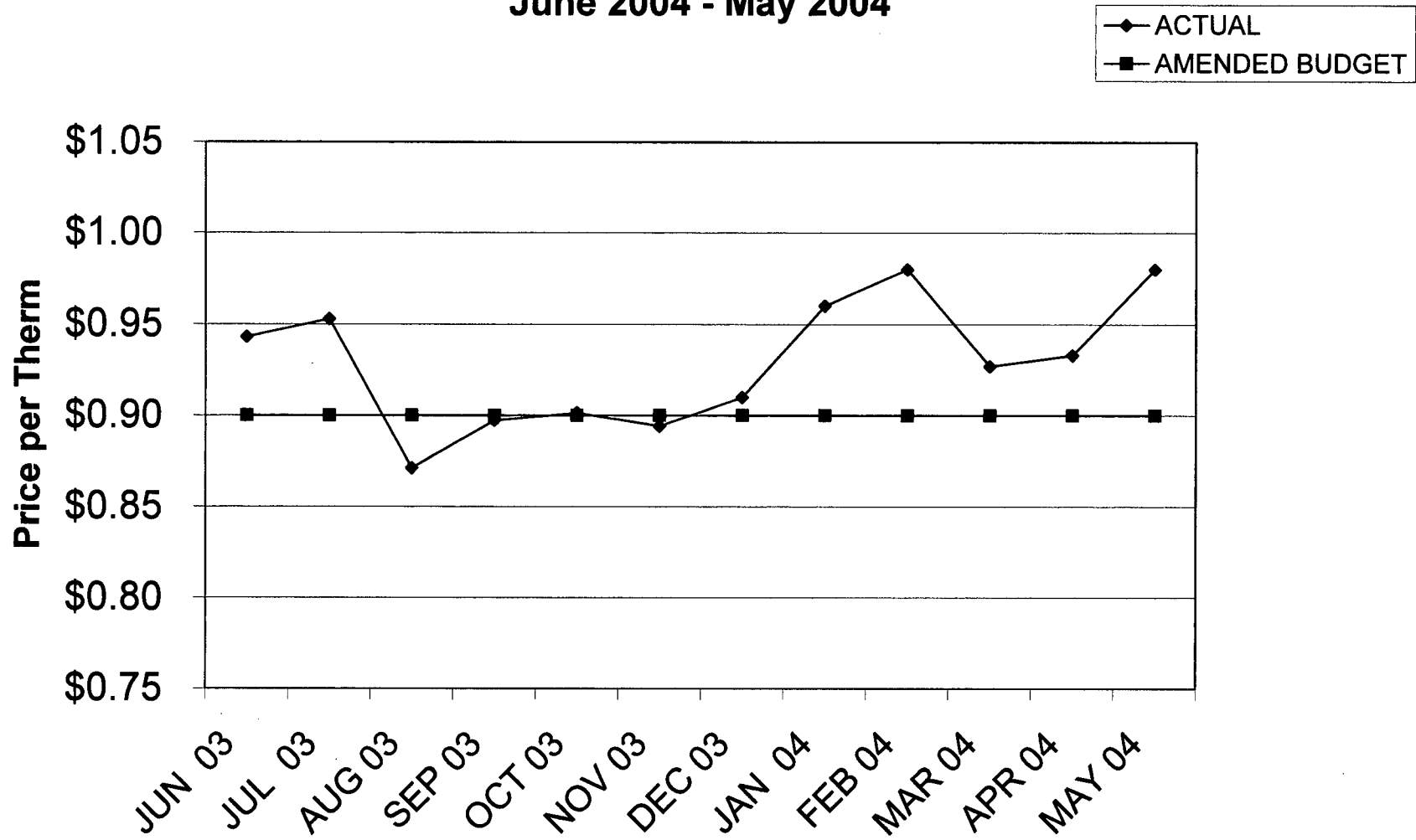
**San Diego Transit Corp
Workers' Compensation Costs
FY 04/03 Actual and FY 04 Amended Budget
Eleven Months Ending May 31, 2004**



**San Diego Transit Corp
Monthly Average Diesel Price
June 2003 - May 2004**



**San Diego Transit Corp
Monthly CNG Price
June 2004 - May 2004**



SAN DIEGO TRANSIT CORP
BUDGET FY 04/FY 05

IMPACT OF DIESEL FUEL PRICES

	4TH QTR FY04	PROPOSED FY05
NUMBER OF DAYS IMPACTED	91	365
BUDGETED DIESEL PRICE	\$1.050	\$1.100
FUEL TAXES	<u>\$0.103</u>	<u>\$0.107</u>
TOTAL COST	\$1.153	\$1.207
ESTIMATED/BUDGETED GALLONS	<u>400,000</u>	<u>1,447,000</u>
TOTAL BUDGETED DOLLARS	<u><u>\$461,350</u></u>	<u><u>\$1,746,891</u></u>
 COST PER \$.01 INCREASE IN DIESEL PRICE	 <u><u>\$4,310</u></u>	 <u><u>\$15,590</u></u>

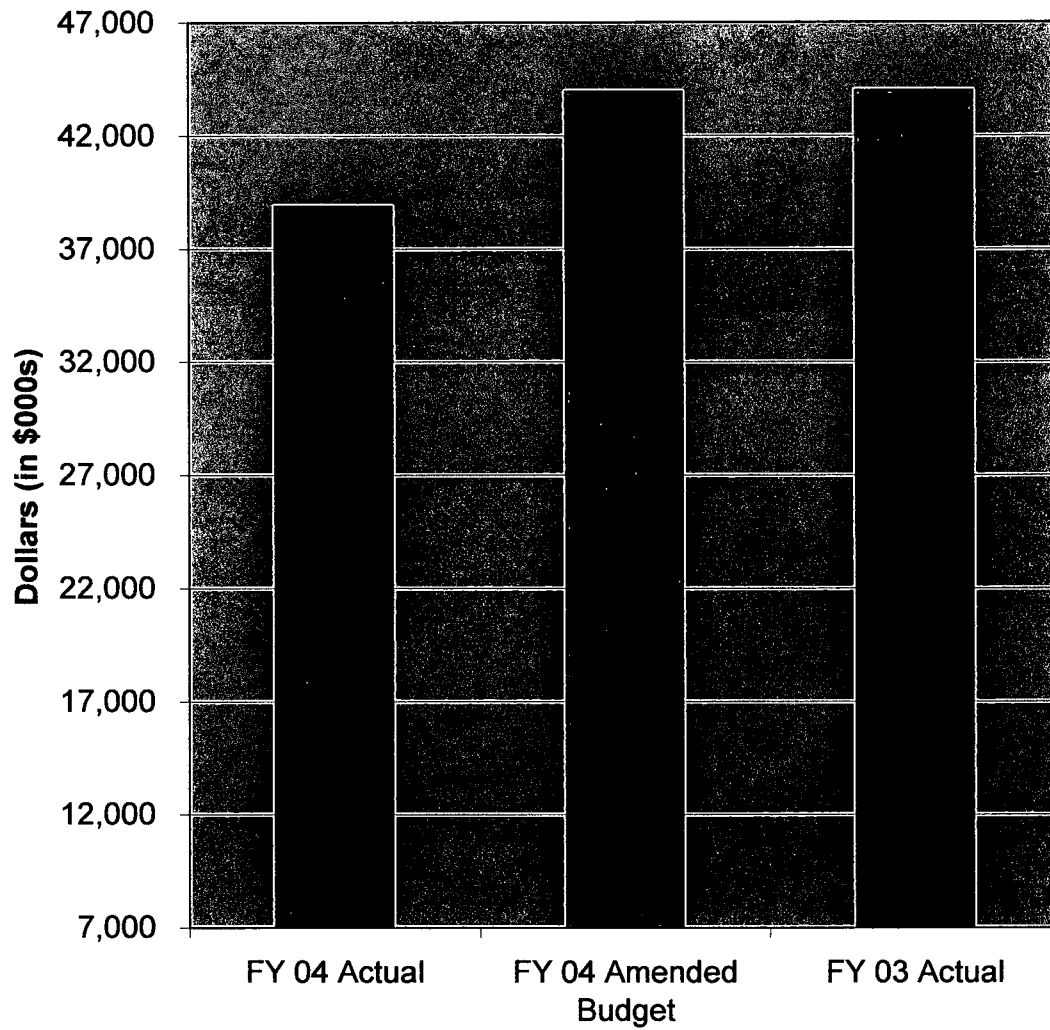
BUDGET IMPACT (INCREASED COST) AT VARIOUS PRICE POINTS

\$1.30	\$107,800	\$311,800
\$1.35	\$129,300	\$389,800
\$1.40	\$150,900	\$467,700
\$1.45	\$172,400	\$545,700
\$1.50	\$194,000	\$623,700
\$1.55	\$215,500	\$701,600
\$1.60	\$237,100	\$779,600
\$1.65	\$258,600	\$857,500
\$1.70	\$280,200	\$935,500

SAN DIEGO TRANSIT CORP
FY04 DEPARTMENTAL EXPENSES
MAY 2004
(in \$000s)

DEPARTMENT	ELEVEN MONTHS ENDING MAY 31, 2004				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
Executive Administration	1,017	1,093	76	7.0%	1,192	175
Transportation	28,663	29,207	544	1.9%	31,112	2,449
Maintenance	19,714	19,008	(706)	-3.7%	20,760	1,046
Passenger Services	1,305	1,452	147	10.1%	1,587	282
Administrative Services	1,965	2,193	228	10.4%	2,434	469
Risk Management Services	3,064	3,244	180	5.5%	3,596	532
Human Resources & Training	929	1,078	149	13.8%	1,174	245
Quality Assurance/Stores	862	965	103	10.7%	1,051	189
Safety	134	151	17	11.3%	174	40
General Expense	7,198	7,287	89	1.2%	8,568	1,370
Total Departmental Expenses	<u>64,851</u>	<u>65,678</u>	<u>827</u>	<u>1.3%</u>	<u>71,648</u>	<u>6,797</u>

**San Diego Transit Corp
Net Subsidy Cost
FY 04 Actual vs FY 04 Budget vs FY 03 Actual
Eleven Months Ending May 31, 2004**





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

Agenda

Item No. 11

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

CIP 10493

August 12, 2004

Subject:

MTDB: 12TH AVENUE PARK-TO-BAY LINK PROJECT: CONTRACT CHANGE
ORDER AND CONSTRUCTION CONTINGENCY INCREASE

RECOMMENDATION:

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

1. execute CCO No. 34, Supplement No. 1, with West Coast General Corporation (WCG), in an amount not to exceed \$548,000, in substantially the same form as shown in Attachment A, to compensate the contractor for installation of the C Street Switches on the 12th Avenue Park-to-Bay Link Project (Contract LRT-10493), with WCG, for a total amount not to exceed \$739,635; and
2. authorize the CEO to transfer \$194,500 from the Replace Switches Project construction line item to the construction contingency.

Budget Impact

1. A total of \$548,000 for CCO No. 34, Supplement No. 1, would be encumbered from available funds in the Replace Switches Project, Contract LRT-10493 (WBS #10974-1000), leaving a zero balance in the Replace Switches Project construction contingency.
2. The \$194,500 transferred to the Construction Contingency for the Replace Switches Project, Contract LRT-10493, would increase the approved contingency amount to \$244,500, and leave a balance of \$773 in the Replace Switches construction line item (WBS #10974-1000).



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:

The C Street Switch Replacement scope was included with the Park-to-Bay Link Project as an allowance item because the project included extensive rail work, and staff anticipated a lower cost to complete the project by combining it with the Park-to-Bay Link Project.

The allowance item for this work totaled \$550,000, including a 10 percent contingency. The previously approved CCO No. 34 provided funds to procure the materials for the project. CCO No. 34, Supplement No. 1, will authorize the contractor to complete construction of the improvements along C Street. The cost to complete the installation of the new switches totals \$548,000; therefore, a contingency increase of \$194,500 is needed to execute the contract change order.

This CCO will reimburse WCG for all work in accordance with contract drawings including, but not limited to, replacement of two existing crossovers and PCC paving. MTDB staff has evaluated the contractor's cost and pricing proposal for this work and finds it reasonable. Staff recommends this CCO be approved.

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



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Ryan Boley, 619.235.2633, rbo@sandag.org

LTorio/JGarde
AUG12-04-11.RBOLEY
7/26/04

Attachments: A. WCG CCO No. 34.1
B. WCG Workforce Report } **Board Only**

Contract No. LRT-10493

12th Avenue - Park to Bay Link

File: CIP 10493

Page 1 of 1 pages

CONTRACTOR: West Coast General
TO: William A. Prey
FROM: Ryan Boley

CCO NO. 34
SUPPLEMENT NO. 1
REVISION NO. 0
Amount of Change: \$548,000.00 (INCREASE)

Att. A, AI 11, 8/12/04, CIP 493

Description: Completion of C Street Switch Replacement

THIS CHANGE ORDER PROVIDES FOR

DRAFT

completion of C Street Switch Replacement

The scope of work for this project was included in the bid package for 12th and Market to take advantage of potential cost savings with the trackwork associated with that project. This change order will authorize the contractor to complete the construction and installation in accordance with the included construction drawings and specifications for the C Street Switch Replacement Project. The project team negotiated the final cost to complete the project, through a reduced project scope.

The installation of the switches and related work will be done at agreed price of \$548,000.

An allowance of \$550,000 was included in the executed contract with West Coast General for this work, including a ten percent contingency. In processing the original CCO the allowance item was deleted to allow the allocated funding to be utilized. In order to execute this CCO, a Contingency Increase of \$194,500 was requested for approval.

SANDAG's General Construction staff and consultants will complete the construction Management for this work.

A complete cost analysis is on file in the project records.

