TRANSPORTATION COMMITTEE AGENDA

Note meeting time change to 8 a.m.

Friday, June 21, 2013

8 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• MID-COAST CORRIDOR TRANSIT PROJECT: PUBLIC HEARING FOR THE DRAFT ENVIRONMENTAL DOCUMENTS

• PROPOSED FY 2014 TRANSIT AGENCY OPERATING BUDGETS

• MID-COAST CORRIDOR TRANSIT PROJECT: PROPOSED CRITERIA FOR CONSTRUCTION MANAGER/GENERAL CONTRACTOR PROCUREMENT

PLEASE TURN OFF CELL PHONES DURING THE MEETING

YOU CAN LISTEN TO THE TRANSPORTATION COMMITTEE MEETING BY VISITING OUR WEBSITE AT WWW.SANDAG.ORG

MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, plans, engineers, and builds public transit, and provides information on a broad range of topics pertinent to the region’s quality of life.
Welcome to SANDAG. Members of the public may speak to the Transportation Committee on any item at the time the Committee is considering the item. Please complete a Speaker’s Slip, which is located in the rear of the room, and then present the slip to the Clerk of the Committee seated at the front table. Members of the public may address the Committee on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Transportation Committee may take action on any item appearing on the agenda.

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## TRANSPORTATION COMMITTEE
### Friday, June 21, 2013

<table>
<thead>
<tr>
<th>ITEM #</th>
<th>RECOMMENDATION</th>
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</thead>
<tbody>
<tr>
<td>+1.</td>
<td>APPROVAL OF MEETING MINUTES</td>
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<tr>
<td></td>
<td>The Transportation Committee is requested to review and approve the minutes of June 7, 2013.</td>
</tr>
<tr>
<td>2.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
</tr>
<tr>
<td></td>
<td>Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.</td>
</tr>
<tr>
<td>+3.</td>
<td>PROPOSED FY 2014 TRANSIT AGENCY OPERATING BUDGETS (Tim Watson, SANDAG; Ryan Bailey, NCTD; and Sharon Cooney, MTS)</td>
</tr>
<tr>
<td></td>
<td>The Metropolitan Transit System (MTS) and North County Transit District (NCTD) will present a summary of their FY 2014 budgets and a five-year forecast of operations. The Transportation Committee is asked to approve the NCTD and MTS FY 2014 operating budgets for funding, with the final NCTD budget subject to approval by its Board on June 28, 2013.</td>
</tr>
<tr>
<td>+4.</td>
<td>AMENDED AND RESTATED ADDENDUM FOUR TO MASTER MEMORANDUM OF UNDERSTANDING BETWEEN SANDAG AND MTS, FY 2014 CLAIMS FOR TDA AND STA, AND FY 2013 TDA CLAIM AMENDMENTS (Sookyung Kim)</td>
</tr>
<tr>
<td></td>
<td>The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation and non-motorized transportation. This report presents the FY 2014 requests for TDA Article 4, Article 4.5, Article 8, Planning and Administration claims, one State Transit Assistance (STA) claim, and amendments to the FY 2013 TDA claims for the Metropolitan Transit System (MTS) and North County Transit District (NCTD). The Transportation Committee is asked to recommend that the Board of Directors: (1) approve Amended and Restated Addendum Four to Master MOU between SANDAG and MTS; (2) adopt Resolution Nos. 2013-26 through 2013-30 approving the FY 2014 TDA claims; (3) adopt the STA findings as certified by NCTD; and (4) adopt Resolution Nos. 2013-31 through 2013-33 approving FY 2013 TDA claim amendments, all in substantially the same form as attached to the report.</td>
</tr>
</tbody>
</table>
4. MID-COAST CORRIDOR TRANSIT PROJECT: PROPOSED CRITERIA FOR CONSTRUCTION MANAGER/GENERAL CONTRACTOR PROCUREMENT (San Diego Council President Todd Gloria, Transportation Committee Chair; John Haggerty)*

In April, the Board of Directors authorized the use of the Construction Manager/General Contractor (CM/GC) construction contracting method for the Mid Coast Corridor Transit Project and designated itself as the body to approve the award of the CM/GC contract. Input received from the Transportation Committee, industry, and expert review has been incorporated into the proposed criteria and contract provisions for CM/GC procurement. The Transportation Committee recommends that the Board of Directors: (1) approve the CM/GC Request for Proposal evaluation criteria and contract provisions with substantially the same criteria and requirements as attached to the report; (2) adopt Resolution No. 2013-34 authorizing the use of the CM/GC construction delivery method for the Elvira to Morena Double Track Project and San Diego River Bridge Project as part of the CM/GC procurement for the Mid-Coast Corridor Transit Project; (3) receive public testimony regarding the complexity of the Elvira to Morena Double Track Project and San Diego River Bridge Project and the need for a retention amount in excess of 5 percent; and (4) adopt Resolution No. 2013-35 designating the San Diego River Bridge and Elvira to Morena Double Track Project as substantially complex thereby allowing retention up to 10 percent.

5. MID-COAST CORRIDOR TRANSIT PROJECT - PUBLIC HEARING FOR THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT/SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (Leslie Blanda)

The public review and comment period for the Mid-Coast Corridor Transit Project Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) extends from May 17 through July 16, 2013. A public hearing, in compliance with the requirements of the National Environmental Policy Act and the California Environmental Quality Act, will be held to solicit comments from the public, agencies and other stakeholders. Comments received at the public hearing, as well as all comments received during the public review and comment period, will addressed in the Final SEIS/SEIR for the project.

6. CONTINUED PUBLIC COMMENTS

If the five speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.
8. UPCOMING MEETINGS

The July 5 meeting is cancelled. The next meeting is scheduled for Friday, July 19, 2013, and a portion of the meeting will be held jointly with the Regional Planning Committee.

9. ADJOURNMENT

+ next to an agenda item indicates an attachment
* next to an agenda item indicates a San Diego County Regional Transportation Commission item
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
MEETING OF JUNE 7, 2013

The meeting of the Transportation Committee was called to order by Chair Todd Gloria (City of San Diego) at 9:02 a.m. See the attached attendance sheet for Transportation Committee member attendance.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Mary Sessom (East County) and a second by Vice Chair Judy Ritter (North County Inland), the Transportation Committee approved the minutes from the May 17, 2013, Transportation Committee meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

John Wotzka, a member of the public, submitted written comments and read them into the record.

Nicole Burgess, Bike San Diego, spoke regarding San Diego Forward: The Regional Plan and including funding for future active transportation projects. She shared flyers that she received at a recent bike conference.

3. REMINDER: SAN DIEGO FORWARD PUBLIC WORKSHOPS UNDERWAY (INFORMATION)

Chair Gloria announced that a series of workshops on San Diego Forward: The Regional Plan is underway. The first workshop was held last month with a tremendous turnout of more than 150 people. Five more workshops will take place this month, and a completely bilingual workshop was held in San Ysidro last night with people from all over South County. The June 21 workshop will focus on land use and transportation, and will serve as an opportunity for the public to provide input on the alternative land use and transportation scenarios to further reduce greenhouse gas emissions. Next month, staff will report back on feedback received and will seek Committee input on a proposed range of initial land use scenarios to test over the summer. Committee members are encouraged to attend the workshops and to invite others that might be interested. Chair Gloria shared a five-minute video that has been put together to promote involvement in the Regional Plan. This will be shown at the beginning of each workshop, posted on the SANDAG website and YouTube channel, and made available to our Community-Based Organization partners.
REPORTS (4 through 8)

4. 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: AMENDMENT NO. 7 – ADMINISTRATIVE MODIFICATION (APPROVE)

On September 28, 2012, the Board of Directors adopted the 2012 Regional Transportation Improvement Program (RTIP), the multiyear program of proposed major transportation projects in the San Diego region covering the period FY 2013 to FY 2017. SANDAG generally processes amendments to the RTIP on a quarterly basis based on requests from member agencies. This amendment is administrative and is being processed outside of the regular quarterly amendment cycle.

Michelle Merino, Associate Financial Analyst, presented the item.

Jack Shu, Cleveland National Forest Foundation, spoke in support of the upcoming public workshops. He also stated that he felt the summary provided to committee members after the recent workshop did not reflect the actual comments made during the workshop. (Note: these comments refer to Item 3; the speaker slip was overlooked and the Chair called the speaker after the item.)

Action: Upon a motion by Mayor Cheryl Cox (South County) and a second by Chair Gloria, the Transportation Committee approved Amendment No. 7 – Administrative Modification to the 2012 Regional Transportation Improvement Program. Approval for the Balboa Park Historic Preservation project (CAL73) is contingent upon approval by the California Transportation Commission.

5. SAN DIEGO FORWARD: THE REGIONAL PLAN: DEVELOPMENT OF DRAFT POLICY OBJECTIVE TOPIC AREAS (DISCUSSION)

In May, the Board of Directors approved the vision and goals for San Diego Forward: The Regional Plan. Staff has identified several policy objective areas for the plan based on public input and shared this initial list with the Board.

Phil Trom, Senior Regional Planner, presented the item and asked the Transportation Committee to discuss the draft policy objective areas for the regional plan.

Jack Shu, Cleveland National Forest Foundation, spoke regarding allocation of funding under the policy objective areas and for specific projects for the region.

Action: This item was presented for discussion.

6. TransNet SMART GROWTH INCENTIVE PROGRAM: GRANT APPLICATION SCORING RESULTS FOR THE FY 2013 CYCLE (RECOMMEND)

SANDAG received 29 eligible applications for the FY 2013 Smart Growth Incentive Program funding cycle.

Stephan Vance, Senior Regional Planner, presented the project rankings that resulted from the scoring process at the May 3 Transportation Committee meeting.
Action: Upon a motion by Mayor Cox, and a second by Deputy Mayor Lee Haydu (North County Coastal), the Transportation Committee recommended that the Board of Directors approve for funding the Smart Growth Incentive Program FY 2013 cycle list of recommended projects as included in the report.

7. MID-COAST CORRIDOR TRANSIT PROJECT: CONSTRUCTION SERVICES PROCUREMENT (DISCUSSION)

On April 26, the Board of Directors approved the Construction Manager/General Contractor construction contracting method for the Mid-Coast Corridor Transit Project with future Board approval of proposal evaluation criteria and contract requirements.

John Haggerty, Division Director of Rail, presented the item and requested that the Transportation Committee provide comments on proposed evaluation criteria and contract requirements prior to staff completing these documents for Board consideration.

Action: This item was presented for discussion.

8. STATE ROUTE 125 STATUS REPORT (INFORMATION)

Samuel Johnson, Director of Operations, provided a status report on South Bay Expressway traffic and revenue performance along with progress towards achieving the Board’s goals for FY 2013.

Action: This item was presented for information.

9. CONTINUED PUBLIC COMMENTS

There were no additional public comments.

10. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, June 21, 2013, at 8 a.m. to allow for regular Committee business prior to a 9 a.m. public hearing on the draft environmental document for the Mid-Coast Corridor Transit Project.

11. ADJOURNMENT

Chair Gloria adjourned the meeting at 10:55 a.m.

Attachment: Attendance Sheet
## CONFIRMED ATTENDANCE
### SANDAG TRANSPORTATION COMMITTEE MEETING
#### JUNE 7, 2013

<table>
<thead>
<tr>
<th>GEOGRAPHICAL AREA/ORGANIZATION</th>
<th>JURISDICTION</th>
<th>NAME</th>
<th>MEMBER/ALTERNATE</th>
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<td>North County Coastal</td>
<td>City of Encinitas</td>
<td>Lisa Shaffer</td>
<td>Member</td>
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<td></td>
<td>City of Del Mar</td>
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<td>North County Inland</td>
<td>City of Vista</td>
<td>Judy Ritter (Vice Chair)</td>
<td>Member</td>
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<td></td>
<td>City of Escondido</td>
<td>Sam Abed</td>
<td>Alternate</td>
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</tr>
<tr>
<td>East County</td>
<td>City of Lemon Grove</td>
<td>Mary Sessom</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>City of La Mesa</td>
<td>Art Madrid</td>
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<td>South County</td>
<td>City of Chula Vista</td>
<td>Cheryl Cox</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td></td>
<td>City of Coronado</td>
<td>Mike Woiwode</td>
<td>Alternate</td>
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<tr>
<td>City of San Diego</td>
<td>----</td>
<td>Todd Gloria (Chair)</td>
<td>Member</td>
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<td></td>
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<td>Marti Emerald</td>
<td>Alternate</td>
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<td>VACANT</td>
<td>Alternate</td>
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<tr>
<td>County of San Diego</td>
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<td>Ron Roberts</td>
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<td>Greg Cox</td>
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<td>Dianne Jacob</td>
<td>Alternate</td>
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<td>Metropolitan Transit System</td>
<td>MTS</td>
<td>Harry Mathis</td>
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<td>Al Ovrom</td>
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<td>North County Transit District</td>
<td>NCTD</td>
<td>Bill Horn</td>
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<td></td>
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<td>Rebecca Jones</td>
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<td>John Aguilera</td>
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<td>San Diego County Regional Airport Authority</td>
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<td>Tom Smisek</td>
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<td>Lloyd Hubbs</td>
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<td>ADVISORY/LIAISON Caltrans</td>
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<td>Laurie Berman</td>
<td>Member</td>
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<td>Bill Figge</td>
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<td>SCTCA</td>
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<td>Raymond Hunter Sr.</td>
<td>Member</td>
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<td></td>
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<td>Allen Lawson</td>
<td>Member</td>
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<td>Other Attendees</td>
<td></td>
<td>Matt Tucker</td>
<td>NCTD</td>
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<td></td>
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<td>Paul Jablonski</td>
<td>MTS</td>
<td>Yes</td>
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<td>Jack Dale</td>
<td>Chairman, SANDAG</td>
<td>No</td>
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TRANSPORTATION COMMITTEE

June 21, 2013

AGENDA ITEM NO.: 3

Action Requested: APPROVE

PROPOSED FY 2014 TRANSIT AGENCY OPERATING BUDGETS

File Number 1500400

Introduction

Consistent with its role as the Consolidated Transportation Agency, SANDAG is responsible for approving the transit agency budgets for funding. SANDAG Board Policy No. 001 vests the Transportation Committee with the responsibility for approval of such budgets. The FY 2014 transit revenue apportionments approved by the Board of Directors on February 22, 2013, have been used by the transit agencies in preparing their FY 2014 budgets.

Discussion

As identified in Senate Bill 1703 (Peace, 2003), with certain exceptions all public transit and other transportation planning and programming responsibilities, including short and near-term operational and financial planning and program development for MTS and NCTD, are the responsibility of SANDAG. The Transition Plan between SANDAG, MTS, and NCTD further calls on SANDAG to examine the transit agencies’ budgets and the budget process in an effort to obtain efficiencies. To help implement these responsibilities, SANDAG provides the transit agencies with funding estimates for those revenues distributed through SANDAG. The transit agencies use this information as input into their budget development process. Attachments 1 and 2 contain narrative and numerical summaries of key budget information as presented by North County Transit District (NCTD) and the Metropolitan Transit System (MTS). The MTS Board of Directors approved its budget on May 16, 2013. The NCTD Board of Directors is scheduled to approve its budget on June 20, 2013.

Ryan Bailey, NCTD Chief Financial Officer, and Sharon Cooney, MTS Chief of Staff will give oral presentations for their respective agencies.

ANDRÉ DOUZDJIAN
Director of Finance

Attachments: 1. NCTD Draft Operating Budget and Summaries
2. MTS Operations Budget and Summaries

Key Staff Contact: Tim Watson, (619) 699-1966, tim.watson@sandag.org
SANDAG TRANSPORTATION COMMITTEE MEETING  
June 21, 2013

SUBJECT: 

NORTH COUNTY TRANSIT DISTRICT OPERATING BUDGET

STAFF RECOMMENDATION:

That the SANDAG Transportation Committee receives the NCTD FY 2014 Operating Budget.

