



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

## Agenda

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

January 26, 2006

9:00 a.m.

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

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

### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - January 12, 2006 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. MTS: Nominations and Elections for 2006 MTS Committees and Outside Agency Appointments Possible Action  
Action would receive the proposed nominations for 2006 MTS committees and outside agency appointments, take any additional nominations from the floor, and elect and appoint representatives from the MTS Board for the 2006 calendar year.



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

- |    |   |                 |
|----|---|-----------------|
| 5. | <u>Closed Session Items</u>   | Possible Action |
| a. | MTS: CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION Significant Exposure to Litigation Pursuant to Subdivision (b) of California Government Code Section 59456.9 (One Potential Case) |                 |

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS

- |     |   |         |
|-----|---|---------|
| 6.  | <u>MTS: San Diego State University Station - Trolley Radio Enhancement</u><br>Action would: (1) find, by a 2/3 vote, that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating equipment that is already in use, therefore authorizing the purchase to be made without the necessity for competitive bidding; (2) authorize the CEO to execute a contract with Aerial Facilities Unlimited to procure the equipment under a sole source finding; (3) authorize the CEO to execute a task order with Bearcom Wireless to install the equipment; (4) approve a 10 percent construction contingency; and (5) approve a budget transfer from the Fare Collection line item to the Communication line item. | Approve |
| 7.  | <u>SDTI: Light Rail Vehicle Coupler Procurement - Contract Award</u><br>Action would: (1) find by a 2/3 vote that Voith Turbo, Inc. is the sole-source supplier for SD100 light rail vehicle (LRV) coupler parts; and (2) authorize the President/General Manager to execute a Standard Procurement Agreement with Voith Turbo, Inc. to supply one new electrical head with cables and one new mechanical head.   | Approve |
| 8.  | <u>MTS: Proposed Amendments to Board Policy No. 44 - Travel Expenses</u><br>Action would approve the proposed revisions to Board Policy No. 44.   | Approve |
| 9.  | <u>MTS: Disadvantaged Business Enterprise Semiannual Report</u><br>Action would receive the semiannual fiscal year 05 DBE reports for Federal Highway Administration (FHWA)- and Federal Transit Administration (FTA)-assisted contracts.   | Receive |
| 10. | <u>SDTI: San Diego Chargers 2005 Year-End Summary</u><br>Action would receive this report for information.  | Receive |

NOTICED PUBLIC HEARINGS

25. None.

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

## DISCUSSION ITEMS

- |     |   |                 |
|-----|---|-----------------|
| 30. | <u>MTS: Legislative Update and Proposed Federal and State Legislative Goals</u><br>Action would: (1) receive the report on 2005 legislative activities; (2) accept the proposed NCTD and MTS 2006 Federal Legislative Program; (3) accept the proposed NCTD and MTS 2006 State Legislative Program; and (4) authorize the CEO to direct MTS's Sacramento and Washington representatives to advocate the state and federal legislative programs.   | Possible Action |
| 31. | <u>MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project</u><br>Action would: (1) receive an update from General Counsel regarding the status of the Grossmont Trolley Station Joint Development Project; and (2) authorize the CEO to execute any and all easements, licenses, amendments, and/or agreements necessary to construct the project that will not be recorded on the parcel map, including, but not limited to, easements for utilities to San Diego Gas & Electric (SDG&E) and the City of San Diego and an amendment to an easement in favor of the American Automobile Association (AAA) for landscaping and ingress/egress. | Approve         |
| 32. | <u>MTS: Retirement Plan Actuarial Valuation Reporting Options</u><br>Action would provide staff with input and direction in regard to reporting retirement plan information.  | Possible Action |
| 33. | <u>MTS: Recognition of Leon Williams</u><br>Action would instruct the CEO to develop a plan to dedicate the San Diego State University (SDSU) Station to former Chairman and Board Member Leon Williams.  | Possible Action |

## REPORT ITEMS

- |     |   |                 |
|-----|---|-----------------|
| 45. | <u>MTS: November Monthly Performance Indicators</u><br>Action would receive this report for information.  | Receive         |
| 60. | <u>Chairman's Report</u>  | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u>   | Information     |
| 62. | <u>Board Member Communications</u>  |                 |
| 63. | <u>Additional Public Comments Not on the Agenda</u><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | Possible Action |

64. Next Meeting Date: February 9, 2006

65. Adjournment

AGENDAS EC 1-19-06 BD 1-26-06



01-20-06 10:47 RCVD

Metropolitan Transit System

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AGENDAS EC 1-19-06 BD 1-26-06

Submitted by _____
Remove on _____
Return to _____
OR (if not)
Retain in Posting _____

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 1/26/06

CALL TO ORDER (TIME): 9:04 a.m.

RECESS: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

CLOSED SESSION: 9:22 a.m.

RECONVENE: 9:37 a.m.

ORDINANCES ADOPTED: \_\_\_\_\_

ADJOURN: 10:46 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
HANSON-COX	<input checked="" type="checkbox"/> (Lewis) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:11 a.m. during AI 3	
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/> (Rose) <input type="checkbox"/>	9:17 a.m. during AI 3	
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input type="checkbox"/> (Zarate) <input type="checkbox"/>		<input checked="" type="checkbox"/>
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input checked="" type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:39 a.m. during AI 45
	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

# DRAFT

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

January 12, 2006

Board of Directors Meeting Room, 10th Floor  
1255 Imperial Avenue, San Diego

### MINUTES

#### 1. Roll Call

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

Mr. Mathis welcomed Ms. Jillian Hanson-Cox, who was recently appointed to the MTS Board as a primary member representing El Cajon. Former primary member, Mark Lewis, will now serve as the alternate member for El Cajon.

#### Passing of the Gavel

Mr. Mathis presented former Chairman, Mr. Leon Williams, with a plaque and gavel recognizing and thanking Mr. Williams for his outstanding public service and his dedication to transit. Mr. Mathis stated that Mr. Williams joined the Board in 1976 and became its chair in 1994. He added that Mr. Williams' experience and dedication were unmatched in the history of the organization. Mr. Williams thanked everyone and stated that MTS has done much good for the community. He thanked Board members and staff for all of their efforts and presented a new gavel to Chairman Mathis.

#### 2. Approval of Minutes

Mr. Emery moved to approve the revised minutes of the December 8, 2005, Board of Directors meeting, which were faxed to Board members in advance of the Board meeting. Ms. Atkins seconded the motion, and the vote was 13-0 in favor.

#### 3. Public Comments

*Don Stillwell:* Mr. Stillwell requested that connections between the Route No. 14 and the trolley and other buses be improved. He also requested that the bus stops at Rio Vista and Crawford be made designated time points. He suggested changes to Route No. 14 that would eliminate the dangerous pedestrian crossing at Mission Gorge Road and Rainier Avenue and would facilitate more timely connections to Route No. 13 serving Allied Gardens and beyond. He

requested that these changes be made as soon as possible rather than as part of the Comprehensive Operational Analysis (COA). He pointed out that MTS had received letters from Councilmember Jim Madaffer as well as the Allied Gardens Community Council in support of these changes.

4. MTS: Election of Vice Chair and Chair Pro Tem and Continuance of Appointments to Committees for 2006 (LEG 410, PC 50101)

Mr. Mathis requested motions from the floor for the positions of Vice Chair and Chair Pro Tem.

Mr. Roberts moved to nominate Jerry Rindone for the position of Vice Chair. Mr. Monroe seconded that motion.

Mr. Clabby moved to nominate Bob Emery for the position of Chair Pro Tem. Ms. Atkins seconded that motion.

Board members made various comments in support of each of the candidates.

Action Taken

The vote for the nomination of Jerry Rindone for the position of Vice Chair was 12 to 0 in favor with Mr. Rindone abstaining.

The vote for the nomination of Bob Emery for the position of Chair Pro Tem was 12 to 0 in favor with Mr. Emery abstaining.

Mr. Emery moved to continue the current appointment of representatives to the MTS Committees as listed on Attachment A of the agenda item through the end of January 2006 so the Ad Hoc Nominating Committee can make recommendations for committee appointments for the 2006 calendar year. Mr. Rindone seconded the motion, and the vote was 13 to 0 in favor.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:23 a.m.

- a. SDTI: CONFERENCE WITH LABOR NEGOTIATORS California Government Code Section 54957.6. Agency Designated Representative - Jeff Stumbo. Employee Organization – International Brotherhood of Electrical Workers, Local 465.

The Board reconvened to Open Session at 9:41 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

On Item 5a, the Board received a report from staff and gave direction to the agency's designated representative.

## CONSENT ITEMS

6. MTS: FY 06/07 Take One Printing – Contract Amendment with AAA Printing (SRTP 830.4, PC 50451)

Recommend that the Board of Directors authorize the Chief Executive Officer (CEO) to exercise the second of two options years with AAA Printing to print Take One notices at a cost not to exceed \$43,048 (including tax and delivery), in substantially the same form as Attachment A of the agenda item. This cost represents a 3.3% increase over the previous year as allowed by the current contract.

7. MTS: FY 06/076 Daily-Dated Universal Transfer Slips – Contract Amendment with The Ticket Factory (FIN 330.3, PC 50451)

Recommend that the Board of Directors authorize the CEO to exercise a third option year with The Ticket Factory for printing of 12,953,600 Universal Daily-Dated Transfer Slips at a cost not to exceed \$63,084.03 (including tax and delivery), in substantially the same form as Attachment A of the agenda item. This price represents a cost of \$4.87 per 1,000 slips, a 2% increase per unit over the previous year as determined by the current contract.

8. SDTI: Light Rail Vehicle Pantograph Carbon Procurement – Contract Award (OPS 970.6)

That the Board of Directors authorize the President-General Manager to execute a Standard Procurement Agreement (Attachment A of the agenda item) with Schunk Graphite Technology, Inc. to supply light rail vehicle pantograph carbons for a five-year period contingent upon approval of a waiver from Buy America requirements from the Federal Transit Administration. The total cost, including California sales tax and freight for a five-year period, shall not exceed \$622,250.00.

## Recommended Consent Items

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

## NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

## DISCUSSION ITEMS

30. MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project (LEG 460, PC 50787)

Ms. Tiffany Lorenzen, MTS General Counsel, provided the Board with an update on the status of the Grossmont Trolley Station Joint Development Project. She reviewed the various facilities that would be constructed as part of the project as well as the basics of MTS's lease terms with Fairfield Residential LLC and the City of La Mesa. She also explained the purpose of the Disposition and Development Agreement (DDA), which will be in effect through the construction of the project, and the Ground Lease, which gives Fairfield a long-term lease for the

development after construction is completed. She advised the Board that it may take some time to reach agreement on the DDA and the Ground Lease. She stated that once agreement is reached on these documents, they must be reviewed by the lender, who will make changes based upon their financing restrictions. She anticipated the bank's review would take about two weeks and should be completed in late January or early February. She added that escrow should close sometime in March, and construction can start at that time. She reviewed the ancillary agreements on which MTS is also working.

Ms. Lorenzen clarified for Mr. Ewin that the \$635 million figure included in the Budget Impact section of the agenda item refers to the projects revenue under the terms of the 99-year lease. Mr. Ewin pointed out that the MTS Board authorized MTS to enter into an Exclusive Negotiating Agreement in July 2003, not July 2004 as indicated on page two of the agenda item. He requested that a time line be developed for this project with target dates for conclusion of the items that remain to be completed. He distributed a document outlining the items have been completed to date and listing the items that remain to be completed before construction can begin. He stated that he thought staff's projection for the start of construction may be overly optimistic. Ms. Lorenzen stated that considerable work has already been done on the items that remain to be completed, and she felt comfortable with the projection.

In response to a question from Mr. Monroe regarding the Purchase and Sales Agreement, Ms. Lorenzen stated that she thought there would be additional negotiations to resolve some differences of opinion related to that agreement. She stated that this document is currently being reviewed by legal counsel for the City of La Mesa.

In response to a question from Mr. Roberts, Ms. Lorenzen reported on the nature of the ancillary agreements that are being worked out with AAA, private entities who currently have parking agreements with MTS, the Automobile Club, and the City of La Mesa regarding maintenance of offsite drainage improvements. Mr. Monroe requested that the Board receive an update in two weeks and again in four weeks.

#### Action Taken

Mr. Ewin moved to receive an update from General Counsel regarding the status of the Grossmont Trolley Station Joint Development Project. Mr. Roberts seconded the motion, and the vote was 13 to 0 in favor.

31. MTS: Proposed Modifications of MTS Board Policy No. 22 for Appointment of Committee Members and Executive Committee Composition (ADM 110, PC 50101)

Mr. Paul Jablonski, MTS CEO, reviewed the changes being recommended by the Ad Hoc Policy Review Committee as outlined in the agenda item. Chairman Mathis stated that the Board would select an Ad Hoc Nominating Committee to make nominations for the various Committees of and representing the Board. He added that the Board would then recess in order to allow the cities to agree on the rotation of Executive Committee terms and which city group would serve the first one-year term so the terms would not expire at the same time. Ms. Lorenzen reported that the Ad Hoc Policy Review Committee will meet in February to develop recommendations for chairperson elections and will bring those recommendations back to the Board for approval.

In response to a comment by Mr. Monroe, Chairman Mathis stated that there will only be five voting members on the Executive Committee with a possible two extra nonvoting members. Mr. Emery stated that it was important to restart the rotation of the city representatives on the Executive Committee. He added that the rotation basically ceased through the period of consolidation and should now be resumed.

The Board recessed at 10:10 a.m. and reconvened at 10:27 a.m.

#### Action Taken

Mr. Emery moved to (1) approve the proposed modifications to MTS Board Policy No. 22 (Attachment A of the agenda item) to modify the composition of the Executive Committee and create a clearly defined Committee member appointment process; (2) have the East County member cities rotate terms on the Executive Committee as follows: El Cajon (first term for one year), La Mesa, Lemon Grove, Santee, and Poway, to be memorialized in Policy No. 22; (3) have the South Bay member cities rotate terms on the Executive Committee as follows: Chula Vista, Coronado, Imperial Beach, and National City, to be memorialized in Policy No. 22; further, if the representative of the city whose term is next has less than two years of tenure on the Board, the term would pass to the next city in the rotation. The city skipped in the rotation would be moved to the next slot; (4) create an Ad Hoc Nominating Committee comprised of Toni Atkins, Thomas Clabby, Bob Emery, Harry Mathis, Jerry Rindone, and Ron Roberts; and (5) direct the Ad Hoc Nominating Committee to convene the week of January 15, 2006, review a list of MTS Committees and appointments to non-MTS Committees, and forward a list of proposed appointments to the Board for approval at the January 26, 2006, meeting. Mr. Rindone seconded the motion, and the vote was 13 to 0 in favor.

#### 32. MTS: Comprehensive Operational Analysis (COA) – Status of Public Outreach and Service Development Plan (SRTP 800, PC 20290)

Mr. Conan Cheung, MTS Director of Planning and Performance Monitoring, reviewed Phase II of the COA – Public Outreach. He provided the Board with details on the project committees, community open houses, community meetings, and Operator “Drop Ins”. He advised the Board that the presentations given at community meetings were customized based on the audience’s interests. He also reported that a web site for the COA was set up to provide information and solicit input from the public. Comments were also received via e-mail and through the hot line that was established. Mr. Cheung reviewed the summary of concerns as outlined in the agenda item. He reported that some of these concerns have been addressed in the plan and others cannot be accommodated. Mr. Cheung reviewed the next steps in completing this study. He reported that a one- to two-month delay is being incorporated into the time line in order to provide additional time for public outreach.

#### Public Comment

*Susan Christie:* Ms. Christie stressed how important transit is to the residents of North Park. She stated that she has been riding transit and has discovered that more people are utilizing it than she originally thought. She also stated that everyone should be aware that MTS Access service is \$4.50 each way, which results in a \$9.00 round-trip fare for someone with physical impairments to make a trip to, for example, a grocery store. She stated that, as a community, everyone should work to identify creative solutions to deal with some of these issues. Mr.

Cheung stated that there will be improved frequencies on some bus routes in North Park. He added that SANDAG recently recommended that MTS cut the Route No. 965, a local circulator that serves North Park and City Heights, into two separate shuttles. He added that, given financial restraints, the City Heights portion of Route No. 965 is currently part of the COA while the North Park shuttle currently is not. It was pointed out that the North Park portion of Route No. 965 carries approximately 1.5 passengers per trip, and most of these riders are within one-half mile of 30<sup>th</sup> & University, where there is a substantial amount of service.

*Clive Richard:* Mr. Richard thanked Mr. Jablonski and Ms. Atkins for attending the recent outreach meeting at the Center for the Blind. He also expressed support for the COA. He stated that the plan basically chooses to provide frequent service to riders who are really using it as opposed to providing everyone in the region with infrequent service.

Ms. Atkins thanked Mr. Jablonski and staff for attending the outreach at the Center for the Blind and stated that there was a very good turnout. Ms. Atkins requested that staff provide the Board with a matrix of the service changes. Mr. Cheung stated that staff will soon have that item ready along with information on performance indicators, maps for the route, and details of the changes and deletions. Ms. Atkins also requested that staff continue to add to its Summary of Concerns without removing any of the items already on the list, and she specifically mentioned Route Nos. 3, 9, and 965. She thanked Susan Christie for her efforts and asked her to forward any comments that she receives from riders.

Ms. Atkins pointed out that a large number of people will probably attend the February 8 Board meeting when the final service plan is presented to the Board and on March 9 when the public hearing is held. She stated that she would be amenable to holding a public hearing in the late afternoon into the evening to maximize the number of people who are able to attend. She also stated that we have to do a better job of talking to MTS riders about the funding issue and that public hearings are a good forum for this topic. She felt that the public believed that a larger part of TransNet II would be allocated to transit. She stated that transit riders need to know how to contact key people within government in support of additional transit funding.

Mr. Morrison referred to the comment made by Susan Christie about the \$9 round-trip on MTS Access. He stated that he has talked to riders who think that even a \$1 fare is too high. He felt that it was important for the public to understand what it actually costs MTS to provide the service. He stressed that this could be an education tool for the public and elected officials. Mr. Morrison felt that MTS may need to hold more than one hearing. He felt MTS's Board room would not be large enough to accommodate the public.

Mr. Emery agreed that a larger space was needed, and stated that Golden Hall has been used for other large meetings. He stated that the Board will be hearing from people who are upset about losing service and need to be prepared with all the necessary statistics with which to show the public why these decisions have been made (subsidies, MTS's financial condition, etc.). He stated that he could also use this information to justify the COA to his city council. He agreed that the public may have a misperception about the allocation of TransNet II funds. He stated he would support one day and one evening meeting.

Mr. Roberts stated that he was impressed with the way staff has handled the COA. He stated that staff has listened to the public, has responded, and has accommodated some of the concerns expressed. He also stated that he was pleased with the way potential controversies,

misunderstandings, and perspectives have been resolved early in the process. He referred to the reference to Zion Hospital in staff's presentation and pointed out that it should read Kaiser Hospital on Zion.

Mr. Rindone added his congratulations to staff and stressed the importance of Board member attendance at the public hearings for the COA. He agreed that the Board Room would be too small. He also suggested that the meeting be held at a location easily accessed by transit services. Mr. Monroe agreed. Mr. Rindone directed staff to ensure that the evening public hearing does not conflict with city council meetings.

Mr. Maienschein stated that he was concerned about paratransit services in his district. He pointed out that transportation is more difficult for individuals with physical challenges. He also pointed out that his district is one of two with no trolley service at all and is the greatest distance from downtown. He stated that this service is more expensive so it is usually the first to be cut; therefore, even though citizens in his district pay for transit service, they do not receive it.

#### Action Taken

Mr. Emery moved to receive information on the status of the public outreach effort and refinement of the Service Development Plan. Mr. Rindone seconded the motion, and the vote was 12 to 1 in favor with Mr. Maienschein casting the dissenting vote.

#### 33. MTS: Status of the San Diego Association of Governments (SANDAG) Showcase Project (ADM 121.10, PC 20286)

Mr. Monroe briefly reviewed the history of this project and stated that, when the Board selected the Mid-City area for the Showcase Project, it was with the understanding that dedicated transit lanes would be part of the project. He stated that since the consolidation, the project has turned from a Bus Rapid Transit (BRT) project into a Rapid Bus project, and is therefore no longer a Showcase Project. He suggested that the Board consider revisiting the selection of the Mid-City area for this project given that BRT cannot be implemented as the Board intended. Mr. Mathis stated that the Board should first hear staff's presentation on this matter.

Ms. Miriam Kirschner, SANDAG Project Manager for this project, provided the Board with an overview of Transit First and provided an overview of how the Mid-City area was selected for the Showcase Project. She also reviewed the current status of the project and the priorities for transit service as identified by the Mid-City community. She showed some options for incorporating transit-only lanes on a limited basis along the route or modified transit-only lanes. She then showed Advisory Committee's priority rankings for the project. Ms. Kirschner also reviewed how different BRT elements could be incorporated into the project using a phased approach that would be based on the availability of funding.