Approval History

S/0 General Manager	(\$308,365.12) TTD	(\$308,365.12)	02/23/04
S/1 (unspecified)	\$548,000.00 TTD	\$239,634.88	(not approved)

WBS TOTALS:

WBS	Change	WBS Balance
109741000	\$548,000.00	\$192.24

REASONS FOR CHANGE ORDER:

MTDB Concept: 100.00%

MTD BOARD

1) AI#	0	/ /	\$0.00
2) AI#	0	/ /	\$0.00
3) AI#	0	/ /	\$0.00
TOTAL			\$0.00

ESTIMATE OF COST:

	THIS SUPPLEMENT	TOTAL TO DATE THIS CCO
Items	\$0.00	(\$500,000.00)
Force Account	\$0.00	\$0.00
Agreed Price	\$548,000.00	\$739,634.88
Adjustment Comp.	\$0.00	\$0.00
Total	\$548,000.00	\$239,634.88

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)
\$622,290.07

Ryan Boley _____ Date _____
Resident Engineer

Ryan Boley _____ Date _____
CM Project Manager

Contract No. LRT-10493

12th Avenue - Park to Bay Link

File: CIP 10493

Page 1 of 1 pages

CCO NO. 34
 SUPPLEMENT NO. 1
 REVISION NO. 0
 TO: West Coast General

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

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

Extra Work at Agreed Price

In accordance with Section 4-1.03, of the Standard Specifications, Section 4-1.02, of the Special Provisions, and as directed by the Engineer, this change order provides authorization to complete construction as outlined in the attached C Street Switch Replacement Project plans, specifications, and approved Number 6 Crossover Submittal. The submittals shall be made in accordance with Section 11-1.03, Submittals, of the attached specifications. All work shall be completed by October 30, 2004. A final work plan shall be submitted to the Engineer one-week prior to the start of construction.

The agreed price for the installation shall be \$548,000. This sum shall constitute full compensation, including all markups for this change.

Agreed Price \$548,000.00

Total Change This Supplement: \$548,000.00 (Increase)

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

Recommended by: _____ Date _____
 Resident Engineer Ryan Boley

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

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

Concurred by: _____ Date _____
 General Manager Paul 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: West Coast General

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.



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. 12

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

OPS 970.6 (PC 30102)

August 12, 2004

Subject:

SDTI: AWARD LRV ACCIDENT AND VANDALISM DAMAGE REPAIR SERVICES
CONTRACT

RECOMMENDATION:

That the Board of Directors authorize the President-General Manager to:

1. execute a Standard Services Agreement, SDTI Doc. NP. C.O. 011.0-05 (Attachment B) with Carlos Guzman, Inc. for providing light rail vehicle (LRV) accident and vandalism damage repair services for a total three-year base period, with the cost not to exceed \$2.2 million, and an option for two 1-year extensions. The cost for the options would be adjusted based on actual cost changes when the option is exercised; and
2. approve Work Order No. 05-01 under the above contract for FY 05 accident and vandalism repair services to Carlos Guzman, Inc. (Attachment C) for an amount not to exceed \$500,000.

Budget Impact

All expenditures under Work Order No. 05-01 up to \$500,000 would be charged to the appropriate LRV Maintenance line item of the FY 05 San Diego Trolley, Inc. (SDTI), Operating Budget.

Separate work orders shall be generated for Board approval for years two and three of this contract and would be charged to FY 06 and FY 07 SDTI Operating Budgets respectively.



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:

SDTI experiences a fair amount of vandalism to its fleet of 123 LRVs during the course of normal operations. In addition, many vehicles suffer damage due to accidents at grade crossings and in-street operations. Based on historic data, SDTI allocates appropriate dollar amounts in each year's operating budget to repair such damage. This type of specialized service is generally contracted out.

On May 14, 2004, a Request for Proposals (RFP) was issued for LRV Accident and Vandalism Repairs/LRV Paint and Body Work Services. In response, four proposals were received on June 4, 2004. The Evaluation Committee, consisting of senior staff members from SDTI, San Diego Transit Corporation (SDTC), and San Diego Association of Governments (SANDAG), evaluated all proposals and narrowed the list to the two most qualified proposals. After interviewing the two most qualified proposers, Carlos Guzman, Inc. was ranked highest and Siemens Transportation Systems, Inc. was ranked second highest. The recommendation letter from SDTI explaining the process and reasons for selection is attached for information (Attachment A).

The President-General Manager of SDTI recommends awarding the contract to the highest-ranked firm, Carlos Guzman, Inc.

Since the number of incidents and the nature of damage for each incident are unpredictable, the contractor includes an hourly labor rate for bodywork, paintwork, decal application and preparation, and paint materials (Attachment B). SDTI believes the cost negotiated with Carlos Guzman, Inc., is reasonable and fair based on its experience in previous years.

The work in this contract is anticipated to be carried out under specific work orders issued each year based on the funds allocated in the SDTI operating budget for this purpose. We recommend approval of an initial Work Order No. 05-01 (Attachment C) not to exceed \$500,000 for FY 05. Additional work orders would be approved in future years. Carlos Guzman, Inc., is a certified, 100 percent disadvantaged business enterprise (DBE) firm. A copy of its Workforce Report is attached for information (Attachment D).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595.4908, Russ.Desai@sdti.sdmts.com

KET – AIs/AUG12-04.12.RDESAI
7/07/04

Attachments: A. Evaluation Committee Recommendation
B. Standard Services Agreement
C. Work Order No. 05-01
D. Carlos Guzman, Inc., Workforce Report

} **Board Only**

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



Memorandum

DATE: June 24, 2004

TO: Peter D. Tereschuck

FROM: Russ Desai 

**SUBJECT: EVALUATION COMMITTEE RECOMMENDATION FOR LRV VANDALISM AND
ACCIDENT DAMAGE REPAIR SERVICES CONTRACT**

The Request for Proposal (RFP) for LRV Vandalism and Accident Damage Repair/LRV Paint and Body Work Services was advertised on May 14, 2004. Four (4) proposals were received on June 4, 2004. The Evaluation Committee reviewed all proposals based on a pre-determined selection criteria and its relative weight.

The Evaluation Committee consisted of the following members: Wayne Terry, SDTI; Julio Ortiz, SDTC; Mike Ruth, SANDAG.

The resulting ranking of the proposals subsequent to the evaluation was as follows:

1. Carlos Guzman, Inc. (Guzman)
2. Siemens Transportation Systems, Inc. (Siemens)
3. Commercial Collision
4. Lakeside's Paint & Bodywork

The proposal ranking sheet is attached for your information (Attachment A). A more detailed evaluation, by criteria, is on file. Since the scores for two of the proposers was in the 80s, and the other two scored in the 60s, the Committee chose to invite the top two proposers for interviews.

The interviews were conducted on June 23, 2004. Following the interviews, the Committee met to discuss the proposers performance and to do a final ranking. The final ranking sheet is attached for your information (Attachment B).

Overall, Carlos Guzman, Inc. ranked highest for the following reasons:

1. Guzman proposed no sub-contractors. All skill levels exist in one organization and all Committee members felt that work co-ordination, workflow, and communication is more efficient vs. Siemens' approach, which uses paint sub-contractors and body work sub-contractors while Siemens functions in an administrative capacity.

2. Mr. Guzman was proposed as the project manager for the duration of this project. His skill and experience is considered far superior to the proposed project manager for Siemens.
3. Every member of the Guzman paint team is trained and certified in DuPont Imron paint products and most of the team have been with Guzman for an average of ten years.
4. The variety and quality of photographic evidence of previous work, presented by Guzman, was impressive.
5. The response time for vandalism and accident damage repair services would be better from Guzman as they are geographically located much closer to SDTI than is Siemens. Additionally, one of Siemens sub-contractors is located in Sacramento.

The cost proposal from Guzman was opened following the final ranking. Their hourly cost for paint and body work and decal application is \$40 for each. This cost is not out of line compared to the general labor rate for this type of work. However, \$40/hour for decal application is excessive and, with your approval, I would like to negotiate these prices with Carlos Guzman, Inc.

RVD:ket

M-Evaluation Committee LRV Repair

Attachments: A. Proposal Ranking
B. Final Ranking

cc: Tiffany Lorenzen, MTS
Committee Members
File

**LRV PAINTING AND BODYWORK / LRV VANDALISM AND ACCIDENT
DAMAGE REPAIR SERVICES****PROPOSAL RANKING SHEET**

EVALUATOR	SIEMENS	CARLOS GUZMAN	LAKESIDE'S PAINT & BODY	COMMERCIAL COLLISION
JULIO ORTIZ	85	100	82	80
MIKE RUTH	69	71	68	68
WAYNE TERRY	85	90	39	49
AVERAGE SCORE	79.6	87	63	65.6
RANK	2	1	4	3

**LRV PAINTING AND BODYWORK / LRV VANDALISM AND ACCIDENT
DAMAGE REPAIR SERVICES****FINAL RANKING SHEET**

EVALUATOR	SIEMENS	CARLOS GUZMAN
JULIO ORTIZ	90	98
MIKE RUTH	80	86
WAYNE TERRY	73	92
AVERAGE SCORE	81	92
RANK	2	1

San Diego Trolley, Inc.

An Operator in the Metropolitan Transit System



1255 Imperial Avenue
Suite 900
San Diego, CA 92101-7492
(619) 595-4949
Telefax: (619) 238-4182

STANDARD SERVICES AGREEMENT

C.O. 011.0-05
CONTRACT NUMBER

DRAFT

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2004, in the state of California by and between San Diego Trolley, Inc. (Board), and the following contractor, hereinafter referred to as "Contractor":

Name: Carlos Guzman, Inc. Address: 1619 E. Creston Street

Form of Business: Corporation Signal Hill, CA 90755
(Corporation, partnership, sole proprietor, etc.) Telephone: 562-427-8497

Authorized person to sign contracts: Mr. Carlos Guzman President
Name Title

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

Provide LRV Accident/Vandalism damage repair services, on an "as needed" basis, for a three (3) year base period with an option for two (2) single-year extensions in accordance with RFP specifications dated May 14, 2004 and the attached cost proposal and special provision. The total cost for the three (3) year base period shall not exceed \$2.2 million.

This contract shall remain in effect from August 12, 2004 through June 30, 2007. The cost for the two (2) single-year options shall be negotiated at the time of exercising the options.

SAN DIEGO TROLLEY, INC.	CONTRACTOR AUTHORIZATION
By: _____ President-General Manager	Firm: _____
Approved as to form:	By: _____
By: _____ General Counsel	Signature
	Title: _____

AMOUNTS ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$500,000 in FY 05; up to \$1.7 million in FY 06 and FY 07.	LRV Maintenance	FY 05 – FY 07

By: _____ Vice President Administration Date _____

(Continued on 7 sheets, each bearing contract number)

SA-



San Diego Trolley, Inc.

An Operator in the Metropolitan Transit System



1255 Imperial Avenue
Suite 900
San Diego, CA 92101-7492
(619) 595-4949
Telefax: (619) 238-4182

DRAFT

August 12, 2004

SDTI Doc. No. C.O. 011.0-05
Work Order No. 05-01

Mr. Carlos Guzman, President
Carlos Guzman, Inc.
1619 E. Creston Street
Signal Hill, CA 90755

Dear Mr. Guzman:

Subject: SDTI DOC. NO. C.O. 011.0-05 WORK ORDER NO. 05-01 for LRV ACCIDENT/VANDALISM
DAMAGE REPAIR SERVICES FOR FY 05

This letter will serve as our agreement for services to be provided under the LRV Accident/Vandalism
Damage Repair Services Agreement as further described below.

Scope of Services

Provide LRV Accident/Vandalism damage repair services on an "as needed" basis for fiscal year 2005,
(beginning August 12, 2004 and ending June 30, 2005), in accordance with the LRV Accident/Vandalism
Damage Repair Services Agreement.

Schedule

All work under this work order will be done between August 12, 2004 and June 30, 2005. The original
Request for Proposal (RFP), Attachment B-II, Section 1-3, *Requirement for Contractor Response Time*,
shall apply for each incident.

Payment

Payment shall be made on a monthly basis. The invoice shall include a list of pre-approved cost estimate
for each incident during the previous month with appropriate supporting paperwork. The total cost of
services provided for fiscal year 2005 shall not exceed \$500,000.

If you agree with the above, please sign in the space provided below and return the document marked
"Original" to Rima Abi-Najm. The second copy is to be retained for your records.

Sincerely,

Agreed:

Peter D. Tereschuck
President-General Manager

Carlos Guzman, President
Carlos Guzman, Inc.

Date: _____



**MTDB 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:

CARLOS GUZMAN INC

B. AKA/DBA:

CG INC.

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.

1619 CRESTON ST.

City SIGNAL HILL County LOS ANGELES State CA Zip 90755

Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000
San Diego, California 92101-7490

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	2							5
Engineers/Architects/Surveyors				1							
Professionals (N.E.C.)											
Technicians			9								9
Sales											
Administrative Support											
Protective Services											
Services (N.E.C.)											
Craft Workers (Skilled)			9								9
Machine Operators, Assemblers and Inspectors											
Transportation and Material Moving											
Laborers (Unskilled)			8								8
Totals For Each Column			29	2							31
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

JOHN D. GUZMAN
NAME OF SIGNEE

VICE-PRESIDENT
TITLE

6/6/84
DATE

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

JOHN D. GUZMAN 1619 CRESTON ST. SIGNAL HILL, CA 90755
(562) 544-3978



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

Agenda

Item No. 13

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

FIN 330.3 (PC 40060)

August 12, 2004

Subject:

MTDB: ADDITIONAL FY 05 DAILY-DATED UNIVERSAL TRANSFER SLIPS

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to execute a contract amendment (MTDB Document No. T0449.2-03) with The Ticket Factory to produce and deliver an additional 7,680,000 Daily-Dated Universal Transfer Slips, for a total additional cost not to exceed \$35,942.40 (including tax and delivery), in substantially the same form as Attachment A, which has been updated to reflect the additional transfers being ordered.

Budget Impact

The total additional amount of \$35,942.40 would be charged against the FY 05 Fare Media Budget line item (11-100-6085-0000).

