

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

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

May 16, 2013

MINUTES

BOARD MEETING

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Minto moved to approve the minutes of the April 18, 2013, MTS Board of Directors meeting. Ms. Bragg seconded the motion, and the vote was 11 to 0 in favor with Messrs. Cunningham, Roberts and Misses Emerald and Zapf absent.

3. Public Comments

John L. Wood – Mr. Wood asked when MTS would cycle out the low floor buses in National City and Chula Vista. The crossing gates at Central and Lemon Grove Ave. go down as soon as trolley departs depot which is four blocks away and makes for a long wait and wants to know why MTS hasn't done anything about it. May 2 or 3, 2013 at 9:25pm a bus on Route 916 almost ran into his car. The driver of the bus was pulling into a stop at Massachusetts and Central and Mr. Wood tried to go around him as he was pulling in and then the bus driver pulled out in front of Mr. Wood. On May 15, 2013 the Route 916 bus was going eastbound on Broadway then turned Southbound on Massachusetts he stopped mid-turn. MTS bus drivers need better training.

Valerie Hightower – Ms. Hightower advised there is a lack of security on the bus. There are mentally ill people and those using drugs on the trolley and bus. Compass Card representatives are hard to get a hold of to obtain customer service. 25th and Market need a stop sign or a stop light and there is a dip and the cars come too fast. On Euclid more benches are needed and wooden benches. She rides the buses all over San Diego and the bus stop amenities are diminishing especially the Southeast.

CONSENT ITEMS

6. San Diego and Arizona Eastern Railway Company (SD&AE) Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on April 16, 2013

Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports for information; (2) ratify actions taken by the SD&AE Board at its quarterly meeting on April 16, 2013; and (3) ratify and appoint J. Brad Ovitt of Genesee & Wyoming as Chairperson replacing Randy Perry and Matthew Domen of SD&IV as Board member/Secretary

replacing Bob Jones.

7. Vending Services - Contract Award

Action would authorize the Chief Executive Officer (CEO) to: (1) execute MTS Doc. No. G1475.0-12 with Coca-Cola Refreshments as a revenue contract for vending services for a five-year base period with 5 one-year option terms (for a total of ten years); and (2) exercise each option year at the CEO's discretion.

8. Investment Report – March 2013

Action would receive a report for information.

9. Fiscal Year 2014 Capital Improvement Plan Amendment

Action would approve the amended fiscal year (FY) 2014 Capital Improvement Plan (CIP).

10. Armored-Transport Services - Contract Award

Action would authorize the CEO to: (1) execute MTS Doc. No. G1497.0-13 with Sectran Security, Inc. for armored-transport services for a five-year base period with 2 one-year option terms (for a total of seven years); and (2) exercise each option year at the CEO's discretion.

11. Purchase and Installation of Cisco Voice-Over Internet Protocol (VoIP) Phone System

Action would authorize the CEO to issue a purchase order to AT&T for the purchase of equipment and installation of an agency wide Cisco Voice-Over Internet Protocol (VoIP) phone system for MTS. This project will retire the existing Toshiba phone system and provide call center management functionality for TeleInfo and the Compass Card 511 Program. This procurement would be under the County of Merced's Contract No. 2009177.

12. Brake Linings and Disc Brake Pads - Contract Award

Action would authorize the CEO to: (1) execute MTS Doc. No. B0593.0-13 with Neopart, LLC for the purchase of brake linings and disc brake pads for a three-year base period with 2 one-year option terms (for a total of five years); and (2) exercise each option year at the CEO's discretion.

13. Light Rail Vehicle Antigraffiti Film - Contract Amendment

Action would authorize the CEO to execute MTS Doc. No. L1025.1-12 with NMS Management, Inc. to increase the amount of the contract due to the increased costs associated with replacing antigraffiti film on S70 Light Rail Vehicles (LRVs).

14. Motorola Regional Transit Management System - Contract Amendments

Action would authorize the CEO to execute: (1) MTS Doc. No. G0867.14-03 with Motorola, Inc. to extend the Regional Transit Management System (RTMS) warranty-support period from July 1, 2013, through June 30, 2014; and (2) MTS Doc. No. G0868.8-03 with North County Transit District (NCTD) for a Funds Transfer Agreement.

15. Hastus Regional Scheduling System Upgrade - Contract Award

Action would authorize the CEO to: (1) execute MTS Doc. No. G1529.0-13 with GIRO for a HASTUS Regional Scheduling System (RSS) upgrade to Version 2013; and (2) exercise additional optional modules, as funding is available, and annual maintenance and support services.

16. Americans with Disabilities Act (ADA) Paratransit Client-Certification Services

Action would authorize the CEO to: (1) execute MTS Doc. No. G1507.0-13 with ADARIDE.com, LLC for Americans with Disabilities Act (ADA) paratransit client-certification services for a five-year base with five option years (for a total of ten years); and (2) exercise option services and terms in year blocks at the CEO's discretion.

17. Security Services Agreement - Contract Amendment

Action would authorize CEO to execute MTS Doc. No. G1299.3-10 with Universal Protection Service (UPS) for security services.

18. Audit Report - Payroll Follow-up Review

Action would receive an internal audit follow-up report on payroll operations.

19. Audit Report - Information Technology Network Access/Security Follow-up Review

Action would receive an internal audit follow-up report on Information Technology (IT) network access/security.

