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Agenda

JOINT MEETING OF THE BOARD OF DIRECTORS

for the

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

January 21, 2010

9:00 a.m.

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

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ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - January 7, 2010 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. MTS: Election of Vice Chair and Chair Pro Tem and Appointments to Committees for 2010 (Sharon Cooney) Elect/Appoint
Action would: (1) elect a Vice Chair and a Chair Pro Tem for 2010; and (2) consider the nominating slate proposed by the Ad Hoc Nominating Committee for the appointment of representatives to MTS committees for 2010 and vote to appoint representatives to those committees.

Please turn off cell phones and pagers
during the meeting

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

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



CONSENT ITEMS

- | | | |
|-----|---|--------------------|
| 6. | <u>MTS: Increased Authorization for Legal Services - Wheatley Bingham & Baker</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1111.13-07 with Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority. | Approve/
Ratify |
| 7. | <u>MTS: Increased Authorization for Legal Services - McDougal Love Eckis Smith Boehmer & Foley, APC</u>
Action would authorize the CEO to execute MTS Doc. No. G1067.8-07 with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratify prior amendments entered into under the CEO's authority. | Approve/
Ratify |
| 8. | <u>MTS: Increased Authorization for Legal Services - Law Offices of Mark H. Barber, APC</u>
Action would authorize the CEO to execute MTS Doc. No. G1162.8-08 with the Law Offices of Mark H. Barber, APC for legal services and ratify prior amendments entered into under the CEO's authority. | Approve/
Ratify |
| 9. | <u>MTS: Coast United Advertising - Contract Option Years</u>
Action would authorize the CEO to execute MTS Doc. No. B0201.1-99 for three 12-month option periods with Coast United Advertising. | Approve |
| 10. | <u>MTS: I-15 Bus Rapid Transit Station - Property Transfers</u>
Action would authorize the CEO to execute all documents necessary to transfer property to the State of California Department of Transportation (Caltrans) for state highway purposes and to the City of San Diego for street purposes. | Approve |

CLOSED SESSION

- | | | |
|-----|---|--------------------|
| 24. | a. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to California Government Code Section 54956.8;
<u>Property:</u> 3650 Main Street, Chula Vista, California (Assessor Parcel No. 623-250-23);
<u>Agency Negotiators:</u> Tiffany Lorenzen, General Counsel; Tim Allison, Manager of Real Estate Assets; and Bruce Beach, Best Best & Krieger, LLP;
<u>Negotiating Parties:</u> Sav-On Systems, a California Limited Partnership;
<u>Under Negotiation:</u> Price and Terms of Payment | Possible
Action |
| | b. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL
Pursuant to California Government Code Section 54956.9(a): <u>Balfour Beatty/Ortiz v. Metropolitan Transit System</u> (Superior Court Case No. GIC 868963 | Possible
Action |
| | c. MTS: CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE EVALUATION <u>CHIEF EXECUTIVE OFFICER</u> Pursuant to California Government Code Section 54957 | Possible
Action |

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. MTS: Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Member Agency Memorandum of Understanding for Rail Service Integration (Linda Culp of SANDAG) Approve
Action would authorize the CEO to sign the interagency Memorandum of Understanding (MOU) MTS Doc. No. G1303.0-10.
31. MTS: Legislative Update (Sharon Cooney) Approve
Action would: (1) receive a report on 2009 legislative and intergovernmental activities; and (2) approve staff recommendations for 2010 state and federal legislative programs.
32. MTS: Advertising Revenue and Policy (Rob Schupp) Possible Action
Action would receive an update on revenues generated by advertising on MTS vehicles and bus shelters and consider the placement of advertising on MTS branded vehicles.

REPORT ITEMS

45. SDTI: LRV Repair and Retrofit Status (Lee Summerlott) Receive
Action would receive a report on repairs to light rail vehicle (LRV) 2052 and the retrofit of LED interior lighting and door light barriers.
46. MTS: Report on the Creation of a Central MTS Database and Reporting Tool (Devin Braun) Receive
Action would receive a report on the new central database and reporting tool.
60. Chairman's Report Information
61. Audit Oversight Committee Chairman's Report Information
62. Chief Executive Officer's Report Information
63. Board Member Communications
64. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
65. Next Meeting Date: February 18, 2010
66. Adjournment

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 1-21-10

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

RECESS:

RECONVENE:

CLOSED SESSION: 9:05

RECONVENE: 10:27

PUBLIC HEARING: None

RECONVENE: None

ORDINANCES ADOPTED: -

ADJOURN: 12:05 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	☒ (Boyak) ☐	9:03	
EWIN	☒ (Allan) ☐		
EMERALD	☒ (Faulconer) ☐	9:20 a.m.	10:18 a.m.
GLORIA	☒ (Faulconer) ☐		11:52 a.m.
JANNEY	☒ (Bragg) ☐		
LIGHTNER	☐ (Faulconer) ☐		
MATHIS	☒ (Vacant) ☐		11:50 a.m.
MCCLELLAN	☒ (Hanson-Cox) ☐		
OVROM	☒ (Denny) ☐		
RINDONE	☒ (Castaneda) ☐	9:01 a.m.	
ROBERTS	☒ (Cox) ☐		10:46 a.m.
RYAN	☐ (B. Jones) ☐		
SELBY	☒ (England) ☐		11:16 a.m.
VAN DEVENTER	☒ (Zarate) ☐		10:42 a.m.
YOUNG	☒ (Emerald) ☐	10:20 a.m.	11:43 a.m.

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Vicki Rogers
[Signature]

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

MINUTES

January 7, 2010
MTS
1255 Imperial Avenue, Suite 1000, San Diego

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:04 a.m. A roll call sheet listing Board member attendance is attached.

Mr. Mathis announced that MTS General Counsel, Tiffany Lorenzen would not be at the meeting. Acting in her place as Counsel is Attorney Roger Bingham.

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the December 10, 2009, MTS Board of Directors meeting. Mr. McClellan seconded the motion, and the vote was 11 to 0 in favor. Ms. Bragg abstained.

3. Public Comments

Karen Schrawder: Ms. Schrawder stated that she is a Vocational Rehabilitation Counselor with the State Department of Rehabilitation. She added that she is visually impaired and represents herself, as well as her clients at the Center for Blind. She made positive comments about the Compass card and added that the challenge to the visually impaired is finding the validator machines. She made several suggestions: (1) the machines be located in a consistent location, (2) they have an audible noise to help them find it, (3) or a strip of rubber to indicate their location. She stated if the machines cannot be located close to the front of the trolley, she requested reasonable accommodations to assist the visually impaired.

Mr. Mathis stated that her contact information will be submitted to the MTS Accessibility Committee so that she can become part of that process.

Alfredo Holguin: Mr. Holguin stated that he is visually impaired, a frequent user of the trolleys and the buses. He added that he has the same concerns as Ms. Schrawder regarding the location of the Compass card validation machine. He added that he would also like to complain about the buses that pass him when he is sitting at a bus stop.

Mr. Mathis stated that Mr. Holguin's concern will be brought to the attention of the bus drivers.

Duncan McFetridge: Mr. McFetridge stated that he is the Chairman of Save Our Forests and Ranchlands. He added that he is speaking at the public comment portion of the meeting because he is calling a point of order with the item placed on Agenda Item #30 that he will speak about during that portion of the meeting.

CLOSED SESSION (Taken Out of Order)

24. Closed Session Items

Mr. Bingham stated that an additional agenda item has been added to Closed Session with respect to potential exposure to litigation. He stated that the request has been made pursuant to Government Code Section 54956.9. He added that the action came to the attention of General Counsel, Tiffany Lorenzen, at 2:53 p.m. on January 4, 2010, after the agenda had been posted at 9:00 on that day. He stated that a motion is required to add this item to the agenda as item "b".

Action

Mr. Ovrom moved to approve the addition item "b" to the agenda. Mr. Ewin seconded the motion, and the vote was 13 to 0 in favor.

- a. SDTI: CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6 Agency-Designated Representative - Jeff Stumbo
Employee Organization - International Brotherhood of Electrical Workers 465
- b. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL
ANTICIPATED LITIGATION SIGNIFICANT EXPOSURE TOLITIGATION
Pursuant to California Government Code Section 54956.9(b)

Oral Report of Final Actions Taken in Closed Session

The Board reconvened to open session at 10:04 a.m. Mr. Bingham reported the following:

- a. The Board received a report and gave direction to the Agency Representative.
- b. The Board received a report from Acting Counsel.

CONSENT ITEMS (Taken Out of Order)

- 6. SDTC: Safety Process Audit Report
Action would receive an audit report on San Diego Transit Corporation's (SDTC's) safety process.
- 7. MTS: Broadway Wye Signaling and Catenary System Improvement Project Construction and Fund Transfer Memorandum of Understanding (MOU) with SANDAG
Action would: (1) authorize the Chief Executive Officer (CEO) to execute a Memorandum of Understanding (MOU) (MTS Doc. No. L0941.0-10) with the San Diego Association of Governments (SANDAG) for the construction of the Broadway Wye signaling and catenary system improvements; and (2) transfer \$753,000 from MTS Capital Improvement Program (CIP) 11255 (Broadway Wye Switch Machines) to SANDAG CIP 1142800 (Catenary and Signaling Improvements) as shown in the Budget Change Summary for these improvements.

Consent Item 7: Ms. Lightner requested how much SANDAG receives to manage the project. Staff provided the information and consent item number 7 was approved (after the vote on Agenda Item 30).

8. MTS: Signature Authority for San Diego Transit Corporation Retirement Plan
Action would approve the list of signatories on the San Diego Transit Corporation Retirement Plan.
9. MTS: Risk Management Process Audit Report
Action would receive an internal audit report on risk management.
10. MTS: Investment Report - November 2009
Action would receive a report for information.

Action on Consent Items

Mr. Rindone moved to approve Consent Agenda Item Nos. 6, 8, 9 and 10. Mr. Van Deventer seconded the motion, and the vote was 13 to 0 in favor.

Consent Agenda Item 7 was approved after Agenda Item 30. Moved by Ms. Lightner and seconded by Mr. Rindone and the vote was 10 to 0 in favor. (Mr. Ewin, Mr. Ovrom and Mr. Roberts had left the meeting).

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. MTS: FY 2010 Midyear Budget-Related Service Adjustments (Sharon Cooney)

Mr. Jablonski stated that many changes have been made to the original proposal of service cuts in response to the public comments that were received by MTS in excess of one thousand.

Mr. Jablonski reviewed the budget projections that have been made as of December 10, 2009. He stated that TDA and TransNet revenue is 11.1% below what was projected for the FY 2010 budget. He stated that the projection is \$12.9 million shortfall for FY 2010 and \$14.4 million shortfall for FY 2011. He pointed out that SANDAG's has revised tax projections further downward that may take the \$12.9 million shortfall for FY 2010 to -\$16 million and the \$14.4 million shortfall to \$17-18 million for FY 2011.

Ms. Cooney reviewed the analysis that was conducted and service changes that were proposed to reach the \$7 million subsidy target. She pointed out that 456 total comments were received and reviewed by MTS. She pointed out that all comments received since the December 10, 2009, board meeting have been summarized and all comments have been taken into consideration and the new changes will be reviewed.

Mr. Telfer addressed some of the issues raised at the December 10th hearing regarding the Declaration of Fiscal Emergency and reviewed additional information that has occurred since then. He stated that MTS drew from a line of credit and pointed out that in December there was an operating deficit. He reported that there is a negative budget this fiscal year because of decreased sales tax revenue and \$14.4 million for FY 2011 and the situation has worsened with new projections that will cause an increased deficit for this year and next fiscal year.

Mr. Telfer reviewed the cash projections and methods of calculation. He stated that in November 2009 the unrestricted cash balance was \$6.2 million and in December 2009 the unrestricted cash balance was negative \$500 thousand. He added that going into the future, this will not get better due to sales tax revenue projections that continue to decline.

Mr. Desmond reviewed the changes to the proposals since the December 10th Public Hearing. The changes include five routes that were that will operate with a reduced level of service that were originally proposed to not operate on Sunday. He described significant modifications to several Sunday routes, including route extensions and later service on some. He described scheduling efficiencies that contributed to savings and minor cuts to other routes that are being proposed on weekdays with minimal passenger impact. He stated that with the changes, at least 89.7% of Sunday passengers still have service to both origin and destination.

Ms. Cooney pointed out that the proposed changes to Route 880 required a Public Hearing due to the fact that the changes affect more than 25% of the route's hours or miles. She stated Route 880 is fully subsidized by 4S Ranch and runs to University City via Sorrento Valley and was instituted on March 30, 2009. She described how surveys were conducted to determine that one half of the riders were interested in going to Sorrento Valley/UTC and the other half indicated they would prefer a downtown destination. She reviewed how the service was advertised to the public to generate a market, particularly at QUALCOMM.

Ms. Cooney stated that 6 passengers were counted per trip using Route 880, three trips in the morning and three trips in the afternoon, approximately 18 people per day and recent counts do not indicate a decline in use of the route. She covered the proposal to re-route the service to Downtown San Diego and to reduce the number of trips from three to two.

Mr. Jablonski reviewed the response from SANDAG who has emphasized that they have never had additional uncommitted funds available for transit operations.

In response to Ms. Lightner, Mr. Boyd described the agreement with the developer of 4S Ranch. Ms. Lightner requested copies of the agreement.

In response to Mr. Rindone, Mr. Desmond stated that riders will be informed about changes to Route 703 on Sunday will be through information on the timetables. Mr. Daney responded to Mr. Rindone's concerns about no Sunday service to Southwestern College and passenger counts on several other routes. He stated that the public will be informed of route alternatives for routes that are being discontinued on the time tables. Mr. Rindone requested that the Board be given copies of the timetables in the areas that they represent.

In response to Mr. Gloria, Mr. Bingham responded that all statutory guidelines were satisfied under the California Environmental Quality Act (CEQA).

Speakers

Theresa Quiroz: Ms. Quiroz stated that she is not prepared to respond because the agenda did not include actions taken related to the fiscal emergency, a violation of the Brown Act. She urged that a decision has to be made by MTS about what it is going to do for the next three years, instead of every six months. She reviewed the requirements of CEQA relating to the general reserves. She recognized that staff has made internal cuts and stated that those efforts are appreciated. She congratulated Ms. Lightner and Mr. Gloria for their efforts to keep the transit system running.

Don Wade: Mr. Wade stated that he is heavily disabled and rides Route 923 to Ocean Beach to church at Tennison and Chatworth on Sunday, currently a two hour ride. He pointed out that with the service adjustments, this route will be discontinued on Sunday it will be impossible for him to get to church, he will be cut off, without an alternative. He has noticed about nine people on the route when he rides.

Duncan McFetridge President, Save Our Forest and Ranchlands (SOFAR): Mr. McFetridge stated that a fiscal emergency cannot be declared because all remedies have not been exhausted, MTS has not asked SANDAG for additional money. He pointed out that asking SANDAG for money for transit will result in a sustainable community, less of a threat to the wilderness and the watershed. He reviewed TransNet annual expenditures and what he proposes for increased dollars to go to transit programs.

Michele Beathes: Ms. Beathes stated that she believes that a better network should be built for the bus system in East County. She asked that the board think of the disabled who depend on the routes.

Barbara Runco, San Diego Center for the Blind: Ms. Runco stated that she is a teacher of independent travel skills, teaching clients how to use the white cane, public transportation and street crossings. She pointed out that the visually impaired cannot participate as an equal participant in the Compass Card system because the validation machines are difficult to find and an audible response is needed. Mr. Mathis stated that the Accessibility Committee will be asked to look at the issues raised.

Lorena Gonzalez, San Diego Labor Council: Ms. Gonzalez pointed out that the reduction of services disproportionately affect her clients who are the most vulnerable, in low wage jobs, 75% of them don't have a car and are transit riders of necessity. She stated that this is not a long term solution and the issue will be further reductions next year. She recommended a different funding formula for TransNet, and that reductions of service not be considered until those options are pursued.

Todd Ruth: Mr. Ruth stated that there should be more of an emphasis on car sharing, a solution to the 5% of the people who need a car. He pointed out that the nearest car sharing cars to downtown are at UCSD Hospital. The reductions will cut Sunday access to those cars and evening access. He urges that car sharing hubs be brought near transit hubs.