#### Public Comment

*Wendy Hope, City Heights Community Development Corp:* Ms. Hope stated that Mid-City has thousands of current and potential choice riders who need the I-15 BRT and Mid-City Showcase Project to access the San Diego region.

*Clive Richard:* Mr. Richard stated that he strongly supports the BRT concept of a transit-only lane and stated that he hoped the phased approach would eventually lead to that. He stated that he supported the project based on that premise.

*Steve Russell, City Heights CDC:* Mr. Russell stated that Mid-City has advocated for these types of transit improvements for years. He stated that while there is substantial support for transit improvements, the community is concerned about having dedicated transit lanes. He stated that MTS will need to work with the community to overcome its concerns and move the project in the right direction.

*Gary Weber, El Cajon Boulevard Business Improvement Association:* Mr. Weber urged the Board to support this project. He stated that he appreciated Mr. Monroe's concern and went on to explain that the results of a recent survey of the Business Improvement Association's membership showed overwhelming opposition to transit-only lanes. He explained that many road-related projects are currently underway in Mid-City that are creating traffic and parking problems, and their membership may be reacting to that. He stated that access is a very important element to small businesses. He stated that the funding is not available for transit-only lanes anyway and suggested that priorities be developed on that basis. He stated that he didn't have a problem with moving forward with transit-only lanes but didn't want to do that at the expense of Mid-City's small business owners. He stated that taking the phased approach will yield increased community support.

Ms. Atkins supported taking a phased approach, especially since the funding is not available to take a more complete approach. She stated that MTS needs to be flexible and fluid based on community priorities and funding availability. She suggested that the Board continue to monitor this project as it proceeds.

Mr. Roberts stated that he never thought dedicated transit lanes would be approved as part of this project. He stated that there is a much higher level of public transit use in Mid-City than any other place within the region and added that MTS must look at how it meets its schedules and increases its ridership. He felt that this was still a showcase and demonstration project and takes MTS to the next level. He felt that this project still includes some very impressive improvements, and that there is major value in proceeding.

Mr. Monroe stated that he was disappointed that this project has been pushed out by at least three to five years. He said that should have been brought to the Board's attention during staff's presentation. Mr. Clabby stated that he was disappointed in the amount of progress made on this project. He stated that Mid-City is a major source of passengers for MTS and has significant traffic congestion problems. Mr. Emery thanked Mr. Monroe for bringing this matter to the attention of the Board. He stated that he had no problem with the phased approach to this project. He also expressed disappointment with the delay and suggested that MTS continue to urge SANDAG to move this project forward. Mr. Jablonski stated that El Cajon Boulevard/University Avenue is the most utilized corridor in the transit system and any improvement is needed and appreciated. He stated that he was more than happy to start out with something better than what MTS has now. He stressed that operating dollars are needed to carry out operations under this new plan. He stated that MTS could start limited-stop service now if it had the operating dollars to do so. Ms. Atkins suggested forming partnerships with the City of San Diego that might generate additional Transportation Development Act (TDA) dollars to help fund this project.

Action Taken

Mr. Emery moved to receive information on the SANDAG Showcase Project. Mr. Monroe seconded the motion, and the vote was 12 to 0 in favor.

34a. Finance Workshop – MTS: Operations Budget Status Report for November 2005  
(FIN 310.1, PC 50601)

Mr. Jablonski stated that this item was placed on the agenda in order to provide the Board with information on November results, which show MTS with a favorable variance of approximately \$288,000 year to date. He stated that results for the month of November itself showed an unfavorable variance of approximately \$500,000. He added that if fuel prices continue their upward trend, MTS could be approx \$3.7 million over budget for fuel alone by the end of the year. He stated that MTS may be able to save \$1 million by economizing in every other way. He stated that very shortly a Budget Development Committee will be formed and will meet to develop a more thorough financial picture for budgeting purposes.

Action Taken

Mr. Ewin moved to receive the MTS Operations Budget Status Report for November fiscal year 2006. Mr. Rindone seconded the motion, and the vote was 12 to 0 in favor.

34b. Finance Workshop – MTS: Combined FY 2007 Finance Workshop (FIN 310.1, PC 50601)

There was no discussion of this item.

Action Taken

Mr. Ewin moved to receive the combined MTS FY 2005 year-end initial projections and time line of budgetary process (subject to change by the Budget Development Committee). Mr. Rindone seconded the motion, and the vote was 12 to 0 in favor.

REPORT ITEMS

There were no Report Items

60. Chairman's Report

There was no Chairman's Report.

61. Chief Executive Officer's Report

There was no CEO's Report.

62. Board Member Communications

*Board Member and City Council Communications:* Mr. Ewin suggested that Board members make sure that they keep their respective city councils well informed regarding MTS issues. He

stated that this is needed to ensure that the SANDAG Board and its Transportation Committee have a clear picture of MTS's issues.

*Chairman Mathis:* Chairman Mathis thanked the Board for unanimously electing him as the Board's chair. He added that he welcomes each Board member's counsel and dedication to the cause.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, January 26, 2006, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Mathis adjourned the meeting at 12:02 p.m.



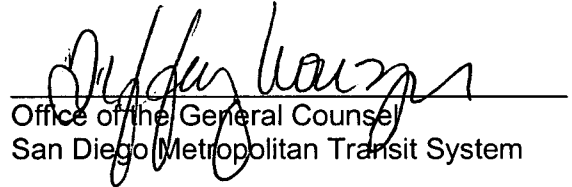
Chairperson  
San Diego Metropolitan Transit System  
Filed by:



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

Attachment: A. Roll Call Sheet

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit System

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 01/12/06

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

CLOSED SESSION: 9:23 a.m.

RECONVENE: 9:41 a.m.

RECESS: 10:10 a.m.

RECONVENE: 10:27 a.m.

ORDINANCES ADOPTED: \_\_\_\_\_

ADJOURN: 12:02 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
HANSON-COX	<input checked="" type="checkbox"/> (Lewis) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:16 a.m. during AI 3	11:43 a.m. during AI 33
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
ROSE	<input type="checkbox"/> (Janney) <input checked="" type="checkbox"/> (McLean) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
YOUNG	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

1

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

@ 8:42

## 1. INSTRUCTIONS

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

Date \_\_\_\_\_

Name (PLEASE PRINT) Chuck LurgerhausenAddress 5348 Monroe Ave. #124 San Diego 92115Telephone 619 - 546-5610

Organization Represented (if any) \_\_\_\_\_

Subject of your remarks: MS fun raising

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT



OPPOSITION



## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

## 4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

1.

Jan. 26, 2006

MTSB mtg.

**AGENDA ITEM #3 ( Public Comment)**

**Good morning Chair Mathis, Board members, Staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. #124 which is in the SDSU neighborhood of San Diego. 92115  
Phone 619-546-5610**

**To start things off this morning Happy New Year all. As you may see have my fund raising garb present. The 2006 MS Walk for land-lubbers will take place the 29th & 30th of April, but was informed the Water Walking Team of which I am a part has not set a date yet do to some reorganization after the death of several members this past year, however it is to be in the Mission Beach Plunge at 3115 Ocean Front Walk and will keep you informed of the final date when it is set.**

**Again I request your sponsorship donations of \$20 , \$25 or larger amounts if you are able to be so generous. And for those writing checks please make payment to the National MS Society. If giving cash please a card or note with your address for a thank you message.**

**Want to thank some of you for your support in previous years, because of your kind support I and others with MS are able to swim at the Mission Beach Plunge for exercise and research continues around the country to find a cure. Please help us again with your kind sponsorship donations of any amount and I sure pray they find a cure soon so I don't have do this fund raising shtik anymore, last year you helped me raise \$4,690 which placed me at position #33 of the top 50ty fundraisers in the county, thank you!!!**

**Will be here after the meeting today and other meetings between now and the MS Walk to collect your sponsorship donations.**

**2.**  
**MTS mtg**  
**Jan. 26, 2006**  
**AI #03 Chuck Lungerhausen**

**Now on the public transportation front, in the past have said it would be nice if the new Green Line S70 low floor vehicles could be used with our older SD100 vehicles since they have the same manufacturer, Siemens. However do not imagine it would be a good idea to accomplish this by dumbing down these new S70's which we spent many dollars for.**

**In a recent conversation with Clive Richard he put forward the thought that this would be like buying a brand new automobile and stripping it down so it could be pulled by a horse, this brought out a laugh from me but did point out a waste of funds that should be spent purchasing more S70's. Technology over time does advance and we must replace old with new just like we do with our buses so we should be replacing old Trollies with new designs in the future.**

**Thank you for listening and the opportunity to speak**

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

2

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

@ 8:45

## 1. INSTRUCTIONS

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Date 2006-01-26  
Name (PLEASE PRINT) Clive Richard  
Address 5153 La Dorna St  
San Diego, CA 92115-1530  
Telephone 619.582.4030  
Organization Represented (if any) Self  
Subject of your remarks: Bus schedules

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.

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

PC ③

ORDER REQUEST RECEIVED

3

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

@ 8149

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 1-26-2006

Name (PLEASE PRINT) DON STILLWELL

Address 6308 RANCHO MISSION RD #173

SAN DIEGO, CA 92108

Telephone (619) 282-7760

Organization Represented (if any) BENEFIT OF ALLIED GARDENS-NAVAJO-GRANTVILLE COMMUNITIES

Subject of your remarks: BUS AND TROLLEY NON-CONNECTIONS - ADA REQUIREMENTS

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.\*\***

In reading portions of the AMERICANS WITH DISABILITIES ACT, I believe the #14 bus has been operating in violation of provisions of the ADA for the last 6 months.

Are you aware the ADA considers HOSPITALS major activity centers that MUST be served for ADA individuals? KAISER HOSPITAL is a hospital NOT being served by the #14 bus.

I would like to add another ADA requirement. This is a "PATH OF TRAVEL" which includes a CONTINUOUS, UNOBSTRUCTED way of PEDESTRIAN PASSAGE to the ENTRANCE of the FACILITY. The ONLY paths of travel at KAISER hospital that meets this ADA requirement are the BUS STOPS on ZION Avenue and CRAWFORD Street. The CURRENT crossing of MISSION GORGE ROAD is far from UNOBSTRUCTED.

I also believe that NO CONNECTIONS between the GREEN LINE trolley and the EASTBOUND #14 bus is a violation of ADA guidelines.

QUESTIONS:

1. Is it true that you must meet ADA requirements in order to receive FEDERAL FUNDS?
2. Are there penalties for not meeting ADA requirements?
3. Are individual Board members and the cities they represent liable for any portion if penalties are imposed?

Now, let's focus on the COMPREHENSIVE OPERATIONAL ANALYSIS. Providing NO CONNECTIONS between the GREEN LINE trolley and the #14 EASTBOUND bus CURRENTLY should raise a RED FLAG about TIMING for the new PROPOSED ROUTES. The new proposed routes should include DEPARTURE and ARRIVAL times to allow the public to make sure CONNECTIONS will be made between trolleys and buses as well as between different bus routes BEFORE SCHEDULES ARE PRINTED and NO community meetings on COA should be scheduled until this information is available for review.

ANOTHER ITEM. Trolleys leave on a FIXED schedule and generally within a few minutes of the printed schedules. Why don't buses do the same? After all, a SCHEDULED 2 to 6 minute fluctuation at different stops during the day is extremely aggravating to the user. As an example, the #13 bus at GRANTVILLE is so scheduled that nearly half the day the bus is leaving at the time the trolley is approaching. I am searching to see if the ADA has any words of wisdom on this subject.

I also feel the ADA would expect the #14 bus to stop at GRANTVILLE Trolley station to allow transfer between the #14 and #13 buses for ADA passengers, and GRANTVILLE Trolley station should be the DESIGNATED TRANSFER POINT, not Kaiser Hospital.

The current PROPOSED #14 bus route TOTALLY SKIPS the GRANTVILLE Trolley station. This is NOT in the best interest of ADA passengers or any other users of the proposed #14 route. I recommend the CURRENT (January 19, 2006) #14 bus be routed to the KAISER HOSPITAL bus stops to meet ADA requirements, and that the CURRENT #14 bus DELAY its departure a minimum of 3 minutes to allow TRANSFER between the GREEN LINE trolley and the EASTBOUND #14 bus at RIO VISTA and make RIO VISTA the GUARANTEED TIME POINT instead of FENTON PARKWAY. Travel time from Fashion Valley to Rio Vista must be 11 minutes to match the Old Town to Rio Vista GREEN LINE Trolley travel time and allow the 3 minutes departure delay at Fashion Valley for connection time to the #14 EASTBOUND bus.

These suggested changes could make almost perfect TROLLEY to BUS connections that EVERYONE in the ALLIED GARDENS-NAVAJO-GRANTVILLE communities would be proud of.

MTDB Policy and Procedures #42 also allows changes for poor connections and does not require MTD Board approval.

If anyone has any suggestions that would allow the ALLIED GARDENS-NAVAJO communities to get these ADA requirements fulfilled, I would appreciate your input.

Don Stillwell (619) 282-7760—January 19, 2006



Metropolitan Transit System

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

## Agenda

Item No. 4

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

LEG 410 (PC 50101)

January 26, 2006

### Subject:

MTS: NOMINATIONS AND ELECTIONS FOR 2006 MTS COMMITTEES AND  
OUTSIDE AGENCY APPOINTMENTS

### RECOMMENDATION:

That the Board of Directors receive the proposed nominations for 2006 MTS committees and outside agency appointments, take any additional nominations from the floor, and elect and appoint representatives from the MTS Board for the 2006 calendar year.

#### Budget Impact

None.

### DISCUSSION:

At its January 12, 2006, meeting, the Board of Directors created an Ad Hoc Nominating Committee, directed the committee to meet last week and propose a list of nominations and appointments for MTS Committees and outside agency committees. On January 17, 2006, the Ad Hoc Nominating Committee met and reviewed the list of 2005 appointments and formulated a list of nominations for the 2006 calendar year. Attached to this agenda item is the proposed slate of nominations (Attachment A). The slate also identifies which members may vote on each candidate.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

The nomination and election procedures pursuant to Robert's Rules of Order are as follows:

1. The Chairman of the Board opens the agenda item.
2. The Ad Hoc Nominating Committee presents its report and the slate of nominations; no second is required for the committee's nominations.
3. The Chairman requests nominations from the floor. Nominations do not require a second.
4. The Chairman closes the nominations.
5. The Chairman asks for any Board discussion.
6. The Chairman calls for the vote on the nomination slate. If there are any additional nominations, those positions may be pulled from the slate and the nominating committee's candidate is voted on first, and then the floor nominations are voted on in the order received. The vote continues until a candidate is elected.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, [tiffany.lorenzen@sdmts.com](mailto:tiffany.lorenzen@sdmts.com)

JAN26-06.4.COMMITTEEAPPT.TLOREN

Attachment: A. Proposed Slate for 2006 MTS Committees and Outside Agency Appointments

## 2006 SLATE OF MTS COMMITTEES AND OUTSIDE AGENCY APPOINTMENTS

<p>MTS Executive Committee</p>	<p>Harry Mathis – Chairman</p> <p>Toni Atkins – Committee Member</p> <p>Jillian Hanson-Cox – Committee Member</p> <p>Jerry Rindone – Committee Member</p> <p>Ron Roberts – Committee Member</p>	<p>May be voted upon by all members except Harry Mathis</p> <p>May be voted upon by all members except Toni Atkins</p> <p>May be voted upon by all members except Jillian Hanson-Cox</p> <p>May be voted upon by all members except Jerry Rindone</p> <p>May be voted upon by all members except Ron Roberts</p>
<p>MTS Budget Committee</p>	<p>Jerry Rindone – Chairman</p> <p>Harry Mathis – Vice Chairman</p> <p>Thomas Clabby – Committee Member</p> <p>Ron Roberts – Committee Member</p> <p>City of San Diego (TBD) – Committee Member</p>	<p>May be voted upon by all members except Jerry Rindone</p> <p>May be voted upon by all members except Harry Mathis</p> <p>May be voted upon by all members except Thomas Clabby</p> <p>May be voted upon by all members except Ron Roberts</p> <p>May be voted upon by all members except the nominated City of San Diego representative</p>
<p>Joint Committee on Regional Transit (JCRT)</p>	<p>Bob Emery – Committee Member</p> <p>Harry Mathis – Committee Member</p> <p>Ron Morrison – Committee Member</p> <p><u>Alternates</u></p> <p>Thomas Clabby – Committee Member</p> <p>Brian Maienschein – Committee Member</p>	<p>May be voted upon by all members except Bob Emery</p> <p>May be voted upon by all members Harry Mathis</p> <p>May be voted upon by all members Ron Morrison</p> <p>May be voted upon by all members except Thomas Clabby</p> <p>May be voted upon by all members except Brian Maienschein</p>

SR-67/125 Policy Advisory Committee (SANDAG)	Hal Ryan – Committee Member  <u>Alternate</u> Brian Jones – Committee Member	May be voted upon by all members except Hal Ryan  May be voted upon by all members except Brian Jones
Taxicab Committee	Brian Maienschein – Chairman	May be voted upon by all members except Brian Maienschein
High-Speed Rail Task Force (SANDAG)	Brian Maienschein – Committee Member  <u>Alternate</u> Ron Morrison – Committee Member	May be voted upon by all members except Brian Maienschein  May be voted upon by all members except Ron Morrison
Los Angeles-San Diego Rail Corridor Agency (LOSSAN)	Jerry Rindone – Committee Member  <u>Alternate</u> Harry Mathis – Committee Member	May be voted upon by all members except Jerry Rindone  May be voted upon by all members except Harry Mathis
Accessible Services Advisory Committee (ASAC)	Thomas Clabby – Chairman	May be voted upon by all members except Thomas Clabby

Ad Hoc Railroad Subcommittee	<p>Bob Emery – Chairman</p> <p>Harry Mathis – Vice Chair</p> <p>Thomas Clabby – Committee Member</p> <p>Jerry Rindone – Committee Member</p>	<p>May be voted upon by all members except Bob Emery</p> <p>May be voted upon by all members except Harry Mathis</p> <p>May be voted upon by all members except Thomas Clabby</p> <p>May be voted upon by all members except Jerry Rindone</p>
SANDAG Board	<p>Harry Mathis - Advisory Member</p> <p><u>Alternate</u> Jerry Rindone – Advisory Member</p> <p><u>Second Alternate</u> Bob Emery – Advisory member</p>	<p>May be voted upon by all members except Harry Mathis</p> <p>May be voted upon by all members except Jerry Rindone</p> <p>May be voted upon by all members except Bob Emery</p>
SANDAG Transportation Committee	<p>Elected by Executive Committee at the February 1, 2006, meeting</p>	
SANDAG Regional Planning Committee	<p>Harry Mathis – Committee Member</p> <p><u>Alternate</u> Bob Emery – Committee Member</p>	<p>May be voted upon by all members except Harry Mathis</p> <p>May be voted upon by all members except Bob Emery</p>

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

## Agenda

Item No. 6

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

CIP 10426.9

January 26, 2006

### Subject:

MTS: SAN DIEGO STATE UNIVERSITY STATION - TROLLEY RADIO  
ENHANCEMENT

### RECOMMENDATION:

That the Board of Directors:

1. find, by a 2/3 vote, that there is only a single source of procurement and that the purchase is for the sole purpose of duplicating equipment that is already in use, therefore authorizing the purchase to be made without the necessity for competitive bidding.
2. authorize the Chief Executive Officer (CEO) to execute a contract with Aerial Facilities Limited to procure the equipment under a sole-source finding, in substantially the same form as shown on Attachment A, in an amount not to exceed \$129,320.
3. authorize the CEO to execute a task order with Bearcom Wireless to install the equipment, in substantially the same form as shown on Attachment B, in an amount not to exceed \$5,031.19.
4. approve a 10 percent construction contingency in an amount not to exceed \$13,450.
5. approve a budget transfer of \$90,000 from the Fare Collection line item to the Communication line item.

### Budget Impact

The \$147,802 would come from the Mission Valley East Project Communications line item (WBS 10426-1500), leaving a balance of \$51,222.47.



The budget transfer of \$90,000 from the Fare Collection line item (WBS 10426-1400) would leave a balance of \$909.13.

#### DISCUSSION:

It was determined during the Mission Valley East (MVE) Project safety certification process that a radio needed to be installed to allow San Diego State University (SDSU) Public Safety Department (SDSU-PSD) personnel to communicate in the underground station and tunnels. We intended to have the MVE Project track and systems contractor furnish and install the SDSU-PSD radio system, but the price quoted was nearly \$300,000, or twice what we estimated. We therefore sought a quote to furnish the equipment from the MVE Project radio system supplier, Aerial Facilities Limited (Aerial), and from Bearcom Wireless, our radio maintenance contractor, to install the equipment.

