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Agenda

JOINT MEETING OF THE BOARD OF DIRECTORS

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

April 10, 2008

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 five working days prior to the meeting to ensure availability. Assistive Listening Devices (ADLs) 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 - March 27, 2008, Joint Meeting with SDCRAA
Approval of Minutes - March 27, 2008, MTS Board Meeting Minutes 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 turn off cell phones and pagers
during the meeting



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

CONSENT ITEMS

- | | | |
|----|---|---------|
| 6. | <u>MTS: Proposed Amendments to Board Policy No. 25 (Equal Employment Opportunity Program for Employees and Contractors)</u>
Action would approve the proposed revisions to Board Policy No. 25. | Approve |
| 7. | <u>MTS: Investment Report</u>
Action would receive a report for information. | Receive |
| 8. | <u>MTS: Office of Homeland Security Grant Applications</u>
Action would approve Resolution No. 08-5 authorizing the CEO to submit applications for fiscal year 2007-2008 California Transit Security Grant Program--State Transit Assistance Agencies funding. | Approve |

CLOSED SESSION

- | | | |
|-----|--|-----------------|
| 24. | a. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a): <u>Balfour Beatty/Ortiz v. Metropolitan Transit System</u> (Superior Court Case No. GIC 868963) | Possible Action |
| | b. SDTC: CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6
Agency-Designated Representative - Jeff Stumbo
Employee Organizations - International Brotherhood of Electrical Workers 465 and Amalgamated Transit Union Local 1309 | Possible Action |
| | c. MTS: CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION SIGNIFICANT EXPOSURE TO LITIGATION Pursuant to California Government Code section 54956.9(a)
<u>Case Names Unspecified (Disclosure Would Jeopardize Negotiations)</u> | Possible Action |
| | d. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a) <u>MTDB v. RV Communities</u> (California Supreme Court Case No. S133786) | Possible Action |

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- | | | |
|-----|---|-----------------|
| 30. | <u>MTS: El Cajon Transit Center Building</u>
Action would direct the CEO to: (1) take steps to demolish the building at the East County Transit Center using funds in Capital Improvement Program (CIP) 11217 (Blue and Orange Line Station Improvements) and negotiate a relocation of the existing tenants; (2) work with the City of El Cajon Redevelopment Agency to aggressively pursue a joint development agreement for the site; and (3) work with the master concessionaire to retain a mobile food establishment at the site after demolition. | Possible Action |
|-----|---|-----------------|

- | | | |
|-----|--|---------|
| 31. | <u>MTS: Mission Valley East Light Rail Transit Project - Budget Transfer and Construction Management Contract Amendment</u> | Approve |
| | Action would authorize the CEO to: (1) transfer funds from the Mission Valley East Light Rail Transit (MVE LRT) Project Reserve (10426-4500) into line item to fund additional claims support work and eliminate negative line item balances; (2) transfer funds from the MVE LRT Project Reserve funds into the project revenue (funding) to fully fund the approved project budget; and (3) execute Contract Amendment No. 48 to MTS Doc. No. L6343.0-01 with Washington Group International, Inc. (WGI) for claims support services on the MVE LRT Project and extend those services through December 31, 2008. | |
| 32. | <u>MTS: Procurement of 26 Low-Floor Compressed Natural Gas Transit Buses</u> | Approve |
| | Action would authorize the CEO to execute a Standard Procurement Agreement to purchase 26 60-foot heavy duty, low-floor, compressed natural gas (CNG) transit buses through the Los Angeles County Metropolitan Transportation Authority of Los Angeles (LAMTA) (Contract No. OP33200646). The resulting contract would be with North American Bus Industries (NABI), Inc., contingent upon the successful completion of a preaward audit. | |

REPORT ITEMS

- | | | |
|-----|--|-------------|
| 45. | <u>MTS: Padres Promotions and MTS Tuesdays at PETCO Park</u> | Receive |
| | Action would receive a report for information. | |
| 46. | <u>MTS: San Ysidro Border Reconfiguration Project</u> | Receive |
| | Action would receive a report on the United States General Services Administration's (GSA's) Border Reconfiguration Project. | |
| 47. | <u>MTS: San Diego International Airport Master Planning Update</u> | Receive |
| | Action would receive a report on the status of the San Diego International Airport's (SDIA's) planning efforts. | |
| 48. | <u>MTS: C Street Master Plan Update</u> | Receive |
| | Action would receive a report on the status of the C Street Master Plan. | |
| 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> April 24, 2008 | |
| 66. | <u>Adjournment</u> | |

DRAFT

JOINT MEETING OF THE BOARDS OF DIRECTORS FOR THE METROPOLITAN TRANSIT SYSTEM (MTS) AND THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY (SDCRAA)

March 27 2008

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

Chairman Mathis called the meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached. San Diego County Regional Airport Authority Board members present were Chairman Alan Bersin, Bruce Boland, Jim Desmond, Jack Miller, Jim Panknin, Bob Watkins, and Tony Young.

2. San Diego International Airport Transit Plan and Proposed Airport Development

Chairman (MTS) Mathis stated that he was pleased to have the opportunity for the two boards to come together to discuss a matter vital to the Board – the effectiveness of the airport to meet the needs of the public as well as the ability of the transit that serves that airport to meet the needs of the public. He had each Board member introduce themselves.

Chairman Bersin stated that Authority Board members Charlene Zettel and Ramona Finilla were unable to attend the meeting. He stated that the Authority also has two ex officio members from the state, Pedro Orso-Delgado from CALTRANS and Ann Sheehan from the Department of Finance. He then introduced the President & CEO of the Authority, Thella Bowens, and General Counsel Bret Lobner. He reported that the Authority has recently entered into a Memorandum of Agreement (MOA) with SANDAG, which is pending approval by the San Diego City Council. He stated that this represents a compromise among those agencies having involvement in Phase I (terminal development) of the Airport Master Plan in which there were certain differences of opinion about the legal standard to be applied under California Environmental Quality Act (CEQA). He added that the agencies decided they could continue to disagree about the legal standard under CEQA but, since there is a lag time between the certification of the Environment Impact Report (EIR) and the breaking of ground on any project, answers could be sought during that time for some of the long-term issues related to building out the airport on the north side. He said that answers should also be sought on how to integrate the airport and its ground transportation into a broader vision of regional ground transportation and how to relieve traffic on the main arteries of downtown San Diego. Chairman Bersin stated that he hoped the Boards could give direction jointly to staff to bring MTS into the planning process and stated that the Authority recently approved \$4.5 million to support this collaborative planning project. He stated that the Authority is hoping to be able to take a regional approach to these matters, and MTS needs to be a part of that discussion.

Chairman Bersin also stated that the Authority's Board has already approved an Airport Transit Plan developed, in part in concert between airport, MTS, SANDAG and other staffs. He stated that it is pending and, in light of this long-term planning effort going on, the Authority understands if the MTS Board wants to wait on some of the long-term matters such as

relocating trolley stops, building new trolley stops, etc. He stated that the Authority believes there are some short-term matters (Tiers I and II) that staff can bring back to the Boards that could represent the first actions realized as a result of the collaborative planning effort. He recapped the three parts of the presentation that Authority staff would be making and reported that the Multimodal Transportation Plan is really the subject matter of the multiagency planning effort. He stated that the objective of the plan is to pull together rail, auto, and trolley transportation for coming in and out of the airport but also to enhance regional transportation as a whole and improve downtown transportation.

Mr. Keith Wilschetz, Director of Airport Planning, reviewed the Authority's proposed Terminal Development Plan. He discussed the current level of activity at the airport and the need to expand the airport in order to meet demand. He reviewed the layout of the airport and proposed expansion projects. He also briefly discussed land and ground transportation uses as well as the possibility of intermodal transit centers.

Mr. Wilschetz then reviewed the Multimodal Transportation Plan. He reviewed project elements, project work flow, and development of the multimodal concept, for which they will need assistance from MTS. He stated that there are three advisory committees that are involved with the community input element of the project – the Executive Regional Steering Committee, the Technical Committee, and the Airport advisory Committee.

Mr. Ted Anasis, Manager of Airport Planning, provided information on the members of the Airport Transit Roadway Committee, the work completed by that committee to date, and the committee's recommendations to date. He also provided an outline of the Airport Transit Study and the plan timeline. He briefly reviewed issues with the existing transit service to the airport and the difficulties that passengers making multiple mode changes while traveling with luggage would experience. He reviewed recommended improvements to existing service, including the turning on of next-bus signs, which were installed in 2004. He also reviewed existing route changes and new bus routes that are being discussed and detailed the concept of Fly Away Locations. He stated that the Authority would ultimately like to see a trolley connection to the airport.

Chairman Bersin requested that MTS appoint some of its Board members to the Executive Regional Steering Committee. Chairman Bersin stated that most projects consist of endless planning and very little action. He suggested that staffs could work together to identify short-term transit improvements and get them implemented, thereby setting the example for a collaborative planning process.

Mr. Ewin expressed concern about how these things are going to be funded. Chairman Bersin suggested that the project be designed first and then funding could be pursued. He stated that Ms. Bowens has met with the Federal Aviation Administration (FAA) about what measures could be funded through airport funding. Ms. Bowens stated that the FAA expressed an interest in seeing the plan in more detail and that information has been submitted to them. She stated that she is unsure when a response will be received from the FAA.

In response to a question from Mr. Monroe, Mr. Jablonski stated that the necessary software that is part of the Automated Vehicle Locator portion of the new radio system needs to be installed before next-bus signs can be activated. In response to a question regarding the parking garage, Chairman Bersin stated that the construction of a parking garage is still in question. Mr. Monroe stated that SANDAG does not feel it should be involved in airport planning and that he disagrees with that approach, especially as it relates to land issues

associated with the property currently owned by the Marine Corp Recruiting Depot. Chairman Bersin stated that Admiral Boland, who sits on the Authority board, as well as Marine Commanding Officer Chris Connor, who will be sworn in shortly an ex officio member of the Authority Board, can help with military-related issues. Mr. Young briefly discussed the importance of the Board's role as a policy-making body, which facilitates the completion of work related to the planning process. He also stated that it is critical that adequate capacity be in place at the airport. Mr. Rindone discussed the importance of having an easy-access public transportation system to the airport. He stated that the top priority for transit patrons is easy access followed by adequate frequency of service. He stated that the presence of these two elements plays a very important role when people are making decisions about transportation options. He also felt that buses should have access to the parking garage. Mr. Wilschetz stated that that could certainly be considered. Mr. Rindone added that the other issue that will be important when airport patrons select transportation modes will be how often they have to handle their luggage.

Mr. Watkins expressed his appreciation for Mr. Rindone's comments regarding easy access and the handling of luggage. He requested that MTS staff give the Airport Authority Board an idea of what it would cost to bring rail directly to the airport – not as a 20-year project but as a 5-year project.

Chairman Bersin (1) directed staff to discuss the most efficient way for MTS to participate in the planning process and how to become a party to the MOA; (2) requested that MTS assign some of its Board members to the Executive Regional Steering Committee; and (3) directed staff at both agencies to bring back the following to the Board by June 30, 2008: Measures in Tier I and II that could be implemented, a cost analysis, and a potential funding plan.

Public Comment

Clive Richard: Mr. Richard stated that the concept of light rail access to the airport was first raised by Senator James Mills, who was the MTS Board's Chairman at one time.

Action Taken

Mr. Young moved that the MTS and San Diego County Regional Airport Authority Boards of Directors receive a report on the: (1) Airport Transit Plan; (2) Terminal Development Program; and (3) Lindbergh Multimodal Transportation Plan. Mr. Ewin moved to second the motion, and the vote was 18 to 1 in favor, with Mr. Faulconer casting the dissenting vote.

3. Board Member Communications and Other Business

There were no board member communications or other business.

4. Public Comment

There were no public comments under this section of the agenda.

5. Adjournment

Chairman Mathis adjourned the meeting at 10:34 a.m.

Chairperson
San Diego Metropolitan Transit System

Chairman
San Diego County Regional Airport
Authority Board

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. MTS Roll Call Sheet

[gail.williams/minutes](#)

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
JOINT MEETING WITH SAN DIEGO REGIONAL AIRPORT AUTHORITY
ROLL CALL**

MEETING OF (DATE): 3/27/08

CALL TO ORDER (TIME): 9:03 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 10:34 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
LEWIS	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Downey) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (McCann) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
ZARATE	<input type="checkbox"/> (Parra) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

DRAFT

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

March 27 2008

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

Chairman Mathis called the meeting to order at 10:45 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 March 13, 2008, Board of Directors meeting. Mr. Clabby seconded the motion, and the vote was 12 to 0 in favor.