Ms. Lightner stated that she has additional questions regarding the legality of the fiscal emergency issue. Mr. Bingham explained that it was raised that the \$30 million reserve was not factored into the decision to declare a fiscal emergency. He cited the statute and stated that the \$30 million in reserves was factored into the calculation and interpretation.

Mr. Bingham stated that with respect to remedies being exhausted, the main point was that MTS has not gone to SANDAG to ask for additional funds. He stated that remedies have been exhausted.

In response to Ms. Lightner, Mr. Boyd stated that a time survey was conducted to determine the workforce downtown arrives earlier than Sorrento Valley. He stated that ridership to downtown from Rancho Bernardo Transit Center are 150 riders per day. He stated that there was no outreach on the SuperLoop about Route 880.

Ms. Lightner pointed out that she submitted a memorandum to the board and staff for consideration. The concern is that there has not been sufficient outreach to promote ridership on Route 880 and that it is not at a cost to MTS. She requested that this portion of the recommendations be continued until March 11, 2010, board meeting. She stated that she feels

that cutting service to Sorrento Valley is premature. She stated that her office would be interested in assisting with additional outreach.

Mr. Roberts pointed out that this item has not budgetary impact on MTS and he supports Ms. Lightner's request to pull item 4 from the recommendation package.

In response to Mr. McClellan, Ms. Cooney stated that the current loads on Route 880 the money for this route will end by the end of February 2012, rather than the end of fiscal year 2013.

Mr. Gloria stated that he is in support of Ms. Lightner's suggestion to remove Item 4 from the recommendations to be continued until March 10, 2010. He acknowledged and highlighted that staff took comments into consideration with service adjustments. He added that this is an emergency of priorities, roads and highways over public transit. He pointed out that this board should champion SANDAG's Transit Impediment Study that has a number of options. He expressed that he is opposed to the cuts recommended, in favor of a different approach to stretch and of sacrifice. He favors going to SANDAG to take the authority that the voters gave to pass TransNet to utilize change of circumstances that this economy requires to be sure that there is a robust transit system.

Mr. Ewin requested that the issues related to the Compass Card that were discussed by the public relating to accommodations for the visually impaired be placed on the agenda within 90 days. He requested that a summary be prepared by staff regarding alternatives to the service cuts that can be distributed to the public by affected cities.

Discussion

Mr. Roberts stated that the Board should take a formal position as part of the motion in support of a request to SANDAG that they consider a loan to MTS until the money is received from the lawsuit against the State of California. He stated the loan would not affect the SANDAG budget or alter the basic formulas and would allow MTS to stay the course. This would be a backfill of the money the state has stolen from MTS the last couple of years. He stated that the Board should take the position in support of SANDAG assisting MTS by either loaning the money against the judgment MTS has against the state, or affecting the formulas. He stated that MTS does not want to change the formulas, although that would be the preference, but in absence of changing the formulas MTS would like to borrow the money against the judgment MTS has against the State. He would like to see the request considered by the full SANDAG Board.

Mr. Rindone accepted the addition to the motion the request to SANDAG for a loan against MTS's judgment against the State of California, or for a change to the TransNet formula. Mr. McClellan accepted the addition to the motion.

Mr. Cunningham gave appreciation to staff and the speakers. He stated support of Ms. Lightner's position for Route 880. He requested that staff report to Poway the savings are from canceling the Sunday Route 845. He stated that there is an opportunity to have Poway businesses subsidize that route.

Action Taken

Mr. Rindone moved to approve recommendations 1-6 in the Revised Agenda Item #30, except item 4. Staff is directed to bring back item 4 to the Board for further review and analysis at the March 10, 2010, meeting. Staff is also directed to request from the full SANDAG Board, either loaning money against the judgment MTS has against the state or modifying the TransNet formulas. Mr. McClellan seconded the motion. The vote is 11-2 in favor, with the following exceptions:

Ms. Lightner registered a yes vote on Recommendations 1 and 2 with the continuance of item 4 until the March 10, 2010, Board Meeting and to include the Roberts' amendment. She registered a nay vote on items 3, 5 and 6.

Mr. Gloria registered a yes vote on the continuance of item 4 and to include the Roberts' amendment. He registered a nay vote on items 1, 2, 3, 5 and 6.

Mr. Jablonski pointed out that one-third of TransNet provides local streets and roads money to the communities. He clarified that that money can be used for transit. Instead of asking for money from the businesses and churches, another option for Poway with its local allocation of TransNet revenue for local streets and roads, that money could be used to bring back Route 845.

REPORT ITEMS

46. MTS: Operations Budget Status Report for October 2009 (Mike Thompson)
(Taken out of Order)

Mr. Cunningham moved to waive the staff report and receive the report. Mr. McClellan seconded the motion, and the vote was 10 to 0 in favor.

45. MTS: Fare Component Usage Trends (Mark Thomsen) (taken out of order)

Ms. Cooney stated that the purpose of this report is to update the Board on how riders are using and paying for the service. Mr. Thomsen reviewed the fare changes and results that were implemented in 2008 and 2009 to meet the goal of the Regional Fare Study. Fare adjustments from 2007 to present were reviewed. He reviewed boardings by fare components and increases. He stated that the Senior Disabled MediCare (SDM) pass accounts for 30% of all MTS boardings, much higher than California peer properties. He stated the 18% users of SDM passes are seniors. He reviewed trip purpose comparisons.

Ms. Cooney stated that staff has been reviewing the trend of the SDM pass and have begun to develop an improved eligibility verification process. Letters have already been sent to SANDAG to increase the senior qualifying age to 65 over a period of 4 years. That could have an impact of \$1.45 million in additional annual revenue. Other options were discussed including the SDM pass discount rate and the potential added amount of revenue.

Mr. Jablonski stated that he is seeking input from the Board on another topic of discussion with SANDAG, the TransNet item that lowers the monthly pass from \$72 to \$18, and should another percentage be looked at as they look at other funding alternatives. Mr. Rindone stated that the Board encourages MTS working with SANDAG to develop any formulas or adjustments to restructure revenue should be explored to avoid raising fares.

In response to Mr. Selby, Mr. Jablonski stated that a broader national survey will be conducted on the cost of day passes.

Action Taken

Mr. Cunningham moved to receive the report. Mr. McClellan seconded the motion, and the vote was 9 to 0 in favor.

47. MTS: Urban Area Transit Strategy (Carolina Gregor from SANDAG)

Trailed to the next board meeting.

60. Chairman's Report

None.

61. Audit Oversight Committee (AOC) Chairman's Report

None.

62. Chief Executive Officer's Report

None.

63. Board Member Communications

Mr. Cunningham welcomed and acknowledged his daughter presence who is visiting from Berkley.

64. Additional Public Comments on Items Not on the Agenda

None.

65. Next Meeting Date

The next regularly scheduled Board meeting is January 21, 2010.

66. Adjournment

Chairman Mathis adjourned the meeting at 12:05 p.m.



Chairperson
San Diego Metropolitan Transit System

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

VRogers/
MINUTES - Board 1-7-10.doc

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 1-7-10

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

RECESS:

RECONVENE:

CLOSED SESSION: 9:14

RECONVENE: 10:04 a.m.

PUBLIC HEARING: 9:06 a.m.

RECONVENE: 11:46 a.m.

ORDINANCES ADOPTED: -

ADJOURN: 12:05 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	☒ (Boyak) ☐		
EWIN	☒ (Allan) ☐		11:47 a.m.
FAULCONER	☐ (Emerald) ☐		
GLORIA	☒ (Emerald) ☐	9:05	
JANNEY	☐ (Bragg) ☒		
LIGHTNER	☒ (Emerald) ☐		
MATHIS	☒ (Vacant) ☐		
MCCLELLAN	☒ (Hanson-Cox) ☐		
OVROM	☒ (Denny) ☐		11:47 a.m.
RINDONE	☒ (Castaneda) ☐		
ROBERTS	☒ (Cox) ☐		11:47 a.m.
RYAN	☐ (B. Jones) ☒		
SELBY	☒ (England) ☐		
VAN DEVENTER	☒ (Zarate) ☐		
YOUNG	☐ (Emerald) ☐		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

W. Rogers
Jeff Leitz



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Agenda

Item No. 4

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

ADM 110

January 21, 2010

SUBJECT:

MTS: ELECTION OF VICE CHAIR AND CHAIR PRO TEM AND APPOINTMENTS TO
COMMITTEES FOR 2010 (SHARON COONEY)

RECOMMENDATION:

That the Board of Directors:

1. elect a Vice Chair and a Chair Pro Tem for 2010; and
2. consider the nominating slate proposed by the Ad Hoc Nominating Committee for the appointment of representatives to MTS committees for 2010 (as listed Attachment A) and vote to appoint representatives to those committees.

Budget Impact

None.

DISCUSSION:

Public Utilities Code Section 120100 requires the Board of Directors, annually at its first meeting in January, to elect a Vice Chair who shall preside in the absence of the Chair. Policies and Procedures No. 22, "Rules of Procedure," also provides for the election of a Chair Pro Tem to serve in the absence of the Chair and Vice Chair. In 2009, Jerry Rindone served as Vice Chair, and Tony Young served as Chair Pro Tem.



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 Vice Chair and Chair Pro Tem 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 Chairman requests nominations from the floor. Nominations do not require a second.
3. The Chairman closes the nominations.
4. The Chairman invites the candidate(s) to address the Board for 3 minutes.
5. The Chairman asks for any Board discussion.
6. The Chairman calls for the vote on each motion for each candidate.
7. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.

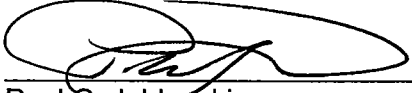
In addition, each year the Board makes appointments to the various committees, including the Executive Committee, the Audit Oversight Committee, the Budget Committee, the Ad Hoc Public Security Committee, the Joint Committee on Regional Transit (JCRT), the Taxicab Committee, the Los Angeles-San Diego Rail Corridor Agency (LOSSAN), the Accessible Services Advisory Committee (ASAC), the Ad Hoc Airport Regional Policy Committee, the SANDAG Board, and the SANDAG Regional Planning Committee.

The Ad Hoc Nominating Committee is proposing the attached nominating slate for the 2010 MTS Committees. Board members are asked to consider the slate and vote on the attached appointments.

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 makes a report and calls for a motion on the nominating slate.
3. The Chairman requests additional nominations from the floor. Nominations do not require a second.
4. The Chairman closes the nominations.
5. The Chairman invites the candidate(s) to address the Board for 3 minutes.
6. The Chairman asks for any Board discussion.

7. The Chairman calls for the vote on each motion for each candidate. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

JAN21-10.4.ELECTIONS&COMMITTEEAPPT.SCOONEY.doc

Attachment: A. Slate of MTS Committees and Outside Agency Appointments for 2010

2010 SLATE OF MTS COMMITTEES AND OUTSIDE AGENCY APPOINTMENTS

Att. A, AI 4, 1/21/10

Accessible Services Advisory Committee (ASAC)	Thomas Clabby – Chair	May be voted upon by all Representatives
Ad Hoc Airport Regional Policy Committee	Harry Mathis – Committee Representative Jerry Rindone - Alternate	May be voted upon by all Representatives except Harry Mathis May be voted upon by all Representatives except Jerry Rindone
Ad Hoc Public Security Committee	Tony Young – Chair Ernie Ewin – Committee Representative Al Ovrom – Committee Representative Harry Mathis – Committee Representative	May be voted upon by all Representatives except Tony Young May be voted upon by all Representatives except Ernie Ewin May be voted upon by all representatives except Al Ovrom May be voted upon by all Representatives except Harry Mathis
Audit Oversight Committee*	Ernie Ewin – Committee Representative Harry Mathis – Committee Representative Ron Roberts – County Representative (Alternate: Greg Cox) Sherri Lightner – City of San Diego Representative (Alternate: Tony Young) Jerry Rindone – South Bay Representative (Alternate: Jim Janney) Jerry Selby – East County Representative (Alternate: Hal Ryan)	May be voted upon by all Representatives except Ernie Ewin *Appointments are governed by MTS Policy No. 22. The Board may appoint additional members from the Board or from outside of the agency to serve on this committee.
Budget Development Committee	Jerry Rindone – Chair Harry Mathis – Vice Chair Bob McClellan – Committee Representative Ron Roberts – Committee Representative Tony Young – Committee Representative	May be voted upon by all Representatives except Jerry Rindone May be voted upon by all Representatives except Harry Mathis May be voted upon by all Representatives except Bob McClellan May be voted upon by all Representatives except Ron Roberts May be voted upon by all Representatives except Tony Young

Executive Committee	Harry Mathis – Chair Ron Roberts – County Representative (Alternate: Greg Cox) Sherri Lightner – City of San Diego Representative (Alternate: Tony Young) Jerry Rindone – South Bay Representative (Alternate: Jim Janney) Jerry Selby – East County Representative (Alternate: Hal Ryan)	*Appointments are governed by MTS Policy No. 22.
Appointment governed by rotation schedule established in MTS Board Policy No. 22		
Joint Committee on Regional Transit (JCRT)	Bob McClellan – Committee Representative Harry Mathis – Committee Representative Ernie Ewin – Committee Representative *Request nominations for alternate from the floor	May be voted upon by all Representatives except Bob McClellan May be voted upon by all Representatives except Harry Mathis May be voted upon by all Representatives except Ernie Ewin
Los Angeles - San Diego Rail Corridor Agency (LOSSAN)	Jerry Rindone – Committee Representative Harry Mathis – Alternate	May be voted upon by all Representatives except Jerry Rindone May be voted upon by all Representatives except Harry Mathis
SANDAG Board	Harry Mathis - Advisory Representative Ron Roberts - Alternate Jerry Selby – Second Alternate	May be voted upon by all Representatives except Harry Mathis May be voted upon by all Representatives except Ron Roberts May be voted upon by all Representatives except Jerry Selby
SANDAG Regional Planning Committee	Al Ovrom - Committee Representative Request nominations for alternate from the floor	May be voted upon by all Representatives except Al Ovrom
SANDAG Transportation Committee*	Harry Mathis – Committee Representative Jerry Rindone - Alternate	*Elected by the Executive Committee at the January 11, 2010, meeting
Taxicab Committee	Todd Gloria – Chair Marti Emerald - Alternate	May be voted upon by all Representatives except Todd Gloria May be voted upon by all Representatives except Marti Emerald



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San Diego, CA 92101-7490
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Agenda

Item No. 6

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

LEG 491 (PC 50633)

January 21, 2010

SUBJECT:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES - WHEATLEY
BINGHAM & BAKER

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1111.13-07 (in substantially the same form as Attachment A) with Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority.

Budget Impact

Not to exceed \$150,000 for Wheatley Bingham & Baker. Recommended amounts should be contained within the FY 2010/2011 budgets.

DISCUSSION:

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

Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000. All attorneys listed have multiple cases that are scheduled to proceed to trial, and the total cost of their legal services will exceed the CEO's authority.

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

Wheatley Bingham & Baker are currently under contract with the Agencies for \$1,080,000. Attorney Roger Bingham has successfully defended the Agencies in a number of tort liability matters. Pending future invoices for two open matters heading for trial along with past billings are anticipated to exceed the current contract authority.

The CEO has approved contracts up to the \$100,000 authority level. Staff is requesting Board approval of MTS Doc. No. G1111.13-07 with Wheatley Bingham & Baker for legal services and ratification of prior contracts/amendments entered into under the CEO's authority.



Paul C. Jablonski
Chief Executive Officer

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

JAN21-10.6.LEGAL SVCS.WHEATLEY ET AL.JDOW.doc

Attachment: A. MTS Doc. No. G1111.13-07

DRAFT

January 21, 2010

MTS Doc. No. G1111.13-07
LEG 491 (PC 50633)

Mr. Roger Bingham
Wheatley Bingham & Baker
1201 Camino Del Mar, Suite 201
Del Mar, CA 92014-2569

Dear Mr. Bingham:

Subject: AMENDMENT NO. 13 TO MTS DOC. NO. G1111.0-07: LEGAL SERVICES - GENERAL
LIABILITY

This letter will serve as Amendment No. 13 to MTS Doc. No. G1111.0-07. This contract amendment authorizes additional costs not to exceed \$150,000 for professional services. The total value of this contract, including this amendment, is \$1,230,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Roger Bingham
Wheatley Bingham & Baker

JAN21-10.6.AttA.G1111.13-07.WHEATLEY.JDOW.doc

Date: _____



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Agenda

Item No. 7

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

LEG 491 (PC 50633)

January 21, 2010

SUBJECT:

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

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1067.8-07 (in substantially the same form as Attachment A) with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratify prior amendments entered into under the CEO's authority.

