

EXECUTIVE COMMITTEE MEETING FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS),
SAN DIEGO TRANSIT CORPORATION (SDTC),
AND SAN DIEGO TROLLEY, INC. (SDTI)

August 4, 2005

MINUTES

A. ROLL CALL

Chairman Williams called the meeting to order at 9:04 a.m. Committee members present: Toni Atkins, Jerry Rindone, Ron Roberts, and Leon Williams. Ex Officio members present: Shirley Kaltenborn and Harry Mathis.

B. APPROVAL OF MINUTES

Mr. Rindone moved approval of the minutes of the July 7, 2005, Executive Committee meeting. Ms. Atkins seconded the motion, and the vote was 4 to 0 in favor.

C. COMMITTEE DISCUSSION ITEMS

1. SDTI: Preliminary Green Line/Red Line Service Observations (OPS 970.2)

Mr. Peter Tereschuck, SDTI President-General Manager, reported that the new Green Line has been in operation for three weeks. He introduced SDTI Vice President of Operations Wayne Terry to report on the status of Green Line operations and on challenges that arose during simultaneous Red Line special service. Mr. Terry provided the Committee with information regarding consists and the number of train trips. He also provided the Committee with information on the Green Line schedule, ridership, interlining of service connections at Old Town, and train-location monitoring. Mr. Terry advised the Committee that San Diego Trolley has one of the few trolley systems in the country that tailor-makes its train consists in response to ridership levels. Mr. Terry also reviewed the performance of the new S70 trolley cars and added that the new cars have been well received by the public. He reviewed the status of the station platform modifications advising the Committee that pedestrian ramps with improper slope have been modified.

In response to a comment from Mr. Rindone that MTS has a one-time opportunity to make a positive impression on students at SDSU, Mr. Jablonski, MTS Chief Executive Officer, reported that MTS will have staff at the SDSU Station next week to promote the service and educate students regarding the system. Mr. Tereschuck added that special booths will be set up the week school starts to sell tickets.

Mr. Terry also reported on Red Line Special Event Service, which created some particular challenges the weekend that both the Comic Con and a Padres ballgame occurred downtown. He stated that the primary cause of the difficulties was the bottleneck that occurred at the Old Town Transit Center. He added that inability to use the west pocket track at Qualcomm due to switch failure exacerbated the

problem. He added that 90,000 special event passenger trips occurred that weekend and there were over 20,000 manual ticket sales that weekend. Mr. Terry reported that the new Remote Control Routing System being proposed for the Train Control Center should help alleviate the problem at the Old Town Transit Center. Mr. Terry stated that staff has taken other steps to help alleviate this problem and the west pocket track is now being used to help the flow through Old Town. Mr. Jablonski stated that things will also flow more smoothly for passengers as they become educated on how to use the system effectively. Mr. Tereschuck pointed out that running more S70 cars would enable train consists to run through rather than end at Old Town, which would further alleviate the bottleneck at that location. It was agreed that it would be best not to have a mid-point terminal.

Mr. Roberts urged staff to find both short-term and long-term solutions to the problems created by the bottleneck at Old Town. Mr. Jablonski stated that adding track at Old Town would necessitate the demolition of a building and restructuring of the station on the east side of the track. He added that using the Wright Street Yard north of Washington Avenue or the Baltimore Wye would offer better alternatives for resolving the problem at Old Town. The Committee and staff agreed that this problem should be approached with a long-term perspective that includes consideration of issues that will arise when the Mid-Coast line starts operating. Mr. Jablonski agreed to have staff present both short- and long-term options addressing all of the aforementioned operating issues at the August 11, 2005, Board meeting. Mr. Rindone urged staff to include station retrofits one or two stations at a time in the budget.

In response to a question from Mr. Roberts about the wheelchair ramps, Mr. Jablonski stated that a fix has been identified and will be implemented shortly. In response to a comment from Ms. Kaltenborn, staff reported that additional parking will be available at Old Town in the near future.