Board Member Comments:

Mr. Alvarez questioned with regard to Consent Item 16 (Americans with Disabilities Act (ADA) Paratransit Client-Certification Services) how many individuals get certified through this contract? Jim Byrne, Director of Transportation advised that it was 3000 per year. Mr. Alvarez asked what the cost was per individual. Mr. Byrne answered it was \$42 to \$43 per year per certification. Mr. Alvarez asked if the 3000 reflected new clients every year. Mr. Byrne advised passengers were recertified every three years.

Mr. Alvarez questioned with regard to Consent Item 17 (Security Services Agreement - Contract Amendment) and said he did not have a chance to discuss at the Public Safety Committee and the recent events prompted increases in the contingency account and asked what recent events this was regarding. Paul Jablonski, Chief Executive Officer advised that MTS brought to the Budget Committee and Board an increase to security on the Orange and Blue Line after 8:00 p.m. in the evening and MTS added an additional officer to every train which costs approximately an additional \$500K per year. He advised MTS also increased the budget to account for additional security with the reorientation of the Green Line. Security is at Santa Fe Depot as it is a high traffic location, as well as additional personnel at San Ysidro to address the wildcatting. In addition there are a couple of things coming up in the next couple years with Mid-City Rapid and BRT that will also require additional security. In general MTS has been running over budget on security trying to keep a handle on security throughout the system, making sure security presence is out there, especially downtown in the afternoon and at schools, etc. Mr.

Alvarez asked Mr. Minto if he had a chance to follow up on the security contract concerns raised at the previous Board meeting. Mr. Minto responded he had not. He asked when a Public Safety Committee would be put together. Mr. Jablonski advised it is generally held in line with the annual and semi-annual security reports are distributed and the next one would likely take place in a few months closer to when the annual report is released. Mr. Alvarez said he does not support Consent Item 17 until there is further discussion on the topic.

Mr. Gastil requested Item 17 be pulled and Ms. Salas expressed her support. Mr. Mathis asked what the specific concerns were with Item 17. Mr. Alvarez stated that he did not receive satisfying answers to questions posed at the previous Board meeting on the topic. He thought there would be a Public Safety Committee meeting to discuss those concerns. Ms. Rios expressed her support to pull the item as well as she had requested a Public Safety Committee meeting sooner than later so those new to the committee could be brought up to speed and she is disappointed that meeting had not been held. Mr. Mathis advised he would pull the item and asked what the Board members would like in regard to Item 17. Mr. Cunningham advised he would amend his motion to approve Consent Items with the exception of Item 17. Mr. Mathis advised there would be a separate vote on Item 17.

Mr. Cunningham advised as he was the Chair of the Public Safety Committee and it had been discussed in the last two Public Safety Committee meetings that there was a need for an increase in personnel including cross border issues and issues on the additional security needs on the Orange and Blue Lines. He stated his recollection at the last Board meeting it had been discussed that MTS's security were not adequately trained and armed and that it was not an economic issue, it was more of an equipment issue and it was asked of William Burke, Director of Security and Chief of Police whether he believed his team was adequately trained and armed for the functions they perform. He did not see any debate from Mr. Minto as to a cost issue so he does not see Consent Item 17 being an impediment to a further discussion about whether or not Chief Burke's team is adequately trained to perform the services they are paid to perform.

Mr. Alvarez asked if it was a contract extension. Mr. Jablonski advised it was additional funding under the existing contract and the contract goes through FY16. Mr. Alvarez stated he sees that as option years. Karen Landers, General Counsel advised the Board approved the contract through the option years and it is her understanding in general when the Board approves the contract it gives the CEO the discretion to exercise the option years.

Ms. Emerald advised she would like to see the contract as the Board has been addressed by previously contracted security personnel with concerns their employer doesn't pay health benefits, sick leave, low wage and lack of training. She would like to see the terms of the contract and she has concerns it is sole source procurement. She believes she would like to hear from additional security companies not just for the best deal to MTS, but the best deal to their employees as a government entity there is a responsibility to the working people who are employed by companies who are making a profit off of taxpayers including MTS. She has issues with the sole sourcing and would like to make sure MTS sets standards for its contractors and advised the City of San Diego has a living wage ordinance and MTS needs to make sure the employees of these companies are taken care of properly and she would like to see further details of the contract. If MTS does not increase compensation on this vote how well funded is MTS going forward. Mr. Jablonski clarified it is not a sole source contract and it is an additional funding to the budget to this contract. Ms. Landers stated the original procurement was not a sole source procurement it was a competitively bid contract through FY16 and the additional funding added to the current contract was treated as a sole source instead of a new procurement since it doesn't make sense to do a separate procurement for this extra added

level of security this additional funding is to provide. Ms. Emerald said she would like to see a copy of the contract. Mr. Jablonski stated he would give copies of the contract to the Board and if the Board did not wish to add the additional funding they would have to remove security personnel from the evening task force on the Orange and Blue line and extra duty posts downtown and others in order to stay within the current contract.

