

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

May 13, 2004

BOARD OF DIRECTORS MEETING ROOM, 10<sup>TH</sup> FLOOR  
1255 IMPERIAL AVENUE, SAN DIEGO

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:08 a.m. A roll call sheet is attached listing Board member attendance.

2. Approval of Minutes

Mr. Emery moved to approve the minutes of the April 29, 2004 Board of Directors meeting. Mr. Mark Lewis seconded the motion and the vote was 10-0 in favor.

3. Public Comment

Chuck Lungerhausen – Mr. Lungerhausen presented a written copy of his remarks. He stated that he will have to return to using MTS Access Paratransit if half-hour frequency is adopted on the Routes 955 and 34. He stated that he would rather ride the bus and added that forcing people back to paratransit services is not productive.

Clive Richard – Mr. Richard made statements regarding the County Board of Supervisors' proposed split of TransNet funds. He also made brief comments about the importance of transit in the San Diego area and stated that every effort should be made to maintain the split proposed by SANDAG.

Theresa Quiroz – Ms. Quiroz reported that, during the month of April, none of the buses she was expecting arrived on time. She added that some were early and some didn't arrive at all. She stated that is subjected to verbal harassment by the public as she is waiting for the bus. She also stated that there are inadequate or no shelters at some bus stops. She stated that no one with an alternative would choose this unreliable service.

Mr. Jablonski stated that everyone recognizes that on-time performance and quality of service are important, especially to those passengers who use the service every day. He stated that every effort is being made to address those issues. Mr. Monroe stated that Ms. Quiroz's experience during the month of April is not consistent with data the

Board has received that buses are running on time 75 to 80 percent of the time. He also stated that no buses should be running early. He asked that this discrepancy between the data and Ms. Quiroz's experience be investigated. Mr. Jablonski pointed out that the 75- to 80-percent on-time number is an average for the system, and there may be specific routes with more substantial on-time difficulties. Ms. Claire Spielberg, San Diego Transit Corporation (SDTC) General Manager, reviewed the details of a program currently underway at SDTC its employees, with some assistance from SANDAG, to do on-time performance surveys. She stated that this program should wrap up by the end of the week and, based on the information collected, schedules will be adjusted so that it becomes more feasible for buses to meet their schedules. Chairman Williams stated that this is a complex organization, and efforts are constantly being made to improve services where possible.

4. Presentation of Employee Awards

Leslie Rogers, FTA Administrator for Region 9, presented MTS with an Outstanding Transit Web Site Design Award for 2003. He pointed out that over 1,300 web sites were considered, and only three other web sites were given awards. The following employees were specifically recognized: Tim Sutherland, Alan Quach, Jessica Krieg, Mark Lowthian, Lisa Peters, Julie Andrews, Chris Bell, and Nancy Irwin.

San Diego Transit employees were presented with years-of-service pins as follows: Chris Corrales, an operator with 25 years of service, and John Cannady, a mechanic with 35 years of service.

5. Closed Session Items (ADM 122)

Public Speaker Lorenza Cesar, SDTC Operator: Mr. Cesar registered a complaint that operators were not given adequate opportunity to cast a vote for the proposed labor agreement for Amalgamated Transit Union, Local 1309. He stated that advance notice was inadequate, and many operators were working and therefore unable to vote. He requested that the Board table this item.

Public Speaker James Pangrazzi, SDTC Operator: Mr. Pangrazzi reiterated Mr. Cesar's comments. He also voiced a complaint about the wage progression for operators at San Diego Transit, and added that newly hired operators often don't complete training due to the low wage rate at which they are hired. Mr. Jablonski pointed out that it takes a number of years for operators to get to the top of their wage progression.

Public Speaker George Thompson, President of ATU, Local 1309: Mr. Thompson stated that it would have been more appropriate for Mr. Cesar and Mr. Pangrazzi to address these complaints to Union representatives. Mr. Thompson further stated that the vote was conducted according to the Union's constitution and bylaws. He further stated that out of 600 operators, only 74 were working at the time of the vote, and only 23 were working at the time the voting period ended.

