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Agenda

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2013

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - September 12, 2013 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.

Please SILENCE electronics
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>Investment Report - July 2013</u>
Action would receive a report for information. | Receive |
| 7. | <u>Centralized Train Control and Customer Information Systems Maintenance Services MOU with SANDAG</u>
Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17 Project Scope of Work 29 (MTS Doc. No. G0930.17-04-29) with SANDAG for the productive and preventative maintenance services on software and equipment through the end of the Calendar year (CY) 2015 for the Centralized Train Control (CTC) and Customer Information System (CIS). | Approve |
| 8. | <u>Increased Authorization for Wheel Truing Machine Pit Design Services</u>
Action would: 1.) ratify the previous actions of the CEO; and 2.) authorize the CEO to execute Amendment No. 2 to Work Order 09.10 to MTS Document No. G1246.0-09 with David Evans and Associates, Inc. for engineering services for wheel truing machine pit design for Building C. | Ratify /
Approve |

CLOSED SESSION

- | | | |
|-----|--|--------------------|
| 24. | a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a):
Josh Barthlow and Kathleen Barthlow v. Metropolitan Transit System, et al. (SDSC Case No. 37-2013-00040878-CU-PO-CTL; MTS Claim No. TL-09-4873-12) | Possible
Action |
|-----|--|--------------------|

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

- | | | |
|-----|--|---------|
| 45. | <u>San Diego Transit Corporation (SDTC) Pension Investment Status (Larry Marinesi and representatives from RVKuhns & Associates, Inc.)</u>
Action would receive the investment report for information. | Receive |
| 46. | <u>San Ysidro Intermodal Transportation Center Project Update (Sharon Cooney and Rachel Kennedy, SANDAG)</u>
Action would receive a report on conceptual planning for an intermodal facility at the San Ysidro Port of Entry. | Receive |
| 47. | <u>The City of San Diego's Downtown Quiet Zone - Operational Update (Wayne Terry)</u>
Action would receive a report for information. | Receive |

- | | | |
|-----|---|-------------|
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Information |
| 62. | <u>Chief Executive Officer's Report</u> | Information |
| 63. | <u>Board Member Communications</u> | |
| 64. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
| 65. | <u>Next Meeting Date:</u> October 24, 2013 | |
| 66. | <u>Adjournment</u> | |

MEETING OF THE BOARD OF DIRECTORS FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS)

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

September 12, 2013

DRAFT MINUTES

BOARD MEETING

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

Mr. Mathis introduced Myrtle Cole the newly approved City of San Diego alternate to Board member Interim Mayor Todd Gloria as of September 10, 2013.

Sharon Cooney, Chief of Staff introduced new Public Relations Specialist Regina Kowitz.

2. Approval of Minutes

Mr. Minto moved to approve the minutes of the July 18, 2013, MTS Board of Directors meeting. Mr. Ovrom seconded the motion, and the vote was 12 to 0 in favor with Messrs. Alvarez, Cunningham and Ms. Salas absent.

3. Public Comments

John L. Wood – Mr. Wood asked who is responsible for the cleanliness of the A-Mart in Lemon Grove and discussed issues with the exterior. He commented that he was displeased with the wheel noise from the trolley and that the track causes the trolley to jerk when crossing Central coming into San Diego and the track needs to be aligned. He discussed a possible new trolley to the airport and was under the impression it would not lead directly to the terminal and asked why it would not. He asked if Washington Street would be used in the route to the airport.

Parks Pemberton - Mr. Pemberton advised that with regard to the Bus at 33rd and Market it is impossible to see if a car is behind bus when it stops and vision is blocked coming up the hill. He discussed his frustration with MTS personnel as he did not receive a return phone call regarding the issue. He stated that his only request is that the bus stop be moved to a safer location. Mr. Mathis advised his concerns would be followed up with.

Donn Bleau – Mr. Bleau stated he came to the meeting to address the Quiet Zone. He referenced a letter from Todd Gloria which referenced the ongoing issues. He stated the Quiet Zone has turned into a nightmare. He stated that living and owning business along the corridor in the Marina District with over 200 trolleys per day some of which are partly empty with loud bells. He is asking for MTS to follow up with the CA Public

Utilities Commission. He stated it is difficult to talk on phone and he and his wife can no longer sit on their patio and they were forced to move.

Mr. Mathis responded that MTS follows the directions of the authorities and they will work with the City of San Diego and the Public Utilities Commission.

Donald Crawford – Mr. Crawford advised he was a downtown resident and owner of a condominium at Market Street and Columbia Street. He discussed safety hazards and voiced safety concerns. He asked that MTS pay attention to the letter by Interim Mayor Todd Gloria.

Melissa Blackburn Janiaux- Ms. Janiaux discussed implementation of Quiet Zone, MTS's warning bells and property values being affected by the noise. She referenced Interim Mayor Gloria's letter and the specific requests. The residents want solutions and are dissatisfied with regard to shift of blame and being bounced around to different agencies. She believes MTS can work on these solutions with the agencies involved.

CONSENT ITEMS

6. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on July 16, 2013

Action would receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports for information; (2) ratify actions taken by the SD&AE Board at its quarterly meeting on July 16, 2013; and (3) ratify and appoint Erin Dunn as Treasurer replacing Linda Musengo who is retiring.

7. Investment Report – May 2013

Action would receive a report for information.

8. Upgrade of Existing Server Room Heating, Ventilation and Air Conditioning System at the Imperial Avenue Division

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC1431-10 with ABC Construction, Inc. under MTS Doc No. PWL135.0-12, for the installation of a new Server Room Heating, Ventilation and Air Conditioning System at the Imperial Avenue Bus Division.

9. IAD/KMD Revenue Camera System Replacement - Work Order

Action would authorize the CEO to execute Work Order No. MTSJOC1431-09 with ABC Construction, Inc., under MTS Doc No. PWL135.0-12, for the installation of a new revenue-processing surveillance system and construction of secure data rooms at the Imperial Avenue and Kearny Mesa bus fuel and service buildings.

10. Updated Salary Ranges - MTS, SDTI and SDTC

Action would approve and adopt the MTS Salary Ranges, effective July 1, 2013 to comply with CalPERS regulations.

11. Investment Report - June 2013

Action would receive a report for information.

12. State Transit Assistance (STA) Claims

Action would adopt Resolution No. 13-18 approving fiscal year (FY) 2014 State Transit Assistance (STA) claims.

13. East County Bus Maintenance Facility Project - Funding Transfer

Action would approve the transfer of funds from the San Diego Association of Governments' (SANDAG's) East County Bus Maintenance Facility Project to MTS for the procurement of compressed natural gas (CNG) facilities at the East County Bus Maintenance Facility.

14. FY 2014 Capital Improvement Program Amendment

Action would approve the amended fiscal year 2014 Capital Improvement Program (CIP).

15. Proposed Revisions to MTS Policy No. 44 - Travel Expense Policy

Action would approve the proposed revisions to MTS Policy No. 44 - Travel Expense Policy.

16. Unallocated Transportation Development Act Funds for Transit-Related Projects

Action would approve the use of unallocated Transportation Development Act (TDA) funds currently held by the County of San Diego for transit-related expenses for the City of El Cajon.

17. Semiannual Uniform Report of Disadvantaged Business Enterprise Awards or Commitments and Payments

Action would receive the Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards or Commitments and Payments.

18. Operations and Maintenance Services for Compressed Natural Gas Fueling Facilities

Action would authorize the CEO to execute MTS Doc. No. B0522.1-09 with Trillium USA LLC for projected usage increases in compressed natural gas (CNG) operations and maintenance services.

19. Audit Report - Business Process Review of Token Management Operations

Action would receive an internal audit report on token management operations governed by San Diego Trolley, Inc. (SDTI) Revenue Management.

20. Enterprise Server Infrastructure Project

Action would authorize the CEO to execute MTS Doc. No. G1656.0-14 with Nth Generation for the purchase of a HP c7000 BladeSystem, associated network and storage interconnect modules, software, 5-year 24/7 support agreement, and professional services.

BOARD MEMBER COMMENTS

None.

Action on Consent Item 6 through 20

Ms. Emerald moved to approve Consent Items 6 through 20. Ms. Rios seconded the motion, and the vote was 13 to 0 in favor with Mr. Alvarez and Ms. Salas absent.

The Board convened to Closed Session at 9:25 a.m.

CLOSED SESSION

24. a. 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, Local 465 (IBEW)
- b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL Existing
Litigation Pursuant to California Government Code Section 54956.9(a):
Rodney L. Maxwell v. Metropolitan Transit System, et al. (SDSC Case No. 37-
2012-00101898-CU-PA-CTL; MTS Claim No. TS-27411)

The Board reconvened to Open Session at 9:54 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report and gave instructions to negotiators.
- b. The Board received a report from legal counsel and gave instructions.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. San Diego Vintage Trolley, Inc. Assets and PCC/U-2 LRV Exchange

Mr. Mathis provided background and discussed the history, funding, service and the purpose of the program. He explained that UTC invested in renovating a car with the purpose of sending it to MTS and UTC has promised to ship the car to MTS free of charge. In return MTS is sending both the Rockhill Museum and the Western Railway Museum a U2 LRV. He further explained this new vintage car will be a significant benefit to the San Diego community and downtown experience. He stated that adding a second car would provide redundancy to the already existing service. He introduced Mr. Wayne Terry, Chief Operating Officer of Rail. Mr. Terry discussed the history of the vintage car MTS would acquire, the cost of rehabilitating the car, the condition of the car including exterior and interior, the time to restore the car and the particulars of the trade for the vehicle such as inspection, maintenance records and a consultant report. He advised the Board that for decommissioned cars if they are not sold they go to auction where they receive scrap prices. He discussed the decommissioned cars at MTS's facility. He stated MTS's responsibilities in maintaining the car and discussed the Silver Line Service the renovated vintage vehicle would serve and how regular service would benefit the downtown corridor.

Ms. Emerald questioned what "PCC" stands for. Mr. Mathis responded PCC stands for Presidents Conference Committee and it was a committee established in the 1930's to design a new trolley car to create a smoother, quieter ride and this committee was created to revitalize the street car. Ms. Emerald questioned with regard to the decommissioned cars MTS currently has does MTS anticipate future negotiations and trades for vintage cars. Mr. Mathis responded it would give MTS the opportunity to acquire certain assets such as spare parts that are hard to find and the vintage cars MTS currently has onsite are not good candidates for restoration, but have valuable parts. Ms. Emerald asked with regard to the Balboa Park Centennial, would there be a display for the evolution of the trolley car. Mr. Mathis responded there are ideas in the works. He also commented that one potential use for the PCCs is to send a trolley line up Park Blvd. and studies are currently being conducted but there are some expensive aspects of the possible project and is still in the early stages.

Action Taken

Ms. Emerald moved to approve: (1) the transfer of San Diego Vintage Trolley, Inc. (SDVTI) assets to MTS; (2) the exchange of 2 surplus Siemens U-2 light rail vehicles for 1 PCC car from United Transportation Corporation (UTC)/Rail Air Sources (RAS) (former New Jersey Transit [NJT] #10); and (3) restoration expenses for the PCC car. Mr. Ewin seconded the motion, and the vote was 14 to 0 in favor with Mr. Alvarez absent.

REPORT ITEMS

45. East County Bus Maintenance Facility

Elliot Hurwitz, Manager of Bus Capital Projects provided an update including a project description, an image of the aerial view, the LEED goal of silver and the design changes incorporated to reach this goal, the project schedule and images of the future facility.