Mr. Cunningham asked Ms. Landers if this was a time sensitive matter if the Board didn't vote today versus bringing it back to the Board for a vote at the next meeting. Ms. Landers responded in general her answer was yes and no. In the way the Board approved the original contract the base period has funding through FY14 so there is additional money the next few months, but technically MTS would be over budget if it continued security at this level through the rest of FY13 and ideally when MTS comes to the Board with a 5 year contract and the total 5 years is X amount and we anticipate spending \$1Mil each year if it's a \$5Mil contract MTS would like to stay as much as possible within that \$1Mil per year versus spending 5 years' worth of authority in three years. MTS staff tries to come to the Board as soon as they know their expenses or needs are exceeding what the budget estimates were on a year by year basis. If this is not approved, MTS technically has 5 years of spending authority and can use some of that 5th year to finish out this year, but ideally MTS would like to keep within the budget estimates that were provided to the board on the year by year basis in addition to the 5 year authority the Board gave to MTS. Mr. Mathis advised that MTS can have a security meeting and full discussion with Board members attending, but he emphasized MTS has security that needs to be paid for and the focus needs to be placed on MTS providing the funding for the needed security and it needs to be looked at in this context as it is a benefit to the public. Ms. Emerald asked if the Board could come back to MTS the following month after reviewing the contract to allow the Board to decide if they want to extend it to 2016 and they would not have an issue in providing what was needed to keep security going as is for the next few weeks and a few extra weeks to give the Public Safety Committee an opportunity to share and analyze information and give the rest of the Board the opportunity to learn more. Ms. Landers clarified there are big risks if the Board doesn't approve the additional spending, every month MTS goes more in the hole and leaves MTS significantly over budget where MTS would have to cut back security to make up for those over runs and the Board needs to be aware of that.

Mr. Gastil suggested the Board take advantage of their spending authority for the next month and bring the issue back a month from now and MTS would be better off doing what the best is for the public and vote on it after they have had a full deliberation over the contract specifics. Mr. Mathis emphasized that MTS is at the end of the fiscal year and MTS needs to not pay for the security or they will last minute have to pull the money from another area and MTS has to cover it.

Mr. Jablonski said the extra security measures were previously discussed so this item reflects the amount to take care of the additional security services and has been appropriately aired with the security committee and Budget Development Committee. The questions about the contract are legitimate although the contract has been procured and awarded by the Board and MTS is administering it, notwithstanding the media coverage MTS received which he disputes as statistics show there was a dramatic drop in crime on the system so MTS is doing something right. If the Security Committee would like to look at how MTS is administering the contract that can be scheduled as soon as possible but it is two different issues 1) the contract concerns in the way it is administered and 2) the funding for security services MTS is paying now and that's what this Consent Item is about.

Mr. Cunningham said there is no question there is a need and was well articulated by Chief

Burke and his group. Public security and safety is the main issue for the riders and the main issue is whether or not the Board funds it. Whether the Board wants to drill down on whether or not MTS is getting proper service under the contract that is a good topic for the Public Safety Committee and ask the vendor and head of security come in and give statistical analysis as to whether or not they are doing their job the best way they can, but there is no question there is a need for extra security but that shouldn't stop the Board from voting on Consent Item 17 to make sure MTS's riders are safe and he supports the motion for approval.

Mr. Minto said it is something the Board should approve and the vendors should be in compliance with the contract and to use the remedies within the contract if the vendor is not performing under the contract.

Ms. Emerald advised she supports the motion.

Action on Consent Item 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, and 19

Mr. Cunningham moved to approve Consent Items 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, and 19. Mr. Ovrom seconded the motion, and the vote was 15 to 0 in favor.

Action on Consent Item 17 (TAKEN OUT OF ORDER)

Mr. Cunningham moved to approve Consent Item 17. Mr. Ovrom seconded the motion, and the vote was 14 to 1 in favor with Mr. Alvarez voting no.

CLOSED SESSION

24. a. **CLOSED SESSION - INITIATION OF LITIGATION Pursuant to California Government Code Section 54956.9(c) (One Potential Case)**
- b. **CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8**
Property: Encanto/62nd Street Trolley Station, San Diego, California (Assessor Parcel Nos. 549-071-18, 21, 38, and 39)
Agency Negotiators: Karen Landers, General Counsel; Tim Allison, Manager of Real Estate Assets; and Paul Jablonski, Chief Executive Officer
Negotiating Parties: AMCAL Multi-Housing, Inc.
Under Negotiation: Price and Terms of Payment

The Board reconvened to Open Session at 9:56 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board provided direction to staff on a vote of 14 to 0 with Mr. Roberts absent.
- b. The Board received a report.

DISCUSSION ITEMS

30. East County Bus Maintenance Facility CNG Fueling Installation, Operation, and Maintenance - Contract Award

Claire Spielberg, Chief Operating Officer of Transit introduced Frank Doucette the Project Manager for the East County Bus Maintenance Facility and the CNG fueling station. Mr. Doucette discussed a negotiated procurement for CNG station design and installation with the terms being 5 years (plus 3 year option years), comprehensive operation and maintenance services, site layout, the results of the negotiated procurement with the contract being awarded to Trillium and provided a recommendation.

Ms. Emerald asked Ms. Spielberg what MTS's satisfaction was with regard to Trillium and Ms. Spielberg responded her satisfaction level is extremely high.