SDSU-PSD personnel believe it is important to be able to talk over their radio system in the trolley station and tunnels. MTS security personnel and SDSU-PSD personnel when called by security are expected to respond to a security incident in the underground station or tunnels. City of San Diego Fire Department personnel indicated they would establish a command center at the trolley security office at SDSU and only enter the station or tunnels after coordinating their activities with SDSU-PSD and trolley personnel.

The SDSU-PSD 800 MHz radio system is similar to the City of San Diego's 800 MHz radio system. The MVE Project scope included installation of Aerial equipment in the underground station and tunnels for City of San Diego fire and police services. The Aerial equipment represents a unique technology that was chosen because of its ability to function without interference by neighboring communication equipment, a concern at the SDSU station due a Nextel antenna located adjacent to the trolley station.

A sole-source procurement of Aerial equipment for the SDSU-PSD radio system is warranted, just as it was for the City of San Diego radio system, to avoid interference from the Nextel antenna located adjacent to the trolley station. The installation of the equipment can be performed by several different companies. Staff obtained a quote from the MVE contractor for installation of the equipment; the quote for installation was \$130,800. By contrast, the quote for installation by Bearcom Wireless was \$5,031.19. Therefore, staff seeks authorization to have Bearcom Wireless complete the installation because it will be maintaining the equipment, and the cost to install the equipment is less than \$25,000.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Jay Sender, [jse@sandag.org](mailto:jse@sandag.org), 619.699.6920

JAN26-06.6.SDSURADIO.JSENDER

Attachments: A. Aerial Facilities Limited Contract  
B. Bearcom Wireless Task Authorization



Metropolitan Transit System

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

STANDARD SERVICES AGREEMENT

Att. A, AI 6, 1/26/06, CIP 426.9

DRAFT

CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2006, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Aerial Facilities Limited

Address: Asheridge Road, Chesham

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

Buckingham HP52QD United Kingdom

Telephone: 011441494777000

Authorized person to sign contracts: Andrew Lathe Financial Director  
Name Title

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

1. One set of 19-channel transmission system upgrade equipment supplied in a 19-inch rack complete with:
  - a. 19 - channel modules
  - b. 2 - 19-way combiner splitters
  - c. 19 - dip switches
  - d. 2 - 80-watt amplifiers
  - e. 1 - power supply
  - f. 4 - two-way hybrid combiner splitters
2. Federal Communications Commission (FCC) approval and licensing
3. Three sets of documentation
4. Commissioning and testing

The lump sum price of \$129,320 shall include shipping all materials, equipment, and documentation to the San Diego Association of Governments (SANDAG); obtaining FCC license for the furnished equipment as installed; and providing sufficient technical support (labor and materials) to commission and test the installed equipment; all in accordance with these special provisions.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACTOR AUTHORIZATION

By: \_\_\_\_\_  
Chief Executive Officer

Approved as to form:

By: \_\_\_\_\_  
Office of General Counsel

Firm: \_\_\_\_\_

By: \_\_\_\_\_  
Signature

Title: \_\_\_\_\_

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$129,320.00	10426-1500	2006

By: \_\_\_\_\_ Date \_\_\_\_\_  
Director of Finance and Administration

JAN26-06.6a.AERIALAGREEMT.JSENDER

A-1



Metropolitan Transit System

Att. B, AI 6, 1/26/06, CIP 426.9

STANDARD SERVICES AGREEMENT

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

**DRAFT**

CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2006, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Bearcom Wireless

Address: 4506 Federal Boulevard, Suite A

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

San Diego, CA 92102-2507

Telephone: 619.263.2159

Authorized person to sign contracts: Mike Bishop Branch Manager  
Name Title

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

1. Labor and miscellaneous materials to install a 19-inch rack in the San Diego State University (SDSU) trolley station communications room furnished by Aerial Facilities Limited (AFL) complete with:
  - a. 19 channel modules
  - b. 2 19-way combiner splitters
  - c. 19 dip switches
  - d. 2 80-watt amplifiers
  - e. 1 power supply
  - f. 4 two-way hybrid combiner splitters
2. Labor and materials necessary to furnish the 19-inch, rack-mounted equipment (Item No. 1) with 120 volts of alternating current (ac) power.
3. Labor and materials necessary to interconnect the 19-inch, rack-mounted equipment (Item No. 1) with the existing AFL radio equipment so that the equipment installed by Bearcom will utilize the existing antennas installed throughout the station and tunnels.
4. Labor and materials necessary to terminate all cables and connectors required to establish a fully functioning SDSU Public Safety Department radio system in the underground station and tunnels.
5. Labor to assist AFL in commissioning and testing the completed installation.
6. Labor and materials necessary to furnish SANDAG with three sets of as-built drawings.

The lump sum price of \$5,031.19 shall include furnishing all labor, materials, and documentation to SANDAG in accordance with these special provisions.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$5,031.19	10426-1500	2006

By: \_\_\_\_\_ Date \_\_\_\_\_  
Director of Finance and Administration  
JAN26-06.6b.BEARCOMAGREEMT.JSENDER **B-1**

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 the 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.



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

OPS 970.2

January 26, 2006

Subject:

SDTI: LIGHT RAIL VEHICLE COUPLER PROCUREMENT - CONTRACT AWARD

### RECOMMENDATION:

That the Board of Directors:

1. find by a 2/3 vote that Voith Turbo, Inc. is the sole-source supplier for SD100 light rail vehicle (LRV) coupler parts; and
2. authorize the President/General Manager to execute a Standard Procurement Agreement (Attachment A) with Voith Turbo, Inc. to supply one new electrical head with cables and one new mechanical head for total cost not to exceed \$34,358.41 including tax.

### Budget Impact

The total cost of \$34,358.41 for the LRV coupler parts would come from the FY 06 SDTI operating budget, LRV Maintenance, Accident Damage Repair line item.

### DISCUSSION:

On July 6, 2005, during an LRV/automobile accident at the Severin Drive grade crossing, a coupler on LRV 2030 was severely damaged. The damaged coupler was removed from the LRV and shipped to OEM supplier Voith Turbo, Inc. for an evaluation and repair estimate. The report received from Voith Turbo, Inc. estimates that the total repair cost would exceed the cost of replacing the parts with new ones; therefore, it is

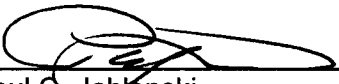


Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB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

recommended that we procure the new parts per the attached price quote (Attachment A-2) to replace the damaged parts.

Voith Turbo, Inc. is the OEM supplier of couplers for Siemens SD100 LRVs. For compatibility with the remaining fleet, we need to replace damaged parts with OEM parts. These parts are available only from Voith Turbo, Inc.; therefore, Voith Turbo, Inc. is the sole source for this procurement.

Staff compared the price quoted by Voith Turbo, Inc. with a similar quote received by the Utah Transit Authority (UTA). The UTA quote was \$3,000 less, but did not include cable. The MTS quote includes cable valued at \$3,500. Therefore, staff believes the price is fair and reasonable.

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

Key Staff Contact: Russ Desai, 619.595.4908, [rdesai@sdti.sdmts.com](mailto:rdesai@sdti.sdmts.com)

JAN26-06.7.LRVCOUPLERAWARD.RDESAI

Attachment: A. Standard Procurement Agreement and Price Quote

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

DRAFT

**Att. A, Al 7, 1/26/06, OPS 970.2**

# STANDARD PROCUREMENT AGREEMENT

C.O. 064.0-06  
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2006, in the State of California by and between San Diego Trolley, Inc. (SDTI), and the following contractor, hereinafter referred to as "Contractor":

Name: Voith Turbo Inc. Address: 210 Harris Avenue, No. 1

Form of Business: Corporation Sacramento, CA 95838  
(Corporation, partnership, sole proprietor, etc.) 216.225.8244 / 216.225.4287 (fax)

Telephone: 916.925.8241 / 916.925.4287 (fax)

Authorized person to sign contracts: David Calvey President  
Name Title

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

Furnish light rail vehicle electrical and mechanical coupler heads, including cables, per Federal Requirements and the Price Quote. The total cost for this procurement, including tax, shall not exceed \$34,358.41.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
-------------------	-------------	-------------

\$34,358.41	35554510 Reference McDowell File # TL 07-2545-05	FY 2006
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By: \_\_\_\_\_ Date \_\_\_\_\_  
Chief Financial Officer

(Continued on \_\_\_\_ sheets, each bearing contract number)

Date  
JAN26-06.7.Att A1.SA.VOITHTURBO.RDESAI  
A-1

**VOITH**

Voith Turbo Inc.  
210 Harris Avenue, Unit #1  
Sacramento, CA 95838  
USA  
Telephone (916) 925-8241  
Telefax (916) 925-4287  
www.voithusa.com

San Diego Trolley, Inc  
1255 Imperial Ave  
San Diego, CA 92101

QUOTE NUMBER: 1747-05

DATE: 05-12-05

YOUR REFERENCE: 357611

PAGE 1 OF 2

Attention: Sandra Overton  
Phone: 619-595-4911  
Fax: 619-238-4182

CC: David Walters - VTI

*Thank you for your inquiry. We are pleased to quote as follows, subject to Terms and Conditions on the reverse side:*

Item 1**Coupler Head (Crack on face of head)**

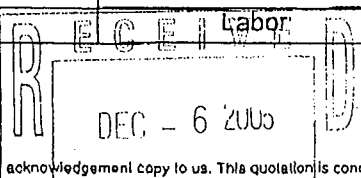
VTI P/N	Description	QTY.	Unit Price	Delivery
304006331	Coupler Head Casting	1	\$15,213.53	11 Months
304006199	Coupling Link	1	\$ 921.03	6 Months

**Option : Replace entire mechanical head**

VTI P/N	Description	QTY.	Unit Price	Delivery
304006381	Mechanical Head Assy	1	\$ 21,885.76	10 Months

Item 2**Option : E-head Repair (Parts and Labor)**

VTI P/N	Description	QTY.	Unit Price	Delivery
TSK.940006100D00	Electrical housing	1	\$ 1,407.27	10 Months
304006396	Rear lid	1	\$ 253.30	10 Months
TSK.941820100D00	Pad	1	\$ 97.10	10 Months
TSK.941821100D00	Gasket	2	\$ 2.70	10 Months
TSK.940070100D00	Bearing	2	\$ 76.60	10 Months
TSK.941822100D00	Gasket	1	\$ 1.90	10 Months
TSK.940046100D00	Pin	1	\$ 71.15	10 Months
TSK.940047100D00	Bush	1	\$ 31.07	10 Months
TSK999633100D00	Seal, Self-gripping	1	\$ 16.20	10 Months
TSK.941824100D00	Rubber Frame	1	\$ 55.15	10 Months
304006387	Front Cover	1	\$ 348.47	6 Months
304006576	Cable 1 & 2	1	\$ 8,581.00	6 Months
NA	Labor	16	\$ 65.00	



Please complete this section and return the acknowledgement copy to us. This quotation is conditioned upon acceptance by Purchaser of these terms and conditions within \_\_\_\_\_ days from the date hereof.

ALL SALES ARE SUBJECT TO THESE TERMS AND CONDITIONS OF SALE. THE UNDERSIGNED PURCHASER ACCEPTS THE OFFER DESCRIBED HEREON, SUBJECT TO THE TERMS AND CONDITIONS OF SALE APPEARING ON THE FACE AND REVERSE SIDES OF THIS PAGE AND ON ANY ATTACHMENTS HERETO. THESE LIMIT VTI'S LIABILITY.

Acceptance of Terms and Conditions:  
Purchaser  
By: \_\_\_\_\_

**A-2**

**VOITH**

Voith Turbo Inc.  
210 Harris Avenue, Unit #1  
Sacramento, CA 95838  
USA  
Telephone (916) 925-8241  
Telefax (916) 925-4287  
www.voithusa.com

San Diego Trolley, Inc  
1255 Imperial Ave  
San Diego, CA 92101

QUOTE NUMBER: 1747-05

DATE: 05-12-05

YOUR REFERENCE: 357611

PAGE 2 OF 2

Attention: Sandra Overton  
Phone: 619-595-4911  
Fax: 619-238-4182

CC: David Walters - VTI

*Thank you for your inquiry. We are pleased to quote as follows, subject to Terms and Conditions on the reverse side:*

Option : Replace complete E-head unit

VTI P/N	Description	QTY.	Unit Price	Delivery
Z123710	Complete E-Head with Cables	1	\$ 10,001.40	11 months

**Item 3****Electrical Head Mounting Parts**

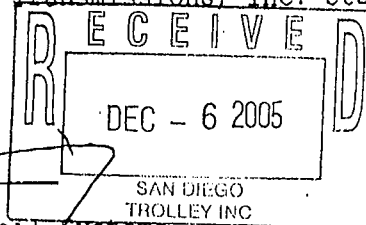
VTI P/N	Description	QTY.	Unit Price	Delivery
304006146	Roller Support	1	\$ 981.25	10 Months
304006160	Shifting Assy	1	\$ 987.52	10 Months
304007169	Guide, Male cone side	1	\$ 784.09	10 Months
304006111	Guide, Female cone side	1	\$ 784.09	10 Months
304006150	Link	2	\$ 82.19	10 months
Z100950	Roller	1	\$ 18.23	10 Months
TSK.174738100DH5	Horn, Guide	1	\$ 385.07	10 Months
TSK.959996100DAC	Gearbox, Uncouple	1	\$ 8,595.99	6 Months
NA	Labor hours	16	\$ 1,040.00	10 Months

All prices quoted are in US dollars FOB York, PA. All applicable taxes are extra. Prices quoted are valid for acceptance of thirty days from the date of this quotation. Terms of payment are net 30 days after shipment. All stock is subject to prior sale; availability times are after receipt of order.

The required parts above are best estimates for repair. Any additional parts required after the coupler has been fully disassembled will be quoted separately. Voith Transmissions, Inc. Standard Terms and Conditions of Sale (Oct 2004) apply.

Sincerely,

Sandy Miniz  
Service Manager-Rail Systems



Refil Fox  
Operations Supervisor

Please complete this section and return the acknowledgement copy to us. This quotation is conditioned upon acceptance by Purchaser of these terms and conditions within \_\_\_\_\_ days from the date hereof.

ALL SALES ARE SUBJECT TO THESE TERMS AND CONDITIONS OF SALE. THE UNDERSIGNED PURCHASER ACCEPTS THE OFFER DESCRIBED HEREON, SUBJECT TO THE TERMS AND CONDITIONS OF SALE APPEARING ON THE FACE AND REVERSE SIDES OF THIS PAGE AND ON ANY ATTACHMENTS HERETO. THESE LIMIT VTI'S LIABILITY.

Acceptance of Terms and Conditions:  
Purchaser  
By: \_\_\_\_\_

**A-3**

Call: \_\_\_\_\_



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

ADM 110.2  
PC (50102)

January 26, 2006

### Subject:

MTS: PROPOSED AMENDMENTS TO BOARD POLICY NO. 44 - TRAVEL  
EXPENSES

### RECOMMENDATION:

That the Board approve the proposed revisions to Board Policy No. 44 (Attachment A).

### Budget Impact

None.

### DISCUSSION:

The MTS Finance Department is proposing substantial changes to Board Policy No. 44.

The purposes of the changes are to:

1. bring greater uniformity, clarity, and consistency amongst all MTS agencies (Metropolitan Transit System, San Diego Transit Corporation, San Diego Trolley Inc., and San Diego Vintage Trolley, Inc.) with respect to travel expenses; and
2. establish a list of travel cost rates (Attachment B) that can be updated annually by the Chief Executive Officer (CEO) based upon Internal Revenue Service's published guidelines and consistent with current California law.



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

The following is a summary of the proposed changes to Board Policy No. 44.

1. Establish approval levels relevant to all agencies.
2. Make minor wording changes to policies and procedures to be consistent with the new unified Travel Request and Expense Forms (Attachments C and D) and to be relevant amongst all agencies.
3. Establish a list of travel costs that could be updated annually without the need for a formal policy revision.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, [tom.lynch@sdmts.com](mailto:tom.lynch@sdmts.com)

JAN26-06.8.POLICY44TRAVELEXPENSES.TLYNCH

Attachments: A. Proposed Revisions to Policy No. 44  
B. Annual Travel Cost Rates  
C. Travel Request Form  
D. Expense Report

## Policies and Procedures

No. **44**

Subject:

Board Approval: 4/29/04 1/26/06

### MTDB-MTS TRAVEL EXPENSE POLICY

#### PURPOSE:

To establish guidelines for MTDB-MTS employees and Board members who have been approved to travel on behalf of MTDBMTS.

#### POLICY:

44.1 Agencies. This policy applies to all MTS agencies including MTS, San Diego Transit and, San Diego Trolley, Inc., and San Diego Vintage Trolley, Inc.

44.144.2 Travel Request. Persons requesting that MTS pay for travel must request advance approval. This is done via a "Travel Request Form." The form must be completed and approved at least two weeks prior to the trip taking place. The department manager or director can approve requests up to \$500. Travel requests from \$500 to \$1,500 can be approved by the Chief Operating Officer(s), Chief Financial Officer, or General Counsel. All amounts over \$1,500 must be approved by the Chief Executive Officer.

Persons engaging in out-of-county travel for business or professional development purposes must fill out a "Travel Request and Expense Report" form (see Attachment A). The Travel Request portion of the form must be filled out and approved at least two (2) weeks prior to the trip taking place. The project code (or department to which the travel will be charged) and trip budget (with details) must be entered. The form must be approved by the department director, Director of Finance, and the Chief Executive Officer.

The top-level approver will route the form back to the fFinance Department for payment of advances and/or matching with expense reports upon return. All Board member and employee travel shall be consistent with Policy No. 29, "Budgeting for Board Member and Employee Attendance at Transit-Related Conferences." The approved form will be returned to the traveler prior to departure.




Travel reservations should be coordinated will be made by the individual traveler, and through the Clerk of the Board for Board of Director travel, or such person as designated by the Chief Operating Officers or Chief Executive Officer. Out of town is defined as trips outside of San Diego County.

44.244.3 Travel Expense Report. The Travel Expense Report portion of the form will be used to record actual trip expenses. The Travel Expense Report must be completed within one (1) week from the return date. The department director manager or director must indicate approval of the submitted expenses (Chief Executive Officer approval for director travel and, Director of Finance Chief

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](http://sdcommute.com)!

Financial Officer approval for Board of Director travel, and General Counsel approval of Chief Executive Officer travel). The form should then be forwarded to the Finance Department for processing, with a personal check attached for any funds due to MTDBMTS. Failure to submit expense reports within this time frame may result in not being reimbursed or collection actions taken if money is owed to MTDBMTS. Extensions may be granted by the Chief Executive Officer.

All expenses should be itemized, including items MTDB-MTS may have paid for in advance (e.g., air fare, conference registration) so that the report provides a complete record of all expenses. It is the traveler's responsibility to submit a completed report in order to receive prompt reimbursement.

44.344.4      Receipts. Itemized receipts for expenditures must be attached to the Expense Report for all expenses where a receipt is practically attainable (mandatory, unless a written satisfactory explanation is provided for expenses in excess of \$10). Such written explanations may be subjected to approval by the Chief Executive Officer. Such written explanations would be subject to approval by the Chief Executive Officer. Hotel charges must be evidenced by an itemized hotel bill. A credit card receipt is not sufficient.

44.444.5      Travel Advances. The Travel Request form will serve as the basis for travel advances -(if requested) and reimbursements. Travel advances will be distributed three (3) days one week prior to the departure date. Costs incurred prior to departure may be reimbursed immediately; (i.e. conference registration or airfare). Any travel advance shall not exceed the total estimated amount of the tripper diem meal expenses, minus any prepaid items by MTDB (e.g., airfare, registration), less any items paid by MTS.

44.544.6      The following expenditure guidelines should be observed as upper limits unless particular circumstances reasonably dictate otherwise:

a.      Upper Limits. Upper limits for meals, hotels, and similar costs will be updated, approved by the Chief Executive Officer, and published annually.

ab.      Air Travel. Air travel is to be coach class for the most direct route. Travelers are encouraged to take advantage of the minimum fourteen (14) day advance ticket pricing. MTDB-MTS will also cover the cost if it is more cost-effective (i.e., difference in airfare as compared to the additional cost for hotel and meals) to include a Saturday stay, travelers should consider this option, when practical.

bc.      Personal Auto Use. In the event that a private auto is used for the trip, mileage will be paid in accordance with Section 5 of MTDB's Administrative Code and Regulations. In no event will the per mileage

~~rate reimbursed exceed the Internal Revenue Service (IRS) established the current IRS Mileage Reimbursement Rates. (See attached.) rate.~~ Maximum reimbursement shall not exceed the cost of a comparable coach airfare to the same location.