In response to a question from Mr. Roberts, Mr. Jablonski estimated that the centralized train-control system could be operational by the spring of 2006. Mr. Roberts expressed concern that this system is not being designed using the latest technology. Mr. Jablonski stated that staff will work with the consultant for this project to determine what technology options are feasible. Mr. Jablonski stated that wireless technology is installed in San Diego Transit's new buses and is currently in the process of being tested. Mr. Roberts again reiterated his concern that the system currently under consideration is using old technology and stated that he would rather wait for newer technology. He stated that he would express his concerns on this matter to SANDAG.

In response to a question from Mr. Rindone, Mr. Jablonski reported that it is uncertain when funding from Proposition 42 will be received. He added that early estimates are \$8 million to \$9 million, all of which will be put in the Capital Improvement Program. He added that MTS should start to reduce its reliance on the use of Federal 5307 funds for maintenance purposes, and that Proposition 42 funding could facilitate that process. He stated that most of MTS's capital funding is being used for maintenance. Chairman Williams stated that the Board should take some action to ensure that MTS receives these funds. Mr. Jablonski stated that, in addition to this funding, there is also additional funding available through TransNet II that SANDAG wants to put in a discretionary capital fund. He stated

that MTS would like use that funding for operation of the Green Line when Congestion Mitigation and Air Quality (CMAQ) start-up funds are no longer be available (in three years). Chairman Williams stated that the Board should take a position on the use of both of these funding sources. Mr. Rindone stated that Board is responsible for establishing a clear policy direction regarding these matters. He stated that the Board should take a proactive stance and suggested that these concerns be shared with the full Board.

Action Taken

Mr. Rindone moved to receive this report for information and request that staff include a section in this agenda item for the August 11, 2005, Board meeting detailing short- and long-term issues for addressing trolley operating issues. Ms. Atkins seconded the motion, and the vote was 4 to 0 in favor.

2. MTS: Fiscal Year 2006 Performance Incentive Program (FIN 310.1, PC 50601)

Mr. Jablonski reported that last year's Performance Incentive Program consisted of three tiers. He stated that the proposed program for FY 2006 is structured with two tiers, one for combined organizational goals (top tier) and one for individual departments or functional areas, with equal weighting for each tier. Mr. Marinesi, Budget Manager, stated that the elimination of the middle tier of divisional goals (bus, rail and MTS administrative) emphasizes the fact that there is one unified MTS organization. He then provided a brief overview of the proposed program.

Mr. Roberts objected to having a goal for meeting the budget. He felt that meeting the budget should not be rewarded but rather should be considered as part of everyone's job. He felt coming in under budget was an acceptable goal. Mr. Rindone agreed with Mr. Robert's statement. Mr. Jablonski stated that he didn't disagree, but felt that this goal was needed to change the historical pattern of exceeding the budget. He also stated that it is not always possible to meet budget when items such as fuel fluctuate beyond what staff anticipates or can control. Mr. Roberts stated that goals should be based on elements that are under employee control. Mr. Williams suggested removing the elements that are beyond employee control.

Mr. Mathis suggested that MTS initiate a "beneficial suggestion" program under which an employee would receive a percentage of the money saved by the company as a result of his or her suggestion.

Mr. Jablonski stated that staff could revise and bring this agenda item back to the Executive Committee in September.

Action Taken

Mr. Rindone moved to return this item to staff for incorporation of the Executive Committee's comments. Ms. Atkins seconded the motion, and the vote was 4 to 0 in favor.

D. REVIEW OF DRAFT AUGUST 11, 2005 BOARD AGENDA

Recommended Consent Items

6. MTS: Mission Valley West Light Rail Transit Project – Completion of Wetland Mitigation (CIP 10416.2)

Recommend that the Board of Directors authorize the CEO to execute a purchase agreement with Wildlands, Inc. for \$129,000 for the purchase of 0.86 wetland mitigation credits (Attachment A of the agenda item).

7. MTS: Audit Report - Security (LEG 492, PC 50101)

Recommend that the Board of Directors receive the internal audit report on the MTS security process.

