

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

MINUTES

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

February 20, 2014

1a. Roll Call

Chairman Mathis called the Board meeting to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. McClellan moved to approve the Minutes of the January 16, 2014, MTS Board of Directors meeting with a correction to the date (2013 corrected to 2014). Mr. Ovrom seconded the motion, and the vote was 8 to 0 in favor.

3. Public Comments

Dukes Wothers – Chair of Hold onto Your Butt Campaign through the Surf-Rider Foundation. Mr. Wothers stated that the Surf-Rider Foundation's goal is to protect and keep San Diego beaches and oceans clean so that they can be enjoyed by all. He reported that there is an epidemic of cigarette litter at the Old Town Transit Center (OTTC). He gave examples of the numbers of butts picked up by volunteers in 90-minute time frames. Mr. Wothers stated that MTS has a lot of employees in MTS vehicles monitoring the stations and suggested that those employees tell patrons to use the garbage cans and also get out of their vehicles and hand out ash trays to smokers. He offered to install ash cans on lampposts and provide miniature ash trays for a nominal fee. He added that he feels that there is not enough enforcement (by MTS). Chairman Mathis thanked Mr. Wothers for his organization's cleanup efforts. He reminded members that MTS has a smoking ban in place, which is enforced. Mr. Wothers responded that he is at the OTTC station almost every day, and he has never seen anyone ticketed.

1b. SDG&E Donation to MTS Vintage Trolley (Taken Out or Order)

Chairman Mathis introduced Frank Urstasun and Pedro Villegas from San Diego Gas and Electric (SDG&E) who presented MTS with a \$50,000 donation for the Vintage Trolley. SDG&E is joining MTS in celebrating the centennial for Balboa Park by working with MTS on the restoration of the second car (Car No. 530). Car No. 530 is coming from New Jersey, and it has been overhauled and is electrically and mechanically sound. The final cosmetics will be completed, and it will be equipped to operate late in the year.

Mr. Urstasun remarked that it is a pleasure to partner with MTS. He added that SDG&E gives a lot back to the community, and this project will be great in terms of education. Mr. Cunningham expressed gratitude to Chairman Mathis for making his vision come to fruition. Chairman Mathis responded that having a second car is critical to expand services and will enable the Vintage Trolley to run every day.

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 January 14, 2014

Action would: 1) 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; and 2) ratify actions taken by the SD&AE Board at its quarterly meeting on January 14, 2014.

Susan Wilson – Public Speaker: Ms. Wilson referenced MTS's "See Something/Say Something" campaign on its Web site. Ms. Wilson praised MTS for its public service. She asked Board members to become knowledgeable about the ownership of Pacific Imperial Railroad (PIR)—specifically its related-party contracts. Ms. Wilson stated that there are people who are knowledgeable (about PIR) who would be happy to provide education about the facts.

Action Taken

Mr. McClellan moved to approve Consent Agenda Item No. 6. Mr. Ovrom seconded the motion, and the vote was 10 to 0 in favor with Board members Emerald, Gastil, Lightner, Roberts, and Salas absent.

7. Addition of Three Information Technology Positions

Action would authorize the Chief Executive Officer (CEO) to add: (1) one Lead Computer Support Specialist to the FY 14 budget increasing the total Full-Time Equivalent (FTE) position from 0 to 1 at Grade #5 (\$35,972.00 - \$55,577.00); (2) one System Administrator to the FY 14 budget increasing the total FTE position from 4 to 5 at Grade #8 (\$53,356.00 - \$85,183.00); and (3) one Fare Technology Program Manager to the FY 14 budget increasing the total FTE position from 0 to 1 at Grade #10 (\$69,951.00 - \$111,676.00).

Ms. Cole asked if the three I.T. positions have been filled. Mr. Jablonski responded that they have not. Ms. Cole asked what type of outreach will be conducted. Jeff Stumbo, MTS Director of Human Resources, responded that MTS will advertise internally and on the MTS Web site in addition to CareerBuilder, Dice, and LinkedIn.