- ed. Ground Transportation. In using surface transportation, the least expensive ~~most practical~~ alternative must be utilized, ~~where practical (i.e., airport bus rather than a taxi).~~ Such transportation would be used for travel to the airport and reasonable business-related trips at the location. Employees and Board members are encouraged to utilize public transportation where available.
  - de. Parking. MTDB-MTS will reimburse the lesser of the parking cost for a personal auto left at the airport or the cost of a shuttle service or cab to and from the airport.
  - e-f. Personal Travel. A traveler may wish to combine MTDBMTS- related travel with personal travel or with family members, provided that it does not exceed the cost equivalent to a single-person trip. Under no circumstances will MTDB-MTS advance payments to cover such personal travel.
- 
- f-g. Rental Car. Use of rental cars must be pre-approved. In the event a rental car is required, MTDB-MTS will only reimburse for the least expensive compact size vehicle. MTDB-MTS will not reimburse for rental car insurance coverage, due to the fact that employees are included under MTDB's-MTS's General Automobile insurance coverage. ~~Details of this coverage may be obtained by contacting the Finance and Administration Department.~~
  - gh. Meals (While in Travel Status). Meals, including tip, shall generally average no more than \$35 per day for most U.S. cities ~~the maximum rate approved and published annually.~~ A maximum average of \$45 per day will be applied to high-cost cities such as Washington, D.C., New York, San Francisco, Chicago, Boston, and Dallas, or for travel outside of the U.S. Alcohol consumed with a meal is not reimbursable. ~~The amount per day applies to each 24-hour day of travel.~~ Alcohol consumed with a meal is not reimbursable. The amount per day applies to each 24-hour day of travel. Partial days would be prorated accordingly. Exceptions to the maximum rates must be approved by the Chief Executive Officer or General Counsel.
  - hi. Business Meal. Reasonable business (involving outside persons or when necessary to conduct MTDBMTS-related business) meals are permitted. All such meals must be itemized with justification on the Expense Report to determine if eligible for reimbursement.

- ij. Hotel. Travelers will be reimbursed for the cost of a moderate and reasonably priced single occupancy hotel room. Travelers should request the "government rate" when making hotel reservations. A ~~maximum of \$100 (excluding taxes) is applied to most U.S. cities~~The maximum reimbursement is limited to the rate approved and published annually. Hotel stays in the high-cost cities ~~listed above shall be approved by the Chief Executive Officer.~~ These maximum limits may be waived if applied to the host convention hotel the traveler is staying at a hotel where a conference is being held. Baggage handling service fees are reimbursable at standard rates.
- jk. Other Business-Related Expenses. Other business-related expenses while traveling, such as supplies, equipment rental, reprographics, facsimiles, and other documented business-related expenses may be reimbursed when traveling on MTDB-MTS business and used for MTDB MTS purposes.
- kl. Travel Outside of the U.S. Reimbursement for travel to a foreign country will be calculated at the average exchange rate during the trip ~~as posted in the Wall Street Journal.~~ All reimbursement for any Value Added Taxes (VAT) charged for hotel accommodations must be returned to MTDBMTS.
- lm. Telephone Calls (While in Travel Status). Reimbursement for telephone calls are permitted, provided that such calls are directly related to MTDB MTS business. Travelers are required to provide an itemized list of all calls detailing person called and reason for call for which reimbursement is requested. Personal calls are permitted up to a maximum of \$10 per day. Calls charged to personal calling cards may be submitted for reimbursement no later than thirty (30) days from the time that the Travel Expense Report has been submitted.
- mn. Registration. Travelers requesting to attend a conference or training which requires registration should do so in sufficient time to take advantage of any discounts.
- no. Conferences. Conference luncheons, special banquets, or other set-priced official affairs which exceed the actual cost listed under meals may be reimbursed if they are necessary to the attendance of the conference and must be authorized in advance with the submission of the Travel Request form. Conference luncheons hosted by vendors doing business with MTS may not be attended by employees if the value of the luncheon or banquet exceeds \$50.00.
- o-p. Cancellation Penalties. In the event that registration, airfare, hotel deposit, or any other such items which require prepayment are paid and the traveler is unable to attend and the prepayment is nonrefundable, then the traveler would be responsible for reimbursing MTDB-MTS for the full cost, unless the inability to attend is for valid business reasons, medical conditions, or personal emergencies, as approved by the Chief

Executive Officer for employees or the Executive Committee for Board members (~~refer to MTDB Policies and Procedures No. 29.~~)

~~p-q.~~ p. Nonallowable Expenses. MTDB-MTS will not provide any reimbursement for personal entertainment expenses, alcoholic beverages, travel expenses for family members, movies in hotels, personal items, charitable contributions, air travel insurance, or any other expenses not deemed necessary for business purposes.

MTDB-MTS will not provide reimbursement for expenses incurred for the purpose of attending political events. An event shall be considered "political" if it is held for the purpose of supporting or opposing, or raising money to support or oppose any candidate, ballot measure, or political party.

MTDB-MTS will not provide any reimbursement for expenses incurred with any private club which discriminates on the basis of race, gender, religion, sexual orientation, or other invidious criteria in its membership policy.

Exceptions to these guidelines must be approved by the Chief Executive Officer for employees and by the Executive Committee for Board members.

Within Area Expenses. The form entitled "Expense Report (Within Area Expenses)" (see Attachment B) must be used to record any potential eligible expenses.

- a. Submittal of Form. Travelers must submit this form together with receipts \_\_\_\_\_ on a monthly basis when (a) requesting reimbursement, or (b) reporting \_\_\_\_\_ MTDB credit card charges. This report applies to expenses incurred within \_\_\_\_\_ the San Diego County area only.
- b. Eligible Expenses. Eligible expenses must be related to and necessary for carrying out MTDB business. They may include, but not be limited to, phone calls on warrant checks, business meals or meetings, mileage, parking, or other miscellaneous out-of-pocket expenses related to MTDB business. The Director of Finance or Chief Executive Officer may, in their judgement, disallow any extraordinary or inappropriate expenses. Whenever possible, travel should be by public transportation. If it is impractical to use public transit, MTDB's or private auto should be used.
- c. Description and Purpose. The report should describe the item or the destination (if mileage) and the purpose. The traveler should indicate which project code each item should be charged to.
- d. Approvals. All necessary approvals must be obtained in advance and the form submitted to the Finance and Administration Department.

- 44.7 Overtime. No overtime pay shall be earned while an employee is in an out-of-town travel status. Travel status is defined as the time an employee begins and completes the authorized business-related travel.

SChampWCassi/POLICIES

POLICY:44

4/29/041/26/06

Attachments: A. Travel Request and Expense Report Form  
B. Expense Report - Within Area Expenses Form

Original Policy approved on 8/12/93.

Policy amended on 10/27/94.

Policy revised on 4/29/04.

Policy revised on 1/26/06.

## TRAVEL REQUEST AND EXPENSE REPORT

### Instructions:

1. Employees or board members engaging in out of area travel for business or professional development purposes will fill out a Travel Request and Expense Report from.
2. The Travel Request portion to the form must be filled out and approved at least two weeks prior to the trip taking place. The project code and trip budget must be entered. The approved form will be returned to the traveler prior to departure.
3. The Travel Expense Report portion of the form will be used to record actual trip expenses and must be completed within one week from the return date.
4. All expenses should be summarized including items MTDB may have paid for in advance (e.g., air fare, conference registration) so that the report provides a complete record of expenses.
5. The form will serve as the basis for travel advances (if requested) and reimbursements. Travel advances will be distributed 3 days prior to the departure date.
6. Receipts for expenditures will be attached to the expense report for all expenses where a receipt is practically attainable (mandatory, unless a written satisfactory explanation is provided for expenses in excess of \$10). Such written explanations are subject to approval by the General Manager. Be sure to attach airline ticket receipt.

### Travel Guidelines:

The following expenditure guide lines should be observed as upper limits unless particular circumstances reasonably dictate otherwise:

- A. Air travel is to be coach class for the most direct route. Whenever possible travel arrangements should be made at least two weeks in advance to take advantage of advance booking rates.
- B. Cost of a moderate and reasonably priced single occupancy hotel room will be reimbursed. Travelers should request the "government rate" when making hotel reservations. A maximum of \$100 (excluding taxes) is applied to most U.S. cities.
- C. Mileage will be paid in accordance with Section 5 of MTDB Administration Code and Regulations.
- D. Use of rental cars must be pre-approved. Reimbursement is limited to the least expensive compact size vehicle.
- E. Reimbursement will be provided for the lesser of the parking cost for a personal auto left at the airport or the cost of a shuttle service or cab to and from the airport.
- F. In using surface transportation, the least expensive alternative will be utilized where practical (i.e., Airport bus rather than a taxi).
- G. Meals, including tip, should generally average no more than \$35 per day for most U.S. cities. Alcohol consumed with a meal is not reimbursable.
- H. Reimbursement for telephone calls are permitted, provided that such calls are directly related to MTDB business and an itemized list of all calls detailing person called and reason for call is provided. Personal calls are permitted up to a maximum of \$10 per day.
- I. Extraordinary meals, hotels, or other travel expenses may not be reimbursed if they exceed the above guidelines, or exceed prudent expense limits, in the judgement of the Director of Finance or General Manager.

### NOTE:

See Policy No. 45, MTDB Travel Policy, for complete description of allowable and unallowable expenses.

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### EXPLANATION OF SPECIAL ITEMS, OTHER EXPENSES, OTHER PARTIES INCLUDED IN EXPENSES, ETC.:



## EXPENSE REPORT (WITHIN AREA EXPENSES)

Name: \_\_\_\_\_ Period: \_\_\_\_\_ to \_\_\_\_\_

### FINANCE & ADMINISTRATION USE ONLY

EID \_\_\_\_\_

atch ID \_\_\_\_\_

ue Date \_\_\_\_\_

ost Date \_\_\_\_\_

escription \_\_\_\_\_

I certify that the expenses reported are correct.

Sign: \_\_\_\_\_

Approved by: \_\_\_\_\_

Department Director

Director of Finance

General Manager

G/L Account	Project	Amount
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

TOTAL AMOUNT \$ \_\_\_\_\_

[illegible]

**Instructions:**

1. Employees must submit this form when requesting reimbursement. This report applies to expenses incurred within the San Diego metropolitan area only.
2. Eligible expenses must be related to and necessary for carrying out MTDB business. They may include, but not be limited to, phone calls on warrant checks, business meals or meetings, parking, or other miscellaneous out-of-pocket expenses related to MTDB business. The Director of Finance or General Manager may, in their judgment, disallow any extraordinary or inappropriate expenses. Attach receipts for all out-of-pocket expenses.
3. Briefly describe the item or the destination, if mileage, the purpose, and the project code: For example:

Date	Project Code	Description	Purpose	Telephone	Mileage/ Parking	Meals/ Mtg.	Other
1/1/00	100	City of La Mesa-20 miles	Mtg. with Mayor		\$6.00	-	-
1/1/00	20426-0101	APTA Luncheon	Hear FTA Adm. speak		\$ -	\$10.00	-

**5. Obtain all necessary approvals and submit form to Finance & Administration department at least once a month.**

A-9

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

## ANNUAL TRAVEL COST RATES

### CALENDAR YEAR 2006

#### Hotel Maximum

Small/Medium US Cities	\$	150.00
Large US Cities/International	\$	200.00

#### Average Daily Meal Maximum

Small/Medium US Cities	\$	45.00
Large US Cities/International	\$	55.00

#### Mileage Reimbursement Rate

As set by the IRS, effective January 1, 2006 – per mile	44.5 Cents
--	------------

#### Notes

1. These are maximum rates. Rates must be reasonable and necessary under the circumstances and will customarily be lower.
2. Small/Medium US Cities are defined for this rate structure as those with less than 1 million persons in the metropolitan area.  
  
Large US Cities are defined for this rate structure as those with more than 1 million persons in the metropolitan area.
3. The Mileage Rate is directly tied to the rate set by the IRS and will be revised more frequently than annually if done so by the IRS.

JAN26-06.8.AttB.POLICY44TRAVELEXPENSES.TLYNCH

**B-1**



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 SYSTEM

## TRAVEL REQUEST FORM



<div style="display: flex; justify-content: space-around; align-items: center;"> <div> <b>MTS</b> <input type="checkbox"/> </div> <div> <b>SDTC</b> <input type="checkbox"/> </div> <div> <b>SDTI</b> <input type="checkbox"/> </div> </div>				Request Date	
Name			Title		
Department			Dept Number	Costs to be Charged To <small>(Cost Center/Project #)</small>	
Meeting Name/Purpose					
Destination		Mode of Travel	Date of Departure	Date of Return	
<b>Estimated Expenses</b>					
				<b>Amount</b>	
Transportation ( Air/Train/Car )				_____	
Shuttles/Taxis/Parking				_____	
Lodging	Days	Rate	_____		
Meals	Days	Rate	_____		
Other - List				_____	
Other - List				_____	
Total Estimated Expenses				_____	
Less Amount To be Paid Directly by MTS				_____	
Maximum Amount to be Paid by Traveler				_____	
Total Advance Requested				_____	
<b>Accounting Use Only</b>		<b>Approvals</b>  Department Manager/Director (to \$500) _____  Chief Operating Officer/ Chief Financial Officer/ (From \$500 to General Counsel \$1500) _____  Chief Executive Officer (over \$1500) _____			

Revised NOVEMBER 2005

# TRAVEL REQUEST FORM

## INSTRUCTIONS

1. Travel Request. Persons requesting that MTS pay for travel must request advance approval using this form. This form must be completed and approved at least two weeks prior to the trip taking place.
2. The department manager or director can approve travel requests up to \$500. Travel requests from \$500 to \$1,500 can be approved by the Chief Operating Officer(s), Chief Financial Officer, and Legal Counsel. All amounts over \$1,500 must be approved by the Chief Executive Officer.
3. The top level approver will route this form back to Finance for payment of advances and/or matching with the expense report upon return. Finance will send a copy to the traveler and keep the original as backup for the advance and to match with the expense report.
4. This form will serve as the basis for travel advances. A travel advance is a loan to the traveler to assist the traveler financially. This advance is not a payment by MTS for travel expenses. Those must be separately accounted for by the Travel Expense Report. Any travel advance shall not exceed the total estimated amount of the trip less any items paid by MTS.
5. Travel advances will be distributed one week prior to the departure date if received back to Finance in a sufficient time to process the check. Costs incurred prior to departure may be reimbursed when paid. An example is a traveler booking **and paying** for air travel personally several weeks in advance. Advise Finance of this situation or attach documentation.
6. The Travel Expense Report must be completed within one week from the return date. No Travel Request Forms (and related advances) will be processed where any outstanding Travel Expense Reports exist.

## TRAVEL GUIDELINES

Please see MTS Travel Expense Policy 44 for a complete description of allowable and unallowable expenses. The below summarizes some of the more important guidelines.

1. Air travel is to be coach class for the most direct route. Travel arrangements should be made as far as possible in advance in order to secure the most favorable rates.
2. The cost of a moderately and reasonably priced single occupancy hotel room will be reimbursed. Please make use of all available discounts. Please see the annual travel cost rates as to maximum hotel cost.
3. In using surface transportation, the least expensive alternative will be utilized such as an airport bus rather than a taxi.
4. Please consult the annual travel cost rates for the maximum allowable amount for meals.
5. Alcohol will not be reimbursed whether with a meal or not.

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## EXPENSE REPORT



MTS	<input type="text"/>	SDTC	<input type="text"/>	SDTI	<input type="text"/>	Report Date
Name					Title	
Department					Dept Number	Costs to be Charged To (Cost Center/Project #)
Meeting Name/Purpose						

		DAY #1	DAY #2	DAY #3	DAY #4	DAY #5	Total
Dates							
Location (City, State)							
Transportation							
Shuttles/Taxis/Parking							
Lodging							
Meals	Breakfast						
	Lunch						
	Dinner						
Other							
Other							

1 Must be filed within one week after completing trip

2 Attach Receipts for all purchases over \$10.  
Explain all items over \$10 not having receipts.

3 Include related trip items paid separately by MTS; mark with an Asterisk

I certify that the above report is correct

Signed \_\_\_\_\_

Approved \_\_\_\_\_

Total Expenses

Less MTS Paid Items

Subtotal

Less Cash Advanced

Amount Due Traveler (MTS)

Revised August 2005

# TRAVEL EXPENSE REPORT FORM

## INSTRUCTIONS

1. Persons requesting that MTS pay for travel must complete this expense report within one week after their return. Reimbursement is governed by MTS policy # 44. Please refer to the policy if detailed guidance is needed. The below summarizes the basic procedures.
2. Please complete all information on the form.
3. All costs of the trip must be included whether paid by the traveler or directly by MTS. The purpose of this is to properly assess the complete costs of the trip in evaluating the cost benefits of the trip to MTS. Please put an asterisk next to items paid for directly by the company.
4. Itemized receipts are required. If a receipt is not available and the amount is over \$10, attach a separate sheet with an explanation of the expense. Acceptance of an explanation in lieu of a receipt is subject to approval by the Chief Executive Officer. For hotel charges, the full hotel bill is mandatory. A credit card receipt in lieu of the complete bill is unacceptable for hotel charges.
5. Upon completion of the form, please accurately total expenses and make reductions for MTS paid items and advances. If an amount is due MTS, please attach a check to this report.
6. Sign the report and route to your supervision for approval.
7. Route the approved expense form to Finance. Payment will be made as soon as practical with the next check run.



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

## Agenda

Item No. 9

Board of Directors Meeting for  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

LEG 430 (PC 50121)

January 26, 2006

### Subject:

MTS: DISADVANTAGED BUSINESS ENTERPRISE (DBE) SEMIANNUAL REPORT

### RECOMMENDATION:

That the Board of Directors receive the semiannual fiscal year (FY) 05 DBE reports for Federal Highway Administration (FHWA)- and Federal Transit Administration (FTA)-assisted contracts (Attachments A and B).

#### Budget Impact

None.

### DISCUSSION:

On September 23, 2004, the Board of Directors approved the following DBE goals for FY 05:

#### FHWA-Assisted Projects

- DBE Goal for FY 05 – 8.2 percent

#### FTA-Assisted Projects

- DBE Goal for FY 05 – 13.8 percent



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.

### DBE Reporting Requirements

The DBE reporting requirements have changed. Previously, it was necessary to report on DBE progress payments, which consisted of all payments made to DBE subcontractors on a quarterly basis. Federal guidelines now require that only contracts that begin and end during a semiannual reporting period need to be monitored and submitted to the FTA and FHWA. For consistency, the same information will be reported to the Board for approval before submission to the FTA and FHWA. Due to this change and the fact that the San Diego Association of Governments (SANDAG) has acquired a sizeable portion of the construction contracts, the numbers reported to MTS are significantly smaller in scope.

### DBE Semiannual FY 05 Report for FHWA-Assisted Projects

Attached is a summary illustrating semiannual FY 05 DBE participation for FHWA-assisted projects for the period of April 1, 2005, through September 30, 2005 (Attachment A).

Although goals were set for FHWA monies for FY 05, it was later determined that due to the consolidation, no MTS projects received FHWA funding in FY 05. Therefore, this report was completed to reflect the lack of funds.

### DBE Semiannual FY 05 Report for FTA-Assisted Projects

Attached is a summary illustrating semiannual FY 05 DBE participation for FTA-assisted projects for the period of April 1, 2005, through September 30, 2005 (Attachment B).

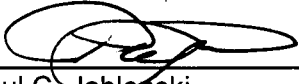
The total dollar value of the prime contracts awarded during this reporting period was \$7,309,808. This consisted of 149 contracts, work orders, and/or purchase orders. Eighteen prime contracts were awarded to DBE firms or subcontractors with a dollar value of \$626,128. The percentage of prime contracts awarded to DBE firms was 12%, and the dollar value awarded to DBE firms was 8.6% of FTA-allocated funds.

Due to the completion of several substantial dollar value Mission Valley East contracts, the numbers for the close out portion of the report are uncharacteristically inflated. Eighty-one prime contracts were completed at a total FTA dollar value of \$53,580,379. DBE primes and subcontractors were awarded \$792,203 of the contracts that were closed out during the FY 05 semiannual reporting period resulting in 1.5% total DBE participation.