Action Taken

Ms. Emerald moved to authorize the CEO to execute MTS Doc. No. B0594.0-13 with Trillium USA, LLC (doing business as California Trillium Company) for the: (1) design procurement, installation, and start-up of a compressed natural gas (CNG) fuel station for the East County Bus Maintenance Facility. These services would start on July 1, 2013, and be completed on February 28, 2014; and (2) operation and maintenance of a CNG fuel station at the East County Bus Maintenance Facility for a five-year base period beginning February 28, 2014, through March 1, 2019, with up to three option years beginning March 2, 2019, through March 3, 2022. Mr. Ovrom seconded the motion, and the vote was 13 to 0 in favor with Messrs. Cunningham, and Alvarez absent.

REPORT ITEMS

45. Mid-Coast Corridor Transit Project Update

John Haggerty, Director of Rail and Leslie Blanda of SANDAG provided a presentation providing an overview of the project and environmental process including a map of the extension of the trolley Blue Line from Downtown to University City and presented slides on the Mid-Coast transit connections, Draft SEIS/SEIR, environmental status, project features – structures and project features – operations. Mr. Haggerty provided slides and discussed the Tecolote Rd. Station Clairemont Drive Station, Balboa Ave. Station, Nobel Dr. Station, VA Medical Center Station, Pepper Canyon Station, Voigt Dr. Station, Executive Dr. Station, and UTC Terminus Station concept plans. He discussed next steps including project approvals.

Ms. Zapf asked if these stops were set in stone. Mr. Haggerty advised he believed all stations within the document have been funded and is part of the financing plan so unless any significant issues arise these will be the station locations. Ms. Zapf asked regarding Tecolote design since it was very close to the Morena Vista station and is close to the Armstrong Nursery and behind the trolley platform to the West is the train and canyon and to the east is Morena Blvd. and across the way are a few businesses, but there are 280 parking spaces at this station. Ms. Zapf wondered how she would get anywhere. Mr. Haggerty advised it is assumed people will park and ride North and South relieving parking congestion at the Old Town Station. Ms. Zapf asked if it goes through Morena Vista. Mr. Haggerty advised the Morena Vista station is on the Green Line and this is an extension of the Blue Line and it is an origin station more than a destination station.

Ms. Zapf asked about the Clairemont Drive station concept and if SANDAG was looking at alternatives for the vacant parking lot there. The community wants to know what is going on with this parking lot and someone bought it only to find out their land had been planned as a parking lot for the trolley station. Mr. Haggerty advised they are looking at alternatives for that site or joint development of the site, but there is significant demand for parking at that station and SANDAG needed to show the ability to meet that demand and right now the assumption is that if nothing else happened, SANDAG would acquire the property and turn it into a parking lot.

Ms. Zapf asked Mr. Haggerty if he envisioned the project being built all at once or a segment at a time. Mr. Haggerty said he anticipates one contract to construct the entire project, but SANDAG is looking to see if they could have an early opening of the Balboa Station. He said they are several years away from having all of the information.

Mr. Gloria asked regarding the alignment. Mr. Haggerty responded the LPA was approved. Mr. Gloria asked about Genessee and if it was an elevated platform. Mr. Haggerty said Genessee would have to be center columns and there would be slightly more properties impacted, but if they go to straddle bents there would be some substantial impact and visual problems. Mr. Gloria asked about the VA Medical Ctr. Station and Mr. Haggerty said it was an option in the SANDAG environmental document but he doesn't believe the Board considers it an option. Mr. Gloria asked with all the structures being proposed if the parking was free or paid parking. Mr. Haggerty said MTS will ultimately decide but he believes they will be free and SANDAG is proposing to have a system where the Compass Card is possibly used to open a gate and is similar to what is being worked out for Sabre Springs. Mr. Gloria asked with regard to the Nobel Station if SANDAG is walling off the view from the Shopping Center. Mr. Haggerty responded there will be columns, the structure and the station structure is larger and they will need to decide how to get signage out and that is a discussion they are having with representatives from the shopping center and it is an aerial structure. Mr. Gloria asked if signage was discussed in the environmental document. Mr. Haggerty advised he was not aware of any language regarding to signage and there would likely not be major visual impact.

Mr. Ewin asked if any of the stations had restroom facilities and Mr. Haggerty advised they do not.

Mr. Ovrom asked with regard to the VA Medical Ctr. Station in terms of ridership and Mr. Haggerty responded there were a significant amount of riders and they could use the Pepper Canyon Station but this would be a much better option.

Action Taken

Mr. Ewin moved to receive a report for information. Ms. Zapf seconded the motion, and the vote was 13 to 0 in favor with Messrs. Roberts and Cunningham absent.

NOTICED PUBLIC HEARINGS (TAKEN OUT OF ORDER)

25. Fiscal Year 2014 Budget: Public Hearing and Adoption

Mike Thompson, Budget Manager, Finance provided a presentation on the budget impact and provided a fiscal year 2014 budget recap. He discussed the fiscal year 2014 operating budget, fiscal year 2014 revenues, fiscal year 2014 expenses, fiscal year 2014 other information and a five-year operating forecast.

Mr. Jablonski explained that MTS has been working with SANDAG to officially convert from the formula program to calculate ridership to the use of the APC's MTS invested in a few years ago. The formula was generated years ago based on one way ticket sales and since MTS has moved to a day pass, one way ticket sales are a very small percentage of MTS's sales. MTS's whole ridership is extrapolated from this outdated formula and MTS is hoping to officially move to the new system by the new fiscal year, but it has to be approved by the Federal Transit Association (FTA) so although the ridership formula indicates this may not be the case.