Ms. Cole stated that she is a huge advocate of helping San Diego residents find jobs and offered to post MTS's available job positions on her newsletter. She stated that her goal is to connect qualified people in San Diego with good-paying jobs and to also embrace diversity.

Mr. Jablonski added that MTS will recruit locally for these positions. He stated that these 3 positions are not new positions—they are funded by SANDAG, but they will be returning to MTS, so there will be no budget increase. Mr. Mathis stated that MTS is happy to cooperate in collaboratively recruiting.

8. 2014 State and Federal Legislative Programs

Action would approve staff recommendations for 2014 federal and state legislative programs.

9. Investment Report - December 2013

Informational item only. No action taken.

CONSENT ITEMS (Continued)

10. Excess Insurance Renewals for Liability and Workers' Compensation Program
Action would approve the purchase of excess liability insurance (at limits of \$75 million less a \$2 million self-insured retention [SIR]) and excess workers' compensation insurance (at statutory limits less a \$1 million SIR). The new policies would be in effect from March 1, 2014, through March 1, 2015.
11. Class B Paratransit and Class E Medium Duty Body on Chassis Buses - Contract Award
Action would authorize the CEO to: (1) execute MTS Doc. No. B0611.0-14 with Creative Bus Sales for the purchase of up to 50 Class B paratransit buses and up to 6 Class E medium-duty body-on-chassis buses; and (2) exercise the option to purchase up to 10 additional Class B paratransit buses pending availability of funding in future fiscal years.
12. MTS Bus Rapid Transit (BRT) Station Maintenance - Contract Award
Action would authorize the CEO to: (1) execute MTS Doc. No. G1658.0-14 with ISS Facility Services, Inc. for the provision of station maintenance services at designated bus rapid transit (BRT) stations for a contract base period of 5 years with 2 one-year options to be exercised exclusively at MTS's discretion; and (2) exercise each option period at the CEO's discretion.

Ms. Cole asked which BRT stations will be provided with maintenance services. Mike Daney, MTS Manager of Bus Rapid Transit and East County Operations, explained that the contract covers phasing in maintenance services for all future BRT stations.

Action on Recommended Consent Items

Ms. Cole moved to approve Consent Agenda Item Nos. 7-12. Mr. Cunningham seconded the motion, and the vote was 10 to 0 in favor with Board members Emerald, Gastil, Lightner, Roberts, and Salas absent.

CLOSED SESSION

24. Closed Session Items

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

- a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
Agency-Designated Representative: Jeff Stumbo
Employee Organization: Internal Brotherhood of Electrical Workers, Local 465
- b. CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE EVALUATION/ CONFERENCE WITH LABOR NEGOTIATORS CHIEF EXECUTIVE OFFICER Pursuant to California Government Code Sections 54957 and 54957.6;
Agency-Designated Representative: Harry Mathis
Employee: Paul C. Jablonski
- c. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1): Lopez v. Gutierrez, et al. (San Diego Superior Court Case No. 37-2013-00056270-CU-PA-CTL)

24. Closed Session Items (Continued)

- d. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL – Existing Litigation Pursuant to California Government Code Section 54956.9(a): Janice Teeter v. SDTC (WCAB Case Numbers: ADJ8804639 and ADJ8806510)

The Board reconvened to Open Session at 10:38 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board ratified the Collective Bargaining Agreement between San Diego Transit Corporation (SDTC) and the International Brotherhood of Electrical Workers (IBEW) 465 by a vote 12 to 0 with Board members Emerald, Gastil, and Roberts absent.
- b. The Board gave a performance evaluation to the Chief Executive Officer and gave instructions to labor negotiator Chairman Mathis.
- c. The Board gave instructions to legal counsel.
- d. The Board authorized a Compromise and Release Settlement by a vote of 12 to 0 with Board members Emerald, Gastil, and Roberts absent.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. 2014 Major Bus Service Changes

Sharon Cooney, MTS Chief of Staff, reported that MTS held a public hearing in January regarding BRT-related service changes proposed for implementation this summer. She explained that the proposal includes feeder changes and focuses on maximizing MTS's investment.

