

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

January 27, 2005

BOARD OF DIRECTORS MEETING ROOM, 10TH FLOOR
1255 IMPERIAL AVENUE, SAN DIEGO

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:06 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Emery moved to approve the minutes of the January 13, 2005, Board of Directors meeting. Mr. Rindone seconded the motion and the vote was 9 to 0 in favor.

3. Public Comment

Chuck Lungerhausen: Mr. Lungerhausen thanked everyone for their donations in the past and requested their sponsorship for this year's MS Walk for Landlubbers, which will take place on April 9 and 10. He provided instructions for making a donation. He stated that last year's donations of \$5,995 enabled him to move from position number 39 on the fund-raising ladder to number 20. He also invited everyone to the MTS Water Walk on April 2 and expressed thanks to those that supported the effort to get permission for he and other with MS to swim at the Mission Beach Plunge.

Mr. Lungerhausen informed the Board that ATC Vancom's recent management decision requiring drivers to secure wheelchairs using a four-point tie-down system will have a negative impact on schedules. He stated that one driver estimated the time needed for this process to be eight minutes for each chair compared with the former process, which only required one minute per chair. He stated that drivers have been threatened with the loss of their jobs if this process is not followed. He added that there are no tie downs on any trolley car, and he has had sliding experiences on the Trolley that he doesn't look forward to experiencing again.

Mr. Monroe stated that a recent incident that occurred in Coronado in which a passenger who was not tied down was injured may have prompted ATC Vancom's decision regarding tie downs.

Welcome to New Board Member

Mr. Williams welcomed MTS's newest Board member, Mr. Tony Young.

4. Presentation of Employee Awards

a. MTS: Nomination and Election of Vice Chair and Chair Pro Tem

Action Taken

Mr. Williams nominated Mr. Rindone as Vice Chair and Mr. Emery as Chair Pro Tem of the MTS Board of Directors for 2005. Mr. Clabby seconded the nomination, and the vote was 10 to 0 in favor.

Mr. Monroe strongly supported a rotation of members on the Executive Committee. Mr. Rindone thanked the Board for its vote of confidence.

b. Presentation of Employee Awards

M. J. Greenland, Human Resources Manager of Employment, presented years of service awards to the following SDTI employees: 15 Years of Service: Robert Simons and Bret Vaughn. 20 years of Service: Harry Elmore.

Mr. Wayne Terry, SDTI Vice President of Operations, presented Mr. Richard Bradford, SDTI Train Operator, with a distinguished service award for noticing and promptly reporting an individual who was lying on the tracks. The person was removed from the tracks before any trains arrived at that location.

5. Closed Session Items (ADM 122)

There were no Closed Session Items.

CONSENT ITEMS

6. MTS: Finalized Audit Report on Taxicab Administration (LEG 492, PC 30100)

That the Board of Directors receive the Taxicab Administration Audit Report.

7. SDTI: Emergency Approval of 8th Street Rail Replacement Contract – The General Manager's Report (OPS 970.6, PC 30102)

That the Board of Directors receive the General Manager's report on an emergency procurement utilizing previously appropriated funds for cracked rail section replacement on the eastbound track near 8th Street in National City.

8. MTS: Transportation Development Act Claim Amendment (FIN 340.2, PC 30100)

That the Board of Directors adopt Resolution No. 05-1 (Attachment A of the agenda item), amending FY 05 Transportation Development Act Article 4.0, Claim No. 259, for the City of Chula Vista.

Motion on Recommended Consent Items

Mr. Rindone moved to approve Consent Agenda Item Nos. 6, 7, and 8. Mr. Lewis seconded the motion, and the vote was 11 to 0 in favor.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Fiscal Year 2006 Capital Improvement Program (CIP 10400)

Mr. Paul Jablonski, Chief Executive Officer, explained that the FY 06 Capital Improvement Program (CIP) will be included in the regional 5307 Urbanized Area Formula and Section 5309 grant applications, which would result in the receipt of \$29.5 million in preventive maintenance and planning funds for MTS operations, and \$21.4 million in capital funds for a total of \$50.9 million. He stated that this \$50.9 million in total federal formula program funding would be allocated as follows: \$29.5 million for preventive maintenance (FY 05 operating), \$8 million for loan payments, and \$12 million for capital projects. He stated that the \$12 million for capital projects will be supplemented with \$11.5 million remaining from completed or almost completed projects and will be applied against a CIP that consists of \$75 million in projects.