BACKGROUND INFORMATION:

The current Five-Year forecast shows a balanced budget for FY 2014 through FY 2018 including an annual contingency of $1.0 million, and projected surpluses in outer years being allocated to the NCTD Capital Improvement Program.

North County Transit District has experienced a 5.3% increase in ridership and 8.8% increase in revenue over the last two years.

At the same time, as a result of the cost reduction strategies implemented in prior years, NCTD has a balanced budget with a 15% contingency to offset uncertainties in the State or Federal grants or unexpected expenses such as fuel increases. NCTD has also significantly increased its capital investments to ensure the safe and reliable operations of the system.

This proposed budget was presented to NCTD’s Board as a “Draft Budget Framework” on April 4, 2013 and subsequently presented to NCTD’s Board on May 16, 2013. The budget information included with this Agenda item should be considered Preliminary and subject to public comments, a public hearing and final approval by NCTD’s Board of Directors on June 20, 2013.

FY 2013 Operational Highlights

- Continued cost savings initiatives including reducing Regional paper passes and converting to Compass Cards
- Execution of fixed price fuel contracts that resulted in savings of $1.1 million
- Procurement of 30 compressed natural gas buses for fixed route operations
- Defined benefit CalPERS retirement plan funded at 94.3%
- Board Reserve Fund balance of $15.0 million
- Conversion to the brokerage model ADA service (ALC contract began
FY 2012) that resulted in a 18% reduction in the cost per trip

- Completion of the transition of bus maintenance employees to private operations

- Made permanent the 13% temporary fare reductions for both BREEZE, LIFT, and COASTER

- Reduction of the RegionPlus Day pass from $14.00 to $12.00. This fare change “Right Sizes” this Regional Fare for our riders. In addition, this fare product is now available in paper form in the TVM’s.

- Continuation of On-Board ticketing and web sales for special events.

- Promotional fares utilizing TVM capabilities for local events.

FY 2014 Proposed Budget Highlights

Revenues

NCTD plans on the highest level of customer revenue in the history of the district. This is being driven by increases in ridership as a result of the efforts implemented in FY 2012, FY 2013, and into FY 2014. NCTD’s planned increase in boardings is 4.7% system-wide. Recent ridership gains demonstrate that NCTD’s forecast is achievable.

Local Grants (TDA and Sales Tax) are planned to be slightly higher than FY 2013 due to better economic conditions, while State Operating Grants are projected to be comparable to FY 2013; however, NCTD’s contingency conservatively accounts for any shortfalls. The State Operating Grant is based on projections from the California State Controller’s Office. The Local Grant data was based on SANDAG’s FY 2014 Transportation Development Act Apportionment and Claims Schedule.

Expenses

Please refer to Attachment B for fiscal year 2014 budgeted expenses.

Capital Improvement Program:

- Capital Investments for FY 2013 and FY 2014 are $26.3 million and $27.4 million, which are both considerable above the baseline CIP levels of $15.0 million.

ATTACHMENTS: A – FY 2014 Proposed Operating Budget
B – FY 2014 Five-Year Projections

STAFF CONTACT: Ryan Bailey, Chief Financial Officer
E-mail: rbailey@nctd.org Phone: 760/966-9823
NORTH COUNTY TRANSIT DISTRICT
FY 2014 PROPOSED OPERATING BUDGET
ATTACHMENT A

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<th>Forecast FY13</th>
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<td>(4,456,645)</td>
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**SUMMARY**

- **Total Revenues**: $82,745,962
- **Total Expenses**: 76,563,006
- **Annual S(D) before Contingency**: $6,182,956
- **Annual Surplus (Deficit)**: $6,182,956

**DETAIL**

**Revenues**
- **Passenger Fares**: 17,034,369
- **Other Operating Revenues**: 9,947,383
- **TDA Sales Tax**: 25,091,968
- **Transnet**: 9,772,061
- **FTA**: 17,367,307
- **STA**: 2,972,551
- **Subtotal Operating Revenue**: 26,981,752
- **TDA Sales Tax**: 25,091,968
- **Transnet**: 9,772,061
- **FTA**: 9,772,061
- **STA**: 2,972,551
- **Subtotal Grants Revenue**: 55,431,646
- **Investment Income**: 189,199
- **Gain/(Loss)on Disposal of Capital Assets**: 143,365
- **Subtotal Non-Operating Revenue**: 332,564

**TOTAL REVENUES**: $82,745,962

**EXPENSES**
- **Salaries & Wages**: 9,199,076
- **Employee Benefits**: 6,596,288
- **Workers' Compensation Insurance**: 896,242
- **Professional Services**: 12,568,644
- **Materials & Supplies**: 6,385,819
- **Utilities**: 1,684,301
- **Casualty & Liability**: 2,315,546
- **Taxes**: 455,724
- **Purchased Transportation**: 34,557,645
- **Advertising & Miscellaneous**: 422,423
- **Expense Reclass/Reimbursements**: (273,672)
- **Debt Service**: 1,299,120
- **Leases & Rentals**: 455,849

**TOTAL EXPENSES before Contingency**: 76,563,006

**ANNUAL SURPLUS (DEFICIT) before S(D)**
- **Contingency**: -
- **ANNUAL SURPLUS (DEFICIT)**: $6,182,956
NORTH COUNTY TRANSIT DISTRICT  
FY 2014 FIVE-YEAR PROJECTION  
ATTACHMENT B

### REVENUES

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<td>20,257,499</td>
<td>20,460,075</td>
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<tr>
<td>Other Operating Revenue</td>
<td>10,428,468</td>
<td>10,822,794</td>
<td>11,039,250</td>
<td>11,260,035</td>
<td>11,485,236</td>
<td>11,714,940</td>
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<tr>
<td><strong>Subtotal Operating Revenue</strong></td>
<td><strong>28,967,749</strong></td>
<td><strong>30,117,794</strong></td>
<td><strong>30,508,218</strong></td>
<td><strong>30,923,691</strong></td>
<td><strong>31,742,735</strong></td>
<td><strong>32,175,015</strong></td>
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<td>TDA Sales Tax</td>
<td>36,503,686</td>
<td>31,644,678</td>
<td>33,212,000</td>
<td>35,004,000</td>
<td>36,820,000</td>
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<td>Transnet</td>
<td>9,552,440</td>
<td>11,484,000</td>
<td>11,458,000</td>
<td>12,090,000</td>
<td>12,702,000</td>
<td>13,224,000</td>
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<td>FTA</td>
<td>8,165,716</td>
<td>12,342,039</td>
<td>12,366,397</td>
<td>12,637,397</td>
<td>12,909,397</td>
<td>13,186,397</td>
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<tr>
<td>STA</td>
<td>5,392,669</td>
<td>5,771,888</td>
<td>6,395,074</td>
<td>6,395,074</td>
<td>6,395,074</td>
<td>6,395,074</td>
</tr>
<tr>
<td>Other State &amp; Local</td>
<td>250,473</td>
<td>-</td>
<td>200,000</td>
<td>200,000</td>
<td>200,000</td>
<td>200,000</td>
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<tr>
<td><strong>Subtotal Grant Revenue</strong></td>
<td><strong>59,864,984</strong></td>
<td><strong>61,242,605</strong></td>
<td><strong>63,631,471</strong></td>
<td><strong>66,326,471</strong></td>
<td><strong>69,026,471</strong></td>
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<td>Investment Income</td>
<td>151,676</td>
<td>110,038</td>
<td>110,038</td>
<td>110,038</td>
<td>110,038</td>
<td>110,038</td>
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<tr>
<td>Gain or Loss on Assets</td>
<td>5,280</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Subtotal of Non-Operating Revenue</strong></td>
<td><strong>156,956</strong></td>
<td><strong>110,038</strong></td>
<td><strong>110,038</strong></td>
<td><strong>110,038</strong></td>
<td><strong>110,038</strong></td>
<td><strong>110,038</strong></td>
</tr>
<tr>
<td><strong>TOTAL REVENUES</strong></td>
<td><strong>88,989,689</strong></td>
<td><strong>91,470,437</strong></td>
<td><strong>94,249,727</strong></td>
<td><strong>97,360,200</strong></td>
<td><strong>100,879,244</strong></td>
<td><strong>103,920,684</strong></td>
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### EXPENSES

<table>
<thead>
<tr>
<th></th>
<th>FY 2013 Est</th>
<th>FY 2014</th>
<th>FY 2015</th>
<th>FY 2016</th>
<th>FY 2017</th>
<th>FY 2018</th>
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</thead>
<tbody>
<tr>
<td>Salaries &amp; Wages</td>
<td>7,200,985</td>
<td>7,634,436</td>
<td>7,863,469</td>
<td>8,099,373</td>
<td>8,342,354</td>
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<td>Fringe Benefits</td>
<td>5,015,928</td>
<td>4,866,891</td>
<td>5,012,898</td>
<td>5,163,285</td>
<td>5,318,183</td>
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<td>Professional Services</td>
<td>16,045,176</td>
<td>17,995,615</td>
<td>18,355,527</td>
<td>18,722,638</td>
<td>19,097,091</td>
<td>19,479,032</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>6,814,927</td>
<td>8,902,192</td>
<td>8,405,566</td>
<td>8,804,923</td>
<td>9,130,903</td>
<td>9,345,698</td>
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<tr>
<td>Utilities</td>
<td>1,884,118</td>
<td>2,061,325</td>
<td>2,123,165</td>
<td>2,186,860</td>
<td>2,252,465</td>
<td>2,320,039</td>
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<tr>
<td>Purchased Transportation</td>
<td>40,691,387</td>
<td>43,824,121</td>
<td>44,911,341</td>
<td>47,336,837</td>
<td>48,681,319</td>
<td>50,064,144</td>
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<td>Taxes</td>
<td>476,739</td>
<td>569,108</td>
<td>537,359</td>
<td>562,890</td>
<td>583,729</td>
<td>597,461</td>
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<tr>
<td>Advertising &amp; Miscellaneous</td>
<td>585,325</td>
<td>839,009</td>
<td>864,179</td>
<td>890,105</td>
<td>916,808</td>
<td>944,312</td>
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<td>Expense Reclass/Reimbursements</td>
<td>(204,504)</td>
<td>(1,400,000)</td>
<td>(1,428,000)</td>
<td>(1,456,560)</td>
<td>(1,485,691)</td>
<td>(1,515,405)</td>
</tr>
<tr>
<td>Debt Service</td>
<td>1,235,351</td>
<td>1,212,500</td>
<td>1,200,000</td>
<td>1,175,000</td>
<td>1,150,000</td>
<td>1,125,000</td>
</tr>
<tr>
<td>Leases &amp; Rentals</td>
<td>418,175</td>
<td>514,523</td>
<td>529,959</td>
<td>545,857</td>
<td>562,233</td>
<td>579,100</td>
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<tr>
<td><strong>TOTAL EXPENSES BEFORE CONTINGENCY</strong></td>
<td><strong>83,524,566</strong></td>
<td><strong>90,470,437</strong></td>
<td><strong>91,929,702</strong></td>
<td><strong>95,692,073</strong></td>
<td><strong>98,320,086</strong></td>
<td><strong>100,895,548</strong></td>
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<tr>
<td><strong>ANNUAL (SURPLUS)/DEFICIT BEFORE CONTINGENCY</strong></td>
<td><strong>5,465,123</strong></td>
<td><strong>1,000,000</strong></td>
<td><strong>2,320,025</strong></td>
<td><strong>1,688,126</strong></td>
<td><strong>2,559,158</strong></td>
<td><strong>3,027,136</strong></td>
</tr>
<tr>
<td><strong>AVAILABLE FOR CAPITAL</strong></td>
<td><strong>5,465,123</strong></td>
<td>-</td>
<td><strong>1,320,025</strong></td>
<td><strong>668,126</strong></td>
<td><strong>1,559,158</strong></td>
<td><strong>2,027,136</strong></td>
</tr>
<tr>
<td><strong>CONTINGENCY</strong></td>
<td>-</td>
<td>-</td>
<td><strong>1,000,000</strong></td>
<td><strong>1,000,000</strong></td>
<td><strong>1,000,000</strong></td>
<td><strong>1,000,000</strong></td>
</tr>
<tr>
<td><strong>ANNUAL SURPLUS/(DEFICIT)</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td><strong>BASE CAPITAL PLAN</strong></td>
<td>15,000,000</td>
<td>27,367,856</td>
<td>16,223,723</td>
<td>15,853,429</td>
<td>16,165,685</td>
<td>14,377,290</td>
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<td><strong>TOTAL AVAILABLE FOR CONSTRAINED CIP</strong></td>
<td><strong>20,465,123</strong></td>
<td><strong>27,367,856</strong></td>
<td><strong>17,543,748</strong></td>
<td><strong>16,521,555</strong></td>
<td><strong>17,724,843</strong></td>
<td><strong>16,404,426</strong></td>
</tr>
</tbody>
</table>
Agenda

SANDAG BOARD OF DIRECTORS
TRANSPORTATION COMMITTEE MEETING

June 21, 2013

Subject:

MTS: OPERATIONS BUDGET

RECOMMENDATION:

That the SANDAG Board of Directors receive the Combined MTS FY 2014 Operating Budget Report.

Budget Impact

None at this time.

DISCUSSION:

MTS BUDGET STATUS REVIEW

Staff held a public hearing and received final budget approval from the MTS Board of Directors on May 16, 2013

Fiscal Year 2013 Highlights

- Trolley Renewal

After 30 years of operation, the Metropolitan Transit System's Trolley is undergoing an extensive system-wide rehabilitation and upgrade of the existing Trolley system. The project includes the rehabilitation and retrofit of stations and transit centers throughout the system, new crossovers and upgraded signaling, replacement of the overhead catenary wire, track work and rail replacement, slope repair, and traction power substation replacement and rehabilitation.
As of September 2012, all Trolley lines now end in the downtown area, providing single seat service to downtown from everywhere on the Trolley network. The Green Line travels through Old Town and terminates at 12th & Imperial via Seaport Village, Convention Center and Gaslamp Quarter stations. Blue Line trains travel between San Ysidro and America Plaza. Orange Line trains travel between El Cajon and Santa Fe Depot. All stations on the Green Line have been renovated and will be served by low-floor Trolley service.

The Orange Line portion of the project included renovating nine stations, as well as train signaling and grade-crossings improvements. Station platforms have been resurfaced, new shelters installed and fiber optic communication systems added, including next-arrival electronic signs and surveillance cameras. With the completion of this service, low-floor Trolley service was extended to the Orange Line in January 2013.

MTS has continued to receive new low floor light rail vehicles (LRV) from Siemens Industry, Inc. over the course of the last year. MTS has now received 54 of the 65 LRVs planned for this project. Additionally, MTS and the Argentinean City of Mendoza signed an agreement to finalize the sale of 24 additional U-2 model LRVs planned for retirement for $5.1 million.

- **South Bay Maintenance Facility**

  MTS and SANDAG continue to work on the South Bay project which will include a 50,000 square foot new maintenance building, a 12,000 square foot administration and operations building, a bus wash facility, and the renovation to the existing main building. This project is a Design-Build project with a budget of approximately $30 million. Construction began in January 2013 and the new facility is expected to open in the fall of 2014.