3. Public Comment

Steve Alcove, President of Amalgamated Transit Union, Local 1309: Mr. Alcove stated that labor negotiations present an opportunity to move forward toward stable working conditions that both MTS and its employees can live with. He added that Local 1309 is well aware of MTS's funding problems. He also stated that MTS has presented a long list of "take aways" that regress 50 years of negotiated protection in working conditions. He stated that "take aways" are items with no financial impact. He also stated that the company can't buy the loyalty of its employees – it must be earned. He stated that bus operators work long hours and sometimes have short breaks at terminals and no rest room facilities. He stated that drivers are also concerned about their security during times when they are dealing with difficult passengers and added that operators need MTS's understanding and protection. He added that security cameras don't work and stated that morale is at the lowest it's been for 35 years. He stated that good working conditions are more important than money in retaining operators. He stated that MTS should take care of its loyal, long-term employees and also take care of its younger drivers so they can become loyal, long-term employees. He stated that this is about doing the right thing. He reminded the Board that these employees are constituents and taxpayers.

Lorenzo Cason: Mr. Cason was not present to speak.

Clive Richard: Mr. Richard passed.

Maurice W. Ring: Mr. Ring was not present to speak.

Jerry Kleiboeker: Mr. Kleiboeker declined to speak.

Robert Artzer: Mr. Artzer was not present to speak.

Chairman Mathis stated that he was sorry for the delay in reaching this point in the agenda. He stated that operators are valued employees and that MTS is just as anxious to reach an amicable agreement as the union is.

James Fouts: Mr. Fouts stated that customer service is about respect and dignity. He stated that the contract offer that was presented by MTS to Local 1309 showed no respect for operators and was completely undignified. He talked about the amount of money MTS spends on training and how long it takes for operators to advance through their wage progression. He also briefly discussed how expensive it is to live in San Diego at these wage rates. He made a suggestion he felt would prevent the company from having to mandate overtime for operators. He suggested that the operator wage progression be based on hours (including overtime hours) instead of months and years of service. He felt that this would allow operators to progress more quickly through their wage progression, and the company would be able to get enough operators to work overtime without mandating it.

David Lollis: Mr. Lollis stated that he is making only \$10.87 per hour and is having difficulty making ends meet.

Damain Zaldivar: Mr. Zaldivar talked about how important it is to have operators unstressed and rested when they are driving buses carrying seniors as well as young women with babies. He stated that many people depend on this service and added that the bus operator job is not easy. He stated that operators and management need to come to an agreement.

Mr. Paul Jablonski, MTS CEO, thanked the employees who came to the Board meeting on their own time. He stated that, as a former driver, he knows how difficult being an operator can be. He added that MTS has never unappreciated their work but added that he couldn't discuss negotiation issues. He felt confident that the company and the union can reach an agreement and added that it is important that meetings be held to do so.

4. **MTS: Creation of an Ad Hoc Safety Committee**

Chairman Mathis reminded Board members that the formation of this committee was suggested during the March 13, 2008, Board meeting and reported that the committee cannot have more than seven members in order to avoid having a quorum of the Board. He stated that the first meeting of this committee will be an organizational meeting. Chairman Mathis requested nominations from the floor.

Action Taken

Mr. Young nominated Mr. Ewin, Mr. McLean nominated Mr. Young, Mr. Rindone nominated Chairman Mathis, Mr. Ewin nominated Mr. Clabby, and Mr. Cox nominated Mr. Monroe.

The votes on these nominations were as follows:

Mr. Ewin: 12 to 0, with Mr. Ewin abstaining
Mr. Young, 12 to 0, with Mr. Young abstaining
Chairman Mathis, 12 to 0, with Chairman Mathis abstaining
Mr. Clabby, 12 to 0, with Mr. Clabby abstaining
Mr. Monroe, 12 to 0, with Mr. Monroe abstaining

CONSENT ITEMS:

Public Comment

Clive Richard: Mr. Richard requested the Board-Only attachment for Consent Agenda Item No. 11. He stated that access to this document is granted to the public by the Brown Act, Section 54957.5.

6. MTS: Mincom Annual Software Support Maintenance – Contract Amendment (ADM 130)

Recommend that the Board of Directors authorize the CEO to enter into a contract amendment (MTS Doc. No. G0740.7-01 – Attachment A of the agenda item) with Mincom Inc. for annual software support maintenance for the Ellipse financial system package.

7. MTS: Investment Report (FIN 300)

Recommend that the Board of Directors receive a report for information.

8. MTS: Light Rail Vehicle Paint and Body Rehabilitation Services – Work Order (CIP 11142, 11165)

Recommend that the Board of Directors (1) authorize the CEO to issue Work Order No. 08-01 (Attachment A of the agenda item) to MTS Doc. No. L0744.1-06 for Carlos Guzman, Inc. for additional light rail vehicle (LRV) paint and body rehabilitation services; and (2) approve the transfer of \$160,000 from Miscellaneous Capital Improvement Program (CIP) No. 11142 to LRV Paint and Body Rehabilitation Services CIP 11165 (Attachment B of the agenda item).

9. MTS: San Diego Transit Corporation Quality Assurance Audit Report (LEG 492)

Recommend that the Board of Directors receive the San Diego Transit Corporation Quality Assurance Audit Report for information.

10. MTS: Property Insurance Renewal (LEG 491)

Recommend that the Board of Directors authorize the CEO to renew the property insurance coverage for MTS, SDTC, and SDTI with the California State Association of Counties (CSAC) Property Insurance Program, effective March 31, 2008, through March 31, 2009, with a basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels.

11. MTS: Audit Report on Contract Services (LEG 492)

Recommend that the Board of Directors receive a report for information.

12. MTS: Substation Transformer Rewind Services – Contract Amendment (LEG 492)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. PWL.100.1-08 (Attachment A of the agenda item) with Siemens Energy and Automation, Inc. to provide Front street substation transformer rewind service.

13. MTS: Mission Valley East Light Rail Transit Project – Budget Transfer and Construction Management Contract Amendment (CIP 10426.12)

Recommend that the Board of Directors authorize the CEO to: (1) transfer \$705,000 from the Mission Valley East Light Rail Transit (MVE LRT) Project Reserve (10426-4500) into the line items shown in Attachment A of the agenda item to fund additional claims support work and eliminate negative line-item balances; (2) transfer \$1,500,000 from the MVE LRT Project Reserve funds into the project revenue (funding) as shown in Attachment B of the agenda item to fully fund the approved project budget; and (3) execute Contract Amendment No. 48 (Attachment C of the agenda item) to MTS Doc. No. L6343.0-01 with Washington Group International, Inc. for claims support services on the MVE LRT Project and extend those services through December 31, 2008.

Action on Recommended Consent Items

Mr. Monroe stated that he did not know about the claim that was outlined within Consent Agenda item no. 13. He also objected to having such a substantial payment being recommended for approval by the Board under its Consent Agenda. Ms. Tiffany Lorenzen, MTS General Counsel, stated that a full briefing will be made in the near future and that a briefing was given in November of 2007. She stated that the approval being requested is for construction claims support for representing MTS litigation. Mr. Jim Linthicum, SANDAG Director of Engineering and Construction, stated that negotiations are going very slowly. He stated that since the briefing that was given to the Board last fall, there has been a lot of discovery and many depositions. Mr. Monroe felt that the briefing should be given prior to the Board approving this item. Chairman Mathis stated that this is being done in accordance with guidance given by the Executive Committee. It was suggested that the Board approve Contract Amendment No. 48 (item no. 3 of the recommendation), which would be approximately \$266,000 of the total.

Mr. Cox moved to pull Consent Agenda Item No. 13 from the Consent Agenda for discussion and approve Consent Agenda Items No. 6, 7, 8, 9, 10, 11, and 12. Ms. Atkins seconded the motion, and the vote was 12 to 0 in favor.

The Board briefly discussed approving a portion of staff's recommendation for this item.

Ms. Atkins moved to approve item no. 3 in staff's recommendation for this item - the execution of Contract Amendment No. 48 (Attachment C of the agenda item) to MTS Doc. No. L6343.0-01 with Washington Group International, Inc. for claims support services on the MVE LRT Project and extend those services through December 31, 2008.

Mr. Rindone stated that he was not comfortable with this approach. Ms. Lorenzen asked if the Board was willing to authorize the Executive Committee to approve the amendment and the budget transfer if the evidentiary support is substantive as far as Executive Committee members are concerned. Ms. Lorenzen pointed out that Board action on this item could not occur until April 10. In response to a question from Mr. Rindone, there was a brief discussion of the impact of delaying action on this item might cause a negative total in the line item for this project. Mr. Rindone did not feel that was a major issue. He felt that it was critical that this item be properly reviewed by the Executive Committee and the full Board.

Mr. Rindone made a substitute motion to defer Consent Agenda Item No. 13 to the Executive Committee next week, at which time the Executive Committee will review and make a

recommendation to the full Board. Mr. Monroe seconded the motion, and the vote was 12 to 0 in favor.

NOTICED PUBLIC HEARINGS:

There were no noticed public hearings.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

MTS: CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION SIGNIFICANT EXPOSURE TO LITIGATION. Pursuant to California Government Code section 54956.9(a) Case Names Unspecified (Disclosure Would Jeopardize Negotiations)

This item was deferred.

DISCUSSION ITEMS:

There were no Discussion Items.

REPORT ITEMS:

45. MTS: San Ysidro Border Reconfiguration Project (ADM 124)

This item was deferred.

46. SDTI: Chargers Football 2007 Year-End Summary (OPS 970.2)

Mr. Tom Doogan, SDTI Special Events Coordinator, reviewed various statistics and operational issues related to the provision of SDTI service during the 2007 Chargers football season. He gave an overview of the service, presented attendance and ridership statistics, ridership history, manual ticket sales history, ticket booth revenue, and ridership trends. He stated that even though the gate percentage that SDTI carried to the games was lower than the previous year, it was still the second-highest ever. Mr. Doogan also discussed procedures SDTI has implemented to prevent fans from traveling out-of-direction one station to bypass the longer westbound queue. He stated that they are now using a combination of color-coded tickets and additional security personnel at Mission San Diego Station to prevent riders from doing this.

Mr. Monroe reported that he attended a game at Qualcomm Stadium and had difficulty boarding the trolley because the trains were full. He stated that buses were also being used on that day. Mr. Doogan reported that this happens during service for Holiday Bowl games. He stated that this particular game occurs during the Trolley's peak period, and buses are therefore used to supplement trolley service.

In response to a question from Mr. Monroe, Mr. Doogan reported that the maximum wait time at Qualcomm is 22 to 24 minutes after a game. Mr. Tereschuck reported that SDTI videotapes the boarding process after games on a regular basis to monitor the wait time. He stated that customers have become more content to wait because the City of San Diego has provided a Jumbotron for boarding passengers to watch while they are waiting. He stated that the City has also provided pedestrian guides, which have improved the boarding process.

Action Taken

Mr. Emery moved to receive a report for information. Mr. Cox seconded the motion, and the vote was 11 to 0 in favor.

60. Chairman's Report

Chairman Mathis made no report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin, Chairman of the Audit Oversight Committee made no report.

62. Chief Executive Officer's Report

Mr. Jablonski advised Board members that an MTS Security Report was provided prior to the start of the meeting. He stated that this report will be provided on an ongoing basis at the request of the Board. He requested that Board members call him with any comments or questions.

63. Board Member Communications

Mr. Monroe thanked MTS staff who helped get a Coronado bus stop moved.

Mr. Ewin reported that he and La Mesa City Councilman Dave Allan recently met with Mr. Jablonski, SDTI General Manager Peter Tereschuck, and Director of Security Bill Burke to discuss crime concerns in La Mesa. He stated that Mr. Burke will be making a presentation on this topic to the La Mesa City Council on April 8.

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 is Thursday, April 10, 2008, at 9:00 a.m. in the same location.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:36 a.m.

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

gail.williams/minutes

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 3/27/08

CALL TO ORDER (TIME): 10:45 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:36 a.m.