Mr. Minto asked regarding the new system. Mr. Thompson advised it is a very sophisticated system. Mr. Jablonski said the error could be plus or minus 5%.

Mr. Thompson provided a staff recommendation

Public Speaker

Abdulrahim Mohamed – Mr. Mohamed said he is from Mid-City CAN working to get a no cost youth bus pass for young people in San Diego and has spoken to MTS staff about the pilot program. He described those who would benefit from the program based on their need and provided a timeline.

Margo Tanquay – Ms. Tanquay discussed APC rider counting system. She stated there is a definite increase in passengers from her observations.

Board member comments

Mr. Roberts stated there are positive items in the budget specifically for the reduction in one time use monies and the additional services to people throughout the community.

Ms. Emerald requested MTS find the money to help out with the student passes for Mid-City as students will become lifelong loyal riders and will be a sound investment to MTS and it is important to get young people to school and to their jobs.

Mr. Jablonski said MTS is anxious to discuss the pilot especially with San Diego Unified School District.

Action Taken

Mr. Roberts moved to (1) hold a public hearing, receive testimony, and review and comment on the fiscal year 2014 budget information presented in this report; and (2) enact Resolution No. 13-12 adopting the operating and capital budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry. Mr. Gloria seconded the motion, and the vote was 14 to 0 in favor with Mr. Cunningham absent.

46. June 2013 Rock 'n' Roll Marathon Impacts

The report was waived.

Mr. Jablonski advised things are different this year as it is a full and half marathon and a much bigger event than in the past. MTS is not supplying buses and in the past MTS has had fairly big efforts in transportation and because there are two different courses is it much more

disruptive to MTS's service. The marathon is going to compensate MTS due to the routes they are impacting. MTS is going to closely watch this year and report and comment to the City and race committee regarding the impact. The area downtown is going to be very busy by PETCO Park and security is an issue. There is a significant effort at the local, county and Federal level. MTS will report after the fact to the Board.

Action Taken

Ms. Rios moved to receive a report for information. Mr. Ewin seconded the motion, and the vote was 12 to 0 in favor with Messrs. Cunningham, Ovrom and Ms. Emerald absent.

47. Quarterly Service Performance-Monitoring Report (Denis Desmond)

The report was waived.

Action Taken

Ms. Rios moved to receive a report for information. Mr. Ewin seconded the motion, and the vote was 12 to 0 in favor with Messrs. Cunningham, Ovrom and Ms. Emerald absent.

48. Operations Budget Status Report for March 2013

The report was waived.

Action Taken

Mr. Minto moved to receive a report for information. Ms. Bragg seconded the motion, and the vote was 13 to 0 in favor with Mr. Cunningham and Ms. Emerald absent.

60. Chairman's Report

Mr. Mathis advised of the laptop scholarship student event and discussed what the students need to do in order to qualify.

61. Audit Oversight Committee (AOC) Chairman's Report

Mr. Ewin advised the Audit Entrance Letter has been received and work is underway. The Audit Oversight Committee meets June 13, 2013.

62. Chief Executive Officer's Report

Mr. Jablonski introduced Bill Spraul, MTS's new Chief Operating Officer, Transit upon Claire Spielberg's retirement.

He discussed his attendance at the APTA Bus and Paratransit Conference in Indianapolis and his trip to Sacramento for the California Transit Authority Legislative Conference. He spoke with the Governor's staff, the Speaker's staff, the Senate Pro Tem on a number of issues and there was a sense of really trying to do more for transit at the State level. The focus is on SB375 and AB32. There is a real sense transit must be part of that and a lot of people working on getting more funding for transit, not only capital but operating in order to have an impact going forward. He believes the message is getting through and it was a very productive conference.

He discussed new pieces of rail that went on the Blue Line and provided a clip of the trolley on

the new rail which will improve the riding quality and save money in installation.

63. Board Member Communications

There were no Board member communications.

64. Additional Public Comments on Items Not on the Agenda


There were not additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is May 30, 2013.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:08 a.m.



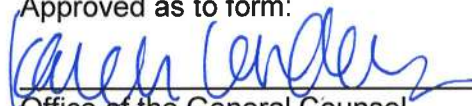
Chairperson
San Diego Metropolitan Transit System

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

- Attachments:
1. Roll Call Sheet
 2. Handout – San Diego Trolley Proposed to be extended to UCSD and University City
 3. Mid-City CAN (Community Advocacy Network) Handout – The Youth Opportunity Pass – A Pilot

METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): May 16, 2013

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

RECESS: 10:06 a.m.

RECONVENE: 10:10 a.m.

CLOSED SESSION: 9:34 a.m.

RECONVENE: 9:56 a.m.

PUBLIC HEARING: 10:44 a.m.

RECONVENE: 11:03 a.m.

ORDINANCES ADOPTED: N/A

ADJOURN: 11:08 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:01 a.m.	11:08 a.m.
BRAGG	<input checked="" type="checkbox"/> (Bilbray) <input type="checkbox"/>	9:00 a.m.	11:08 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:04 a.m.	9:42 a.m.
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:09 a.m.	11:04 a.m.
EWIN	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:00 a.m.	11:08 a.m.
GASTIL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	9:00 a.m.	11:08 a.m.
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:00 a.m.	11:08 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:00 a.m.	11:08 a.m.
MCCLELLAN	<input type="checkbox"/> (Ambrose) <input checked="" type="checkbox"/>	9:00 a.m.	11:08 a.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:00 a.m.	11:08 a.m.
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>	9:00 a.m.	11:08 a.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:00 a.m.	11:08 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:09 a.m.	11:08 a.m.
SALAS	<input checked="" type="checkbox"/> (Ramirez) <input type="checkbox"/>	9:03 a.m.	11:08 a.m.
ZAPF	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:06 a.m.	11:08 a.m.