DISCUSSION:

As part of its areawide coordination responsibilities, MTDB procures the annual supply of fare media for the region, including monthly passes, universal transfer slips, and vended tickets. The delay in the implementation of new GFI Odyssey transfer-issuing fareboxes on San Diego Transit Corporation (SDTC) buses requires that MTDB continue to order a full supply of Daily-Dated Universal Transfer Slips. After the successful installation and integration of the new fareboxes at SDTC, their allotment of Daily-Dated Universal Transfer Slips will be reduced to a minimal amount for emergency purposes.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Devin Braun, 619.595.7033, devin.braun@sdmts.com

PSmith/AUGUST12-04.13.DDESMOND

Attachment: A. Contract Amendment **(Board Only)**



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

DRAFT**Att. A, AI No. 13, 8/12/04, FIN 330.3**

August 12, 2004

MTDB Doc. No. T0449.2-03
FIN 330.3 (PC 40060)

Ms. Barbara Moss
The Ticket Factory
310 Easy Street, B
Simi Valley, CA 93065

Dear Ms. Moss:

Subject: AMENDMENT NO. 2 TO MTDB DOC. NO. T0449.0-03; FY 04/05 DAILY-DATED
UNIVERSAL TRANSFER SLIPS

This letter serves as Amendment No. 2 to the original contract (MTDB Doc. No. T0449.0-03) for professional services; please amend the contract as described below.

SCOPE OF WORK


Produce and deliver 7,680,000 additional Daily-Dated Universal Transfer Slips. The Daily-Dated Universal Transfer Slips shall be produced in accordance with the Special Provisions. The Daily-Dated Universal Transfer Slips shall be delivered to San Diego Transit Corporation as shown on the attached Production and Shipping Detail sheet.

PAYMENT

All conditions of the original contract remain in full force and effect. This amendment shall only change the quantities delivered; no other terms or specifications are changed. The total cost of this amendment will be \$35,942.40 (including all applicable sales tax and freight). This brings the total contract amount to \$308,666.88.

If the terms of this agreement are acceptable, please sign below and return the copy marked "original" to the Contracts Administrator at MTDB. The remaining copy is for your records.

Sincerely,



Paul C. Jablonski
Chief Executive Officer

Accepted:





Barbara Moss
The Ticket Factory

PSmith/JGarde/CL-
CL-AMEND2.TFAC.DDESMOND

Date: _____

Attachment: Revised Production and Shipping Detail Sheet**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!

MTS DAILY-DATED TRANSFER CONTRACT : YEAR 2 PRODUCTION AND SHIPPING DETAILS

Transfer Dates	Receipt Deadline*	Colors**	San Diego Transit		National City Transit	Chula Vista Transit	Laidlaw East Co. Sub.	Laidlaw Paratransit	Coach USA MTS Express	Laidlaw Poway	ATC Vancom South Bay	Southland Transit	Total Daily	Days	Total Order	\$/1000	Total Cost (incl. tax, S/H)
			KMD	IAD													
3/1/04-4/23/04	2/13/04	Weekday P, G, O	29,000	41,750	2,250	5,000	5,125	1,500	500	375	21,750	1,500	108,750	40	4,350,000	\$4.680	\$20,358.00
3/6/04-3/21/04	2/20/04	Weekend Bl, Br	0	41,750	2,000	2,250	3,125	1,500	0	250	15,000	300	66,175	6	397,050	\$4.680	\$1,858.19
3/27/04-5/16/04	3/12/04	Weekend P, G,	0	41,750	2,000	2,500	3,125	1,500	0	250	15,000	300	66,425	16	1,062,800	\$4.680	\$4,973.90
4/26/04-6/30/04	4/9/04	Weekday Bl, Br, O	29,000	41,750	2,250	5,000	5,125	1,500	500	375	21,750	1,500	108,750	48	5,220,000	\$4.680	\$24,429.60
5/22/04-7/11/04	5/7/04	Weekend O, Bl	0	41,750	2,000	2,500	3,125	1,500	0	250	15,000	300	66,425	16	1,062,800	\$4.680	\$4,973.90
7/1/04-9/6/04	6/11/04	Weekday P, Bl, O	29,000	41,750	2,250	5,000	5,125	1,500	500	375	21,750	1,500	108,750	48	5,220,000	\$4.680	\$24,429.60
7/17/04-9/5/04	7/2/04	Weekend Br, G	0	41,750	2,000	2,500	3,125	1,500	0	250	15,000	300	66,425	16	1,062,800	\$4.680	\$4,973.90
9/7/04-11/11/04	8/20/04	Weekday G, P, Br	29,000	41,750	2,250	5,000	5,125	1,500	500	375	21,750	1,500	108,750	48	5,220,000	\$4.680	\$24,429.60
9/11/04-10/31/04	8/27/04	Weekend Bl, O	0	41,750	2,000	2,500	3,125	1,500	0	250	15,000	300	66,425	16	1,062,800	\$4.680	\$4,973.90
11/6/04-12/26/04	10/15/04	Weekend P, Br	0	41,750	2,000	2,500	3,125	1,500	0	250	15,000	300	66,425	16	1,062,800	\$4.680	\$4,973.90
11/12/04-1/18/05	10/22/04	Weekday Bl, O, G	29,000	41,750	2,250	5,000	5,125	1,500	500	375	21,750	1,500	108,750	48	5,220,000	\$4.680	\$24,429.60
1/1/05-2/20/05	12/17/04	Weekend Bl, G	0	2,000	2,000	2,500	3,125	1,500	0	250	15,000	300	26,675	16	426,800	\$4.680	\$1,997.42
1/19/05-2/28/05	12/31/04	Weekday P, Br, O	2,000	2,000	2,250	5,000	5,125	1,500	500	375	21,750	1,500	42,000	29	1,218,000	\$4.680	\$5,700.24
2/26/05-2/27/05	2/11/05	Weekend P, Br	0	2,000	2,000	2,500	3,125	1,500	0	250	15,000	300	26,675	2	53,350	\$4.680	\$249.68

*Shipments must be received by all recipients, as shown below, no later than the deadline listed. Late shipments subject to penalties as shown in Note 3.

**Colors may change during year.

COLORS**	P=Pantone Rhodamine Red U
	G=Pantone 382 U 2X
	O=Pantone Orange 021 U
	Bl=Pantone 293 U
	Br=Pantone 138U

TOTAL YEAR 2 CONTRACT:	32,639,200	\$152,751.46
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Old Amount: \$116,809.06

Total additional monies owed **\$35,942.40**

Recipient:	San Diego Transit		National City Transit	Chula Vista Transit	Laidlaw East Co. Sub.	Laidlaw Paratransit	Coach USA MTS Express	Laidlaw Poway	ATC Vancom South Bay	Southland Transit
	KMD	IAD								
Transfer Serial #'s:	Wkdy Start	1 00001	1 40001	6 0001	7 0001	8 00001	8 20001	8 30001	8 40001	9 00001
	Wkdy End	1 29000	1 81750	6 2250	7 5000	8 05125	8 21500	8 30500	8 40375	9 21750
	Wknd Start	N/A	1 40001	6 0001	7 0001	8 00001	8 20001	N/A	8 40001	9 00001
	Wknd End	N/A	1 81750	6 2000	7 2500	8 03125	8 21500	N/A	8 40250	9 30300
Transfers Stapled per Book:		50	50	50	50	25	25	25	25	50
	Weekday Books per Day:	580	835	45	100	205	60	20	15	435
	Weekend Books per Day:	0	835	40	45	125	60	0	10	300
Days Allowed per Box:	1 Day	1 Day	1 Day	1 Day	1 Day	1 Day	1 Day	2 Weeks	2 Weeks	1 Day
										1 Week
Delivery Address:	Division	Kearny Mesa	Imperial			ECBMF				SBMF
	Number	4630	100	522	1800	1213	800	3888	12343	3650A
	Street	Ruffner St.	16th Street	W. 8th St.	Maxwell Rd.	N. Johnson St.	Fesler St.	Beech St.	Oak Knoll Rd.	Main St.
	City	San Diego	San Diego	National City	Chula Vista	El Cajon	El Cajon	San Diego	Poway	Chula Vista
	Zip	92111	92101	91950	91911	92020	92020	92105	92064	91911
Contact:	First Name	Hassan	Mike	Marva	Jeff	Ruben	Mary	Russ	Lisa	Andy
	Last Name	Ahamed	Fitzgerald	Williams	Codling	Cannon	Kalvin	McKnight	Prince	Mikkelsen
	Phone	619.238.0100	619.238.0100	619.474.7505	619.397.6059	619.726.5837	619.401.1215	619.266.7365	858.748.8164	619.427.5660
	Ext.	x 305	x 498				x 205			x 12
	Fax		619.232.8351	619.474.2058	619.397.6259	619.442.8416	619.588.9709			619.427.6437

NOTES: 1) Shipments must be received by all recipients no later than the deadline listed.

2) All information on this sheet is subject to change between each shipment.

3) Contractor shall pay to MTDB the sum of \$300 per day for each and every calendar day's delay in delivering the printed daily-dated universal transfer slips, and \$300 an occurrence for mispacked transfer slips per day.



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

Agenda

Item No. 14

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

CIP 10426.7

August 12, 2004

Subject:

MTDB: CONTRACT CHANGE ORDERS FOR MISSION VALLEY EAST

RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer to execute Contract Change Order (CCO) No. 305, Supplement No. 1, with Clark Construction Group, Inc. (CCG), in substantially the same form attached (Attachment A) for the San Diego State University (SDSU) Tunnel and Underground Station procurement and installation of additional fire alarm systems equipment and linear heat-detection wiring, as required by the Office of the State Fire Marshal for the SDSU Tunnel and Underground Station, Contract LRT-10426.1, in an amount not to exceed \$794,916.

Budget Impact

A total of \$794,916 for CCO No. 305, Supplement No. 1, with CCG would be encumbered from available funds in the SDSU Tunnel and Underground Station Contract LRT-10426.1 Construction Contingency (WBS #10426-1010), leaving a balance of \$1,142,493 in the SDSU Construction Contingency. The funds for the original CCO No. 305 have already been encumbered under this construction contingency.

DISCUSSION:

Contract LRT-10426.1 (SDSU Tunnel and Underground Station) is the construction of a tunnel and underground station on the SDSU campus. The contractor for this project, CCG, began working on the site on June 4, 2001. MTDB has since directed CCG to make various changes and additions to the project, including modifications to the fire alarm system in the tunnel and underground station on the SDSU campus. These



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.

changes and additions were not included in the original contract plans and special provisions for the tunnel and underground station. As a result of these changes and additions, CCG will encounter costs above and beyond the original plans and specifications upon which it bid.

On June 2, 2004, the MTS CEO requested that the Chairman of the Board authorize an immediate change order, CCO No. 305, Supplement No. 0, for revisions to the tunnel and underground station fire/life-safety systems. The original CCO No. 305, Supplement No. 0, authorized the contractor to initiate the procurement of long lead time specialized fire alarm equipment to accommodate changes in the code, interpretations of the code, and other requirements of the State fire marshal not anticipated in the design of the system five years ago. At the Board meeting on June 10, 2004, the Board ratified this authorization.

CCO No. 305, Supplement No. 1, will be for all of the direct costs associated with the complete procurement and installation of the revised fire alarm system. This revised system includes voice-annunciated warning and a linear heat-detection system within the tunnel and underground station, required by the State fire marshal.

The Board is requested to approve CCO No. 305, Supplement No. 1, for an amount not to exceed \$794,916 (in addition to the original approval with CCO No. 305 for \$500,000), to compensate the contractor for adding these features.

A final supplement to this change order is pending to address the indirect costs, including overhead for delay, associated with the time extension that is required for the added work of CCO No. 305, Supplement No. 0, and CCO 305, Supplement No. 1.

The CCG Workforce Report is attached for information as Attachment B.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Dennis L. Wahl, 619.235.2635, dwa@sandag.org

LTorio/AUG12-04.14.DWAHL- 7/26/04

Attachments: A. Contract Change Order No. 305, Supplement No. 1
B. CCG Workforce Report

}

Board Only

MTDB**CONTRACT CHANGE ORDER (CCO)**

Report Date: 07/28/04

Contract No. 426.1

SDSU Tunnel and Underground Station

File: 426

Att. A, AI 14, 8/5/04, CIP 10426.7

CCO NO. 305
 SUPPLEMENT NO. 1
 REVISION NO. 0
 TO: Clark Construction Group, Inc.

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

Estimate of Extra Work at Force Account

In accordance with Section 4-1.03D "Extra Work" of the Standard Specifications and as directed by the Engineer, compensate the Contractor for costs associated with installing a linear heat detection system conduit on premium shifts outside normal work hours. In addition, the Contractor shall be compensated for the labor, materials and equipment necessary to provide temporary scaffolding required for the installation of the linear heat detection system. Method of payment shall be Extra Work Force Account in a dollar amount not to exceed \$1,000,000.00.

This supplement revises the method of payment for procurement of equipment needed for the Fire Alarm System as established by CCO 305 80. This revision constitutes a credit in the amount of <\$500,000.00>.

Consideration of a time adjustment will be deferred until completion of work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07 of the Standard Specifications.

Force Account Estimate (\$400,000.00)

Extra Work at Agreed Price

(continued next page) Total Change This Supplement: \$794,916.00 (Increase)

By reason of this order the time of completion will be adjusted as follows: Time adjustment deferred

Submitted by: _____ Date _____
 Resident Engineer Mark Benson

Recommended by: _____ Date _____
 Construction Project Manager Stephen Paré

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

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

Approved by: _____ Date _____
 General Manager Paul 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: Clark Construction Group, Inc.

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 filing a written protest within the time therein specified.

CCO NO. 305
SUPPLEMENT NO. 1
REVISION NO. 0
TO: Clark Construction Group, Inc.

In accordance with Section 4-1.03D "Extra Work" of the Standard Specifications and as directed by the Engineer, provide the labor, equipment, and materials required to install the Fire Alarm and Linear Heat Detection System for the SDSU Tunnel and Station as shown on the approved Fire Alarm drawings transmitted to the Contractor on 5/6/04 via transmittal W/C-2485.

A lump sum payment of \$1,274,916.00 will be made for the above work. This sum constitutes full compensation, including all markups for this change. This agreed lump sum excludes costs associated with providing temporary scaffolding required for the installation of the linear heat detection system.