Budget Impact

Not to exceed \$45,000 for McDougal Love Eckis Smith Boehmer & Foley, APC. The recommended amounts should be contained within the FY 2010/2011 budget.

DISCUSSION:

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

Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000. All attorneys listed have multiple cases that are scheduled to proceed to trial, and the total cost of their legal services will exceed the CEO's authority.

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

McDougal Love Eckis Smith Boehmer & Foley, APC are currently under contract with the Agencies for \$385,000. Attorney Steven Boehmer has successfully defended the Agencies in a number of tort liability matters. Pending invoices for recent and current services are anticipated to exceed current contract authority due to legal defense costs.

The CEO has approved contracts up to the \$100,000 authority level. Staff is requesting Board approval of MTS Doc. No. G1067.8-07 with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratification of prior contracts/amendments entered into under the CEO's authority.



Paul C. Jablonski
Chief Executive Officer

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

JAN21-10.7.LEGAL SVCS.MCDOUGAL ET AL.JDOW.doc

Attachment: A. MTS Doc. No. G1067.8-07

DRAFT

January 21, 2010

MTS Doc. No. G1067.8-07
LEG 491 (PC 50633)

Mr. Steven E. Boehmer
McDougal Love Eckis Smith Boehmer & Foley, APC
460 North Magnolia Avenue, PO Drawer 1466
El Cajon, CA 92020-1466

Dear Mr. Boehmer:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1067.0-07: LEGAL SERVICES – GENERAL
LIABILITY

This letter will serve as Amendment No. 8 to MTS Doc. No. G1067.0-07. This contract amendment authorizes additional costs not to exceed \$45,000 for professional services. The total value of this contract, including this amendment, is \$430,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

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

JAN21-10.7.AttA.G1067.8-07.MCDOUGAL.JDOW.doc

Date: _____



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Agenda

Item No. 8

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

LEG 491 (PC 50633)

January 21, 2010

SUBJECT:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES – LAW OFFICES OF
MARK H. BARBER, APC

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1162.8-08 (in substantially the same form as Attachment A) with the Law Offices of Mark H. Barber, APC for legal services and ratify prior amendments entered into under the CEO's authority.

Budget Impact

Not to exceed \$85,000 for the Law Offices of Mark H. Barber, APC. The recommended amounts should be contained within the fiscal year 2010/2011 budget.

DISCUSSION:

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

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



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

The Law Offices of Mark H. Barber, APC are currently under contract with the Agencies for \$355,000. Attorney Mark Barber has successfully defended the Agencies in a number of workers' compensation matters. Pending invoices for recent and current services are anticipated to exceed current contract authority due to legal defense costs.

The CEO has approved contracts up to the \$100,000 authority level. Staff is requesting Board approval of MTS Doc. No. G1162.8-08 with the Law Offices of Mark H. Barber, APC for legal services and ratification of prior contracts/amendments entered into under the CEO's authority.



Paul C. Jablonski
Chief Executive Officer

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

JAN21-10.8.LEGAL SVCS.BARBER.JDOW.doc

Attachment: A. MTS Doc. No. G1162.8-08

DRAFT

January 21, 2010

MTS Doc. No. G1162.8-08
LEG 491 (PC 50633)

Mr. Mark H. Barber
Law Offices of Mark H. Barber, APC
2727 Camino Del Rio South, Suite 220
San Diego, CA 92108

Dear Mr. Barber:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1162.0-08: LEGAL SERVICES – WORKERS' COMPENSATION

This letter will serve as Amendment No. 8 to MTS Doc. No. G1162.0-08. This contract amendment authorizes additional costs not to exceed \$85,000 for professional services. The total value of this contract, including this amendment, is \$440,000. Additional authorization is contingent upon MTS approval.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Mark H. Barber
Law Offices of Mark H. Barber, APC

JAN21-10.8.AttA.G1162.8-08.BARBER.JDOW.doc

Date: _____



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Agenda

Item No. 9

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

S RTP 850.2, 850.3

January 21, 2010

SUBJECT:

MTS: COAST UNITED ADVERTISING – CONTRACT OPTION YEARS

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0201.1-99 (in substantially the same format as Attachment A) for three 12-month option periods with Coast United Advertising.

Budget Impact

MTS staff is estimating \$135,240 in revenue from the Coast United Advertising contract each year for three option years. Three additional option years would result in an approximately \$405,720 in revenue for MTS.

DISCUSSION:

MTS administers programs for the placement of bus shelters and bus benches within the City of San Diego pursuant to a Memorandum of Understanding (MOU). MTS received revenue pricing from Coast United Advertising for the three option years that reflects a 14.5% increase in the unit rate per bench. Due to reductions in the numbers of benches because of MTS service reductions over the past three years, MTS has proposed as part of this amendment to reduce the baseline minimum number of benches in the bench advertising contract from 1,500 to 1,400 benches. There are currently about 1,450 benches at MTS bus stops in the region. Coast United Advertising is responsible for all maintenance required for the benches.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Claire Spielberg, 619.238.0100 Ext. 6400, claire.spielberg@sdmts.com

JAN21-10.9.COAST UNITED ADV.OPTION YEARS.EHURWITZ.doc

Attachment: A. Draft MTS Doc. No. B0201.1-99

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

DRAFT

Att. A, AI 9, 1/21/10

January 21, 2010

MTS Doc. No. B0201.1-99
S RTP 850.2

Mr. William M. Giamela
Coast United Advertising
8020 Deering Avenue
Canoga Park, CA 91304

Dear Mr. Giamela:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0201.1-99; EXERCISE OPTION YEARS ONE, TWO, AND THREE

In accordance with Section A, "Term," of the Standard Services Agreement within MTS Doc No. B0201.0-99, MTS amends the Agreement to exercise option years one, two, and three and to make administrative changes to this Agreement as follows:

This Amendment shall consist of the following:

	<u>Monthly Revenue</u>	<u>Annual Revenue</u>
1. <u>Exercise Option Years One, Two, and Three:</u>	\$11,270.00	\$135,240.00

During this option period, MTS shall receive a fixed rate of \$8.05 per bench with a guaranteed minimum revenue payment for 1,400 benches per month. (1,400 benches x \$8.05 = \$11,270 per month)

2. Effective February 2, 2010, Change Section U, "Compensation," Paragraph 1, "Payment," Subparagraphs b and c to read as follows:

b. During the term of the Agreement, the contractor shall compensate MTS, at a minimum, for 1,400 benches per month.

c. If the contractor provides in excess of 1,400 benches, compensation to MTS shall be the monthly revenue plus the unit compensation for each bench over 1,400.

SCHEDULE

Option years one, two, and three period of performance: February 2, 2010 – February 1, 2013.

PAYMENT

The anticipated revenue payments that MTS will receive over the three-year option period will total approximately \$405,720 in revenue for MTS (\$135,240 x 3 years = \$405,720).

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

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

William M. Giamela
President Coast United Advertising

Date: _____



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Agenda

Item No. 10

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

CIP 12016

January 21, 2010

SUBJECT:

MTS: I-15 BUS RAPID TRANSIT STATION - PROPERTY TRANSFERS

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute all documents necessary to transfer property to the State of California Department of Transportation (Caltrans) for state highway purposes and to the City of San Diego (City) for street purposes.

Budget Impact

None.

DISCUSSION:

The San Diego Association of Governments (SANDAG) finished construction of the Sabre Springs/Rancho Penasquitos Transit Station in September, 2008 and the Rancho Bernardo Transit Station in the winter of 2009 as part of the I-15 Managed Lanes Bus Rapid Transit Corridor Project. MTS acquired property for both stations. After completion of the project and opening the stations to patrons and vehicular traffic, SANDAG needs to complete property transfers to dedicate streets to the City and freeway right-of-way to Caltrans.

MTS purchased a portion of the Sabre Springs/Rancho Penasquitos Transit Station in 2003. The property is approximately 3.6 acres and encompasses the southern portion of the station. Attachment A shows the portion of the property to be dedicated to the City for street purposes. This is the future Carmel Mountain Express Drive that is

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

submitted to the City for approval. The street is currently open and serves to move traffic from Sabre Springs Parkway to I-15.

MTS purchased the property for the Rancho Bernardo Transit Station in 2003. This property covers the entire transit station and is approximately 5.7 acres. Attachment B shows the portion of the property to be dedicated to the City for street purposes. This is the future George Cooke Express Drive that is submitted to the City for approval. The street is currently open and serves to move traffic from West Bernardo Drive to I-15.

After completion of the transit center improvements at Rancho Bernardo, there is a portion of the MTS land that supports freeway improvements and is deemed excess to the transit station. This portion is on the easterly side of the transit station. Caltrans surveyed the area that is on MTS property, and it is recommended to transfer this property to Caltrans for liability and maintenance concerns to be incorporated into the right-of-way for I-15. MTS would retain a footing and maintenance easement to access retaining walls constructed by SANDAG for the transit station. (The portion proposed to be granted to Caltrans is shown on Attachment C.) There are two parcels that total 3,090 square feet.

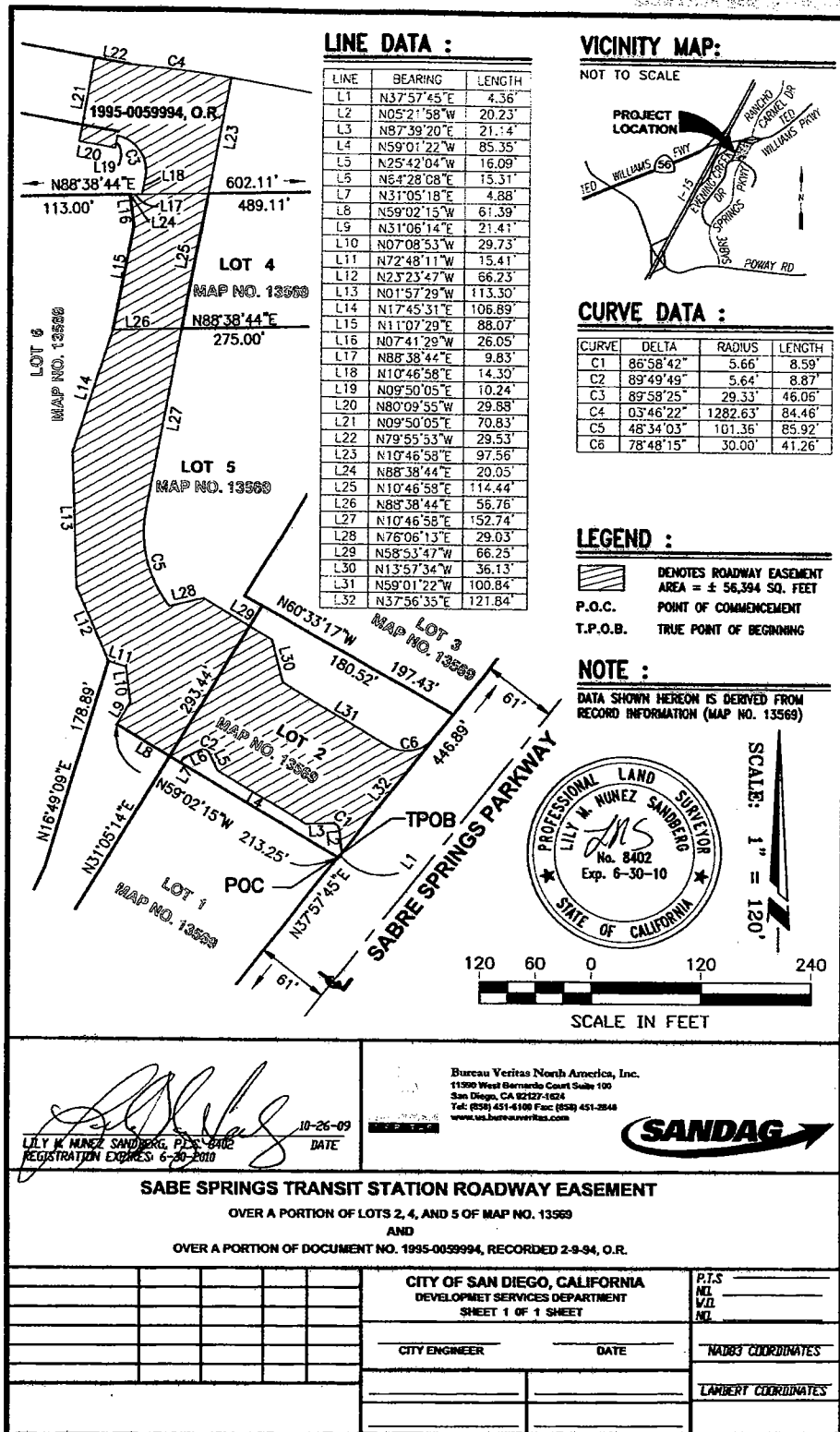

Paul C. Jablonski
Chief Executive Officer

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

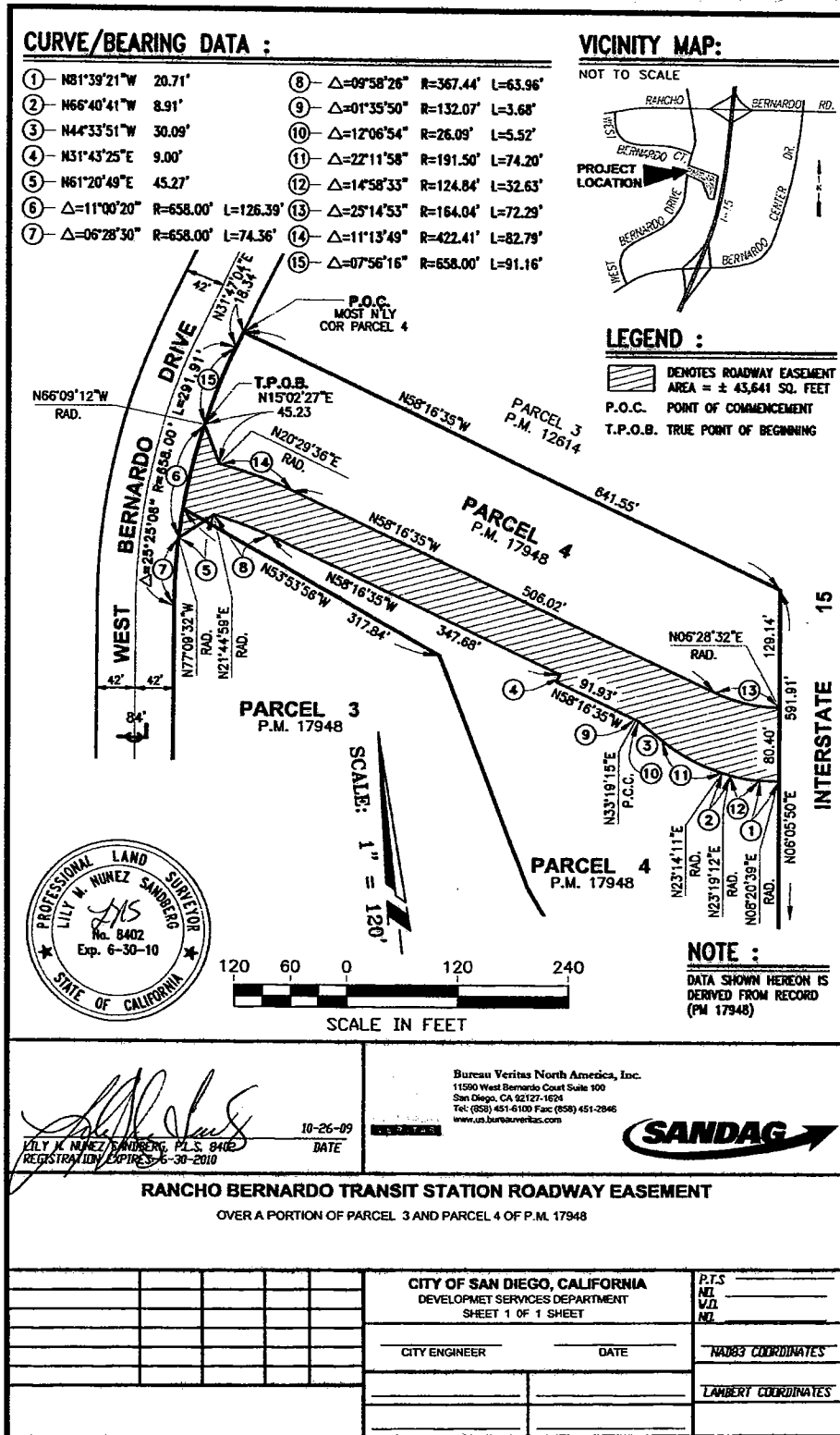
JAN21-10.10.I-15 BRT STATION PROPERTY TRANSFERS.TALLISON.doc