Mr. Peter Tereschuck, SDTI President-General Manager, then provided the Board with a comprehensive report on aging infrastructure issues, reviewing the various types of infrastructure and how infrastructure age impacts the agency. He stated that while aging infrastructure impacts both bus and trolley operations, trolley-related infrastructure is more complex. He showed the Committee examples of infrastructure elements providing information regarding age, cost of repair or replacement, and the volume of repair or replacement needed. He provided information on the following elements: Cross-span catenary wire systems, cross ties/rail, down guy wires, asphalt pavement heaving, grade crossings, camshaft control units, station shelters, traction power substations, trolley vehicles, wayside signals/switches, wayside slope/drainage, shop equipment, and on-track equipment.

Mr. Tereschuck also provided examples of aging infrastructure and capital replacement needs for MTS bus operations. These included buses, the Imperial Avenue Division bus lot, maintenance facilities (hoist, exhaust extractors, and shop equipment), HVAC replacement, roof replacement, bus washer, and interior cleaning equipment for buses. Mr. Jablonski stated that the average age of MTS's buses is eight years old, and a good replacement cycle should be six to seven years. He stated that MTS should be buying 60 buses per year. He added that MTS will be receiving 50 buses in the spring, but it could be four years before additional buses can be purchased, which means that MTS would then be 150 buses behind a normal replacement schedule. He added that the longer each purchase is delayed, the more expensive maintenance of the existing fleet becomes.

Mr. Jablonski stated that he will be developing a 20-year-horizon spreadsheet detailing MTS's annual capital needs. He provided the Board with a comparison of MTS's capital funding needs and available funding for FY 06 through FY 10. He reported that over 80

percent of MTS's capital needs are not funded. He then provided the Board with details on the capital project transfers that staff intends to make from projects that are near completion or have been completed. Mr. Jablonski referred Board members to the chart in staff's report, which lists all capital projects and shows the funding status for each. He reported that additional funding for security items may be received if there is federal legislation to support security measures.

Mr. Emery expressed support for the CIP program and the CEO's direction in this regard. He also stated that MTS cannot keep using its reserves to balance the budget and must keep its infrastructure in good repair to ensure that the system continues to run. Mr. Rindone stated that MTS's most critical and challenging issues are to right-size the system through the Comprehensive Operational Analysis (COA) and rehabilitation/replacement of its infrastructure. Ms. Atkins stated that MTS cannot afford to get incrementally behind with regard to its CIP. She stated that she appreciated the proactive, aggressive approach that is being taken. She stated that the Aging Infrastructure/Capital Needs Report is one of the better resources the Board has been given for many years. In response to a question from Ms. Sterling, staff reported that La Mesa's share of the cameras for the Spring Street station would be approximately \$75,000. She concurred with Ms. Atkin's comment about not getting incrementally behind.

Mr. Williams stated the one of the Board's goals when it first embarked on a light rail transit system was to have a system that was aesthetically pleasing and mechanically reliable. He also spoke about transit making communities more livable and becoming a way of life and the importance of helping people realize how key transit is to making that happen.

Mr. Jablonski thanked SANDAG and Kim York for assistance with the formulation of the CIP.

Public Comments

Clive Richard: Mr. Richard expressed his support of MTS's CIP and his hope that legislators will see that this program plays a key role in keeping the MTS system in good working order. He stated that it is important to move forward with this program in a timely manner.

Mr. Monroe offered congratulations to Mr. Richard regarding his recent selection to serve on the Citizens Advisory Committee, which will advise SANDAG's Transportation Committee and the Regional Planning Committee. He stated that over 100 people applied, and Mr. Richard was one of 26 selected because of his interest, his comments at board meetings, and his demeanor.

Action Taken

Mr. Emery moved to (1) approve the FY 06 Capital Improvement Program; (2) recommend that the San Diego Association of Governments Board of Directors approve the submittal of federal Sections 5307 and 5309 applications for the MTS FY 06 CIP as shown in Attachment A of the agenda item; (3) recommend that the SANDAG Board of Directors approve the transfer of \$11,483,000 from the indicated projects to the FY 06 CIP; and (4) recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program in accordance with the FY 06 CIP recommendation. Mr. Rindone seconded the motion, and the vote was 14 to 0 in favor.

31. MTS: Unified Salary Range Schedule for MTS, SDTC, and SDTI (ADM 150.3, PC 30100)

Mr. Jablonski stated that he had set two specific initiatives for Human Resources as the three agencies were being blended – the blending of three different benefit packages and three different salary structures for employees of the three agencies. He stated that achieving a unified benefit structure is the larger and more complex of the two tasks and that will be brought to the Board when a plan has been developed. He stated that this particular agenda item proposes a unified salary structure.