The Board convened to Closed Session at 9:40 a.m. to provide instruction to SDTC negotiator, Jeff Stumbo regarding negotiations with Amalgamated Transit Union, Local 1309, Government Code Section 54957.6.

The Board reconvened to Open Session at 9:59 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported that the Board authorized the Interim General Manager of San Diego Transit Corporation to ratify a four year contract with the ATU, Local 1309. She reported that the vote was unanimous.

CONSENT ITEMS

6. MTDB: Fiber-Optic Cable Installation for Mission Valley East Segment  
(CIP 10426/10498)

Action would ratify the approval of the Chairman of the Board authorizing the Chief Executive Officer (CEO) to execute Mission Valley East (MVE) Contract Change Order (CCO) No. 90, in an amount not to exceed \$427,000.00, to install fiber-optic cable along the MVE project. The Chairman authorized the CCO in order to realize substantial savings from combining fiber-optic cable work with signal cable work already underway.

7. MTDB: 12<sup>TH</sup> Avenue Park to Bay Link Project: Budget Transfer, Construction Contract Change Orders, Construction Contingency Increase, and Construction Management Consultant Work Order Amendment (CIP 10493)

Action would authorize the Chief Executive Officer (CEO) to: (1) Transfer \$1,500,000 from the 12th Avenue Corridor Improvements Project into the 12th Avenue Park to Bay Link Project, as shown in Attachment A; (2) Execute construction contract change order (CCO) No. 5, Supplement No. 2, with West Coast General (WCG) Corporation, in an amount not to exceed \$500,000, in substantially the same form as shown in Attachment B, to compensate the contractor for additional surface improvement for Market to G Street on the 12th Avenue Park to Bay Link Project (Contract LRT-10493), with WCG, for a total amount not to exceed \$1,600,000; (3) Transfer \$500,000 from the 12th Avenue Park to Bay Link Project Construction line item to the Construction Contingency; (4) Execute Work Order Amendment No. 2 (MTDB Doc. No. L0487.3-02) to Work Order No. 03.05, in substantially the same form as shown in Attachment C, with Berryman & Henigar (B&H) in an amount not to exceed \$99,000 for additional construction management services, and ratify the previous approval of Work Order Amendment No. 1 to Work Order No. 03.05, for a total amount not to exceed \$637,628; (5) Execute a work order amendment with B&H, in an amount not to exceed \$100,000, for additional construction management services associated with the relocation of traction power substations at City College Station (6) Execute a CCO with West Coast General Corporation, in an amount not to exceed \$800,000, to compensate the contractor for the relocation of traction power substations at City College Station.

8. MTDB: 25<sup>th</sup> and Commercial/Cesar E. Chavez Station Art Grant (CIP 10740)

Action would approve the initiation of a community-sponsored artwork grant proposal for the 25th and Commercial/Cesar E. Chavez Station for future art enhancement of the

station through a community art grant, with final approval of art elements and materials by the Board.

9. MTDB: South Bay Maintenance Facility Expansion Project: Contract Change Order (CIP 10485)

Action would authorize the Chief Executive Officer to execute Contract Change Order (CCO) No. 30, Supplement No. 2, with Randall Construction in substantially the same form as shown in Attachment A, for additional asphalt pavement in an amount not to exceed \$30,828.16, including \$80,861.62 previously approved by the Interim General Manager, for a total amount of \$111,689.77.

Motion on Recommended Consent Items

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

NOTICED PUBLIC HEARINGS

There were no public hearing items.