Agreed Price \$1,274,916.00

Estimate of Adjustment Compensation

In accordance with Section 4-1.03 of the Standard Specifications, a credit shall be issued for contract Bid Item No. 274, Fire Alarm System, for work deleted and revised from the project scope as a result of this change.

A lump sum credit of \$80,000.00 shall be issued to MTDB for eliminating the above work. This sum constitutes full compensation, including all markups for this change.

Adjustment Comp. Estimate (\$80,000.00)

Total Change This Supplement: 5794,916.00 (Increase)

Contract No. 426.1

SDSU Tunnel and Underground Station

File: 426

CONTRACTOR: Clark Construction Group, Inc. CCO NO. 305
 TO: William A. Prey SUPPLEMENT NO. 1
 FROM: Mark Benson REVISION NO. 0
 Amount of Change: \$794,916.00 (INCREASE)

Description: Fire Alarm System Installation

THIS CHANGE ORDER PROVIDES FOR

Compensation to the Contractor to provide the labor, material, equipment and incidentals necessary to construct the Fire Alarm System for the SDSU tunnel and station including the linear heat detection system, as shown on the approved Fire Alarm drawings.

After a review of the Fire Alarm System included in the LRT-10426.1 contract for the Mission Valley East project, the State Fire Marshall has determined that additional features are required to complete the system. These additional features include the installation of a voice annunciated warning system and a linear heat detection system for the SDSU tunnel and tunnel station which will be compatible with the Fire Alarm System included in the contract. These features are required in order to gain an occupancy permit for the tunnel and station from the State Fire Marshall. A redesign of the Fire Alarm System to include these features is now complete and has been approved by the Fire Marshall.

The original CCO 305 50 was issued as Extra Work at Force Account in an amount not to exceed \$500,000.00 to initiate procurement of the equipment needed for the Fire Alarm System since major components of this system have long order and fabrication time requirements. This supplement provides for the installation, programming and testing of the Fire Alarm and Linear Heat Detection System. This supplement also revises the method of payment for equipment procurement which will now be included in the agreed price to install the Fire Alarm and Linear Heat Detection System discussed below since equipment costs have been negotiated.

The method of payment for the work to procure equipment and install the Linear Heat Detection and Fire Alarm System beyond what is included in the original contract is extra work at agreed lump sum price. A lump sum payment of \$1,274,916.00 will be made for the above work. This sum constitutes full compensation, including all markups for this change. This agreed lump sum excludes costs associated with premium time on labor for conduit installation and providing/handling temporary scaffolding required for the installation of the linear heat detection system. The method of payment for this work will be extra work at force account in an amount not to exceed \$100,000.00.

(continued next page)

WBS TOTALS:

WBS	Change	WBS Balance
104261010	\$794,916.00	\$928,485.50

REASONS FOR CHANGE ORDER:

Agency Request: 100.00%

MTD BOARD

1) AI#	0	/	/	\$0.00
2) AI#	0	/	/	\$0.00
3) AI#	0	/	/	\$0.00
TOTAL				\$0.00

Approved by:

Name _____ Date _____

Name _____ Date _____
 Project Manager

Name _____ Date _____
 Construction Engineer

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

ESTIMATE OF COST:

Items	THIS SUPPLEMENT	TOTAL TO DATE THIS CCO
Force Account	(\$400,000.00)	\$100,000.00
Agreed Price	\$1,274,916.00	\$1,274,916.00
Adjustment Comp.	(\$80,000.00)	(\$80,000.00)
Total	\$794,916.00	\$1,294,916.00

PENDING CONTRACT CONTINGENCY BALANCE
 (including this change)
 \$928,485.50

Mark Benson _____ Date _____
 Resident Engineer

Stephen Paré _____ Date _____
 CM Project Manager

The contract change order also includes adjustment compensation for contract Bid Item No. 274, Fire Alarm System, for work deleted and revised from the original scope of work as a result of this change. A lump sum credit of \$80,000.00 will be issued to MTDB for the above work. This sum constitutes full compensation, including all markups for this change.

Premium time may be required since both the LRT 426.1 and LRT 426.5 Contractor's will be occupying the tunnel and station at the same time. Compensation for premium time would be used to resolve coordination conflicts between contracts enabling this work to be performed outside normal working hours mitigating delays to either contract. This is included as a proactive measure to provide a final means of coordination since overhead costs for delays to either the LRT 426.1 or LRT 426.5 contract exceed costs associated with premium time for this work.

Since the agreed lump sum above includes procuring the necessary equipment for the Fire Alarm System, the method of payment established in the original CCO 305 for this work is deleted by this change order. The extra work associated with both CCO 305 S0 and CCO 305 S1 is now balanced to reflect a credit for the revised method of payment.

The total cost of this change will be \$794,916.00. A complete cost analysis for this work is on file with the project records. The work to install the Fire Alarm System will become the controlling operation on the remaining portion of the project. The time required to construct this change and the remaining contract work associated with this change can not be accurately determined at this time. Therefore, contract time is deferred by reason of this change.

A final supplement to this change order is pending to address the indirect costs, including overhead for delay, associated with the time extension that is required for the added work of CCO No. 305, Supplement 0 and CCO 305, Supplement 1.

Dan Martin with SANDAG concurs with this change.

Approval History

S/O General Manager	\$500,000.00 TTD	\$500,000.00	06/29/04
S/1 General Manager	\$794,916.00 TTD	\$1,294,916.00	(not approved)

**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:

Clark CONSTRUCTION GROUP, Inc

B. AKA/DBA:

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

5157 COLLEGE AVE

SAN DIEGO CA 92115

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.

3100 BRISTOL STREET Suite 100

COSTA MESA CA 92626

City COSTA MESA County ORANGE State CA Zip 92626

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						10	1	12
Engineers/Architects/Surveyors											
Professionals (N.E.C.)											
Technicians											
Sales											
Administrative Support											
Protective Services											
Services (N.E.C.)											
Craft Workers (Skilled)									2		2
Machine Operators, Assemblers and Inspectors											
Transportation and Material Moving											
Laborers (Unskilled)											
Totals For Each Column			1						12	1	14

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

James M. Day

JAMES M. DAY
NAME OF SIGNEE

PROD. EXEC.
TITLE

4/15/04
DATE

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

Todd McQuinn, 5157 College Ave S.D. 92115 - 619-286-5014

[Torio/WORKFORCE/5-02

Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490



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

Agenda

Item No. 15

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

CIP 10453

August 12, 2004

Subject:

**MTDB: SAN YSIDRO INTERMODAL TRANSPORTATION CENTER PROJECT:
CONSTRUCTION CONTINGENCY INCREASE**

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to increase the construction contingency by \$200,000, from \$1,694,939.96 to \$1,894,939.96.

Budget Impact

The additional \$200,000 would be transferred from available funds in the project Construction Line Item (WBS #10453-1000), leaving a balance of \$686,459.

DISCUSSION:

The San Ysidro Intermodal Transportation Center Project is substantially complete; remaining work includes various punch-list work and contract change orders (CCOs). In order to complete and close out the project and complete remaining CCOs, an increase in the Construction Contingency is required. CCOs required to close out the contract have been estimated in the amount of \$200,000. The most significant item requiring additional funds is the need to increase various bid item quantities which were underestimated in the original Engineer's Estimate. Therefore, to complete the project we recommend increasing the construction contingency by \$200,000 from available funds in the project budget.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Brad Helgason, 619.235.2632, bhe@sandag.org

JGarde/AUG12-04.15.BHELGA/8/2/04



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



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Agenda

Item No. 30

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

ADM 121 (PC 30100)

August 12, 2004

Subject:

MTDB: COMPREHENSIVE OPERATIONS ANALYSIS (COA)

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to procure consulting services to assist MTS in conducting a COA of the MTS bus route structure and services, focusing on San Diego Transit Corporation (SDTC) and MTS routes and, if funding permits, San Diego Trolley, Inc. (SDTI) service.

Budget Impact

The cost of the COA is expected to be between \$500,000 and \$600,000, depending upon the final scope of the project and related public involvement activities. MTS has budgeted \$185,000 in FY 05. We are working with the San Diego Association of Governments (SANDAG) to secure the balance of funding through federal grants.

DISCUSSION:

A COA is a detailed look at the entire network of transit services supplied by MTS. No such examination has ever taken place, yet San Diego's mobility patterns have changed dramatically over the past several decades. In addition, MTS is facing a potential \$10 million to \$13 million nonrecurring budget issue that must be resolved by the end of FY 06 or contingency funds will be depleted.



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.

Significant planning efforts, such as Transit First, have been undertaken to help address our region's changing mobility. The COA will use this planning work to restructure the system to be consistent with this work. The effort would be coordinated with SANDAG to ensure the final product meets regional transit objectives.

Why a COA

When transit routes were first planned in San Diego, they undoubtedly started out streamlined with little complexity. Over time as routes were modified to serve new housing, commercial development, or constituent groups, routes became less streamlined. The result is higher operating costs and less attractive service due to increased travel time. The overall objective of the COA is to restore the system's attractiveness and efficiency, thereby building ridership and reducing costs. In addition, it would strengthen high ridership markets and create a more integrated system, yet maintain simplicity. System reliability and predictable levels of service are integral to the final product.

Work Scope

Work would first include review of prior planning, such as Transit First, and reexamining pertinent demographic data for our service areas. We would then conduct an analysis of service area and ridership utilizing prior ridership data. A very detailed analysis would be conducted of service delivery, efficiency, predictability, and operations. The process would then take a blank-slate approach that builds upon what currently works and where scarce resources might best be reallocated reflecting the Transit First vision.

The project team would identify changes that could be made in the near term (third and fourth quarters of FY 05) for savings within this fiscal year. A complete implementation plan would be detailed as part of the effort. It is expected that this effort would recommend significant changes to the MTS system and, therefore, it would be necessary to conduct public involvement and communications efforts to listen to our customers and keep the public informed.

Schedule

If we can start the COA process by the end of September, we should have the majority of the analysis and recommendation completed by January 2005 in time for inclusion into the budget process. Implementation of service changes could take place as early as March 2005 and would likely continue through September 2005.

Procurement

It is recommended that we immediately issue a Request for Qualifications and/or Letters of Interest (consistent with federal procurement policies) to identify potential contractors and further identify personnel, experience, and costs of labor. This process differs slightly from current MTDB Policy No. 13, as costs should be considered as part of the

evaluation process. A contractor would be selected and would utilize our scope of work to prepare an estimate of time by task to complete the project. Therefore, pursuant to Policy No. 13.7.1, prior Board concurrence is requested to proceed with this modified procurement procedure.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Paul C. Jablonski, 619.557.4583, paul.jablonski@sdmts.com

JGarde
AUG12-04.30.PJABLO
8/4/04



Introduction

- **San Diego has never taken a comprehensive look at its network of transit services**
 - San Diego's mobility needs have changed dramatically in the past 20 years
 - Small incremental projects undertaken as needed
 - Minor restructuring with Trolley extensions
- **MTS budget concerns require action**
 - MTS needs to become \$10 million more efficient in operations (reduced costs) and more effective in service (more revenue)



Introduction

- **New MTS/SANDAG structure allows for integrated approach not available in the past**
 - Inclusive, highly coordinated approach
 - Opportunity to rationalize the overall system at one time
- **Transit First will have a profound impact on the current system**
 - Opportunity to begin structuring system to reflect identified mobility needs
 - Opportunity to begin introducing "cost neutral" elements of the Plan
- **Best approach to achieve these objectives through a Comprehensive Operational Analysis (COA) of the transit network**



Elements of a COA

- **Market assessment**
 - Build on Transit First work
 - Assess demographic, employment, and mobility trends by market segment
 - Identify new short term market segments
- **Analyze current service and ridership**
 - Base on extensive SANDAG ridecheck and survey data
 - Augment as needed (weekends, summer season)
 - Identify trends and current levels of effectiveness
 - What is working and what needs to be adjusted?



Elements of a COA

- **Customer analysis**
 - Identify new or enhanced market opportunities
 - Current customers riding more
 - Reducing number of customers who switch from transit
 - Previous customers who return
 - New customers
 - Help to provide a marketing focus
 - Transit service attributes identified
 - What are the necessary attributes for the various service options
 - Where do they need to be applied to best advantage



Elements of a COA

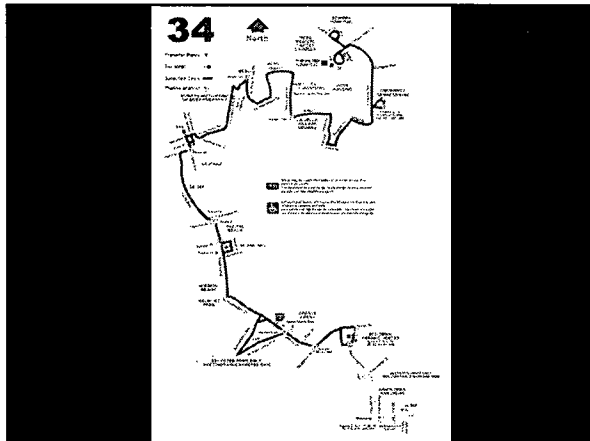
- **Operations analysis**
 - Service efficiency
 - Service delivery efficiency
 - Service reliability and predictability
 - Service operation management
- **Redevelopment of transit service network**
 - Collaborative, inclusive process - public participation
 - Blank slate approach that builds on current successes and reflects Transit First vision
 - Implementation over the near term



What will a COA Address?

- **Transit service development and evolution**
 - Starts streamlined and focused with little complexity and disorder
 - Over time, complexity and disorder increase as service becomes customized for individual users or small groups
 - Transit network remains focused on historic mobility needs and not today's





What will a COA Address?