Ms. Cooney added that MTS considered the public comments that were submitted and the Title VI Analysis (see handouts titled "Public Comments" and "Title VI Analysis" available on MTS's Web site at http://www.sdmts.com/MTS/MTS_board.asp). Ms. Cooney clarified that today's request is for Board approval of staff's proposed revised services changes.

Denis Desmond, MTS Manager of Planning, gave a PowerPoint presentation. Mr. Desmond reviewed the three new rapid routes (235 - formerly Rapid A; 237 - formerly Rapid B; and 215 - formerly Rapid C) proposed for summer implementation. He gave a description of each route and their benefits, including new stations and amenities, more frequency and faster service, new buses, new riders, and goals for improving all services. Mr. Desmond added that the operations are 100% subsidized by TransNet.

Mr. Desmond reviewed public outreach efforts and feedback received, the Title VI Analysis, and comments since the Public Hearing in January. (All Board members were provided with a full copy of the Title VI Analysis and a copy of all public comments received by MTS.)

Mr. Desmond explained that the results of the Title VI Analysis showed no disparate impact to minorities or disproportionate burdens to low-income communities based on the definitions in Policy No. 42 adopted by the Board in June 2013. He added that a full copy of the Title VI Analysis had been provided to each Board member and called out certain elements of the report, including maps for each route, the methodology, and the results.

Mr. Desmond stated that based on the feedback received at the January 16 Public Hearing from the public and the Board, staff is proposing two amendments to the original recommendations. He noted that these modifications did not change the results of the original Title VI Analysis.

Mr. Desmond stated that the first proposed amendment is to Route 14 (Grantville to La Mesa) was originally proposed to be discontinued due to poor performance, but it was reassessed after the Public Hearing based on Board member feedback. Staff has negotiated with the collective bargaining unit to be able to use a smaller bus on the route, and it would reduce a few late and early trips but keep the same routing and frequency. The service would run for a 12-month trial period to monitor performance.

Mr. Desmond stated that the second amended proposal is to Route 880 (Premium Express service from 4S Ranch to University Town Center) funded through 4S Ranch mitigation funds (those funds run out in April 2014). Route 880 was originally proposed to be discontinued as it is the lowest-performing of the Premium Express services; however, the Board requested that staff revisit maintaining this service. Staff is now proposing to change the Route 880 to a new Route 270, run it with a smaller bus, and shorten the routing to operate only between the Rancho Bernardo Transit Station and the Sorrento Valley area (the University Town Center end will be duplicated by the new Rapid Route 237 and is only about 10% of the ridership).

Mr. Desmond reviewed the proposed performance criteria that the three trial routes (Routes 14, 170, and 270) would be required to meet to be recommended for continuation beyond the 12-month trial period. The metric would be 'passengers per hour' with Route 14 required to achieve its current level or above, Route 170 required to achieve a minimum of 25.0 (80% of its Express category average), and Route 270 required to achieve at least 21.0 (80% of current Route 810's performance).

Mr. Desmond indicated that the remaining recommendations are the same as presented at the January Public Hearing and provided a summary of those proposals and the overall budget impacts. He added that the first phase of implementation would begin in June and the second phase around September.

Lee Friedman representing Councilman Mark Kersey - Public Speaker. Mr. Friedman informed the Board that Councilmember Kersey initially opposed the discontinuance of Route 880; however, he does support the creation of Route 270 and feels it should be permanent as it serves a lot of employers, such as Qualcomm. Mr. Friedman thanked the Board and staff for their hard work. Chairman Mathis added that Councilman Kersey is the Chair of the San Diego Infrastructure Committee.

Ms. Lightner thanked staff for the proposed changes. She requested changing the proposed goal for Route 270 to 80% of its category average like the Route 170 goal (shown on the PowerPoint). Ms. Lightner added that she will be asking for the continuance of Route 270 and is adamant in supporting it in the future. She also appreciates the proposed changes to Route 14 as well and hopes that the addition of high-density senior transit-oriented development on the route will allow it to continue to grow.