DISCUSSION ITEMS

AGENDA ITEM ADDED BY BOARD VOTE:  
TransNet Ordinance and Expenditure Plan

Mr. Jablonski called the Board's attention to a copy of a letter that he sent to SANDAG regarding this matter. He stated that copies of this letter were placed on the table for each Board member and was also faxed to each Board member the night before. He stated that this letter was written as a result of the County Board of Supervisors' vote against support of this measure unless more funding is allocated within the measure for roads and highways. He stated that this matter came to his attention after the issuance of the Board agenda and requires immediate Board consideration.

Mr. Emery made a motion to find that the need for action for the above-mentioned item arose after the issuance of the agenda, that the item requires immediate Board consideration, and approve its addition to the agenda. That motion was seconded by Mr. Rindone and the vote was 13-0 in favor.

Mr. Jablonski stated that the alternative plan proposed by the County Board of Supervisors is significantly detrimental to transit. He stated that approval of the County Board of Supervisors' proposal would reduce funding for transit by 65 percent, would eliminate all future projects and capital expenditures, and also reduce funding to a level less than today for the operating budget. He added that, in terms of service, MTS would have to impose reductions approximating \$3 million. He suggested that the Board have a representative at the SANDAG Board meeting on May 14, 2004, to present its position on this matter. He reviewed speaking points that would be prepared for the Board's spokesperson, which would be as follows: Approval of the County's proposal would (1) decrease funding for transit from \$4,647,000,000 to \$1,625,000,000, or a 65-percent

reduction; (2) essentially eliminate all new major transit projects for the next 40 years; (3) result in 350,000 more vehicles on the highways and roads in the region with limited highway expansion capability without viable alternatives; (4) result in 600,000 more gallons of gasoline consumed every day costing nearly one-half of \$1 billion a year; and (5) result in 2.8 million lbs. of additional smog-forming pollution each year. He added that approving SANDAG's current proposed is very important to (1) provide for a future balanced program for highway and transit improvements along with funding for local road needs; (2) ensure the Mobility 2003 Plan reflects the policy goals : mobility, accessibility, reliability, efficiency, livability, sustainability and equity; (3) generate 47,500 jobs for every \$1 billion invested in transportation; and (4) generate \$6 of economic activity for every \$1 spent on transportation projects.

Mr. Emery thanked Mr. Roberts and Mr. Greg Cox for defending the currently proposed TransNet allocation to the Board of Supervisors. Ms. Atkins reiterated Mr. Emery's thanks to Mr. Roberts and Mr. Cox. She added that the Board of Supervisors' vote was particularly disheartening given that compromises were made at the beginning of this process to achieve a balance of allocations in the TransNet measure. In response to a question from Ms. Atkins, Mr. Roberts stated that he will continue to work with the Board of Supervisors in an attempt to persuade them to support the allocation as defined in the SANDAG proposal. He pointed out that the Board of Supervisors' current position could cause a failure of this measure to pass, which would result in no funding for anyone. He added that he would try to attend the SANDAG meeting to present the minority position from the Board of Supervisors.

Mr. Monroe encouraged board members to attend the SANDAG meeting and supported sending a strong letter to SANDAG from the Board on this matter. He also appealed to fellow Board members to go back to their mayors, city managers and communities to encourage them to oppose the Board of Supervisor's proposal. He expressed concern that disagreement on the allocation could cause the measure to be defeated. He stated that the current allocation is the result of a very thoughtful process and should be sustained.

Mr. Mathis expressed concern that the Board of Supervisors' actions may have already damaged the measure's potential to be passed by the voters. He stated that this issue is very important, and the Board should take a position. He added that the Board of Supervisors' threat to oppose this measure unless certain changes are made to the allocation is almost unprecedented. He stated that he would be at the SANDAG meeting to speak as a private citizen. He also expressed his thanks to Mr. Roberts and Mr. Cox.

Mr. Rindone applauded Mr. Jablonski for bringing this matter before the Board for discussion in such a timely fashion. He stated that it is essential for the Board to take a strong position. He stated that it is extremely important for there to be unanimity of public officials on this issue.