BOARD MEMBER		(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>	
CLABBY	<input checked="" type="checkbox"/>	(Selby)	<input type="checkbox"/>	
EMERY	<input checked="" type="checkbox"/>	(Cafagna)	<input type="checkbox"/>	
EWIN	<input checked="" type="checkbox"/>	(Allan)	<input type="checkbox"/>	
FAULCONER	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>	11:15 a.m. during AI 46
LEWIS	<input checked="" type="checkbox"/>	(Hanson-Cox)	<input type="checkbox"/>	
MAIENSCHIN	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>	
MATHIS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	
MCLEAN	<input checked="" type="checkbox"/>	(Bragg)	<input type="checkbox"/>	
MONROE	<input checked="" type="checkbox"/>	(Downey)	<input type="checkbox"/>	
RINDONE	<input checked="" type="checkbox"/>	(McCann)	<input type="checkbox"/>	
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>	
RYAN	<input type="checkbox"/>	(B. Jones)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>	11:03 a.m. during Consent Agenda
ZARATE	<input type="checkbox"/>	(Parra)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL



Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
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619.231.1466 FAX 619.234.3407

Agenda

Item No. 6

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

ADM 110.2

April 10, 2008

SUBJECT:

MTS: PROPOSED AMENDMENTS TO BOARD POLICY NO. 25 (EQUAL
EMPLOYMENT OPPORTUNITY PROGRAM FOR EMPLOYEES AND
CONTRACTORS)

RECOMMENDATION:

That the Board approve the proposed revisions (Attachment A) to Board Policy No. 25.

Budget Impact

None.

DISCUSSION:

In late February of 2008, representatives for the Federal Transit Administration (FTA) were on-site to conduct a detailed audit of the MTS Equal Employment Opportunity (EEO) Program. The overall results of the audit were very positive. During the process, staff was directed by the FTA to make modifications to its existing EEO Policy so that it accurately reflected the assigned staff persons and complied with Executive Order 11246.

Attachment A is a copy of MTS Policy No. 25 "Equal Employment Opportunity Program for Employees and Contractors" with proposed changes. Staff is requesting Board approval of the revised policy so it can be transmitted to the FTA for its final review.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jeff Stumbo, 619.557.4509, Jeff.Stumbo@sdmts.com

APRIL10-08 EEOPOLICY TLOREN.doc

Attachment: A. Proposed Revisions to Policy No. 25



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.



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Policies and Procedures

No. 25

SUBJECT:

Board Approval: 2/26/044/10/08

EQUAL EMPLOYMENT OPPORTUNITY PROGRAM FOR EMPLOYEES AND CONTRACTORS

PURPOSE:

To establish a policy of equal opportunity employment ~~achieved and maintained through affirmative action.~~

BACKGROUND:

Federal regulations require the adoption of an approved Equal Employment Opportunity (EEO) program as a condition of receipt of federal funds.

The MTS EEO Program requires the annual setting of goals and contains monitoring and reporting requirements relative to attainment of those goals. It sets forth public dissemination procedures, recruiting, selecting and hiring procedures, and grievance procedures. In addition, it incorporates an EEO Program for the employees of MTS's contractors. The program is revised ~~triennially~~annually. The full plan is on file with the Clerk of the Board.

POLICY:

- 25.1 It is the policy of the San Diego Metropolitan Transit System, hereinafter "MTS," its subsidiaries, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and its contractors to recruit, hire, train, and promote all applicants and employees in accordance with Title VII of the Civil Rights Act of 1964, as amended. MTS will ensure that recruiting, selecting, hiring, and promoting procedures do not adversely affect the employment of persons protected by Title VII and, in addition, that all MTS, SDTC, and SDTI hiring and promoting criteria, requirements, and tests are job-related. ~~Within reason,~~ MTS will adhere to the affirmative action provisions of Executive Order 11246, the Equal Employment Opportunity Commission (EEOC) guidelines, and all other applicable standards ~~for affirmative action,~~ taking into



account the present size and expected growth of the three agencies and consistent with California and federal law.

- 25.2 It is the policy of MTS, SDTC, and SDTI to assure that discrimination based on race, color, religion, ancestry, national origin, gender, age (over 40 years), marital status, medical condition (cured or rehabilitated cancer), or physical handicap (including AIDS) does not occur in relationships that may exist between these organizations and any employee or applicant for employment. Such relationships may be defined as, but not limited to, recruitment, hiring, promotion, compensation, benefits, terminations, transfers, layoffs, recalls, company-sponsored training, education, and social and recreational programs. Goals and timetables with specific measurement and evaluation factors will be established to help measure management's progress with remedying discrimination.
- 25.3 The responsibility for the implementation of the EEO Program is assigned to the General Counsel~~Director of Human Resources and Labor Relations~~. All management personnel within MTS, SDTC, and SDTI are expected to support and implement the EEO Program in performance of their job duties and responsibilities. Any employee or applicant who feels they have been discriminated against has the right to file a complaint alleging discrimination with the Director of Human Resources Manager and Labor Relations. If the Director of Human Resources and Labor Relations is involved in the complaint, the complaint should be filed with and will be processed by the General Counsel.
- 25.4 In the development and implementation of their employment and promotional policies, MTS, SDTC, and SDTI will base decisions solely on the individual's qualifications (merit) and the feasibility of any necessary job accommodations.

PROCEDURES:

An outline of basic procedures included in the Program is as follows:

Annual

- Director of Human Resources and Labor Relations~~General Counsel~~ will conduct utilization study to determine needs and set goals to eliminate underutilization.
- Chief Executive Officer will set~~approve~~ goals to correct any under-representation.
- ~~Contracts Specialist~~Manager of Human Resources will update lists of women's and minority media, community organizations, and college minority placement offices.
- Director of Human Resources and Labor Relations~~Chief Executive Officer~~ will communicate Program to all employees.
- Various aspects of Program will be featured from time to time in MTS publications.
- Briefings will be held with various minority and women's underrepresented groups.

Reports

- ~~Prior to each hiring, Human Resources Manager will make a report to the Chief Executive Officer identifying any underutilization for the corresponding position.~~

- At the beginning of each fiscal year, the MTS Board of Directors will review an EEO report for the preceding year. The report will include employment results, review of EEO goals, and an EEO summary for each organization (MTS, SDTC, and SDTI).

Records

- Contractors awarded construction contracts greater than \$10,000 will submit monthly Employment Utilization Reports (CC-257).
- Contractors awarded nonconstruction contracts greater than \$50,000 and with 50 or more employees will submit annual Workforce Reports.
- Director of Human Resources and Labor Relations~~Human Resources Manager~~ will maintain a record on each job applicant, each promotional opportunity, employee termination data, and referral of applicants (follow-up action and feedback on disposition of those recommended).

Posting/Notification

- EEO Policy will be posted on appropriate office bulletin boards and contained in employee handbook.
- All employment ads will contain "San Diego Metropolitan System is an Equal Opportunity Employer. ~~Women and minorities are encouraged to apply.~~"
- Required federal and state posters will be displayed in employee lounge.
- All successful contractors shall be notified of their obligations under MTS's EEO Program for contractors.

APRIL10-08 AttA EEOPOLICY TLOREN.doc
3/20/08

This original policy was adopted on 10/18/84.
Policy revised on 8/13/92.
Policy revised on 10/26/95.
Policy revised on 5/27/99.

Policy revised on 2/26/04.
Policy revised on 4/10/08



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Agenda

Item No. 7

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

FIN 300 (PC 50601)

April 10, 2008

SUBJECT:

MTS: INVESTMENT REPORT

RECOMMENDATION:

Receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A is a report of MTS investments as of February 2008. The report is broken into two columns—the first column relates to investments restricted for capital support or debt service, and the second column is the unrestricted portion.

As the schedule shows, the overwhelming bulk of investments are restricted primarily for debt service related to payments on the 1989/1990 and 1995 Lease and Leaseback transactions. The second column (unrestricted assets) shows the working capital for MTS operations for employee payroll and vendors' goods and services.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, tom.lynch@sdmts.com

APRIL10-08.7.INVESTMENT RPT.LMUSENGO.doc

Attachment: A. Investment Report



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

**San Diego Metropolitan Transit System
Investment Report
2/29/2008**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Avg. Rate of Return</u>
<u>Cash and Cash Equivalents</u>	\$ 9,086,855	34,449,848	1.30%
<u>Investments - Working Capital</u>	-	39,369,528	4.16%
<u>Cash - Restricted for Capital Support</u>	\$ 5,587,792	-	N/A
<u>Investments - Restricted for Debt Service</u>	120,581,395	-	N/A
Total Cash and Investments	\$ 135,256,042	\$ 73,819,376	

Controller: _____

Date: _____



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Agenda

Item No. 8

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

AG 210.9 (PC 50102)

April 10, 2008

SUBJECT:

MTS: OFFICE OF HOMELAND SECURITY GRANT APPLICATIONS

RECOMMENDATION:

That the Board of Directors approve Resolution No. 08-5 (Attachment A) authorizing the Chief Executive Officer (CEO) to submit applications for fiscal year 2007-2008 California Transit Security Grant Program—State Transit Assistance Agencies funding.

Budget Impact

None.

DISCUSSION:

Resolution No. 08-5 would authorize filing applications with and requesting reimbursements from the California Office of Homeland Security (OHS) and would satisfy requirements of fiscal year 2007-2008 California Transit Security Grant Program—State Transit Assistance Agencies. MTS's allocation for fiscal year 2008 is \$2,779,445; the funds would be used to enhance security at MTS trolley stations and on MTS buses.


Paul C. Jablonski
Chief Executive Officer

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

APRIL10-08.8.OHS GRANTS APPLIC.SCOONEY.doc

Attachment: A. Resolution No. 08-5



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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 08-5

Resolution Approving the Submittal of Applications and Requests for Reimbursements
for Fiscal Year 2007-2008 California Transit Security Grant Program Funding
FY 07-08 Proposition 1B-6061-002

WHEREAS, the San Diego Metropolitan Transit System (MTS) is a public entity established under the laws of the State of California for the purpose of providing transportation services in the County of San Diego who desires to apply for and obtain funding for transit security purposes.

NOW, THEREFORE, BE IT RESOLVED that the Chief Executive Officer is hereby authorized to execute any actions necessary for the purpose of obtaining state financial assistance provided by the Governor's Office of Homeland Security, FY 07-08 Proposition 1B-6061-002.

PASSED AND ADOPTED by the Board of Directors this ____ day of _____ 2008,
by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System



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Agenda

Item No. 30

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

OPS 970.4

April 10, 2008

SUBJECT:

MTS: EL CAJON TRANSIT CENTER BUILDING

RECOMMENDATION:

That the Board of Directors direct the Chief Executive Officer (CEO) to:

1. take steps to demolish the building at the East County Transit Center using funds in Capital Improvement Program (CIP) 11217 (Blue and Orange Line Station Improvements) and negotiate a relocation of the existing tenants;
2. work with the City of El Cajon Redevelopment Agency to aggressively pursue a joint development agreement for the site; and
3. work with the master concessionaire to retain a mobile food establishment at the site after demolition.

Budget Impact

The estimated cost for demolition of the structure would be \$200,000 to \$500,000 based on estimates received. \$250,000 for the facility was included in FY 2008 CIP 11217. The CEO would return to the Board for direction if these funds are not sufficient to meet the lowest bid.

Executive Committee Recommendation

At its meeting on April 3, 2008, the Executive Committee approved forwarding the above recommendations to the Board of Directors for approval.



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

DISCUSSION:

The City of El Cajon transferred the ECTC deed to MTS with assignment of lease with Greyhound Lines and El Cajon Travel, Inc. in 1989 in conjunction with the opening of trolley service to El Cajon. With this action, MTS assumed responsibility to operate and maintain the facility.

The ECTC is a 3,300-square-foot brick facility that contains two individual office areas, two storage rooms, and a utility room with exterior access. There are two interior rest room facilities for use—an interior public rest room and a secured, exterior rest room for transit employees.

At its inception, the ECTC housed a small Greyhound Bus Lines office and storage room, a designated area for a travel agent, and a large common waiting room for patrons. While Greyhound remains an active tenant in the facility, the functional use of the adjacent rooms has changed significantly. The travel agency vacated its space, and the area has since been used by MTS Transit Security. The waiting room remains intact although a concessionaire, managed by Kobey Enterprises and operated under contract to MTS, now occupies a portion of this space.

Over the years, the facility has deteriorated significantly particularly due to the significant amount of traffic. The deterioration of the building is evident in nearly every aspect of its structure and while concentrated efforts and special programs have been developed to maintain a clean and safe environment, the structure and mechanical systems have deteriorated to such a degree that daily maintenance programs are no longer adequate to sustain this as a functional facility.