Mr. Jeff Stumbo, Director of Resources and Labor Relations, reported that this study was also pursued at the direction of the Board as part of the reorganization process for the three agencies. He reviewed the goals of the salary study and the methodology used to determine the proposed ranges. He added that in order to be more closely aligned with SANDAG and achieve cross-agency parity, MTS used SANDAG's salary ranges as the rough basis for its salary ranges.

Mr. Rindone complimented staff on the report and reinforced the statement made in staff's report that no employee will be negatively impacted by these changes. He also stated that this structure will be refined over the next few years. In response to a comment from Ms. Sterling, Mr. Stumbo stated that the placement of positions within salary ranges was based on comparative data yielded by the salary survey. He further pointed out that the tops of salary ranges are adjusted annually based on changes in cost of living.

Mr. Rindone moved to approve the unified Metropolitan Transit System (MTS) Salary Range Schedule (Attachment A of the agenda item).

Mr. Young stated that there may be a perception that the top ranges in the structure were increased more dramatically than the lower ranges. Mr. Stumbo pointed out that Range Nos. 1, 2, and 3 reflect entry-level positions, a level from which promotions are usually made before incumbents reach the tops of their ranges. Mr. Jablonski briefly discussed the positions in each of these three ranges and then added that the placement of the positions within these three ranges is substantiated by the job market. In response to a comment by Mr. Lewis, Mr. Stumbo stated that the budget is not impacted by this action; the action is simply to adjust salary ranges, not actual salaries. Mr. Young stated that he could not support the recommended action because of the perception that the lower ranges have not been treated in the same way as the upper ranges.

Mr. Jablonski stated that staff was directed by the Executive Committee to develop a salary structure that would blend the position titles and various salary ranges being used at the three separate entities into one structure. He stated that this structure was developed using a validation process that considered market conditions within the transit industry and the San Diego community as well as within SANDAG. Ms. Lorenzen stated that the Board's oversight of this process is part of MTS's enabling legislation. Ms. Stumbo stated that the transit agencies that were surveyed were selected because they were similar to MTS in size and type of operation. He added that less weight was given to the data received from firms outside San Diego County.

Mr. Young moved to retain the former salary ranges for Range Nos. 1, 2, and 3. Mr. Lewis seconded that motion. Mr. Monroe stated that he would not support this motion

because to do so would actually decrease the top of proposed Range No. 2. He stated that staff had done a good job with this task, and the Board needed to recognize that careers are fluid. Mr. Roberts stated that these are simply salary ranges, not actually salaries of incumbents. He stated that any inequities could be addressed in the future.

Action Taken

Mr. Roberts moved to approve the unified MTS Salary Range Schedule as outlined in Attachment A of the agenda item, except for the bottom of Range Nos. 1 and 2, which will be \$23,670 and \$27,539, respectively. Mr. Clabby seconded the motion, and the vote was 14 to 0 in favor.

REPORT ITEMS

45. MTS: November Monthly Performance Indicators
(OPS 920.1, 960.5, 970.5, PC 30101, 102, 103)

Mr. Conan Cheung, Director of Planning, reviewed the MTS November 2004 Monthly Performance Indicators. He reported that this is staff's first attempt at developing a consolidated MTS monthly operations report. He stated that each agency previously had its own reporting format and its own methodology for collecting data. He stated that the current report will focus on system-wide and service-type performance. He added that staff will continue to refine this report. Mr. Cheung reported that performance indicators will evaluate service effectiveness, reliability, quality and cost efficiency. He reviewed the results for system ridership, ridership by fare type, passengers per revenue hour, on-time performance, missed trips, mean distance between failures, customer complaints, and collision accidents.

In response to a question from Mr. Lewis, Mr. Cheung reported that pass sales revenues are supposed to be reconciled, bundled, and submitted to SANDAG by vendors no later than 45 days after the end of the month. He added that the operators that receive a portion of this revenue must submit ridership numbers so SANDAG can apportion the proper amount of the revenues back to the operators. Mr. Lewis stated that vendors should only have two weeks to submit their revenues in order to speed up the process. Mr. Jablonski stated that the length of the current process not only impacts the calculation of performance indicators but also has an impact in MTS's financial results. He stated the staff is currently looking for ways to streamline this process or develop a new process that is quicker. He pointed out that MTS has 250 different locations that sell passes. He also pointed out that the vendors have a financial incentive for reporting their results quickly.