### Technical Assistance/Outreach

Various outreach efforts targeting DBEs are instituted by the agency to assist in achievement of agency DBE goals. Project bid advertisement notices are published in general circulation media, minority-focused media, and trade-focused media. DBE firms

with trades specific to a project's work scope are also identified in the agency's DBE directory and the California Department of Transportation's (Caltrans') DBE database and sent advertisement notices. To assist contactors in meeting a project goal, a DBE directory is compiled specifically to a project's scope of work and is provided to contractors at agency prebid meetings. Additionally, staff participates in community outreach workshops and trade fairs/expos to increase DBE awareness and to inform DBEs of agency contracting opportunities.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Traci Bergthold, 619.557.4540, [tbergthold@sdmts.com](mailto:tbergthold@sdmts.com)

JAN26-06.9.DBESEMIPT. TBERGT

Attachments: A. DBE Participation Report for FHWA-Assisted Projects  
B. DBE Participation Report for FTA-Assisted Projects

UNIFORM REPORT OF DBE AWARDS OR COMMITMENTS AND PAYMENTS									
**Please refer to the Instructions sheet for directions on filling out this form**									
1. Submitted to (check only one): <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> FAA <input type="checkbox"/> FTA--Vendor Number									
2. AIP Numbers (FAA Recipients Only):									
3. Federal fiscal year in which reporting period falls:      FY 05      4. Date This Report Submitted: 1/25/06									
5. Reporting Period <input type="checkbox"/> Report due June 1 (for period Oct. 1-Mar. 31) <input checked="" type="checkbox"/> Report due Dec. 1 (for period April 1-Sept. 30)									
6. Name of Recipient: Metropolitan Transit System									
7. Annual DBE Goal(s):      Race Conscious Goal      %      Race Neutral Goal      %      OVERALL Goal      8.2      %									
AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD <small>(total contracts and subcontracts awarded or committed during this reporting period)</small>	A	B	C	D	E	F	G	H	I
	Total Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs (number)	Total to DBEs /Race Conscious	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	TOTAL			0	0	0	0	0	0
DBE AWARDS/COMMITMENTS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY & GENDER	A	B	C	D	E	F	G	H	I
	Black American	Hispanic American	Native American	Subcont. Asian American	Asian-Pacific American	Non-Minority Women	Other (i.e. not of any other group listed here)	TOTALS (for this reporting period only)	Year-End TOTALS
10. Total Number of Contracts (Prime and Sub)									
11. Total Dollar Value									
ACTUAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	A	B	C	D	E				
	Number of Prime Contracts Completed	Total Dollar Value of Prime Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percentage of Total DBE Participation				
	0	0	0	0	0				
	0	0		0	0				
	0	0		0	0				
12. Race Conscious									
13. Race Neutral									
14. Totals									
15. Submitted by (Print Name of Authorized Representative)					16. Signature of Authorized Representative				
17. Phone Number:					18. Fax Number:				

Att. A, AI 9, 1/26/06, LEG 430

UNIFORM REPORT OF DBE AWARDS OR COMMITMENTS AND PAYMENTS										
**Please refer to the Instructions sheet for directions on filling out this form**										
1. Submitted to (check only one): <input type="checkbox"/> FHWA <input type="checkbox"/> FAA <input checked="" type="checkbox"/> FTA--Vendor Number										
2. AIP Numbers (FAA Recipients Only):										
3. Federal fiscal year in which reporting period falls:      FY 05      4. Date This Report Submitted: 1/25/06										
5. Reporting Period <input type="checkbox"/> Report due June 1 (for period Oct. 1-Mar. 31) <input checked="" type="checkbox"/> Report due Dec. 1 (for period April 1-Sept. 30)										
6. Name of Recipient: Metropolitan Transit System										
7. Annual DBE Goal(s):      Race Conscious Goal      5.5      %      Race Neutral Goal      8.3      %      OVERALL Goal      13.8      %										
AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD <small>(total contracts and subcontracts awarded or committed during this reporting period)</small>	A	B	C	D	E	F	G	H	I	
	Total Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs (number)	Total to DBEs /Race Conscious	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs	
	8. Prime contracts awarded this period	7,309,808	149	626,128	18	617,628	17	8,500	1	8.6
	9. Subcontracts awarded/committed this period	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>			626,128	18	617,628	17	8,500	1	8.6
DBE AWARDS/COMMITMENTS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY & GENDER	A	B	C	D	E	F	G	H	I	
	Black American	Hispanic American	Native American	Subcont. Asian American	Asian-Pacific American	Non-Minority Women	Other (i.e. not of any other group listed here)	TOTALS (for this reporting period only)	Year-End TOTALS	
	10. Total Number of Contracts (Prime and Sub)	7			3	8		18	18	
	11. Total Dollar Value	445,671			97,685	82,772		626,128	626,128	
ACTUAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	A	B	C	D	E					
	Number of Prime Contracts Completed	Total Dollar Value of Prime Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percentage of Total DBE Participation					
	12. Race Conscious	81	53,580,379	1,232,348	792,203	1.5				
	13. Race Neutral	3	28,850		28,850	0				
	14. Totals	84	53,609,229		821,053	1.5				
15. Submitted by (Print Name of Authorized Representative)					16. Signature of Authorized Representative					
17. Phone Number:					18. Fax Number:					



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

## Agenda

Item No. 10

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

OPS 970.2

January 26, 2006

Subject:

SDTI: SAN DIEGO CHARGERS 2005 YEAR-END SUMMARY

### RECOMMENDATION:

That the Board of Directors receive this report for information.

#### Budget Impact

None.

### DISCUSSION:

The 2005 season represented the eighth complete year that San Diego Trolley (SDTI) has provided special service to Chargers games at Qualcomm Stadium. Service was also provided to the final three games of the 1997 season after the opening of the Mission Valley West extension in November 1997.

#### Season Highlights

The 2005 season was significant in several respects and, overall, staff believes service for the 2005 Chargers season was very successful. 2005 marked the first season for Green Line operations to Qualcomm Stadium providing direct service to the games from East County locations.



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.

Overall, the season was very positive with record numbers in the following areas:

- Stadium attendance (634,154)
- Season ridership (149,370)
- Gate percentage (23.6% vs. 18.8% in 2004)
- Manual sales receipts (\$392,101)
- Average ridership (14,937)
- Average manual ticket sales (\$39,210)
- Single-game ridership (19,068)
- Single-game gate percentage (27.8%)
- Single-game manual ticket sales revenue (\$51,630)

Some of the other noteworthy highlights for the exhibition and regular season games include the following:

- Cumulative trolley ridership increased 51% (149,370 vs. 98,987) from the 2004 season.
- Increase of 40% in revenue generated from manual ticket sales booths.
- All ten games, including exhibitions, exceeded the 10,000 mark in ridership.
- All eight regular season games resulted in ridership levels in excess of 14,000 (this mark had been reached only three times during the 2004 season).
- Ridership averaged over 16,100 through the eight regular season games, improving on the previous regular season average high of 12,100 set in 2004.



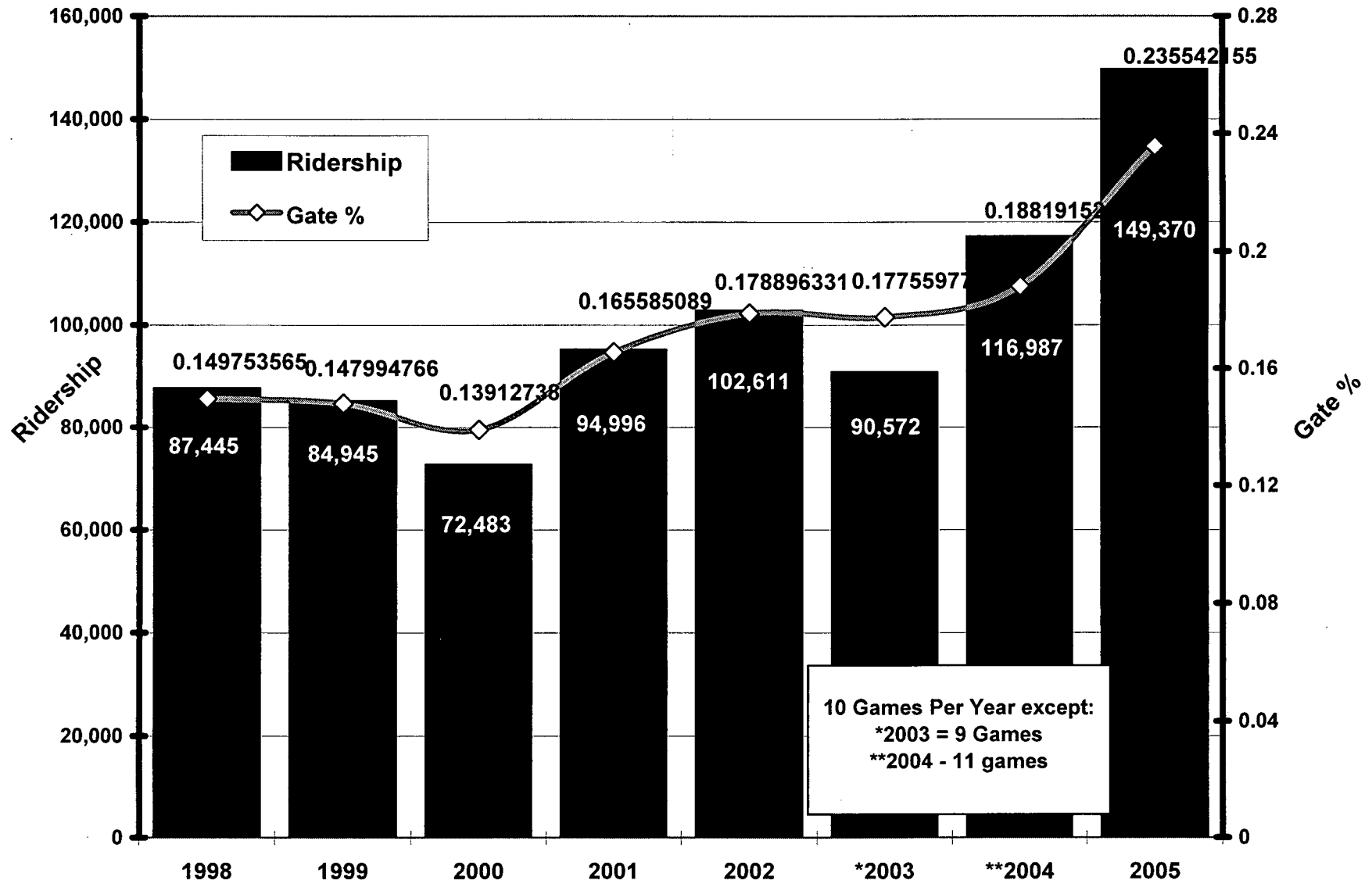
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tom Doogan, 619.595.4984, [tom.doogan@sdmts.com](mailto:tom.doogan@sdmts.com)

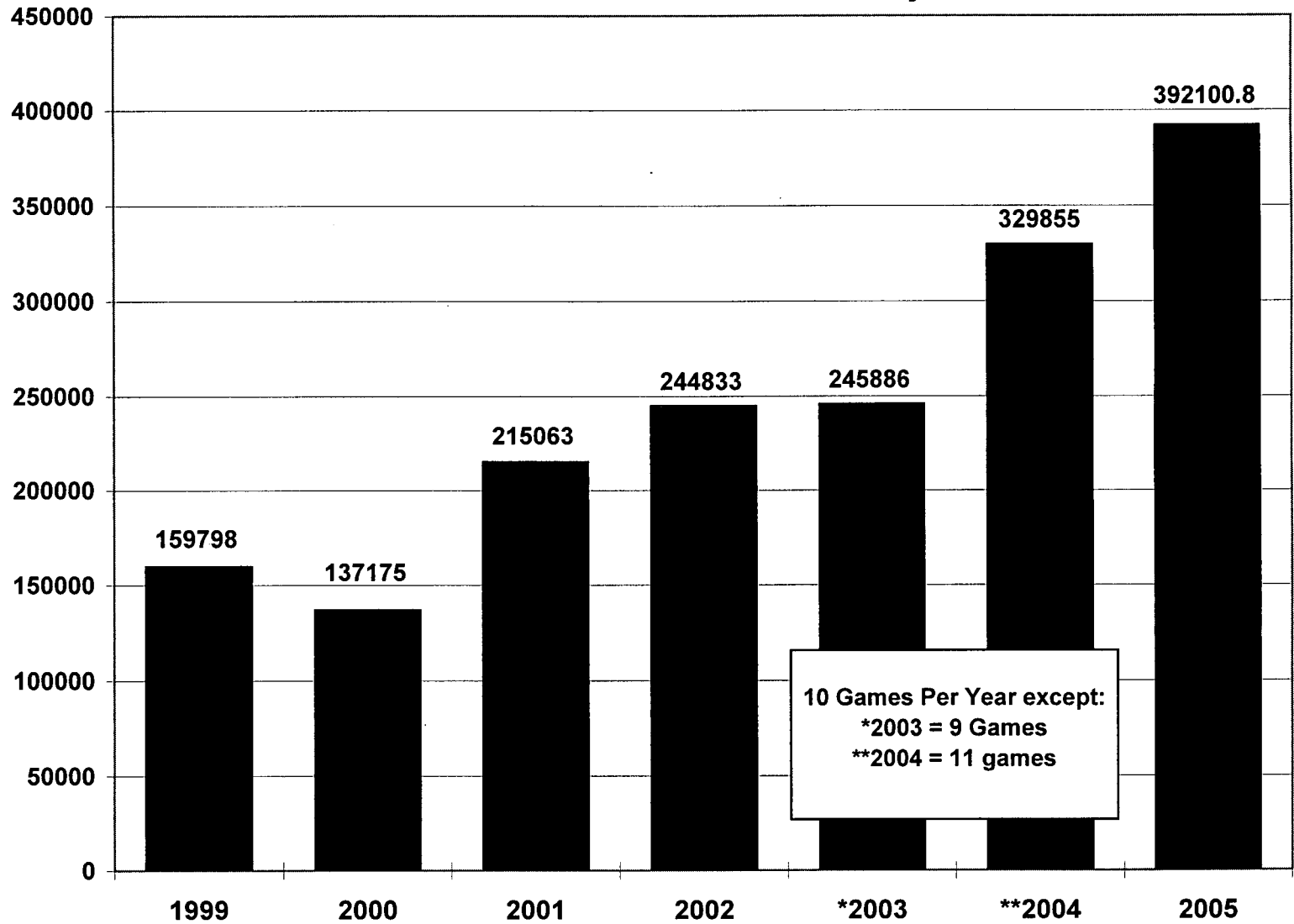
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Attachments: A. SDTI/Chargers Ridership History  
B. SDTI/Chargers Manual Ticket Sales History

# SDTI/Chargers Football Ridership History



**SDTI/Chargers Football  
Manual Ticket Sales History**



## Agenda

Item No. 30

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

LEG 410 (PC 50121)

January 26, 2006

Subject:

MTS: LEGISLATIVE UPDATE AND PROPOSED FEDERAL AND STATE  
LEGISLATIVE GOALS

RECOMMENDATION:

That the Board of Directors:

1. receive a report on 2005 legislative activities;
2. accept the proposed North County Transit District (NCTD) and San Diego Metropolitan Transit System (MTS) 2006 Federal Legislative Program;
3. accept the proposed NCTD and MTS 2006 State Legislative Program; and
4. authorize the Chief Executive Officer (CEO) to direct MTS's Sacramento and Washington representatives to advocate the state and federal legislative programs.

Budget Impact

This action would result in no additional fiscal impact.

Executive Committee Recommendation

At its meeting on January 19, 2006, the Executive Committee recommended forwarding this item to the Board for approval.



## DISCUSSION:

### 2005 FEDERAL YEAR IN REVIEW

#### Passage of SAFETEA-LU

MTS, the San Diego Association of Governments (SANDAG), and NCTD postponed plans to contract with a shared Washington representative in 2005 in order to maintain continuity of representation during the critical reauthorization of the surface transportation authorization law. With the historic level of funding for transit included in the previous act, MTS's Washington representative, Thomas Walters and Associates, focused on efforts that would preserve that success, while advocating strongly for resources to expand the program and channel resources to specific MTS projects and operations.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005. It provides \$52.6 billion for transit for six years (fiscal year 2004–2009), which is a 46 percent increase over the \$36 billion transit funding in the Transportation Equity Act for the 21st Century (TEA-21). It increases annual guaranteed transit funding from a level of \$7.2 billion in fiscal year 2003 (the last year of TEA-21) to \$10.3 billion in fiscal year 2009.

The main new programs or major program changes in SAFETEA-LU that affect transit are:

- Growing and High Density States Formula Factors. A new program to distribute funds to the urbanized area formula and rural formula programs under new distribution factors. One-half is distributed based on state population forecasts for 15 years. The other half is distributed to states with population densities in excess of 370 persons per square mile.
- Elderly Individuals and Individuals with Disabilities Program. SAFETEA-LU maintains the current program for special needs of elderly individuals and individuals with disabilities. A new seven-state pilot program is established for fiscal years 2006 through 2009 to determine whether expanded authority to use up to 33 percent of the funds for operating costs improves services to elderly individuals and individuals with disabilities. Four states are specified in SAFETEA-LU (Wisconsin, Alaska, Minnesota, and Oregon), and three other states will be selected by the Secretary.
- New Freedom Program. This program provides formula funding for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA) to assist persons with disabilities. Funds will be made available to both transit systems and the states.
- Jobs Access and Reverse Commute (JARC) Program. The JARC Program is changed to a formula-based program rather than the competitive discretionary grants program (earmarks) that it had been under TEA-21. (The FTA estimates that the San Diego region will receive \$1.4 million in FY 2006 for this program.)

The following capital programs are continued with some changes and additions:

- New Starts Program. The current three-level rating system for New Starts is replaced by a five-level system (High, Medium High, Medium, Medium Low, and Low). Various other modifications to the ratings process are included. A new Alternatives Analysis Program provides \$25 million annually as part of the New Starts program for alternatives analyses of projects.
- Small Starts Program. A new Small Starts Program is created as part of the New Starts Program. This program provides funding for smaller projects with a federal New Starts share of less than \$75 million, including streetcar, trolley, bus rapid transit, and commuter rail projects. The total funding for the project cannot exceed \$250 million.

SAFETEA-LU includes the following project earmarks relevant to the MTS system:

- \$1.372 million for the bus maintenance facility in East San Diego County.
- \$1.672 million for the San Diego Joint Transportation Operations Center.
- \$250,800 for Skyline/Paradise Hills sidewalks and bus stop entrance.
- \$800,000 for construction of a parking facility and improved museum pedestrian access from the trolley station, San Diego.
- \$8.353 million authorization for the final portion of the Mission Valley East Full Funding Grant Application (FFGA).
- New Starts authorization for the Mid-Coast Extension.
- An additional Mid-Coast authorization that earmarks \$11 million for the project.
- Bus rapid transit authorization for a project in Chula Vista.
- Bus rapid transit authorization for Transit First.

#### Fiscal Year 2006 Transportation-Treasury Appropriations

The fiscal year 2006 Transportation-Treasury Appropriations bill was enacted on November 30, 2005. This year Congress reorganized the subcommittee structure for many of the appropriations bills, which affected transportation programs by consolidating additional federal agencies into the same funding bill.

A total of \$8.590 billion had been appropriated for transit in the current fiscal year Transportation-Treasury Appropriations Act. This represented a 12.3 percent or \$944 million increase over the FY 2005 level. However, this changed slightly when both Houses of Congress passed the Fiscal Year 2006 Department of Defense Appropriations Act (H.R. 2863) shortly before adjourning for 2005 on December 22. As the last appropriations bill of the year, the bill became the legislative vehicle

for a number of issues unrelated to defense spending. The bill included a 1% across-the-board cut of FY 2006 funding for all discretionary programs cutting the federal transit program to \$8.504 504 billion in FY 2006.

The following earmarks for transit in the MTS service area are appropriated for 2006:

- \$7,566,909 for Mission Valley East
- \$7,036,315 for the Mid-Coast Trolley Extension
- \$495,000 for ADA Paratransit Vehicles
- \$347,500 for Blue Line Trolley Shelter Improvements
- \$1,370,715 for the East County Bus Maintenance Facility
- \$990,000 for Interstate 15 managed lanes (bus)
- \$693,000 for the San Diego Bus Rapid Transit Demonstration Project
- \$380,715 for the completion of the Joint Transportation Operations Center
- \$57,107 for sidewalk and bus improvements in Skyline/Paradise Hills

#### Transit Security

The terrorist attacks in Spain in 2004 highlighted the need for federal support for transit security, and this was reinforced by the series of attacks in London. MTS's Washington representative conveyed to Congress the importance of federal assistance for this purpose and emphasized the unique security challenges in the San Diego region, including operation of service in close proximity to an international border. The FY 2006 Department of Homeland Security Appropriations Act that was passed by Congress included \$150 million specifically for transit and rail security.

Legislation that will be under consideration in 2006 includes Senate Banking Committee Chairman Shelby's S. 2032, the Public Transportation Terrorism Prevention Act of 2005, which was passed by the Banking Committee on November 17. This bill would authorize \$3.5 billion over three years for security funding for public transportation agencies. In the House, Transportation and Infrastructure Committee Chairman Young (R-AK) is expected to reintroduce the transit security legislation that he proposed last year.

#### 2005 STATE YEAR IN REVIEW

The major state legislative initiative sponsored by MTS in 2005 was SB 959 (Kehoe), an act to amend MTS's enabling legislation and related law. Governor Schwarzenegger signed SB 959 into law in October (Chapter 557, Statutes of 2005). This act removed or changed obsolete or outdated provisions in MTS's statutory authorization and made a variety of amendments related to consolidation. It also made changes to procurement rules that will result in a more efficient system of contracting. The changes are likely to generate considerable cost savings for future rehabilitation and maintenance projects.