Major structural and mechanical components and systems needing replacement are as follows:

1. Roof - The roof and gutters are in need of complete replacement. The existing roof is a batten seam system, which has deteriorated due to its age. Extensive rust forced the removal of the rain gutters. The roof is also compromised with rust damage and seam failure, some of which is exacerbated by the extensive pigeon population and algae from the air-conditioning units. Based on a professional evaluation of its condition, the roof is no longer capable of providing appropriate structural support to the facility.
2. Plumbing and Electrical - The plumbing and electrical utilities throughout the facility are in need of constant maintenance to sustain minimal operation. Based on the level of disrepair, maintenance of existing utilities can no longer be effectively addressed, and a complete retrofit is required. This would include the installation of new lighting fixtures (internal and external), electrical services and plumbing, and an upgrade of the lavatories (interior and exterior).
3. Heating/Air-Conditioning - The heating and air-conditioning system (HVAC) is in need of replacement. The facility is equipped with three units and corresponding ductwork, dampers, and operating components of advanced age, which are also compromised by a combination of dirt and waste from the pigeon population.

As a result of an extensive on-site assessment, some general repairs and improvements were initiated in September 2006. This effort included the following;

- Roof rain gutters have been removed (not yet replaced)
- Graffiti-etched building window panels have been replaced
- Missing and damaged floor tiles have been replaced
- Missing and damaged acoustic ceiling tiles have been replaced
- Several doors were repaired to ensure proper closure
- Several missing interior “fixed” seats were replaced
- Servicing and assessment of the HVAC system was performed
- “No Littering” and “No Feeding the Birds” signs were posted
- Repairs were made to light fixtures
- Repairs were made to various elements in the rest rooms
- Interior painting and signage improvements were made
- An enhanced maintenance and cleaning schedule was developed
- Interior lighting diffusers were installed
- A seasonal portable air-conditioning unit was rented
- Roof joint covers were secured

The annual maintenance cost to operate this facility is estimated at \$61,593. Included in this annual expense is the following:

- Janitorial services
- HVAC repairs
- Door and lock repairs
- Utilities maintenance and repair (general)
- Pest and rodent control
- Contracted general repairs
- MTS labor and supplies

Future plans for the site at the ECTC envision completed redevelopment of the MTS-owned property at which time the current building would be demolished and/or replaced. With that in mind, staff presented several alternatives to the Executive Committee on April 4 for interim action to resolve ongoing maintenance concerns.

Option No. 1 - Demolish the Facility

The building would be demolished, debris removed from the site, and the building footprint would be covered with concrete. The shelter contractor would be consulted to determine what rider amenities could be placed on the site temporarily. Cost estimates for demolition range from \$200,000 to \$500,000.

Option No. 2 - Rehabilitate the Building

Instead of demolishing the building, extensive renovations would be completed.

1. New roof structure and rain gutters
2. New HVAC system, ductwork, and components
3. Renovate existing office space

4. Replace rest room facilities and fixtures (interior and exterior)
5. Replace utilities and renovate utility room
6. Repair/replace all doors, windows and walls
7. Replace flooring and ceiling tiles
8. Replace lighting (interior and exterior)

Estimated Cost including Contingency..... \$294,850

Option No. 3 - Permanent Closure of the Facility

The building would be closed until the ECTC was redeveloped. This would require security measures to prevent potential break-ins and vandal access. While this option would necessitate an enhanced level of security personnel coverage, the Main Street Station located on the upper tier of the property has regularly assigned officers that could provide security oversight during regular patrol. Additionally, rest rooms for drivers would have to be replaced.

Estimated Cost..... \$10,000

Costs associated with the termination of the existing lease with Greyhound were not included in the estimates above. Those costs could be incurred if the building is demolished or closed.

EXECUTIVE COMMITTEE RECOMMENDATION

On April 3, 2008, the Executive Committee discussed each of these alternatives and recommends Option 1.



Paul C. Jablonski
Chief Executive Officer

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

APRIL10-08.30.ECTC.WTERRY.DOC



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Agenda

Item No. 31

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

CIP 10426.12

April 10, 2008

SUBJECT:

**MTS: MISSION VALLEY EAST LIGHT RAIL TRANSIT PROJECT - BUDGET
TRANSFER AND CONSTRUCTION MANAGEMENT CONTRACT AMENDMENT**

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

1. transfer \$705,000 from the Mission Valley East Light Rail Transit (MVE LRT) Project Reserve (10426-4500) into the line items shown in Attachment A to fund additional claims support work and eliminate negative line item balances;
2. transfer \$1,500,000 from the MVE LRT Project Reserve funds into the project revenue (funding) as shown on Attachment B to fully fund the approved project budget; and
3. execute Contract Amendment No. 48 (Attachment C) to MTS Doc. No. L6343.0-01 with Washington Group International, Inc. (WGI) for claims support services on the MVE LRT Project and extend those services through December 31, 2008.

Budget Impact

1. The approved MVE LRT Project budget would increase by \$705,000 to \$500,512,852, and specific budget line items would be revised (as shown in Attachment A). The increase would come from the Project Reserve.



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2. The approved MVE LRT Project funding plan includes \$1,500,000 in reimbursement revenue from San Diego State University (SDSU). The final agreement with SDSU for campus impacts did not include net revenue to the project. This action replaces the assumed \$1,500,000 reimbursement revenue with TransNet funding from the Project Reserve.
3. Approval of recommendations 1 and 2 above reduces the Project Reserve funding and balance to \$289,448.
4. The \$266,654 for the WGI Contract Amendment No. 48 would come from the MVE LRT Project budget line item 10426-0700 (Construction Management) leaving a balance of \$98,150.

DISCUSSION:

Budget Transfers

The proposed budget transfers would move \$705,000 from the Project Reserve into various budget line items (as shown on Attachment A).

- \$350,000 would be used to fund construction management support to defend the \$15.8 million claim by the La Mesa Segment contractor.
- \$200,000 would fund legal services for this same claim.
- \$130,000 would be transferred into the Communications Equipment line item for emergency radio and communications upgrades completed for the underground station and tunnel.
- The Start-Up line item is slightly over budget and could finish within the current approved budget once all remaining encumbrances are liquidated—for now, staff recommends transferring \$25,000 to eliminate the negative balance.

Attachment D is the Budget Transfer History for the MVE LRT Project and includes the proposed budget and funding actions.

Funding

The Project funding assumptions included \$1,500,000 in revenue for SDSU utility betterments on campus. The actual costs for the betterments were reimbursed by SDSU and credited directly against the betterment expenditures in the accounting system as part of the overall settlement agreement with SDSU. Because the reimbursement from SDSU was a credit against expenditures, the line item net remaining balance (approved budget minus net expenditure) appeared to be \$1,500,000.

On March 8, 2007, the Board approved budget changes that revised the budget to cover negative line item balances and fund ongoing construction claims defense. Part of that action moved the entire approved budget for the Betterments line item, \$1,500,000, into

other line items. Since the Betterment line items assumed revenue from SDSU and that revenue had already been credited to the project, the budget transfer should have identified another funding source for the transfer.

In order to make the Project whole, \$1.5 million needs to be transferred from the Project Reserve to the Project Funding. Since this is a funding action, the project budget is not changed, and the project revenues are balanced with the approved budget. The Project Reserve will be reduced to \$289,448. The Project Reserve is all TransNet funds.

The current and revised project revenues are shown on Attachment B.

Contract Amendment-Washington Group International (WGI)

Amendment Nos. 40 through 47 directed WGI to assist in the defense of BBO's claim against MTS (under Contract No. LRT-426.4) for the La Mesa Segment of the MVE LRT Project.

Amendment No. 48 would direct WGI to assist in the defense of the BBO lawsuit through December 31, 2008.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contacts: Dennis L. Wahl, 619.235.2635, dwa@sandag.org
Ramon A. Ruelas, 619.699.6944, rue@sandag.org
John W. Haggerty, 619.699.6937, jhag@sandag.org

APRIL10-08.32.MVE LRT BUDGET & AMD.DWAHL.doc

Attachments: A. Budget Transfer Summary
B. Revenue Transfer Summary
C. Contract Amendment No. 48
D. MVE Budget History

Attachment A
Mission Valley East Project
Budget Transfer Summary

Att. A, AI 31, 4/10/08

	Approved Budget	Revised Budget	Budget Change
Construction Management	48,900,000	49,250,000	350,000
Professional Services	7,100,000	7,300,000	200,000
Communications Equipment	290,000	420,000	130,000
Start-Up	2,400,000	2,425,000	25,000
Unchanged Line Items	441,117,852	441,117,852	0
TOTAL:	499,807,852	500,512,852	705,000

Project Reserve	2,494,448.00	289,494	-2,204,954 *
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* \$705,000 transferred for this budget increase, \$1,500,000 funding reduction by separate funding transfer.

Attachment B
Mission Valley East Project
Revenue Transfer Summary

Att. B, AI 31, 4/10/08

Description	Budgeted Revenue	Proposed Revenue	Change
Federal 5309 CA-03-0518	329,958,000	329,958,000	0
Future MVE Earmarks	0	0	0
Federal 5307 CA-90-X793-1	2,838,034	2,838,034	0
NEW CMAQ	10,000,000	10,000,000	0
Federal 5307 CA-90-X990-1	7,298,766	7,298,766	0
State TCI 11A18	31,877,000	31,877,000	0
STIP 11A41	41,318,000	41,318,000	0
TSM	387,046	387,046	0
TransNet-1	13,173,154	13,173,154	0
TransNet-2	30,000,000	30,000,000	0
TransNet-3	2,147,750	2,147,750	0
TransNet-4	20,400,000	20,400,000	0
TransNet-5	6,950,000	6,950,000	0
Insurance Settlement	1,960,102	1,960,102	0
Miscellaneous Project Revenue SDSU	1,500,000	0	-1,500,000
Transfer from Project Contingency	0	705,000	705,000
Transfer from Project Contingency	0	1,500,000	1,500,000
Total:	499,807,852	500,512,852	705,000
Project Reserve (TransNet)	2,494,448	289,448	-2,205,000

DRAFT

March 27, 2008

MTS Doc. No L6343.48-01
CIP 10426.12

Mr. Stephen Paré
Southern California Area Manager
Washington Group International, Inc.
17300 Redhill Avenue, Suite 150
Irvine, CA 92614

Dear Mr. Paré:

Subject: AMENDMENT NO. 48 TO MTS DOCUMENT NO. L6343.0-01; CONSTRUCTION
MANAGEMENT SERVICES FOR THE MISSION VALLEY EAST LRT PROJECT

This letter will serve as Amendment No. 48 to MTS Document No. L6343.0-01 for professional services, as further described below.

SCOPE OF SERVICES

Extend the construction management (CM) personnel services on the Mission Valley East Light Rail Transit (MVE LRT) Project through the end of December 2008 to assist in the development of defense to claims and lawsuits submitted by Balfour Beatty/Ortiz Enterprises, Inc., JV (BBO) on the La Mesa Segment. Costs shall not exceed those as shown on the cost proposal dated January 21, 2008. All personnel and consultants must adhere to MTS Travel Policy No. 44.

SCHEDULE

Services shall be extended through December 31, 2008.

PAYMENT

Payment shall be based on actual costs, including any fees or markups, in accordance with the WGI Workforce Report dated January 21, 2008. Per diem allowances will not be used. Actual travel costs only will be invoiced. Additional authorization is contingent upon written approval from MTS. The total value of MTS Doc. No. L6343.0-01, including this amendment, is \$46,810,771.01.

Mr. Stephen Paré
March 27, 2008
Page 2 of 2

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Stephen Paré
Washington Group International, Inc.

MARCH27-08.12.AttC.L6343.48-01.DWAHL..doc

Date: _____

cc: Jim Linthicum, Bill Prey, Dennis L. Wahl – SANDAG
Bud Jess – WGI

MISSION VALLEY EAST BUDGET TRANSFER HISTORY

Budget Transfers

WBS	Capital Line Items	Board Approval Date Board Item Number @ FFGA	43 6/8/2006 #10	44 9/14/2006 #9	45 3/8/2007 #11	46 9/13/2007 #6	47 9/27/2007 #7	48 3/18/2008	Cumulative Changes	Current Approved Budget
0100	Admin	14,900,000							4,100,000	19,000,000
0599SDSU	SDSU Utility Betterments			1,600,000						
0610	Design Tunnel	6,800,000		(1,500,000)					8,440,350	15,240,350
0618	Design Line Segment	14,500,000			190,000				13,350,000	27,850,000
0700	Construction Management	21,300,000		250,000	500,000		100,000	350,000	27,950,000	49,250,000
0800	Prof. Services	2,400,000				500,000		200,000	4,900,000	7,300,000
0900	Right of Way	31,200,000			(351,698)		(100,000)		1,498,302	32,698,302
1010	SDSU Construction*	86,500,000			(929,200)				25,000,000	111,500,000
1099	SDSU Mitigation			(250,000)	(319,000)				11,620,000	11,620,000
1018	Const. Line Segment	179,400,000							(179,400,000)	
109918GR	Const. Grantville				(200,000)				73,129,200	73,129,200
109918LM	Const. La Mesa								63,600,000	63,600,000
109918TR	Const. Track & Sys.				(1,050,000)				45,950,000	45,950,000
109910SR	SDSU Steam Line Repair				(380,102)				1,580,000	1,580,000
1300	Vehicles	30,000,000							7,850,000	37,850,000
1400	Fare Collection	1,100,000							(1,090,000)	10,000
1500	Communications	1,100,000							(680,000)	420,000
1900	Start up	2,400,000						130,000	25,000	2,425,000
3800	Contingency	31,400,000						25,000		
4000	Contaminated soils	1,000,000			40,000				(31,400,000)	
	Totals**	424,000,000				500,000		705,000	76,512,852	500,512,852
										Approved Capital Budget
										MTS Funded Budget
										1,580,000
										Steam Line Insurance
										Available Reserve
										289,448
										7,000,000
										Total Project Bdg't w
										planning & reser w/o steam
										line claim
										506,222,300

* Includes \$4,000,000 in SDSU Utility Relocations Contract
 ** Excludes 7,000,000 in planning budget
 *** \$157,802 transferred to project 11158
 **** \$705,000 to increase budget, \$1,500,000 Project Reserve Funding transferred to Project Budget.