Ms. Cole thanked staff for listening to the constituents, and she is glad that Routes 14 and 880 are continuing.

Mr. Minto thanked staff for their work. He stated that he had a constituent ask about new rapid transit not stopping at the Fashion Valley terminal and asked if that is true. Mr. Minto added that Route 20 says it is now serving Fashion Valley for Green Line transfers and asked for clarification. Mr. Desmond responded that the Rapid buses will be on I-15 to serve the City Heights stations, so they would not be on Highway 163 where they could serve Fashion Valley. To bridge the gap with the Green Line, MTS will continue running Route 20 between City College, Fashion Valley, and Kearny Mesa every 15 minutes during peak hours with every trip (instead of every other trip) going into Fashion Valley.

Action Taken

Ms. Lightner moved to approve the staff-recommended major service changes, as amended from the January 16, 2014, Public Hearing. Ms. Cole seconded the motion, and the vote was 12 to 0 in favor with Board members Emerald, Gastil, and Roberts absent.

31. Amendment to CEO Employment Agreement

Karen Landers stated that the request presented is to approve an amendment to the Executive Employment Agreement for Paul C. Jablonski to provide additional compensation and/or fringe benefits as proposed. This proposal includes a merit increase of 3.5%; a one-time \$5,000 contribution to a tax-deferred compensation account; and the extension of 80 hours of compensatory time for weekend hours worked for calendar year 2014 for a total budget impact of \$16,325.00.

Action Taken

Ms. Salas moved to approve an amendment to the Executive Employment Agreement between MTS and Paul C. Jablonski to provide additional compensation and/or fringe benefits. Ms. Cole seconded the motion, and the vote was 12 to 0 in favor with Board members Emerald, Gastil, and Roberts absent.

REPORT ITEMS

45. Quarterly Performance Monitoring Report

Denis Desmond gave a PowerPoint presentation. Mr. Desmond explained that MTS Policy No. 42 requires that staff report service performance monitoring to the Board on an annual basis, but staff will report on more critical items as needed. Mr. Desmond highlighted some of the critical metrics that staff looks at including total passengers, average weekday passengers, passengers per revenue hour, and on-time performance. He also reviewed preventable accidents, complaints, in-service miles and hours, and weekday peak vehicle requirements.

46. Chargers Football 2013 Year-End Summary

Tom Doogan, MTS Special Events Coordinator, gave a PowerPoint presentation. He reported on MTS trolley service to Qualcomm Stadium for the 16th full season of Chargers football. Mr. Doogan reviewed Green Line services, extended hours, and additional trips provided during Chargers games. He described the burden on the entire system during the games and also the improvements in service with the new SD-8 low-floor vehicles. Mr. Doogan reviewed

attendance, ridership numbers and averages, ticket sales revenue and averages, and the MTS mTicket. He reported that one game was selected to provide comparison data for event operating expenses v. revenue generated, and the result was variable costs for event services were more than offset by increased revenue. Mr. Doogan reviewed the cost distribution and revenue sources.

Mr. Minto asked if MTS anticipates a time when people figure out that it's harder getting on the trolley at the El Cajon stations because the trolleys are full, so they start going to the Santee Station instead.

Mr. Doogan responded that capacity on trains doesn't typically hit critical mass until the Grossmont Station. He added that MTS runs four-car "blitz" trains (during events) for the most part. Mr. Doogan added that there are some infrastructure and fleet limitations, but it is something that MTS is aware of and is monitoring.

47. Energy Credit Update

Mike Thompson, MTS Budget Manager, gave a PowerPoint presentation. Mr. Thompson reviewed the history of MTS's gas services and the enactment of MTS Policy No. 59 (Energy Commodity Hedging). He discussed the purposes of the program, which includes purchasing natural gas directly from a gas service provider instead of SDG&E and also MTS's current agreement with BP Energy Company (BP). Mr. Thompson reviewed the benefits of biogas and pointed out that MTS is the first transit agency in the state to use biogas (and potentially the first in the nation). He reviewed the financial incentives and the energy credits that will be generated. Mr. Thompson explained how the impacts to MTS are already being realized.