Sharon Cooney, Chief of Staff advised of an article provided to the Board regarding the 13c issue which is currently being resolved by the Governor and the Department of Labor. The recent bill passed by legislature will allow MTS to receive their grants including \$10 million to push the project through to completion.

Mr. Mathis asked if the logo would be included on the facility and Mr. Hurwitz advised the MTS logo would be displayed on the street side.

Mr. Minto stated he liked the idea of solar, but asked what the alternative is in case there is a power failure and if it possible for MTS to use their CNG for power. Mr. Hurwitz responded that the building is sized for full power with generators if none of the power was working. The benefit is the peak time of day where the load is greatest and at night things wind down and less power is required. MTS's CNG is not designed to generate power as it's compressed for storing on buses. Mr. Minto asked what MTS currently uses as power back-up if there is a complete power outage. Mr. Hurwitz said both the CNG station and the building will have emergency generators to run only essential components of the building. The CNG station would have its own megawatt standby generator for an outage and the building would have a 250KW emergency generator to back up the basic systems of the building such as dispatch, radio and emergency lighting.

Action Taken

Ms. Emerald moved to Action would receive a report for information. Mr. Cunningham seconded the motion, and the vote was 13 to 0 in favor with Messrs. Alvarez and Ramirez absent.

46. Comic-Con Operations and Advertising Results

Tom Doogan, Special Events Coordinator provided a recap of the 2013 Comic-Con event held at the Convention Center. He provided an event overview, a pass and ticket sales summary, the ridership and the revenue increases from the previous year. He discussed the Qualcomm stadium parking location including the MTS trips provided to and from the stadium, passes sold, the amount of sales and the length of trips. He further explained the logistics in regard to the Convention Center Station, the Gaslamp Quarter Station and safety issues. He discussed the commemorative passes sold, Gaslamp signage, bayside banners, ad kiosks, NBC activation at the Gaslamp Quarter Station, trolley wraps, the comments received on social media, websites discussing Comic-Con and praising MTS's brand activations, the marketing summary and additional costs. He provided revenue and a cost summary, and the lessons learned providing direction for the implementation for changes needed in the future.

Ms. Zapf asked what the net increase was and if MTS covered all of their costs and then some additional profit. Mr. Doogan answered that MTS did. Ms. Zapf asked if there were any additional problems encountered. Mr. Doogan responded more service is needed, but there are limitations to MTS's resources as far as what MTS is able to provide as there is required maintenance, etc. MTS should look at expanding the operating service day within the constraints of MTS's system and would like to maintain the service to Qualcomm throughout the entire day or as much as possible. Ms.

Landers advised MTS is working more closely with City staff and the planners at Comic-Con to coordinate MTS's activities in the Gaslamp Quarter and at the Convention Center especially with regard to marketing activities as it helps maintain the City's relationship with Comic-Con and to ensure there are no conflicting events. MTS is trying to make it a very collaborative process as there is a lot of coordination required. She stated it went much smoother this year. There is a lot of coordination required with regard to sponsor and advertiser deals and also the permitting with regard to the installations since the permits have to be received from the City's Building Department and it is the goal to smooth out these processes.

Ms. Leitner advised Mobile ticketing will enhance the efficiency of the service during Comic-Con in the future.

Action Taken

Ms. Emerald moved to receive a report on the operations, ridership, advertising and marketing results of the 2013 Comic-Con International convention. Ms. Rios seconded the motion, and the vote was 13 to 0 in favor with Messrs. Alvarez and Ramirez absent.

47. Mobile Ticketing Pilot Program (Devin Braun)

Devin Braun, Manager of Transportation Communication and Technology, advised the MTS mobile ticketing application has been branded mTicket. He gave a project background, discussed the smart phone app and the ability to print tickets at home. He discussed the procurement process including Masabi, the vendor chosen to implement mTicket, the implementation process as well as the cost. He provided instruction on how to download and use the app as well as how the app works including prevention of fraud. He reviewed the benefits of the app and the soft launch at certain events. He discussed the use of mTicket at the first season Charger game, the reactions and future possibilities.

Ms. Cooney commented on the positive relationship with Masabi as they have been very hands on in the process by monitoring hourly sales to try and help MTS to advise MTS where they should be focusing their efforts. She discussed how mTicket is much more efficient for groups, the success and interest with regard to mTicket.

Mr. Mathis advised at some point it is possible MTS could do away with ticket kiosks.

Mr. Cunningham commented that he was very pleased with the pilot program and application and looks forward to possibly using mTicket permanently in the future. He asked if Masabi had implemented this program with other agencies in the past. Mr. Braun answered MBTA Commuter Railroad had implemented the program through Masabi and they are piloting the program with Metro North Railroad in New York with all reports being positive thus far. Mr. Braun advised eventually phones can be programmed to become the Compass Card and Masabi could potentially be the vendor that handles this application. One drawback to having everything on your phone is that you need power and that is one issue. Mr. Cunningham asked if there would be power stations supplied to power the phones. He said eventually, and for the time being MTS was able to open up the customer service application to verify payment as currently it is only being used at one location, Qualcomm.

Action Taken

Mr. Minto moved to receive a report on the launch of a pilot program to provide mobile ticketing for special events. Mr. Cunningham seconded the motion, and the vote was 13 to 0 in favor with Messrs. Alvarez and Ramirez absent.

61. Audit Oversight Committee (AOC) Chairman's Report (TAKEN OUT OF ORDER)

Mr. Ewin reported on two items: 1.) Audit. He advised the Audit was moving forward and there have been no issues to date with all work in process nearing completion. After completion there may be an Audit Oversight Committee meeting depending on the findings, otherwise there will be an Audit Oversight Committee meeting on November 3, 2013 where audit documents will be reviewed and then forwarded the Board for approval; 2.) LOSSAN. He advised the LOSSAN Board selected the Orange County Transit Authority to manage LOSSAN and at this point MTS receives updates and timelines. Members of LOSSAN will be participating in taking over the operations and provide opportunities for equipment updates as well as other significant enhancements. He discussed the comprehensive proposal that had previously been submitted by MTS.

48. Operations Budget Status Report for June 2013

Mike Thompson, Budget Manager provided a financial review including combined MTS Transit Operators comparison to budget, the MTS comparison to budget and total operating revenue less expenses and combined MTS non-operating revenues comparison to budget and ongoing concerns.

Action Taken

Ms. Emerald moved to receive the MTS operations budget status report for June 2013. Mr. Minto seconded the motion, and the vote was 10 to 0 in favor with Messrs. Roberts, Ewin, Alvarez, Ramirez and Ms. Zapf absent.

60. Chairman's Report

None.

62. Chief Executive Officer's

None.

63. Board Member Communications

Lorraine Leighton – Ms. Leighton asked with regard to overloaded baskets on the East County buses and Trolley. She further asked when signs will be displayed advising MTS prevents such overloads. She advised of a cat on the bus that was not in a cage. She stated she is still having trouble on Compass Card readers on the buses.

Margo Tanguay – Ms. Tanguay stated that she lives downtown and discussed her experience in working downtown. She discussed the history of the Quiet Zone, the complaint of the bells and that the noise isn't just from the trolley, but rather a freight train and the Coaster. She advised the Board to drive at peak times to see what the

actual real problems are.

64. Additional Public Comments on Items Not on the Agenda

None.

65. Next Meeting Date

The next regularly scheduled Board meeting is October 10, 2013.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:16 a.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit

- Attachments:
1. Roll Call Sheet
 2. Letter from Interim Mayor Todd Gloria to Paul Jablonski re: Quiet Zone
 3. Letter from Public Speaker Donald Crawford re: Quiet Zone with photo attachments
 4. Union Tribune article re: Federal transit funds
 5. Union Tribune article re: MTS mTicket mobile ticketing smartphone application
 6. Union Tribune article re: MTS mTicket mobile ticketing smartphone application
 7. MTS Statement regarding passenger incident on September 7, 2013

METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): September 12, 2013 CALL TO ORDER (TIME): 9:03 a.m.

RECESS: N/A RECONVENE: N/A

CLOSED SESSION: 9:25 a.m. RECONVENE: 9:54 a.m.

PUBLIC HEARING: N/A RECONVENE: N/A

ORDINANCES ADOPTED: N/A ADJOURN: 11:16 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input type="checkbox"/> (Cole) <input type="checkbox"/>		
BRAGG	<input type="checkbox"/> (Bilbray) <input checked="" type="checkbox"/>	9:00 a.m.	11:16 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:13 a.m.	11:16 a.m.
EMERALD	<input checked="" type="checkbox"/> (Cole) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
EWIN	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:00 a.m.	11:06 a.m.
GASTIL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
GLORIA	<input type="checkbox"/> (Cole) <input checked="" type="checkbox"/>	9:00 a.m.	11:16 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:00 a.m.	11:16 a.m.
MCCLELLAN	<input type="checkbox"/> (Ambrose) <input checked="" type="checkbox"/>	9:00 a.m.	11:16 a.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:00 a.m.	11:16 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:00 a.m.	11:06 a.m.
SALAS	<input type="checkbox"/> (Ramirez) <input checked="" type="checkbox"/>	9:25 a.m.	10:28 a.m.
ZAPF	<input checked="" type="checkbox"/> (Cole) <input type="checkbox"/>	9:00 a.m.	10:50 a.m.

SIGNED BY THE CLERK OF THE BOARD: 

CONFIRMED BY THE GENERAL COUNSEL: 



**THE CITY OF SAN DIEGO
INTERIM MAYOR
TODD GLORIA**

September 10, 2013

Paul Jablonski
Chief Executive Officer
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Mr. Jablonski,

In recent months, my office has been working with community members, Civic San Diego, and various stakeholders and organizations on ways to resolve outstanding issues related to noise and traffic disturbances affecting the downtown community related to the implementation of the Quiet Zone. While many improvements have made thanks to the Quiet Zone, the project's implementation has also created multiple new and additional problems; not least of which are the intense noise pollution coming from warning bells at multiple rail crossings, and added traffic congestion.

I believe that MTS has the opportunity to make several changes and improvements to multiple procedures and crossings that will greatly improve the quality of life for our downtown residents. I am confident that MTS staff are aware of these issues, but I am increasingly concerned that not enough has been done to address them.

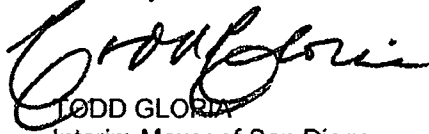
I am requesting that MTS staff evaluate and propose solutions for the items listed below, and ask you to consider placing this matter on the next available MTS Board agenda for a full review and update:

1. Volume of warning bells: these bells are in place to warn pedestrians of incoming trolleys, however their volume is so loud that many nearby residents have been forced to leave their homes.
2. Number of warning bells: like the volume, it seems that multiple intersections are vastly overpopulated with warning bells, which creates a disturbance that reaches far beyond any reasonably approaching pedestrian.
3. Placement, direction and shrouding of bells: as these bells are designed to warn pedestrians, MTS should consider creative solutions to the height, placement, directionality and shrouding of the bells that will focus the warnings appropriately towards pedestrians and protect surrounding residents and businesses from the noise pollution.
4. Duration of time that warning gates are down: warning gates blocking trolley intersections seem to be down for far too long. I have seen firsthand warning gates at Kettner Blvd. and G St. down for over three minutes while warning bells sound continuously before an MTS trolley crosses the intersection, only to have the gates remain down long after the trolley has passed.