4500	Project Reserve
20426	Planning



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Agenda

Item No. 32

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

CIP 11189

April 10, 2008

SUBJECT:

MTS: PROCUREMENT OF 26 LOW-FLOOR COMPRESSED NATURAL GAS
TRANSIT BUSES

RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute a Standard Procurement Agreement (in substantially the same format as Attachment A) to purchase 26 60-foot heavy duty, low-floor, compressed natural gas (CNG) transit buses through the Los Angeles County Metropolitan Transportation Authority of Los Angeles (LAMTA) (Contract No. OP33200646). The resulting contract would be with North American Bus Industries (NABI), Inc., contingent upon the successful completion of a preaward audit.

Budget Impact

The negotiated cost per bus is \$732,101. The total cost of the 26 buses would be \$20,480,888.22, which would include state sales tax. Funding for the buses would be allocated under fiscal years 2007, 2008, and 2009 Capital Improvement Program (CIP) No. 11189.

DISCUSSION:

MTS staff has reviewed options for the procurement of the 26 60-foot CNG-powered buses to replace MTS's current aging fleet that has become increasingly expensive to maintain. Staff considered both a solicitation of proposals from interested manufacturers and the use of purchase options through an existing outside transit agency contract.




Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

The current market for 60-foot CNG buses is extremely limited—the only manufacturer who currently builds such a bus is NABI, Inc. Because of this very limited market, staff recommends utilizing the LAMTA contract for the 60-foot heavy-duty, low-floor, CNG-powered transit buses.

The LAMTA bus is configured with bus rapid transit styling and exceeds many of MTS's requirements. Through negotiations, staff has eliminated many of the unnecessary enhancements that have resulted in a net savings of approximately \$47,500 per vehicle (see Attachment B, Pricing Summary). MTS has executed an Assignment of Option Agreement with LAMTA and NABI, Inc., to purchase 26 of the available option buses. By contract, the options must be exercised before May 26, 2008.

Pending MTS Board authorization, the contract would be executed with NABI, Inc. for the 26 buses to be built and delivered to MTS by the end of November 2008. The bus options of LAMTA Contract (No. OP33200646) were competitively bid in accordance with Federal Transit Administration procurement guidelines and regulations and found to be fair and reasonable in today's market.



Paul C. Jablonski
Chief Executive Officer

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

JGardetto/
APRIL10-08.32.CNG BUS PROCUREMENT.MCERAGIOLI.doc

Attachments: A. Draft Procurement Agreement
B. Price Summary

STANDARD PROCUREMENT AGREEMENT

CONTRACT NUMBER
CIP 11189
FILE NUMBER(S)

THIS AGREEMENT is entered into this ____ day of ____ 2008, in the state of California by and between the Metropolitan Transit System (MTS), and the following contractor, hereinafter referred to as "Contractor":

Name: North American Bus Industries, Inc. (NABI) Address: 3450 East Philadelphia Street

Form of Business: Corporation Ontario, CA 91761
(Corporation, partnership, sole proprietor, etc.)

Telephone: 909.773.0500

Authorized person to sign contracts: Joe Gibson Senior Vice President Sales and Marketing
Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

To provide 26 each 60-foot heavy-duty, low-floor, compressed natural gas (CNG) transit buses to the Metropolitan Transit System delivered to 100 16th Street, San Diego, CA, 92101, based upon assigned options of Los Angeles County Metropolitan Transportation Authority of Los Angeles (LAMTA) Contract No. OP33200646 and in accordance with MTS's Standard Procurement Agreement, including the Standard Conditions Procurement, Federal Requirements, and NABI's Revised Pricing Proposal with identified technical modifications dated March 24, 2008. If there are any inconsistencies between LAMTA Contract No. OP33200646, Standard Procurement Agreement, Standard Conditions Procurement, or Federal Requirements, the following order of precedence will govern the interpretation of this contract: (1) LAMTA Contract No. OP33200646, NABI's Revised Pricing Proposal with identified technical modifications dated March 24, 2008, and (2) Standard Procurement Agreement, including Standard Conditions Procurement and Federal Requirements. The total cost of the initial order, including California sales tax, shall not exceed \$20,480,888.22.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 50,000.00	CIP 11189	FY 07
\$ 3,709,067.00	CIP 11189	FY 08
\$ 16,721,821.22	CIP 11189	FY 09

By: _____
Chief Financial Officer Date

(____ total pages, each bearing contract number)

APRIL10-08.32.AttA.BUS PROCUREMENT AGMT.MCERAGIOLI.doc

PRICE SUMMARY**NABI 60' LOW FLOOR CNG BRT TRANSIT BUS**

Unit Price 60' Bus	26	\$ 717,748.00	\$ 18,661,448.00
7.75% California Sales Tax	26	\$ 55,625.47	\$ 1,446,262.22
ADA Equipment (nontaxable)	26	\$ 11,862.00	\$ 308,412.00
Delivery (nontaxable)	26	\$ 2,491.00	\$ 64,766.00
		Grand Total	\$ 20,480,928.22

Contract Price Comparison

LAMTA Approximate Contract Price Including Change Orders	\$ 777,174.00
MTS Negotiated Price	\$ 729,610.00
Price Differential	\$ 47,564.00

The above price comparison includes ADA equipment



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Agenda

Item No. 45

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

PC 50551

April 10, 2008

SUBJECT:

MTS: PADRES PROMOTIONS AND MTS TUESDAYS AT PETCO PARK

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

Up to \$20,000 could be incurred in direct revenue from the employee pilot program.
Possible revenue gains from "Transit Tuesdays" promotion would be monitored.

DISCUSSION:

In the effort to increase MTS ridership to PETCO Park, MTS and the San Diego Padres have established two partnerships.

1. PETCO Park Employee Pilot Program: This Pilot Program is designed to encourage PETCO Park employees to use public transportation to get to work during Padres' home games. The Pilot is being marketed to Padres employees and subcontractor employers at PETCO Park by the San Diego Padres.

The program offers employees the ability to purchase a Season Pass for \$200 or individual game-day transit tickets for \$2.50 each. These two products are good for game days only—and only during a window of three hours before and after



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

each game. A third product, a six-month senior/disabled season pass, is offered at \$96 (this represents no discount from the price of six 1-month senior/disabled passes that cost \$16 each).

To consider the program a success, MTS and the San Diego Padres have mutually agreed to a sales goal of the equivalent of 100 season-long passes. This would be equal to 8,100 tickets or about \$20,000 for the season.

2. Transit Tuesdays: For the first time in Padres history, the Padres are offering a discount on its game-day tickets for riders of MTS bus and trolley. By showing a valid bus or trolley ticket at the Padres Advanced Ticket Windows, MTS riders will receive \$6 off a Padres ticket priced \$12 or more for Tuesday games. Additionally, monthly pass holders can go to the Advanced Ticket Windows and prepurchase tickets for future Tuesday-night games thereby giving loyal MTS riders another benefit.

MTS is responsible for marketing this program. It will do so by a combination of Padres/Cox 4-in-game advertising, including outdoor and bus king advertising and first break, 15-second commercials and billboard ads, which the Padres game announcer "reads" as play resumes after an inning break.

The San Diego Padres will tabulate the number of Transit Tuesday tickets sold, and MTS will continue to monitor ridership for all Padres home games.



Paul C. Jablonski
Chief Executive Officer

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

APRIL10-08.45.PADRES.RSCHUPP.doc



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Agenda

Item No. 46

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

ADM 124

April 10, 2008

SUBJECT:

MTS: SAN YSIDRO BORDER RECONFIGURATION PROJECT

RECOMMENDATION:

That the Board of Directors receive a report on the United States General Services Administration's (GSA's) San Ysidro Border Reconfiguration Project.

Budget Impact

None.

DISCUSSION:

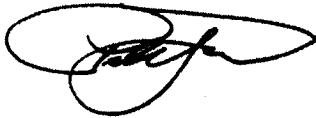
The San Ysidro Port of Entry is the busiest land port in the hemisphere. The Port of Entry currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day. The San Diego Association of Governments (SANDAG) predicts an increase in vehicle traffic at San Ysidro of up to 70% by 2030. SANDAG's recent study indicates that substantial regional economic impacts will continue to result from increasing wait times at the border. The United States Customs and Border Protection Agency determined that the existing outdated, 30-year-old facility can no longer support enforcement activities and must be expanded and reconfigured to improve passenger and vehicular processing, increase operational efficiency, provide greater officer and public safety, decrease operations and maintenance costs, and improve the traveler experience.



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The GSA has been working with stakeholders in the area to gain feedback on options for reconfiguring the crossing. MTS staff has participated in discussions with the GSA and the project's designers and provided a whitepaper that explained transit uses at the border and the potential impact the reconfiguration could have on transit users and pedestrians (Attachment A). Staff will provide a report on the proposed plan.

The GSA proposal is to phase various improvements as funding becomes available. Currently, the project has been allocated \$190 million—that allocation would be used to fund Phase 1A (Attachment B).



Paul C. Jablonski
Chief Executive Officer

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

APRIL10-08.46.SANYSIDRO.SCOONEY.doc

Attachments: A. San Ysidro Border Reconfiguration Project Whitepaper
B. GSA Design of Phase 1A



Proposed Reconfiguration of the San Ysidro Port of Entry and Regional Transit Needs

Prepared by the Staff of the San Diego Metropolitan Transit System

January, 2008

This paper was prepared to assist the United States General Services Administration (GSA) in its design of a reconfigured Port of Entry at the San Ysidro international border. MTS appreciates the GSA's active involvement of the public in the process, and looks forward to future collaboration.

Background

The Metropolitan Transit System (MTS) maintains a multi-modal transit facility/station at the San Ysidro Port of Entry (SYPOE). Light-rail (the Trolley) and local, intercity, and regional bus service is provided to this station, which is located east of Interstate-5, immediately adjacent to pedestrian Port of Entry into the United States from Mexico. MTS also provides direct local and regional bus service for those heading into Mexico on the west side of Interstate-5 on Camiones Way. Passengers using the Trolley to head into Mexico are required to use the existing pedestrian bridge that spans the width of the GSA inspection facilities to Camiones Way.

Transit rider activity at the SYPOE is substantial. On a typical day MTS carries 22,000 to 29,000 passengers to and from the border. Most of the passengers using transit at San Ysidro are originating from or destined to Mexico. The table below summarizes MTS rider activity at the border crossing.

San Ysidro Port of Entry

	Boardings	Alightings	Total
Trolley Blue Line	10,500-13,500	8,500-10,800	19,000-24,300
Route 929	755	731	1,486
Route 932	935	1,305	2,240
Total	12,200-15,200	10,500-12,800	22,700-29,000

Rider activity is high at the SYPOE because transit services are extremely convenient. According to U.S. Customs, in Fiscal Year 2006 a total of 7.26 million pedestrians passed northward at the San Ysidro border crossing. Average daily pedestrian flow ranged from approximately 20,000 to 25,000 per day. Based on these numbers it appears a large majority of pedestrians entering the United States board MTS services.

San Diego Trolley

The San Diego Trolley is a successful system and has one of the highest ridership levels among national light-rail systems. The Blue Line, which links the SYPOE to areas north, carries a large portion of MTS's system ridership and the San Ysidro Station experiences the greatest number of boardings in the system.