- **As a result, operating costs rise and service becomes less attractive**
 - Costs increase as operating speeds drop over time
 - Declining patronage as riders seek better alternatives to slower, less frequent, less direct, and more expensive transit travel
 - Transit faces increased competition as real transit dependency declines



Operate More Efficiently

- **Maximize efficient use of resources (COA)**
 - Identify low productivity/high cost services
 - Redevelop services to be more efficient (optimize cycles)
 - Eliminate or minimize unproductive service duplication
 - Increase overall operating speeds through reduced delay
 - Optimize locations of terminals
- **Improve service delivery efficiencies**
 - Reduce unproductive non-revenue time and mileage



Attract More Customers

- **Provide faster transit travel (COA)**
 - Address opportunities for early implementation of "cost neutral" Transit First priority elements
 - Operate more direct service to major destinations
 - Reduce service delay across the system
 - Operate more frequent "catch the next trip" service
 - Operate timed transfer only where benefit to transfer customers outweighs impact on through-customers
- **Maximize market opportunities (COA)**
 - Strengthen high ridership market services
 - Strengthen integration of the overall transit network
 - "Keep it simple" for more spontaneous use



Attract More Customers

- **COA aligned with internal priorities for greater reliability and predictability**
 - Strengthen fleet reliability
 - Improve service schedule reliability (recalibrate run times and provide agreed break times) (COA)
 - Improve service operation reliability (AVL and increased street supervision)
 - Improve response to disruptions and interruptions (street supervision and pre-planning)
- **Increase spontaneous access to transit**
 - Potential Web-based information availability
 - Potential "wayside" information at key transit locations
 - "Keep it Simple" with simple routes and frequent service (COA)



COA Goals

- **Restore Transit System Attractiveness and Efficiency**
 - Increase ridership and revenue
 - Reduce operating costs



COA Timeline

- **Project Start** Oct 2004
- **Market/Service/Operations Assessment**
 - Remaining data collection Oct 2004
 - Analysis Oct - Jan/Feb 2005
- **COA Plan Development**
 - Phase I - early implementation Jan 2005
 - Phase II - Summer 2005 Mar 2005
 - Phase III - Fall 2005 Jun - Sept 2005



Next Steps

- **Board decision to move ahead**
- **Procure services - cost - \$500-600k**
 - 185k MTS
 - 160k SANDAG planning fund
 - 250k federal grants
- **Designate Technical Oversight Committee**
 - Planning of operating units
 - MTS
 - SANDAG
- **Select COA Project Team**
- **Initiate project - Oct 2004**





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Agenda

Item No. 31

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

ADM 128 (PC 30100)

August 12, 2004

Subject:

MTDB: FY 05 PERFORMANCE INCENTIVE PROGRAM

RECOMMENDATION:

That the Board of Directors to authorize the Chief Executive Officer (CEO) to implement the FY 05 Performance Incentive Program.

Budget Impact

Funds for this program have been included within the Fiscal Year 05 Budget.

Executive Committee Recommendation

The Executive Committee reviewed this program at its August 5, 2004, meeting and recommended adoption.

DISCUSSION:

As part of the annual budgetary process, the Board has historically approved a Performance Incentive Program that recognizes exemplary effort as well as provides a positive incentive for staff to work as a team. This program is particularly significant this year, as it has been adjusted to recognize that all operating divisions are now part of the MTS team. This Performance Incentive Plan provides an opportunity for nonrepresented employees working as an agencywide team to be financially rewarded when goals are achieved. The financial reward is based on 3.5 percent of the budgeted wages (not including benefits) and will be shared on an equal basis within each department.



At the last Executive Committee meeting, the Committee expressed its interest in a program that includes goals that employees can strive to "raise the bar" in their performance. The importance of getting this information out to employees in an understandable format was also expressed. Attached is a list of goals along with the percent weighting (Attachment A). With the approval of this program, an internal public information program will be implemented to get the word out to all eligible employees on how they can help to accomplish these goals and also benefit by the performance incentive program.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Susan Hafner, 619.595.3084, Susan.Hafner@sdmts.com

PSmith/Als
AUG12-04.31.SHAFNER
8/5/04

Attachment: A. FY 05 Performance Goals **(Board Only)**

PERFORMANCE MEASUREMENT GOALS – FY 05

PERFORMANCE MEASUREMENT GOALS

Performance Orientation. For the past 14 years, the MTD Board of Directors has approved a Performance Incentive Plan. The goals contained in the plan provided a measure of MTDB's performance as well as providing a positive incentive for staff to work together and focus on agency goals. Some of the goals are expressed for the agency as a whole, in addition to specific operating unit and departmental goals. This year's program is designed to reward exemplary performance over and above the basic duties of each employee.

Previously, each of the operating units (San Diego Trolley, Inc. [SDTI], San Diego Transit Corporation [SDTC], and MTDB) developed and applied the goals on an individual basis. This year we are proposing to combine these goals to reflect the reorganization and to emphasize operational focus among all of the entities working together.

This year the goals will be grouped in three areas, MTS Overall Goals, Operating Unit Goals, and Individual Department Goals. Each of these areas will be weighted equally, and the distribution of the bonus money will be based on the individual success of each of the levels.

As an illustrated example, if you are an employee within SDTI:

- 33 percent of your bonus would be based on the level of success of the Overall Goals
- 33 percent of the bonus would be based on SDTI's Operating Goals
- 33 percent of the bonus would be based on the Individual Department Goals for your department

Although the goals are designed to reward outstanding performance, for the purpose of showing the weighted calculations, if the following goals were accomplished:

- Overall Goals – 80 percent successful
- Operating Goals – 100 percent successful
- Individual Department Goals – 90 percent successful

You would receive a payout as follows:

- Overall Goals: 80 percent of 33 percent = 27 percent of bonus payout
- Operating Goals: 100 percent of 33 percent = 33 percent of bonus payout
- Department Goals: 90 percent of 33 percent = 30 percent of bonus payout

Or, your total bonus share would equal 90 percent of the Performance Share

Additionally, the Chief Executive Officer (CEO), at his discretion, may utilize the remaining balance of the Performance Pool to determine individual bonus awards as this line item permits if funds are available at the end of the year.

MTS GOALS

Award If
Achieved

Agencywide for All Operating Entities (100%)

- | | | |
|----|--|-----------|
| 1. | Increase ridership: | Up to 25% |
| | <ul style="list-style-type: none">• Achieve 3% ridership increase – receive 100% of award goal.• Achieve 2% ridership increase – 75% of award goal.• Achieve 1% ridership increase – 50% of award goal.• Achieve less than 1% ridership increase – 25% of award goal.• 0% increase or ridership decrease – 0% of award goal. | |
| 2. | Exceed the budgeted amount of passenger revenue (as included in FY 05 budget projection). | 25% |
| 3. | Do not exceed FY 05 budget: | Up to 25% |
| | <ul style="list-style-type: none">• Achieve 3% under budget – receive 100% of award goal.• Achieve 2% under budget – 75% of award goal.• Achieve 1% under budget – 50% of award goal.• Achieve budget projections – 25% of award goal. | |
| 4. | Decrease the lost time injury/incident rate (incidents per 100,000 employee work hours) to a level below FY 04. | 25% |

MTDB GOALS

- | | | |
|----|---|-----------|
| 1. | Do not exceed FY 05 budget: | Up to 33% |
| | <ul style="list-style-type: none">• Achieve 3% under budget – receive 100% of award goal.• Achieve 2% under budget – 75% of award goal.• Achieve 1% under budget – 50% of award goal.• Achieve budget projections – 25% of award goal. | |
| 2. | Complete the Comprehensive Operational Analysis by June 30, 2005 (final report). | 33% |
| 3. | Complete MTS reorganization by June 30, 2005. | 34% |

Marketing (100%)

- | | | |
|----|--|-----|
| 1. | Develop and execute a plan for the opening of Mission Valley East and the San Ysidro Intermodal Transportation Center. | 40% |
| 2. | Increase image awareness (as measured by survey to be presented to the Board at a later date). | 10% |
| 3. | Develop a new look and new image into our customer information systems, including signs, timetables, maps, brochures, and fact sheets. | 35% |

GOALS

Award If Achieved

- | | | |
|----|---|-----|
| 4. | Increase the average of daily hits to the website, in English and Spanish by 10% over FY 04. | 5% |
| 5. | Work with the region to create a transit coalition to: promote the full range of public transportation issues and benefits. | 10% |

Multimodal Operations (100%)

- | | | |
|----|---|-----------|
| 1. | Do not exceed FY 05 Budget: | Up to 20% |
| | <ul style="list-style-type: none">• Achieve 3% under budget – receive 100% of award goal.• Achieve 2% under budget – 75% of award goal.• Achieve 1% under budget – 50% of award goal.• Achieve budget projections – 25% of award goal. | |
| 2. | Americans with Disability Act (ADA) Productivity – achieve average passengers per hour at 1.95 or better for FY 05. | 20% |
| 3. | Install 200 additional new design bus stop signs during FY 05. | 10% |
| 4. | Increase farebox recovery over the level achieved in FY 04. | 20% |
| 5. | Complete the new company taxicab permit issuance process before June 30, 2005. | 20% |
| 6. | Improve on-time performance by 2% over FY 04. | 10% |

Legal (100%)

Internal Audit Performance Measurement

- | | | |
|----|---|-----|
| 1. | Complete 100% of audit projects in FY 05 audit plan. | 16% |
| 2. | Ensure control processes are in place over new ticket vending machines and farebox equipment to safeguard agency revenue. | 16% |

Risk Management Performance Measurement

- | | | |
|----|--|----|
| 3. | Develop a workers' compensation procedure manual for all three agencies. | 8% |
| 4. | Develop a claims reporting flow process for all three agencies. | 8% |
| 5. | Perform site inspection visits at all MTS-owned facilities. | 8% |
| 6. | Develop a uniform accident investigation procedure for all three agencies. | 8% |

GOALS

Award If
Achieved

Office of General Counsel Performance Measurement

- | | | |
|----|--|-----|
| 7. | Complete comprehensive review and redrafting of MTDB enabling legislation and obtain sponsorship for a bill in the 2005 Legislative Session. | 36% |
|----|--|-----|

Human Resources (100%)

- | | | |
|----|--|-----|
| 1. | Analyze and restructure benefit levels (e.g., vacation/sick accrual, health care, etc.) to be more consistent among SDTC, SDTI, and MTS. | 35% |
| 2. | Create unified policy manual for SDTC, SDTI, and MTS. | 25% |
| 3. | Combine the salary ranges for all three agencies to create a unified salary schedule. | 25% |
| 4. | Ensure proper staffing levels for SDTC, SDTI, and MTS. | 15% |

Finance (100%)

- | | | |
|----|--|-----|
| 1. | Consolidate all of the operational aspects (payroll, accounts receivable, accounts payable, general accounting, financial reporting, treasury functions, and budget) of the finance departments of MTS, SDTC, and SDTI into one functional finance department. | 75% |
| 2. | Complete audited financial statements for FY 04 of all three agencies by December 31, 2004. | 25% |

Information Technology

- | | | |
|----|--|-----|
| 1. | Complete the Mincom-Ellipse Enterprise Resource Planning software remediation project plan for the system implementation of Financials and Human Resources, and convert the AS400 Payroll System for Payroll Processing on Ellipse by June 30, 2004. | 40% |
| 2. | Complete implementation of the Regional Scheduling System, driver run cutting/scheduling modules, and all required interfaces for system dependent data exports to other systems. | 30% |
| 3. | Complete e-mail server and domain consolidation for the agencies of MTDB, SDTC, and SDTI to one primary MTS e-mail server called SDMTS and one general directory domain for the three agencies (30% if completed by January 1, 2005, 15% if completed by June 30, 2005). | 30% |

GOALS

Award If
Achieved

SDTC GOALS

Corporate Goals (100%)

- | | | |
|----|---|-----|
| 1. | Reduce the amount paid in total workers compensation claims below FY 04 rate. | 30% |
| 2. | Reduce the number of Liability Claims per month from the FY 04 rate. | 35% |
| 3. | Increase SDTC farebox recovery rate over FY 04. | 35% |

Maintenance Department: (100%)

- | | | |
|----|---|-----|
| 1. | Repair all identified defects completely within 10 days of initial preventive maintenance inspection. | 40% |
| 2. | Improve road-call performance over FY 04 performance and surpass 10,000 miles between breakdowns. | 60% |

Transportation

- | | | |
|----|---|-----|
| 1. | Improve on-time performance by 10% over FY 04. | 25% |
| 2. | Improve miles between collisions by 10% over FY 04. | 35% |
| 3. | Increase ridership over FY 05 budget projections. | 40% |

SDTI GOALS (100%)

Corporate

- | | | |
|----|---|-----|
| 1. | Do not exceed FY 05 budget: <ul style="list-style-type: none">• Achieve 3% under budget receive 100% of award goal.• Achieve 2% under budget – 75% of award goal.• Achieve 1% under budget – 50% of award goal.• Achieve budget projections – 25% of award goal. | 50% |
| 2. | Increase the FY 05 farebox recovery rate as projected in the approved FY 05 Operating Budget. | 50% |

Administration (100%)

- | | | |
|----|---|-----|
| 1. | Increase ridership above the FY 05 projection as included in the approved FY 05 Operating Budget. | 20% |
| 2. | Exceed the FY 04 average number of fare vendomat transactions between failures. | 40% |

GOALS

Award If Achieved

- | | | |
|----|--|-----|
| 3. | ¹ Maintain MVE Start-Up expenditures within the approved budgetary level. | 40% |
|----|--|-----|

Code Compliance/Security (100%)

- | | | |
|----|--|-----|
| 1. | Increase the FY 05 fare inspection level of total ridership over the FY 04 level. | 40% |
| 2. | Maintain a fare noncompliance rate at a level lower than the rate achieved in FY 04. | 25% |
| 3. | Reduce the level of employee absenteeism (sick calls) in the Code Enforcement category to a level lower than experienced in FY 04, as measured in Total Absentee Hours Lost. | 35% |

Transportation/Safety (100%)

- | | | |
|----|--|-----|
| 1. | Decrease the light rail vehicle/auto/pedestrian accident ratio for FY 05 from that of FY 04 as measured in number of accidents per 100,000 train miles operated. | 20% |
| 2. | Increase on-time train operations performance as compared with the level achieved in FY 04. | 20% |
| 3. | Reduce the number of serious operating rule infractions as compared with the total level recorded in FY 04. | 20% |
| 4. | Complete a cover-to-cover revision and update the Transportation Department Operations Rule Book and incorporate Mission Valley East elements. | 20% |
| 5. | Develop and implement a Mission Valley East train operators' training/orientation program. | 20% |

LRV Maintenance (100%)

- | | | |
|----|--|-----|
| 1. | Increase the number of revenue car miles operated between in-service failures in FY 05 over the level achieved in FY 04. | 50% |
| 2. | Reduce the incidents of in-service door/step failures to a level below FY 04 as measured by the average monthly incidents. | 50% |

¹ Note: Goals are predicated on MVE revenue service beginning July 1, 2005 (FY-06). Should MVE commence earlier, goals will be re-evaluated and may be adjusted to reflect this new system element. This will affect budget, ridership, and other categories as well.