5. Out-of-service routing: It has been brought to my attention that as many as 220 trolley trips pass through the Marina corridor every day, many of which are out-of-service trolleys returning to the MTS train yard. I would like MTS staff to consider rerouting some or all of these trolleys via the Blue/Orange line, in order to reduce the overall impact through the Marina corridor.
6. General traffic congestion: because warning gates can be down for multiple traffic light cycles, area traffic congesting has become very difficult to navigate. I would like to see MTS work closely with City Transportation Engineering staff to identify solutions to this increased traffic congestion.

I understand that this is a difficult situation and that safety should be our top priority, however, I know that we can do better for our residents and I strongly encourage MTS staff to work to find creative solutions to solve these problems.

Sincerely,



TODD GLORIA
Interim Mayor of San Diego

TG/da

CC:

Linda Marabian, City of San Diego, Transportation & Storm Water
Jeff Graham, President, Civic San Diego
MTS Board members

**MTS Board of Directors Meeting
September 12, 2013**

Members of the Board and Friends:

I am Donald Crawford. I live in the Watermark Building downtown at 650 Columbia St., Unit 115 with my wife. Our condo is on the corner facing both Columbia and Market St. We love living downtown despite the unnecessary noise and hazards of which you are partially to blame.

I am a long time advocate for and frequent user of public transportation. I often use the Green Line trolley and the #11 bus. I came to this meeting on the Green Line.

Because I daily witness what repeatedly is going on at the Market St. and Harbor Drive intersection, I will address my remarks to that part of the City even though I know that many other intersections are negatively impacted as well.

I continue to hear that you are most concerned about safety for vehicles and pedestrians. I assume that you really are, so please listen to my very real life safety concerns.

First, when the bells start to toll and the gates come down on Market St., some cars bolt through knowing that the gates will be down for a long time. More importantly, pedestrians frequently look to the left, then the right, wondering why the bells are tolling, then proceed to cross the tracks. Locals always just keep on walking, tourists look some more and then walk. The bells start to "ding ding" at the Market St. crossing at the Seaport Village Station when a trolley just leaves the Convention Center Station, which is a third of a mile away. This is compounded by the timing of trolleys in the other direction, and now by the arrival of the vintage trolley. What this does is condition pedestrians to ignore the bells and gates. That is a major safety hazard.

Second, a large number of citizens live in the Watermark and Columbia Place Buildings. To get to our garages on Columbia St. to go home, very frequently we have to wait in backed up traffic on Market St. because of the long periods of lowered ding dinging trolley gates. I have seen drivers in frustration turn up State St. and drive against the one way traffic on G St. to get to Columbia St. That is a definite safety hazard. I also frequently see fire engines and ambulances come up Market St., have to stop, turn off their sirens and wait for the gates to lift. Remember, there is no fire station south or west of the trolley line in our area. That is a definite safety hazard. I also know very well that residents sometimes need to get home in a timely manner. One example, my wife recently had major surgery for stage 4 cancer and now is on chemo treatments. If she is idling in the car after a chemo treatment or she's home and I can't readily get to her, that is a safety issue.

Third, the 75 to 85 decibel level of the crossing bell "ding dings"! That's obscenely unreasonable unsupported by research. I can hear it five blocks away, as well as all

night. We provide nighttime ear plugs to people who can bare to stay with us. Do you think that there may be a safety issue with people who could go a little crazy with constant bombardment?

I heard that Interim Mayor Todd Gloria has sent you a letter addressing resident concerns and that it may appear on your October agenda to respond to. I hope that you do seriously consider his and resident concerns and not just point the finger at other agencies, but please give full consideration and ACTION to alleviating the problems in our neighborhoods.

Yes, downtown San Diego can be better place to live with a real, reasonable, quiet zone. What an Idea!





BROWN OFFERS DEAL TO UNLOCK TRANSIT FUNDS

MICHAEL GARDNER • U-T

SACRAMENTO

Gov. Jerry Brown has offered the Obama administration a compromise that would keep \$1.6 billion in federal transit dollars flowing into California in return for temporarily exempting unionized public transportation workers from being forced to contribute more to their pensions.

The deal would clear the way for about \$54 million in transit money to reach the San Diego region.

Brown and lawmakers on Wednesday unveiled legisla-

tion to appease the U.S. Department of Labor, which is threatening to cut off transit grants because California allegedly violated federal law by including transportation workers in a 2012 public employee pension overhaul.

The measure would exempt thousands of transit workers from the pension law for one year while the courts decide whether the state acted legally. Brown would also set aside up to \$26 million to help transit agencies cover any immediate grant losses if it comes to that.

"This is a very good reso-

SEE FUNDS • A6

FROM A1

lution," said Paul Jablonski, chief executive officer of the San Diego Metropolitan Transit System, which stood to lose about \$25 million. "It allows the federal money to flow to transit systems yet the issue will have its day in court."

Jablonski said MTS is counting on those federal dollars primarily for its El Cajon bus maintenance facility and to help bring in a fleet of 50 new buses.

MTS is not the only local agency with dollars at stake. The San Diego Association of Governments estimates that it could lose about \$29 million if a deal cannot be reached.

In a statement, SANDAG said it "has not yet received

word on whether its application for \$29 million in federal transit grant funding has been certified, but we are cautiously optimistic given the latest developments."

Department of Labor spokesman Michael Trupo issued a statement signaling that transit agencies probably will be able to count on the money as long as the legislation becomes law.

"While each grant application must be reviewed individually, if legislation along the lines of what we have discussed with the governor is enacted, it will temporarily resolve the conflict," he said. "This would allow the Department of Labor to certify federal transit grants so that funds can

flow to local transit agencies as quickly as possible."

As far as litigation is concerned, "if lawsuits are filed, the department will look forward to presenting our legal analysis," Trupo said. The state pension reforms, Trupo said, "are in conflict with federal law."

That conflict is rooted in the hard-fought cost-cutting that Brown secured to help rein in spiraling pension liabilities. Under that law, state workers began paying more into their pensions after Jan. 1. Newly hired employees will collect less and wait longer for their retirement benefits.

Transit unions immediately filed protests, saying they should be exempt under a federal law that pro-

tections them from contract changes that are not negotiated directly with them.

Their arguments can be traced back to two milestone pieces of federal legislation. Most recently, the Federal Transit Act of 1970 requires the labor department to uphold collective-bargaining rights, using transit dollars as leverage. That act was born out of another federal measure signed nearly 50 years ago by President Lyndon Johnson. The Urban Mass Transportation Act of 1964 tied money for public transit to the condition that transit agencies preserve workers' collective-bargaining rights.

Today, transit worker unions appear satisfied with the Brown compromise.

The umbrella Amalgamated Transit Union based in Washington, D.C., issued a statement calling Brown's proposal "a measured approach to protect the rights of employees and to ensure that urgently needed transit funding to California continues to flow."

Nevertheless, the bill may not have a smooth course. It will require a two-thirds majority to take effect immediately. That means Democrats must coax a few votes out of Republicans, who have long argued for more — not less — pension concessions from unions. Republican leaders did not immediately respond to requests for comment.

The Labor Department's Trupo noted that the federal

FUNDS • Bill expected to go to both houses before Legislature adjourns Sept. 13

The compromise "allows the federal money to flow to transit systems yet the issue will have its day in court."

Paul Jablonski • CEO of the San Diego Metropolitan Transit System

move is rare. Since 1998 the department has approved 28,000 grants without a single rejection, he said.

Brown has been in talks with the Labor Department for months. He wrote a May 29 letter to then-Acting Labor Secretary Seth Harris, defending his efforts to stabilize pension costs.

"Our pension reform does not impair bargaining rights. To the contrary, it enhances retirement security for public employees by keeping pension plans from becoming unsustainable," the governor wrote.

Brown did not comment in-depth in his announcement Wednesday. But he

took the Labor Department to task in another letter.

"California's pension reforms stand in stark contrast to partisan efforts in other states expressly designed to limit the collective bargaining rights of union members," he wrote. "Given this contrast, I cannot help but be frustrated by your

department's position."

Newly appointed Labor Secretary Thomas Perez responded in his own letter: "Recently, Wisconsin, New Jersey, Ohio and Massachusetts all passed laws that reformed the collective-bargaining process, but in each case the transit agency, unions and the state

came up with solutions in order to avoid a conflict (with federal law)," it said.

In that letter, Perez suggested an exemption for transit workers so the federal grants would not stop — which is what Brown is now proposing.

Assembly Bill 1222 is expected to go to the floors of both houses before the Legislature adjourns for the year Sept. 13.

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At the SDSU transit center on Saturday, Metropolitan Transit System official Rob Schupp helps student Ailie Busch download a free app (below) so that she can purchase trolley tickets to Aztecs football games with her phone. HAYNE PALMOUR IV • FOR PHOTOS

TROLLEY TO GAMES? GET APP



New free transit system feature lets Aztecs, Chargers fans buy fares on the phone

GARY WARTH • U-T

A new smartphone app will allow football fans to avoid lines at the trolley ticket booth while potentially saving money for both them and the San Diego Metropolitan Transit System.

In a soft launch, the app was used for the San Diego State University Aztecs game Saturday and will be offered next for Monday night's Chargers home opener.

MTS marketing and communica-

tions director Rob Schupp said the app could become available for the 2014 Comic-Con convention and could someday be used for all trolley and bus routes.

"We've really implemented an exciting new technology at very, very low cost," Schupp said.

The free MTS mTicket app can be downloaded to iPhones via iTunes or to Android phones via Google Play.

For now, the agency is limiting the app to trolley rides for football games

played at Qualcomm Stadium, including all Chargers and Aztecs home games and the Poinsettia and Holiday bowls.

MTS contracted with Masabi, which has offices in New York and London, to create the app.

Josh Robin, vice president of strategy and development for Masabi in North America, said the MTS app was ready in just two weeks after contracts were signed because the

SEE APP • B4

APP • Lets you buy tickets, has map, planner

FROM B1
company tapped technology already in use in other cities.

Schupp said Masabi provided its cloud-computing-based app JustRide at no cost to MTS, but does earn 7 percent commission on ticket sales made through the technology.

The new app has a function for buying tickets, a trolley map that shows all stops and a trip planner.

Schupp said it could reduce costs for the agency, which has to hire extra staffing for special events, and for many people who take the trolley only on game days.

Most regular riders already have a Compass card, which MTS sells for \$2 and is reloaded with credits whenever a new fare is purchased. A first-time rider taking the trolley to Qualcomm Stadium on a game day usually has to buy a new card on top of pay-

ing the \$5 fare, bringing the total for the day to \$7.

People with the new app pay \$5.50 for a fare but don't need a Compass card, meaning they will pay \$1.50 less than those first-time riders, Schupp said.

The app also can make buying tickets a smoother experience, Robin said. "There's nothing more frustrating than getting there and you're waiting for the person in front of you to pay their fare," he said. "Every person buying a ticket on their phone is one less person in line."

Schupp said MTS could save money with the app because operating trolleys on game day requires additional costs. Besides having more staffers in the ticketing booths, MTS must hire more security because of the large amount of cash changing hands on those busy days,

he said.

"It becomes a very labor-intensive job for us," Schupp said about game days.

The app made its debut at the SDSU game Saturday, and Schupp said students gave it positive reviews.

Once a fare is bought, a bar code can be scanned from the phone's face as riders walk through the turnstile at the stadium. Fares must be used within a certain time, and a countdown clock that changes colors on the app tells the rider when the virtual ticket expires.