- **East County Bus Maintenance Facility**

  MTS and SANDAG have finished the design of the expanded East County operations and maintenance facilities. The project is moving forward as a Design-Bid-Build project. The existing site is 5.2 acres and currently accommodates 83 transit buses. The final layout will be able to accommodate up to 120 buses and 120 employee/support vehicles. A budget of approximately $30 million is planned for the project. A Design-Bid-Build team will be selected in the winter of 2013 and construction will follow. The new facility is expected to open in the spring of 2015.

- **Compass Card**

  In the second half of 2012, MTS launched a campaign to move day pass purchases onto Compass Cards. Ticket vending machines now dispense 1, 2, 3 and 4-day passes on compass cards, and bus fareboxes are able to load 1-day passes onto Compass Cards. MTS conducted an extensive outreach campaign to distribute free Compass Cards to as many bus and trolley passengers as possible.

  In fiscal year 2014 the existing Compass Card program, including the call center and financial support function, are scheduled to transfer from SANDAG to MTS.
• **Service Improvements**

In an effort to ease overcrowding and reinstate service that was cut due to budget constraints in previous years, MTS added considerable bus service with changes in September 2012 and January 2013. The September changes were in conjunction with the Green Line extension to Old Town, and most bus route schedules were changed to meet up with the new Trolley schedules. These service additions, which were planned with the assistance of feedback from our customers, made traveling more convenient and relieved crowding on some of the busiest routes. Route frequencies were increased on high demand routes as well as many Sunday routes.

• **Bus Procurements**

MTS completed two major bus procurements this fiscal year, securing contracts to purchase up to 350 Gillig 40-foot low-floor CNG buses and up to 165 New Flyer 60-foot low-floor articulated CNG buses through 2017. The total value of the contracts, if all options are exercised and future funding is available, is in excess of $343 million, inclusive of sales tax, licenses, fees and delivery. MTS will take delivery of 50 40-foot buses in fall 2013 and potentially 50 additional buses will be ordered each year over the following four years for a total of 250 40-foot buses. The Gillig buses include on-board video surveillance inside and outside the vehicle, new wheelchair restraint systems, disk brakes, CNG tanks with 20-year lifespans, and enhanced cooling systems.

The first 47 of the 60-foot articulated buses manufactured by New Flyer will be delivered by early 2014. These buses, along with 25 buses delivered in fiscal year 2015, will be purchased through a SANDAG project with federal and TransNet funds. They will be utilized for Bus Rapid Transit services on I-15, I-805 and Mid-City. The 72 New Flyer buses for BRT services will include more comfortable seating, an intelligent network system to diagnose engine performance, automatic enunciators for next stop information, signal priority equipment, 20-year CNG tanks, an on-board camera system, and new wheelchair restraint systems. MTS will take delivery on 13 New Flyer buses in fiscal year 2016 to replace diesel-powered buses that are at the end of their useful life.

• **Union agreements**

In fiscal year 2013, MTS staff negotiated and finalized a 3-year labor contract with three MTS affiliated unions, the Transit Enforcement Officers Association, Amalgamated Transit Union, and the International Brotherhood of Electrical Workers. These contracts contain significant pension reform and other concessions from employees that will help the organization run a more cost-effective operation. This outcome would not have been possible without a cooperative and positive labor-management relationship.

• **Pension obligation debt**

MTS retired its variable pension debt during fiscal year 2013. In 2009 at the height of the financial crisis, MTS refinance $38.8M of variable pension bonds, replacing it with a debt to be paid over a six year term. The MTS Board has been very aggressive in paying down this debt, enabling MTS to pay the loan off in full in December 2012, a full 3 years ahead of the original schedule. The early payoff saved MTS $2.5M in future interest costs.
Historical Budgetary Recap

The long-term ongoing goal of the MTS operating budget is to fund operations solely utilizing recurring revenues. Changes in the economic environment have created significant budget challenges over the past six years. Late in the 2007 fiscal year, MTS learned that sales tax receipts would be lower than anticipated, starting the decline of sales tax receipts that continued into fiscal year 2011. This decline in sales tax revenue impacts MTS’s TransNet and Transportation Development Act (TDA) revenues. Since that low point, we have seen three years of growth in sales tax receipts, with fiscal year 2014 projected to grow another 5.0 percent, and sales tax receipts have finally recovered back to the fiscal year 2007 high on a cash basis.

State Transit Assistance (STA) funding has also been highly volatile. In fiscal year 2009, the initial budget of STA for fiscal year 2009 totaled approximately $14 million. As part of the State of California balancing their own budget, MTS was notified that STA revenues would be cut in half for fiscal year 2009 and completely eliminated for fiscal years 2010, 2011, 2012 and 2013. A later budget compromise returned a portion of STA funding for fiscal years 2010 and 2011. Funding received in fiscal years 2012 and 2013 has primarily been used in the Capital Improvement Program (CIP). The MTS board approved using up to $6.0 million to fund service increases during the fiscal year 2013 budget cycle due to overcrowding on MTS buses. In fiscal year 2014, $5.6 million of funding is included in the operating budget for the service increases, with the remaining $15.5 million of funding remaining in the CIP.

The significant loss of subsidy revenues experienced by MTS in the past forced a number of initiatives to reduce costs and generate revenue. The MTS Board of Directors also approved the use of one-time funding as a budget balancing strategy, beginning with $15.4 million in the fiscal year 2010 amended budget. The fiscal year 2011, 2012 and 2013 budgets were also balanced with one time funding: $13.6 million, $9.7 million and $6.4 million respectively. Fiscal year 2014 also includes one-time funding as a budget balancing strategy, but the amount has been reduced to $2.0 million.

Review of MTS Financial Status

Staff began the fiscal year 2013 budgetary process in December 2012. Despite the increasing pension costs, health and welfare costs, and rising diesel and gasoline fuel rates, staff presented a budgetary surplus of $1.8 million to the MTS Board of Directors in March 2013. This was primarily due to increases in sales tax related revenues. This projection also included using $5.0 million in TDA funds from the CIP.

In May 2013, MTS staff refined revenue and expense budgetary assumptions, and the MTS Board of Directors was presented a balanced draft budget utilizing just $2.0 million in one-time funds.

FY 2014 Overview

As indicated within Attachment B, the fiscal year 2014 total budgeted revenues are projected at $248,197,000, and total projected expenses are budgeted at $248,197,000, resulting in a balanced budget for fiscal year 2014.
• **FY 2014 Revenue**

Please refer to Attachment A for a summary of fiscal year 2014 budgeted revenues.

• **FY 2014 Operating Revenues**

Combined operating revenue for fiscal year 2014 is projected to increase $1,662,000 (1.7%) compared to midyear-adjusted fiscal year 2013 levels and is primarily due to anticipated ridership increases.

• **FY 2014 Subsidy Revenues**

As indicated within Attachment A, subsidy revenues are currently budgeted to decrease by $4,138,000 or -2.9 percent. This is due to $3,143,000 decrease in Federal revenue, which was due to a funding shift from the CIP in fiscal year 2013 allowing MTS to draw the Federal funding in a more timely manner. STA revenues within operations are projected to increase by $576,000. TransNet revenues are also projected to increase by $1,395,000; however TDA revenues within operations are projected to decrease by $2,308,000.

• **FY 2014 Other Revenues**

Total other revenue is budgeted to decrease by $3,199,000 (-29.3%). This is caused by contingency reserves and compressed natural gas credits utilized in the amended fiscal year 2013 budget; neither of these funding sources are utilized in the fiscal year 2014 operating budget.

• **FY 2014 Expenses**

Please refer to Attachment B for functional related fiscal year 2014 budgeted expenses.

• **FY 2014 Combined Expenses**

Fiscal year 2014 combined expenses total $248,197,000, which is a decrease from midyear-amended fiscal year 2013 of $1,168,000 (-0.5%). This is primarily due to expenses relating to the Dexia pension debt, which are projected to decrease by $12,600,000 as this debt was paid in full in fiscal year 2013. Net of the Dexia pension debt, expenses are projected to increase by $11,432,000, due to increases in service levels, personnel costs, energy costs, as well as rate increases for purchased transportation.

**Five-year Forecast**

Attachment C provides a look at MTS operations through fiscal year 2018. Passenger revenues are projected to increase by approximately 2.0% over the next four years. Sales tax projections from the San Diego Association of Governments (SANDAG) average 5.2% over the next four fiscal years, which impacts MTS’s TDA and TransNet subsidy revenue. Expenses are projected to increase by approximately 3.0% over the following four fiscal years primarily due to expected continued operating expense increases including energy costs.
The MTS fiscal year 2014 operating budget closing strategy includes the utilization of one-time funds of $2 million in TDA capital funds; however one-time funding utilization is projected to be eliminated in fiscal year 2015. The current five year operating forecast shows projected surpluses in fiscal years 2015 and 2016, follow by projected deficits of $864,000 and $1.8 million in fiscal years 2017 and 2018 respectively.

Attachments:  A. MTS Operating Budget – Revenue Summary
B. MTS Operating Budget – Consolidated Income Statement
C. MTS Operating Budget – Five-Year Financial Projection
## SAN DIEGO METROPOLITAN TRANSIT SYSTEM

### OPERATING BUDGET

#### REVENUE SUMMARY

**FISCAL YEAR 2014**

<table>
<thead>
<tr>
<th>OPERATING REVENUE</th>
<th>ACTUAL FY12</th>
<th>AMENDED FY13</th>
<th>BUDGET FY14</th>
<th>DOLLAR CHANGE</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>PASSENGER REVENUE</td>
<td>$90,764,526</td>
<td>$94,027,678</td>
<td>$95,312,025</td>
<td>$1,284,346</td>
<td>1.4%</td>
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<tr>
<td>ADVERTISING REVENUE</td>
<td>784,204</td>
<td>900,000</td>
<td>720,000</td>
<td>(180,000)</td>
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<tr>
<td>CONTRACT SERVICE REVENUE</td>
<td>186,728</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>OTHER INCOME</td>
<td>4,458,862</td>
<td>4,812,704</td>
<td>5,370,360</td>
<td>557,656</td>
<td>11.6%</td>
</tr>
</tbody>
</table>

Total Operating Revenue

$96,194,320 | $99,740,382 | $101,402,385 | $1,662,002 | 1.7%

<table>
<thead>
<tr>
<th>SUBSIDY REVENUE</th>
<th>ACTUAL FY12</th>
<th>AMENDED FY13</th>
<th>BUDGET FY14</th>
<th>DOLLAR CHANGE</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEDERAL REVENUE</td>
<td>$38,512,163</td>
<td>$41,738,754</td>
<td>$38,595,638</td>
<td>(3,143,116)</td>
<td>-7.5%</td>
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<tr>
<td>TRANSPORTATION DEVELOPMENT ACT (TDA)</td>
<td>65,341,898</td>
<td>67,740,993</td>
<td>65,433,430</td>
<td>(2,307,563)</td>
<td>-3.4%</td>
</tr>
<tr>
<td>STATE TRANSIT ASSISTANCE (STA)</td>
<td>1,697,468</td>
<td>5,023,765</td>
<td>5,600,000</td>
<td>576,236</td>
<td>11.5%</td>
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<tr>
<td>STATE REVENUE - OTHER</td>
<td>1,471,433</td>
<td>1,320,000</td>
<td>1,320,000</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>TRANSNET</td>
<td>22,390,054</td>
<td>24,853,634</td>
<td>26,248,289</td>
<td>1,394,655</td>
<td>5.6%</td>
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<tr>
<td>OTHER LOCAL SUBSIDIES</td>
<td>4,816,267</td>
<td>2,539,631</td>
<td>1,881,698</td>
<td>(657,933)</td>
<td>-25.9%</td>
</tr>
</tbody>
</table>

Total Subsidy Revenue

$134,229,283 | $143,216,777 | $139,079,055 | (4,137,722) | -2.9%

<table>
<thead>
<tr>
<th>OTHER REVENUE</th>
<th>ACTUAL FY12</th>
<th>AMENDED FY13</th>
<th>BUDGET FY14</th>
<th>DOLLAR CHANGE</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>OTHER FUNDS</td>
<td>$7,514,290</td>
<td>$7,571,926</td>
<td>$7,566,990</td>
<td>(4,936)</td>
<td>-0.1%</td>
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<td>RESERVES REVENUE</td>
<td>31,846</td>
<td>3,342,498</td>
<td>148,192</td>
<td>(3,194,306)</td>
<td>-95.6%</td>
</tr>
</tbody>
</table>

Total Other Revenues

$7,546,136 | $10,914,424 | $7,715,182 | (3,199,242) | -29.3%

### GRAND TOTAL REVENUES

$237,969,740 | $253,871,583 | $248,196,622 | (5,674,962) | -2.2%
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014

<table>
<thead>
<tr>
<th></th>
<th>ACTUAL FY12</th>
<th>AMENDED BUDGET FY13</th>
<th>BUDGET FY14</th>
<th>$ VARIANCE BUDGET TO AMENDED</th>
<th>% VARIANCE BUDGET TO AMENDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>PASSENGER REVENUE</td>
<td>$90,764,526</td>
<td>$94,027,678</td>
<td>$95,312,025</td>
<td>$1,284,346</td>
<td>1.4%</td>
</tr>
<tr>
<td>OTHER REVENUE</td>
<td>5,429,794</td>
<td>5,712,704</td>
<td>6,090,360</td>
<td>377,656</td>
<td>6.6%</td>
</tr>
<tr>
<td>TOTAL OPERATING REVENUES</td>
<td>$96,194,320</td>
<td>$99,740,382</td>
<td>$101,402,385</td>
<td>$1,662,002</td>
<td>1.7%</td>
</tr>
<tr>
<td>TOTAL NON-OPERATING REVENUE</td>
<td>141,775,420</td>
<td>154,131,201</td>
<td>146,794,237</td>
<td>(7,336,964)</td>
<td>-4.8%</td>
</tr>
<tr>
<td>TOTAL REVENUES</td>
<td>$237,969,740</td>
<td>$253,871,583</td>
<td>$248,196,622</td>
<td>$(5,674,962)</td>
<td>-2.2%</td>
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<tr>
<td>PERSONNEL EXPENSES</td>
<td>$112,052,995</td>
<td>$125,546,110</td>
<td>$117,595,403</td>
<td>$(7,950,707)</td>
<td>-6.3%</td>
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<tr>
<td>OUTSIDE SERVICES</td>
<td>17,273,731</td>
<td>18,551,453</td>
<td>20,715,041</td>
<td>2,163,587</td>
<td>11.7%</td>
</tr>
<tr>
<td>PURCHASED TRANSPORTATION</td>
<td>54,549,050</td>
<td>56,487,146</td>
<td>58,809,394</td>
<td>2,322,248</td>
<td>4.1%</td>
</tr>
<tr>
<td>MATERIALS AND SUPPLIES</td>
<td>7,980,670</td>
<td>8,450,348</td>
<td>8,823,708</td>
<td>373,360</td>
<td>4.4%</td>
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<td>ENERGY</td>
<td>23,402,018</td>
<td>23,596,440</td>
<td>25,352,193</td>
<td>1,755,753</td>
<td>7.4%</td>
</tr>
<tr>
<td>RISK MANAGEMENT</td>
<td>3,657,043</td>
<td>3,833,463</td>
<td>4,308,368</td>
<td>474,905</td>
<td>12.4%</td>
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<td>GENERAL AND ADMINISTRATIVE</td>
<td>1,574,624</td>
<td>1,965,831</td>
<td>1,828,595</td>
<td>(137,236)</td>
<td>-7.0%</td>
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<tr>
<td>VEHICLE / FACILITY LEASE</td>
<td>965,879</td>
<td>1,174,805</td>
<td>1,221,344</td>
<td>46,539</td>
<td>4.0%</td>
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<td>DEBT SERVICE</td>
<td>10,127,054</td>
<td>9,759,269</td>
<td>9,542,576</td>
<td>(216,693)</td>
<td>-2.2%</td>
</tr>
<tr>
<td>TOTAL OPERATING EXPENSES</td>
<td>$231,583,065</td>
<td>$249,364,866</td>
<td>$248,196,622</td>
<td>$(1,168,244)</td>
<td>-0.5%</td>
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<tr>
<td>TOTAL REVENUES LESS TOTAL EXPENSE!</td>
<td>$6,386,675</td>
<td>$4,506,718</td>
<td>$(0)</td>
<td>$(4,506,718)</td>
<td>-</td>
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## SAN DIEGO METROPOLITAN TRANSIT SYSTEM
**FIVE YEAR FINANCIAL PROJECTIONS**
**FISCAL YEAR 2014**