GOALS

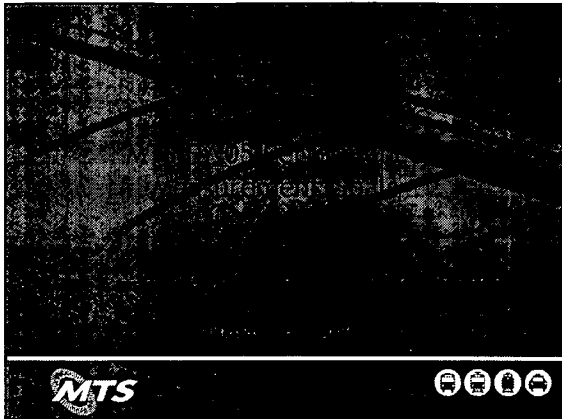
Award If
Achieved

Wayside of Maintenance (100%)

- | | | |
|----|---|-----|
| 1. | Undertake an expanded tie replacement program and exceed the number of ties replaced in FY 04 by 20%. | 40% |
| 2. | Replace all existing overhead catenary system sectionalizing sleds for improved wire/pantograph tracking. | 40% |
| 3. | Decrease the number of signal-related train delays from the total average experienced in FY 04. | 20% |

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Background

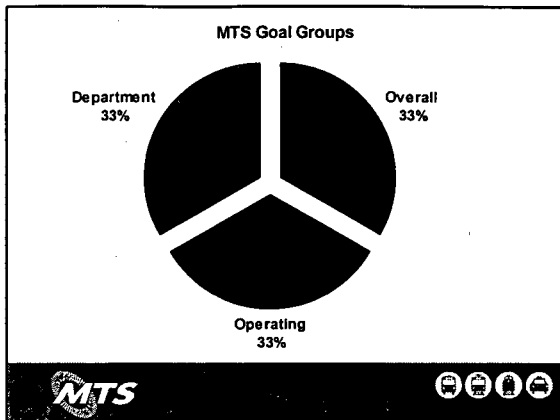
- 14-year-old Performance Program
- Separate SDTC/SDTI and MTDB programs
- Performance bonus shared on an equal basis
- Assumption included in FY 05 budget



Changes to Program

- Unified MTS Program for all
- Rewards will be based on multilevel effort
- Bonus will be distributed on an equal share basis depending on level of success
- Fund balance (if available) may be used as individual bonus awards authorized by CEO





- MTS Goals**
- Increase ridership by 3%
 - Exceed passenger revenue
 - Achieve 3% under budget
 - Decrease lost injury/incident rate
- *Goals are based on FY 05 budget baseline unless noted
- MTS logo and icons at the bottom.

- Next Steps**
- Include in FY 05 Budget Book
 - Conduct employee information campaign
- MTS logo and icons at the bottom.



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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.

ADM 128 (PC 30100)

August 12, 2004

Subject:

MTS: PROPOSED COMPENSATION PROGRAM FOR FY 05

RECOMMENDATION:

That the Board of Directors approve the proposed Compensation Program for FY 05.

Budget Impact

As part of the FY 05 budget process, the Board approved additional compensation not to exceed \$135,000 to be allocated in a manner to be proposed by the Chief Executive Officer (CEO).

Executive Committee Recommendation

At its meeting on August 5, 2004, the Executive Committee recommended forwarding this item to the Board for approval.

DISCUSSION:

As you know, the Metropolitan Transit Development Board (MTDB), San Diego Trolley Inc. (SDTI), and San Diego Transit Corporation (SDTC) had separate Boards of Directors until October 2003. All three Boards adopted different policies for administering merit raises to their employees. Generally, the employees of the three agencies received annual across-the-board living adjustments approximating 3 percent in addition to merit increases of 0 percent to 5 percent based on individual performance.



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.

Although outwardly consistent, the implementation of those programs at each agency was different. For example, if an MTDB employee was at the top of their salary range, they received no merit increase. A similarly situated employee at the top of their salary range working for SDTC or SDTI would have received the merit increase in the form of a lump-sum payment, although SDTI had capped their lump sum at 3 percent. This system provided a significant disincentive to those employees at the top of their salary range who regularly exceeded their manager's expectations and met their goals.

To make the compensation program consistent among the three agencies and to be more fiscally prudent, the following new program is proposed:

1. Eliminate the across-the-board cost-of-living adjustment (COLA). The money saved by eliminating the COLA would be used to give larger merit increases to those employees who are rated "Superior/Exceptional" by their supervisors. Merit raises over 5 percent must be approved by the Chief Executive Officer.
2. Direct staff to conduct a comprehensive compensation and salary range study with local governmental agencies and transportation properties of comparable size in the Western United States. The study will be completed by December 2004.
3. Until the compensation and salary range study is completed, increase the top of the salary ranges for all three agencies by 3 percent retroactive to July 1, 2004. We currently have employees at the top of their salary range at the three agencies that would be negatively impacted unless the ranges are adjusted. This would help MTS remain competitive in the marketplace.
4. Employees whose proposed merit increase causes them to exceed the top of their salary range (after the 3 percent is added) would receive the balance in the form of a lump sum payment. For example, an employee who is 2 percent below the top of their range who receives a merit increase of 4 percent would receive a 2 percent base pay increase and a 2 percent lump sum. The lump sum would not increase their base pay.

We believe these changes will create a corporate culture that rewards employees who perform exceptionally well with additional compensation, while allowing MTS to remain fiscally prudent.

With the conceptual approval of these proposed changes, staff will prepare the appropriate program amendments to the MTS Compensation Plan and related employee handbook.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jeff Stumbo, 619.557.4509, Jeff.Stumbo@sdmts.com

JGarde/AUG12-04.32.JSTUMB0
7/28/04



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Agenda

Item No. 33

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

SRTP 830 (PC 20223)

August 12, 2004

Subject:

MTDB: UNIVERSITY AVENUE MOBILITY PLAN

RECOMMENDATION:

That the Board of Directors receive this information on the University Avenue Mobility Plan (UAMP) and direct staff to continue analyzing the proposed University Avenue transit enhancements.

Budget Impact

None.

DISCUSSION:

Background

In 2002, the City of San Diego and the community of North Park developed and evaluated a number of traffic-calming concepts aimed at enhancing the pedestrian and transit-orientated nature of University Avenue. The University Avenue Traffic Calming Study resulted in the development of a Preferred Concept Plan for restructuring University Avenue between Interstate 805 (I-805) and Park Boulevard, which included enhanced pedestrian amenities (bulbouts) and transit priority facilities (transit-only lanes and queue jumpers).

As a follow up to the University Avenue Traffic Calming Study, the City of San Diego and the San Diego Association of Governments (SANDAG) evaluated the operational



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feasibility of the Preferred Concept Plan, which included the development of transit enhancements to support the plan. The transit enhancement study included service recommendations for the University Avenue corridor based on an evaluation of existing and future transit demands, consideration of the transit priority enhancements proposed for University Avenue, and potential improvements to operational efficiency. For the purposes of this study, the University Avenue corridor is bordered by Fourth Street in Uptown and Hillcrest to the west and Spring Street in La Mesa to the east.

Travel Demand

The University Avenue corridor is currently served by two of Metropolitan Transit System's (MTS's) most productive transit services, Routes 7 and 908. Each day, 325 buses travel along University Avenue providing service for 16,000 passengers (roughly 50 passengers per trip). Despite high ridership and an increasing population base along the corridor, both routes have experienced a decline in ridership over the last five years as shown in Table 1.

Table 1
Routes 7 and 908 Productivity Trends

Route	Passengers/ Revenue Mile				
	FY99	FY00	FY01	FY02	FY03
7	7.14	6.97	6.63	6.10	5.72
908	4.77	4.77	4.44	4.11	4.34

Route	Passengers/ Revenue Hour				
	FY99	FY00	FY01	FY02	FY03
7	60.5	58.74	55.7	52.3	50.9
908	40.6	40.50	37.6	32.2	37.4

To ensure that transit service is redesigned to better meet the travel needs of Mid-City communities, an analysis of University Avenue travel demand was conducted. The following is a summary of the findings.

- SANDAG's 2000 Base Year Transportation Model estimates that 2.75 million trips are made to and from the corridor per day. Over 50 percent of these trips are regional in nature (beginning or ending in areas outside of the corridor).
- The most recent (2000) onboard survey of transit riders also indicates that a significant amount (40 percent) of transit trips along University Avenue are regional trips that are longer in nature and depend on connections to other regional transit services.
- SANDAG's transportation model and onboard survey suggests that the key regional attractions to and from the corridor are: Centre City, Southeast San Diego, Midway/Airport, College Area, and Mission Valley.

- Existing and forecasted (2030) population densities are the highest along the western portion of University Avenue between Park Boulevard and 54th Street, specifically in the North Park and City Heights communities. Existing and forecasted (2030) employment density is also highest in the western portion of the corridor in Hillcrest.
- Consistent with population and employment densities, existing transit ridership on University Avenue is highest west of 54th Street, with a significant decrease east of College Avenue into La Mesa.
- Based on market research, speed and reliability are the most important factors influencing people's transportation choice. This sentiment is echoed in comments from existing University Avenue transit riders.

The decline in ridership on Routes 7 and 908 may be partially attributed to a possible change in travel demand along the corridor. As stated above, a significant amount of travel along the corridor is regional in nature. This finding is supported by SANDAG's Mobility 2030 Plan, which states that commute trips are getting longer as people and employment move further away from traditional urban centers.

In addition, surveys of existing transit riders and the general public show that speed and schedule reliability are important factors in maintaining and increasing the corridor's ridership base. Currently, only local transit service is provided along University Avenue, with the exception of Route 70, which provides direct service from the eastern portion of the corridor (College Area and La Mesa) to downtown San Diego via I-15 and State Route (SR) 94. In addition, on-time performance issues on certain trips result in "bus bunching" along the corridor.

Proposed Transit Enhancements for University Avenue

To meet the regional travel needs along the University Avenue corridor and to improve the speed and reliability of transit service, existing local transit service should be enhanced with a higher speed alternative, specifically along the western portion of the corridor (Hillcrest, City Heights, and North Park) where travel demand and transit ridership is greater. This higher speed (or Rapid Bus) service would operate along the same routing as local service, but would only stop at key locations (about every one half to one mile) and would benefit from the proposed transit lanes and priority measures identified in the City's refined Preferred Concept Plan. The Rapid Bus service would improve operating speeds and reduce travel time for passengers accessing major stops and regional connections.

Two service enhancement options are proposed for MTS's consideration:

Option 1 (Attachment A):

1. Continue operating Route 7 as a local service from La Mesa to downtown San Diego with additional short line service from 69th Street to downtown San Diego;

2. Replace Route 70 service with new Rapid Bus service from 54th Street to downtown San Diego; and
3. Continue current operations of Route 908 from Fairmount to the Old Town Transit Center.

Option 2 (Attachment B):

1. Modify Route 7 to operate as a local service from La Mesa to 54th Street, then as a Rapid Bus service from 54th Street to downtown San Diego;
2. Replace Route 70 service with additional Rapid Bus service from 54th Street to downtown San Diego; and
3. Restructure Route 908 resources to extend the route's local coverage east of Fairmont to 54th Street.

In addition to the new Rapid Bus service that would serve the key stops and transfer points between 54th Street and downtown, both options would include consolidation of stops throughout the corridor on local services and possible upgrades to traffic signal timing throughout the corridor. In addition, the Preferred Concept Plan proposes transit lanes and priorities along University Avenue from Florida Street to I-805, and the Transit First Showcase Project proposes them along Park Boulevard through Balboa Park. These transit lanes and priorities would further enhance the service efficiency of the Rapid Bus service.