Schupp said MTS will expand the app program slowly as it works through issues such as how the system can be used for bus fares.

"We're taking baby steps," he said.

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MTS Statement Regarding Passenger from Sept. 7, 2013

On Saturday, Sept. 7, at approximately 5:15 p.m. an MTS Code Enforcement Officer encountered a man, later identified as Christian Thompson, lying on a bench at the City College Transit Station. The officer approached the man to check on his welfare, at which point, the man's dog began acting aggressively and rushed at the officer. Because the dog's aggressive behavior presented a threat to the safety of other passengers, the officer asked Thompson to leave. Thompson refused to comply with the order and the officer called for backup.

For the next 30 minutes, the officer, along with the additional officers who arrived on scene as backup, attempted to get Thompson to leave the station of his own accord. Thompson repeatedly refused to comply. Thompson was informed that he was going to be cited for refusing to comply with a lawful order, not having a proper fare, and smoking within 25 feet of a trolley station (all in violation of posted ordinances).

When Thompson rose from the bench and gestured towards an officer, that officer took the opportunity to secure Thompson and remove him from the station. Thompson resisted and was restrained by multiple officers, which is standard procedure to secure a suspect as safely as possible.

At this point, Thompson was placed in the back of a patrol vehicle, where he attempted to kick out the windows. Thompson was eventually transported to San Diego County Jail, and his dog was turned over to animal control. Thompson had an outstanding warrant for his arrest for a separate offense.

As of 10 a.m. on Tuesday, Sept. 10, Thompson was in the custody of the San Diego County Sheriff's Department at the County Jail and was scheduled for arraignment for offenses including obstruction of justice, disorderly conduct, and being under the influence of alcohol.

The officers on scene made efforts to offer Thompson the opportunity to leave the station of his own accord. Because he continually refused to comply, the officers acted in accordance with established procedures to preserve the safety of passengers at the station. One additional note, MTS Security and Code Enforcement officers are not issued and do not carry Tasers.



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Agenda Item No. 6

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2013

SUBJECT:

INVESTMENT REPORT – JULY 2013

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of MTS investments as of July 2013. The combined total of all investments has decreased from \$197.3 million to \$195.0 million in the current month. This \$2.3 million decrease is attributable to expenditure of \$4.8 million for acquisition of capital assets, \$1.1 million in annual insurance premiums, and \$.5 million for the MTS Tower principal payment. These outflows are partially offset by receipt of subsidy funds designated for capital acquisition totaling \$1.0 million and increased TDA of \$6 million, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects and debt service, which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities. During July MTS transferred \$141,000 in Proposition 1B funding restricted for the acquisition of capital assets from the San Diego County Investment Pool to fund ongoing security projects.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.


Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Investment Report for July 2013

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.



**San Diego Metropolitan Transit System
Investment Report
July 31, 2013**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	12,363,716	15,534,507	27,898,223	0.00%
Total Cash and Cash Equivalents	12,363,716	15,534,507	27,898,223	
Cash - Restricted for Capital Support				
US Bank - retention trust account	7,601,296		7,601,296	N/A *
San Diego County Investment Pool				
Proposition 1B TSGP grant funds	4,504,151	15,235	4,519,386	
Total Cash - Restricted for Capital Support	12,105,447	15,235	12,120,682	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	-	37,127,049	37,127,049	0.267%
Total Investments - Working Capital	-	37,127,049	37,127,049	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	39,171,173	-	39,171,173	
Rabobank - Payment Undertaking Agreement	78,692,891	-	78,692,891	7.69%
Total Investments Restricted for Debt Service	117,864,064	-	117,864,064	
Total cash and investments	<u>\$ 142,333,227</u>	<u>\$ 52,676,791</u>	<u>\$ 195,010,018</u>	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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Agenda Item No. 7

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2013

SUBJECT:

CENTRALIZED TRAIN CONTROL AND CUSTOMER INFORMATION SYSTEMS
MAINTENANCE SERVICES MOU WITH SANDAG

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to execute Addendum 17 Project Scope of Work 29 (MTS Doc. No. G0930.17-04-29 in substantially the same format as Attachment A) with SANDAG for the productive and preventative maintenance services on software and equipment through the end of the Calendar year (CY) 2015 for the Centralized Train Control (CTC) and Customer Information System (CIS).

Budget Impact

The total amount is funded by MTS operations budget, is not to exceed \$1,152,229, and is broken down as follows:

	Year	Contract Amount
Maintenance per Option B in Base Service Agreement	Y1	\$234,704.00
Maintenance per Option B in Base Service Agreement	Y2	\$258,171.00
Maintenance per Option B in Base Service Agreement	Y3	\$288,866.00
Customer Information System (CIS) Maintenance	Y1	\$160,902.00
Customer Information System (CIS) Maintenance	Y2	\$69,458.00
Customer Information System (CIS) Maintenance	Y3	\$140,128.00
Total Maintenance Cost (3-Years)		\$1,152,229.00

DISCUSSION:

Project Description:

The Central Train Control (CTC) System is a SANDAG project (SANDAG CIP 1142500) with vendor ARINC for a centralized control system for the all MTS trolley lines and stations. The project commenced in approximately 2008 with project implementation scheduled over many years for various parts of the system. SANDAG's contract with ARINC for the CTC System Project contains a large number of requirements, phases, conditions, and deliverables. Some of the contract conditions and requirements deal specifically with the requirement that ARINC provide a period of maintenance after the system has been accepted and placed into production/use.

While a number of the Project task orders are still in the implementation phase, some parts of the system have been accepted in the production phase and therefore are required to be placed under an ARINC maintenance agreement. Because the overall CTC Project is still in process (and will be for some time) and because the overall project contract contains specific language regarding the terms and conditions of the required maintenance agreement, SANDAG is entering this initial maintenance agreement with ARINC as an addendum to the overall CTC Project contract.

MTS has agreed to fund the CTC System Maintenance Agreement between SANDAG and ARINC. Approval of the Addendum 17 Project Scope of Work 29 with SANDAG will memorialize MTS's obligation to reimburse SANDAG for the ARINC maintenance costs associated with the parts of the CTC System that have been accepted into production/use. These costs relate to the productive and preventative maintenance services on software and equipment through the end of the Calendar Year (CY) 2015 for the Centralized Train Control (CTC) and Customer Information System (CIS).

Scope of Work to be performed by ARINC:

1. Maintenance and upgrading of the system software (including operating system, networking software, and software utilities).
2. Third-party software package updates (such as anti-virus application and database management software).
3. Software Version Support (as described above).
4. Development of new application software (estimated time and material, with minimum service charge).
5. Phone and on-site support for SANDAG installation of new revision level software (including parts and labor).

Scope of Work to be performed by SANDAG:

1. SANDAG will provide overall project management services for the Project Maintenance and provide funding as approved by the SANDAG Board of Directors.

MTS agrees to reimburse SANDAG for the full and actual cost for maintenance services in an amount not to exceed \$1,152,229.00. This amount shall include eligible costs for the software and hardware maintenance, quality assurance/control, testing and update services available from the Contractor (ARINC). In the event that MTS notifies SANDAG that this amount will be exceeded, MTS will meet with SANDAG to discuss the need for additional hours. In no event shall MTS have the responsibility to move forward until the parties are able to identify sufficient funding for hours associated with out of scope tasks.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. MTS Doc. No. G0930.17-04-29 - ARINC CTC Project Scope of Work

Addendum 17 Project Scope of Work

MT File No.	G0930.17-04.239	SANDAG Reference No.	5000710 SOW 239
CIP Title:	Centralized Train Control		
CIP No.	1142500	Project Manager:	Francine Jimenez
Lead Agency:	SANDAG	Operating Agency:	MTS
Estimated Start Date:	September 2012	Estimated Completion Date:	Late 2015
Estimated Budget:	\$1,152,229.00	Effective Date:	October 15, 2013

Intended Source of Funds:

The project will be utilizing funding.

Describe Any Necessary Transfers of Project Funds Between the Parties:

MTS shall reimburse SANDAG via purchase order(s) for services described herein.

Project Description:

This project is for the productive and preventative maintenance services on software and equipment through the end of the Calendar Year (CY) 2015 for the Centralized Train Control (CTC) and Customer Information System (CIS).

Scope of Work to be performed by ARINC:

1. Maintenance and upgrading of the system software (including operating system, networking software, and software utilities).
2. Third-party software package updates (such as database managers).
3. Software Version Support (as described above).
4. Development of new application software (estimated time and material, with minimum service charge).
5. Phone and on-site support for SANDAG installation of new revision level software (including parts and labor).
6. The estimated cost for additional services can be found in Attachment 1.

Scope of Work to be Performed by SANDAG:

1. SANDAG will provide overall project management services for the Project Maintenance and provide funding as approved by the SANDAG Board of Directors.
2. MTS agrees to reimburse SANDAG for the full and actual cost for maintenance services in an amount not to exceed \$1,152,229.00. This amount shall include eligible costs for the software and hardware maintenance, quality assurance/control, testing and update services available from the Contractor (ARINC). In the event that MTS notifies SANDAG that this amount will be exceeded, MTS will meet with SANDAG to discuss the need for additional hours. In no event shall MTS have the responsibility to move forward until the parties are able to identify sufficient funding for hours associated with out of scope tasks.

The tasks and/or elements corresponding to this amount are listed in the following table.

Item Description	Year	Contract Amount
Maintenance per Option B in Base Service Agreement	Y1	\$234,704.00
Maintenance per Option B in Base Service Agreement	Y2	\$258,171.00
Maintenance per Option B in Base Service Agreement	Y3	\$288,866.00
Customer Information System (CIS) Maintenance	Y1	\$160,902.00
Customer Information System (CIS) Maintenance	Y2	\$69,458.00
Customer Information System (CIS) Maintenance	Y3	\$140,128.00
Total Maintenance Cost (3-Years)		\$1,152,229.00

Any Additional Project-Specific Conditions:
None

APPROVED BY:
SANDAG

METROPOLITAN TRANSIT SYSTEM

Renée Wasmund
Chief Deputy Executive Director

Date

Paul Jablonski
Chief Executive Officer

Date



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Agenda Item No. 8

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2013

SUBJECT:

INCREASED AUTHORIZATION FOR WHEEL TRUING MACHINE PIT DESIGN SERVICES

RECOMMENDATION:

That the Board of Directors 1.) ratify the previous actions of the Chief Executive Officer (CEO); and 2.) authorize the CEO to execute Amendment No. 2 to Work Order 09.10 to MTS Document No. G1246.0-09 (in substantially the same format as Attachment A) with David Evans and Associates, Inc. for engineering services for wheel truing machine pit design for Building C.

Budget Impact

The amendment increases the work order authorization by \$16,985.29, for a total work order amount of \$110,019.63. The work order increase will be funded from the Engineering and Design line item of the Building C New Wheel Truing Machine Project (WBS #11309-0600), which has an available balance of \$26,865.66.

DISCUSSION:

MTS is procuring a new wheel truing machine as manufactured through the Simmons / Hegenscheidt Machine Tool Corporation. For installation of the machine, a new pit is required to accept the equipment and will be located in the LRV Maintenance Building C. MTS has executed Work Orders to 09.10 and 09.10.1 to David Evans and Associates for \$77,236.06 and \$15,798.28 for services to provide Final Design Drawings for a total work order amount of \$93,034.34 utilizing the CEO's authority to enter into contracts on behalf of MTS provided in Policy 52, Procurement of Goods and Services.