<table>
<thead>
<tr>
<th></th>
<th>Actual FY12</th>
<th>Amended Budget FY13</th>
<th>Budget FY14</th>
<th>Projected FY15</th>
<th>Projected FY16</th>
<th>Projected FY17</th>
<th>Projected FY18</th>
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<tbody>
<tr>
<td><strong>TOTAL OPERATING REVENUES</strong></td>
<td>$96,194,320</td>
<td>$99,740,382</td>
<td>$101,402,385</td>
<td>$103,127,000</td>
<td>$105,038,000</td>
<td>$106,989,000</td>
<td>$108,981,000</td>
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<td><strong>RECURRING SUBSIDY FUNDING</strong></td>
<td>126,218,493</td>
<td>137,427,351</td>
<td>137,058,055</td>
<td>144,488,400</td>
<td>149,666,200</td>
<td>154,708,200</td>
<td>159,919,200</td>
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<td><strong>TOTAL RECURRING REVENUES</strong></td>
<td>$$222,412,813$$</td>
<td>$$237,167,734$$</td>
<td>$$238,460,440$$</td>
<td>$$247,615,400$$</td>
<td>$$254,704,200$$</td>
<td>$$261,697,200$$</td>
<td>$$268,900,200$$</td>
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<td><strong>BASE COMBINED OPERATOR TRANSP. SERVICES</strong></td>
<td>$195,725,178</td>
<td>$210,075,269</td>
<td>$205,167,929</td>
<td>$211,018,000</td>
<td>$217,236,000</td>
<td>$223,949,000</td>
<td>$230,870,000</td>
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<tr>
<td><strong>ADMINISTRATIVE EXPENSES</strong></td>
<td>34,953,641</td>
<td>30,651,388</td>
<td>34,424,322</td>
<td>35,406,000</td>
<td>36,449,000</td>
<td>37,575,000</td>
<td>38,736,000</td>
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<tr>
<td><strong>OTHER ACTIVITIES</strong></td>
<td>904,246</td>
<td>1,066,283</td>
<td>1,037,381</td>
<td>1,067,000</td>
<td>1,098,000</td>
<td>1,132,000</td>
<td>1,167,000</td>
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<td><strong>TOTAL RECURRING OPERATING EXPENSES</strong></td>
<td>$231,583,065</td>
<td>$241,792,940</td>
<td>$240,629,632</td>
<td>$247,491,000</td>
<td>$254,783,000</td>
<td>$262,656,000</td>
<td>$270,773,000</td>
</tr>
</tbody>
</table>

**ANNUAL RECURRING EXCESS (DEFICIT) OF REVENUE OVER EXPENSES**

|                        | $ (9,170,252) | $(4,625,206)         | $(2,169,192) | 124,400        | $(78,800)      | $(958,800)     | $(1,872,800)    |

**NON RECURRING REVENUES**

|                        | 7,995,519    | 9,131,924           | 2,169,192    | 95,000         | 95,000         | 95,000         | 95,000         |

**NET DEBT SERVICE/LEASE REVENUE/(EXPENSE)**

|                        | -            | -                   | -            | -              | -              | -              | -              |

**ANNUAL EXCESS (DEFICIT) OF REVENUES OVER EXPENSES**

|                        | $(1,174,732) | $4,506,718           | $0           | $219,400       | $16,200        | $(863,800)     | $(1,777,800)    |
AMENDED AND RESTATED ADDENDUM FOUR TO MASTER MEMORANDUM OF UNDERSTANDING BETWEEN SANDAG AND MTS, FY 2014 CLAIMS FOR TDA AND STA, AND FY 2013 TDA CLAIM AMENDMENTS

Introduction

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. SANDAG, as the designated Regional Transportation Planning Agency (RTPA), is responsible for the allocation of TDA funds to the region’s cities, the County, and transit operators. On February 22, 2013, the Board of Directors approved the San Diego County Auditor’s estimate of $127,202,841 for FY 2014 TDA apportionment and a revision to the apportionment for FY 2013 which increased from $117,143,185 to $121,145,563. This report presents the TDA claim requests under the various articles of the statute. Additionally, North County Transit District (NCTD) submitted a claim under the State Transit Assistance (STA) program.

Addendum to MOU

A Master Memorandum of Understanding (MOU) exists between SANDAG, Metropolitan Transit System (MTS), and the NCTD with respect to the functions and responsibilities transferred to SANDAG as a result of Senate Bill 1703 (Peace, 2003). Pursuant to the MOU, both transit agencies transfer TDA funding to SANDAG annually to pay for the administrative and planning functions that transferred to SANDAG as a result of the consolidation. The MOU is updated as circumstances change. Starting in FY 2014, the Compass Card program and its staff are scheduled to transfer from SANDAG to MTS resulting in the need to revise the amount of the TDA transfer. The Amended and Restated Addendum Four (Attachment 1) describes the manner in which the TDA funds will be allocated between SANDAG and MTS starting in FY 2014. The Board-approved FY 2014 SANDAG Program Budget (May 24, 2013) reflects the revised fund transfer. MTS staff has reviewed the Amended and Restated Addendum Four and is in agreement.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors: (1) approve the Amended and Restated Addendum Four to Master MOU between SANDAG and MTS; (2) adopt Resolution Nos. 2013-26 to 2013-30 approving the FY 2014 claims, and adopt the STA findings as certified by NCTD; and (3) adopt Resolution Nos. 2013-31 to 2013-33 approving FY 2013 TDA claim amendments, all in substantially the same form as attached hereto.


**Recommendations for Productivity Improvements of Operators**

Pursuant to California Public Utilities Code (PUC) Section 99244, an operator can be allocated no more in TDA funding in the upcoming fiscal year (FY 2014) than it was allocated in the current fiscal year (FY 2013) unless SANDAG determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted by the Board of Directors for the current fiscal year (FY 2013). At its May 24, 2013, meeting, the Board of Directors made a determination that both MTS and NCTD made a reasonable effort to implement the productivity improvements outlined for FY 2013 and approved continuation of the program for FY 2014, thus fulfilling the requirements under this provision.

**Transit Claims**

TDA allocations are authorized under four separate articles of the law. Article 3 funds are designated for bicycle and pedestrian projects. Article 4 funds are used to provide general public transit services. Article 4.5 funds are designated for community transit services. Article 8 funds support specialized services such as express bus and ferry services. Claims for Article 3 are reserved until Board action on the regional bikeway program currently scheduled for fall 2013.

On May 3, 2013, the Transportation Committee approved claim amendments for FY 2013 for MTS and NCTD. While MTS claimed all additional available revenues for FY 2013, NCTD elected to amend Article 4 only with Article 4.5 to be incorporated with the FY 2014 claims process. For SANDAG and the Full Access for Coordinated Transportation (FACT) acting as the Consolidated Transportation Service Agency (CTSA) FY 2013 funds were incorporated into the FY 2014 claims process as well.

Below summarizes the claims by the different articles for each agency (Attachment 2). Additional details on how the agencies plan to use the funds by the articles are included in Attachment 3.

**Article 4 General Public (Fixed Transit Route)**

The Article 4 funds MTS and NCTD operations and local match for federally funded capital projects and comprise the largest portion of the TDA claim. These funds provide support for rail and bus fixed route and also help augment paratransit services. As shown in Attachment 2, total Article 4 claim under MTS is $80,829,297 while NCTD total is $33,258,622 and includes transfers to SANDAG. The totals include both FY 2014 claims and FY 2013 claim amendments.

**Article 4.5 Community Transit Service (Accessible Service for the Disabled)**

Article 4.5 funds are allocated in the San Diego region to support demand response transit services required by the Americans for Disability Act (ADA). SANDAG Board Policy No. 027: Transportation Development Act requires that after allocating 2 percent of these funds to the CTSA, funds be distributed between the two transit agencies in the region based upon service area population. ADA operations for MTS and NCTD also are augmented by annual transit revenues in the TransNet program. Since ADA-mandated complementary paratransit service is limited to those who cannot use regular fixed-route service, customers must be certified as eligible users of this service. MTS is claiming $4,189,922 while NCTD is claiming $2,208,131 for operating support which includes both FY 2014 claim and FY 2013 claim amendment. CTSA is claiming $124,306 (combination of FY 2014 claim and FY 2013 claim amendment) to assist seniors, persons with disabilities, and social service recipients in San Diego County to meet their transportation needs. Attachment 4 provides the CTSA annual work program.
**Article 8 - Special Provisions (Express Bus, Ferry)**

MTS is the only operator that claims this article for its express bus services ($262,780) and to pass-through the funding to the City of Coronado that provide the ferry service ($182,610). Total Article 8 is $445,390.

**Administration and Planning**

TDA law (PUC 99233.2) also allows SANDAG and the County of San Diego Auditor Controller’s office to claim funds to administer the program. SANDAG, as the RTPA, can claim up to 3 percent of the annual apportionment to conduct regional transportation planning activities. The FY 2014 Program Budget (approved by the Board of Directors on May 24, 2013) includes the work elements that this funding would implement. SANDAG is claiming $3,921,477 to carry out planning activities and $442,330 for the administration of the TDA program which includes both FY 2014 claim and FY 2013 claim amendment. Also, County of San Diego Auditor Controller is claiming $47,000 for costs related to the administration of the TDA program.

**STA**

The FY 2014 allocation was made available by the State Controller’s Office in a letter dated January 25, 2013. NCTD plans to use the entire $5,771,888 amount available for operations. State law requires that operators meet certain qualifying criteria (to determine service efficiency) to use STA funds for operations; however, the state budget legislation suspended this requirement through FY 2015. As a result, SANDAG did not calculate the operations qualifications for NCTD and MTS. NCTD also is required to affirm certain findings under the STA statute. Attachment 5 provides the certified findings. The SANDAG area, as defined under the STA program, consists of the area outside of the MTS area of jurisdiction. NCTD is the only claimant of STA funds in the SANDAG area.

Attachments 6 to 7 outline the required resolutions reflecting the claim requests.

ANDRE DOUZDIJIAN  
Director of Finance

Attachments: 1. Draft Amended and Restated Addendum Four to Master MOU  
2. TDA Summary of FY 2014 Claims and FY 2013 Amended Claims  
3. Services to be Provided under Different Articles of TDA  
4. Highlights of FY 2014 CTSA Work Plan  
5. NCTD STA Findings  

Key Staff Contact: Sookyung Kim, (619) 699-6909, sookyung.kim@sandag.org
AMENDED AND RESTATED ADDENDUM FOUR
TO THE MASTER MEMORANDUM OF UNDERSTANDING
BETWEEN THE SAN DIEGO ASSOCIATION OF GOVERNMENTS,
THE NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD,
AND THE METROPOLITAN TRANSIT DEVELOPMENT BOARD
DEFINING THE FUNCTIONS AND RESPONSIBILITIES
OF THE THREE AGENCIES:
FUNDING OF FUNCTIONS TRANSFERRED PURSUANT TO SENATE BILL 1703

This Amended and Restated Addendum Four is made and entered into this _____ day of
_____________, 2013, by and between the San Diego Association of Governments ("SANDAG") and
the Metropolitan Transit System ("MTS"), which was formerly known as the Metropolitan Transit Development Board.

RECITALS

WHEREAS, a Master Memorandum of Understanding between SANDAG, NCTD, and MTS
Defining the Functions and Responsibilities of the Three Agencies ("MOU") was entered into by the
parties in April 2004; and

WHEREAS, on July 1, 2005 SANDAG and MTS executed Addendum Four to the MOU, setting
forth a formula for allocation of MTS’ apportionment of Transportation Development Act (TDA)
funds to SANDAG based on the functions and responsibilities transferred to SANDAG as a result of
Senate Bill 1703 (Peace, 2003); and

WHEREAS, since execution of Addendum Four, circumstances have changed with regard to
the functions being carried out by SANDAG and MTS; and

WHEREAS, the parties recognize that certain Compass Card functions that were to be
carried out by SANDAG pursuant to the Master MOU are being transferred to MTS; and

WHEREAS, the parties recognize the need to provide MTS with the resources it needs to
carry out its responsibilities; and

WHEREAS, the parties seek to modify the MOU and replace Addendum Four with this
Amended and Restated Addendum Four to describe the manner in which TDA funds will be
allocated in the future; and

IN CONSIDERATION of the mutual promises set forth herein, the parties agree as follows:

1. This Amended and Restated Addendum Four shall supersede the provisions set forth
   in Addendum Four to the MOU.

2. Funding for the transfer of functions from MTS to SANDAG as required by SB 1703
   shall be provided directly to SANDAG from the TDA apportionment.

3. SANDAG shall receive 1.915 percent of MTS’ annual available Article 4.0 and
   Article 4.5 TDA apportionment for TDA-eligible purposes.
4. No other funds shall be transferred between the parties for allocation of functions arising from SB 1703, except as may be required by future legislation or unless mutually agreed in writing by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this Amended and Restated Addendum Four on the date and year first written above.