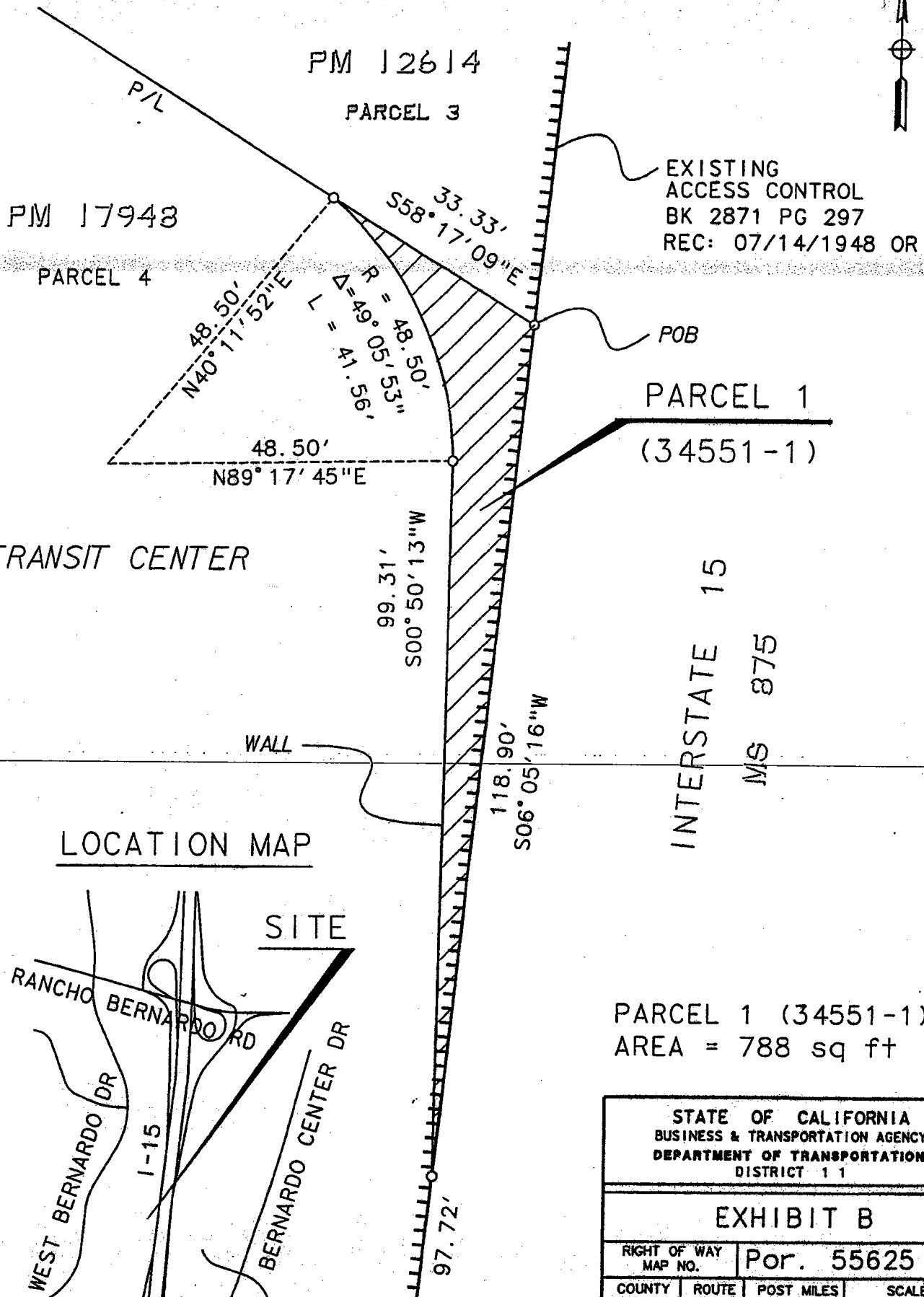
Attachments: A. Sabre Springs/Rancho Penasquitos Transit Station Street Dedication
B. Rancho Bernardo Transit Station Street Dedication
C. Rancho Bernardo Transit Station Excess Land

EXHIBIT 'B'



S:\Survey\Sanita Ana\Sabre Springs\EXHIBIT-RB-01.dwg





PARCEL 1 (34551-1)
AREA = 788 sq ft

STATE OF CALIFORNIA BUSINESS & TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 11			
EXHIBIT B			
RIGHT OF WAY MAP NO.		Por. 55625	
COUNTY	ROUTE	POST MILES	SCALE
SD	15	23.0	C-1 NONE C-
			SHEET OF

CITY OF SAN DIEGO

Att. C, AI 10, 1/21/10



PM 17948

PARCEL 4

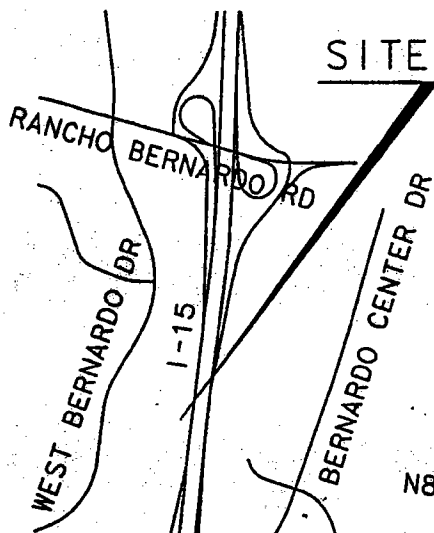
TRANSIT CENTER

PARCEL 2

(34551-2)

INTERSTATE 15
MS 875

LOCATION MAP



WALL

N03° 44' 03"E

S06° 05' 16"W

N83° 54' 44"W

N83° 54' 44"W
15.36'

216.62'

TPOB

207.67'

207.49'

EXISTING
ACCESS CONTROL
BK 2871 PG 297
REC: 07/14/1948 OR

PARCEL 2 (34551-2)

AREA = 2302 sq ft

STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXHIBIT C

RIGHT OF WAY
MAP NO.

Por. 55625

COUNTY

ROUTE

POST MILES

SCALE

SD

15

23.0

C-2 NONE

SHEET OF



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San Diego, CA 92101-7490
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Agenda

Item No. 30

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

AG 220.4

January 21, 2010

SUBJECT:

MTS: LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) RAIL CORRIDOR
MEMBER AGENCY MEMORANDUM OF UNDERSTANDING FOR RAIL SERVICE
INTEGRATION (LINDA CULP OF SANDAG)

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to sign the interagency Memorandum of Understanding (MOU) MTS Doc. No. G1303.0-10 (in substantially the same form as shown in Attachment A).

Budget Impact

Total expenses are estimated at \$1,084,000 over an 18-month period, and once a number of in-kind and funding commitments are applied, the amount needed from LOSSAN member agencies is \$686,500. San Diego's member agency share is \$192,800 (28 percent), of which \$21,200 would be needed in FY 2010, and \$171,600 would be needed in FY 2011. There are sufficient funds in the San Diego Association of Governments' (SANDAG's) FY 2010 Budget and Overall Work Program to cover San Diego's member agency share for FY 2010. SANDAG would work on the FY 2011 funding strategy with MTS and North County Transit District (NCTD) in conjunction with the FY 2011 budget process.

DISCUSSION:

The LOSSAN Rail Corridor Agency is a joint powers authority that seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line from San Diego to Los Angeles to San Luis Obispo. Known as Amtrak's Pacific Surfliner corridor, it is the second busiest intercity passenger rail corridor nationwide and Amtrak's fastest



growing. NCTD COASTER and Southern California Regional Rail Authority's Metrolink commuter trains and Burlington Northern Santa Fe (BNSF) Railway freight trains also share the 351-mile corridor. LOSSAN is governed by a Board of Directors whose voting members are MTS, NCTD, SANDAG, Caltrans, Los Angeles County Metropolitan Transportation Authority (LACMTA), Orange County Transportation Authority (OCTA), San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County Association of Governments (SBCAG), and Ventura County Transportation Commission (VCTC). The Southern California Association of Governments (SCAG) is an ex-officio member. The agency's Technical Advisory Committee (TAC) includes these member agencies and Amtrak, BNSF Railway, Union Pacific, Southern California Regional Rail Authority, and the California Public Utilities Commission as advisory members.

Since August 2008, LOSSAN member agencies have been working on ways to better integrate the corridor's three passenger rail services. Surveys were completed of riders onboard Amtrak, COASTER, and Metrolink trains and nonriders to learn more about their travel patterns and opinions as to why they use or don't use the corridor's passenger rail services. An analysis of the corridor's strengths, weaknesses, opportunities, and threats, combined with the public opinion research and input from the LOSSAN member agencies, assisted the LOSSAN Board of Directors to develop a shared corridor vision that outlines a corridorwide approach to planning and implementing service improvements for current and underserved markets.

At its September 9, 2009, meeting, the LOSSAN Board of Directors approved this corridor vision and instructed the member agency chief executive officers to develop an interagency memorandum of understanding (MOU) that outlines the roles and responsibilities for implementation, including short- and long-term actions (Attachment A). The LOSSAN Board of Directors approved this MOU in substantially the same form at its October 28, 2009, meeting.

The MOU also outlines a number of key short-term and long-term steps to implement this vision ranging from development of a consolidated timetable and traveler information Web site to integrated operations and fare policy.

The LOSSAN Board of Directors also requested that a project manager be hired to oversee this implementation over the next 18 months. SANDAG has agreed to handle the procurement for this limited-term position with funding from each LOSSAN member agency. A business plan, including detailed operations modeling and ridership forecasts, will be completed in order to test the key service changes proposed as part of the corridorwide vision. Funding for this position, business plan, and other short-term actions as outlined in Attachment A will be provided by each LOSSAN member agency. At its December 9, 2009, meeting, the LOSSAN Board of Directors approved a funding distribution formula based on the proportion of intercity and commuter passenger rail ridership by county. For San Diego, 28 percent of Amtrak, COASTER, or Metrolink riders use a station in San Diego County.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Linda Culp, 619.699.6957, lcu@sandag.org

JAN21-10.30.LOSSAN MOU.LCULP.doc

Attachment: A. MOU (MTS Doc. No. G1303.0-10)

DRAFT

MEMORANDUM OF UNDERSTANDING
FOR LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN) CORRIDOR IMPROVEMENTS
BY AND BETWEEN

SAN DIEGO METROPOLITAN TRANSIT SYSTEM,
SAN DIEGO ASSOCIATION OF GOVERNMENTS,
NATIONAL RAILROAD PASSENGER CORPORATION,
NORTH COUNTY TRANSIT DISTRICT,
ORANGE COUNTY TRANSPORTATION AUTHORITY,
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY,
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS,
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY,
VENTURA COUNTY TRANSPORTATION COMMISSION,
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS,
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS,
CALIFORNIA DEPARTMENT OF TRANSPORTATION, AND
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

This Memorandum of Understanding (MOU) dated _____, between San Diego Metropolitan Transit System (MTS), San Diego Association Of Governments (SANDAG), National Railroad Passenger Corporation (NRPC - Amtrak), North County Transit District (NCTD), Orange County Transportation Authority (OCTA), Southern California Regional Rail Authority (SCRRA), Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (MTA), Ventura County Transportation Commission (VCTC), Santa Barbara County Association of Governments (SBCAG), San Luis Obispo Council of Governments (SLOCOG), California Department of Transportation (Caltrans), and California High-Speed Rail Authority (CHSRA), (referred to herein individually as a Party and collectively as the "Parties" sets forth principles, responsibilities, activities and work, and funding needs required to support the development and implementation of a business plan for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor to support improved freight, commuter, intercity, and high-speed rail operations in the corridor.

WHEREAS, the LOSSAN rail corridor runs through a six-county coastal region in southern and central California from the City of San Diego to the City of Los Angeles and terminates in the City of San Luis Obispo; and

WHEREAS, the LOSSAN rail corridor is the second busiest intercity rail (Amtrak Pacific Surfliner service) corridor in the United States of America; and

WHEREAS, the LOSSAN corridor is a federally recognized high-speed rail corridor eligible for federal funding (Section 3043(c) (105) of SAFETEA-LU for New Starts funds); and

WHEREAS, Metrolink and NCTD's COASTER commuter rail services and Amtrak's Pacific Surfliner service carried more than 8.5 million riders in FY 09 along the LOSSAN corridor; and

WHEREAS, Burlington Northern Santa Fe (BNSF) Railway and Union Pacific (UP) own portions of and provide freight rail transportation on the LOSSAN rail corridor that support the movement of goods from the Ports of San Diego, Los Angeles, and Long Beach; and

WHEREAS, MTS, NCTD, OCTA, MTA, and VCTC own portions of the LOSSAN corridor railroad right-of-way; and

WHEREAS, MTA, SCAG, OCTA, NCTD, MTS (formerly MTDB), SANDAG, and Caltrans in 1989 formed the LOSSAN Joint Powers Authority (JPA) to implement Study Group recommendations directed by Senate Bill 1095 (Craven) in 1987; and

WHEREAS, the LOSSAN JPA in 2002 added VCTC, SBCAG, SLOCOG, and SANDAG as voting members and appointed a full complement of directors from member agencies; and

WHEREAS, the LOSSAN JPA is advised by a Technical Advisory Committee (TAC) consisting of representatives from its member, ex officio, and advisory member agencies; and

WHEREAS, the LOSSAN JPA in 2007 completed the "LOSSAN North Strategic business plan" and the "LOSSAN Corridorwide Strategic business plan;" and

WHEREAS, Proposition 1B (2006), the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, dedicates \$400 million in state general obligation bonds to the state's intercity rail program, including projects along the LOSSAN corridor; and

WHEREAS, Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, dedicates \$9 billion to the state's High-Speed Train (HST) system, including HST improvements along the segments of the LOSSAN corridor and \$950 million to urban feeder rail services, including the Pacific Surfliner, Metrolink, COASTER, and other feeder services along the corridor; and

WHEREAS, President Obama in 2009 signed the American Recovery and Reinvestment Act, providing for \$8 billion for high-speed and intercity passenger rail improvements nationwide; and

WHEREAS, the LOSSAN JPA has expended much time, effort, and public funding on studies and capital projects to support improved and expanded rail operations in the corridor; and

WHEREAS, the LOSSAN JPA recognizes the urgent need to advance efforts to support improved customer information, service(s) coordination, and operations to the following action at its meeting of September 9, 2009, directing the member agency chief executive officers (CEOs) to:

1. Draft a Memorandum of Understanding (MOU) that:

(a) Clearly articulates our shared vision of:

- Short-term roles and responsibilities;
- Corridor-long responsibility and authority;
- Corridor-long planning and investment (\$6 billion to \$8 billion by 2025);
- Interactive electronic fare-collection system;
- Recognition of the diverse nature of the corridor (e.g., North and South of Los Angeles Union Station; discretionary intercity and commuter passengers);
- Better traveler information distribution, including a consolidated timetable and corridor Web site; and
- Focus on local partnerships.