During the review of the machine manufacturer's shop drawings by MTS, it was determined that the equipment orientation required modification to the design to accommodate clearances to adjacent track. The design services for reorienting the equipment and coordinating the electrical and mechanical equipment totals \$16,985.29, increasing the overall Work Order to \$110,019.63.



Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. MTS Doc No. G1246.0-09 Work Order 09.10.02

October 30, 2013

MTS Doc. No. G1246.0-09

Work Order No 09.10.2

Mr. Siegfried Fassmann
Vice President
David Evans and Associates, Inc.
110 West "A" Street, Suite 1700
San Diego, CA 92101

Dear Mr. Fassmann

Subject: MTS DOC NO. G1246.0-09, WORK ORDER 09.10.2, FINAL DESIGN SERVICES FOR PROCUREMENT AND INSTALLATION OF WHEEL TRUING MACHINE

This letter shall serve as Amendment No. 2 to our agreement for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

There are changes to the scope of services with this amendment as per the Work Order Amendment 2.

SCHEDULE

The Scope of Services, as described above, shall extend through June 30, 2015, if all options to the Master Contract are exercised.

PAYMENT

There is an increase in the work order amount of \$16,985.29 and not to be exceeded without prior authorization, for a total authorization of \$110,019.63.

If you agree with the above, please sign in the space provided below, and return one document marked "Original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Accepted:

Date
Siegfried Fassmann, P.E.
David Evans and Associates, Inc.

Work Order Amendment 2

SANDAG Contract No.: 5000931

MTS Doc No.: G1246.0-10

Work Order No.: 09.10

Amendment 2

WORK ORDER TITLE:
LRV Wheel Truing Facility
Phase 2 – Final Design Services for Preparation of Construction Documents

Work Order Number 09.10, is amended as follows below.

I. PROJECT DESCRIPTION

No changes.

II. EXPECTED RESULTS

No changes.

III. SCOPE OF WORK

Add the following to Section III, Scope of Work:

The scope of work shall consist of the following tasks and deliverables:

11.0 WHEEL TRUING MACHINE PIT DESIGN REVISIONS TO ACCOMMODATE RE-LOCATED CHIP WASTE CONVEYOR

11.1. Wheel Truing Machine Pit Structural Design Revisions

MTS desires to reorient the wheel truing machine (within the proposed under floor pit) to move the chip waste conveyor assembly and hopper from the north end of the pit, to the south end of the pit. The current location of the chip waste conveyor poses challenges to emptying the chip hopper with a forklift while the adjacent maintenance track is occupied by a LRV. Relocating the chip waste conveyor will eliminate the need for a forklift to maneuver past an LRV. The existing 24-foot track centers yield only 6-feet of clearance between the under floor pit wall and the envelope of an adjacent LRV.

Structural design revisions will include, at a minimum, developing a mirror image of the pit floor plans (demolition, layout, foundation and pit floor plans) to move one or both sets of proposed stairs to accommodate the chip waste conveyor, relocating the depressed floor trench to accommodate the chip waste conveyor assembly, and (if required) incorporate a cutout in the pit configuration to accommodate the wheel lathe dust collector.

11.2. Additional Coordination with Simmons Machine Tool Company and MTS

DEA will coordinate with Simmons Machine Tools Company and MTS as required to complete the design of the pit, incorporating the relocated chip waste conveyor assembly and hopper. Coordination will include email communication, and phone/teleconferences. At present, Simmons has pro-

vided MTS with three (3) options for rearrangement of the chip waste conveyor and hopper.

11.3. Wheel Truing Machine Pit Electrical Design Revisions

Randall Lamb will revise the wheel truing machine pit electrical drawings to coincide with the reorientation of the wheel lathe. Drawing revisions will include relocating the electrical connections.

11.4. Wheel Truing Machine Pit Mechanical Design Revisions

Randall Lamb will revise the wheel truing machine pit mechanical (plumbing) drawings to coincide with the reorientation of the wheel lathe. Drawing revisions will include moving the drainage sump under the relocated chip waste conveyor and providing drainage piping under the pit floor to connect with existing shop drains.

12.0 RESPONSES TO DESIGN QUESTIONS PRIOR TO BID SUBMISSION BY JOC CONTRACTOR

12.1. Provide Responses to Questions Submitted by CM Consultant and JOC Contractor prior to Bid Submission

DEA and Randall Lamb will provide responses to design questions submitted by SANDAG's CM Consultant and Job Order Contracting (JOC) Contractor, related to the plans and specifications, prior to bid submission. DEA and/or Randall Lamb will also attend one site visit at Maintenance Building C, if required during the bid period.

IV. DELIVERABLES

Add the following deliverables:

1. Revised set of Bid-Ready Plans – six (6) hard copies of half size plans (11"x17") and 1 electronic copy (PDF file).

V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Add the following to the Tasks Schedule table:

<u>Task</u>	<u>Begin/End Dates</u>
Prepare design revisions	Amendment NTP/25 calendar days following Amendment NTP
Ongoing coordination with Simmons Machine Tool Corporation and MTS during design changes	Amendment NTP/25 calendar days following Amendment NTP

<u>Task</u>	<u>Begin/End Dates</u>
Provide responses to CM Consultant and JOC Contractor design questions prior to bid submission	Amendment NTP/Submission of JOC Contractor's proposal to SANDAG

B. Milestones/Deliverables Schedule

Same as Tasks Schedule above.

VI. MATERIALS TO BE PROVIDED BY MTS AND/OR THE LOCAL AGENCY

No changes

VII. SPECIAL CONDITIONS

No changes

Work Order Estimate Summary

Contract No. **5000931**
 Work Order No. 10 **Amendment 2**
 Attachment: **B**

**LRV Wheel Truing Facility
 Phase 2 , Final Design Services for Preparation of
 Construction Documents**

MTS Doc. No: **G1246.0-10**

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0600-0250	Final Structures PS&E	\$16,985.29
2			
3			
4			
5			

Totals = **\$16,985.29**

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	11.1D	Wheel Truing Machine Pit Structural Design Revisions	75.0	\$7,456.23
2	11.2D	Additional Coordination w/Simmons Machine Tool Company	8.0	\$1,977.60
3	11.3R	Wheel Truing Machine Pit Electrical Design Revisions	12.0	\$1,600.50
4	11.4R	Wheel Truing Machine Pit Mechanical Design Revisions	14.0	\$1,553.70
5	12.0D, 12.0R	Responses to CM Consultant & JOC Contractor questions prior to bid submission	18.0	\$4,397.26
6				
7				
8				
9				
10				

Totals = **127.0** **\$16,985.29**

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				David Evans and Associates, Inc.	95.0	\$12,400.23
				Randall Lamb	32.0	\$4,585.06

Totals = **127.0** **\$16,985.29**



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

Agenda Item No. 45

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2013

SUBJECT:

SAN DIEGO TRANSIT CORPORATION (SDTC) PENSION INVESTMENT
STATUS (LARRY MARINESI AND REPRESENTATIVE FROM RVKUHN &
ASSOCIATES, INC.)

RECOMMENDATION:

That the Board of Directors receive the investment report for information.

Budget Impact

None at this time.

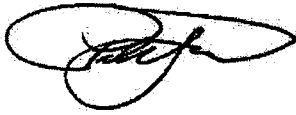
DISCUSSION:

Representatives from RV Kuhns will provide the Board with an update as to the performance of the San Diego Transit Corporation's Employee Retirement Plan (Plan). RV Kuhns' pension investment performance analysis (Attachment A) for the Plan as of June 30, 2013 includes assets with a market value of \$149,109,284.

During fiscal year 2013, the Plan's assets increased by approximately \$6.7 million. This resulted from a net payout of benefits and expenses less contributions of \$6.5 million and a net investment gain of \$13.2 million. The Plan's fifteen managers achieved a combined investment return of +9.41% for the year. This performance over-performed our Policy Index by 129 basis points and over-performed our actuarial target of 7.5%. The Plan's returns over the past three years and since inception (10/1/1982) are 9.06% and 9.63% respectively.



The Plan's investment advisor, Jeremy Miller, will be attending the meeting to discuss the capital market's performance in general and SDTC's pension plan performance specifically. This report is being provided to the Board as an informational item only.



Paul C. Jablonski
Chief Executive Officer

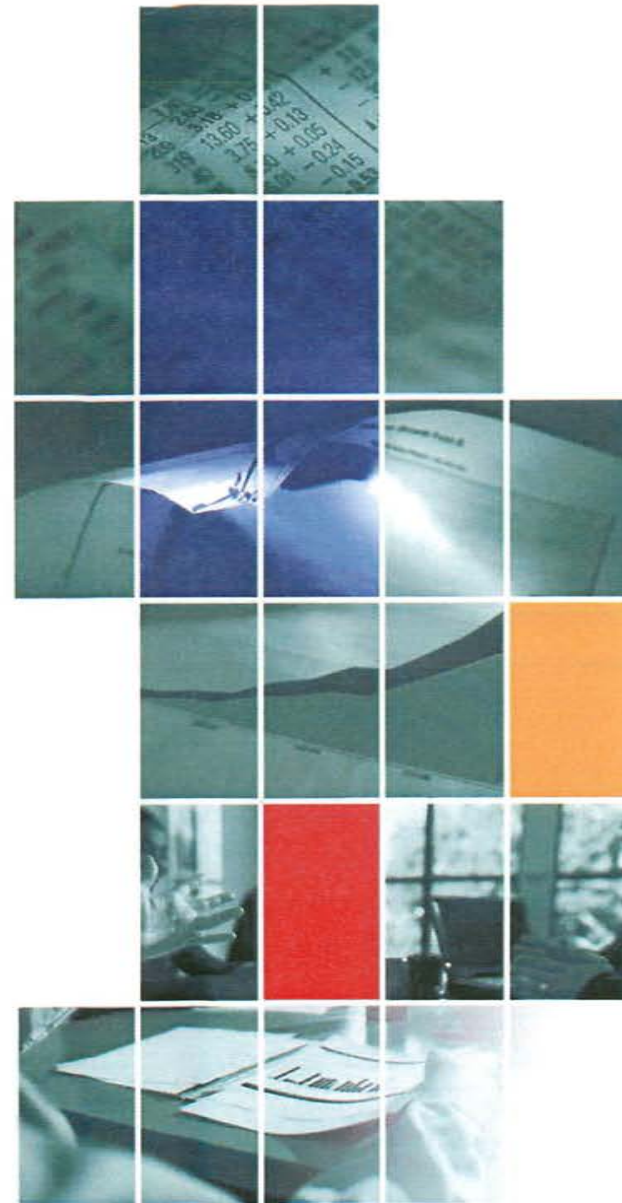
Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. RV Kuhns & Associates, Inc. Pension Investment Performance Analysis

San Diego Transit Corporation Employees Retirement Plan

Investment Performance Analysis

Month Ended
June 30, 2013



RVKuhns
▶▶▶ & ASSOCIATES, INC.