In response to a question from Ms. Salas, Mr. Thompson explained that for a two-month trial period for MTS, BP was getting biogas from a facility in Washington. He added that BP is currently building infrastructure to connect a dedicated supply for MTS to the national pipeline and anticipates that it will be completed in the second half of the calendar year. Mr. Thompson also clarified that although the biogas source is far from San Diego, it will not reduce the credits that MTS will receive because MTS will draw from a local pipeline, and the biogas will be replaced into the national pipeline at the source.

Ms. Salas explained that she worked for a trade and commerce agency in Imperial County years ago, and the agency talked about building biogas facilities back then. She asked if MTS has worked with local agencies (about partnering). Mr. Thompson responded that MTS has not contacted any local agencies because BP is the representative and connects agencies to the national pipeline. Mr. Jablonski added that staff can contact BP to see if they're developing any biogas facilities Imperial County.

48. Student Pass Pilot Program

Sharon Cooney explained that this report is a status update on the Student Pass Pilot Program. She introduced Marcus Smith, MTS Project Manager who runs the Compass Card Call Center, and Janelle Carey, MTS Transportation Planner, who is working with the school district and City of San Diego staff and who is also responsible for monitoring data collection.

Ms. Carey gave the first half of a PowerPoint presentation. She discussed the Student Pass Pilot Program history and the steps to implement the pilot. Ms. Carey reviewed the available transit services for Crawford, Lincoln, Hoover, and San Diego High Schools and pass-use

statistics. Ms. Carey cited pass-tap statistics for different time frames during weekdays, evenings, and all days.

Mr. Smith gave the second half of the PowerPoint presentation on pass-use statistics. He explained the number of passes not used and not distributed by each school and pass-tap statistics.

Ms. Carey presented the next steps that will include: (1) continuing to process additional cards, provide replacement cards, and remove students from the program as directed by school staff; and (2) studying the attendance of card holders to evaluate if the pilot met its goal of improving attendance for those unable to get to school due to a lack of transportation. These findings will be presented to the Board.

Mr. Minto thanked staff for including the time-of-day information, which he feels is critical. Mr. Minto asked if there is a way to match results with school records to see if the students actually showed up during school sessions or if they were truant. Ms. Cooney responded that the school district hasn't compiled any data for MTS yet. She added that once MTS receives that information, staff will present it to the Board. Ms. Cooney explained that staff looked at sample sets and suspects that some students are not going to school or are going elsewhere—or possibly giving their pass to someone else who is not in the program. Ms. Cooney reported that staff is going to check that data. She noted that the patterns of travel of some cards are nowhere near the schools.

Mr. Minto asked if MTS has mapping available to show the demographic of cards around schools and if they are being used elsewhere. He expressed concern about the program enabling truancy or the ability to commit crimes.

Abdul Mohamed – Public Speaker. Mr. Mohamed expressed support for the program because he feels that it gives low-income students increased accessibility and also decreases greenhouse gas emissions, grows transit riders, and improves safety and health. Mr. Mohamed cited other benefits of the program, including removing older, less efficient cars from the roads, providing a more stable and secure environment for students due to consistent transportation, and also the probability that students would be less likely to engage in criminal activities. Mr. Mohamad stated that he has heard positive reviews of the program by students and gave examples of comments by those who feel that the program is positive.

Margo Tanguay – Public Speaker. Ms. Tanguay stated that the hope was that students who really need the program would get these cards. She wants to make sure that those kids who have problems getting to school get the cards. Ms. Tanguay stated that there are curfew laws for minors, but she has seen them late at night getting into cabs and she is concerned. She feels that the schools should look at this issue. She hopes the program can continue for kids who want to learn.

Ms. Cooney clarified for Ms. Rios that staff will bring back the data collected from the schools for the Board's information.