#### Action Taken

Mr. Rindone made a motion to approve the sending of a letter to the SANDAG Board and San Diego County Board of Supervisors stating support of the original allocation

and detailing the reasons as articulated by Mr. Jablonski. It was agreed that Mr. Williams would present the Board's letter to SANDAG. Mr. Emery seconded the motion and the vote was 13-0 in favor.

30. SDTI: Suzuki Rock 'N' Roll Marathon Trolley Service Adjustment Status Report  
(OPS 970.2, PC 30102)

Mr. Doogan brought the Board up to date on discussions that have taken place between the Trolley and Elite Racing, who is handling the Suzuki Rock 'N' Roll Marathon. He reported that the Padres have moved their game to 2:00 p.m. He outlined the revised plan for operating service the day of the marathon, which included using buses at Qualcomm Stadium to provide direct express service to Petco Park for passengers arriving early. He then reviewed the recommendations outlined in the agenda item.

In response to a question from Mr. Mathis, Mr. Doogan reported that a routing that would not be affected by the race has been established for the buses. Mr. Mathis pointed out that this is a Band-Aid approach and will not work when Mission Valley East is opened.

Public Speaker: Mr. Tracey Sundgun, Elite Racing, thanked MTS staff and Board members for working with Elite Racing on this project. He reported that the negative publicity regarding this issue seems to be having a detrimental affect on the number of runners signing up for the race. He stated that he hopes today's decision will serve as a catalyst to reverse that trend. He added that Elite Racing is already working with the Trolley and the Padres in order to identify a better solution for future races.

Mr. Maienschein stated that he shared Mr. Mathis' concerns but pointed out that the race brings substantial revenue to the City. He stated that it is important to work together on such events so San Diego can continue to draw these types of activities.

Mr. Monroe expressed concern that trolley passengers will be required to cross through runners at the Friars and Napa location. Staff reported that additional security personnel as well as individuals from the Marine Corp will be assisting and protecting passengers as they pass through the runners. Mr. Roberts commended Mr. Tereschuck and Trolley staff for their efforts to make accommodations. He reviewed broadcasting rules that interfered with the Padres attempt to delay the start of the game any later than 2:00 p.m. He added that the Rock 'N' Roll Marathon not only brings revenue to the City, but generates in excess of \$84 million for charities. He stated that this is not a perfect solution, but a better solution can be sought for the race in future years.

In response to a question from Mr. Charles Lewis, staff stated that customers will be notified using flyers and Take Ones regarding the situation at Napa and Friars and will be encouraged to use Qualcomm Stadium. Mr. Jablonski stated that press releases may be issued as well. Mr. Sundgun stated that Elite Racing is doing direct mailers regarding a number of issues connected with the race, including this particular issue. Board members were also informed that fans using Qualcomm will be given the option of taking the bus directly to the ballpark, taking a later trolley that will not have to stop at Napa and Friars, or taking the earlier trolley that does make that stop.

Action Taken

Mr. Maienschein moved to receive this report and direct staff to proceed as follows: (1) For the upcoming June 6, 2004, Suzuki Rock 'N' Roll Marathon, coordinate supplemental, direct bus service to operate from Qualcomm Stadium to PETCO Park to accommodate the earliest baseball game passengers until light rail transit (LRT) through service is reestablished at the Napa/Friars Road crossing at 11:00 a.m. (2) Notify race promoter, Elite Racing, that it will be financially responsible for all extraordinary operating expenses incurred by SDTI on behalf of the marathon as a condition of maintaining the track closure at Napa/Friars Road until 11:00 a.m.; and (3) Require Elite Racing to comply with Policy No. 52 regarding right-of-entry permit applications as a part of the operating arrangement. Mr. Emery seconded the motion and the vote was 11-0 in favor.