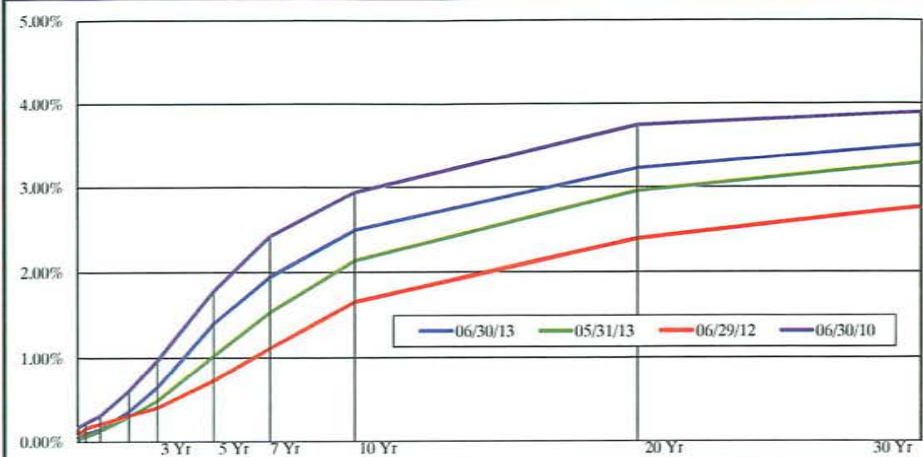
1 Penn Plaza, Suite 2128
New York, New York 10119
646.805.7075
www.rvkuhns.com

Capital Markets Review As of June 30, 2013

General Market Commentary

- As economic indicators continued to improve, members of the Fed began considering avenues for reducing asset purchases earlier than expected. Interest rates rose and stock prices fell initially, before modestly recovering by month end with assurance that Fed action would not occur in the short term.
- Emerging markets continued on a downtrend for the quarter, exacerbated by China, where slowing economic growth and a liquidity shortage sapped equities.
- Equity markets posted negative returns in June as the S&P 500 (Cap Wtd) Index returned -1.34% and the MSCI EAFE (Gross) Index returned -3.53%. Emerging markets returned -6.32% as measured by the MSCI EM (Gross) Index.
- The Barclays US Aggregate Bond Index returned -1.55% in June, underperforming the Barclays US Treasury return of -0.82%, as measured by the Barclays US Treasury Intermediate Term Index. International fixed income markets returned -0.39%, as measured by the Citi Non-US World Government Bond Index.
- Public real estate, as measured by the Wilshire US REIT Index, returned -1.66% in June and 7.20% over the five-year period.
- The Venture Economics All Private Equity Index returned 13.30% for the trailing one-year period and 5.78% for the trailing five-year period ending December 2012.
- Absolute return strategies, as measured by the HFN FOF Multi-Strat Index, returned -1.01% for the month and 7.56% over the trailing one-year period.
- Crude oil's price increased by 4.99% during the month and has increased by 13.65% over one year.

Treasury Yield Curve



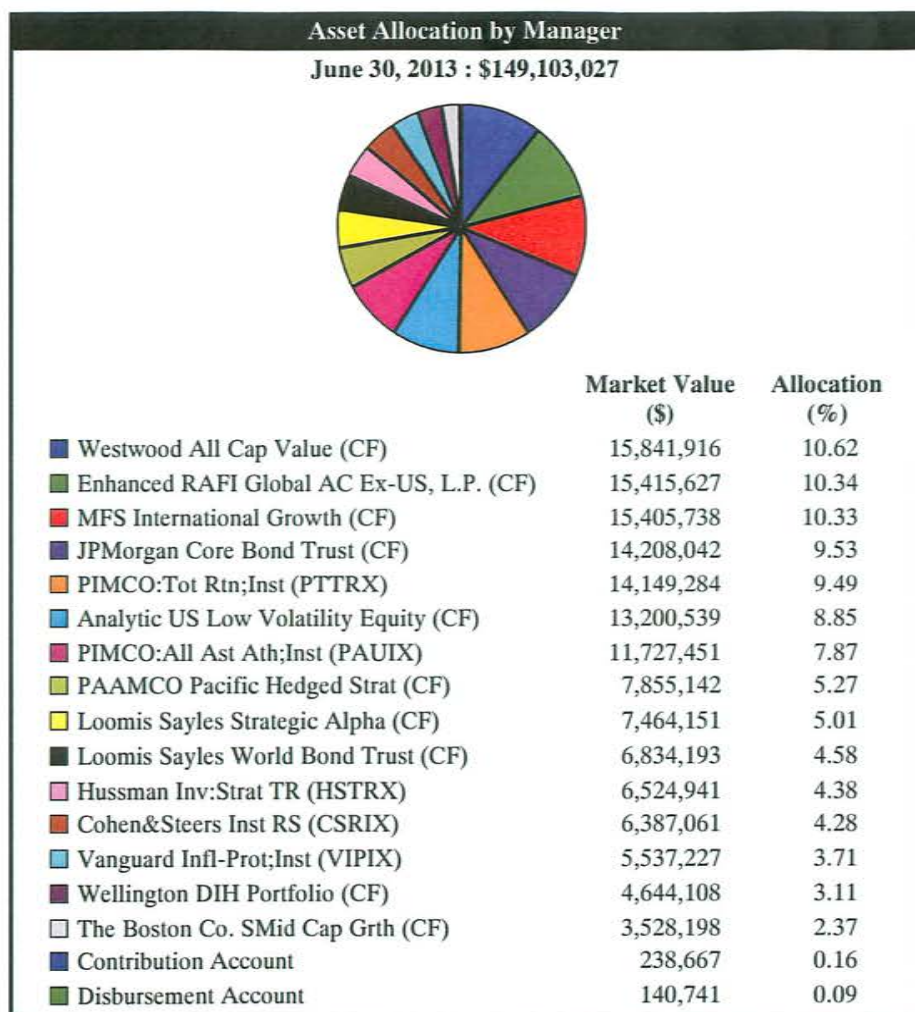
Market Indicators	06/30/13	05/31/13	06/30/12	20 Yr	40 Yr
Federal Funds Rate	0.07%	0.09%	0.09%	3.15%	5.83%
Breakeven Inflation - 1 Year	0.74%	0.71%	-0.09%	1.18%	1.18%
Breakeven Inflation - 5 Year	1.77%	1.90%	1.73%	1.93%	1.93%
Breakeven Inflation - 10 Year	1.99%	2.19%	2.10%	2.05%	2.05%
Breakeven Inflation - 30 Year	2.21%	2.32%	2.20%	2.33%	2.33%
Barclays US Agg Bond Index - Yield	2.35%	2.08%	1.98%	5.10%	1.18%
Barclays US Agg Bond Index - OAS	0.61%	0.56%	0.77%	0.71%	1.93%
Barclays US Agg Credit Index - OAS	1.44%	1.25%	1.82%	1.57%	2.05%
Barclays US Corp: HY Index - OAS	4.92%	4.40%	6.15%	6.00%	2.33%
Capacity Utilization	77.80%	77.70%	77.70%	79.00%	80.00%
Unemployment Rate	7.60%	7.60%	8.20%	6.00%	6.50%
PMI - Manufacturing	50.90%	49.00%	50.20%	52.00%	51.90%
Baltic Dry Index - Shipping	699	809	1,004	1,596	1,443
Consumer Conf (Conf Board)	81.40	74.30	62.70	93.16	95.05
CPI YoY (Headline)	1.80%	1.40%	1.70%	2.50%	4.40%
CPI YoY (Core)	1.60%	1.70%	2.20%	2.20%	4.20%
PPI YoY	2.50%	1.70%	0.70%	2.30%	3.90%
M2 YoY	6.80%	6.90%	9.20%	5.70%	6.70%
US Dollar Total Weighted Index	77.55	77.33	74.47	87.10	94.90
WTI Crude Oil per Barrel	\$97	\$92	\$85	\$48	\$39
Gold Spot per Oz	\$1,235	\$1,388	\$1,597	\$320	\$336

Treasury Yield Curve	06/30/13	05/31/13	06/30/12	06/30/10
3 Month	0.03%	0.03%	0.08%	0.17%
6 Month	0.09%	0.06%	0.15%	0.22%
1 Year	0.14%	0.13%	0.20%	0.30%
3 Year	0.65%	0.49%	0.39%	0.96%
5 Year	1.39%	1.02%	0.72%	1.77%
7 Year	1.94%	1.53%	1.10%	2.41%
10 Year	2.49%	2.13%	1.64%	2.93%
20 Year	3.22%	2.95%	2.38%	3.74%
30 Year	3.50%	3.28%	2.75%	3.89%

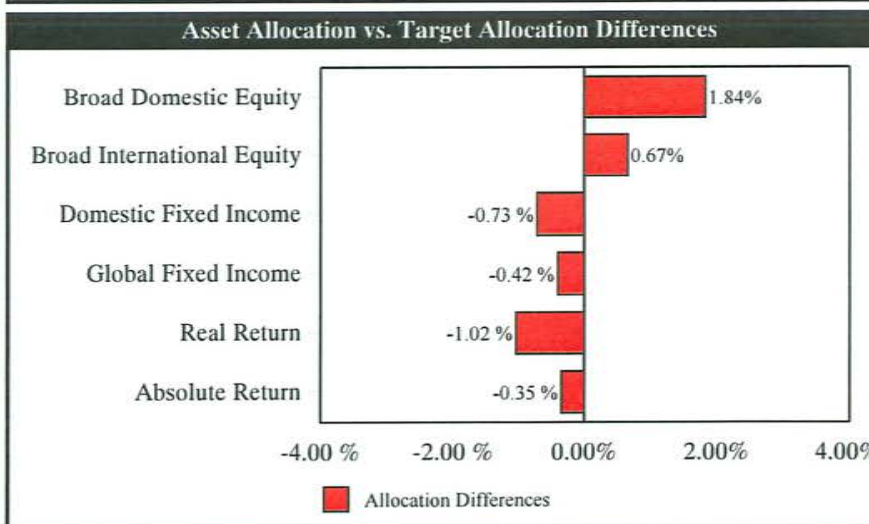
Market Performance	MTD	QTD	CYTD	1 Yr	3 Yr	5 Yr	10 Yr
S&P 500 (Cap Wtd)	-1.34	2.91	13.82	20.60	18.45	7.01	7.30
R 2000	-0.51	3.08	15.86	24.20	18.67	8.77	9.53
MSCI EAFE (Gross)	-3.53	-0.73	4.47	19.14	10.55	-0.16	8.16
MSCI EAFE SC (Gross)	-3.62	-2.35	5.93	21.25	12.25	2.83	10.77
MSCI EM (Gross)	-6.32	-7.95	-9.40	3.23	3.72	-0.11	14.02
Barclays US Agg Bond	-1.55	-2.32	-2.44	-0.69	3.51	5.19	4.52
BofA ML 3 Mo US T-Bill	0.01	0.02	0.04	0.11	0.11	0.29	1.72
NCREIF ODCE (Gross)	N/A	3.91	6.69	12.22	14.98	-0.14	6.95
Wilshire US REIT	-1.66	-1.39	5.93	8.41	18.50	7.20	10.80
HFN FOF Multi-Strat	-1.01	0.45	3.84	7.56	3.03	-0.87	3.21
DJ-UBS Cmdty (TR)	-4.71	-9.45	-10.47	-8.01	-0.25	-11.61	2.39

All data courtesy of Bloomberg Professional Service. Performance is annualized for periods greater than one year. 20- and 40-year average Gold spot prices are adjusted for inflation. CPI figures are seasonally adjusted. NCREIF performance is reported quarterly; MTD and QTD returns are shown as "N/A" on interim-quarter months.