- (b) Identifies the business plan tasks/scope of work required to support implementation of that shared vision,
 - (c) Identifies the budget, resource requirements, respective responsibilities, and schedule associated with completing the necessary studies, and
 - (d) Outlines the next steps after completion of the business plan analysis.
2. Move forward with identification of the lead agency acting for LOSSAN to hire a project manager/principal (title to be determined and hereafter referred to as PM) to work independent of any one Party and report directly to the LOSSAN Board of Directors, with input from the TAC and oversight by a steering committee of member agency CEOs or their designees, and lead the development of a business plan that will provide the operating plan, ridership forecasts, capital and operating requirements and the public benefits associated with implementing a coordinated and expanded rail operations plan for the LOSSAN rail corridor and develop a draft job description for this position.
 3. Work collaboratively to:
 - (a) build a business plan that accounts for the plans associated with intercity rail passenger service, local commuter rail services, and freight rail services. The transportation plan will demonstrate the desire and ability to collaborate with member agencies for the success of the LOSSAN corridor; and
 - (b) strive for early success that demonstrates that we can work collaboratively to implement initiatives (e.g., joint timetable).
 4. Develop an initial work plan of tasks that can be completed in FY 2010 (October 2009 – June 2010)

WHEREAS, the Parties' CEOs have worked collaboratively to implement the actions of the LOSSAN JPA at its meeting of September 9, 2009;

NOW, THEREFORE, the Parties hereby set forth their mutual understandings and actions required to support the implementation of the LOSSAN JPA action regarding Agenda Item No. 6 at its meeting of September 9, 2009;

Section 1: Vision for Corridor

The Parties agree to the following actions in order to implement a corridor vision:

1. Collectively provide the infrastructure to allow more peak-period trains, faster through-express trains, and additional service improvements that meet current and future conventional and high-speed intercity, commuter, and freight demands both north and south of Los Angeles Union Station;
2. Integrate regional fare policy and develop common fare media that are based in part on early implementation lessons in the corridor as appropriate (electronic revenue collection);
3. Integrate and/or coordinate operations and develop efficient operating schedules and dispatching for corridor services;
4. Implement a strategy for seamless rail travel in the corridor;
5. Collaborate to identify and establish new services for underserved markets;

6. Integrate and improve traveler information; and
7. Coordinate with long-distance passenger rail and motor coach services

Section 2: Short-Term Actions

The Parties agree to the following short-term actions:

1. Development of a scope of work for a business plan that identifies the required work to support the implementation of the shared vision for the corridor (August 2009; CEOs/TAC to lead).
2. Development of a job description for the LOSSAN Corridor Program/Project Manager (October 2009; CEOs/TAC to lead).
3. Identify the budget, resource requirements, and schedule associated with completing the business plan that includes ridership and revenue forecasting, operational modeling, operating and capital costs, and an analysis of the benefits of the proposed changes (including infrastructure, rolling stock, stations, fare collection technology, and management) (February 2010; PM to lead).
4. Development of a scope of work for the Program/Project Manager to focus on between October 2009 and April 2011, including completion of the business plan by September 2010 (October 2009; CEOs/TAC to lead and the Project Manager is to detail this work plan within 30 days of hire).

In an effort to make immediate changes that have a direct, positive experience on the traveling public, the Parties agree to direct the PM to focus on the following early action items:

1. Implementation of service modifications of both COASTER and Metrolink service with a goal of serving underserved markets (January 2011).
2. Implementation of a program similar to the Rail-2-Rail Program to include COASTER, Metrolink, and Amtrak under one unified program (June 2010).
3. Implementation of a limited stop express service between San Diego, Orange County, and Los Angeles with continuing service to Ventura, Santa Barbara, and San Luis Obispo (January 2011).
4. Development of a joint timetable (January 2010).
5. Implementation of remaining tasks from the LOSSAN Corridor Quick Improvements Study, July 2008 (August 2010).
6. Revise Amtrak schedule to better serve the Ventura-Santa Barbara peak-period market (January 2011).
7. Review these actions with the business plan for consistency (ongoing).

Section 3: Long-Term Actions

Based upon the business plan, the Parties agree to:

1. decide upon the appropriate institutional and organizational structure for the future success of the LOSSAN corridor; and
2. implement "Coast Daylight" services to close the gap in state-supported intercity rail services connecting downtown Los Angeles and downtown San Francisco along the coast route.

Section 4: Priority of Projects/Funding

The Parties agree to develop a prioritized program of projects with the goals of realizing the shared vision of the corridor without regard to operational and jurisdictional boundaries.

Section 5: Board/Stakeholder Feedback

Each Party will be responsible for gathering comments and feedback from their respective Boards of Directors as a key input into this process.

The Parties also agree to solicit input from the Federal Railroad Administration in the development of the business plan and to consult the *Railroad Corridor Transportation Plans Guidance Manual*, FRA, July 8, 2005.

NONBINDING MEMORANDUM OF UNDERSTANDING

The Parties acknowledge and agree that this Memorandum of Understanding is a nonbinding understanding of agreed-upon vision, goals, and plans for the LOSSAN corridor and not a contract. Any definitive agreement reached in connection with the matters described herein shall be subject to the approval of the Parties' duly authorized representatives, which approval may be withheld or conditioned in their sole discretion. No joint venture, partnership, or other undertaking shall be deemed to exist as a result of this Memorandum of Understanding.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Paul C. Jablonski
Chief Executive Officer

Office of General Counsel

NATIONAL RAILROAD PASSENGER CORP.

Joseph H. Boardman
President & Chief Executive Officer

Office of General Counsel

ORANGE COUNTY TRANSPORTATION AUTH.

Will Kempton
Chief Executive Officer

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SO. CALIFORNIA ASSOC. OF GOVERNMENTS

Jon Edney
President

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VENTURA COUNTY TRANSPORTATION COMM.

Darren Kettle
Executive Director

Office of General Counsel

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS.

Ronald De Carli
Executive Committee

Office of General Counsel

SAN DIEGO ASSOCIATION OF GOVERNMENTS

Gary L. Gallegos
Executive Director

Office of General Counsel

NORTH COUNTY TRANSIT DISTRICT

Matt Tucker
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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Eric Haley
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LOS ANGELES CO. METRO TRANSP. AUTHORITY

Arthur T. Leahy
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SANTA BARBARA CO. ASSOC. OF GOVERNMENTS

Jim Kemp
Executive Director

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CALIFORNIA DEPARTMENT OF TRANSPORTATION

Randell H. Iwasaki
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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Mehdi Morshed
Executive Director

Office of General Counsel

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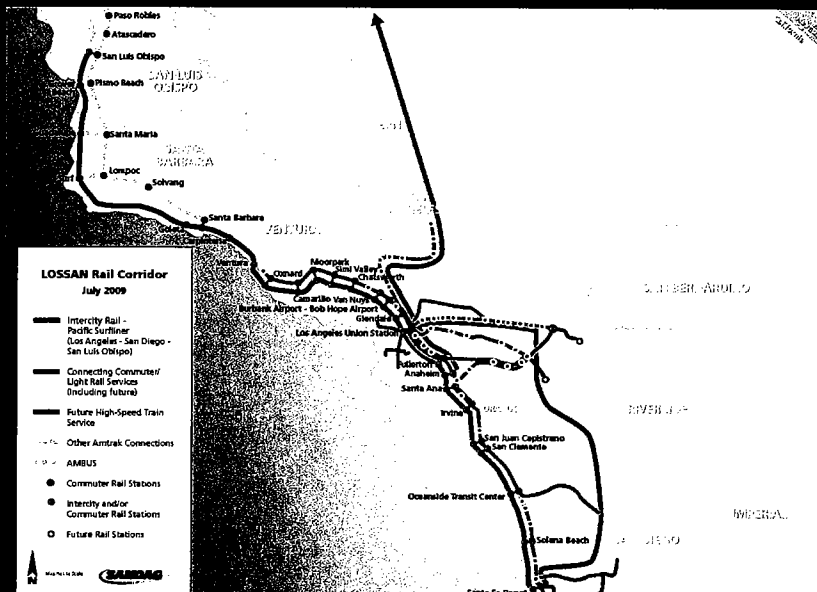


Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor

Member Agency Memorandum Of Understanding For Rail Service Integration

January 21, 2010

0



1



LOSSAN Joint Powers Authority

- Established in 1989
- 10 Member Agencies including SANDAG, MTS, and NCTD
- Additional Technical Members
- Board of Directors and Technical Advisory Committee
- SANDAG Provides Staff Support Through Member Assessments

2



Major MOU Provisions

- Corridor Vision
- Short-Term Actions (Early Action)
- Long-Term Actions
- Priority Projects/Funding
- Board/Stakeholder Feedback
- Nonbinding MOU

3



Next Steps

- ❑ Project Manager
- ❑ Business Plan
- ❑ Early Action Items
- ❑ Member Agency Funding and Budget Impact

4



Recommendation

That the Board of Directors authorize the Chief Executive Officer (CEO) to sign the interagency Memorandum of Understanding (MOU) MTS Doc. No. G1303.0-10 (in substantially the same form as shown in Attachment A).

5





**Los Angeles – San Diego – San Luis Obispo
(LOSSAN) Rail Corridor**

**Member Agency
Memorandum Of Understanding
For Rail Service Integration**

January 21, 2010

6



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Agenda

Item No. 31

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

LEG 410

January 21, 2010

SUBJECT:

MTS: LEGISLATIVE UPDATE (SHARON COONEY)

RECOMMENDATION:

The Board of Directors:

1. receive a report on 2009 legislative and intergovernmental activities; and
2. approve staff recommendations for 2010 state and federal legislative programs.

Budget Impact

None.

DISCUSSION:

Staff will provide a report on 2009 legislative and intergovernmental activities. The draft 2010 federal and state legislative programs (Attachments A and B) are attached for review. The federal legislative program includes recommended capital project appropriation requests. Upon approval by the MTS Board, these programs will be used to define MTS legislative advocacy efforts in calendar year 2010.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com

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Attachments: A. Draft Federal Legislative Program
B. Draft State Legislative Program



San Diego Metropolitan Transit System (MTS) 2010 Federal Legislative Program

I. Transit Funding

- Oppose legislation that would reduce direct funding to transit agencies or transportation funding in general.
- Reauthorization of the Surface Transportation Act:
 - a. Support appropriation of MTS earmarks and New Starts designation for Mid-Coast Trolley Extension.
 - b. Seek favorable revision of the Rail Modernization Program.
 - c. Seek more flexibility in use of funding for capital projects and operations.
- Seek a permanent compressed natural gas credit program for transit operators.
- Support legislation that would help offset the impact on transit budgets caused by increases in fuel costs.
- Support legislation that would generate new revenue for transit projects and operating costs.
- Support legislation to bring funding to railroad corridors.
- Seek funding for railroad bridge and infrastructure rehabilitation.
- Seek funding to offset the costs associated with implementation of hybrid and alternative technologies in the transit fleet.
- In partnership with interested cities, seek funding dedicated to grade-separation projects.
- Support programs in the defense appropriation process that would help offset the cost to provide transit services for military facilities.
- Oppose attempts to discontinue federal funding for school paratransit services or for nonemergency medical transport.
- Oppose actions by the General Services Administration that might adversely impact transit functions at the San Ysidro Border and seek funding to mitigate any changes to transit facilities currently used or owned by MTS.
- Oppose attempts to impose requirements for implementing positive train control (PTC) on MTS pursuant to the Rail Safety Improvement Act of 2008, and support national efforts to find funding to support the goals of that Act.

II. Public Safety

1. Oppose attempts to create duplicative state rail safety regulatory agencies.
2. Seek Tier 1 status under the Transit Security Grant Program.
3. Seek stiffer criminal penalties for vandalism or theft of transit property.
4. Support legislation that increases funding for transit security projects and personnel.
5. Support legislation that provides reimbursement to transit operators for lost employee work hours due to emergency preparedness and antiterrorism training.
6. Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.
7. Support legislation that assists transit operators to carry out their responsibilities as first responders to emergency situations.
8. Support efforts to enhance the transit agency's ability to coordinate with other local emergency personnel for disaster response and evacuation preparedness.

III. Regulatory Matters

1. Support legislation that would facilitate the delivery of capital projects.

2. Oppose unfunded mandates that impact transit operators.
3. Support efforts to increase competition in the fuel market.
4. 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 requires transit agencies to accommodate for boarding.
5. Oppose proposals that limit the use of eminent domain for public transportation projects.
6. Monitor and respond to legislation in the areas of finance, employment, and safety that could affect agency governance or operations, including issues related to contractors.
7. Support efforts to ensure that climate change legislation recognizes that transit investment can help achieve emission reduction goals, and seek inclusion of transit funding in any climate change legislation.
8. Seek clarification of the charter bus regulations to permit transit agencies to serve special events.
9. Oppose efforts to enlarge the universe of paratransit service eligibility to classifications of individuals that could effectively be served through fixed-route services.
10. Monitor and respond to attempts to alter access guidelines in a way that would financially burden transit operators without providing funding.

IV. Support for Legislative Programs of Other Agencies or Organizations

1. Support the legislative programs of other agencies, such as SANDAG, NCTD or other jurisdictions, where consistent with the 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 MTS legislative program.

V. Capital Projects

1. Seek funding for the following capital projects in the Fiscal Year 2010 Transportation, Housing and Urban Development Appropriations Bill, any economic stimulus or jobs programs, and in the reauthorization of the Surface Transportation Act:
 - Mid Coast Trolley Extension
 - MTS Bus Replacement Vehicles
 - East County Bus Maintenance/Paratransit Facility
 - Blue Line Station Improvements
 - South Bay Bus Maintenance Facility
 - Regional Transportation Management System

San Diego Metropolitan Transit System (MTS) 2010 State Legislative Program

I. Transit Funding

1. Seek expeditious reimbursement of funds that the Court has ruled are owed to transit agencies by the State.
2. Seek legislation to expedite the allocation of state infrastructure bond funding designated for transit operators/projects.
3. Oppose efforts to eliminate the Public Transportation Account and the State Transit Assistance program.
4. Oppose legislation that would reduce direct funding to transit agencies, or transportation funding in general; support legislation that would generate new revenue for transit projects and operating costs.
5. Support legislation that would help offset the impact on transit budgets caused by increases in fuel costs.
6. Support legislation to bring funding to railroad corridors and for railroad bridge and infrastructure rehabilitation.
7. In partnership with interested cities, seek funding dedicated to grade-separation projects.
8. Seek legislation to exempt transit agencies from sales tax.

II. Transit-Oriented Development

1. Seek legislation to expedite the allocation of state infrastructure bond funding for transit-oriented development and 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. Public Safety

1. Seek actions that would expedite the allocation of the \$1 billion in Proposition 1B bond funding designated for transit security projects.
2. Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.
3. Support efforts to enhance penalties for crimes against transit staff or related to transit property, such as wire theft.
4. Seek legislation that would protect the records of transit code compliance officers to the same degree as sworn officers.
5. Seek legislation that would allow agencies to pass an ordinance to allow national criminal background checks for taxicab operators.

IV. Climate Change

1. Advocate for favorable implementation of AB 32.
2. Oppose efforts to require actions by the transit operators in support of state climate change initiatives that constitute unfunded mandates.

V. Regulatory Matters

1. Support legislation that would facilitate the delivery of transit capital projects—especially through the availability of alternative procurement practices, such as design build and construction manager at risk.
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 requires transit agencies to accommodate for boarding.
4. Monitor proposals that limit the use of eminent domain for public transportation projects.
5. Support legislation that would remedy Bonanno v. Central Contra Costa Transit Authority, which is a case that substantially broadened the liability exposure of transit agencies.
6. Seek relief from regulations which prevent MTS from providing service in the most cost efficient way possible.
7. Support legislation that would clarify Public Utilities Commission rail oversight authority.
8. Monitor and respond to efforts to regulate MTS operations.
9. Seek clarification of regulations governing the disposition of real property purchased with TDA funds to prevent using the property for nontransit purposes.
10. Oppose efforts to eliminate or restrict transit exemption provisions in the California Environmental Quality Act (CEQA); seek legislative clarification that service and fare adjustments are always exempt from CEQA.

VI. 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.

VII. Support Legislative Programs of Other Agencies or Organizations

1. Support the legislative programs of other agencies, such as SANDAG and NCTD, where consistent with the 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 MTS legislative program.