Mr. Alvarez stated that he is interested in school hours and noted that some schools let out early. He added that he took public transit to San Diego High School and had after-school activities. Mr. Alvarez would like to see where the students are coming and going and any patterns for concern. He stated that he will wait and see what the data shows. He added that truancy is a concern, but there should also be opportunities for students to participate in after-school activities.

51. Chula Vista Transit (Taken Out of Order)

Bill Spraul, MTS Chief Operating Officer (Bus), gave a PowerPoint presentation. The presentation included background information about Chula Vista Transit operations and the current status of construction of the upgraded and expanded South Bay Maintenance Facility, which should be completed by January 2015. Mr. Spraul reviewed the fiscal impacts that will result in significant operational cost savings and efficiencies.

49. Senior/Disabled/Medicare (SDM) Reduced-Fare Program

Ms. Cooney introduced Mayra Ramirez and Jan Gardetto who work with the MTS SDM Program. Ms. Cooney gave a PowerPoint presentation. She reviewed the SDM program, which provides a reduced-fare monthly pass to qualified persons. Ms. Cooney compared the reduced-fare pass to other regular-fare passes, cited boarding statistics for the different passes, and explained a fare-usage breakdown for FY 13. She went over the process for eligibility using an MTS Short Form or Long Form and how to obtain the forms.

Ms. Landers added that the federal standard to qualify for MTS's reduced fare benefit for disabilities is different than qualifying by Americans with Disabilities Act (ADA) standards. Ms. Landers stated that patrons or health care professionals may assume that patrons qualify for an MTS reduced-fare due to their disabilities, but the standard under federal law is two part—they must qualify and prove that their disability affects their ability to use mass transit without special planning or facilities.

Ms. Cooney presented data for processing Long Forms at MTS since inception of the program in March 2011 (Short Forms are processed at The Transit Store). She cited examples of a variety of circumstances uncovered by MTS staff while processing the forms, and also unknown variables as to why some people do not apply, how many people do not apply, or how many doctors sign off on disabilities that are not qualifying.

50. Operations Budget Status Report for December 2013

Mike Thompson gave a PowerPoint presentation. Mr. Thompson stated that the trend has been favorable to budget over the past couple of months. He pointed out that MTS received its second quarterly payment of State Transit Assistance (STA) funds for a total of \$9.1 million for the fiscal year, which is behind last year's rate of payment for STA. MTS will be projecting it to be lower at the midyear amendment process. Mr. Thompson added that this is the only point of concern. In response to a question from Chairman Mathis, Mr. Thompson projected that MTS will be behind last year's rate by \$1.2 million.

60. Chairman's Report

None.

61. Audit Oversight Committee Chairman's Report

None.

62. Chief Executive Officer's Report

Mr. Jablonski reported that he recently attended the APTA CEO's Conference and Executive Committee meeting in New Orleans.

63. Board Member Communications

Ms. Rios reported that she attended her first Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency meeting. Ms. Rios stated that the meeting was great; it included discussions regarding ridership, revenue, on-time performance, and customer service, and a detailed report is available on LOSSAN's Web site. She also thanked Sharon Cooney and Brent Boyd for giving her a great orientation and preparing her for the meeting.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting and Finance Workshop is on March 20, 2014.

66. Adjournment

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



Chairperson
San Diego Metropolitan Transit System
Filed by:



Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:



General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): February 20, 2014

CALL TO ORDER (TIME): 9:02 a.m.

RECESS: N/A

RECONVENE: N/A

CLOSED SESSION: 9:23 a.m.

RECONVENE: 10:38 a.m.