Currently, the Blue Line operates at capacity during peak periods and is nearing capacity during off peak periods. The Blue Line is limited in its ability to expand service because of existing infrastructure constraints. Currently, station platform lengths and rail signal spacing hinder the ability to provide more frequent service and longer trains. Seven minutes is the highest frequency that can be obtained and operated today. Train length on the Blue Line is limited to three-cars, which has a total capacity of 300 passengers because the platform at San Ysidro is shorter than the length of a four-car train.

Anticipated growth in Trolley demand at the SYPOE indicates a need for increased frequency of train service and a longer platform at San Ysidro. The following improvements would be recommended:

Longer Platforms: In order to accommodate four-car trains the station platform will need to be no less than 360 feet long. This does not include any sidewalk crossing areas for pedestrians at the end of a train, nor the train stop mechanism located at the end of the track. The current usable track and platform length is approximately 310 feet. Approximately 50 additional feet are needed to accommodate four-car trains.

Additional Platform/Siding: The San Ysidro Trolley Station is a terminal for all Blue Line trains. An additional platform siding is needed for train layover, recovery and storage in order to improve frequency of service.

Local and Corridor Bus Service

The SYPOE and Transit Station is serviced by two of MTS's more productive bus routes, Routes 929 and 932. The end terminal for both of these routes is located on the west side of Interstate 5 on Camiones Way, at the entrance point to Mexico. The departing terminal heading north into San Diego is located at the San Ysidro Station, adjacent to the Trolley platform. Both routes operate on a fifteen-minute frequency, Monday through Friday and twenty-minute frequency on weekends. Route 929 provides service between the SYPOE and Downtown San Diego, via San Ysidro Blvd, Willow Rd, 3rd Ave in Chula Vista, Highland Ave in National City. This Route carried just under 2.8 million passengers in 2007. Route 932 provides service between the SYPOE and the 8th Street Trolley Station in National City, via San Ysidro

Boulevard, Beyer Boulevard, Broadway in Chula Vista and National City Boulevard in National City. This route carried 2.1-million passengers in 2007.

Other Transit Considerations

Other transit related operators, notably privately-owned bus lines, local jitney services and other vehicles-for-hire, use the San Ysidro Transit Center. Because of limited capacity at this bus facility and the physical constraints of the location, there is very limited opportunity to grow the system and improve the convenience of using transit for those choosing to cross the border on foot and use an alternative means of transportation to the private automobile.

Long-haul bus service, jitney service, non-emergency medical transport, and taxi cab operations each have a substantial presence. Additionally, the frequency of drop-offs and pick-ups of pedestrians at the border crossing is significant. Each of these activities vies for limited space with one another and with numerous illegal operators.

Long-Haul Bus Operators

Long-haul operations consist of Greyhound style services picking up and dropping off travelers from outside the region. Currently, the depot or terminal location for these operations occurs to the immediate east of the San Ysidro Transit Center. Bus access is provided via a driveway across the north end of the station and wraps around to the south behind a building fronting the transit center. Pull-in and pull-out style bus parking is provided; however, a 90-foot diameter cul-de-sac enables buses to make safe turns.

In addition, there is a location within the transit circle designated for use by a Mexican shuttle service provider.

Jitney Operations

Jitney services are private for-profit bus operators. Demand for jitney services at the border crossing is high. Typical patron travel behavior upon exiting the port of entry facility is to use a jitney service to access outlet stores and swap meets that are in the immediate area selling products that are only available in the United States. Jitneys have designated areas for pick up in the transit circle at San Ysidro Boulevard and at Camiones Way.

As many as eight jitney operators are expected to be operating in the transit circle in the near future. They share two stands or parking stalls within the transit circle. Sharing the stall is by cooperative agreement among the operators and is regulated by MTS. Currently, a jitney vehicle is allowed to remain at the stand for no more than 15 minutes, at which time they must depart and complete their route.

Jitney vehicles are stationed outside of the transit center on north bound East San Ysidro Boulevard north of Camino de la Plaza.

Taxicab Operations

Taxicabs have two clear functions at the border crossing, either picking up persons exiting the SYPOE processing building or dropping riders at the southern terminus of Camiones Way. Currently, curb space for 30 taxicab stalls are designated and positioned in the eastbound direction on the Camino de la Plaza bridge over Interstate 5. This position provides a needed unobstructed line-of-sight to three taxicab stands within the transit center adjacent to the Port of Entry. Line-of-sight enables taxi operators to view the availability of the three taxicab stands and mitigates the need for needless trips into the station in search of an open stall. Presently, MTS regulates taxicab right of use into the transit center. MTS also works with the City of San Diego to designate taxicab stands in the public right-of-way.

Taxicab drop-offs by and large occur at the end of Camiones Way as this is the closest drop-off location for persons entering Mexico.

Non Emergency Medical Transport

There are a large number of non-emergency transport vehicles that pick up and drop off at the border at a location in the transit circle. These vehicles carry passengers interested in receiving non-emergency medical services on either side of the border.

Drop-Off & Pick-Up by Private Auto

Many persons crossing the border in either direction have pre-arranged to be picked-up or are dropped off to cross. There is no pre-set designated location where these activities occur, and this contributes to overall congestion around the transit circle at San Ysidro Boulevard. However, drop-offs are efficiently handled at the end of Camiones Way. Pick-ups occur scattered throughout the area and on occasion occur along curb space that is otherwise unoccupied on the east side of Interstate 5. Consideration should be given to accommodating these types of activities in the new design.

Project Impacts On Transit

There are three areas that transit currently interfaces with pedestrians crossing to and from Mexico.

- 1) Camiones Way Drop Off Area – the area located at the end of Camiones Way near the pedestrian entrance into Mexico.
- 2) San Ysidro Boulevard Transit Center – the main transit facility, which includes bus and trolley platforms, is located on the east side of Interstate 5 just north of the entrance into the United States from Mexico.
- 3) Inter-City Bus Terminal -- this area is located on the east side of Interstate 5, directly behind the Mc Donald's building.

Each of these identified areas contributes to making transit accessible and easy to use and helps to maintain operational efficiency. Changes to the SYPOE will impact the dynamics of the existing facilities and how the border is served in the future. The proposed border reconfiguration provides a perfect opportunity to improve the existing facilities and function of transit in San Ysidro, which will ultimately improve access and mobility at the border overall.

Camiones Way Drop-off Area

One of the larger impacts resulting from the planned SYPOE reconfiguration is the elimination of Camiones Way. As previously noted, Camiones Way provides convenient access for border crossers heading into Mexico from various modes of transportation (jitneys, taxis, private bus, drop offs and city buses). Camiones Way also provides a necessary turn around area and layover location for existing bus routes 929 and 932. Without this turn around area, neither route would be able to serve the west side of Interstate 5 at San Ysidro, where transit riders exit the bus to walk into Mexico.

Under the preliminary conceptual proposals for the SYPOE reconfiguration, transit that currently operates on Camiones Way would be relocated to a new intermodal station located on the south side of Camino De La Plaza across from the south Interstate 5 off-ramp. Aside from the fact that funding for this proposed facility is not identified, this facility would greatly lengthen the walking distance to the border and significantly reduce capacity for all modes of transportation compared to what is available today. Because of this negative impact, the relocation of these bus services should be reconsidered.

In the event that relocation is necessary, expanding the capacity of the new intermodal facility and improving pedestrian access from it to Mexico needs to be addressed. An additional bus stop as part of the "Pedestrian Park", located just west of Interstate 5 on the Camino De La Plaza Bridge, should be considered. Providing an additional stop at this location would help mitigate some of the impacts associated with the relocation of the Camiones Way drop-off area and transit station and the subsequent loss of the close proximity to the entrance gates into Mexico.

San Ysidro Boulevard Transit Center

The existing San Ysidro Boulevard Transit Center is the main point of contact with transit for pedestrians crossing from Mexico into the United States. However, the existing facility is already considered inadequate and does not reflect the extent of the activity or the importance of this Port of Entry. The design of the transit center should reflect its significance to the region and cross-border activities, and should be heavily integrated into the new design of the GSA facility.

Although the planned GSA facility does not alter the existing transit center bus or Trolley facilities, it will alter the pedestrian pathway into Mexico, which will likely and significantly impact trolley and bus ridership. Currently, all passengers alighting the bus or trolley heading into Mexico exit the transit facility and head south to the existing pedestrian bridge that crosses east/west over the existing GSA inspection facilities.

The existing distance of this walk between the Trolley platform and the front gate of Mexico is roughly 2,030 feet, just short of a half mile (see more details in Table 1.2 below). However, for most pedestrians crossing the bridge from the Trolley, their walk continues once across the border. The first opportunity for these pedestrians to meet a private vehicle or access public transit on the Mexico side is roughly an additional 800 feet. All pedestrians heading south into Mexico would currently use this bridge and walk this distance. Increasing this distance anymore than what it is today would negatively impact existing Trolley or bus passengers headed into Mexico and would make transit less attractive.

Another advantage to the existing bridge is that it keeps pedestrians away from arterial streets and existing vehicular congestion. With the changes indicated in preliminary conceptual drawings, pedestrians would be required to cross San Ysidro Boulevard and Trolley Court at the existing location of the Interstate 5 and 805 on-ramp to access a new pedestrian bridge that spans from the east to the west side of Interstate 5. During peak periods, there are between 3,600 and 4,000 passenger offs from Trolley and MTS buses alone and an unknown number of pedestrians arriving by other means. If the pedestrian pathway is changed as conceived in the preliminary drawings, all of these pedestrians will likely be crossing through the San Ysidro Boulevard/Trolley Court intersection to access the new pedestrian bridge. MTS recommends that extra consideration be given to improving this intersection to safely accommodate the large volume of pedestrians.

Inter-City Bus Terminal

The inter-city bus terminal plays an integral role in the daily lives of pedestrians crossing the Border headed to areas outside of San Diego or into Mexico. This facility currently provides lay-over for roughly 30 different private long-haul bus operators, which carry roughly 2000 to 4000 passengers daily. Although there are no direct impacts to this facility resulting from the new GSA plan, the existing facility at this location is significantly inadequate to accommodate the growing demand for inter-city bus services. In addition, the bus traffic from this facility filters into the San Ysidro Boulevard/Trolley Court intersection, which is already heavily impacted. MTS and GSA could look at new opportunities with the expansion of the GSA facility to improve the terminal and its location.

Southbound Walking Distance
(feet)

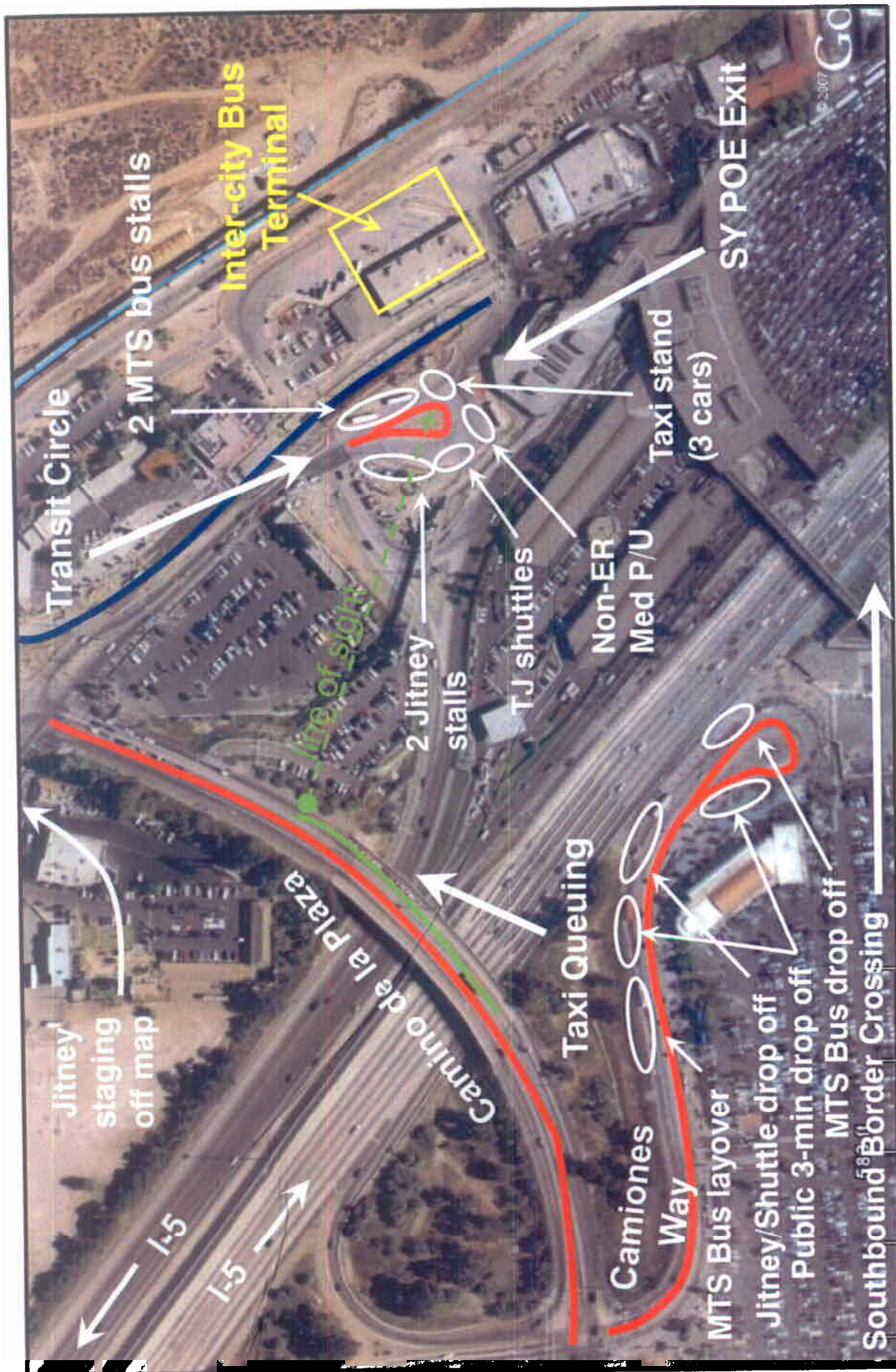
	Existing	Proposed (estimate)	Change (estimate)
From Trolley Station (8,500-10,800 MTS riders)	2,030	2,170	+ 140
From Camiones Way (Over 2,000 MTS riders)	330	1,030 to 1,400	+ 700 to 1,170