San Diego Transit Corporation Employees Retirement Plan
AA by Manager, AA vs. Target, and Schedule of Investable Assets
As of June 30, 2013



Asset Allocation vs. Target Allocation			
	Market Value (\$)	Allocation (%)	Target (%)
Broad Domestic Equity	32,570,653	21.84	20.00
Broad International Equity	30,821,364	20.67	20.00
Domestic Fixed Income	28,736,735	19.27	20.00
Global Fixed Income	6,834,193	4.58	5.00
Real Return	28,295,847	18.98	20.00
Absolute Return	21,844,235	14.65	15.00
Total Fund	149,103,027	100.00	100.00



Schedule of Investable Assets						
Periods Ending	Beginning Market Value (\$)	Net Cash Flow (\$)	Gain/Loss (\$)	Ending Market Value (\$)	% Return	Unit Value
CYTD	149,592,790	-3,645,903	3,156,140	149,103,027	2.10	102.10

Allocations shown may not sum up to 100% exactly due to rounding. Performance shown is gross of fees.

San Diego Transit Corporation Employees Retirement Plan
Comparative Performance
As of June 30, 2013

	MTD	QTD	CYTD	1 Year	3 Years	5 Years	10 Years	2012	2011	2010	Since Incep.	Inception Date
San Diego Transit Total Fund	-2.48	-1.92	2.10	9.41	9.06	4.01	6.29	12.42	-3.09	14.41	9.63	10/01/1982
Policy Index	-2.22	-1.41	2.24	8.14	9.61	4.62	6.37	10.56	0.42	13.79	9.83	
Difference	-0.26	-0.51	-0.14	1.27	-0.55	-0.61	-0.08	1.86	-3.51	0.62	-0.20	
Westwood All Cap Value (CF)	-1.05	4.02	16.84	28.84	18.07	6.76	10.13	14.76	-1.68	16.78	11.26	07/01/1986
R 3000 Value Index	-0.85	3.14	15.78	25.28	18.41	6.83	7.90	17.55	-0.10	16.23	10.11	
Difference	-0.20	0.88	1.06	3.56	-0.34	-0.07	2.23	-2.79	-1.58	0.55	1.15	
Analytic US Low Volatility Equity (CF)	-0.08	0.15	13.11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12.29	10/01/2012
MSCI USA Minimum Volatility Index (Gross)	-0.33	-0.10	13.36	15.36	19.18	9.57	8.38	11.19	12.86	14.70	11.55	
Difference	0.25	0.25	-0.25	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.74	
R 1000 Index	-1.36	2.65	13.91	21.24	18.63	7.12	7.67	16.43	1.50	16.10	14.05	
Difference	1.28	-2.50	-0.80	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-1.76	
The Boston Co. SMid Cap Grth (CF)	-0.79	4.41	16.53	20.65	22.21	N/A	N/A	15.39	6.74	23.38	23.09	04/01/2009
R 2500 Growth Index	-1.20	3.23	15.82	24.03	20.22	8.94	10.27	16.13	-1.57	28.86	24.87	
Difference	0.41	1.18	0.71	-3.38	1.99	N/A	N/A	-0.74	8.31	-5.48	-1.78	
Enhanced RAFI Global AC Ex-US, L.P. (CF)	-4.68	0.48	2.02	18.54	N/A	N/A	N/A	N/A	N/A	N/A	6.47	03/01/2012
FTSE RAFI Dvl'd Ex US 1000 TR Index	-4.14	0.77	3.64	19.63	8.84	0.40	9.14	15.90	-14.35	7.53	5.49	
Difference	-0.54	-0.29	-1.62	-1.09	N/A	N/A	N/A	N/A	N/A	N/A	0.98	
MSCI ACW Ex US Index (Gross)	-4.30	-2.90	0.27	14.14	8.48	-0.34	9.09	17.39	-13.33	11.60	3.22	
Difference	-0.38	3.38	1.75	4.40	N/A	N/A	N/A	N/A	N/A	N/A	3.25	
MFS International Growth (CF)	-3.89	-3.20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-2.18	03/01/2013
MSCI ACW Ex US Growth Index (Gross)	-4.00	-2.81	1.64	14.75	9.08	-0.67	8.63	17.07	-13.93	14.79	-2.03	
Difference	0.11	-0.39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	-0.15	
JPMorgan Core Bond Trust (CF)	-1.35	-1.97	-1.63	1.17	5.22	7.16	5.80	6.43	7.93	9.92	5.72	06/01/2003
Barclays US Agg Bond Index	-1.55	-2.32	-2.44	-0.69	3.51	5.19	4.52	4.21	7.84	6.54	4.46	
Difference	0.20	0.35	0.81	1.86	1.71	1.97	1.28	2.22	0.09	3.38	1.26	
PIMCO:Tot Rtn;Inst (PTTRX)	-2.60	-3.49	-2.80	1.67	5.15	7.77	6.38	10.85	4.64	9.39	6.31	06/01/2003
Barclays US Agg Bond Index	-1.55	-2.32	-2.44	-0.69	3.51	5.19	4.52	4.21	7.84	6.54	4.46	
Difference	-1.05	-1.17	-0.36	2.36	1.64	2.58	1.86	6.64	-3.20	2.85	1.85	
Loomis Sayles World Bond Trust (CF)	-1.79	-3.54	-5.15	-1.43	5.32	5.09	6.06	7.41	5.08	9.02	7.45	06/01/1998
Citi Wrld Gov't Bond Index	-0.58	-2.97	-5.66	-4.50	2.72	3.04	4.70	1.65	6.35	5.17	5.34	
Difference	-1.21	-0.57	0.51	3.07	2.60	2.05	1.36	5.76	-1.27	3.85	2.11	

Performance shown is gross of fees with the exception of PAAMCO Pacific Hedged Strat (CF), Hussman Inv:Strat TR (HSTRX), and Loomis Sayles Strategic Alpha (CF) which are shown net of fees. RVK endorses GIPS and calculates performance for composites and investment managers using different methodologies. See Addendum for the history of Westwood All Cap Value (CF).

San Diego Transit Corporation Employees Retirement Plan
Comparative Performance
As of June 30, 2013

	MTD	QTD	CYTD	1 Year	3 Years	5 Years	10 Years	2012	2011	2010	Since Incep.	Inception Date
Wellington DIH Portfolio (CF)	-6.11	-10.45	-10.73	-5.23	4.23	-6.32	N/A	5.63	-7.74	18.43	-6.03	06/01/2008
Wellington Dv'd Infl Hedge Comp Index	-4.78	-8.21	-7.93	-2.33	5.95	-2.89	N/A	5.68	-4.09	16.26	-2.57	
Difference	-1.33	-2.24	-2.80	-2.90	-1.72	-3.43	N/A	-0.05	-3.65	2.17	-3.46	
Consumer Price Index + 5%	0.65	1.55	4.21	6.84	7.44	6.37	7.55	6.83	8.11	6.57	6.56	
Difference	-6.76	-12.00	-14.94	-12.07	-3.21	-12.69	N/A	-1.20	-15.85	11.86	-12.59	
PIMCO:All Ast Ath;Inst (PAUIX)	-4.09	-5.52	-5.83	4.52	8.06	7.04	N/A	19.00	3.64	14.66	6.63	06/01/2008
All Asset Composite Index	-2.59	-3.22	-1.53	2.63	8.26	5.13	6.62	9.40	6.78	11.68	4.65	
Difference	-1.50	-2.30	-4.30	1.89	-0.20	1.91	N/A	9.60	-3.14	2.98	1.98	
Consumer Price Index + 5%	0.65	1.55	4.21	6.84	7.44	6.37	7.55	6.83	8.11	6.57	6.56	
Difference	-4.74	-7.07	-10.04	-2.32	0.62	0.67	N/A	12.17	-4.47	8.09	0.07	
Vanguard Infl-Prot;Inst (VIPIX)	-3.93	-7.33	-7.55	-4.97	N/A	N/A	N/A	6.94	13.44	N/A	4.72	08/01/2010
Barclays US Trsy: US TIPS Index	-3.58	-7.05	-7.39	-4.78	4.63	4.41	5.19	6.98	13.56	6.31	4.72	
Difference	-0.35	-0.28	-0.16	-0.19	N/A	N/A	N/A	-0.04	-0.12	N/A	0.00	
Cohen&Steers Inst RS (CSRIX)	-1.72	-1.32	6.45	9.09	17.68	9.04	N/A	16.76	7.05	28.57	9.46	04/01/2005
FTSE NAREIT Eq REITs TR Index	-1.92	-1.57	6.49	9.42	18.18	7.57	10.88	18.06	8.29	27.96	8.15	
Difference	0.20	0.25	-0.04	-0.33	-0.50	1.47	N/A	-1.30	-1.24	0.61	1.31	
PAAMCO Pacific Hedged Strat (CF)	-0.36	2.07	6.88	11.83	4.75	0.93	N/A	6.84	-4.69	6.13	2.53	06/01/2007
HFRI FOF Cnsvt Index	-0.73	0.75	3.54	7.15	2.97	-0.55	2.70	4.22	-3.55	5.07	-0.41	
Difference	0.37	1.32	3.34	4.68	1.78	1.48	N/A	2.62	-1.14	1.06	2.94	
ARS Custom Index + 5%	0.41	1.25	2.54	5.27	5.35	5.71	7.23	5.46	5.34	5.36	6.38	
Difference	-0.77	0.82	4.34	6.56	-0.60	-4.78	N/A	1.38	-10.03	0.77	-3.85	
Hussman Inv:Strat TR (HSTRX)	-1.48	-6.45	-7.88	-7.71	N/A	N/A	N/A	1.14	N/A	N/A	-3.58	10/01/2011
Barclays US Agg Bond Index	-1.55	-2.32	-2.44	-0.69	3.51	5.19	4.52	4.21	7.84	6.54	1.59	
Difference	0.07	-4.13	-5.44	-7.02	N/A	N/A	N/A	-3.07	N/A	N/A	-5.17	
ARS Custom Index + 5%	0.41	1.25	2.54	5.27	5.35	5.71	7.23	5.46	5.34	5.36	5.37	
Difference	-1.89	-7.70	-10.42	-12.98	N/A	N/A	N/A	-4.32	N/A	N/A	-8.95	
Loomis Sayles Strategic Alpha (CF)	-3.38	-3.03	-1.13	3.71	N/A	N/A	N/A	10.45	N/A	N/A	6.04	01/01/2012
Barclays US Agg Bond Index	-1.55	-2.32	-2.44	-0.69	3.51	5.19	4.52	4.21	7.84	6.54	1.11	
Difference	-1.83	-0.71	1.31	4.40	N/A	N/A	N/A	6.24	N/A	N/A	4.93	
ARS Custom Index + 3%	0.25	0.77	1.56	3.26	3.35	3.70	5.19	3.46	3.34	3.35	3.35	
Difference	-3.63	-3.80	-2.69	0.45	N/A	N/A	N/A	6.99	N/A	N/A	2.69	

Performance shown is gross of fees with the exception of PAAMCO Pacific Hedged Strat (CF), Hussman Inv:Strat TR (HSTRX), and Loomis Sayles Strategic Alpha (CF) which are shown net of fees. RVK endorses GIPS and calculates performance for composites and investment managers using different methodologies. See Addendum for the history of Westwood All Cap Value (CF).