SIGNED BY THE CLERK OF THE BOARD:

CONFIRMED BY THE GENERAL COUNSEL:

SAN DIEGO TROLLEY PROPOSED TO BE EXTENDED TO UCSD AND UNIVERSITY CITY

The Mid-Coast Corridor Transit Project will extend Trolley service (light rail) from the Santa Fe Depot in Downtown San Diego north to the University City community, serving major activity centers such as Old Town, the University of California, San Diego (UCSD), and Westfield UTC. The San Diego Association of Governments (SANDAG)—which will develop the project in partnership with the Federal Transit Administration (FTA)—has prepared a draft environmental document analyzing potential impacts of the project. To learn more and comment, come to one of these five public meetings being held along the route of the proposed extension:

Tuesday, June 4, 2013

Open House from 4 to 7 p.m.
Cadman Elementary School, School Auditorium
4370 Kamloop Avenue, San Diego, CA 92117
(Bus 105 at Clairemont Mesa Blvd./Moraga Ave.)

Monday, June 10, 2013

Open House from 3 to 6 p.m.
University of California, San Diego
Price Center East, The Forum, Level 4
9500 Gilman Drive, La Jolla, CA 92093
(Bus 30, 150, 41, 921, 101 and SuperLoop Bus 201/202 at Gilman Dr./Myers Dr.)

Wednesday, June 12, 2013

Open House from 4 to 7 p.m.
La Jolla Country Day School, Community Room
9490 Genesee Avenue, La Jolla, CA 92037
(SuperLoop Bus 201/202 at Genesee Ave./Eastgate Mall)

Tuesday, June 18, 2013

Open House from 4 to 7 p.m.
Caltrans District 11 Office, Garcia Conference Room
4050 Taylor Street, San Diego, CA 92110
(Bus 8, 9, 10, 28, 30, 35, 44, 88, 105, 150 & Green Line Trolley and COASTER at Taylor St./Juan St. Old Town Transit Center)

Friday, June 21, 2013

Public Hearing at 9 a.m.
SANDAG Transportation Committee, Board Room (7th Floor)
401 B Street, San Diego, CA 92101
(Bus 3, 120 at 4th Ave./B St. & Bus 2, 7, 15, 30, 50, 150, 923, 992 at Broadway/5th Ave. & Blue and Orange Line Trolley at 5th Ave. Trolley Station)

For more information about the Mid-Coast Corridor Transit Project, please visit www.sandag.org/midcoast.



SANDAGRegion



@SANDAG



SANDAGRegion



U.S. Department of
Transportation
Federal Transit
Administration

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in the public meetings listed above. If such assistance is required, please contact SANDAG at (619) 595-5620 at least 72 hours in advance of the meeting. To request materials in an alternative format, please call (619) 595-5620 or fax (619) 699-1905.



The Youth Opportunity Pass – A Pilot

Quick Facts

Total Project Cost: \$416,200

Funding:

SDUSD - \$150,000 (allocation secured and dedicated to purchase) *note: San Diego Unified School District will be the administrator of the pilot project. In this role, they will be spending staff hours for implementation. This additional in kind contribution is not included in the amount above.*

MTS - \$56,430 (expected 15% discount from MTS on passes sold to SDUSD for pilot)

Unknown or Private Source - \$9,770 (depending on who does the pilot analysis, we may be able to negotiate that cost down to close the funding gap.)

Number of passes to be distributed: 1100

1000 passes distributed through San Diego High, Lincoln, Crawford, and Hoover (250 to each)

100 passes available by request from principals at elementary and middle schools for specific children who move outside the school boundaries, to allow them to stay at their home school.

Frequently Asked Questions

1. How does the Youth Opportunity Pass improve safety for youth in San Diego?

The Youth Opportunity Pass allows young people to travel to and from school, work, and recreation in a safe and supervised environment.

Every year there are many instances of assault and harassment victimizing young people on their way to and from school, work, and other activities. A *Voice of San Diego* analysis of crime shows that the bulk of crime affecting young people occurs in the pre and after school hours. An independent analysis of police arrest data in City Heights demonstrates that the bulk of violent crime occurs within 1,000 feet of schools; this is consistent with nationwide patterns. In some communities this situation is made more severe by the high concentration of registered sexual offenders in the neighborhood surrounding the high school. The data, as well as countless family testimonials, illustrate the challenges that our young people face in



The Youth Opportunity Pass – A Pilot

neighborhoods across San Diego. The Youth Opportunity Pass is an important step towards prevention and keeping our young people safe.

2. How does the Youth Opportunity Pass support jobs for families?

The Youth Opportunity Pass allows young people to access job and internship opportunities within and outside their immediate neighborhood. Access to job opportunities early in life help set the stage for a life-long positive career track.