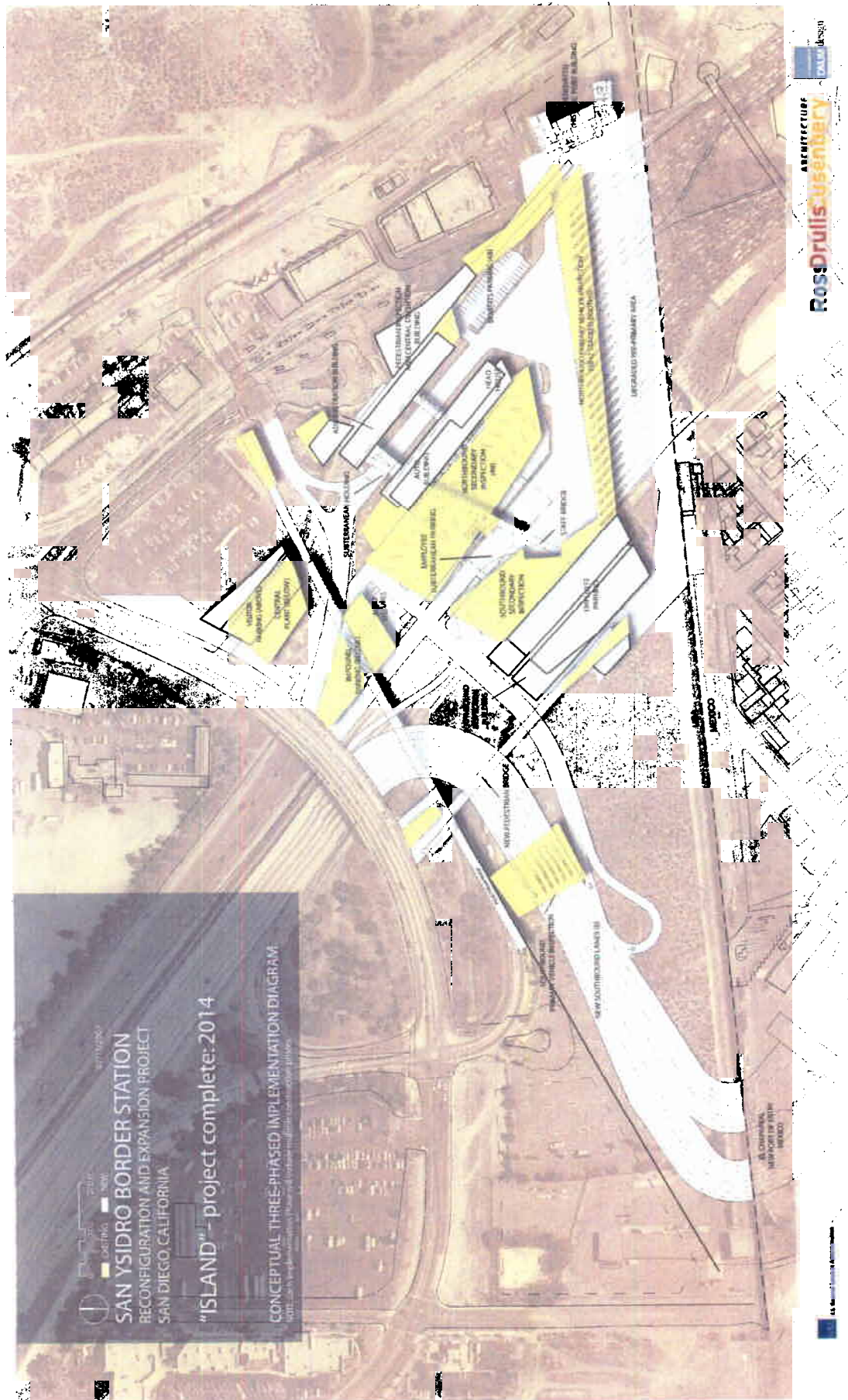
Taxicab, Jitney and drop-off/pick-up rider activity not available.

Summary Comments

Vehicular congestion at the San Ysidro Port of Entry is the primary reason for the proposed reconfiguration project, and increasing pedestrian and transit use should be viewed as consistent with the federal government's goal. Making transit more attractive will help to mitigate auto traffic congestion. Unfortunately, existing transit and pedestrian facilities at the border are already inadequate for current demand. At the very least, the reconfiguration project should not negatively impact the pedestrian and transit uses at the border. However, it is in the best interest of the GSA, MTS and the community to incorporate transit and pedestrian access improvements into the scope of the reconfiguration project. Such improvements would move individuals away from vehicular travel and toward pedestrian or transit crossings, reduce vehicular traffic, reduce the cost and time associated with processing border crossers, and enhance the efficiency of federal activities.

Attachments: Transit Activities Map of Border Crossing
Phased Implementation Design for Reconfiguration Project (Prepared for GSA)









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Agenda

Item No. 47

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

SRTP 840.9.1

April 10, 2008

SUBJECT:

MTS: SAN DIEGO INTERNATIONAL AIRPORT MASTER PLANNING UPDATE

RECOMMENDATION:

That the Board of Directors receive a report on the status of the San Diego International Airport's (SDIA's) planning efforts.

Budget Impact

None at this time.

DISCUSSION:

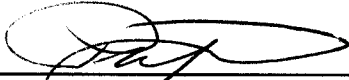
SDIA is developing plans for the expansion of terminal, parking, roadway, and airfield facilities to provide the additional capacity that will be needed through 2015 and beyond. The plans include an update to the Airport Master Plan, the related Environmental Impact Report (EIR), an Airport Transit Plan, and an Airport Vision Plan. These plans do not address the longer-term issue about potential relocation of SDIA; however, the Airport Vision Plan will address the long-term plan and potential configuration of the airfield, terminals, and ground access.

San Diego County Regional Airport Authority Board (SDCRAA), the City of San Diego, and the San Diego Association of Governments (SANDAG) recently approved a Memorandum of Agreement (MOA) regarding a joint planning effort for the future vision for airport expansion and transportation enhancements. A process and structure has been agreed upon by parties to the MOA, and a consultant team has been hired to



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

assist in the creation of a final vision and concept for the airport. Attachment A includes information on the structure for the visioning process, the consulting team hired by the Airport Authority, and the project flow chart and schedule. Chairman Mathis has been asked to participate on behalf of MTS as a member of the Policy Committee. In addition, MTS staff will provide technical support.



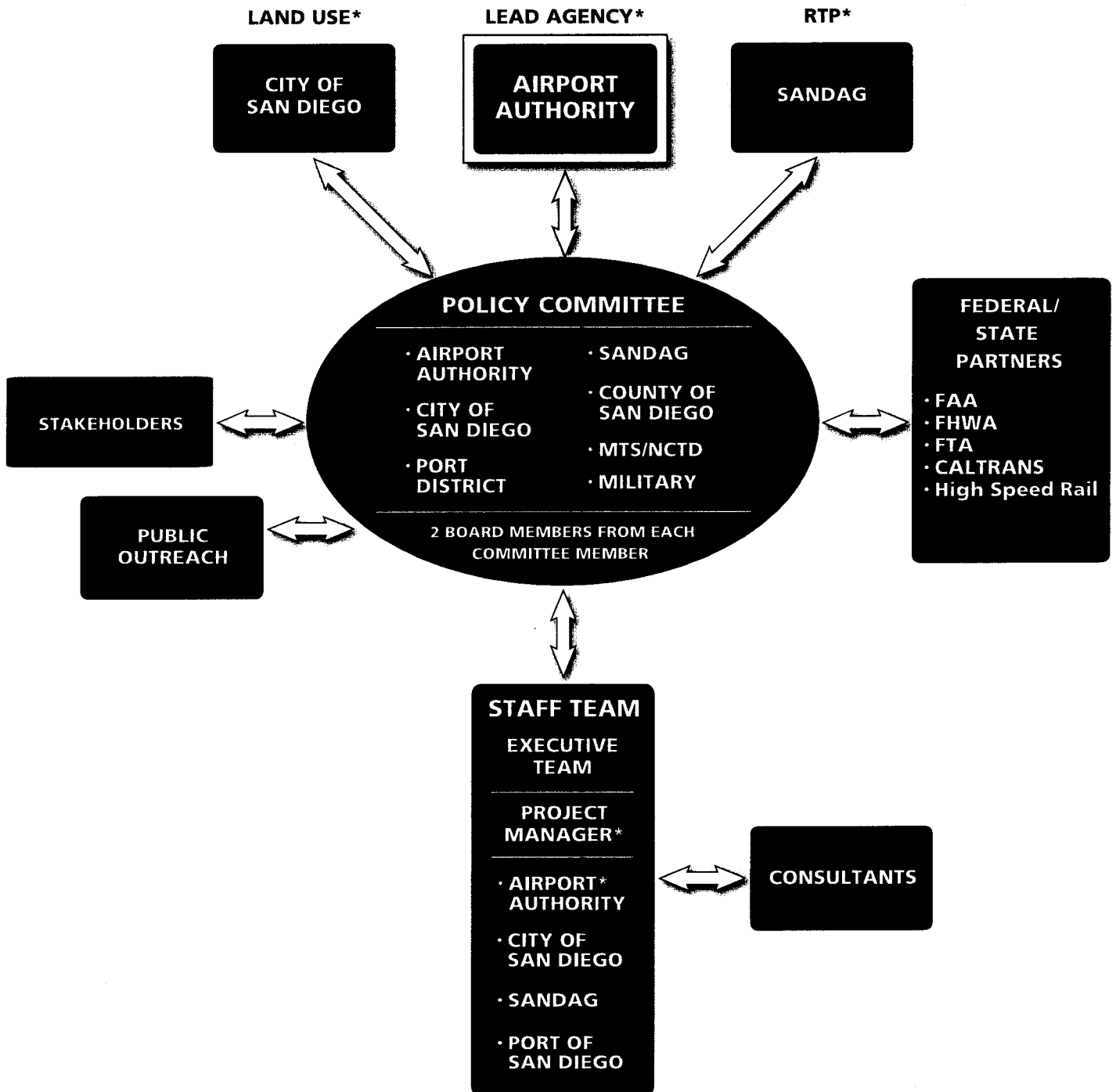
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mark Thomsen, 619.595.4909, Mark.Thomsen@sdmts.com

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Attachment: A. Airport Vision Plan Structure and Other Information

Airport Master Plan Structure





Jacobs Consultancy Team

Jacobs Consultancy

- 60-year aviation consulting practice
- Project management
- Airside, dialogue, and sustainability leadership

HNTB

- In-depth technical knowledge of SDIA
- Community outreach
- Multimodal leadership
- Terminal analysis

Landrum & Brown

- International aviation planning leaders
- Activity forecasting
- Visualization
- Sustainability execution