Legislative Program

Board of Directors
January 21, 2010



1



2009 Federal Year in Review

- Transit Security Grant Program (TSGP)
 - \$896,000 for MTS projects pending
- Rural Funding (5311)
 - \$257,000 for operations, \$38,000 for capital
- Earmarks in FY 2010 Appropriations:
 - \$800,000 earmark for Regional Transportation Management System (Davis)
 - \$2.3 million Mid City Rapid (Administration)
 - \$500,000 I-805 Managed Lanes (Davis)
- Economic Stimulus
 - \$56 million (\$5.6 million permitted for use in operations)
 - Additional \$450,000 for rural capital
 - New "jobs bill" being considered



2



- Implementation of Rail Safety Act of 2008
 - Requires Positive Train Control (PTC) and wayside detection systems for shared use track
 - Staff gained FRA clarification that MTS is not responsible
 - Final rule reported this week
- Energy Security and Climate Change
 - On hold due to health care initiative
- San Ysidro Border Reconfiguration
 - Phase 1 funding secured
 - Hired new design consultant
 - Made changes to original designs that will improve transit access
- Reauthorization of the Surface Transportation Act
 - Postponed until at least March
 - Seeking New Starts designation for Mid-Coast Trolley



3



2009 State Year in Review

- FY 2010 Budget
 - Elimination of STA
 - Launch of initiative to protect transit, local funding
 - Governor's proposed plan: dissolution of the PTA
- Proposition 1B
 - Submitted applications for \$15.65 million for capital grants and \$2.78 million for safety/security grants
 - Bond sale inadequate to fully allocate
- Zero Emission Bus
 - May decision to delay implementation again
- Climate Change



4



2009 Federal Legislative Priorities

- Reauthorization
 - Restructure rail modernization program
 - Seek FFGA for Mid-Coast Light Rail extension
 - Advocate for greater flexibility in funding
- Seek funding for transit projects in jobs bill
- Seek permanent CNG tax credit
- Advocate for funding for transit under a cap and trade program
- Favorably impact San Ysidro POE reconfiguration project
- Oppose attempts to impose additional federal rail safety regulatory authority



5



Federal Funding Priorities

- Mid Coast Trolley Extension
- Bus Replacement Vehicles
- East County and South Bay Bus Maintenance Facilities
- Blue Line Station Improvements
- RTMS for Contract Services



6



2010 State Legislative Priorities

- Oppose loss of funding
- Seek sales tax exemption for transit purchases
- Seek delays in implementation of ZEB requirements
- Oppose restrictive interpretations of transit exemptions in CEQA
- Seek clarification on TDA-purchased property
- Seek relief from regulations that prevent MTS from providing transit services in the most cost-effective way



7



Recommendation

- Approve 2010 Federal Legislative Program (Attachment A) and 2010 State Legislative Program (Attachment B)



8





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Agenda

Item No. 32

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

MKPC 660

January 21, 2010

SUBJECT:

MTS: ADVERTISING REVENUE AND POLICY (ROB SCHUPP)

RECOMMENDATION:

That the Board of Directors receive an update on revenues generated by advertising on MTS vehicles and bus shelters and consider the placement of advertising on MTS branded vehicles.

Budget Impact

None.

Executive Committee Recommendation

At its meeting on January 14, 2010, the Executive Committee recommended forwarding this item to the Board of Directors.

DISCUSSION:

MTS has four major advertising programs that generate revenue for the system: bus vehicle interiors and exteriors, bus shelters, bus benches, and trolley vehicle wraps. This report will review the revenue generated over the last three fiscal years and project revenues for 2010. The report also will examine the internal and external reasons for a decrease in revenue and ask the Board of Directors to consider a change in policy to allow advertising on a greater number of buses, including buses with the new MTS branding paint scheme.

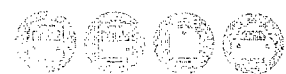

Paul C. Jablonski
Chief Executive Officer

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

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

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



Metropolitan Transit System Advertising Revenue

MTS Board of Directors
January 21, 2010



Advertising Revenue Update

- Sources of Ad Revenue
- Revenue Totals for last three years
- Impacts on Revenue Potential
- Possible New Sources of Revenue



Advertising Revenue Sources

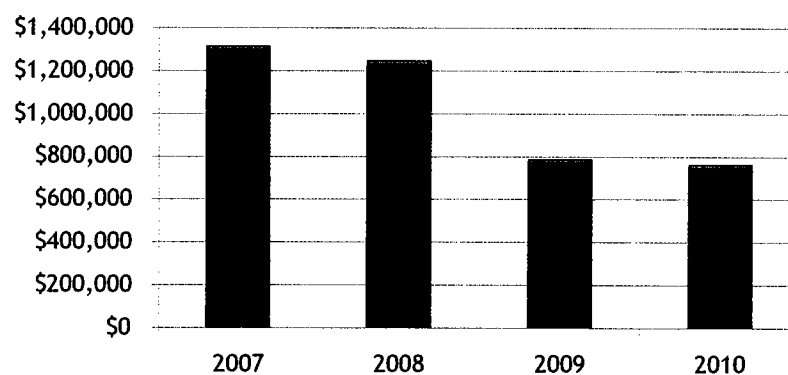
- Bus Exterior and Interior
- Bus Shelters
- Bus Benches
- Trolley Wraps



3



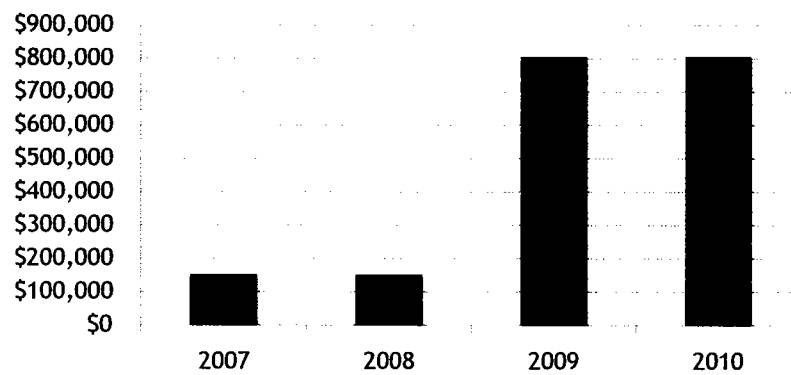
Revenue Trends: Bus



4



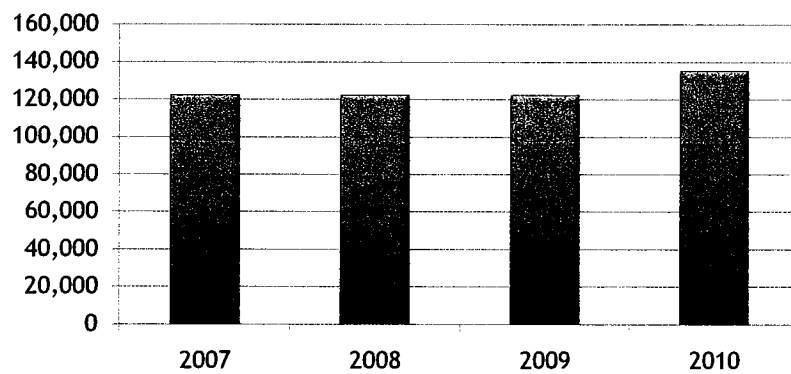
Revenue Trends: Shelters



5

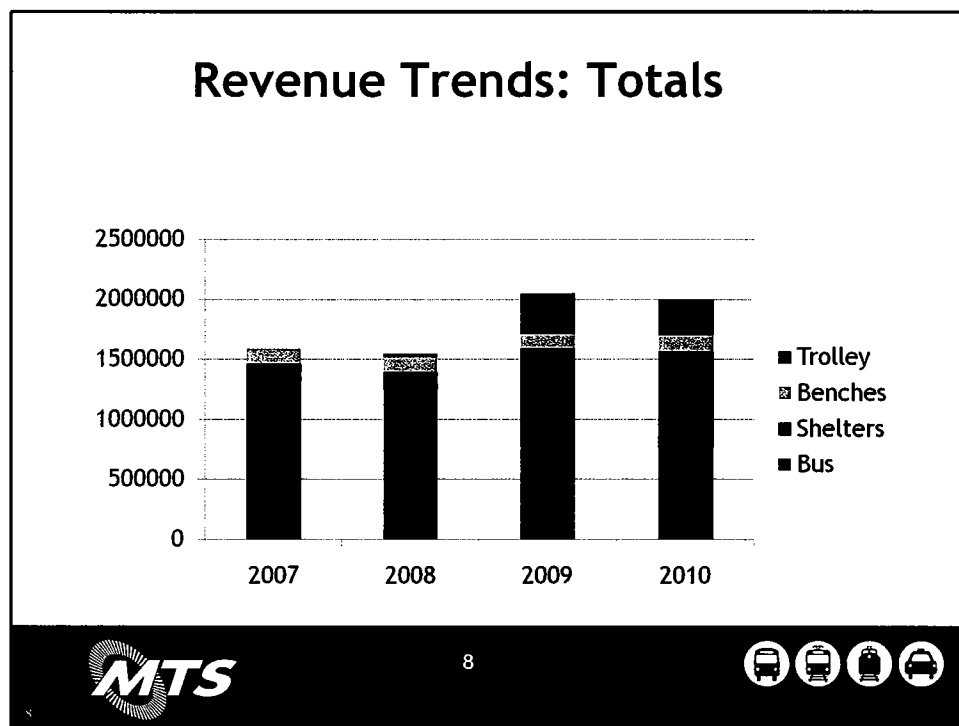
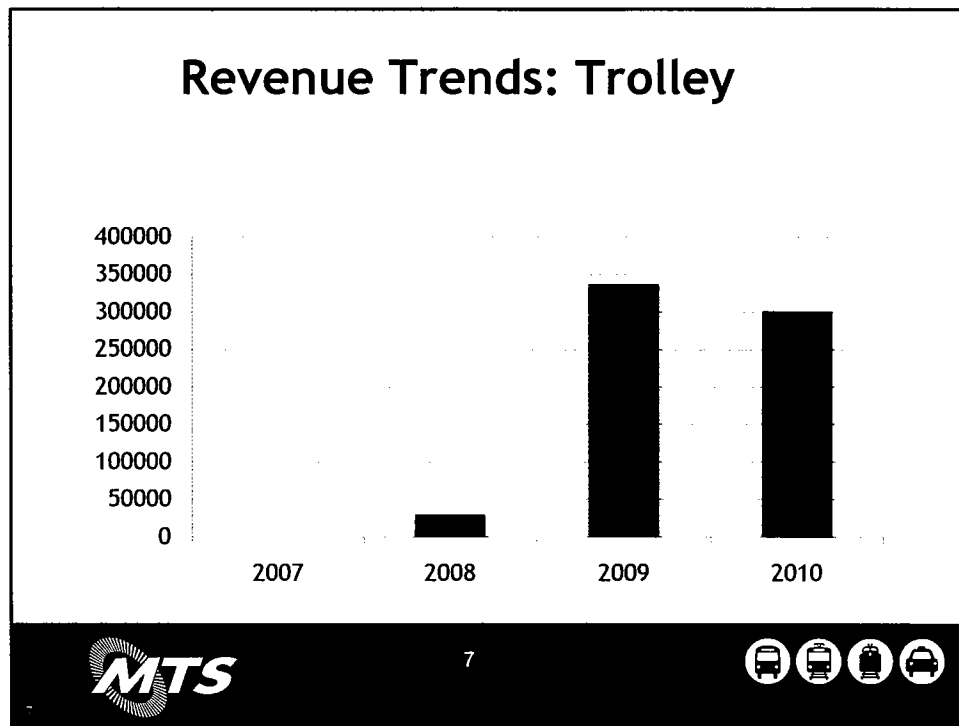


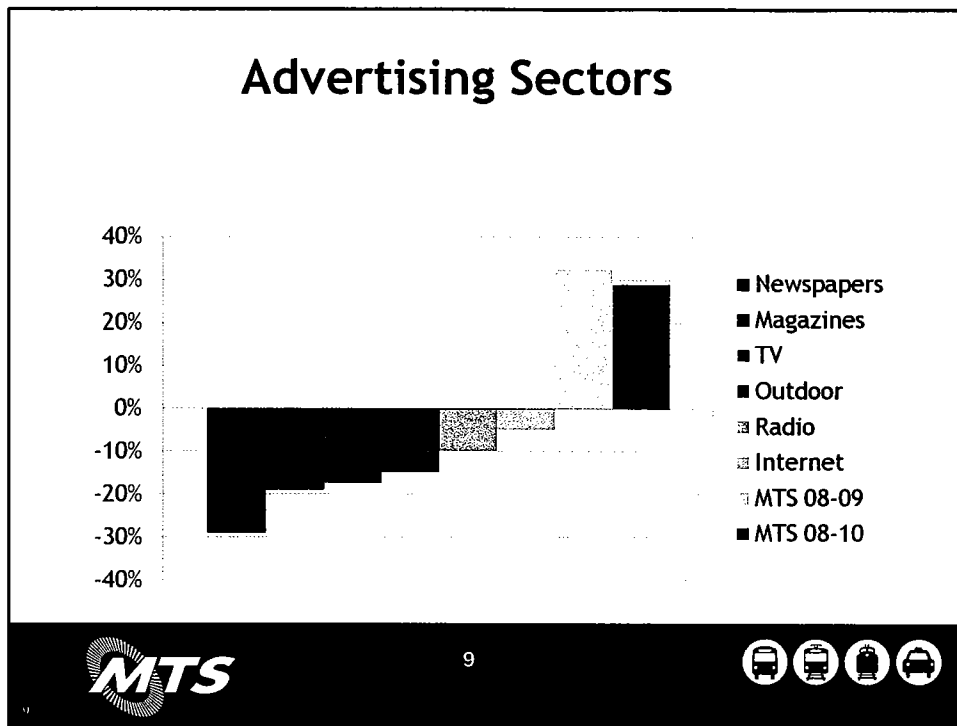
Revenue Trends: Benches



6







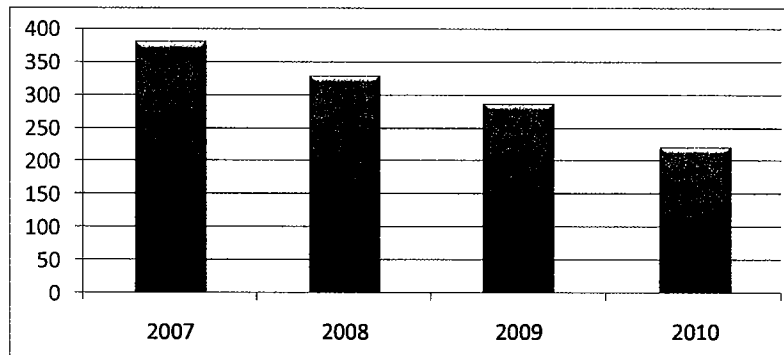
Opportunities for Revenue Growth

- Increased advertising at rail stations
 - Electronic kiosks
 - Convenience kiosks
 - Vending Machines
- Mobile/Internet Advertising
- Increase Buses w/Advertising

MTS 10

Revenue Impacts

Dwindling Number of Buses Allowing Advertising



11



Market Impacts



12



Rebranding History

- Consolidation of boards
- Many different bus designs in system
- After competitive bid and design process, board approved new brand in early 2004
- New scheme has been placed on buses and trolleys since



13



Retired Buses Since 2004



1995 El Dorado Transmark
2 Buses, Retired in 2007



14



Retired Buses Since 2004



2000/01 El Dorado Aerotech (99 retired)

2003/04 Goshen GCII (4 retired)



15



Retired Buses Since 2004



1995 New Flyer

73 Buses, Retired in 2009



16



Retired Buses Since 2004



1996 El Dorado Transmark
10 Buses, Retired in 2009



17



Retired Buses Since 2004



1997 El Dorado Transmark
7 Buses, Retired in 2007



18



Retired Buses Since 2004



**1997 El Dorado Transmark
6 Buses, Retired in 2007**



19



Retired Buses Since 2004



**1999 El Dorado Transmark
8 Buses, Retired in 2009**



20



Current Fleet - Pre-Branding



1995 Gillig Phantom
4 Buses, Retiring in 2010



21



Current Fleet - Pre-Brand



2000/2001 New Flyers
57 Diesel Buses
14 CNG Buses



22



Current Fleet - Pre-Branding



2001 New Flyer
16 Diesel Buses



23



Current Fleet - Pre-Branding



2000 New Flyer: 15 CNG Buses
2001 New Flyer: 10 CNG Buses



24



Current Fleet - Pre-Branding



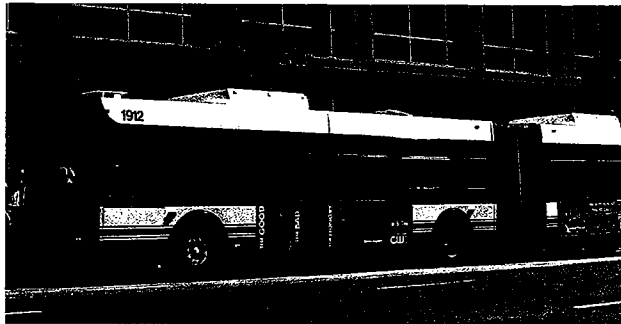
- 1991 Gillig Phantom (80 retired, last in 2008)
- 1994 New Flyer (4 retired in 2008)
- 1997/2000/2001 New Flyers: (7 Diesels and 129 CNGs)