APPROVED AS TO FORM: METROPOLITAN TRANSIT SYSTEM

By: ___________________________________
    Karen Landers
    Office of General Counsel

By: _________________________________
    Paul Jablonski, Executive Director

SAN DIEGO ASSOCIATION OF GOVERNMENTS

APPROVED AS TO FORM:

By: _________________________________
    Office of the General Counsel

By: _________________________________
    Gary L. Gallegos, Executive Director
### Transportation Development Act (TDA)

**Summary of FY 2014 Claims and FY 2013 Amended Claims**

<table>
<thead>
<tr>
<th></th>
<th>Metropolitan Transit System</th>
<th>North County Transit District</th>
<th>SANDAG</th>
<th>CTSA</th>
<th>Bicycle and Pedestrian*</th>
<th>County Auditor</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FY 2014 Apportionment</strong></td>
<td>$85,389,752</td>
<td>$34,956,424</td>
<td>$4,230,647</td>
<td>$120,514</td>
<td>$2,458,504</td>
<td>$47,000</td>
<td>$127,202,841</td>
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<tr>
<td><strong>Prior Year Carryover</strong></td>
<td>74,857</td>
<td>510,329</td>
<td>3,601,677</td>
<td>3,792</td>
<td>2,261,274</td>
<td>0</td>
<td>6,451,929</td>
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<tr>
<td><strong>Total Available to Claim</strong></td>
<td><strong>85,464,609</strong></td>
<td><strong>35,466,753</strong></td>
<td><strong>7,832,324</strong></td>
<td><strong>124,306</strong></td>
<td><strong>4,719,778</strong></td>
<td><strong>47,000</strong></td>
<td><strong>133,654,770</strong></td>
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</tbody>
</table>

**FY 2014 Claims and FY 2013 Amended Claims**

**Article 3 - Non-Motorized (bicycle and pedestrian)**

<table>
<thead>
<tr>
<th></th>
<th>Metropolitan Transit System</th>
<th>North County Transit District</th>
<th>SANDAG</th>
<th>CTSA</th>
<th>Bicycle and Pedestrian*</th>
<th>County Auditor</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations</td>
<td>(60,798,118)</td>
<td>(19,816,383)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(80,614,501)</td>
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<tr>
<td>Capital</td>
<td>(17,131,579)</td>
<td>(10,128,930)</td>
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<td></td>
<td></td>
<td></td>
<td>(27,260,509)</td>
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<td>Capital Transfer to SANDAG</td>
<td>(1,189,529)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>(3,928,601)</td>
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<td>Administrative/Planning Transfer to SANDAG</td>
<td>(1,710,071)</td>
<td>(574,237)</td>
<td></td>
<td></td>
<td></td>
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<td>(2,284,308)</td>
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<td><strong>Subtotal Article 4</strong></td>
<td>(80,829,297)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>(114,087,919)</td>
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</table>

**Article 4.5 - Community Transit Service (accessible service for the disabled)**

<table>
<thead>
<tr>
<th></th>
<th>Metropolitan Transit System</th>
<th>North County Transit District</th>
<th>SANDAG</th>
<th>CTSA</th>
<th>Bicycle and Pedestrian*</th>
<th>County Auditor</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Operations</td>
<td>(4,189,922)</td>
<td>(2,208,131)</td>
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<td></td>
<td></td>
<td></td>
<td>(6,522,359)</td>
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<tr>
<td><strong>Subtotal Article 4.5</strong></td>
<td>(4,189,922)</td>
<td>(2,208,131)</td>
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<td></td>
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<td></td>
<td>(6,522,359)</td>
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**Article 8 - Special Provisions**

<table>
<thead>
<tr>
<th></th>
<th>Metropolitan Transit System</th>
<th>North County Transit District</th>
<th>SANDAG</th>
<th>CTSA</th>
<th>Bicycle and Pedestrian*</th>
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<tr>
<td>Express bus</td>
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<td>Ferry service</td>
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<td>(182,610)</td>
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<td><strong>Subtotal Article 8</strong></td>
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**Planning/Administration**

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<th>North County Transit District</th>
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<th>CTSA</th>
<th>Bicycle and Pedestrian*</th>
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<td>Administration</td>
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<td>SANDAG Regional Planning</td>
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<td><strong>Subtotal Planning/Administration</strong></td>
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<td>$0</td>
<td>$4,719,778</td>
<td>$0</td>
<td>$8,436,730</td>
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</table>

*Funding is reserved until Board action for the regional bikeway program, currently scheduled for fall 2013.*
Services to be Provided Under Different Articles of TDA

Article 4 General Public (Fixed Transit Route)

The Article 4 claims can be used for any purposes necessary for the development and operations of the transportation system including operations, capital purchases, payment of bond debt, and to augment specialized services. This article provides the most flexible form of revenues.

- Metropolitan Transit System (MTS) estimates that its area operators (San Diego Trolley, Inc., San Diego Transit Corporation, and MTS Contract Services) would carry approximately 84 million passengers over 24.7 million annual miles, a 1.8 percent and 0.5 percent increase respectively from FY 2013. To provide these services, MTS anticipates operating revenues of about $234.8 million a slight reduction (-0.7 percent) from FY 2013.

- For North County Transit (NCTD), the fixed route and rail services are projected to carry approximately 12.5 million passengers over 6.5 million revenue miles, both an increase from estimated FY 2013 figures (4.6 percent and 0.8 percent, respectively). NCTD’s operating budget of $81 million reflects an increase of 7.4 percent from estimated FY 2013.

Article 4.5 Community Transit Service (Accessible Service for the Disabled)

Legislation provides up to 5 percent for community transit services which include services for those that are disabled or who cannot use conventional transit services.

- The MTS claim would provide operating support for the accessible paratransit services in the MTS service area, including Access and Americans with Disabilities Act of 1990 Suburban services. MTS estimates ridership of 409,949 and revenue miles of 3.5 million for FY 2014, an increase of 1.8 percent and 9 percent from FY 2013 estimates.

- The NCTD anticipates carrying 178,000 passengers on 1.3 million revenue miles, both increases from FY 2013 (10.6 percent and 7.9 percent respectively).

- The Coordinated Transportation Service Agency (CTSA) is eligible for up to 2 percent of the region’s Article 4.5 funds. The CTSA, created by state law, allows for the formation of a regional agency to coordinate social service agency transportation programs. In the San Diego Region, Full Access for Coordinated Transportation (FACT) serves as the CTSA. The FACT mission is to assist seniors, persons with disabilities, and social service recipients in San Diego County to meet their transportation needs. In its capacity as the CTSA, FACT serves as a conduit of information and assists the nonprofit sector, private sector, and public agencies with the coordination of specialized transportation programs.

State law allows for the formation of CTSA to improve transportation service required by social service recipients by promoting consolidation of social service transportation incorporating such benefits as centralized dispatching, combined purchasing of necessary equipment and supplies, centralized maintenance, centralized administration to eliminate duplicative administrative tasks, and consolidation of existing sources of funding. This consolidation results in more efficient and effective use of vehicles throughout the region. The FY 2014 FACT CTSA Work Plan is included in Attachment 4.
**Article 8 - Special Provisions (Express Bus, Ferry)**

This article funds services such as multimodal terminals, express bus, vanpool and commuter ferry services.

- The MTS claim would provide operating support for express bus which are premium express commuter service including Interstate 15 (I-15) to downtown San Diego from the Cities of Poway and Escondido and from the communities of Rancho Bernardo/Carmel Mountain Ranch and Rancho Peñasquitos (Routes 810, 820, 850, and 860); and Mira Mesa and Sorrento Valley from the communities of 4S Ranch and Rancho Bernardo (Route 880). Ridership is projected at 310,107 passengers over 402,661 annual miles in FY 2013, an increase of 1.8 percent and 10 percent respectively from FY 2013.

- The MTS acts as a pass-through agency for the City of Coronado that provides the ferry services. The City of Coronado operates passenger ferry service by subsidizing trips to and from downtown San Diego to Coronado and North Island.
Full Access for Coordinated Transportation (FACT)  
Consolidated Transportation Service Agency (CTSA) for San Diego County  
Work Plan for FY 2013-14

As defined in the Social Services Transportation Improvement Act (AB 120), the CTSA is a public entity responsible for improving transportation services required by social service recipients by promoting the consolidation and coordination of social service transportation services. The scope of CTSA activities include being the regional broker of social service transportation information, centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing of vehicles, supplies, and equipment. The CTSA works to create dedicated transportation services for people with disabilities, senior citizens, social service agencies, health care providers, various organizations and individuals within that particular service area. The CTSA also is the planning representative of the social service transportation community and works with the region to develop updates to the Coordinated Plan. The CTSA has recently updated the Business Plan (2014-19 Business Plan Update) that forms the planning foundation for organizational development and the expansion of coordinated services in the region, which is available at www.factsd.org.

Operate As One-Call-One-Click Mobility Center

Maintain FACT Website

- Maintain FACT to keep content current, optimized for searching
- Use website for marketing and outreach

Maintain Transportation Provider Database

- Update content of the provider database on an ongoing basis
- Conduct outreach with potential new providers
- Optimize website travel planner for finding suitable transportation

Telephone Referrals

- Respond to telephone requests for transportation information. Educate callers about transportation options from database. Offer RideFACT transportation as appropriate.
- Provide enhanced in-person customer service where necessary to assist with ADA application process or take reservations for other providers, etc.

Brokerage

- Transportation brokerage was established in 2012
- Maintain provider contracts
• Recruit new transportation providers
• Manage rates to ensure optimum pricing for purchased trips

**RideFACT Transportation**
• Manage referrals to RideFACT if no other options are found
• Manage reservations, scheduling and delivery of trips
• Manage timely reporting, invoicing, payments
• Manage timely inspections of vehicles and records and customer service records to ensure safety
• Manage compliance with all grants related and other applicable regulations
• Develop parameters for new services for persons with disabilities and veterans

**Regional Coordination**

**Administer Council on Access and Mobility (CAM)**
• Conduct Council on Access and Mobility (CAM) meetings bimonthly
• Continue outreach to providers to fill all 25 available seats. 22 are currently filled.
• Represent CAM during level three or higher emergencies in the Emergency Operations Center (EOC) and coordinate disaster response as needed
• Coordinate information provision and involvement of CAM members with the County EOC to ensure effective preparedness planning and to compliance with new state and federal requirements

**Support for Grants**
• Provide letters of support to agencies applying for grants after verifying coordination efforts.
• Assist applicants in finding coordination opportunities
• Form partnerships to apply for grants where appropriate
• Offer compliance related information to grantees

**Training Workshops**
• Coordinate training and workshop opportunities for human service transportation providers in such areas as federal and state funding requirements (e.g. 5310), driver training, vehicle inspection, insurance, regional emergency preparedness requirements, state and federal regulations, safety, funding opportunities, coordination, vehicle acquisition etc.
• Initiate coordinated programs in areas of training (e.g. insurance, maintenance, vehicle inspections) that are pertinent based on interest / commitments of involvement from CAM members

**Coordinated Planning**

• Work with SANDAG and the community to develop the locally developed Public Transit and Human Services Transportation Coordinated Plan.

• Provide ongoing technical assistance and support to human service transportation providers and all other interested parties to find solutions to overcome identified barriers to coordination, consolidation, and collaboration

• Coordinate and conduct surveys, and assessments, both formal and informal, to determine stakeholder transportation needs, vehicle and other relevant resources and barriers to coordination

• Make presentations to stakeholder groups

• Evaluate coordinated programs for pilot projects leading to regional deployment

• Work with 211 San Diego and SANDAG to administer and implement VTCLI grant

**CTSA Activities**

• Disseminate quarterly CTSA FACT Newsletter to ensure ongoing awareness of current related events

• Participate in Triennial TDA Audits

• Annually update the business plan for FACT covering the following areas: governance, regional needs assessment, integration of current CTSA work activities, technical assistance and coordination planning, information and marketing initiatives, service contracting and operations programs, policy development and advocacy, trip demand estimation and utilization projections, funding, and financial projections.

• Serve as liaison between public transportation providers and human service agencies

• Build a base of cooperation and coordination between constituencies, including public transportation providers, human service agencies, and other community-based organizations and agencies

• Provide technical assistance, information, and education programs to transportation providers

• Develop a regional training program for human service agencies and clients and consumers in partnership with public transit operators

• Maintain FACT staff to ensure capacity to support ongoing programs and services and expansion as per the approved Business Plan.
• Maintain the FACT Board Technical Advisory Committee (TAC), which currently includes Janelle Carey (MTS), Danielle Kochman (SANDAG), Floyd Willis (County of San Diego – AIS), and Lois Knowlton (Friends of Adult Day Healthcare Center)

• Market services through press releases, pamphlets, brochures, e-mail, newsletters, special informational pieces, newspaper articles, special events, workshops, and community training sessions

• Participate in regional disaster preparedness planning

• Present a regional Mobility Forum

Administration

• Coordinate Annual Strategic Business Planning for FACT/CTSA

• Maintain an inventory of resources in San Diego County

• Maintain the CTSA mailing list

• Quarterly CTSA newsletter

• Participate in TDA annual and triennial audits

• Complete all required reporting

• Maintain memberships in state and national organizations committed to coordinated transportation and nonprofit corporation development:
  - Community Transportation Association of America (CTAA)
  - California Association for Coordinated Transportation (Cal-Act)
  - American Public Transportation Association (APTA)

All TDA 4.5 funding for FY 2013-2014 will be used for core CTSA activities. FACT will continue to look for supplemental finding for CTSA activities from other sources.
WHEREAS, North County Transit District hereby affirms the certifications and required findings as part of the TDA and STA Claims for the FY2014 as follows:

Finding #1: The claimant’s proposed expenditures are in conformance with the Regional Transportation Plans (RTP).

Finding #2: The claimants is proposing a level of fare revenue sufficient to meet the fare revenue operating cost ration requirements of Public Utilities Code (PUC) 99268.2, 99268.3, 99268.5 and 99268.9, as applicable.

Finding #3: The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

Finding #4: The sum of the claimant’s allocations from the STA Fund and the Local Transportation Fund do not exceed the maximum for which the claimant is eligible.

Finding #5: Priority consideration has been given to offsetting unanticipated increases in the cost of fuel, enhancing existing public transportation services, and meeting high-priority regional needs.

Finding #6: The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC 99244.

Finding #7: The claimant is not prevented by a labor contract entered into after June 28, 1979, from employing part-time drivers or from contracting with common carriers.

Finding #8: The claimant has on file a certification by the Department of the California Highway Patrol verifying compliance with section 1808.1 of the Vehicle Code, pursuant to PUC 99251.

Finding #9: The claimant is in compliance with the requirements of PUC 99314.6.

Authorized Representative/Contact:

Matthew O. Tucker
Executive Director
May 17, 2013
RESOLUTION NO. 2013-26

APPROVING THE ALLOCATION OF
FY 2014 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4 FIXED ROUTE GENERAL PUBLIC TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2014 TDA funds pursuant to Chapter 4, Article 4, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these claims for FY 2014 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2013;

2. That the Board adopted the FY 2014 Productivity Improvement Goals set forth in Agenda Report No. 05 at the May 24, 2013, meeting;

3. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>14031000</td>
<td>Metropolitan Transit System (MTS)</td>
<td></td>
</tr>
<tr>
<td>14031000</td>
<td>Operating</td>
<td>$60,798,118</td>
</tr>
<tr>
<td>14031000</td>
<td>Capital</td>
<td>$17,131,579</td>
</tr>
<tr>
<td>14031000</td>
<td>Total</td>
<td>$77,929,697</td>
</tr>
<tr>
<td>14041000</td>
<td>North County Transit District (NCTD)</td>
<td></td>
</tr>
<tr>
<td>14041000</td>
<td>Operating</td>
<td>$19,816,383</td>
</tr>
<tr>
<td>14041000</td>
<td>Capital</td>
<td>$10,128,930</td>
</tr>
<tr>
<td>14041000</td>
<td>Total</td>
<td>$29,945,313</td>
</tr>
<tr>
<td></td>
<td>SANDAG</td>
<td></td>
</tr>
<tr>
<td>14031004</td>
<td>Capital Transfer from MTS</td>
<td>$1,189,529</td>
</tr>
<tr>
<td>14031005</td>
<td>Admin/Planning Transfer from MTS</td>
<td>$1,635,214</td>
</tr>
<tr>
<td>14041002</td>
<td>Capital Transfer from NCTD</td>
<td>$2,739,072</td>
</tr>
<tr>
<td>14041002</td>
<td>Admin/Planning Transfer from NCTD</td>
<td>$556,790</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$6,120,605</td>
</tr>
</tbody>
</table>
4. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2013.
RESOLUTION NO. 2013-27

APPROVING THE ALLOCATION OF FY 2014 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4.5 COMMUNITY TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2014 TDA funds pursuant to Chapter 4, Article 4.5, of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the Transportation Development Act of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, SANDAG finds these claims for FY 2014 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>14031001</td>
<td>Metropolitan Transit System</td>
<td>Total $4,189,922</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td></td>
</tr>
<tr>
<td>14041001</td>
<td>North County Transit District</td>
<td>Total $1,715,249</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td></td>
</tr>
<tr>
<td>14061000</td>
<td>CTSA</td>
<td>Total $120,514</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td></td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2013.