32. MTDB: Transit Priority Treatments (S RTP 20286, PC 20286)

Ms. Toni Bates, SANDAG, provided the Board with a review of transit priority treatments that have been implemented over the last several years. She reported that these treatments were implemented to address survey results that indicated that a person's decision to take transit is based on travel speed and service reliability. She pointed out that the average speed of MTS buses is approximately 12 miles per hour, and general system on-time performance ranges from 75- to 87-percent on time. She showed examples of queue jumpers, bus-only lanes, and on-ramp bypass lanes. She provided the Board with information on future queue jumpers, the Old Town Transit Center Transit Priority Project and other proposed improvements. She also provided the Board with information on the I-15 Managed Lanes/Bus Rapid Transit Project and the Transit First Showcase Project at Park and El Cajon Boulevards.

Mr. Jablonski applauded transit priority treatments because they address traffic problems that operators are confronted with every day. Mr. Jablonski suggested that consideration be given to a signal priority on C Street for the Trolley and added that synchronized intersections on the Orange Line work very well. He added that a pilot program in off-peak hours could be used to determine the effectiveness of a signal priority at this location. Ms. Bates stated that this idea has been considered in the past, and stated that she would ask the engineers who have worked on this issue to come to the Board with a status report of options on C Street.

Ms. Rose complimented staff's report. In response to a concern she expressed regarding the shift of funding for Bus Rapid Transit (BRT) planning back to MTS, Mr. Jablonski stated that MTS is recommending leaving \$2 million in BRT planning for FY 2005 to keep those programs moving forward through that fiscal year. He added that the request to SANDAG asks that the remaining \$3.5 million be returned to MTS for this year's operating budget.

Ms. Bates pointed out that the queue jumper program, if SANDAG continues to partner with the cities, is a no-cost program other than staff time to design and coordinate the projects. In response to a question from Mr. Monroe, Ms. Bates stated that the jurisdictions are not aware of the 230 target opportunities for transit priority treatments

and agreed that they should be informed. In response to a comment by Ms. Sterling, Ms. Bates stated that all transit priority treatments are coordinated with traffic engineers who understand what signage is needed to ensure that motorists can safely navigate through these areas.

Action Taken

Mr. Emery moved to receive this report from SANDAG for information. Mr. Charles Lewis seconded the motion and the vote was 9-0 in favor.

31. MTDB: Transit Workshop: Policy Review (ADM 110.2, PC 30100)

Ms. Tiffany Lorenzen reviewed Policies 48 through 52, the purpose of each, and staff's recommendation regarding the disposition of each policy.

In response to a comment from Mr. Mark Lewis, Ms. Lorenzen reported that Policy #49, "Capital Project Budget and Schedule Revision", simply allows staff to adjust line items within the project without affecting the total. She added that any change orders over \$100,000 have to be approved by the Board, and any over \$2,500 must be signed by Mr. Jablonski.

Action Taken

Mr. Emery made a motion to receive this report reviewing MTD Board Policy Nos. 48 through 52 and approve the proposed changes to those policies as recommended by the Executive Committee. Ms. Sterling seconded the motion and the vote was 8-0 in favor.

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

There was no Chairman's Report.

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

There was no Chief Executive Officer's Report.

46. Board Member Communications

*Ms. Rose:* In response to comment from Ms. Rose, Mr. Ryan stated that MTD Board meetings were changed to 9:00 a.m. from 8:00 a.m. in an effort to comply with Mayor Murphy's policy of minimizing traffic congestion. The Board agreed to continue conducting meetings at 9:00 a.m.

47. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

50. Next Meeting Date



The next regularly scheduled Board meeting is Thursday, May 27, 2004, at 9:00 a.m. in the same location.

60. Adjournment

Chairman Williams adjourned the meeting at 11:29 a.m.

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Chairman  
San Diego Metropolitan Transit  
Development Board

Filed by:

Approved as to form:

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

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Office of the General Counsel  
San Diego Metropolitan Transit  
Development Board

GWilliams

Attachments: A. Roll Call Sheet