25



Current Fleet - Pre-Branding



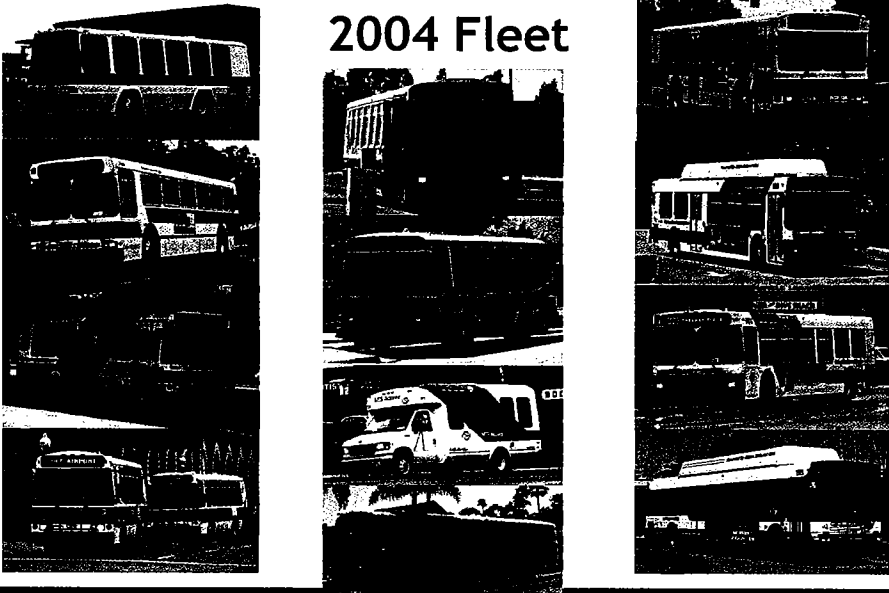
- 1993 New Flyer (50 Diesels retired, last in 2008)
- 2003 New Flyer: 13 Diesel buses



26



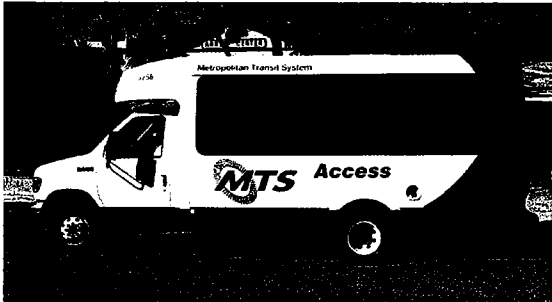
2004 Fleet



27



Current Fleet



2006 El Dorado Aerotech: 70 Gas
2008 Starcraft: 50 Gas



28



Current Fleet



2005/2008/2009 El Dorado
AeroElites
34 Gas buses



29



Current Fleet



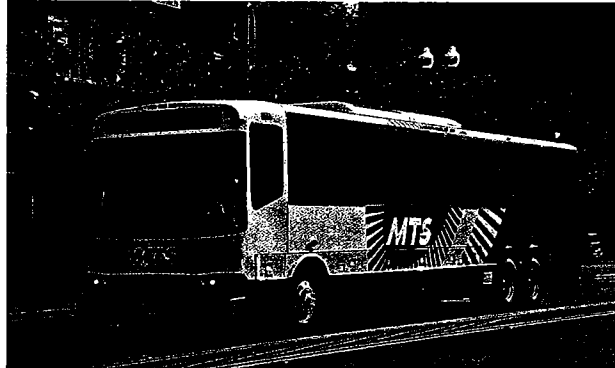
2007 El Dorado EZ-Rider, 35-Foot
7 CNG Buses



30



Current Fleet - New Branding



2007 Blue Bird Express, 45-Foot
26 Diesel Buses



31



Current Fleet - New Branding



2008 NABI 60-Foot BRT
26 CNG Buses



32



Current Fleet - New Branding



2009 New Flyer, 35-Foot
12 Gas-Electric Hybrid



33



Current Fleet - New Branding



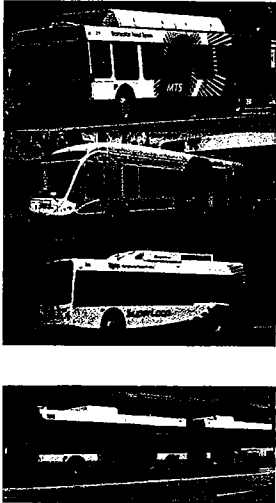
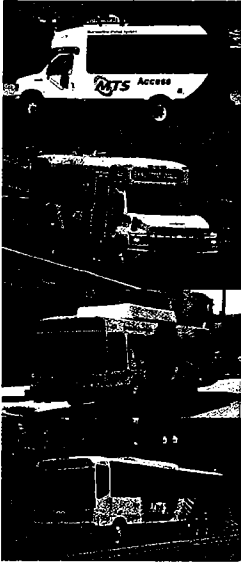
2005 New Flyer: 47 CNG Buses
2008 New Flyer: 50 CNG Buses
2009 New Flyer: 73 CNG Buses



34



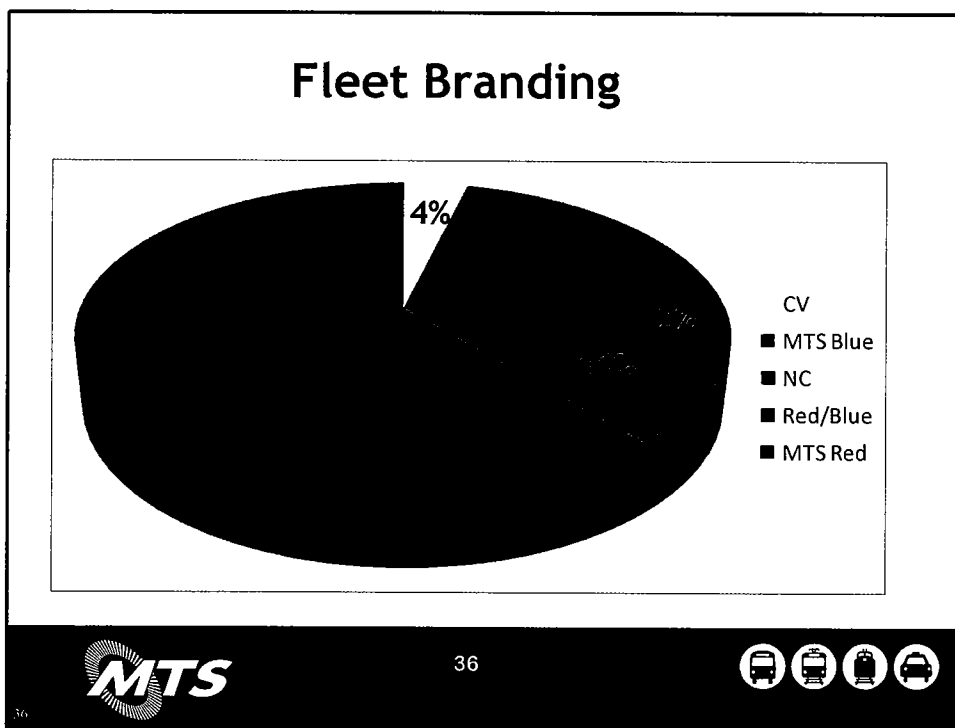
Current Fleet

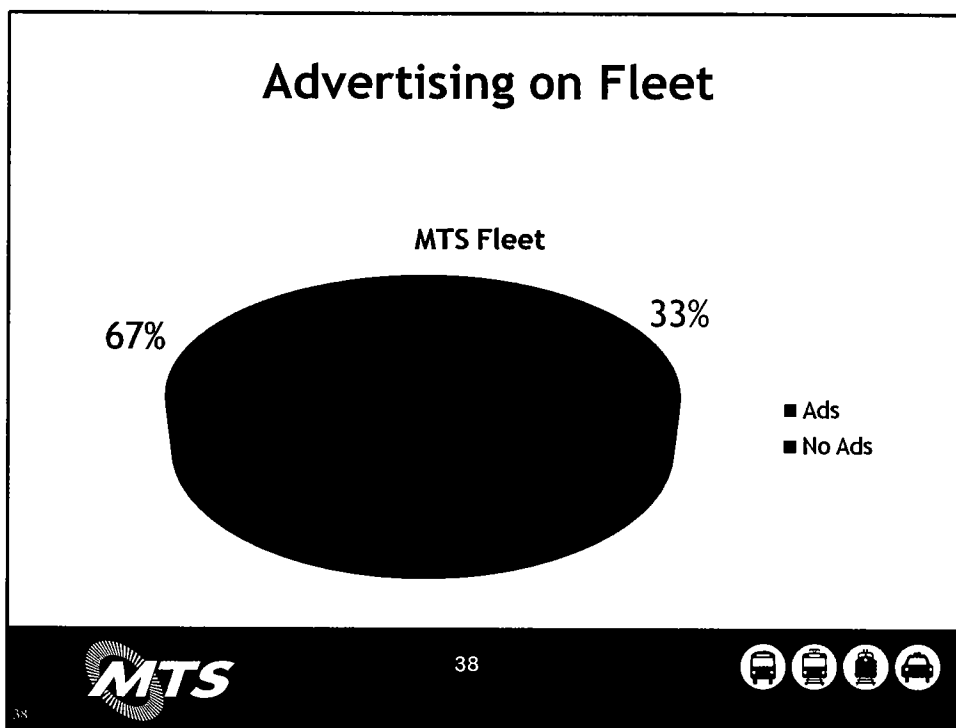
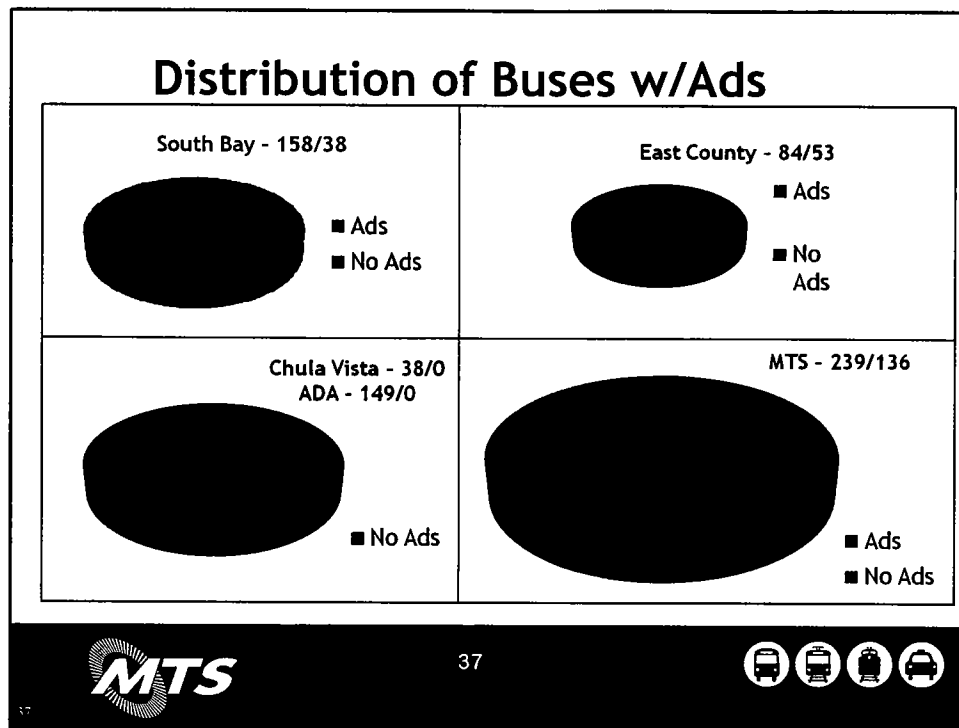