________________________________________           ATTEST: ______________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
RESOLUTION NO. 2013-28

APPROVING THE ALLOCATION OF 
FY 2014 TRANSPORTATION DEVELOPMENT ACT FUNDS 
ARTICLE 8 SPECIAL PROVISIONS

WHEREAS, the Transportation Development Act (TDA) claimant listed below has 
submitted claims for FY 2014 TDA funds pursuant to Chapter 4, Article 8, of the California Public 
Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the 
San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the 
claims conform substantially to the provisions of the Transportation Development Act of 1971, as 
amended; and

WHEREAS, SANDAG finds these claims for FY 2014 to be in conformance with the 
Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board, pursuant to CGC 29532, does hereby approve the allocation of 
TDA funds for costs associated with the operation of express bus services (PUC 99400.6), and the 
operation of commuter ferry service (PUC 99400.7) as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>14031002</td>
<td>Operating for Express Bus Service</td>
<td>$262,780</td>
</tr>
<tr>
<td>14031003</td>
<td>Operating for Ferry Service</td>
<td>$182,610</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$445,390</strong></td>
</tr>
</tbody>
</table>

2. That MTS is directed to pass-through to the Coronado Ferry its appropriate share 
of TDA funding; and

3. That the Board does hereby authorize the Executive Director to prepare and 
transmit allocation instructions and payment schedules to the San Diego County Auditor as are 
necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2013.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, 
National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, 
U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, 
Southern California Tribal Chairmen’s Association, and Mexico.

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RESOLUTION NO. 2013-29

APPROVING THE ALLOCATION OF
FY 2014 TRANSPORTATION DEVELOPMENT ACT FUNDS
PLANNING AND ADMINISTRATION

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2014 TDA funds pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the California Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the California Government Code (CGC), the San Diego Association of Governments (SANDAG) has determined that the claims are eligible pursuant to the provisions of the Transportation Development Act of 1971, as amended; NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to CGC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>14021000</td>
<td>County Auditor</td>
<td>$47,000</td>
</tr>
<tr>
<td>14051000</td>
<td>SANDAG</td>
<td>$428,837</td>
</tr>
<tr>
<td>14051001</td>
<td>Administration</td>
<td>$3,801,810</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>$4,230,647</td>
</tr>
</tbody>
</table>

2. That the Board does further approve the retention in the Local Transportation Fund of $3,468,517 for future SANDAG regional planning purposes pursuant to Section 6655.1 of Title 21 of the California Code of Regulations;

3. That the Board does hereby authorize the Executive Director to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2013.

_____________________________  _________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
RESOLUTION NO. 2013-30

APPROVING THE ALLOCATION OF FY 2014 STATE TRANSIT ASSISTANCE CLAIM TO THE NORTH COUNTY TRANSIT DISTRICT

WHEREAS, the North County Transit District (NCTD) has filed a claim for State Transit Assistance (STA) funds in the amount of $5,771,888 for FY 2014 pursuant to Section 6730(a) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the Board of Directors adopted the required findings for NCTD pursuant to Section 6754; and

WHEREAS, the Board of Directors finds that the above claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR;

NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. That the Board of Directors does hereby approve the allocation of STA to the following claimants for purposes listed below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>14041003</td>
<td>NCTD</td>
<td>$5,771,888</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

2. That the Board of Directors does hereby authorize the Executive Director to prepare and transmit allocation instructions to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 28th day of June 2013.

________________________________________    ATTEST: ____________________________
CHAIRPERSON                                      SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.
RESOLUTION NO. 2013-31

APPROVING THE REVISIONS TO
FY 2013 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4 FIXED ROUTE GENERAL PUBLIC TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2013 TDA funds pursuant to Chapter 4, Article 4, of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, SANDAG has analyzed the allocations and found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR);

NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to Section 6659(c) does hereby approve the revisions to the claims as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment (+/-)</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13031005</td>
<td>Admin/Planning Transfer from MTS</td>
<td>$2,183,260</td>
<td>$74,857</td>
<td>$2,258,117</td>
</tr>
<tr>
<td>13041002</td>
<td>Admin/Planning Transfer from NCTD</td>
<td>$512,200</td>
<td>$17,447</td>
<td>$529,647</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$2,695,460</td>
<td>$92,304</td>
<td>$2,787,764</td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of the adjustment of these claims.

PASSED AND ADOPTED this 28th day of June 2013.

________________________________________  ATTEST: ______________________________________
CHAIRPERSON  SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
RESOLUTION NO. 2013-32

APPROVING THE REVISION TO
FY 2013 TRANSPORTATION DEVELOPMENT ACT FUNDS
ARTICLE 4.5 COMMUNITY TRANSIT SERVICE

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2013 TDA funds pursuant to Chapter 4, Article 4.5, of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, SANDAG has analyzed the allocations and found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to Section 6659(c) does hereby approve the revisions to the claims as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13041001</td>
<td>North County Transit District</td>
<td></td>
<td>$492,882</td>
<td>$1,661,654</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td>$1,138,772</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13061000</td>
<td>Consolidated Transportation Planning Agency</td>
<td></td>
<td>$3,792</td>
<td>$114,460</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td>$110,848</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of the adjustment of these claims.

PASSED AND ADOPTED this 28th day of June 2013.

________________________________________           ATTEST: ________________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.
RESOLUTION
NO. 2013-33

APPROVING REVISIONS TO
FY 2013 TRANSPORTATION DEVELOPMENT ACT FUNDS
PLANNING AND ADMINISTRATION

WHEREAS, the Transportation Development Act (TDA) claims to the FY 2013 TDA funds pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the California Public Utilities Code (PUC) listed below require revisions; and

WHEREAS, SANDAG has analyzed the allocations and found that the revisions are warranted pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE

BE IT RESOLVED by the SANDAG Board of Directors as follows:

1. Pursuant to Section 6659(c) does hereby approve the revisions to the claims as shown below:

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Previous Allocation</th>
<th>Adjustment +(-)</th>
<th>Revised Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>13051000</td>
<td>Administration</td>
<td>$536,673</td>
<td>$13,493</td>
<td>$550,166</td>
</tr>
<tr>
<td>13051001</td>
<td>Regional Planning</td>
<td>$3,496,815</td>
<td>$119,667</td>
<td>$3,616,482</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$4,033,488</td>
<td>$133,160</td>
<td>$4,166,648</td>
</tr>
</tbody>
</table>

2. That the Board does hereby authorize the Executive Director to prepare and transmit instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of the adjustment of these claims.

PASSED AND ADOPTED this 28th day of June 2013.

________________________________________           ATTEST: _______________________________________
CHAIRPERSON                   SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.
MID-COAST CORRIDOR TRANSIT PROJECT:
PROPOSED CRITERIA FOR CONSTRUCTION MANAGER/
GENERAL CONTRACTOR PROCUREMENT

Introduction

The Mid-Coast Corridor Transit (Mid-Coast) Project is a TransNet Early Action Program (EAP) project that will extend the Metropolitan Transit System (MTS) Blue Line Trolley from the Santa Fe Depot in downtown San Diego to University Towne Centre, through the University of California, San Diego (UC San Diego) campus. The Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) has been released for a 60-day public comment period that ends on July 17, 2013, after which staff will develop responses to comments and prepare the Final SEIS/SEIR.

On April 26, 2013, the Board of Directors approved the Transportation Committee recommendation to pursue the construction of the Mid-Coast Project using the Construction Manager/General Contractor (CM/GC) construction contracting method and directed staff to return for review and approval of the evaluation criteria and the selection of the CM/GC contractor. The CM/GC contract would be implemented in two phases. The initial phase would provide preconstruction services to aid development of the design and cost estimating for the project. At the end of the preconstruction services phase, SANDAG would negotiate a guaranteed maximum price (GMP) for construction and, if approved, enter into one or more construction contracts under the CM/GC procurement.

The CM/GC would be selected through a Request for Proposals (RFP) process that ends with approval of the preconstruction phase contract by the Board. On June 7, 2013, the Transportation Committee heard an item on the proposed evaluation criteria and contract elements, as summarized in Attachment 1. This item proposes a recommendation by the Transportation Committee to the Board of Directors for approval of these elements.

Recommendation

The Transportation Committee recommends that the Board of Directors: (1) approve the CM/GC Request for Proposal evaluation criteria and contract provisions with substantially the same criteria and requirements shown on Attachment 1; (2) adopt Resolution No. 2013-34 (Attachment 3), authorizing the use of the CM/GC construction delivery method for the Elvira to Morena Double Track Project and San Diego River Bridge Project as part of the CM/GC procurement for the Mid-Coast Corridor Transit Project; (3) receive public testimony regarding the complexity of the Elvira to Morena Double Track Project and San Diego River Bridge Project and the need for a retention amount in excess of 5 percent; and (4) adopt Resolution No. 2013-35 (Attachment 4) designating the San Diego River Bridge and Elvira to Morena Double Track Project as substantially complex thereby allowing retention up to 10 percent.
In addition, this item proposes that the Transportation Committee recommend adding two Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) Capital Improvement projects (CIP) to the Mid-Coast Project CM/GC procurement to save the region cost, reduce risk of delays and service disruption by coordinating construction of the Mid-Coast Project with the San Diego River Bridge (CIP 1239815) and the Elvira to Morena Double Track (CIP 1239811) projects.

Discussion

Evaluation Process

CM/GC is a best value construction contracting method where the contractor is brought on during the design phase of a project to provide construction expertise in the development of the design plans and specifications. At the end of the design process SANDAG would negotiate a guaranteed maximum price (GMP) to construct the project with the CM/GC contractor.

Selection of a CM/GC will be made by the Board of Directors after an evaluation process of the proposals. The RFP evaluation process proposed would request proposals from the construction industry; followed by an initial shortlist based on pass/fail financial capacity and responsiveness criteria; then proposers would be shortlisted based on technical proposals ranked by an Evaluation Committee; the Board would approve the shortlist; shortlisted proposers would be interviewed and ranked by the evaluation committee; cost proposals would be scored and added to the technical and interview scores; and then a final recommendation would be made for Board approval to enter into a contract. The procurement steps and proposed Board approval milestones are summarized in the table below.

<table>
<thead>
<tr>
<th>Procurement Step</th>
<th>Board Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluation Criteria</td>
<td>X</td>
</tr>
<tr>
<td>Issue RFP</td>
<td></td>
</tr>
<tr>
<td>Evaluate Financial Capacity/Responsibility</td>
<td></td>
</tr>
<tr>
<td>Evaluate Technical Proposals</td>
<td></td>
</tr>
<tr>
<td>Shortlist for Interview</td>
<td>X</td>
</tr>
<tr>
<td>Hold &amp; Score Interviews</td>
<td></td>
</tr>
<tr>
<td>Open &amp; Score Cost Proposals</td>
<td></td>
</tr>
<tr>
<td>Add Technical, Interview &amp; Cost Scores</td>
<td></td>
</tr>
<tr>
<td>Select Proposer for Preconstruction Contract</td>
<td>X</td>
</tr>
<tr>
<td>Authorize GMP Construction Contracts</td>
<td>X</td>
</tr>
</tbody>
</table>

The evaluation committee for this CMGC Procurement is expected to have seven members. The proposed evaluation committee would include three SANDAG staff and may include one member from UC San Diego, the City of San Diego, MTS, North County Transit District (NCTD), or another light rail transit or local agency member depending on availability to serve.

A draft RFP was posted for industry review on the SANDAG electronic bid board. Any comments resulting in potential revisions to the evaluation process or criteria will be included in the presentation of this item.
**Evaluation Criteria**

The proposed RFP evaluation method would use a 250 point system. 150 points are proposed for the technical proposal, 50 points are proposed for the interview and 50 points for cost. The point distribution is 60 percent to the technical proposal, 20 percent to the interview, and 20 percent to the cost factor. These values were presented to the Transportation Committee on June 7, 2013, for discussion and comment and no objections or alternatives were raised.

On advice from consultant experts and other agencies, emphasis was placed on the technical proposals and in particular on demonstrated CM/GC performance, experience, and capability to ensure the proposer's CM/GC team has the ability to add value in design, manage the construction, and work cooperatively with the owner, the transit operators, and the community. The proposer with the highest point score and ranking at the end of the selection process would be recommended by the evaluation committee to the Board.

Attachment 2 shows how the 150 points in the technical proposal are recommended to be allocated to seven categories. The categories are: Team Experience, General Contractor Experience, General Management Experience, Subcontracting Plan, Preconstruction Phase plans, Construction Phase plans and Safety. The proposers with the highest scores would be shortlisted for the interview phase. The shortlisted firms would be approved by the Board.

The approved shortlisted firms would be invited to interview. The interviews would be scored on the proposer's presentation of the team, its experience and work plan, response to questions, and response to a practical scenario question. The interview points provide a qualitative measure of team interaction and individual capability.

In parallel with the interview, the SANDAG Procurement Manager would assign points to the cost proposals based on a ratio as shown on Attachment 1. Cost points are based on the multiplier for general overhead and profit that would be applied in reaching final negotiated guaranteed maximum price. The RFP will provide the latest engineers estimate for construction as a basis for proposers to develop their cost multiplier. The 50 points proposed for price should be sufficient to influence selection without giving the proposers an opportunity to unduly influence the outcome with a low unbalanced cost factor.

The shortlisted firms will be ranked based on the combination of technical, interview, and cost scores. The highest-ranked firm would be recommended to the Board of Directors for approval to finalize a contract.

**Contract Provisions**

The RFP and contract will include specific provisions for self-performance of the work, goals for Underutilized Disadvantaged Business Enterprise (UDBE) participation and requirements for specific plans on subcontracting, public convenience and safety. The Transportation Committee discussed the proposed contract provisions noted below on June 7, 2013. These provisions are now proposed for recommendation to the Board.

By state law, the CM/GC will be required to self-perform at least 30 percent of the work at this minimum level of self-performance. The recommendation is for the Mid-Coast CM/GC procurement and contract to use the 30 percent requirement.
The Mid-Coast Project is considered a mega project by the FTA and therefore a specific UDBE overall project goal will be established separately from the SANDAG overall CIP goal of 6.5 percent. Staff has developed an initial overall DBE project goal of 11.3 percent. The SANDAG DBE consultant worked with the project staff to finalize the work elements and set the goal based on the availability of DBE firms in SANDAG’s market area. The SANDAG Small Business Development section will be consulting with local minority, women’s, and general contractor organizations during an FTA required 45-day outreach period ending July 13. In implementing the overall project UDBE goal, specific goals will be established for both the preconstruction and construction phase work elements under the CM/GC contract.

In the evaluation process, the proposers will be required to present plans on how they intend to subcontract work on the project including plans for meeting UDBE contract goals, safety and outreaching to subcontractors. These plans and their implementation will become requirements of the contract.

**Addition of LOSSAN Projects**

The Mid-Coast Project will build light rail tracks just east of the existing LOSSAN tracks for approximately five miles from Old Town to State Route 52 (SR 52). In this stretch there are five old single track LOSSAN bridges; three at locations over Rose Creek, one over Balboa Avenue, and one over the San Diego River. The Mid-Coast Project bridges would be built side-by-side to the existing LOSSAN bridges. After the Mid-Coast Project is built it would be difficult, expensive, and disruptive to construct the LOSSAN double track bridges adjacent bridges the Mid-Coast bridges. Therefore staff proposes including two LOSSAN CIP projects, the San Diego River Bridge Project (CIP 1239815) and the Elvira to Morena Double Track Project (CIP 1239811), into the Mid-Coast CM/GC procurement. The Transportation Committee on June 7, 2013, concurred that adding these two projects into the CM/GC procurement would ensure that the constructability and construction sequence for building all of these bridges is coordinated by a single contractor and would reduce risk to SANDAG and NCTD for coordination of on-track safety and work windows, and reduce the risk of implementing multiple contracts and the associated risk of schedule delays and claims.

Because Mid-Coast and these LOSSAN projects are separate CIP projects with separate funding sources, the CM/GC would require separate preconstruction services and GMP construction contracts, each with project specific DBE goals. Separate contracts would allow for accurate project-specific cost accounting as required by the funding agencies. Award of construction for both the San Diego River Bridge and the Elvira to Morena Double Track projects would depend on the Board of Directors approving sufficient construction funds in FY 2015. The FY 2014 budgets currently include sufficient funds for the preconstruction services.