The California Transit Association (CTA), of which MTS is a member, also introduced the following new measures in 2005:

- SB 1020 (Midgen). This bill would allow for the doubling of the revenue associated with the Transportation Development Act of 1971, after a County Board of Supervisors votes affirmatively to support such a local tax increase, and the voters of a county approve the increase at a local election. This bill did not pass out of the Senate Revenue and Taxation Committee.
- AB 1010 (Oropeza). This bill would expedite rail-crossing delivery by removing the California Public Utilities Commission's (CPUC's) current authority in the area and vesting that authority with the California Department of Transportation (Caltrans). Extensive negotiations with the CPUC were carried out throughout the year. Efforts are being made to come to an agreement to achieve the goal of the legislation without transferring the authority to Caltrans.
- AB 1112 (Cohn). This bill sought to offer additional tools to transit agencies in removing suspected threats from their properties. It was amended January 4, 2006, to deal with an issue with no direct relationship to transit (disabled parking).
- AB 1169 (Torrico). This bill would increase the penalties associated with assault and battery against operators while performing their duties and when the vehicle is in motion. The bill did not make it out of the Senate Public Safety Committee.

Finally, MTS has been working aggressively to influence the various infrastructure bond proposals that are being formulated by the legislature and Governor. Most notably, Assembly Speaker Nunez and Senate Pro Tem Perata are both working out details of separate bond proposals, and the Governor already unveiled his Strategic Growth Plan. We will continue to seek inclusion of public transportation in these proposals in 2006.

## 2006 LEGISLATIVE PROGRAM

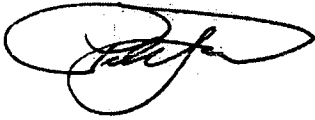
MTS and NCTD have joined SANDAG in procuring a Washington representative, Blank Rome Government Relations, LLC. In addition, NCTD and MTS have exercised the option to continue a joint contract with Smith, Watts & Company to serve as the Sacramento representative for the two transit agencies.

Based on a recommendation from the Joint Committee on Regional Transit (JCRT), MTS and NCTD worked together on a joint legislative program. The draft proposal was reviewed by the JCRT on January 12, and the JCRT recommended approval by both agencies' Boards.

The Executive Committee reviewed the state and federal legislative programs on January 19. The Executive Committee discussed the programs at length and particularly emphasized the need to prioritize our advocacy efforts toward vehicle replacement and rehabilitation. MTS staff and our Washington and Sacramento representatives will vigorously advocate for bus and light rail vehicle replacement and rehabilitation funding. The Executive Committee also emphasized the need to create an

advocacy coalition in the community that will assist us in our lobbying efforts. MTS staff is pursuing a program of transit advocacy with various community leaders and will encourage members of the public to assist in our transit advocacy efforts.

The draft state and federal legislative programs are attached. The federal legislative program includes recommended capital project appropriation requests for the two transit agencies, and a brief description of the MTS projects is attached. Upon approval by the MTS Board, these programs will be used to define our legislative advocacy efforts in 2006.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [sharon.cooney@sdmts.com](mailto:sharon.cooney@sdmts.com)

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Attachments:   A. 2006 Federal Legislative Program  
                  B. 2006 State Legislative Program  
                  C. MTS Federal Proposed Project Funding Recommendations

NORTH COUNTY TRANSIT DISTRICT (NCTD) AND  
SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

2006 FEDERAL LEGISLATIVE PROGRAM

I. Transit Funding

1. Oppose legislation that would reduce direct funding to transit agencies or transportation funding in general.
2. Support appropriation of transit earmarks in the multiyear transportation bill, SAFETEA-LU.
3. Support legislation that would help offset the impact on transit budgets caused by increases in fuel costs.
4. Support legislation that would generate new revenue for transit projects and operating costs.
5. Support legislation to bring funding to railroad corridors.
6. Seek funding for railroad bridge and infrastructure rehabilitation.
7. Support advocacy efforts to strengthen the Los Angeles-San Diego Rail Corridor Agency (LOSSAN).
8. In partnership with interested cities, seek funding dedicated to grade separation projects.

II. Transit-Oriented Development

1. Support legislation that provides funding incentives for mixed-use projects and transit-oriented development.

III. Transit Security

1. Support legislation that increases funding for transit security projects and personnel.
2. Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.
3. Support legislation that assists transit operators to carry out their responsibilities as first responders to emergency situations.

IV. Regulatory Matters

1. Support legislation that would facilitate the delivery of capital projects.
2. Oppose unfunded mandates that impact transit operators.

3. Support legislation that would require manufacturers of wheelchairs and scooters to notify customers prior to purchase of any vehicles that are larger than what the Americans with Disabilities Act (ADA) requires transit agencies to accommodate for boarding.
4. Oppose proposals that limit the use of eminent domain for public transportation projects.
5. Monitor and respond to legislation that affects agency governance, operations in the areas of finance, operations, employment, and safety, including issues related to contractors.

V. Support for Other Agencies' or Organizations' Legislative Programs

1. Support the legislative programs of other agencies, such as the San Diego Association of Governments (SANDAG), where consistent with the NCTD/MTS legislative program.
2. Support provisions in the legislative programs of organizations, such as the California Transit Association and American Public Transportation Association, where consistent with the NCTD/MTS legislative program.

VI. Capital Project Earmark Requests

Seek the following capital project earmarks in the fiscal year 2007 Appropriations Bill:

• LOSSAN Rail Improvements (including signal replacement)	\$6,400,000
• Coastal Maintenance-of-Way Facility	\$5,600,000
• Oceanside Transit Center Security and Maintenance Facility	\$3,000,000
• San Luis Rey Transit Center	\$3,800,000
• Solana Beach Transit Center	\$6,000,000
• Escondido Bus Maintenance Facility	\$1,500,000
• Bus and ADA Vehicle Replacement, NCTD	\$7,200,000
• East County Paratransit Bus Facility	\$6,000,000
• South Bay Maintenance Facility	\$4,500,000
• Blue Line Station Improvements	\$2,250,000
• MTS Bus Replacement Vehicles	\$31,150,000
• Command and Control Infrastructure	\$15,000,000
• Sprinter FFGA	\$1,200,000
• Completion of the Mission Valley East FFGA	\$654,000

NORTH COUNTY TRANSIT DISTRICT (NCTD) AND  
SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

2006 STATE LEGISLATIVE PROGRAM

I. Transit Funding

1. Oppose legislation that would reduce direct funding to transit agencies or transportation funding in general.
2. Support transit-specific allocations in an infrastructure bond act.
3. Support legislation that would help offset the impact on transit budgets caused by increases in fuel costs.
4. Seek legislation to lower the current two-thirds voter requirement for approval of a local initiative that would institute a tax for transit funding.
5. Support legislation that would generate new revenue for transit projects and operating costs.
6. Support legislation to bring funding to railroad corridors.
7. Seek funding for railroad bridge and infrastructure rehabilitation.
8. Support actions that would protect against the transfer of Transportation Development Act (TDA), Public Transportation Account (PTA), Traffic Congestion Relief Program (TCRP), and other transit funds to state and local agencies for other purposes.
9. Support full funding of Proposition 42, but oppose any attempts to pay for that funding by way of an infrastructure bond act.
10. Support advocacy efforts to strengthen the Los Angeles-San Diego Rail Corridor Agency (LOSSAN).
11. In partnership with interested cities, seek funding dedicated to grade separation projects.

II. Transit-Oriented Development

1. Support legislation that provides funding incentives for mixed-use projects and transit-oriented development.
2. Support legislation that aids transit operators' efforts to create transit-oriented development.

III. Transit Security

1. Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.

2. Support legislation that assists transit operators to carry out their responsibilities as the first responders to emergency situations.
3. Support legislation that increases funding for transit security projects and personnel based on the threat level.
4. Support efforts to enhance penalties for crimes against transit staff or related to transit property.
5. Sponsor legislation that would protect the records of transit Code Compliance officers to the same degree as sworn officers.

#### IV. Regulatory Matters

1. Sponsor legislation that would clean up provisions in MTS's enabling legislation.
2. Sponsor legislation to permit NCTD to alter the Board's compensation.
3. Sponsor legislation that would require first-time offenders driving under the influence to undergo transit training and purchase a monthly transit pass.
4. Support legislation that would facilitate the delivery of transit capital projects, especially through the availability of alternative procurement practices.
5. Oppose unfunded mandates that impact transit operators.
6. Support legislation that would require manufacturers of wheelchairs and scooters to notify customers prior to purchase of any vehicles that are larger than what the Americans with Disabilities Act (ADA) requires transit agencies to accommodate for boarding.
7. Monitor proposals that limit the use of eminent domain for public transportation projects.
8. Support legislation that would remedy Bonanno v. Central Contra Costa Transit Authority, a case that substantially broadened the liability exposure of transit agencies.
9. Support legislation that would clarify Public Utilities Commission rail oversight authority.
10. Monitor and respond to efforts to regulate MTS and NCTD operations.

#### V. Labor Relations

1. Monitor and respond to legislation relating to personnel matters.
2. Support legislation that protects the integrity of collective bargaining agreements, and oppose efforts to mandate benefits or working conditions.

VI. Support for Other Agencies' or Organizations' Legislative Programs

1. Support the legislative programs of other agencies, such as the San Diego Association of Governments (SANDAG), where consistent with the NCTD/MTS legislative program.
2. Support provisions in the legislative programs of organizations, such as the California Transit Association and American Public Transportation Association, where consistent with the NCTD/MTS legislative program.

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METROPOLITAN TRANSIT SYSTEM (MTS)  
FEDERAL PROPOSED PROJECT FUNDING RECOMMENDATIONS

MTS Bus Replacement Vehicles

\$31,150,000

MTS currently has a need to replace 89 buses that have exceeded their useful life (as specified by Federal Transit Administration [FTA] guidelines). Replacement would move the fleet closer to its goal of complete conversion to compressed natural gas (CNG) .

South Bay Maintenance Facility

\$4,500,000

MTS's South Bay Maintenance Facility (SBMF), located in Chula Vista, was originally acquired in December 1992 and is a newer facility and more operationally efficient than East County. The site supports only Fixed Route bus operations; there are no paratransit facilities at this location. It was originally designed for a fleet of 80 buses, which has grown to 132 buses, both CNG and diesel. This increase has resulted in crowded conditions for bus and employee parking, difficult site circulation, and challenges every evening for the bus operation to maneuver buses and perform required fueling, servicing, and operational tasks. In the future, MTS plans to transition to all CNG buses at the SBMF and possibly add articulated buses to the fleet.

The project consists of the expansion of the facility into a larger and more functional bus maintenance and operations base. This project currently consists of 5.1 acres of property. The facility has partially been expanded from its initial 3-acre site at 3650 Main Street within the City of Chula Vista and is owned by MTS. The SBMF Expansion Project was initiated in 2001 due to the need to accommodate additional bus parking, CNG fueling facilities, and increased infrastructure facilities for maintenance and operations. As a result, three parcels were acquired between 2001 and 2004. One building was upgraded in 2003 for training, operations support, and maintenance. There was insufficient funding to complete the project due primarily to escalating property values of the remaining parcel to be acquired and additional regulatory requirements and needs.

MTS contracts with a bus operator to utilize and maintain the facility, maintain and service the buses, and provide driver personnel to operate the buses on routes in the San Diego metropolitan area. The parking space and maintenance facilities are currently very limited, and MTS is proposing to purchase a portion of one parcel north of the existing site for expansion. A site utilization study, including a survey of the new area and a maintenance facilities space assessment, was completed in September 2005. This project has an approved federal Categorical Exclusion, and a Mitigated Negative Declaration was completed and approved for the California Environmental Quality Act (CEQA).

Blue Line Station Improvements

This project consists of the replacement or rehabilitation of the station shelters of the San Diego Trolley Blue Line from downtown San Diego to the San Ysidro International Border. The Blue Line was built in 1981, and the stations were provided with simple station shelters. They have endured more than 24 years of use and now have reached their useful life. Many of the station shelters can be easily replaced, while others require full rehabilitation. Blue Line stations are some of the busiest intermodal transit centers in the region and impact the largest number of actual and potential transit customers.

The aging shelters are an increasing threat to passenger safety and comfort. The aging infrastructure, aging wiring, and wood dry rot must be addressed in the near-term. The longer the delay in carrying out the rehabilitation, the greater the deterioration, which will increase replacement and repair costs. The condition of the facilities is causing additional operating costs and presents a poor visible image of transit to potential riders.

The project consists of various tasks, including replacement of corroded and damaged roofing, repair or replacement of wooden interiors to the structures, installation of new lighting as necessary, including replacement of outdated fixtures and lamps, installation of tamperproof electrical receptacles, cleaning and graffiti sealing of all brick and concrete floors, replacement and repair as necessary for benches and seating, repainting interior woodwork and benches to original color scheme and condition, and installation of additional shelter facilities to those stations with minimal facilities.

Command and Control Infrastructure (CCI)

\$15,000,000

This project includes a number of systems that will enhance MTS's ability to remotely control its light rail vehicles (LRVs) and security at transit stations. The project includes installation of fiber-optic monitoring systems connected to transit center cameras, Centralized Train Control (CTC), a redundant interoperable Operations Control Center (OCC), and Intermodal Transit Center Surveillance and Monitoring. This project would significantly enhance the security of the transit system while ensuring the ability to command and control transit vehicles during a catastrophic emergency for early response and evacuation.

East County Paratransit Bus Facility

\$6,000,000

MTS's East County paratransit operation is currently contracted out to Laidlaw and is essentially part of the East County operation. It occupies the leased Fesler site. The fleet consists of 127 paratransit vehicles, including cutaways, minivans, and minibuses. In the future, MTS plans to go to all 25-foot cutaways with the exception of a few midsize coaches, with an increase to 144 vehicles in about five years and a total of 152 vehicles in ten years.

The Fesler site is overcrowded, which has led to inefficient and unsafe conditions. There is no dedicated space for a lobby or reception, and administration and dispatch areas are too small and unsecured. The maintenance facilities as a whole are inadequate and inefficient.

An immediate goal of MTS is to consolidate the East County paratransit fleet with the fixed-route operations on the East County site. The project would consist of 113,490 square feet of building for administration, operations, and maintenance functions. 51,751 square feet would be needed for fueling and washing functions. The project has an approved federal Categorical Exclusion, and a Mitigated Negative Declaration was completed and approved for the California Environmental Quality Act (CEQA). The East County Paratransit Bus Facility will be part of the larger East County Bus Maintenance Facility Expansion Project.

JAN26-06.30.LEGUPDATE.ATTC.SCOONEY



## MEMORANDUM

**To:** *State Legislators*

**From:** *Paul Jablonski, Chief Executive Officer, San Diego Metropolitan Transit System (MTS)*

**Date:** *January, 2006*

**Subject:** *Transit Needs in the Infrastructure Bond Proposals*

---

While state leaders are focusing their efforts on providing significant funding for state infrastructure needs, currently pending legislation does not appear to provide for critical transit system needs. Without an increased financial commitment from the state, transit agencies will be unable to maintain the systems built over the past several decades, let alone expand transit.

### **Background**

Many systems throughout the state that operate buses or local light rail services are aging and experiencing additional and unnecessary operating costs as a result. In spite of the potential funding that current state law should provide to operators, transit-specific funding sources (including Proposition 42-derived Public Transportation Account (PTA) and the "Spillover" funds due to the PTA) have been redirected to other state programs in recent budget cycles. This has resulted in reductions in operating assistance and deferral of transit capital investments. The state's transit systems face critical system failures if maintenance continues to be deferred. In addition, the ability of transit to capture new riders and help reduce congestion is threatened by the lack of investment in transit enhancement and expansion.

San Diego MTS is particularly vulnerable to system failure due to the age of the system. 30 percent of the trolley system is now 25 years old. Paratransit vehicles that should be replaced every 5 years are now 8 years old. Pavement deterioration, track failures, facility roof collapses, drainage failures, catenary wire collapse or traction power substation fires are some of the potential dangers of continued underfunding. In addition to current sources of funding, MTS has estimated that its system will need \$551 million over the next 10 years and \$1.1 billion over the next 30 years simply to maintain the system we have today.

### **Specific Recommendations**

As the leadership strives to assemble a transportation funding plan, MTS recommends that funding for rehabilitation and upgrade of rail and bus systems be included in your program. More specifically, we recommend that the legislature:

- *Develop a source of funding for projects or programs to purchase and rehabilitate LRT vehicles. MTS estimates that our immediate need is \$132 million;*
- *Develop a funding source for bus replacement. MTS estimates our near term need to replace aging buses with new, CNG-powered vehicles is \$50 million;*
- *Develop a source of funding specifically geared toward rehabilitation of aging rail lines.*
- *Develop a funding source to ensure that transit systems are safer and more secure.*



Metropolitan Transit System

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## Agenda

Item No. 31

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

LEG 460 (PC 50787)

January 26, 2006

Subject:

MTS: UPDATE ON THE STATUS OF THE GROSSMONT TROLLEY STATION JOINT  
DEVELOPMENT PROJECT

### RECOMMENDATION:

That the Board of Directors:

1. receive an update from General Counsel regarding the status of the Grossmont Trolley Station Joint Development Project; and
2. authorize the Chief Executive Officer (CEO) to execute any and all easements, licenses, amendments, and/or agreements necessary to construct the project that will not be recorded on the parcel map, including, but not limited to, easements for utilities to San Diego Gas & Electric (SDG&E) and the City of San Diego, and an amendment to an easement in favor of the American Automobile Association (AAA) for landscaping and ingress/egress.

### Budget Impact

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

Capital Project Funds. Capital project funds in the amount of \$4.7 million are allocated for related station improvements, including \$2 million in San Diego Association of Governments (SANDAG) for Smart Growth grant funds awarded to the City of La Mesa



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and MTS, and \$540,000 in local Transportation Development Act (TDA) funds contributed by the City of La Mesa.

## DISCUSSION:

The purpose of this item is to update the Board on the status of the negotiations regarding the Grossmont Trolley Station Joint Development Project.

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

After several months of negotiations, MTS and Fairfield reached an agreement regarding the financial terms and conditions for the development of the Grossmont Transit Center Station and a long-term lease of the land thereafter. Those terms and conditions are memorialized into two documents—a Disposition and Development Agreement (DDA) and a Ground Lease. The DDA governs how the project will be designed and constructed, and the Ground Lease gives Fairfield a long-term lease for the project.

The economic terms of the DDA include:

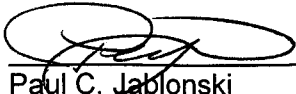
- Term of Ground Lease: 55-year lease term with two options to renew for 15 years and a third option to renew for 14 years. Total term of 99 years.
- Base Rent: \$85,333 years 0-2 or until 1/3 of the units are completed; \$170,667 years 2-4 or until 2/3 of the units are completed; \$256,000 per year thereafter until year 30.
- Base Rent Commencement Date: Upon close of escrow.
- Base Rent Escalation: Consumer Price Index adjustment every 5 years, limited to 15 percent commencing in year 31.
- Appraisal Adjustment of Base Rent: Base rent is adjusted to 8% of the fair market value of the land based upon "mark-to-market" appraisal at years 31, 56, and 80, but in no case greater than 6.5%, 8.0%, and 10% of gross collections based upon appraisal at years 31, 56, and 81.
- Overage Rent: 1.25 percent of gross income commencing year 1 and completing in year 30.

MTS has been negotiating the other legal terms and conditions of the DDA and Ground Lease with Fairfield since mid-October. Once the DDA and Ground Lease are in final form, they will be forwarded to Fairfield's lender for review and comment. It is common for lenders to make changes to the terms and conditions of these documents, and MTS anticipates that the negotiations with the lender will take an additional two to three weeks. Once an agreement has been reached with the lender, staff will bring the final versions of the documents back to the Board for approval. We estimate that Board approval will occur in February, and escrow will close some time in March with Fairfield starting construction thereafter.

The following is an update on the status of the outstanding issues that will need to be resolved prior to the close of escrow:

- A revised draft of the Purchase and Sale Agreement for the City of La Mesa excess right-of-way has been returned to the City of La Mesa's outside counsel for review and comment.
- At its January 24, 2006, meeting, the San Diego and Arizona Eastern (SD&AE) Railway Company authorized the granting of easements to SDG&E and the City of La Mesa for the relocation of utility lines and construction of the drainage improvements in SD&AE right-of-way.
- Staff and Fairfield met with one of the adjacent property owners on Friday, January 20, 2006, to finalize the amendment to one of the three existing parking licenses. Agreement has already been reached on the remaining two licenses.
- Staff and Fairfield are scheduled to meet this afternoon to review the latest versions of the DDA and Ground Lease. An oral update on the status of these documents will be provided during the meeting.
- Staff is scheduled to meet with employees of the property owner for the pedestrian bridge landing to resolve outstanding issues with respect to the design of the landing.
- Staff has been meeting with California Department of Transportation (Caltrans) representatives to finalize a waiver evaluation for the acquisition of the real property needed for the pedestrian bridge landing.
- An agreement still needs to be finalized between MTS and the City of La Mesa regarding long-term maintenance of off-site drainage improvements to prevent flooding of the trolley platform and station area.
- Staff has requested copies of the final plats and legal descriptions for all of the easements needed for the project from Fairfield. Those documents should be reviewed and finalized within the next week.