Michael Gallis & Associates

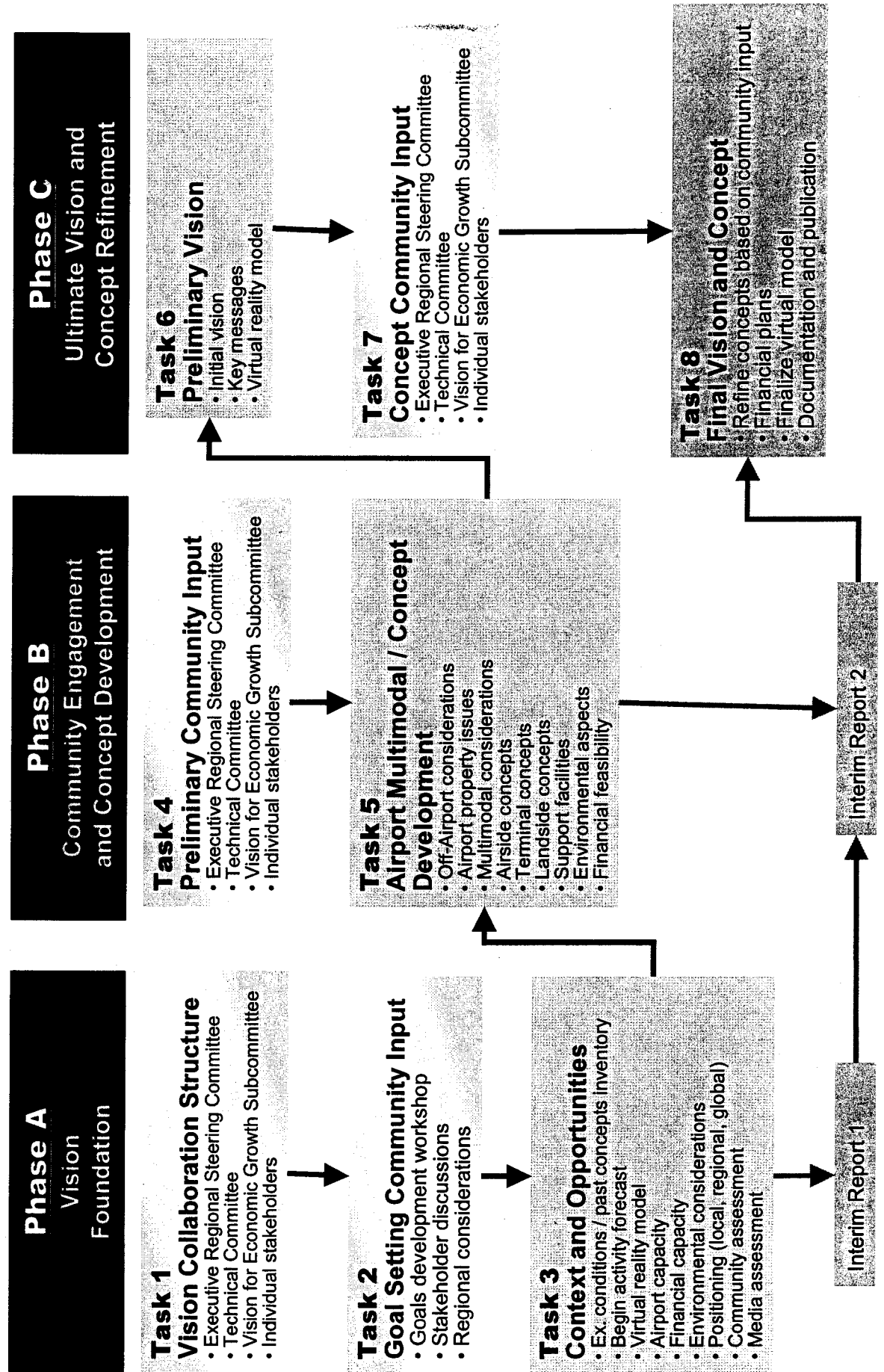
- Regional and National partnership frameworks expertise
- Vision development
- Community dialogue

C&S Companies

- National aviation expertise
- Local coordination
- Engineering support

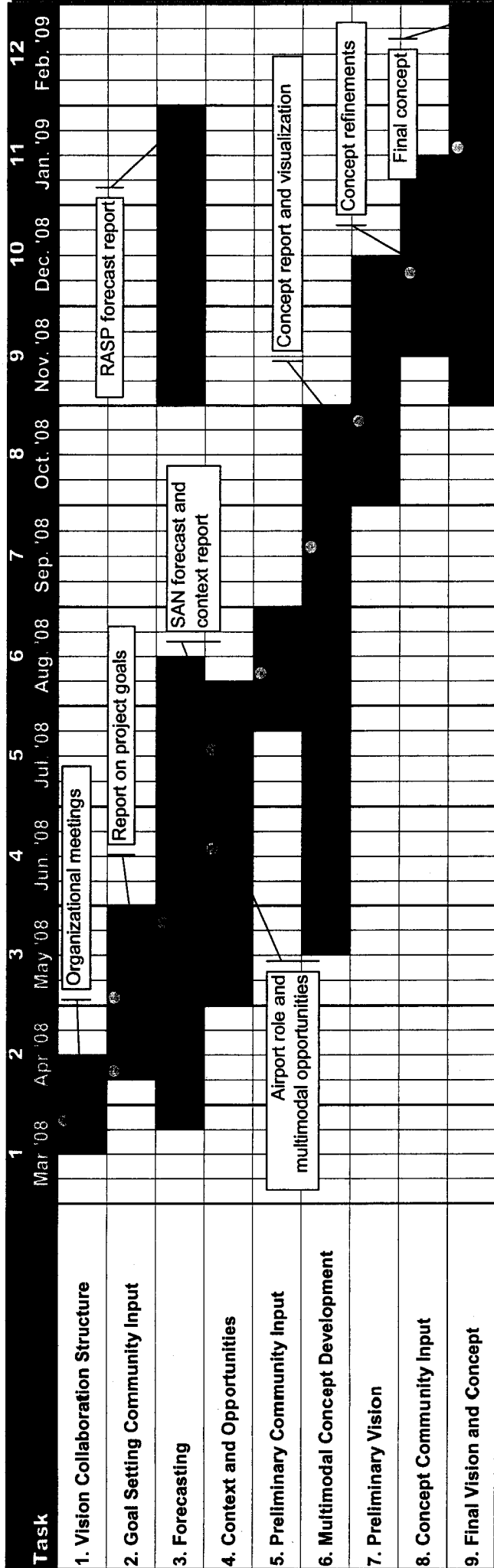


Project Work Flow



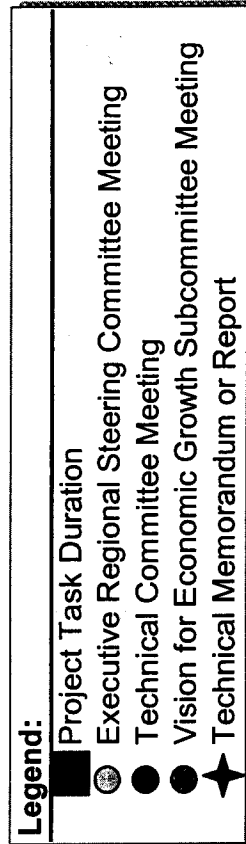


Project Schedule



Schedule Notes

- 12-month duration to recommended concept
- Multiple overlapping tasks to expedite
- Extensive community and stakeholder input
- Scheduled milestone technical reports





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Agenda

Item No. 48

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

ADM 124 (PC 50451)

April 10, 2008

SUBJECT:

MTS: C STREET MASTER PLAN UPDATE

RECOMMENDATION:

That the Board of Directors receive a report on the status of the C Street Master Plan.

Budget Impact

None at this time.

DISCUSSION:

Since winter 2006, the Centre City Development Corporation (CCDC) has been pursuing development of a C Street Master Plan to rehabilitate and revitalize the corridor. In early 2007, the Executive Committee and the Board of Directors received reports about this project.

Background

At the April 12, 2007, Board of Directors meeting, the Board reviewed a design concept for a newly relocated station between 6th and 7th Avenues that would accommodate 3-car trains of the new low-floor S70 model. The Board also received information concerning anticipated ridership and the eventual need to serve the downtown with longer 4-car trains.

Around the same time, the City of San Diego asked CCDC to study the potential use of a downtown trolley loop that would use 2-car trains in the downtown area to accommodate shorter block lengths.

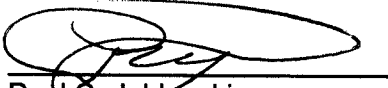


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Loop Study Outcome

Over the past several months, MTS has worked with consultants commissioned by CCDC in examining alternative Trolley network scenarios. The consultants' study identified several factors that would make the proposed two-car loop in downtown difficult or impossible to achieve, which includes high costs for capital improvements, additional subsidy funding to operate, the inability to meet rider demand, and operational challenges.

Mayor Jerry Sanders was briefed March 3, 2008, on the outcome of the study. Based on the results of the loop study, two additional scenarios were identified for further study—an alternate station location between 7th and 8th Avenues and a trolley tunnel under C Street.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Brandon Farley 619.595.4920, Brandon.Farley@sdmts.com

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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

April 10, 2008

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 March 18, 2008, through March 31, 2008.

[gail.williams/agenda item 62](#)



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G1153.1-08	NASSCO	ECO PASS RENEWAL	JKRIEG	88560	3/20/2008	6/30/2008	N
M6669.0-08	MISSION VALLEY CHRISTIAN FELLO	ROE PERMITS @ GRANTVILLE TROLLEY STATION	PSALAD	0	3/20/2008	3/23/2008	N
M6668.0-08	BEST BEST & KRIEGER	LEGAL SERVICES LAND USE, EMINENT DOMAIN	JD	30000	3/20/2008	1/18/2012	Y
B0414.1-04	UCSD REAL ESTATE, 0982	LICENSE AGREEMENT USE OF MTS BUS STOPS	MTHOM	0	3/20/2008	9/2/2008	N
T0047.4-91	CITY OF SANTEE	EXTEND AGREEMENT TO REGULATE JS VEHICLES	JS	0	3/24/2008	6/30/2013	N
G1177.0-08	SAN DIEGO PADRES	PADRES EMPLOYEES PILOT PROGRAM	TLL	20000	3/24/2008	3/6/2009	N
G1121.1-08	RAEL & LETSON	AMEND ACTUARIAL SVCS FOR GASB	LMUSEN	4750	3/24/2008		N
L0586.0-08	ARB, INC	JOINT ROE PERMIT NCTD SEWER UPGRADES	TLL	1200	3/26/2008	6/30/2008	N
G0856.6-03	GIRO, INC	ALLOW WINDOWS GUI SHAKE-UP BIDDING	TLL	15290	3/26/2008	12/23/2007	Y
G1163.0-08	LAW OFFICES OF HEGGENESS	LEGAL SERVICES-WORKERS COMPENSATION	JD	10000	3/26/2008	1/18/2012	N
B0493.2-08	PEACHES INC DBA AIR MANAGEMENT	CHANGE ORDER TIME EXTENSION	TLL	0	3/26/2008	4/10/2008	Y

G0980.0-08.03	SANDAG	FEDERAL LOBBYIST	\$36,972.00	EXEC	3/20/2008	10/31/2010	N
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G1127.08.15	BUREAU VERITAS	ENGINEERING SERVICES FOR	\$58,000.00	EXEC	3/20/2008	12/31/2008	N
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3/17/2008	2231	SAN DIEGO THIS WEEK	1/4 PAGE COLOR ADS OCT 1-15 COVER	\$4,800.00	AK	N	N
3/17/2008	2232	INC SAN DIEGO PLASTICS	CLEAR PLEXIGLAS CLEAR ACRYLIC	\$3,379.52	LJM	N	N
3/17/2008	2233	SOFTCHOICE CORPORATION	WIRELESS BRIDGE AND ACESS POINTS	\$2,738.65	DB	N	N
3/17/2008	2234	COR O VAN	MOVING SVCS FOR MTS 10TH FLOOR	\$6,337.92	FJT	N	N
3/20/2008	2235	STV INCORPORATED	CNG ARTICULATED BUS INDEPENDENT	\$2,472.65	RST	N	Y
3/20/2008	2236	CLEAR CHANNEL OUTDOOR	30-SHEET BILLBOARDS	\$13,650.00	AK	N	N
3/24/2008	PW1004	RESCUE ROOTER	REPAIR OF SEWER LINES, NEW PLUMB	\$4,954.00	JS	N	Y
3/24/2008	2237	BORDEAUX PRINTERS INC	TROLLEY PUNCH OUT FOR CHILDRENS	\$2,867.23	JA	N	N
3/24/2008	2238	COX MEDIA	2008 BRAINWAVE SPONSORSHIP	\$2,490.00	AK	N	N