3. Will this pilot project become an ongoing drain on the City's finances?

The one year pilot project is a necessary step to secure a permanent funding solution. Funding opportunities from the State of California (cap-and-trade funds, AB 1002 The Vehicle Registration and Sustainable Communities Strategy, etc) and Federal government (Federal Transportation Administration funds through CalTrans grants, The Moving Ahead for Progress in the 21st Century Act, etc) require local support and data generated by the pilot to prove impact.

4. How will students be selected? Who will do the selecting?

In order to get a pass, young people fill out an application. If the school receives more applications than it has passes, the Community Oversight Committee (made up of school principals, guidance counselors, City Staff, MTS Staff, and community members) will determine which students get the passes.

Criteria for selection may include students who:

- Use/need transit
- Lost SDUSD provided busing during recent cuts (last 5 years)
- Families have a difficult time paying for passes
- Fear for their safety while walking to school
- Have previous community and/or extracurricular involvement
- Are chronically absent
- Have siblings who go to other schools (because these families have more challenges transporting all their children to school)
- Have a part-time job
- Have a caregiver/close family member with a disability

5. Are you pursuing private and/or corporate funding for this program?

Yes, we are in contact with Natasha Collura, Director of Corporate Partnerships at the City of San Diego.



The Youth Opportunity Pass – A Pilot

6. Who will do the analysis and what will the analysis dollars be spent on?

A transportation analyst will be selected by the Community Oversight Committee (which will include representatives from SDUSD, MTS, the City of San Diego, and community members) in order to understand the impact of the Youth Opportunity Pass. This is a necessary step to apply for State and Federal funding opportunities.

7. Will elementary and middle school children be riding the bus alone?

The elementary and middle school passes are distributed individually by a child's Principal in conjunction with parents. The Principal works with the child's parents to ensure their safety.

8. How does the Youth Opportunity Pass encourage the next generation of bus ridership?

The Youth Opportunity Pass sustains and increases transit ridership among young people. They learn about and how to conveniently utilize the transit system with their pre-loaded Compass Card. The Compass Card is a faster and more convenient way to ride the bus than the cash payments many low-income young people now rely on. This is an investment in a lifetime of transit ridership.

Many of the State funding opportunities prioritize programs that can show an increase in transit ridership and decrease in greenhouse gas emissions. The ridership data collected during the analysis will be critical in making our case for these funds. This is also in line with the City's SMART Growth and Transit Oriented Design city planning models.

9. How does the Youth Opportunity Pass expand extra-curricular and community involvement?

The Youth Opportunity Pass provides young people with safe access to enriching extracurricular activities like dance lessons or tutoring classes. If a young person has little access to transportation, they are less likely to attend extracurricular programs after-school, especially when it is dark, or in locations outside their neighborhood. Access and involvement in extracurricular activities keeps kids safe and is a proven crime prevention strategy.



The Youth Opportunity Pass – A Pilot

A Proposal from the
Improving Transportation in City Heights Momentum Team
at Mid-City CAN

Summary

The Youth Opportunity Pass is designed to provide positive opportunities for transit-dependent youth in San Diego. It will encourage and incentivize regular school attendance, increase safety for kids en route to school, increase access to extracurricular and job opportunities, and invest in future bus ridership for transit-dependent and low-income high school students. The pilot project will be a one-year program involving San Diego Unified School District schools where students are the most transit-dependent: Crawford High School, Hoover High School, Lincoln High School, and San Diego High School. There will also be a smaller-scale program for elementary and/or middle schools to preserve academic stability for students who move within the community but outside the local catchment area.

Background

School busing has been severely cut in recent years, affecting almost 400 students in the City Heights area alone. Now students are forced to walk long distances or buy bus passes to get to school. The long walks have put kids at risk of being victims of crime and accidents with motor vehicles. The cost of a bus pass severely impacts low-income family budgets. The repercussions for the student are serious, with the potential for increased stress, lack of sleep, spotty attendance, inability to participate in extracurricular activities, and lack of access to job opportunities. **Transit dependant, low-income students experience severe limits on educational, extracurricular, and economic opportunities.**

For the family, the financial strain can be insurmountable and can add another challenge to family stability. A transit-dependent family with three kids attending school will pay \$108 a month for their children to get to school¹. In City Heights, the median income is \$19,000 a year for a family of five². (The federal poverty line is about \$24,000 for a family of four). This forces many to decide between transportation and other necessities, like food.

For the school, the obvious challenges with student performance and attendance are made greater when children struggle to get to school safely each day. In the area around Hoover High School, there is one of the largest concentrations of convicted sex offenders. This means that girls and boys walking to school, many times at distances of more than a mile, could fall victim to assaults, sexual harassment, and accidents with motor vehicles.

For the broader community, not only do better performing and involved students improve community cohesion, but the investment in long-term bus ridership is critical to the future viability of our public transit system and the quality of our environment.

¹ <http://www.sdmts.com/fares.asp>

² House Meeting Data, by Bill Oswald, Jesse Mills, & Sheila Mitrasarker, 2009



The Youth Opportunity Pass – A Pilot

A Proposal from the Improving Transportation in City Heights Momentum Team at Mid-City CAN

A 2012 student survey in Oakland of more than 1,500 students, analyzed by the San Francisco Public Health Department found that:

- One out of three students pays for bus passes and fares out of his/her own pocket.
- About 60 percent of students said they sometimes use their lunch money to ride the bus.
- Nearly 50 percent of low-income students reported that it was harder to get to school, jobs, or after-school programs with the current fare structure.
- More than 75 percent of students surveyed depend on the bus for mobility.