General Counsel will provide an oral update on the progress of these and other items during the Board meeting.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, [Tiffany.Lorenzen@sdmts.com](mailto:Tiffany.Lorenzen@sdmts.com)

JAN26-06.31.GROSSMONT.TLOREN

<b>Grossmont Trolley Station Project Status:</b>						Updated 1-25-06
<b>Key Target Dates for Project:</b>		<b>Target Date</b>				
Start Construction of Utility Relocations						
Start Phase 1 Site Grading and Parking Structure Construction						
Start Phase 1 Residential Construction						
Occupancy for First Residential Units						
Overall Project Completion						
		<b>Target Date</b>	<b>Preliminary Draft</b>	<b>Final Draft Delivered</b>	<b>Ready for Agency/Board Action</b>	<b>Completed</b>
<b>La Mesa</b>						
1	Project Environmental Review					X
2	Project Land Use Entitlements					X
3	Approval of Purchase & Sale Agreement w/ MTS		X			
4	Approval of Final Map				X	
5	Approval of Sewer Reimbursement Agreement w/ FF				X	
6	Review and Approve Station Improvement Plans		X			
7	Agreement with MTS for off-site drainage improvements (not needed see SANDAG Item 2 below).					N/A
<b>MTS</b>						
1	Approval of Final Draft DDA/Lease		X			
2	Revised Parking Agreement w/ CCRT (Magee)		X			
3	Approval of Purchase & Sale Agreement w/ La Mesa		X			
4	Acquire Easement for Ped Bridge Landing (Cushman)		X			
5	Review and Approve Station Improvement Plans		X			
<b>Fairfield</b>						
1	Approval of Final Draft DDA/Lease		X			
2	Prepare Plans & Specifications for Station Improvements		X			
3	Secure Env. Permits for Storm Drain Improvements		X			
4	Secure Grading and Building Plan Check and Permits				X	
<b>SANDAG</b>						
1	Direct and Approve Plans, Specifications, Budget and Bid Package for Station Improvements		X			
2	Reimbursement Agreement with FF for Off-site Storm Drain Improvements in AAA Easement to La Mesa					



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## Agenda

Item No. 32

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

OPS 960.5 (PC 50601)

January 26, 2006

Subject:

SDTC: RETIREMENT PLAN ACTUARIAL VALUATION REPORTING OPTIONS

### RECOMMENDATION:

That the Board of Directors provide staff with input and direction in regard to reporting retirement plan information.

#### Budget Impact

None at this time.

### DISCUSSION:

The actuarial valuation of the retirement plans of San Diego Transit Corporation (SDTC) was presented to the Board at the November 10, 2005, meeting. The actuary's presentation generated a great deal of discussion, questions, and concern. The Board requested that staff bring back a plan to provide more frequent monitoring of the plan's performance either to the Executive Committee or to a special pension subcommittee.

There are many factors that play a role in determining the plan's funding status. These factors go beyond just reporting the pension plan's investment returns. The growth in our assets is only half of the equation; changes in the plan's liabilities can be just as important as changes in the plan's assets. These factors, while including investment gains/losses, also include modification to plan provisions, ongoing changes in plan membership, and actuarial assumption changes. Staff recommends that the Executive Committee be kept informed on both the investment side of the ledger as well as factors that have the potential of either increasing or decreasing the plan's liabilities.



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.

Asset performance (investment return) plays an important role in determining the annual pension contribution requirement. It is important to focus on the plan's long-term performance while looking at the short-term investment performance for a point of reference. Staff will report monthly investment returns as well as various long-term rolling period investment returns to the Executive Committee. Following the end of each quarter, staff will review with the Executive Committee the pension plan's investment performance summary report that is provided by the plan's investment consulting firm, R.V. Kuhns & Associates. In addition, the plan's investment consultant performs an Asset Allocation Study typically every 2 to 3 years, and it will be reviewed with the Executive Committee.

As we have discussed previously, the plan's investment return is only one of many assumptions that the plan's actuary must make in determining the annual pension contribution requirement. Working with the plan's actuary, EFI Actuaries, an annual projection of retirements, normal and disability, terminations, deaths, salary increases, and projected pension payouts will be prepared. Quarterly, the actual results will be monitored, compared with the projections, and reported to the Executive Committee.

In addition to the annual actuarial valuation, staff has already had discussions with the actuary regarding the performance of a new Experience Study, which compares the plan's actual demographic experience with the plan's assumptions. Once completed, this report will be reviewed with the Executive Committee. Staff and the actuary are currently planning on performing an Asset Liability Modeling Study, which will include a projection of future cash-flow needs and a range of costs simulation. The study would project the plan's costs under various return assumptions.

Staff recommends that this report then be presented to the Executive Committee on an ongoing basis. The Executive Committee would have the option of forwarding any information it deems it appropriate to the Board of Directors. Staff recommends the annual actuarial valuation, any subsequent actuarial reports, and the semiannual investment performance reports still be presented to the Board of Directors.



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Paul C. Jablonski  
Chief Executive Officer

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JAN26-06.32.RETIREMTACTUARIAL.CTELFER

# Metropolitan Transit System SDTC Retirement Plan Monitoring

MTS Board of Directors Meeting  
January 26, 2006



## Factors Affecting Funding Status

- Investment Returns—Assets
- Contributions—Assets
- Plan Payouts—Assets
- Modifications to Plan—Liabilities
- Demographic Changes—Liabilities
- Actuarial Assumption Changes—Liabilities



## Asset Performance

- Focus on Long-term returns
- Consider Short-term returns as a point of reference



## Asset Monitoring

- Monthly
  - Investment returns
    - Current and year-to-date
  - Various long-term rolling period returns
    - Two- to four-year periods
- Quarterly
  - Review Investment Advisor's Pension Plan Investment Performance Summary



## Liabilities

- Annual Projections of Retirements (normal vs. disability)
- Terminations and Deaths
- Salary Increases
- Projected Pension Payouts
- Monitor and report quarterly



## Actuarial Reports

- Annual Actuarial Valuation
- Experience Study—(3-5 Years)
- Asset Liability Modeling Study—(1<sup>st</sup>)



## Staff Recommendations

- Monthly - (Executive Committee)
  - Investment Returns
- Quarterly - (Executive Committee)
  - Investment Performance Report
  - Liability Monitoring
- Annually - (Full Board)
  - Actuarial Valuation
  - Investment Performance Report





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## Agenda

Item No. 33

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

ADM 110 (PC 50101)

January 26, 2006

Subject:

MTS: RECOGNITION OF LEON WILLIAMS

### RECOMMENDATION:

That the Board of Directors instruct the Chief Executive Officer (CEO) to develop a plan to dedicate the San Diego State University (SDSU) Station to former Chairman and Board Member Leon Williams. The dedication would include a visual display and a plaque commemorating Mr. Williams' achievements, and it would be located at an appropriate and highly visible location at the station. This dedication of the SDSU Station to Leon Williams would preclude honoring anyone else at the station, and the station name would remain the SDSU Station. If approved, a public announcement of the dedication would be made at Leon Williams' retirement luncheon on Friday, January 27, 2006.

### Budget Impact

Unknown at the drafting of this item. Additional information will be provided during the oral report.

### Executive Committee Recommendation

At its meeting on January 19, 2006, the Executive Committee recommended forwarding this item to the Board for approval.



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

## DISCUSSION:

On December 31, 2005, Mr. Leon Williams retired as Chairman of the Board of Directors of MTS after 11 years of service. Mr. Williams was a member of the Board for 29 years, during which time the transit system matured into a modern system capable of meeting the needs of the growing San Diego metropolitan area. The most recent achievement during his tenure was the opening of the Mission Valley East extension of the light rail system. The most prominent symbol of that achievement is the underground station on the campus of SDSU. Dedication of the station at SDSU to Mr. Williams would memorialize his contribution to public transportation in the San Diego region. Mr. Williams is also a graduate of SDSU.

At the January 19, 2006, meeting, the Executive Committee discussed possible options for honoring Leon Williams. The Executive Committee is recommending that the SDSU Station be dedicated to former Chairman and Board Member Leon Williams (which would preclude honoring anyone else at that station), a visual display and plaque be placed at an appropriate and highly visible location at the station describing Mr. Williams' historical achievements with respect to public transportation, and the dedication be announced at Leon Williams' retirement luncheon on January 27, 2006.



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Paul C. Jablonski  
Chief Executive Officer

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JAN26-06.33.RECOGNITIONLEONWILLIAMS.SCOONEY



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## Agenda

Item No. 45

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

OPS 920.1, 960.5, 970.5  
(PC 50451)

January 26, 2006

Subject:

MTS: NOVEMBER MONTHLY PERFORMANCE INDICATORS

### RECOMMENDATION:

That the Board of Directors receive this report for information.

#### Budget Impact

None.

### DISCUSSION

#### Operating Environment

The following report is a summary of the MTS operational statistics for November 2005, month five of FY 2006. There were 21 operational weekdays and nine weekend days of service. Chargers and Aztec football games were among the events for which MTS provided service. Additionally, special service was provided for the Rolling Stones concert at PETCO Park on November 11, and the Eagles at Cox Arena on November 16. Aside from regular construction detours, there were no major interruptions to service.



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MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

## Service Statistics

The following are the relevant service statistics for November 2005, categorized by performance indicator. Charts based on the statistics are provided in Attachments A through D.

- Service Effectiveness

- In November, the MTS system carried a total of 6,248,761 passengers, with 3,594,974 traveling on MTS bus and 2,653,787 passengers traveling on MTS rail. MTS bus carried 24.83 passengers per revenue hour while MTS rail carried 182.44 passengers per revenue hour.

- Service Reliability

- On-time Performance: System wide on-time performance was calculated at 91.8%. MTS bus reported 85.7% of its trips on time, and MTS rail reported 97.8% of its trips on time.
- Mean Distance Between Failures (MDBF): MTS bus was 13,339 miles overall for the month of November. There were no major failures on MTS rail; the MDBF was 663,945 car miles.

- Quality of Service

- MTS bus had 3.42 total collisions per 100,000 miles in the month of November. MTS rail had two collisions at a rate of 0.30 total collisions per 100,000 miles.
- Non-ADA customer complaints reported 9.06 complaints per 100,000 passengers in November. There were 16 ADA complaints, which represented 0.06% of total ADA ridership.



Paul C. Jablonski  
Chief Executive Officer

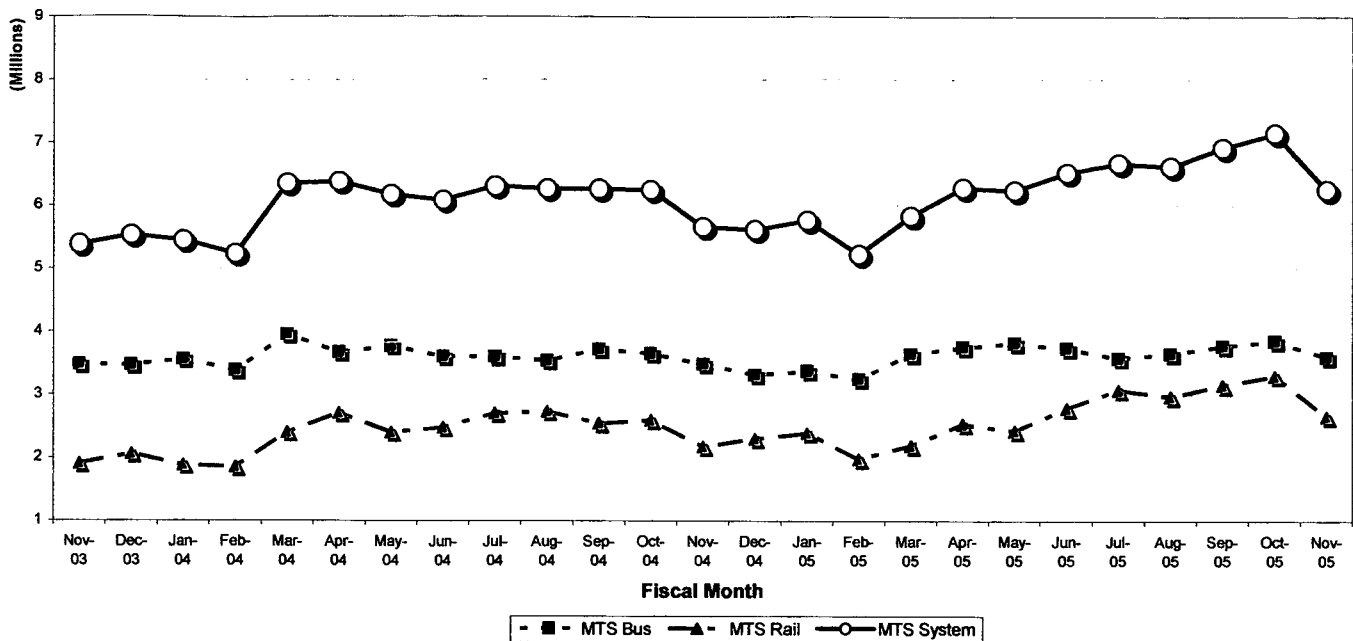
Key Staff Contact: Anika-Aduesa Smart, 619.595.4901, [anika.smart@sdmts.com](mailto:anika.smart@sdmts.com)

JAN26-06.45.NOVPERFORM.ASMART

Attachments: A. MTS System Ridership, On-Time Performance (Bus, Rail, System)  
B. MTS Mean Distance Between Mechanical Failures (Bus, Rail)  
C. MTS Total Collision Accidents (Bus, Rail)  
D. MTS Customer Complaints (Non-ADA Service)