Findings by the Board of Directors are required in order to move forward with the CM/GC contracting method for the San Diego River Bridge Double Track and the Elvira to Morena Double Track Projects. A proposed resolution of findings for CM/GC for recommendation to the Board is shown on Attachment 3.
Summarized below are expected advantages of using CM/GC on the San Diego River Bridge Double Track and the Elvira to Morena Double Track Projects:

- Increased assurance of procuring a contractor with the capability of delivering these projects by being able to evaluate the qualifications, experience, and proposed fees of a prospective contractor, rather than solely bid amount under the conventional low-bid method.

- Reduced changes and claims risk through early contractor involvement and guidance in the design and constructability analysis phase of the project.

- Improved constructability of the plans and specifications with actual knowledge of the construction methods to be used by the contractor and incorporated into the preconstruction phase of the project. This is particularly important when designing bridges in close proximity to operating older rail bridges with constrained work areas and close to sensitive habitats.

- Improved project delivery time and increased cost and schedule certainty.

- Evaluation, identification, and mitigation of project risks early with stakeholders, particularly in developing project coordination for working with North County Transit District, and the City of San Diego for the development of staging plans, laydown areas, and providing notice of potential impacts to operations.

- Reduced risk to SANDAG for delays and costs in coordinating multiple contractors and work packages.

For the reasons listed herein, we request the Transportation Committee recommend that the Board of Directors authorize use of the CM/GC construction delivery method for the San Diego River Bridge Double Track and the Elvira to Morena Double Track Projects in accordance with Resolution No. 2013-34 (Attachment 3).

**Designation of Mid-Coast Project as Substantially Complex**

Under Public Contract Code section 7201 retention proceeds withheld on the construction of any public work shall not exceed 5 percent of the contract price unless the governing body approves a written finding that the project is substantially complex, and therefore, requires a higher amount of retention.

As noted herein and in previous presentations to the Transportation Committee, the Mid-Coast Project is a complex transit project that will involve construction adjacent to an operating railroad, and interstate freeway with significant staging and space constraints. The San Diego River Bridge Double Track and the Elvira to Morena Double Track Projects are similarly complex in having challenging construction staging space constraints, and necessary coordination with the Mid-Coast Project all of which must be accomplished on an operating railroad.

In order for SANDAG to reduce its risk as much as possible and make sure all contract work is completed pursuant to all contract documents and specifications, the Transportation Committee recommends that the Board of Directors designate the San Diego River Bridge Double Track and the Elvira to Morena Double Track Projects as substantially complex in accordance with Resolution No. 2013-35 (Attachment 4), and allow for retention in an amount not to exceed 10 percent.
Next Steps

Pending the Board’s approval of the recommendation by the Transportation Committee on CM/GC evaluation criteria and contract provisions, and adoption of Resolution Nos. 2013-34 and 2013-35, staff would complete procurement and contract documents for solicitation of a CM/GC contract including scope for the Mid-Coast, San Diego River Bridge Double Track and the Elvira to Morena Double Track Projects to be released in the next few months.

Solicitation, selection, award, and notice to proceed for the preconstruction services phase of a CM/GC contract are expected to be complete by early 2014, and would be subject to approval by the Board of Directors of the CM/GC contract.

The proposed CM/GC construction contracts would be negotiated at the completion of design and include all construction on the project with the possible exception of advance utility relocations, early rail relocation, and advanced owner procurement of equipment or materials (e.g., rail cars). The estimated value of the construction contract(s) would be between $800 million and $900 million for Mid-Coast and approximately total $116 million for both San Diego River Bridge Double Track and the Elvira to Morena Double Track Projects.

JIM LINTHICUM
Director Mobility Management and Project Implementation

2. Proposal Evaluation Categories  
3. Resolution No. 2013-34, Findings for Utilization of Construction Management/General Contractor Procurement Method  
4. Resolution No. 2013-35, Determination and Finding that the San Diego River Bridge and the Elvira to Morena Double Track Projects are Substantially Complex

Key Staff Contact: John Haggerty, (619) 699-6937, john.haggerty@sandag.org
Evaluation Criteria
Proposal and Contract Elements

Proposal Evaluation Criteria

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technical Proposal Score</td>
<td>150 points *</td>
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<tr>
<td>Interview Score</td>
<td>50 points</td>
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<tr>
<td>Cost Factor Score</td>
<td>50 points</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>250 points</strong></td>
</tr>
</tbody>
</table>

* see Attachment 2 for individual technical criteria point scores.

The cost factor is calculated as a ratio. Cost points are based on the multiplier for general overhead and profit applied to the engineers estimate provided by SANDAG. Each cost factor is divided by the lowest submitted cost factor to assign up points. The lowest cost factor receives full points (50 points) as shown on the sample below.

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Proposer A</td>
<td>6.00%</td>
<td>6.00 6.00</td>
<td>100.00%</td>
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<td>50.00</td>
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<tr>
<td>Proposer B</td>
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<td>6.00 6.50</td>
<td>92.31%</td>
<td>50</td>
<td>46.15</td>
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<td>Proposer C</td>
<td>7.00%</td>
<td>6.00 7.00</td>
<td>85.71%</td>
<td>50</td>
<td>42.86</td>
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</table>

Proposal and Contract Elements

Minimum Self-Performance 30%

Underutilized Disadvantaged Business Enterprise Goal** 11.3%

Subcontracting, DBE outreach, public communications and outreach plans in proposals shall be added by reference in the contract provisions.

** subject to closure of comment period.
### Proposal Evaluation Categories

<table>
<thead>
<tr>
<th>Proposal Evaluation Categories</th>
<th>Available Points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. TEAM EXPERIENCE</strong></td>
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</tr>
<tr>
<td>A. JV/Team Experience (organization structure)</td>
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<tr>
<td>B. Working with Design Consultant (during design of transit projects)</td>
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</tr>
<tr>
<td>C. Key Staff/Organization Structure</td>
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</tr>
<tr>
<td><strong>GENERAL CONTRACTOR EXPERIENCE</strong></td>
<td>35</td>
</tr>
<tr>
<td>A. Rail and Transit Experience</td>
<td></td>
</tr>
<tr>
<td>B. Bridges and Viaducts Experience</td>
<td></td>
</tr>
<tr>
<td>C. Stations Experience</td>
<td></td>
</tr>
<tr>
<td>D. Commuter Rail and Light Rail Systems/Signals Construction</td>
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<tr>
<td>E. Innovative Construction Methods</td>
<td></td>
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<tr>
<td><strong>GENERAL MANAGEMENT EXPERIENCE</strong></td>
<td>10</td>
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<tr>
<td>F. Management Approach</td>
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<tr>
<td>G. Quality Control</td>
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<tr>
<td>H. Project Controls</td>
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<td><strong>SUBCONTRACTING PLAN</strong></td>
<td>20</td>
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<tr>
<td>I. Responsibilities of Subcontractors – Selection Plan</td>
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<tr>
<td>J. DBE/SBE Implementation Plan</td>
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<tr>
<td>K. Equal Employment Opportunity</td>
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<tr>
<td>L. DBE Performance History</td>
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<tr>
<td><strong>PRECONSTRUCTION PHASE</strong></td>
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<tr>
<td>M. Preconstruction Approach</td>
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<tr>
<td>N. Approach for Working with the Designer</td>
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<tr>
<td>O. Risk Management</td>
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<td><strong>CONSTRUCTION PHASE</strong></td>
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<tr>
<td>P. Project Understanding</td>
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<tr>
<td>Q. Overall Construction Approach</td>
<td></td>
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<tr>
<td>R. Uninterrupted Transportation Service</td>
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<tr>
<td>S. Innovative Approach</td>
<td></td>
</tr>
<tr>
<td><strong>SAFETY</strong></td>
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<tr>
<td>T. Construction and Public Safety</td>
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<tr>
<td>U. Transit Operations Safety</td>
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<tr>
<td>V. Experience Modification Factor</td>
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<td>W. OSHA Incident Rate (OSHA 300 summary) for the last 3 years</td>
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<tr>
<td><strong>TOTAL TECHNICAL PROPOSAL POINTS</strong></td>
<td>150</td>
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RESOLUTION ADOPTING FINDINGS FOR UTILIZING
CONSTRUCTION MANAGER/GENERAL CONTRACTOR PROCUREMENT METHOD

WHEREAS, Senate Bill 1549 (Vargas, 2012) (SB 1549), set forth as Chapter 6.6 (commencing with Section 6950) of Part 1 of Division 2 of the Public Contract Code, grants the San Diego Association of Governments (SANDAG) the authority to utilize alternative project delivery methods, such as the Construction Manager/General Contractor (CM/GC) project delivery method, for the construction of public transit projects within SANDAG’s jurisdiction; and

WHEREAS, SB 1549 requires that in order for SANDAG to use the CM/GC project delivery method, SANDAG must first compare the proposed CM/GC project delivery method to the traditional design-bid-build method in a public meeting and adopt written findings that demonstrate the use of the CM/GC project delivery method on the specific project under consideration will accomplish at least one of the following objectives: (1) reduce comparable project costs; (2) expedite a project’s completion; or (3) provide features not achievable through the traditional design-bid-build method; and

WHEREAS, SANDAG analyzed the use of potential project delivery methods for the Mid-Coast Corridor Transit Project (Mid-Coast Project) such as design-bid-build, design-build and CM/GC, and the CM/GC project delivery method was determined to be the preferred project delivery method for completion of the Mid-Coast Project as evidenced by Resolution No. 2013-16 adopted by the Board of Directors on April 26, 2013; and

WHEREAS, the San Diego River Bridge (CIP 1239815) and the Elvira to Morena Double Track (CIP 1239811) projects are being constructed in the same locations and in the same time frames as the Mid-Coast Project; and

WHEREAS, SANDAG staff has analyzed and compared the use of the design-bid-build and CM/GC delivery methods for the San Diego River Bridge and Elvira to Morena Double Track projects and has recommended the CM/GC project delivery method in coordination with the Mid-Coast Project procurement to be the preferred project delivery method for completion of the San Diego River Bridge and Elvira to Morena Double Track projects; and

WHEREAS, the Board of Directors has evaluated and compared during a duly noticed public meeting on June 28, 2013, utilization of the design-bid-build and the CM/GC project delivery methods as applied to the San Diego River Bridge and Elvira to Morena Double Track projects, including consideration of the impact of such project delivery methods on cost, schedule, and project constructability; and

WHEREAS, the use of the CM/GC project delivery method for the San Diego River Bridge and Elvira to Morena Double Track projects in coordination with the Mid-Coast procurement is projected to provide the following advantages for the San Diego River Bridge and Elvira to Morena Double Track projects:
1. improve the cost certainty for the projects by allowing for the negotiation of a Guaranteed Maximum Price for the construction phases of the projects;

2. allow for the early coordination between the project teams and multiple stakeholders, thus assisting in the early identification, understanding and resolution of potential issues which will contribute toward the successful completion of the projects on schedule and within budget;

3. allow the preconstruction services to begin before total design is completed instead of requiring the design for the entire project to be completed before construction can begin, as would be the case under the design-bid-build project delivery method, thus expediting overall delivery of the projects; and

4. allow contractor insights and innovations during the preconstruction phases, particularly toward bridge design and construction, and project staging and coordination with the Mid-Coast Project, which synchronization is critical due to the fact that bridges for the San Diego River Bridge project, Elvira to Morena Double Track project and the Mid-Coast Project will be built side-by-side of each other, which coordination by a single CM/GC contractor as opposed to multiple contractors will reduce challenges and risks associated with successful coordination of on-track safety and work windows between the projects; and

WHEREAS, staff is seeking authority from the Board of Directors to move forward with the utilization of the CM/GC project delivery method for the San Diego River Bridge and Elvira to Morena Double Track projects in coordination with the Mid-Coast Project procurement.

NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors does hereby find the use of the CM/GC project delivery method for the San Diego River Bridge and Elvira to Morena Double Track projects is expected to reduce costs of the projects as compared to the design-bid-build project delivery method; and

2. That the Board of Directors does hereby find that use of the CM/GC project delivery method for the San Diego River Bridge and Elvira to Morena Double Track projects is expected to expedite completion of the projects as compared to the design-bid-build project delivery method; and

3. That the Board of Directors does hereby find that use of the CM/GC project delivery method for the San Diego River Bridge and Elvira to Morena Double Track projects is expected to provide project features and critical coordination with the Mid-Coast Project not achievable through the design-bid-build project delivery method; and

4. That the Board of Directors does hereby find that utilization of the CM/GC project delivery method for the San Diego River Bridge and Elvira to Morena Double Track projects is in SANDAG’s best interests; and
5. That the Board of Directors does hereby approve utilization of the CM/GC project-delivery method for the San Diego River Bridge and Elvira to Morena Double Track projects consistent with the allowances and mandates of Public Contract Code section 6950 et seq.

6. That the Board of Directors does hereby designate itself as the body to approve the award of the San Diego River Bridge and Elvira to Morena Double Track CM/GC contracts; and

1. That the Board of Directors hereby directs staff to prepare progress reports upon completion of the San Diego River Bridge and Elvira to Morena Double Track projects to be presented to the Board of Directors in accordance with Public Contract Code section 6957(a); and

2. That the Board of Directors does hereby find that this Resolution shall be effective as of the date of its adoption.

PASSED AND ADOPTED this 28th of June 2013.

______________________________  ________________________________
CHAIRPERSON                   ATTEST: ________________________________

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.
RESOLUTION TO DETERMINE AND FIND THE
SAN DIEGO RIVER BRIDGE AND THE ELVIRA TO MORENA DOUBLE TRACK PROJECTS
SUBSTANTIALLY COMPLEX AND REQUIRING MORE THAN 5 PERCENT RETENTION

WHEREAS, the San Diego Association of Governments (SANDAG) will be constructing the San Diego River Bridge (CIP 1239815) and the Elvira to Morena Double Track (CIP 1239811) projects (Projects); and

WHEREAS, the estimated value of the construction portion of the Projects is approximately $116 million, which involves the construction of complex bridges, track, signals, walls drainage, and ancillary facilities on an operating rail line; and

WHEREAS, the Projects are anticipated to face many challenges during the course of construction such as the need to stage construction to accommodate the many existing railroad transportation uses on the proposed alignment, including the current freight and passenger rail service on the existing tracks within the right-of-way where the Projects will be constructed; and

WHEREAS, the Projects also includes construction of such complex structures, including bridges, in an environmentally sensitive habitat; and

WHEREAS, the Projects require careful coordination with the Mid-Coast Corridor Transit Project to ensure successful completion of bridges that will built side-by-side of each other and synchronization of staging between the projects; and

WHEREAS, the Project requires coordination between various public agencies, including the Metropolitan Transit System, North County Transit District, and the City of San Diego; and

WHEREAS, Public Contract Code section 7201(b)(4) authorizes the governing board of a public entity to adopt a finding during a properly noticed and normally scheduled public hearing, and prior to release of the procurement documents for a project, that a project is substantially complex and therefore requires a higher retention amount than 5 percent; and

WHEREAS, SANDAG is preparing the procurement documents for the Projects and due to the complexity of the Projects as noted herein, SANDAG seeks to make a finding that the Projects are substantially complex and require a payment retention of up to 10 percent; and

WHEREAS, the Board of Directors has conducted a public hearing on this date regarding the complexity of the Projects and proposed retention amount greater than 5 percent, and has considered any and all public testimony received.
NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors does hereby find that in accordance with Public Contract Code section 7201(b)(4) and based on the above recitals, the Projects are substantially complex; and

2. That the Board of Directors does hereby find that as the Projects have been found to be substantially complex, a payment retention of up to ten percent (10%) shall be incorporated into the contract documents for the Projects to be executed by the selected contractor; and

3. That the Board of Directors does hereby find that the procurement documents for the Projects will include a copy of this Resolution; and

4. That the Board of Directors does hereby find that this Resolution shall be effective as of the date of its adoption.

PASSED AND ADOPTED this 28th of June 2013.
San Diego Association of Governments  
TRANSPORTATION COMMITTEE  
June 21, 2013

AGENDA ITEM NO.: 6

Action Requested: DISCUSSION

MID-COAST CORRIDOR TRANSIT PROJECT – File Number 1257001
PUBLIC HEARING FOR THE DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT/SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

Introduction

The Mid-Coast Corridor Transit (Mid-Coast) Project is a TransNet Early Action project that will extend the Metropolitan Transit System (MTS) Blue Line Trolley from the Santa Fe Depot in downtown San Diego through the University of California, San Diego (UC San Diego) campus to University City and Westfield University Towne Centre (UTC).