8. SDTC: Uniform Service Contract Award (OPS 960.6)

Recommend that the Board of Directors authorize the MTS Chief Operating Officer – Bus to execute a five-year contract (SDTC Doc. No. B04-007A – Attachment A of the agenda item), in an amount not to exceed \$303,504.00, with Prudential Overall Supply for uniform services.

9. SDTI: Light Rail Vehicle Equipment Procurement – Contract Award (OPS 970.6)

Recommend that the Board of Directors authorize the President-General Manager to execute a Standard procurement Agreement (Attachment A of the agenda item) with Hi Tec Enterprises to supply five dynamic brake-resistor segments for U2 light rail vehicles for a total cost, including delivery and taxes, not to exceed \$34,776.31.

10. MTS: Proposed 2005/2006 Audit Plan (LEG 492, PC 50101)

Recommend that the Board of Directors approve the Proposed 2005/2006 Internal Audit Plan (Attachment A of the agenda item).

11. MTS: Disadvantaged Business Enterprise Program Update (LEG 430, PC 50121)

Recommend that the Board of Directors approve the 2005 MTS Disadvantaged Business Enterprise (DBE) Program Update.

12. SDTI: Security Patrol Services – Contract Amendment (OPS 970.2)

Recommend that the Board of Directors (1) waive the provisions of MTS Policy No. 13.5.2(b), which requires formal bidding of all service contracts over \$50,000; and (2) authorize the President-General Manager to execute a month-to-month contract amendment with Transit Systems Security beginning on July 1, 2005 (not to exceed five months) with no increase in hourly billable rates or other costs.

13. MTS: Increased Authorization for Legal Services (LEG 491, PC 50633)

Recommend that the Board of Directors authorize the CEO to enter into a contract amendment with Roger Bingham of the law firm Butz, Dunn, DeSantis, Bingham, APC (MTS Doc. No. G0723.12-02, Attachment A of the agenda item), and John Moorehead of the law firm Goldman, Magdalin & Krikes, LLP (MTS Doc. No. G0735.4-02, Attachment B of the agenda item) for general liability services, in substantially the same form as attached, and ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).

14. MTS: Budget Transfers for Mission Valley East (CIP 10426.7)

Recommend that the Board of Directors authorize the CEO to transfer \$250,000 from the Grantville Segment Construction line item (WBS 10426-109918GR) into the Construction contingency for the Grantville Segment, as shown on Attachment A of the agenda item, Approved Construction Contingency Changes, to fund pending and proposed change orders for the closeout of the Grantville Segment construction contract.

15. SDTC: Ride Monitoring Service – Sole Source Contract (OPS 960.6)

Recommend that the Board of Directors (1) waive the competitive bid requirements of MTS Policy No. 13, section 13.5.2(b), which requires contracts exceeding \$50,000 to be formally bid, and authorize the Chief Operating Officer-Bus to enter into a retroactive month-to-month contract (Attachment A of the agenda item), not to exceed one year, with the incumbent contractor, First Transit, Inc., for an amount not to exceed \$118,018.20; and (2) waive the competitive bid requirements of MTS Policy No. 13, Section 13.5.2(i) to allow for a negotiated procurement that would evaluate the cost as well as experience of each proposer, instead of evaluating cost from only the highest ranked technical proposer, for the bidding of a new multiyear contract.

Recommended Consent Items

Public Comment:

Nathan Johnson, Amalgamated Transit Union (ATU), Local 1309. Mr. Johnson referred to Agenda Item No. 15 – SDTC Ride Monitoring Service – Sole Source Contract. Mr. Johnson stated that an operator who is monitored under this program does not have the opportunity to confront the evaluator who reports on his or her performance. He also questioned the qualifications of the individuals who perform the ride checks.