San Diego Transit Corporation Employees Retirement Plan
Addendum
As of June 30, 2013

Performance Related and Miscellaneous Comments

- Manager inception dates shown represent the first full month following initial funding.
- Performance is annualized for periods greater than one year.
- RVK endorses GIPS and calculates performance for composites and investment managers using different methodologies. For additional information, please see the “Performance Methodology” definition in the Glossary of the most recent quarterly performance report.
- Westwood All Cap Value (CF) performance prior to Aug-2011 is represented by a beginning of month weighted average between Westwood Large Cap Value (CF) and Westwood SMid Cap Equity (CF), and prior to Jul-2008 is represented by Westwood Large Cap Value (CF).
- Loomis Sayles World Bond Trust (CF) performance prior to Jul-2008 is represented by the mutual fund vehicle Loomis Sayles:GB;Inst (LSGBX).
- PIMCO:All Ast Ath;Inst (PAUIX) performance prior to Aug-2011 is represented by PIMCO:All Asset;Inst (PAAIX).
- Vanguard Infl-Prot;Inst (VIPIX) performance prior to Jun-2012 is represented by Vanguard Infl-Prot;Adm (VAIPX).
- Loomis Sayles Strategic Alpha (CF) performance prior to Feb-2012 is represented by the mutual fund vehicle Loomis Sayles:Strat Alpha;Y (LASYX). The account was out of the market for 1 business day during the transition from mutual fund to commingled fund. The product name for both vehicles of this strategy changed from Loomis Sayles Absolute Strategies to Loomis Sayles Strategic Alpha on September 28, 2012.
- The benchmark for Cohen&Steers Inst RS (CSRIX) was retroactively changed from Wilshire US REIT Index to FTSE NAREIT Eq REITs Index going back to the fund’s inception beginning with the August 31, 2012 monthly flash report. The benchmark for the REITs component in the Policy Index was also retroactively changed in the same manner.
- The return for the month of October 2012 for Analytic US Low Volatility Equity (CF) may differ from what the manager reports because Analytic did not calculate performance starting from the beginning of the month.

Custom Benchmark Comments

- The Policy Index is rebalanced monthly and consists of 20% Russell 3000 Index, 20% MSCI ACW Ex US Index (Gross), 25% Barclays US Agg Bond Index, 20% Real Return Actual Allocation Index, and 15% HFRI FOF Cnsvt Index from Dec-2011 through Present. For the full history, please see the Addendum of the most recent quarterly performance report.
- The Real Return Actual Allocation Index is an active index which is calculated monthly using beginning of month investment weights applied to each corresponding primary benchmark within the Real Return Composite.
- The ARS Custom Index + 5% consists of the 3 Month LIBOR Index + 5% until 1/31/2013 and the BofA ML 3 Mo US T-Bill Index + 5% thereafter.
- The ARS Custom Index + 3% consists of the 3 Month LIBOR Index + 3% until 1/31/2013 and the BofA ML 3 Mo US T-Bill Index + 3% thereafter.



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Agenda Item No. 46

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2013

SUBJECT:

SAN YSIDRO INTERMODAL TRANSPORTATION CENTER PROJECT UPDATE
(SHARON COONEY AND RACHEL KENNEDY, SANDAG)

RECOMMENDATION:

That the Board of Directors receive a report on conceptual planning for an intermodal facility at the San Ysidro Port of Entry.

Budget Impact

None.

DISCUSSION:

SANDAG and the City of San Diego are conducting a study for a potential intermodal transportation center at the San Ysidro Port of Entry. The study will produce a mobility and economic feasibility analysis for a concept for evaluation and consideration as part of the comprehensive San Ysidro Community Plan update process. The study will include an evaluation of opportunities and constraints in the study area, conduct case studies of other domestic and international intermodal transportation centers, and develop a commercial market analysis to identify supportable commercial development concepts. The study will also include an analysis of off-street parking. A cost estimate, phasing plan, and implementation strategy will be developed for the preferred concept.

If the final concept for an intermodal transportation center is adopted and implemented, funding would need to be identified and MTS Board approval would be required to replace MTS's current facilities. SANDAG staff will provide a report on the planning efforts and preliminary conceptual designs.



Paul C. Jablonski
Chief Executive Officer

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



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Agenda Item No. 47

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

October 10, 2013

SUBJECT:

THE CITY OF SAN DIEGO'S DOWNTOWN QUIET ZONE – OPERATIONAL UPDATE
(WAYNE TERRY)

RECOMMENDATION:

That the Board of Directors receive a report for information.

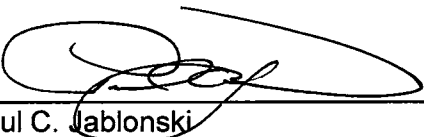
Budget Impact

None.

DISCUSSION:

On November 24, 2012, the City of San Diego established a new 24-hour Quiet Zone in accordance with the regulatory provisions contained in Title 49 of the Code of Federal Regulations (CFR), Parts 222 and 229, *Use of Locomotive Horns at Highway-Rail Grade Crossings*, thus restricting the routine sounding of train horns at crossings located within the limits of the Federally-approved Quiet Zone. The limits of Quiet Zone incorporate all highway-rail grade crossings between the Laurel Street crossing and 5th Avenue crossing on the bayside corridor, many of which are shared by MTS Light Rail, BNSF, Amtrak and NCTD Coaster trains.

Staff will provide a report on the operating experience of Quiet Zone, the noise impact on the bayside corridor residential community and mitigation measures adopted to lessen those impacts.



Paul C. Jablonski
Chief Executive Officer

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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.





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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

July 18, 2013

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 September 7, 2013, through October 4, 2013.



EXPENSE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1502.0-13	TAXI RESEARCH PARTNERS	TAXICAB FARE STANDARDIZATION	\$99,627.50	9/9/2013
L1167.0-14	CITY OF SAN DIEGO	CONVEYANCE AGREEMENT	\$79,600.00	9/12/2013
B0570.3-12	NEW FLYER INDUSTRIES, INC.	PAINT SCHEME MODIFICATION	\$74,613.01	9/17/2013

REVENUE OR NO - VALUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
L0894.4-09	RAM INDUSTRIAL SERVICES, INC.	ADD 2 SPARE HVAC UNITS	\$0.00	9/10/2013
G1645.0-14	CITY OF SAN DIEGO	GRANT OF EASEMENT	(\$2,500.00)	9/12/2013
L1164.0-14	PACIFIC HVAC SERVICE	DURABLE ROE	(\$1,000.00)	9/12/2013
L1168.0-14	CITY OF SAN DIEGO	GRANT EASEMENT	\$0.00	9/12/2013
M6706.0-14	LOT MANAGEMENT	ROE PERMIT	(\$1,000.00)	9/12/2013
G1485.2-13	HEALY NEWSPAPER	ROE AMENDMENT	\$0.00	9/13/2013
L1166.0-14	SAN DIEGO DANCE THEATER	ROE FOR TROLLEY DANCE	\$0.00	9/13/2013
L1169.0-14	SOUTHERN CONTRACTING CO	DURABLE ROE	(\$1,500.00)	9/13/2013
L1170.0-14	HSG PROFESSIONAL WINDOW CLEANING	DURABLE ROE	(\$1,000.00)	9/13/2013
L6692.0-13	SKANSKA USA CIVIL WEST	JROE	(\$750.00)	9/13/2013
B0594.1-13	CA TRILLIUM COMPANY	AMEND SCOPE FOR CNG FUELING EQUIPMENT	(\$18,313.00)	9/16/2013
G0930.18-04	SANDAG	DEFINE RESPONSIBILITIES RE NCTD EXPANSION	\$0.00	9/16/2013
L1163.0-14	WESTGATE HOTEL COMPANY	DURABLE ROE PERMIT	\$0.00	9/16/2013
B0570.2-12	NEW FLYER	TECHNICAL AND PRICE CHANGES	(\$26,205.20)	9/17/2013
G1484.2-13	DOCUFLOW SOLUTIONS	DELETE CANON NP6035 FROM LIST	\$0.00	9/19/2013
G1641.0-14	SD REGIONAL AIRPORT AUTHORITY	MOU TO DISPENSE FARE MEDIA	\$0.00	9/24/2013
G1649.0-14	SANDAG & NCTD	VOTING REP ON LOSSAN CORRIDOR BOARD	\$0.00	9/24/2013
G1652.0-14	COLEMAN UNIVERSITY	MOU TO DISPENSE FARE MEDIA TO STUDENTS	\$0.00	9/24/2013
L1171.0-14	LYON & ASSOCIATES	ROE PERMIT	(\$750.00)	9/24/2013

REVENUE OR NO - VALUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
L1160.0-14	ETIC ENGINEERING INC	ROE	\$0.00	9/25/2013
G1640.0-14	CSUSM	MOU TO DISPENSE FARE MEDIA TO STUDENTS	\$0.00	10/1/2013
L4623.0-14	LA JOLLA PLAYHOUSE	ROE FOR GASLAMP SQUARE	(\$750.00)	10/1/2013
G1124.1-08	CITY OF SAN DIEGO	TRANSIT SHELTER MAINTENANCE	\$0.00	10/2/2013

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
9/9/2013	MANDLI COMMUNICATIONS INC	MOBILE LIDAR DATA COLLECTION	\$26,500.00
9/10/2013	CDW GOVERNMENT INC	BTO APPLE MP	\$9,969.72
9/13/2013	DELL COMPUTER CORP	OPTIPLEX AND MONITORS	\$30,967.09
9/13/2013	CDW GOVERNMENT INC	HP CTO	\$15,383.28
9/16/2013	KRONOS INC	SOFTWARE SUPPORT AND EQUIPMENT	\$12,363.74
9/17/2013	CDW GOVERNMENT INC	LOGITECH	\$916.92
9/20/2013	FOUR WINDS INTERACTIVE	INTERACTIVE CONTENT LICENSE	\$5,996.76
9/20/2013	MADDEN CONSTRUCTION INC.	ROCKER ARM MODIFICATION	\$491.88
9/23/2013	FUSION STORM	HARDWARE SUPPORT	\$55,804.81
9/25/2013	IACCESS INC	ISOPROX CARDS	\$2,781.00
9/26/2013	QUANTUM CORPORATION	IT SUPPORT SERVICES	\$1,847.00
9/27/2013	DAY WIRELESS SYSTEMS	RADIO INSTALLATION	\$1,048.81
9/27/2013	GREEN PEARLE INTERNATIONAL	ZIPPERED ID HOLDER	\$2,992.44
10/1/2013	CDW GOVERNMENT CORP.	VEEAM LICENSE AND SUPPORT	\$3,148.00
10/2/2013	CDW GOVERNMENT INC	QUANTUM LT05 DATA CART	\$1,884.60
10/2/2013	BMC SOFTWARE INC	TRACK IT	\$2,069.00

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G0930.17-04.22.1	SANDAG	SDSU TUNNEL CCTV	\$20,285.66	9/9/2013
G0930.17-04.23	SANDAG	CIRCUIT BREAKERS	\$4,000.00	9/9/2013
PWL135.0-12.15	ABC CONSTRUCTION, INC.	5TH AVE BRT CONDUIT	\$91,525.99	9/17/2013
PWL135.0-12.07.1	ABC CONSTRUCTION, INC.	REINFORCED CONCRETE PAVEMENT	\$47,698.33	9/20/2013
G1328.0-10.03.01	PARSONS BRINKERHOFF	GENERAL PLANNING SERVICES	\$0.00	9/23/2013
G1496.0-13.01.01	RAILPROS, INC.	ON-CALL ENGINEERING SERVICES	\$75,000.00	9/23/2013
PWL135.0-12.16	ABC CONSTRUCTION, INC.	KMD YARD FENCING	\$40,664.78	10/3/2013
PWL135.0-12.17	ABC CONSTRUCTION, INC.	IAD YARD FENCING	\$32,691.57	10/3/2013