PUBLIC HEARING: N/A

RECONVENE: N/A

ORDINANCES ADOPTED: N/A

ADJOURN: 12:02 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Gloria) <input type="checkbox"/>	9:07 a.m.	12:02 p.m.
BRAGG	<input checked="" type="checkbox"/> (Bilbray) <input type="checkbox"/>	9:02 a.m.	12:02 p.m.
COLE	<input checked="" type="checkbox"/> (Gloria) <input type="checkbox"/>	9:02 a.m.	11:30 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:02 a.m.	11:07 a.m.
EMERALD	<input type="checkbox"/> (Gloria) <input type="checkbox"/>		
EWIN	<input type="checkbox"/> (Arapostathis) <input checked="" type="checkbox"/>	9:02 a.m.	10:38 a.m.
GASTIL	<input type="checkbox"/> (Jones) <input type="checkbox"/>		
LIGHTNER	<input checked="" type="checkbox"/> (Gloria) <input type="checkbox"/>	9:25 a.m.	12:02 p.m.
MATHIS	<input checked="" type="checkbox"/>	9:02 a.m.	12:02 p.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	9:02 a.m.	12:02 p.m.
MINTO	<input checked="" type="checkbox"/> (McNeilis) <input type="checkbox"/>	9:20 a.m.	12:02 p.m.
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>	9:02 a.m.	12:00 p.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:02 a.m.	12:02 p.m.
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		
SALAS	<input checked="" type="checkbox"/> (Ramirez) <input type="checkbox"/>	9:10 a.m.	12:02 p.m.

SIGNED BY THE CLERK OF THE BOARD:

CONFIRMED BY THE GENERAL COUNSEL:

[Handwritten signature: Wardell for R. Machado]
[Handwritten signature: Paul Cad...]

Principles for Negotiation of the Taxicab Administration Contract on Behalf of the Metropolitan Transit System

(With proposed amendments by San Diego City Councilmember Marti Emerald)

The Metropolitan Transit System (MTS) anticipates renewing the agreement with the City of San Diego (the City) for taxicab administration. The Committee recommended the following principles be followed when negotiating contract amendments – this version includes Councilmember Emerald's amendments to the committee's proposed Principles for Negotiation:

1. The City will continue to set fundamental policy and MTS will be the administrator.
2. State law requires that MTS recover its costs associated with taxicab administration. Changes to ordinances or regulations proposed by the City should indicate the expected source of funding for their implementation (eg. permit fees versus City subsidy) and include an analysis of cost.
3. In the event the city chooses to initiate a policy change, the MTS Board will have to vote to approve amendments to its ordinance 11 in order to implement that change.
4. The City's indemnification of MTS for actions it takes pursuant to policies and regulations approved by the city should continue with the renewal.
5. It is in the best interest of the taxi industry, MTS and the city to approve a ~~five-year~~ **two year** renewal ***with the option of 3 one-year extensions.***
6. In the event that the City determines that it is in the public's best interest to create a new forum for resolution of disputes between lease drivers and permit holders, the City may choose to operate a dispute resolution center or create some other mechanism for processing these types of disputes. During the term of this agreement MTS is not interested in assuming this role.
7. MTS will ~~entertain some~~ **make** changes to Ordinance 11 that have been publicly sought, specifically those related to maximum vehicle age or mileage and the requirement that permit holders issue and maintain records of receipts for lease payments and produce them upon request of MTS ***or the City of San Diego.*** These Ordinance 11 proposals ~~could~~ **will** be included in the amended agreement or may also be subjects for discussion after contract renewal.
8. ***MTS will restrict the ability to transfer permits without the permission of the City of San Diego.***

San Diego Transportation Association



March 20, 2014

Chairman Harry Mathis & Board Members
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Re: Taxi Contract Renewal

Dear Chairman Mathis & Board Members:

After multiple starts and stops, delays and continuances, the more than 600 MTS taxi permit holders in our membership encourage you to move forward on Agenda Item Number 30 today.

As you recall, last year the former mayor requested a one-year extension to allow the City to explore the possibility of transferring the administrative and regulatory responsibilities for taxicab and for-hire vehicles from MTS to the City of San Diego.

Now that the exploration has concluded and determined infeasible, it is imperative to resume discussions that will lead to the adoption of a five-year contract between MTS and the City of San Diego, as proposed by the MTS Contract Renewal Committee.

Thank you for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Tony Hueso", is written over a faint, large, light-blue "SDTA" watermark.

Tony Hueso, President
San Diego Transportation Association