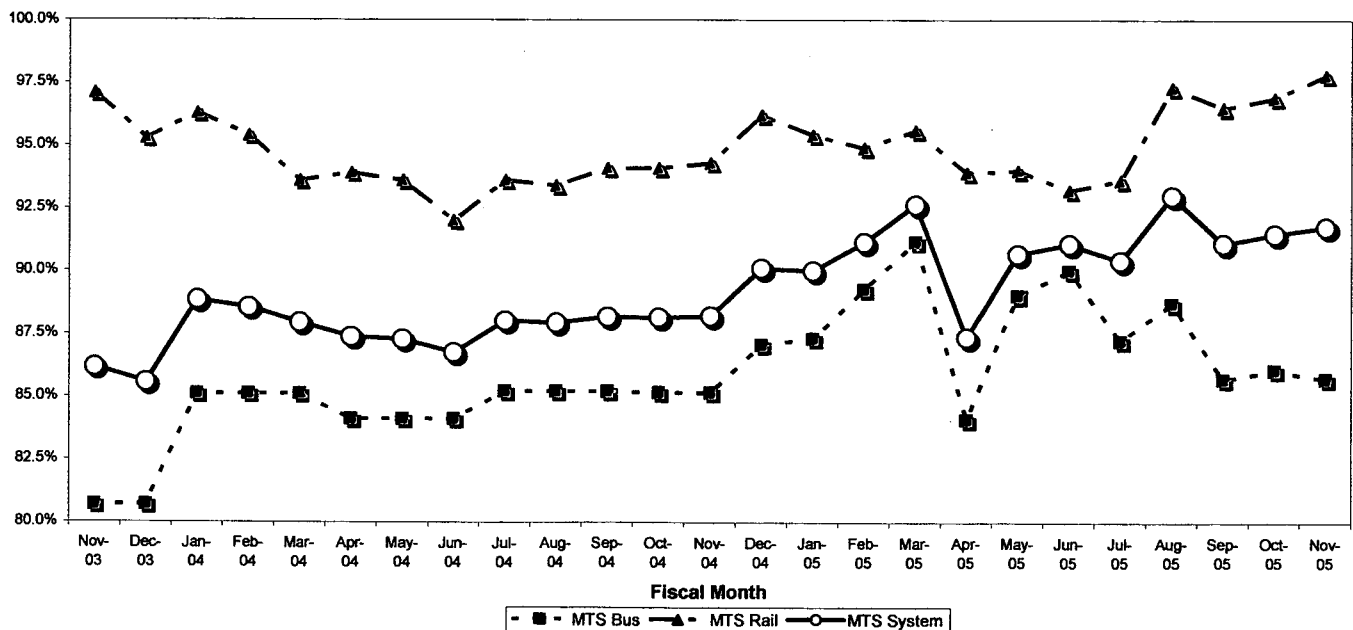
## RIDERSHIP

System Ridership  
FY 2004 to Present



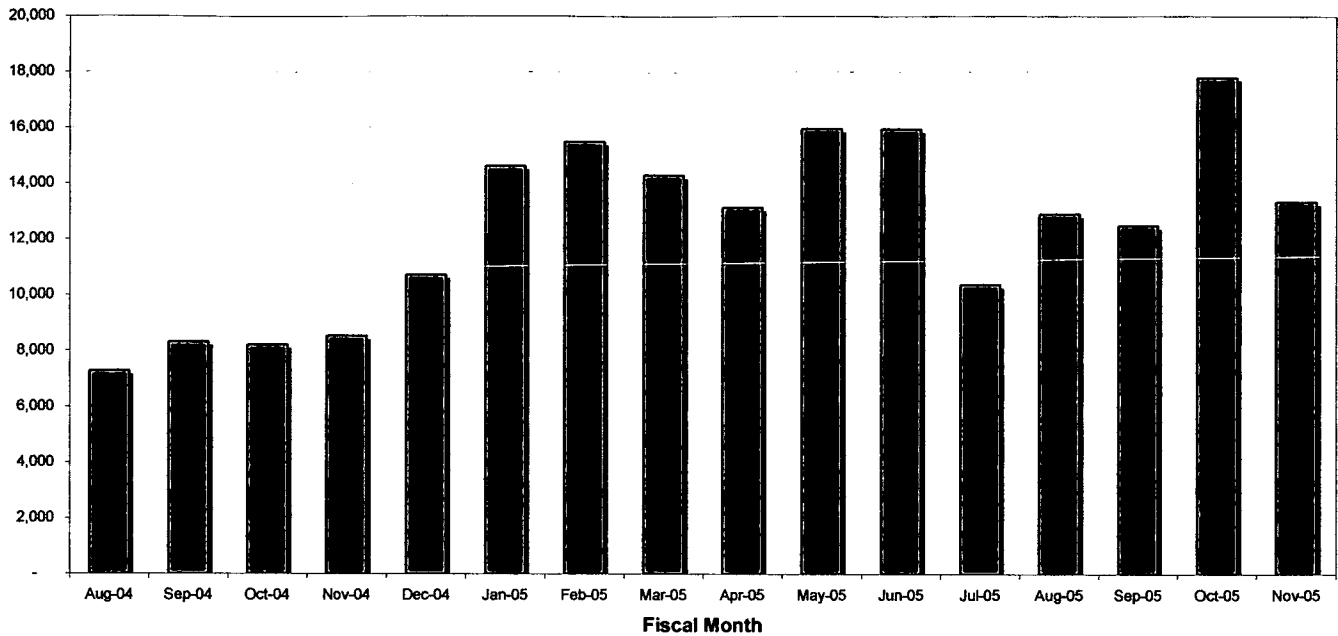
## ON TIME PERFORMANCE

System On Time Performance  
FY 2004 to Present

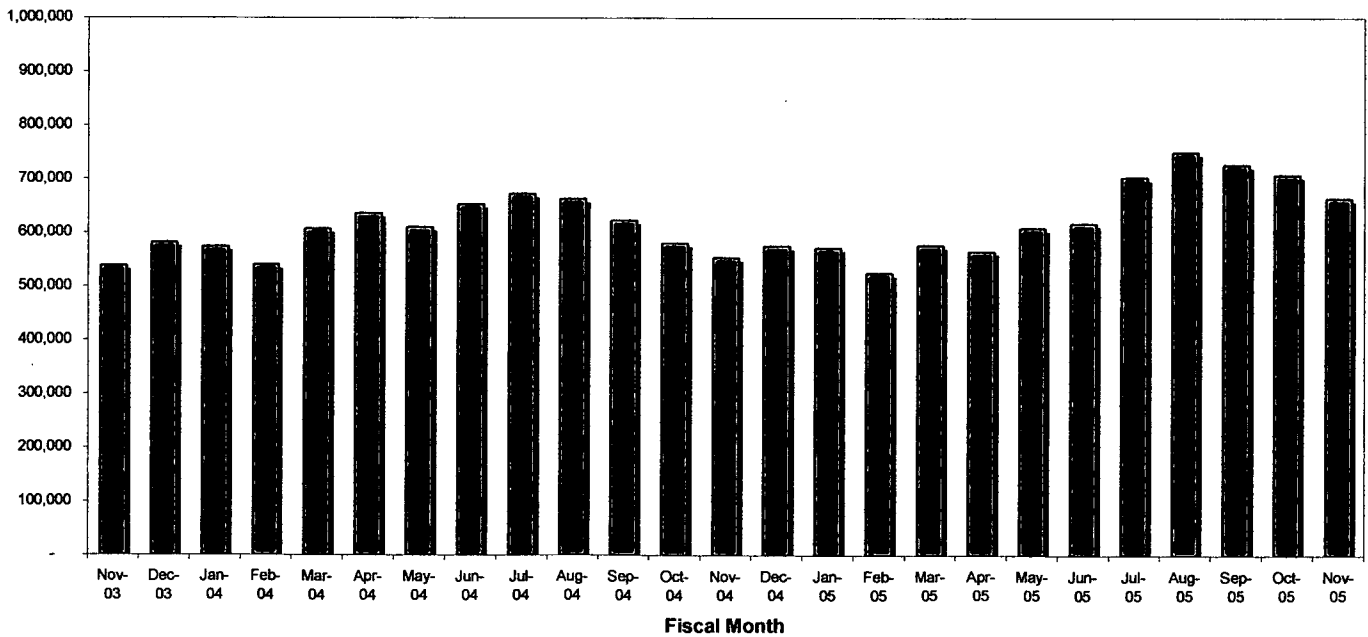


## MEAN DISTANCE BETWEEN MECHANICAL FAILURES

**Bus Mean Distance Between Failures  
FY 2004 to Present**

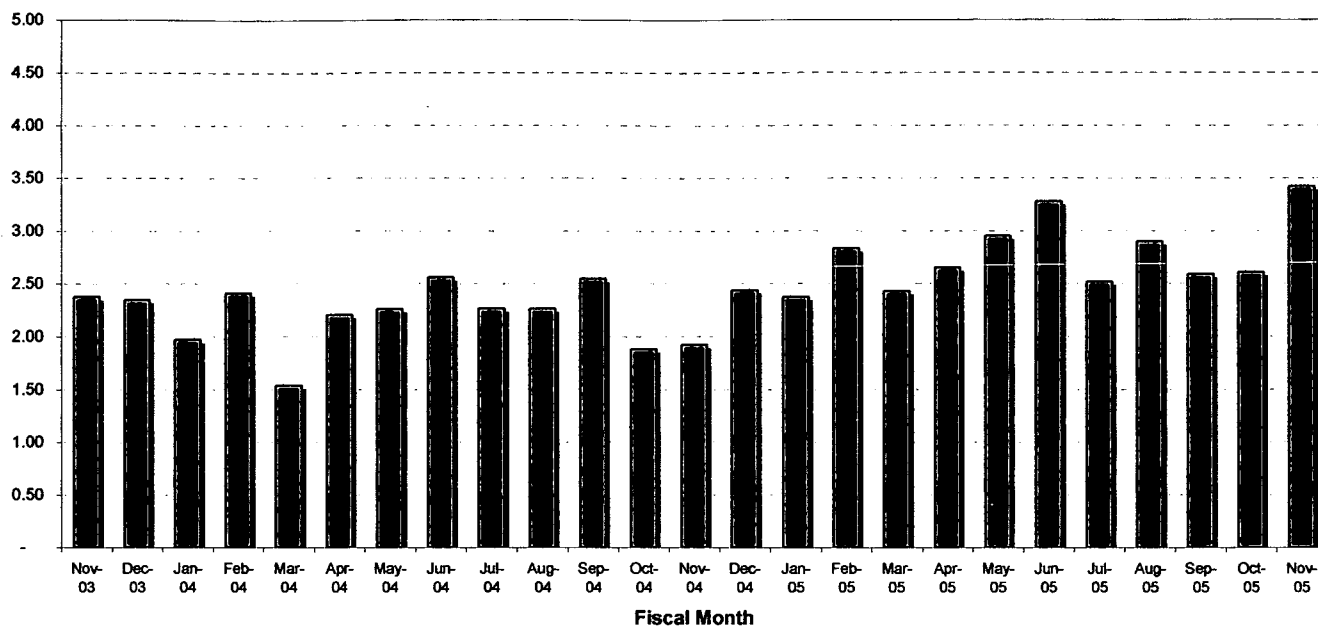


**Rail Mean Distance Between Failures  
FY 2004 to Present**

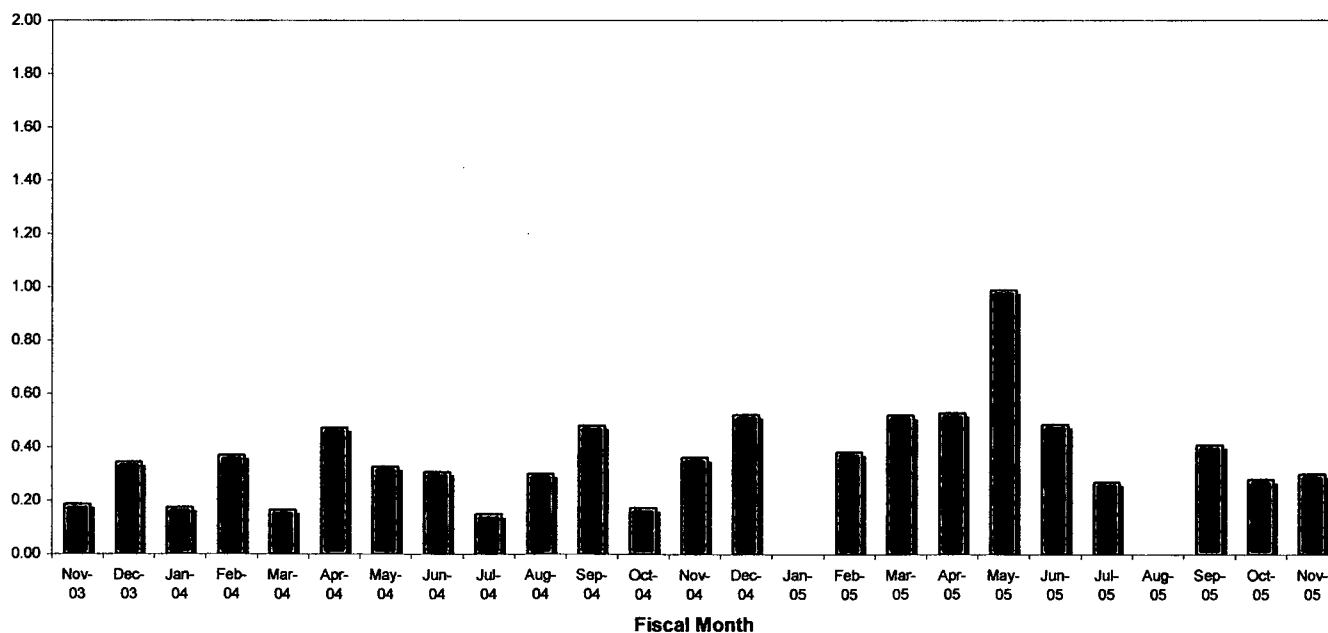


# TOTAL COLLISION ACCIDENTS (PER 100,000 MILES)

**Bus Total Collision Accidents (per 100,000 Miles)  
FY 2004 to Present**

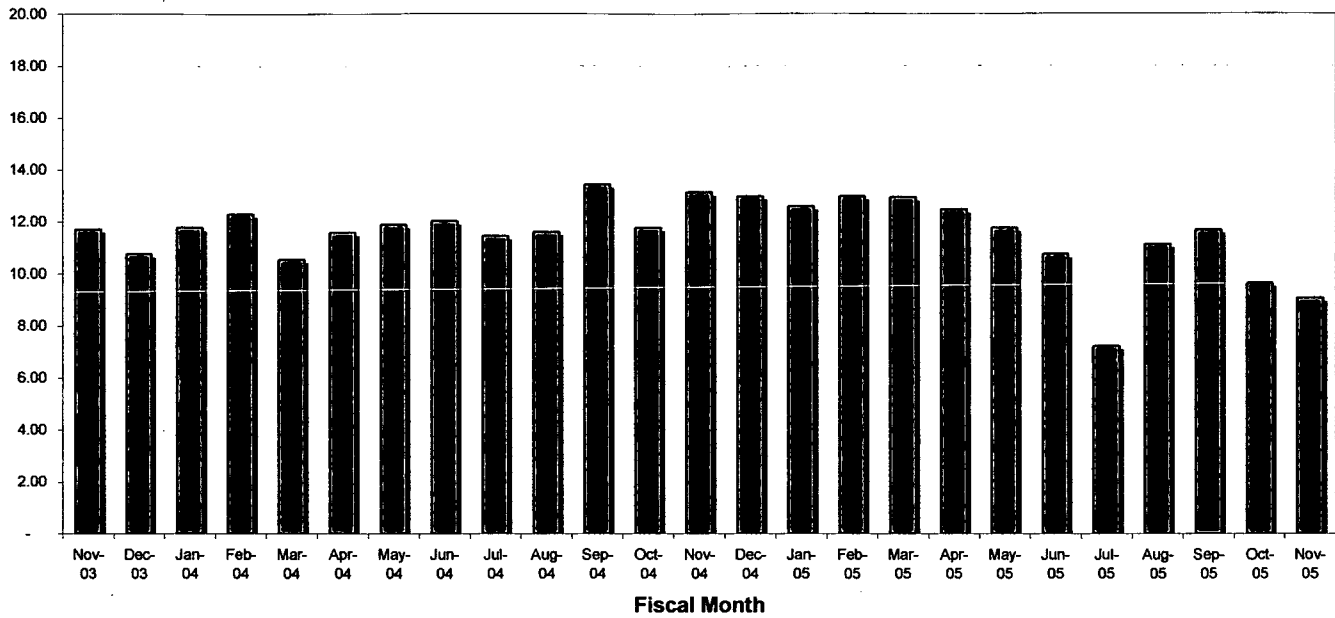


**Rail Total Collision Accidents (per 100,000 Miles)  
FY 2004 to Present**



## CUSTOMER COMPLAINTS

**Bus Non-ADA Customer Complaints (per 100,000 Passengers)  
FY 2004 to Present**



## Metropolitan Transit System

### November 2005 Monthly Performance Indicators

January 26, 2006

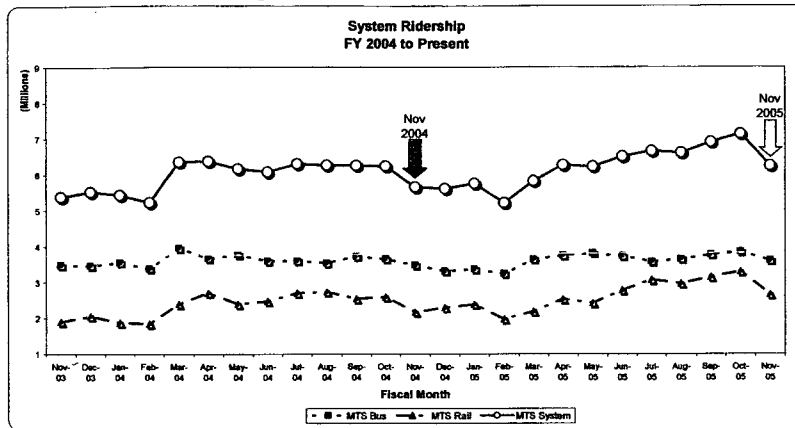


### Operating Environment

- **Service**
  - Twenty-one operational weekdays and nine weekend days of service
- **Special Events**
  - Chargers and Aztec Games
  - Rolling Stones at Petco Park (November 11<sup>th</sup>)
  - Eagles at Cox Arena (November 16<sup>th</sup>)



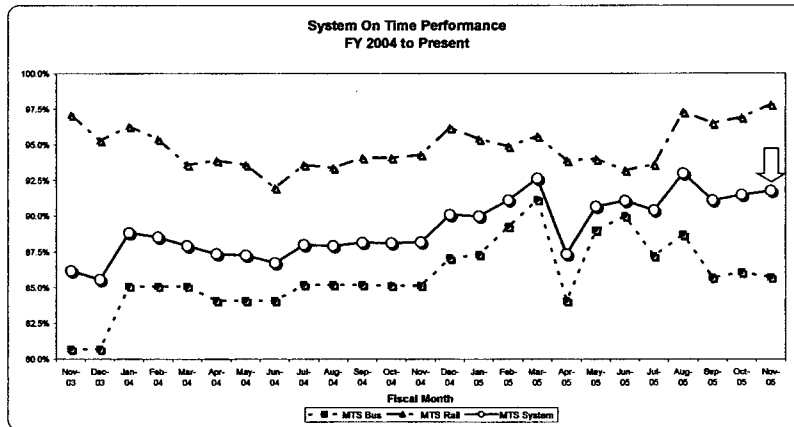
## System Ridership



- System carried 6,248,761 passengers in November 2005.
  - Ridership on MTS Bus totaled 3,594,974.
  - Ridership on MTS Rail totaled 2,653,787.



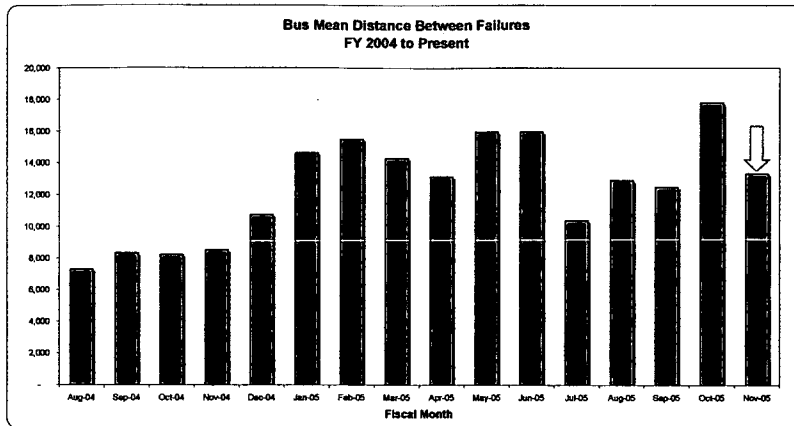
## On Time Performance



- MTS System achieved 91.8% on time performance.
  - On time performance for MTS Bus reported at 85.7%.
  - On time performance for MTS Rail reported at 97.8%.



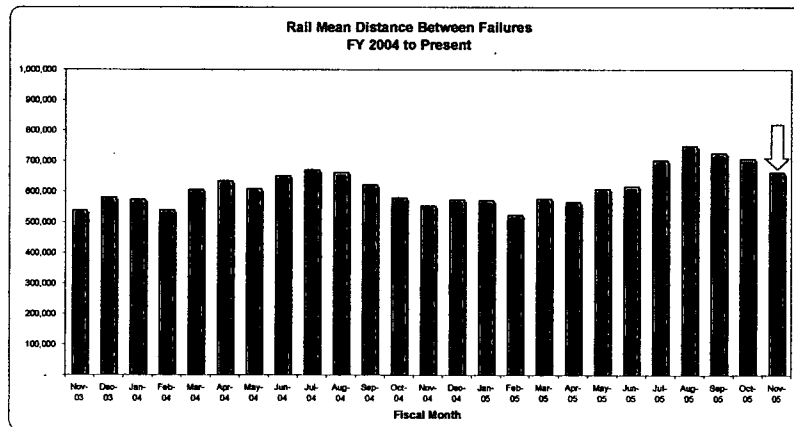
## Mean Distance Between Failures - Bus



- Mean distance between failures for MTS Bus was 13,339 miles.



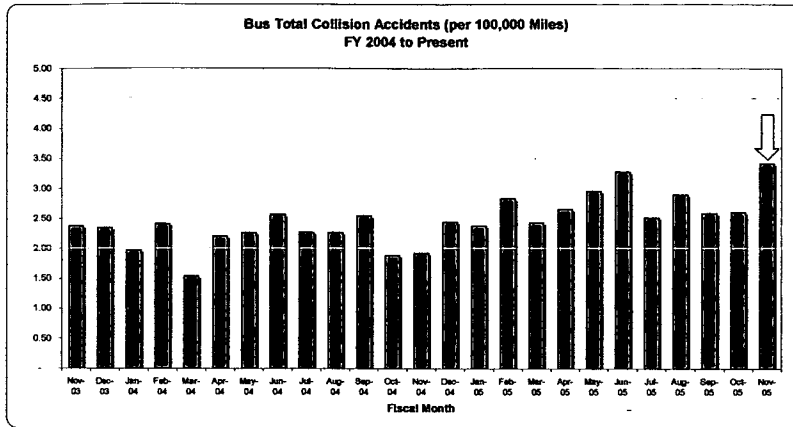
## Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 663,945 car miles.



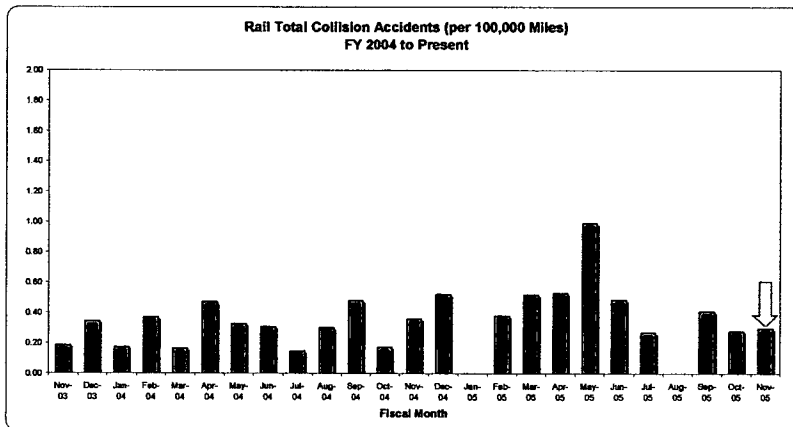
## Collision Accidents - Bus



- MTS Bus collision rate was 3.42 collisions per 100,000 miles.



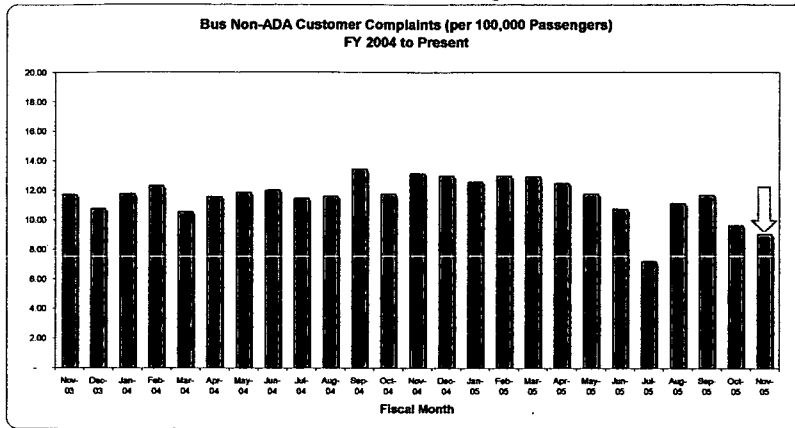
## Collision Accidents - Rail



- MTS Rail had two collision accidents, at a rate of 0.30 collisions per 100,000 miles.



## Customer Complaints



- Non-ADA complaints were reported at 9.06 complaints per 100,000 passengers.
- ADA services reported 16 complaints, representing 0.06% of ADA ridership.



## Conclusion of Report November 2005





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## Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

January 26, 2006

### Minor Contract Actions

- Orion Construction Corp./Balboa Construction, Inc. for construction services for the Mission Valley East Light Rail Transit Extension – SDSU Segment Utilities.

### Contract Matters

There are no Contract Matters to report.

[gail.williams/agenda item 61](#)



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Metropolitan Transit System

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## Memorandum

DATE: January 24, 2006

TO: MTS Board of Directors

FROM: Accessible Services Advisory Committee (ASAC) *mt*

SUBJECT: COMPREHENSIVE OPERATING ANALYSIS (COA) OUTREACH EFFORT

---

The Discussion Item from the January 19, 2006, ASAC meeting, "COA ADA Paratransit Outreach/Implementation Management," that was introduced via a comprehensive presentation by Metropolitan Transit System (MTS) Planning Director Conan Cheung generated a motion from the ASAC Committee to specifically compliment the outreach effort to date regarding upcoming COA service changes. ASAC member Larry Chaidez, who is visually impaired, made the motion, which was subsequently passed unanimously.

The discussion surrounding this item was related to ensuring that implementation of outreach efforts is as intensive and well organized as those conducted during the research phase. Additionally, staff's efforts to incorporate as many venues and forums as possible in order to conduct outreach generated praise from Committee members. Specifically, the outreach conducted January 11, 2006, at San Diego Center for the Blind was cited as a very well organized and productive session, especially in light of the exceptionally high turnout by the visually impaired and disabled community.

ASAC requested that a memorandum be sent to the attention of the MTS Board of Directors citing the commendation to staff for these community outreach efforts. To discuss specifics related to the COA please contact Planning Director Conan Cheung at 619.515.0933.

DSundh/MMO  
M-2006.0120.COA.MCALDER