Preliminary estimates indicate that these enhancements combined (Rapid Bus service, stop consolidation, possible traffic signal coordination, and transit lanes/priorities) could result in overall travel time improvements along the corridor of 20 to 25 percent during peak hours and should improve schedule reliability. In addition, the service improvements could result in resource savings that could be reallocated to other regional routes serving Mid-City. However, additional analyses are needed to further evaluate the benefits expected from these service options, as well as any negative impacts.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Conan Cheung, 619.699.1922, cch@sandag.org

JGarde
AUG12-04.33.CCHEUNG
8/2/04

Attachments: A. Service Enhancement Option 1 } **Board Only**
B. Service Enhancement Option 2 }

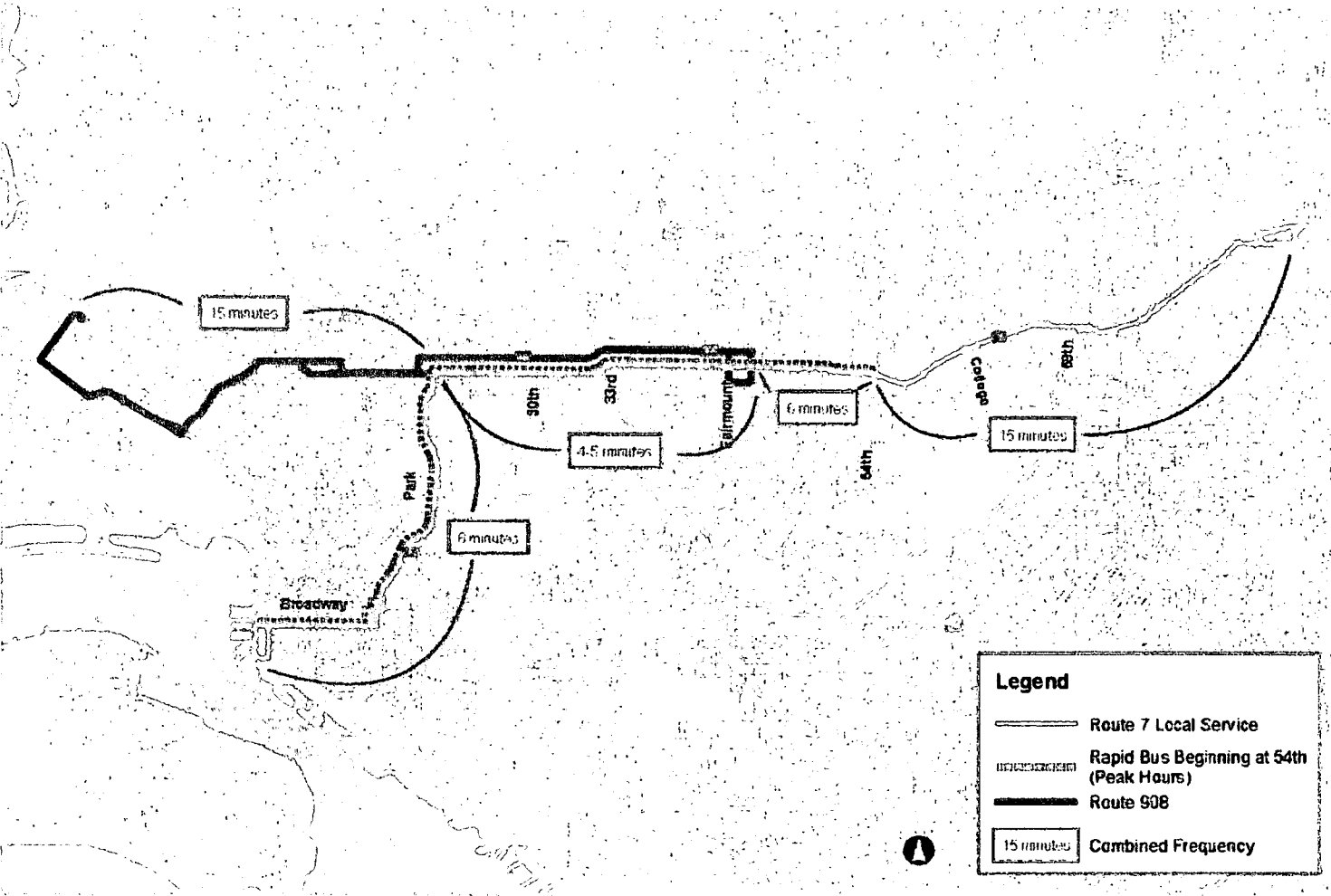


Figure 5-1
Proposed Option 1 Routes in University Avenue Study Area



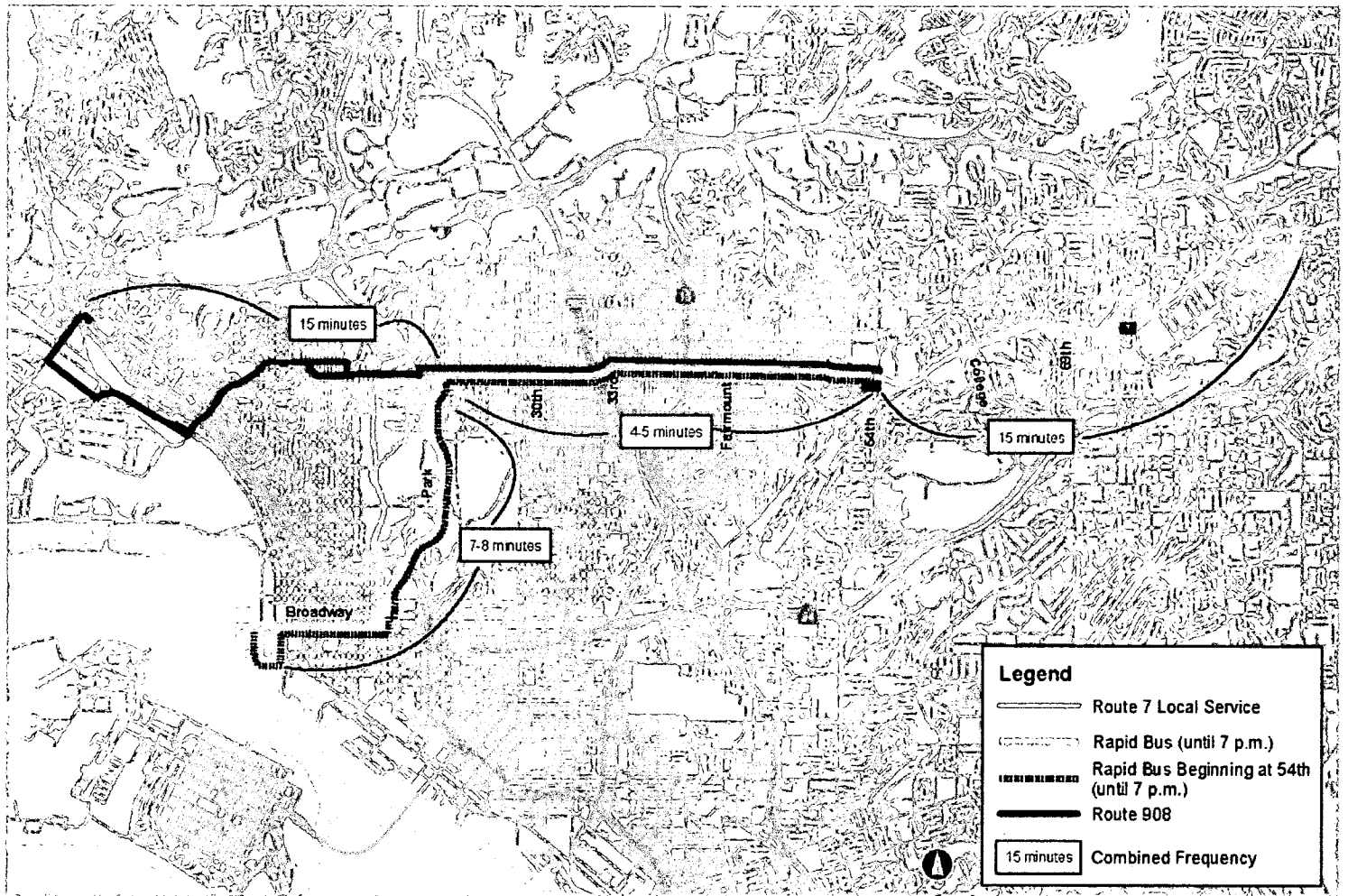


Figure 5-2

Proposed Option 2 Routes in University Avenue Study Area



Metropolitan Transit System

University Avenue Mobility Plan

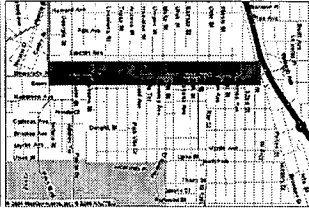
August 12, 2004

Overview...

- **University Avenue Traffic Calming Study:**
 - City of San Diego and North Park community;
 - Develop pedestrian and transit enhancements;
 - Preferred Concept Plan.

Proposed Transit Improvements:

- Study Area (■)
- Transit Lanes
- Signal Priority
- Stop Consolidation
- Pedestrian Improvements

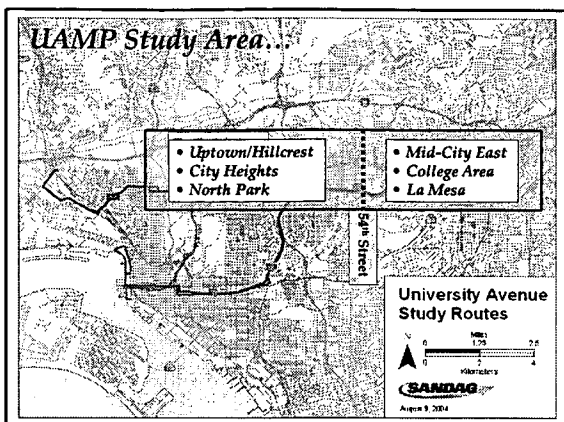


Background
University Avenue Mobility Plan

Overview...

- **University Avenue Mobility Plan:**
 - Test operational feasibility of concept plan:
 - Develop transit service enhancements;
 - Illustrate need for transit priorities.
- **Transit Study Assumptions:**
 - Transit priorities as identified in plan;
 - Revenue constrained;
 - Expand study area to 4th Street (west) and Spring Street (east).

Background
University Avenue Mobility Plan



Travel Demand...

• Significant regional travel demand:

- Over 50% of 2.75 million daily trips;
- 40% of transit trips;
- Key regional attractions:

- Centre City
- Southeast San Diego
- Midway/Airport
- College Area
- Mission Valley

Needs Assessment

University Avenue Mobility Plan

Travel Demand...

• Concentrated west of 54th Street:

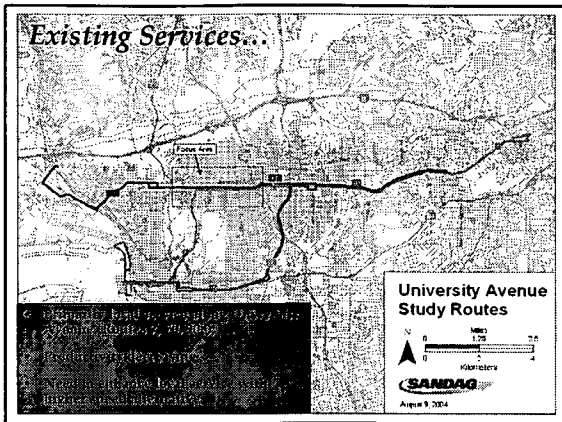
- Population density highest in North Park and City Heights;
- Employment density highest in Hillcrest;
- Transit ridership highest west of 54th Street.

• Speed and reliability important:

- Regional resident survey;
- On board survey.

Needs Assessment

University Avenue Mobility Plan



Proposed Enhancements...

- Consolidate redundant bus stops on existing local services;
- Transit only lanes and priority treatments;
- Possible traffic signal coordination;
- Develop Rapid Bus (limited stop) service along the western portion of corridor.

Needs Assessment
University Avenue Mobility Plan

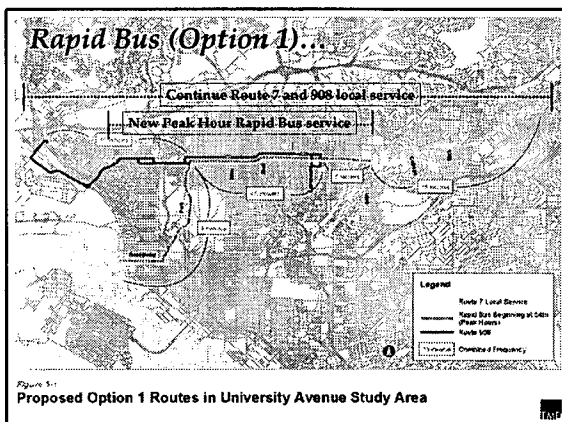
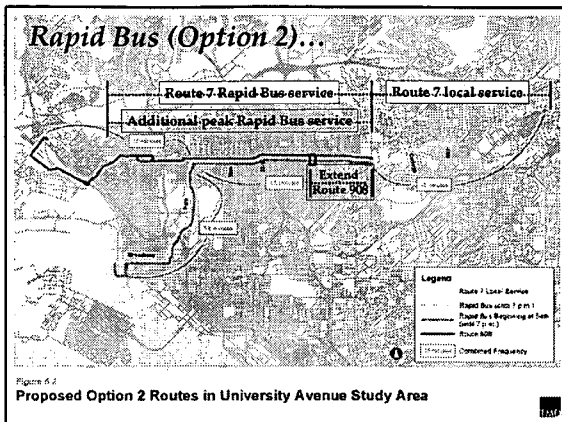


Figure 5-1
Proposed Option 1 Routes in University Avenue Study Area



Potential Benefits...

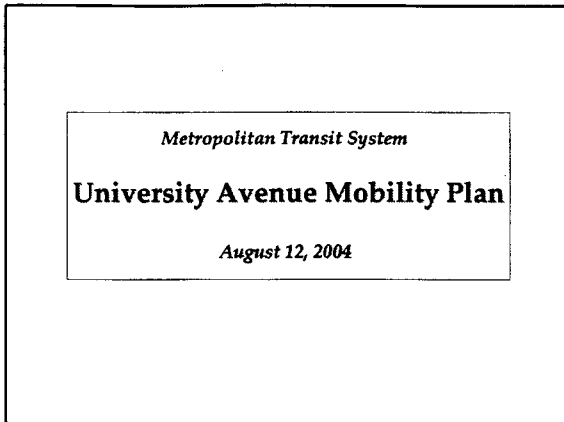
- 20-25% improvement in travel time;
- Improve schedule reliability;
- Resource savings.

Proposed Enhancements
University Avenue Mobility Plan

Next Steps...

- City to release UAMP study for public review;
- MTS and SANDAG staff to further analyze service enhancement proposals;
- Report final service recommendations to the MTS Board for approval.

Proposed Enhancements
University Avenue Mobility Plan





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Agenda

Item No. 34

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

~~OPS-950-6 (PC-30206)~~
FIN 310 PC 30100

August 12, 2004

Subject:

MTDB: ADOPTION OF AMENDED RESOLUTION NO. 4-05.1 EXTENDING THE TIME
FOR APPROVAL OF THE FY 05 PERFORMANCE INCENTIVE PLAN AND FY 05
PROPOSED COMPENSATION PLAN UNTIL SEPTEMBER 23, 2004

RECOMMENDATION:

That the Board of Directors adopt amended Resolution No. 04-5.1 in the event Agenda
items 31 and 32 are not approved at today's meeting.