Mr. Monroe stated that comparisons between one month and the same month the previous year is meaningless. He stated that he was most interested in what happened between the two time periods. Ms. Rose stated that she could not identify from the information presented whether MTS was doing well or not in the category of missed trips. Mr. Cheung thanked Mr. Monroe for his comments and stated that charts in staff's report do include that information, and he possibly chose the wrong charts to present during his verbal report to the Board. Mr. Cheung explained the different types of analysis his planning staff is doing. Mr. Jablonski stated that the effort to date to develop this report has been substantial, and the report will go through refinements along the way. Mr. Jablonski stated that he would like to track performance against

MTS's goals in these areas as well. He added that goals are formulated toward achieving continuous improvement. Mr. Roberts stated that Mr. Monroe's statements had validity. He added that he felt staff was moving in the right direction with Mr. Monroe's help. He stated that reliable data is key to making decisions.

Ms. Sterling expressed concern over the number of ADA-related complaints. Ms. Hafner explained that most of the complaints were about the advance-reservation element of MTS's service. Mr. Jablonski pointed out that the number of complaints represents 0.4 percent of ADA ridership, which is very low. Mr. Morrison stated that the Board can anticipate an increase in all complaints, a political inevitability, when MTS begins to right-size its service.

Action Taken

Mr. Roberts moved to receive the report on MTS operators' performance for the month of November 2004. Mr. Morrison seconded the motion, and the vote was 11 to 0 in favor.

46. MTS: Operators Budget Status Report for November 05 (FIN 310, PC 30100)

Mr. Tom Lynch, Controller reviewed the Operators Budget Status Report for November 05. He reviewed the Net Operating Subsidy Variance Summary, Transit Operators Net Subsidy and Other Expenditures, Comparisons to Budget, and Energy Impact on Operations. In response to a question from Ms. Rose, Mr. Jablonski stated that MTS traditionally submits a budget amendment to the Board for approval in February, and the amendment that will be on the Board agenda for February 24, 2005, will most likely show an adjustment to fuel costs. He added that the new Budget Development Committee will be involved in this process.

Action Taken

Mr. Emery moved to receive the MTS Operators Budget Status Report for November FY 05. Mr. Rindone seconded the motion, and the vote was 10 to 0 in favor.

48. MTS: Rock 'N' Roll Marathon Race Status Update (OPS 970.2, PC 30102)
(Taken Out of Order)

Mr. Tereschuck provided the Board with a brief overview of the problems that occurred with the race course for the Rock 'N' Roll Marathon in past years. He stated that, as directed by the Board after the 2004 race, staff has worked with Elite Racing to identify a new race course for 2005 that would eliminate the difficulties at Friars Road and Napa Street. Maps of the previous race course and the proposed course were distributed to Board members. Mr. Tom Doogan, Event Coordinator, reviewed problems that the new course would cause for both bus and trolley routes and reviewed possible mitigation efforts for trolley. He reported that staff will continue to discuss routing issues with various City of San Diego departments and Elite Racing, and will continue work to refine the route mitigation plan.

Ms. Rose congratulated staff on the new race course. Ms. Rose asked why ridership is so high on the Blue Line so early in the morning. Mr. Doogan stated that hotel workers, as well as workers traveling to shopping centers via C Street, Old Town, and Mission

Valley account for most of the ridership on this route in the early morning. Staff assured Mr. Monroe that Elite Racing covers the additional cost that is incurred as a result of this race but added that an estimate for this year's race has not yet been calculated.

Action Taken

Mr. Emery moved to receive this report for information. Mr. Roberts seconded the motion, and the vote was 9 to 0 in favor.

47. MTS: Comprehensive Operational Analysis: Project Update (ADM 121.10, PC 20484)

Mr. Cheung reported that Planning Department staff is currently in the process of collecting and analyzing data in order to identify early efficiencies. He stated that the concepts and standards of the COA will be shared with the Blue Ribbon Committee (BRC) and the Citizens Advisory Committee (CAC) in March. He reported that most of the individuals invited to serve on these committees are agreeing to participate. He also provided a brief overview of other activities that are occurring as part of the COA process.

Action Taken

Mr. Emery moved to receive this status report on the COA. Ms. Rose seconded the motion, and the vote was 8 to 0 in favor.

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

There was no Chairman's Report.

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

There was no discussion of this item.

62. Board Member Communications

There were no Board Member Communications.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, February 24, 2005, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Williams adjourned the meeting at 11:55 a.m.

Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachment: A. Roll Call Sheet

[gail.williams/minutes](#)