35



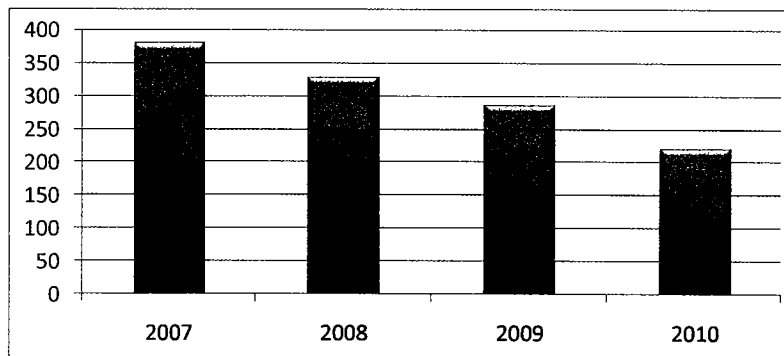




Revenue Impacts

Dwindling Number of Buses Allowing Advertising



39



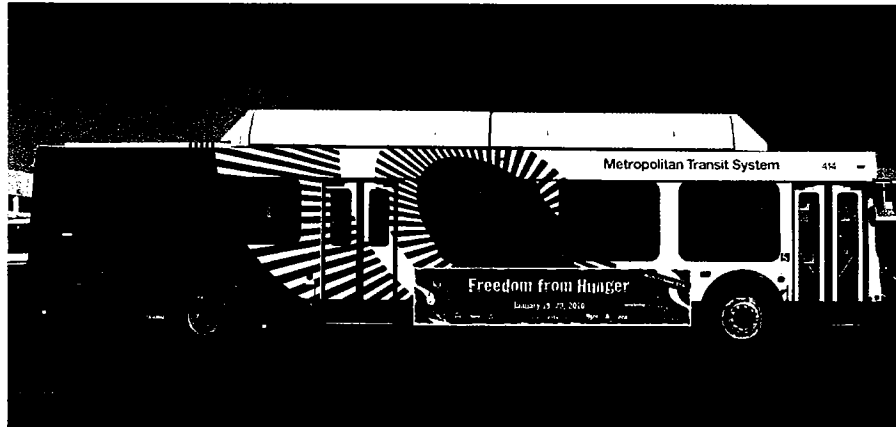
Market Impacts



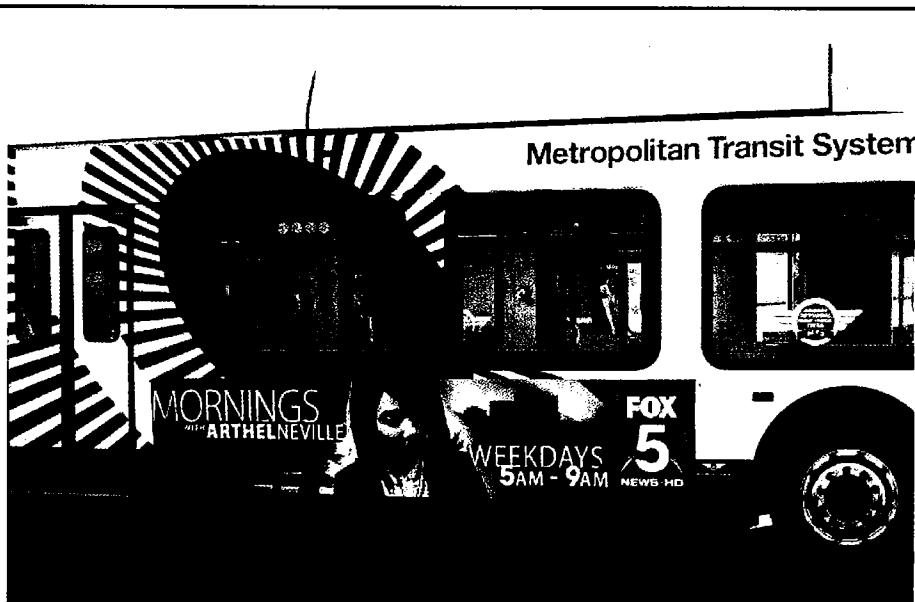
40



Advertising Policy Change



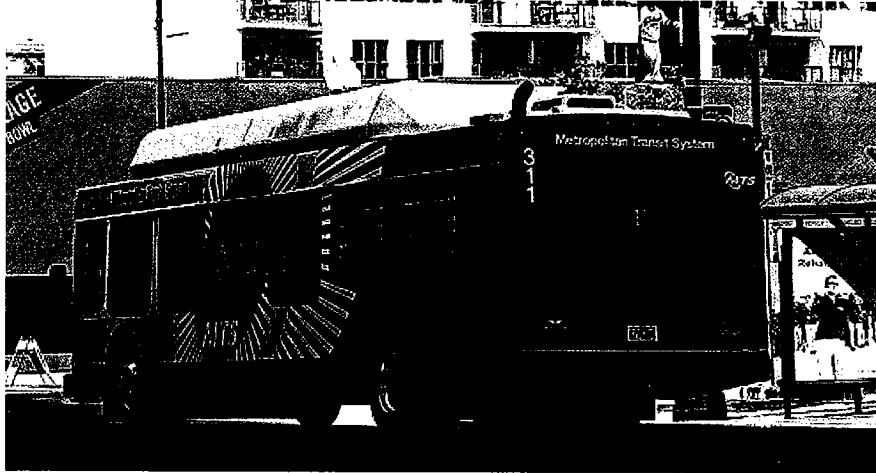
41



42



Lack of Options for Traditional Ads



43



Alternatives

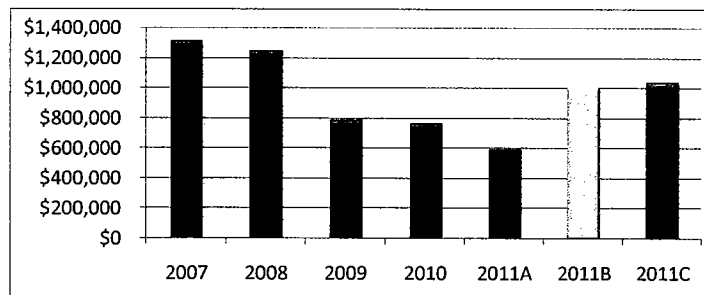
Ad Alternatives	Fiscal Impact
A. Continue current policy of no advertising on newly branded vehicles	-\$150,000 for FY11 Loss of most bus advertising revenue over time (from \$750,000 in FY09)
B. Allow advertising on up to 100 40-foot buses	Approximately \$3,000/bus = \$300,000
C. Allow advertising on all 170 40-foot buses	Approximately \$2,000/bus = \$340,000



44



Revenue Scenarios



45



45



AGENDA ITEM NO.

32

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three 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 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.

(PLEASE PRINT)

Date	1/21/10
Name	RANDY PHILLIPS
Address	10636 SCMPSS SUMMIT CT
Telephone	858-695-8519
Organization Represented	MICHAEL ALLEN ASSOCIATES
Subject of Your Remarks	ADVERTISING REVENUES
Regarding Agenda Item No.	32
Your Comments Present 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 speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

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



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Agenda

Item No. 45

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

OPS 970.2

January 21, 2010

SUBJECT:

SDTI: LRV REPAIR AND RETROFIT STATUS (LEE SUMMERLOTT)

RECOMMENDATION:

That the Board of Directors receive a report on repairs to light rail vehicle (LRV) 2052 and the retrofit of LED interior lighting and door light barriers.

Budget Impact

Repairing LRV 2052 in house has resulted in a cost savings of \$243,860. A fleet-wide retrofit of the light barrier system would potentially result in a cost savings of \$137,956 (\$2,653 per SD 100).

DISCUSSION:

On March 14, 2008, LRV 2052 sustained damages as a result of an LRV/auto accident and has been out of revenue service since that time. On August 17, 2008, LRV 2052 was shipped to Siemens in Sacramento for repair evaluation and preparation. The estimated repair cost was quoted at \$1,084,311 with an additional \$37,919 for vehicle commissioning. It was determined by staff that completing the repairs in house would cost \$871,834 with an additional \$6,536 needed for commissioning for a total savings of \$243,860.



On May 7, 2009, LRV 2052 was shipped back to San Diego unrepaired at the request of SDTI. Repairs to the car body, step wells, and propulsion container were completed by Carlos Guzman, Inc. Repairs made by staff included the propulsion system and trucks in addition to replacement of the following major components:

- Slewing rings (center truck and power truck)
- Coupler
- Coupler shank/draft gear (buffer)
- Gear boxes (2 each)
- Traction motor
- Truck bolster
- Axles (2 each)
- Steel tires (4 each)
- Power truck brake EHU
- Brake calipers (2 each)
- Propulsion components (electrical refurbishment)

Commissioning of this LRV will take approximately two weeks and will commence on December 28, 2009. Once completed, LRV 2052 will be returned to revenue service.

The scope of work involved in repairing LRV 2052 has designated it as a pilot car for systems being investigated for future use throughout the fleet, including:

1. Door Light Barrier Sensors - manufactured by Telco. This system is currently in use in Denver RTD light rail vehicles. The light barriers currently installed on the SD 100s are obsolete. Moreover, the cost to repair each door light barrier (\$600 - \$800) versus a new Telco barrier system (\$250 plus 1-2 hours labor to retrofit) is cost prohibitive. The cost per vehicle retrofit (8 doors plus labor) is \$2,247 resulting in a potential cost savings of \$2,653 per vehicle.
2. LED Interior Lighting System - provided by Luminator. The LED system completely replaces the existing fluorescent overhead lighting on the interior of the car increasing light output using less energy. LED lamps also have a longer lifespan than fluorescent tubes. This system increases customer comfort and security while reducing operating costs.
3. LED Destination Signs – provided by Luminator. These destination signs are used for the front, sides, and back of the vehicle. The new LED signs feature increased visibility in all weather and lighting conditions as well as an energy savings using LED technology versus the original fluorescent signs.



Paul C. Jablonski
Chief Executive Officer

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

JAN21-10.45.LRV 2052 REPAIRS.WTERRY.doc

Repair and Retrofit Status

LRV 2052

Lee Summerlott
Superintendent of LRV Maintenance



Accident: Billy Mitchell Drive, El Cajon March 14, 2008



Vehicle Appraisal & Repair Estimation

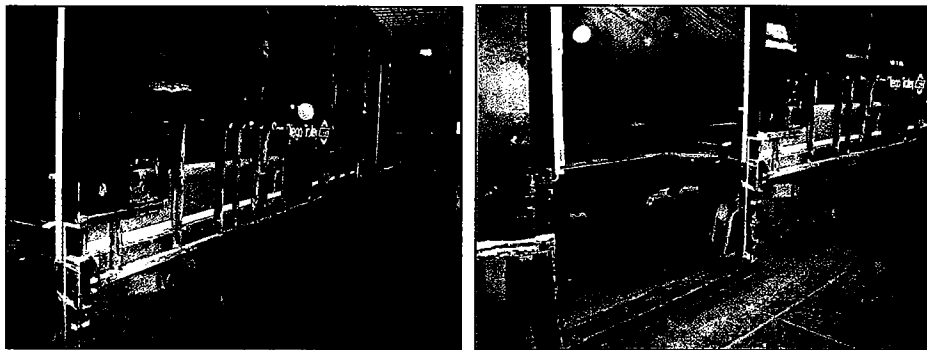
Executive Committee	09/18/2008
MTS Board	09/25/2008
Shipped to Sacramento	11/17/2008
Returned to San Diego	05/07/2009

OPTIONS

Siemens Proposed Repair Cost	\$ 1,363,078
Procurement Cost in 1997	\$2,087,817
Replacement Cost in 2009	\$3,600,000



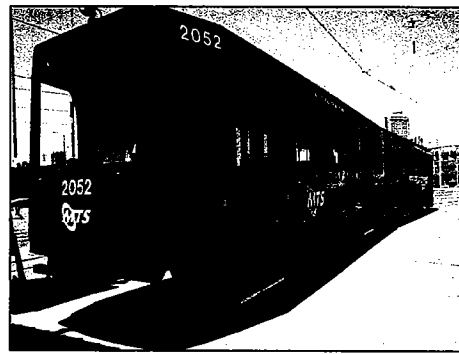
Rebuilding the Car Body



Repairs to the car body, step wells, and propulsion container were completed by Carlos Guzman, Inc.



Repainting



Repairs and Replacements

- Slewing Rings
- Coupler
- Coupler Shank/Draft Gear
- Gearboxes
- Traction Motor
- Truck Bolster
- Axles
- Steel Tires
- Power Truck Brake
- Brake Calipers
- Propulsion Components



Prototype for SD100 Fleet Retrofit

Door Light Barrier Sensors

- Cost Savings: \$137,956
(\$2,653/SD100)
- Passenger Convenience/
Safety



Prototype for SD100 Fleet Retrofit

LED Interior Lighting

- Fluorescent Lighting
Annual Cost: \$108,299
- Increased Visibility
- Decreased Operating Cost



Prototype for SD100 Fleet Retrofit

LED Destination Signs

- Increased Patron Visibility in all weather and lighting conditions
- Decreased Energy Cost



Project Recap

- Overall savings in repair cost and time
- Long-Term Benefits:
 - Light Barrier System Cost Savings: \$137,956 (\$2,653/SD100)
 - LED Interior Lighting reduces energy usage and increases lumen output
 - LED Destination Signs increase visibility in all weather and lighting conditions and cut energy usage



Staff Recommendation

- That the Executive Committee receive this report for information.





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Agenda

Item No. **46**

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

SRTP 825

January 21 2010

SUBJECT:

MTS: REPORT ON THE CREATION OF A CENTRAL MTS DATABASE AND
REPORTING TOOL (DEVIN BRAUN)

RECOMMENDATION:

That the Board of Directors receive a report on the new central database and reporting tool.

Budget Impact

None.

Executive Committee Recommendation

At its meeting on November 5, 2009, the Executive Committee recommended forwarding this item to the Board of Directors for information.

DISCUSSION:

MTS must collect, store, and report on data that is applicable to all modes of transit services and operations. To meet these requirements, staff had developed many spreadsheets and databases over the years to use as data stores and reporting tools. With so many different operating divisions now reporting under the MTS umbrella (MTS Bus, MTS Trolley, Contracted Bus, Contracted Paratransit, Chula Vista Transit, etc.), MTS has begun to collect all data in a central database called Transit Operational Activity Data (TOAD) in order to provide an instant and central reporting tool.



The MTS IT Department has collected past data, is collecting current data, and is writing reports to analyze the data in TOAD. Such reports can automatically show current trends in many performance areas including ridership, on-time performance, accidents, claims, and road calls.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Devin Braun, 619.595.4916, Devin.Braun@sdmts.com

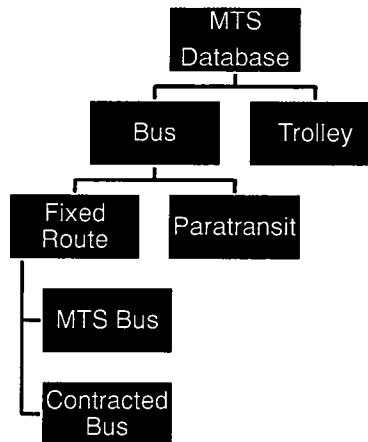
JAN21-10.46.MTS DATABASE & REPORTING TOOL.DBRAUN.doc

Central MTS Database and Reporting Tool

MTS Board of Directors Meeting
January 21, 2010



Reporting Needs



Current Methods

- Every operator creates spreadsheets which are saved onto the network
- Databases for the fareboxes (SANDAG), scheduling system, and the Regional Transit Management System are all separate with their own reporting tools created and managed by the original system vendor



3

Centralized Database

- Consolidate data into a database
 - Enter data once, use them many times
 - Correct data once, and all reports are changed automatically
- Automate data import process
 - Farebox data
 - Automatic Vehicle Location data
 - Operations & scheduling data/spreadsheets



4

Reporting Tool

- IT Department writes custom reports for MTS needs
- Data comes from one place
- Available right in the web browser for all agency users
- Immediate access to performance statistics



5

Report Examples

MTS Reports



6

Central MTS Database and Reporting Tool





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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

January 21, 2009

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period January 4, 2010 through January 14, 2010.

vicki.rogers/agenda item 62



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.

REVENUE CONTRACT

Doc #	Organization	Subject	Amount	Day
L0939.0-10	SDG&E	DURABLE ROE PERMIT GENERAL MAINT/INSPECT	(\$2,500.00)	1/4/2010
L0945.0-10	MOTION THEORY	ROE PERMIT TO FILM LRV LEAVING CITY COLL	\$2,000.00	1/14/2010

EXPENSE CONTRACT

Doc #	Organization	Subject	Amount	Day
G1293.1-10	SAN DIEGO UNIFIED PORT DISTRIC	AMEND TO SUB LEASE CATALINA STANDPIPE	\$0.00	1/4/2010
L0935.0-10	JACOBS CENTER FOR NEIGHBORHOOD	JACOBS CENTER - TROLLEY ENTERTAINMENT	\$0.00	1/4/2010
B0527.1-10	SOUTHCOAST HEATING & AIR COND	EX OPT YR 1 SDTC #B06-M016 QTRLY HVAC	\$13,256.00	1/11/2010
G1162.7-08	LAW OFFICES OF MARK H BARBER	LEGAL SERVICES-WORKERS COMP	\$60,000.00	1/11/2010
L0853.1-09	IPKEYS	SOFTWARE AND VIDEO MGMT SYSTEM SVCS MTS	\$5,872.50	1/11/2010
L0873.1-08	CITY OF SAN DIEGO	EASEMENT AGREEMENT FOR OCEAN BEACH BIKEP	\$0.00	1/11/2010
B0509.2-09	KINGSBURY UNIFORMS INC	AMEND 2 REPLACE MENS/WOMENS POLOS	\$0.00	1/14/2010
FG004.0-10	MISSION CENTERED SOLUTIONS	SECURITY PERSONNEL LEADERSHIP TRAINING	\$24,900.00	1/14/2010
L0940.0-10	MARTIN LUTHER KING JR PARADE	ROE PERMIT FOR THE M LUTHER KING PARADE	\$0.00	1/14/2010
L6343.51-01	WASHINGTON GROUP INT'L	AMEND 51 TO CM CONTRACT FOR MVE	\$0.00	1/14/2010
YCO076.1-07	ROMAINE ELECTRIC CORP	NAME CHANGE ON CONTRACT	\$0.00	1/14/2010

PO

DATE	Organization	Subject	AMOUNT
1/11/2010	RESCUE ROOTER	RELOCATE 2" BACKFLOW; QTE P12100901	\$4,294.00
1/11/2010	ELECTRO SPECIALTY SYSTEMS	REMOVAL AND RELOCATION OF NEW CAMER	\$2,875.00
1/11/2010	PRESSNET EXPRESS	CHARGERS COMMEMORATIVE 1 DAY PASS	\$978.75
1/11/2010	DIMENSIONAL SILKSCREEN	BUS DASHBOARD FARE CARDS	\$1,103.81
1/14/2010	STAPLES BUSINESS ADVANTAGE	THOMAS GUIDES 57TH EDITION (2010)	\$791.70
1/14/2010	SAN DIEGO POSTAL AND SHIPPING	YEARLY MAINTENANCE AGREEMENT	\$845.00

WORK ORDERS

<i>Doc #</i>	<i>Subject</i>	<i>Amount</i>	<i>Day</i>
G1131.0-08.02.02	DBE, PREVAILING WAGE AND LABOR COMP	\$30,000.00	1/4/2010
G1246.0-09.04.01	NO COST TIME EXTENSION AMEND 1	\$0.00	1/14/2010
G1246.0-09.05.02	NO COST TIME EXTENSION AMEND 2	\$0.00	1/14/2010
G1246.0-09.06.02	FINAL DESIGN SVCS MILL'S BLDG SECUR	\$16,095.82	1/14/2010
G1246.0-09.06.01	NO COST TIME EXTENSION AMEND 1	\$0.00	1/14/2010
G0980.0-06.08.05	TASK ORDER #5 FEDERAL LEGISLATIVE S	\$38,824.00	1/14/2010