Budget Impact

None.

DISCUSSION:

At the Board's June 24, 2004 meeting, Resolution No. 04-5 was adopted by the Board
approving the budget and extending the time for the approval of the Proposed
Compensation Plan and Performance Incentive Plan until August 12, 2004. The
approval of those programs is listed on today's agenda as Item Nos. 31 and 32. In the
event the Board needs additional time to consider the Performance Incentive Plan or the
Proposed Compensation Plan, Resolution No. 04-5 will need to be amended.
Resolution No. 04-5.1 is attached to this item and gives the Board until September 23,
2004, to approve these programs in the event they are not adopted at the August 12,
2004, Board meeting (Attachment A). If the Performance Incentive Plan and the
Proposed Compensation Plan are adopted, no action is necessary on this item.

Paul C. Jablonski
Chief Executive Officer

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

JGarde/AUG12-04.34.TLOREN/7/30/04

Attachment: A. Resolution No. 04-5.1 (Board Only)



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 METROPOLITAN TRANSIT DEVELOPMENT BOARD

RESOLUTION NO. 04-5.1

Resolution Approving the Fiscal Year 2005 Budget and Amending the Time Frame for Adopting the Performance Incentive Plan and the Proposed Compensation Plan

WHEREAS, the Metropolitan Transit Development Board, a California public agency operating the Metropolitan Transit System (hereinafter MTS) staff has coordinated with the staff of San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, National City Transit, and Coronado Ferry (hereafter referred to as MTS Operators) throughout the budget preparation process to ensure consistent budget assumptions; and

WHEREAS, the budgets have been prepared using the budget assumptions approved by the MTS Board of Directors; NOW THEREFORE, BE IT RESOLVED, by the MTS Board, as follows:

1. That the Budget for fiscal year (FY) 2005, on file with the Clerk of the Board, is hereby adopted (including MTS, SDTC, SDTI, Chula Vista Transit, National City Transit, and Coronado Ferry); and
2. That the Chief Executive Officer is authorized to transfer appropriate amounts up to \$100,000 between object accounts, so long as the total amount authorized to be spent for an object account by the FY 05 Budget is not exceeded by more than \$100,000, the total amount authorized to be spent by the FY 05 Budget is not exceeded, and all such transfers are reported to the Board of Directors in the monthly Controller's Report; and
3. That the Chief Executive Officer is authorized to approve expenditures up to a maximum of \$100,000 for local firms and up to a maximum of \$25,000 for all others; and
4. That the Chief Executive Officer or his designated representative is authorized to approve expenditures up to a maximum of \$5,000 for the purchase of materials, services, supplies, and equipment within the confines of the authorized budget; and
5. That the check-signing authority on behalf of the Board shall be governed by MTDB Policy No. 41, Signature Authority; and
6. That the MTS Board approve additional compensation not to exceed \$135,000 to be allocated in a manner to be proposed by the CEO no later than July 30, 2004, and subsequently approved by the MTS Board no later than September 23, 2004; and
7. That the MTS Board approve the amount of up to \$89,000 to be allocated for the FY 05 Performance Incentive Plan Program for MTS contingent upon the adoption by the MTS Board of the FY 05 Corporate Goals; and
8. That the annual lease payments relating to the 2002 Certificates of Participation (for the Regional Transit Management System) and the 2003 Certificates of Participation (for the Automated Fare Collection Project) are included in the FY 2005 Budget; and
9. That each of the budgets for MTS and the MTS Operators establish absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the MTS Board of Directors; and
10. That any budget variances will be reported by the individual operators to the MTS Executive Committee and/or the MTS Board of Directors; and

11. That MTS and the MTS Operators will participate in a budget-monitoring process established by MTS with the objective of providing timely information to the MTS Board with respect to budget performance; and

12. That MTS is authorized to withhold monthly subsidy payments to those operators who do not provide the information according to an established schedule; and

13. That the Contractual Service Schedules of SDTC and SDTI, as contained in the FY 2005 budget, are approved.

PASSED AND ADOPTED, by the Board this _____ day of _____ 2004, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit
Development Board

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

JGarde
AUG12-04.34.TLOREN
8/5/04



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Agenda

Item No. 35

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

OPS 960.2 (PC 30101)

August 12, 2004

Subject:

MTDB: BUS STOP CONSOLIDATION PROGRAM UPDATE

RECOMMENDATION:

That the Board of Directors receive this report.

Budget Impact

None with this report. Bus stop consolidation provides an opportunity for cost savings through service optimization.

DISCUSSION:

Background

In 2003, San Diego Transit Corporation (SDTC), in coordination with the San Diego Association of Governments (SANDAG), began developing a Bus Stop Consolidation Program. The objective of this program was to review existing bus stop spacing and consolidate bus stops as appropriate to decrease travel time and improve on-time performance. It was recognized that while customers need convenient stop locations to access transit, bus services also must offer reasonable travel times and schedule reliability. Planning convention suggests that bus stops should be spaced approximately every one-fourth mile for local urban routes, and farther apart for express services and in areas with lower land-use densities. In addition, stop spacing should reflect other



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considerations, such as hilly or challenging topography, limited access from side streets, and areas with great senior and disabled populations, where closer stop spacing may be warranted. Stops should also be located at key transfer points and major activity centers.

To test the optimal balance between providing appropriate access to the route and providing faster and more reliable service, a demonstration project was implemented on January 19, 2004, that reduced stop spacing from approximately one-tenth of a mile (or almost every block) to approximately one-fifth of a mile (every other block) on SDTC Route 11. The program proved to be successful immediately because:

- on-time performance improved;
- travel times were reduced;
- the community accepted the program; 24 of the 29 stops proposed for consolidation remain removed. There were virtually no customer, resident, or merchant complaints about the program other than on the few reinstated stops; and
- ridership was not adversely impacted.

The results of the Route 11 demonstration project were presented to the MTD Board of Directors on April 20, 2004. Based on the results, the Board encouraged staff to continue the Bus Stop Consolidation Program on other routes.

Next Phase

Staff has identified additional routes that could benefit from stop consolidation. The next round of consolidations is planned for implementation on the following SDTC services during the September-November 2004 period:

- | | |
|----------|--|
| Route 2 | Local urban service between downtown San Diego and 30th Street at Adams Avenue |
| Route 30 | Express service between downtown San Diego and Scripps Ranch via Pacific Beach, La Jolla, the University of California, San Diego (UCSD), and the University Towne Centre area |
| Route 34 | Local urban service between the Old Town Transit Center and University Towne Centre via Sports Arena, Pacific Beach, La Jolla, and UCSD |

Based on the stop spacing considerations discussed earlier, the following numbers of stops have been identified for consolidation: 20 of the 97 stops on Route 2; 8 of the 168 stops on Route 30; and 19 of the 224 stops on Route 34.

Implementation

The same elements employed in implementing the demonstration project will be used in this phase of stop consolidations. A pre- and post-implementation assessment of route speed, on-time performance, and ridership will be conducted to measure effectiveness. In addition, customer outreach activities will include advance notification (both on the signs of stops planned for consolidation and via issuance of "Take One" notices onboard all trips on the three routes) and the establishment of a telephone hot line to obtain immediate customer and neighborhood response. As was the case during the demonstration project, each consolidated stop will be reinstated if its removal does not enhance overall customer service.

Next Steps

Staff will continue to identify routes throughout the MTS system that could benefit from stop consolidation. Advance notification to our customers and the provision of a hot line number will remain as essential elements of the implementation process. Results of this ongoing program will be reported to the Board on a regular basis.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mark Thomsen, 619.238.0100, Ext. 418, mark.thomsen@sdmts.com

JGarde
AUG12-04.35.CCHEUNG
8/3/04

Metropolitan Transit System

Bus Stop Consolidation Program Status

Routes 2, 30, 34

August 12, 2004

Objectives...

- Improve schedule reliability;
- Reduce travel time;
- Maintain/increase ridership;
- Reduce operating costs;
- Provide guidance for future stop consolidation efforts.

Background
Bus Stop Consolidation Program

Route 11 Pilot Project...

- Consolidated 24 stops;
- Improved On-Time performance;
- Reduced Travel Time;
- Community Acceptance of Program;
- No Negative Impact on Ridership.

Route 11 Pilot Project
Bus Stop Consolidation Program

Considerations...

- **Maintain closer stop spacing due to:**
 - Topography;
 - Accessibility from side streets;
 - Areas with greater senior/disabled populations.
- **Maintain stops at:**
 - Key transfer locations;
 - Major activity centers;
 - Locations with benches/shelters (generally stops with greater activity).

Stop Consolidation Guidelines

Bus Stop Consolidation Program



Close Stop Spacing

Bus Stop Consolidation Program



Activity Center and Transfer Opportunities

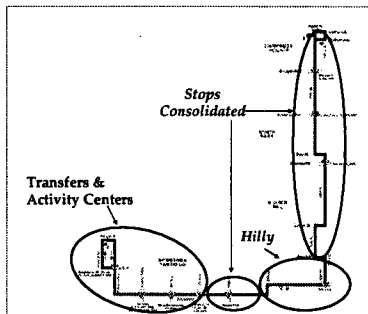
Bus Stop Consolidation Program



Hilly Topography
Bus Stop Consolidation Program

Next Round of Stop Consolidation...

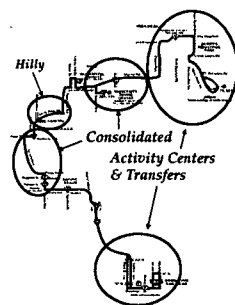
- Route 2**
- Local Urban Service
 - 30th and Adams to Downtown
 - 6.9 miles one way
 - 20 of 97 stops consolidated



Service & Stops
Bus Stop Consolidation Program

Next Round of Stop Consolidation...

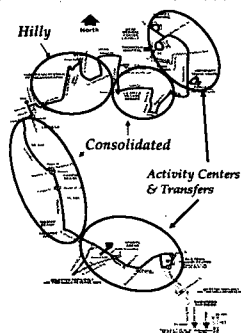
- Route 30**
- Express Service
 - Scripps Ranch to Downtown, via PB, La Jolla, UCSD and UTC
 - 32.2 miles one way
 - 8 of 168 stops consolidated



Service & Stops
Bus Stop Consolidation Program

Next Round of Stop Consolidation...

- Route 34**
- Local Urban Service
 - UTC to Old Town, via PB, La Jolla and UCSD
 - 25.1 miles one way
 - 19 of 224 stops consolidated



Service & Stops

Bus Stop Consolidation Program

Implementation Program...

- **Community Outreach**
 - Inform Council Districts;
 - To community groups along route;
 - "Take One" posted 2 weeks prior;
 - Information posted at stops;
 - Hotline established for comments.

Proposed Stop Consolidation

Bus Stop Consolidation Program

Next Steps...

- **Implementation of Route 2, 30, 34 stop consolidation;**
- **Continue to identify other routes for stop consolidation.**

Bus Stop Consolidation Program

Bus Stop Consolidation Program

Metropolitan Transit System

Bus Stop Consolidation Program Status

Routes 2, 30, 34

August 12, 2004

Ridership...

(January – June)

ROUTE	FY 2004	FY 2003	% CHANGE
11	1,255,205	1,310,217	-4.4%
CORE-SYSTEM	11,878,961	12,793,508	-7.7%

*FY04 ridership loss is overstated, as September 2003 route truncation at the south-eastern end represents 1% of decline

Bus Stop Consolidation Program

Travel Time/Cost Savings...

- **Time Savings**
 - 3.5 minutes per trip;
 - 4.5 hours per day;
 - Over 1,000 hours per year.
- **Cost Savings**
 - \$3 million spent since 1999 maintaining reliability;
 - Systemwide stop consolidation could reduce resource requirements and operating costs.

Project Evaluation
Bus Stop Consolidation Program



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Agenda

Item No. 45

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

August 12, 2004

Minor Contract Actions

- Media Access Partners for image campaign radio spots.
- San Diego Trolley for flagging for Mission Valley East Light Rail Transit Extension.
- Weaver Publications, Inc. for advertising in the 2005 Convention & Visitors Bureau meeting planner publication as part of MTDB's target marketing campaign.
- Reader Weekly for advertising as part of MTDB's target marketing campaign.
- San Diego Trolley for San Ysidro Intermodal Transportation Center pedestrian and traffic control.
- Bordeaux Printers, Inc. for trolley pocket guides.
- Webtrend Graphics for SDTI Orange and Blue Line Timetables.
- J. Perez Associates, Inc. for transit center maintenance.
- Laidlaw Transit Services for the addition of routes 981/982, Sorrento Valley Coaster Connection.
- Leonard Zlotoff for lease extension for County Transit System ADA Paratransit.
- Jaime Chavez for transit consultant services connected with east county suburban service.
- Rhoda Butte for Classroom Daytripper services.
- Parsons Brinckerhoff for construction management services for the San Ysidro Intermodal Transportation Center - Phase 2.
- Best, Krieger, Best for legal services for San Ysidro Intermodal Transportation Center – Gateway I.



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- West Coast General Corp. for construction services for 12th & Market Station Reconfiguration.
- The Gable Group for public relations services for Mission Valley East Light Rail Extension.
- Orion Construction Corp. for construction services for Mission Valley East Light Rail Extension.
- Clark Construction Group for construction services for the SDSU Tunnel and Underground Station.
- Modern Continental Construction Co. for construction services for Mission Valley East Light Rail Extension.
- Balfour Beatty/Ortiz Enterprises, Inc. for construction services for Mission Valley East La Mesa Segment.
- Stacy & Witbeck, Inc. for construction services for the San Ysidro Intermodal Transportation Center.
- AAA Printing Company for the printing of Take Ones that detail service changes.

Contract Matters

Contract Change Order (CCO) 110 with Stacy and Witbeck, Inc. was approved for an increase of \$5,000 to relocate fiber optic cable in San Diego Trolley, Inc. Building A. (MVE Trackwork & Systems Project, Contract No. LRT-426.5)

Personnel Matters

There are no personnel matters to report.

gail.williams/agenda item 45
8/4/2004