Mr. Jablonski stated that monitoring the quality of service is a very important and effective tool. He stated that it is currently being used to monitor an operator's performance when he or she is listed in a complaint from a passenger. He added that First Transit, Inc. is a premier organization, and their people are very well trained. Ms. Spielberg reviewed the process that occurs when an operator receives a negative report. She stated that these checks are performed to verify the validity or to refute a customer's complaint. She stated that operators are invited to the first phase of this process, the fact-finding meeting, at which time the operator has an opportunity to refute the facts presented in the report. She added that a Skelly Hearing is then held to determine what type of discipline or retraining

is called for. She stated that, since this program was changed and is now carried out primarily in response to operators who are the subject of complaints, complaints per 100,000 miles have decreased from 18 to 12.2. In response to a question from Ms. Atkins, Ms. Spielberg provided information on the qualifications and experience of First Transit, Inc.

Ms. Atkins suggested that a similar program be used to monitor taxicab operators. Susan Hafner, Director of Multimodal Operations, stated that a group of law enforcement officers is currently being used to provide that service.

Mr. Roberts stated that, rather than just check those operators that are the subject of a complaint, all operators should be checked. He stated that there are benefits to catching people doing the right thing and communicating that to them. He stated that it is important to reinforce good behavior or make corrections where needed. He suggested having incentives for operators who are doing well. Mr. Jablonski stated that this topic has been presented to union leadership but has not been well received. Mr. Rindone also stated that it is important to provide positive feedback as a way to provide incentive to employees. He also supported monitoring all operators. Mr. Mathis suggested that positive results be communicated to the operators' peer group. Ms. Atkins suggested that the Executive Committee be provided with examples of positive comments regarding operators as part of some report in the future.

Recommended Board Discussion Items

There was no discussion of Recommended Board Discussion Items.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

Mr. Jablonski reported that the next SANDAG Transportation Committee meeting would not be held until August 19, 2005.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

City Councilmember Attendance at Board Meetings: Ms. Atkins asked for everyone's patience regarding city council member attendance at Board meetings. She stated that they are now down to six members and have many committee meetings to attend. She stated that the appointment of a replacement for Michael Zucchet on the MTS Board may not take place immediately. She made a commitment to attend Executive Committee and Board meetings and stated that she would ask other city representatives to attend also. Mr. Roberts stated that the Board was concerned because City representatives were not present to make comments on items of importance to the City. Ms. Atkins stated that she would try to ensure that the Board gets City input when it is needed and asked that she be advised when this is the case.

Rural Bus Service: In response to a question from Ms. Kaltenborn, MTS Director of Planning and Performance Monitoring reported that community meetings regarding Rural Bus Service are scheduled to occur next week.

G. PUBLIC COMMENTS

Don Stillwell: Mr. Stillwell objected to the current routing and frequency of service of Route No. 14. He said it is a particular problem for those riders who want to go to Kaiser Hospital and Vons. He proposed a new routing. Mr. Conan Cheung, MTS Director of Planning and Performance Monitoring, stated that Mr. Stillwell has already appeared before the Board to comment on this issue. He reminded the Board that if Mr. Stillwell's recommendations were implemented, it would add four to five minutes to the route. He stated that this would impact 180 through riders compared to the 66 passengers impacted by the current routing of Route 14. Chairman Williams pointed out that MTS has a responsibility to provide the best service for the most people.

Adreinne Turner: Ms. Turner objected to the dumping of plant material from MTS property onto her property. She stated that this activity has damaged her property, and that she is seeking a permanent solution so this problem doesn't occur in the future. Ms. Lorenzen advised the Committee that this matter is being handled by the MTS Claims Department, and she stated she would provide the Board with an update during Closed Session.

Margo Tanguay: Ms. Tanguay stated that the MTS Board should have input regarding issues with the C Street Corridor and liquor licenses that are being granted to businesses located very close to trolley lines.

H. NEXT MEETING DATE:

The next meeting is scheduled for Thursday, September 1, 2005 in the Executive Conference Room.

I. ADJOURNMENT

Chairman Williams adjourned the meeting at 10:55 a.m.

Chairman

Attachment: A. Roll Call Sheet
gailwilliams/minutes