The neighborhoods served by San Diego High, Hoover, Crawford, and Lincoln are some of the most transit-dependent in the county. According to the San Diego Association of Government's Residential Transit Orientation Index, these neighborhoods are at the top of the scale (see attached Exhibit 11).

Case studies

San Francisco - In December 2012, the San Francisco Municipal Transit Agency board approved the "Free Muni for Low-Income Youth" Plan. This program builds on a two-year pilot program that enrolled 27,000 low-income students and caused a dramatic increase in participation in after-school programs, effectively keeping youth safe and active.³ The funding comes from a \$6.7 million Transit Performance Initiative grant from the Metropolitan Transportation Commission (their equivalent of SANDAG) that also puts \$5.1 million into vehicle rehabilitation and maintenance.

Portland, OR - High school students in the Portland Public School District can ride the local TriMet transit system for free during the school year by showing their student ID. Unlike other school districts, Portland Public Schools does not provide regular yellow school bus service. The Student Pass program is a partnership between TriMet, the school district and the City of Portland.

Tempe, AZ - The Tempe Youth Transit Pass Program allows all eligible Tempe youth ages 6 to 18 (children 6 and younger are already free) to ride regional and local Valley Metro bus routes and the Metro light rail for free. Passes are valid on weekends, holidays, and even during school breaks.

Pilot Design

A thousand Youth Opportunity Passes will be split between San Diego High, Hoover, Crawford, and Lincoln, with 250 passes allotted to each school. Passes will be distributed by the school to students who meet certain criteria. Criteria for selection may include students who:

- Use/need transit
- Lost SDUSD provided busing during recent cuts (last 5 years)

³ Urban Habitat, 2012



The Youth Opportunity Pass – A Pilot

A Proposal from the
Improving Transportation in City Heights Momentum Team
at Mid-City CAN

- Families have a difficult time paying for passes
- Live far from school
- Fear for their safety while walking to school
- Have previous community and/or extracurricular involvement
- Are chronically absent
- Have siblings who go to other schools (because these families have more challenges transporting all their children to school)
- Have a part-time job
- Have a caregiver/close family member with a disability

An application will be required of each student receiving a pass and may include a question about his/her future plans for school or asking the student to illustrate his/her need. Selection criteria will be solidified through a series of focus groups with students at each of the four high schools. To encourage extracurricular activities and job opportunities, passes will be valid after school and on weekends. Outreach about the Youth Opportunity Pass will be done in languages appropriate for the population of each school.

A Community Oversight Committee will be formed in an advisory role to SDUSD and MTS staff and committees. If the school receives more applications than it has passes, the Oversight Committee will determine which students get the passes. The Oversight Committee will consist of representatives from the Mid-City CAN Improving Transportation in City Heights Momentum Team with participation from vice-principals and guidance counselors from each school.

In addition, 100 passes will be reserved for distribution by elementary and/or middle school principals to students who move within the community but outside the local catchment area.

Measuring Success

To measure the ways these passes are helping students and their families, the pilot will include performance measures among students receiving the passes including:

- | | |
|---|--|
| -Ridership | -Participation in breakfast at school |
| -Attitudes towards transit | -Time saved |
| -Financial burden for families | -Access to employment |
| -School attendance | -Access to health care |
| -Drop-out rate | -Incidents of assaults/
sexual harassment |
| -Participation in recreational/
extracurricular/community activities | -Accidents involving motor vehicles |

Each student receiving the Youth Opportunity Pass will complete an entrance and exit survey to complement empirical data on the above performance measures. The attendance and dropout rates of students receiving the pass will be tracked and reported to the Community Oversight



The Youth Opportunity Pass – A Pilot

A Proposal from the
Improving Transportation in City Heights Momentum Team
at Mid-City CAN

Committee on a quarterly basis. In addition, a series of focus groups with chronically absent students will be conducted to help identify the usefulness of this pass for improving attendance rates among like students.

Funding Strategy

The cost of the Youth Opportunity Pass for school year 2013-2014 will be:

High school passes

1000 30-day passes @ \$36 per pass X 9 months	\$324,000
1000 15-day passes @ \$18 per pass	\$18,000

Elementary and middle school passes

100 30-day passes @ \$36 per pass X 9 months	\$32,400
100 15-day passes @ \$18 per pass	\$1,800

Measuring success

Analysis of performance measures	\$40,000
----------------------------------	----------

Total cost for one school year of the Youth Opportunity Pass: \$416,200

This pilot is seen as a down payment on the future of no-cost youth bus ridership in San Diego and all parties involved will actively seek regional, state, and federal funding mechanisms to continue and expand the project.

Timeline

The pilot is planned to roll out for the 2013-2014 school year.

Supporters

Mayor Bob Filner

Council President Todd Gloria

Councilmember Marti Emerald

San Diego Unified School District Trustee Richard Barrera

San Diego Community College District Board of Directors

Candidate for 80th Assembly District Lorena Gonzalez

San Diego Unified School District Superintendant Cindy Marten (incoming)

Hoover High School Vice-Principal Andreas Trakas

Amalgamated Transit Union Local 1309 President Joe Gotcher

More than 850 San Diego residents