The Mid-Coast Project Draft Supplemental Environmental Impact Statement/Subsequent Environment Impact Report (SEIS/SEIR) is currently available for review and comment through July 17, 2013. A public hearing, in compliance with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), will be held at the June 21, 2013, Transportation Committee meeting to solicit comments from the public, agencies, and other stakeholders. Comments received at the public hearing, as well as all comments received during the public review and comment period, will be addressed in the Final SEIS/SEIR for the project.

Discussion

SANDAG and the Federal Transit Administration (FTA) prepared the Mid-Coast Project Draft SEIS/SEIR. SANDAG serves as the lead agency for compliance with CEQA, and FTA serves as the lead agency for compliance with NEPA.

The Draft SEIS/SEIR evaluates the effects of the Locally Preferred Alternative (LPA) for the Mid-Coast Project and the No-Build Alternative. A station at the Veterans Administration San Diego Medical Center is evaluated as is a Genesee Avenue design option. The Draft SEIS/SEIR is supported by 25 technical reports, three technical memoranda, and the Draft SEIS/SEIR plan set. A map of the LPA is included as Attachment 1.

FTA published a Notice of Availability of the Draft SEIS/SEIR in the Federal Register on May 17, 2013, to announce the release of the document for public review and comment. SANDAG published and filed a Notice of Completion with the state Office of Planning and Research, which was posted on its website on May 14, 2013.

The 60-day review and comment period for the Draft SEIS/SEIR extends from May 17 through July 17, 2013. The public was notified of the release and availability of the Draft SEIS/SEIR and of opportunities to review and comment through a variety of communications, including:
• Legal notices published in 5 newspapers
• Newspaper advertisements published in 17 newspapers
• Press releases distributed to SANDAG media list
• Postcard mailings to approximately 37,000 residences and businesses within one-quarter mile of the project alignment
• Project E-newsletter distributed to approximately 700 people
• SANDAG E-newsletter distributed to approximately 4,000 people
• Social media postings, including Facebook and Twitter
• Project website announcements and updates
• Project briefings and presentations
• Project Working Group meeting on May 29, 2013

Electronic copies of the Draft SEIS/SEIR, the Notice of Availability and Notice of Public Meetings were distributed to more than 500 agencies, organizations, groups, and individuals who had previously expressed interest in the project. Hard copies of the Draft SEIS/SEIR were provided to 20 area libraries to be made available for reference. Electronic copies of the Draft SEIS/SEIR, all technical reports, and other supporting documents are available on the project website at www.SANDAG.org/midcoast. Additional electronic copies of the Draft SEIS/SEIR and supporting documents are being provided to agencies, organizations and the public upon request.

During the public review and comment period SANDAG held four public meetings at various locations throughout the Mid-Coast Corridor. The public meetings followed an open house format and information about the project and the Draft SEIS/SEIR was provided. Comments were received on comment cards provided at the meetings and also were made verbally to the bilingual court reporter who was available at all public meetings. Comment cards and project fact sheets also were made available in Spanish.

Today's public hearing, in compliance with the requirements of NEPA and CEQA, will provide an additional opportunity to solicit comments from the public, agencies, and other stakeholders. The flyer announcing the public meetings and today’s public hearing is included as Attachment 2.

Next Steps

Comments can continue to be provided to SANDAG through the close of the public review and comment period (July 17, 2013) via letters, e-mails, faxes, or the project phone line.

Comments received at the public hearing, as well as all comments received during the public review and comment period, will be addressed in the Final SEIS/SEIR for the project. During summer and fall 2013 comments will be reviewed and responses to comments will be prepared. Staff anticipates returning to the Transportation Committee in fall 2013 to present a summary of comments by category, general responses by comment category and request that the Transportation Committee recommend the LPA to be carried through the Final SEIS/SEIR to the Board of Directors.
Revisions to the environmental analysis or project plan set will be prepared as appropriate. A response to each comment will be prepared, which will subsequently be included in the Final SEIS/SEIR. The Final SEIS/SEIR will be prepared during late 2013 and early 2014. Publication of the Notice of Availability of the Final SEIS/SEIR is anticipated in early 2014.

JIM LINTHICUM
Director of Mobility Management and Project Implementation

Attachments: 1. Mid-Coast Corridor LPA Map
               2. Flyer Announcing the Public Meetings and Public Hearing

Key Staff Contacts:  John Haggerty, (619) 699-6937, john.haggerty@sandag.org
                    Leslie Blanda, (619) 699-6907, leslie.blanda@sandag.org
                    Greg Gastelum, (619) 699-7378, greg.gastelum@sandag.org
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 Genese Avenue, La Jolla, CA 92037
(SuperLoop Bus 201/202 at Genese 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.

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.
PROPUESTA PARA EXTENDER EL TROLLEY DE SAN DIEGO HACIA UCSD Y UNIVERSITY CITY

El Proyecto de Transporte Público del Corredor de la Costa Central extenderá el servicio del Trolley (tranvía) desde la Estación Santa Fe en el centro de la ciudad de San Diego en dirección norte hacia la comunidad de University City, recorriendo importantes centros de actividad tales como Old Town, la Universidad de California, San Diego (UCSD) y el centro comercial de Westfield UTC. La Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés)—la cual desarrollará el proyecto en alianza con la Administración Federal de Transporte (FTA, por sus siglas en inglés)—ha preparado el borrador del documento de impacto ambiental analizando los potenciales impactos del proyecto. Para conocer más y hacer llegar sus comentarios, asista a una de las cinco reuniones públicas que se realizarán a lo largo de la ruta de la propuesta ampliación:

**Martes, 4 de junio, 2013**
Jornada de Puertas Abiertas de 4 a 7 p.m.  
Escuela Primaria Cadman, Auditorio Escolar  
4370 Avenida Kamloop, San Diego, CA 92117  
(Autobuses 105 en Clairemont Mesa Blvd./Avenida Moraga)

**Lunes, 10 de junio, 2013**
Jornada de Puertas Abiertas de 3 a 6 p.m.  
Universidad de California, San Diego (UCSD)  
Price Center Este, The Forum, Cuarto Piso  
9500 Gilman Drive, La Jolla, CA 92039  
(Autobuses 30, 150, 41, 921, 101 y SuperLoop 201/202 en Gilman Dr./Myers Dr.)

**Miércoles, 12 de junio, 2013**
Jornada de Puertas Abiertas de 4 a 7 p.m.  
Escuela La Jolla Country Day, Salón Comunitario  
9490 Avenida Genesee, La Jolla, CA 92037  
(Ruta del Autobús SuperLoop 201/202 en la Avenida Genesee/  
Centro Comercial Eastgate)

**Martes, 18 de junio, 2013**
Jornada de Puertas Abiertas de 4 a 7 p.m.  
Caltrans–Oficinas del Distrito 11, Salón de Conferencias García  
4050 Calle Taylor, San Diego, CA 92110  
(Autobuses 8, 9, 10, 28, 30, 35, 44, 88, 105 y 150; Línea Verde  
de Trolley y el COASTER en el Centro de Transito de Old Town  
de las Calles Taylor/Juan)

**Viernes, 21 de junio, 2013**
Audencia Pública a las 9 a.m.  
Comité de Transporte de SANDAG, Salón de Juntas (Séptimo Piso)  
Calle 401 B, San Diego, CA, 92101  
(Autobuses 3 y 120 en la Cuarta Avenida/Calle B; los Autobuses  
2, 7, 15, 30, 50, 150, 923 y 992 en las Avenidas Broadway/  
Quinta y las Líneas Azul y Naranja del Trolley en la Estación  
del Trolley de la Quinta Avenida)

Para más información acerca del Proyecto de Transporte Público del  
Corredor de la Costa Central, por favor visite www.sandag.org/midcoast.

Cumpliendo con la Ley para los Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), SANDAG implementará las adaptaciones necesarias para quienes necesiten asistencia para poder participar en las reuniones públicas y en la audiencia pública. Si necesita este tipo de asistencia, por favor póngase en contacto con a SANDAG llamando al (619) 595-5620 por lo menos 72 horas antes de la reunión.  
Mid-Coast Corridor Transit Project
Proposed Criteria for Construction Manager/General Contractor Procurement

Mid-Coast Project Status

- **TransNet**
  - Early Action Project
- Extends MTS Blue Line to UTC
- Draft SEIS/SEIR Released for Comment
- $1.7 Billion Including FTA New Starts Funds
CM/GC Procurement & Approval

<table>
<thead>
<tr>
<th>Procurement Step</th>
<th>Board Approval</th>
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<tr>
<td>Evaluation &amp; Selection Criteria</td>
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</tr>
<tr>
<td>Issue RFP</td>
<td></td>
</tr>
<tr>
<td>Evaluate Proposals for Responsiveness</td>
<td></td>
</tr>
<tr>
<td>Evaluate Technical Proposals</td>
<td></td>
</tr>
<tr>
<td>Shortlist for Interview</td>
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<tr>
<td>Hold &amp; Score Interviews</td>
<td></td>
</tr>
<tr>
<td>Open &amp; Score Cost Proposals</td>
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<tr>
<td>Add Technical, Interview &amp; Cost Scores</td>
<td></td>
</tr>
<tr>
<td>Select Proposer for Pre-Construction Services</td>
<td>X</td>
</tr>
<tr>
<td>Authorize GMP Construction Contracts</td>
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</tbody>
</table>

Scoring and Criteria

Proposal Scoring

- Technical 150 points
- Interview 50 points
- Cost Factor 50 points
- Total 250 points

Seven Technical Proposal Categories

- Team Experience: 20 points
- Contractor Experience: 35 points
- Management Experience: 10 points
- Subcontracting Plan: 20 points
- Pre-construction Phase: 20 points
- Construction Phase: 30 points
- Safety: 15 points
- Total 150 points
## Interview & Cost Factor Scoring

### Interview Score 50 Points
- Presentation
- Response to questions
- Response to situational questions

### Cost Factor Score 50 Points
- Sealed general conditions, overhead, and profit
- Points on ratio of lowest/proposers

### SAMPLE: Cost Factor Score Calculation

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Proposer A</td>
<td>6.00%</td>
<td>6.00/6.00</td>
<td>100.00%</td>
<td>50</td>
<td>50.00</td>
</tr>
<tr>
<td>Proposer B</td>
<td>6.50%</td>
<td>6.00/6.30</td>
<td>92.31%</td>
<td>50</td>
<td>46.15</td>
</tr>
<tr>
<td>Proposer C</td>
<td>7.00%</td>
<td>6.00/7.00</td>
<td>85.71%</td>
<td>50</td>
<td>42.86</td>
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</table>

## Contract Provisions

- **Industry Review Comments**
  - Continued outreach & contact
  - Preconstruction services amount
  - Cost factor

- **Self-performance**
  - Minimum of 30 percent

- **UDBE Goal**
  - Proposed total federal project goal – 11.3 percent
  - FTA 45-day review period (ends July 13)
  - Specific UDBE goals pre-construction and construction
Elvira to Morena Double Track Project

- Four Existing Single-Track Bridges
- Rebuild with New Double-Track Bridges
- 2.6 Miles of Trackwork
- Adjacent to Mid-Coast
- Construction Cost $65M
- Advantages & Reduced Risk with a Single CM/GC

San Diego River Bridge Project

- Existing Single-Track Bridge
- Rebuild with New Double-Track Bridge
- Adjacent to Mid-Coast
- Construction Cost $51M
- Advantages & Reduced Risk with a Single CM/GC
CM/GC Findings

CM/GC Requires Specific Findings Prior to Approval

1. CM/GC project delivery method is expected to reduce project costs as compared to the design-bid-build project delivery method; and/or

2. CM/GC project delivery method on the Project is expected to expedite the Project’s completion as compared to the design-bid-build project delivery method; and/or

3. CM/GC project delivery method on the Project is expected to provide Project features not achievable through the design-bid-build project delivery method.

Elvira Double Track and San Diego River Bridge requires public hearing and resolution to approve retention up to 10 percent.

Next Steps

• Proposed Recommendation to the Board on June 28th for Process, Criteria, LOSSAN Projects
• Confirm UDBE Goal – End of July
• Issue RFP – Late Summer 2013
• Approve Shortlist of Proposers – Fall 2013
• Recommend CM/GC for Contract – Spring 2014
The Transportation Committee recommends that the Board of Directors:

1. approve the CM/GC Request for Proposal evaluation criteria and contract provisions with substantially the same criteria and requirements shown on Attachment 1;

2. adopt Resolution No. 2013-34 (Attachment 3), authorizing the use of the CM/GC construction delivery method for the Elvira to Morena Double Track Project and San Diego River Bridge Project as part of the CM/GC procurement for the Mid-Coast Corridor Transit Project;

3. receive public testimony regarding the complexity of the Elvira to Morena Double Track Project and San Diego River Bridge Project and the need for a retention amount in excess of 5 percent; and

4. adopt Resolution No. 2013-35 (Attachment 4) designating the San Diego River Bridge and Elvira to Morena Double Track Project as substantially complex thereby allowing retention up to 10 percent.
## Technical Criteria Evaluation Scoring

### Proposal Evaluation Categories

<table>
<thead>
<tr>
<th>Categories</th>
<th>Available Points</th>
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<tbody>
<tr>
<td>1. TEAM EXPERIENCE</td>
<td>20</td>
</tr>
<tr>
<td>A. JV/Team Experience (organization structure)</td>
<td>20</td>
</tr>
<tr>
<td>B. Working with Design Consultant (planning design of transit project)</td>
<td>20</td>
</tr>
<tr>
<td>C. Key staff/organization structure</td>
<td>20</td>
</tr>
<tr>
<td>2. GENERAL CONTRACTOR EXPERIENCE</td>
<td>35</td>
</tr>
<tr>
<td>A. Rail and Transit Experience</td>
<td>35</td>
</tr>
<tr>
<td>B. Bridges and Viaducts Experience</td>
<td>35</td>
</tr>
<tr>
<td>C. Stations Experience</td>
<td>35</td>
</tr>
<tr>
<td>D. Commuter Rail and Light Rail Systems/Signaling Construction</td>
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<tr>
<td>E. Innovative Construction Methods</td>
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<tr>
<td>3. GENERAL MANAGEMENT EXPERIENCE</td>
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<tr>
<td>A. Management Approach</td>
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<tr>
<td>B. Quality Control</td>
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<tr>
<td>C. Project Controls</td>
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<tr>
<td>4. SUBCONTRACTING PLAN</td>
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<tr>
<td>A. Responsibilities of Subcontractors</td>
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<td>B. DBE/SBE Implementation Plan</td>
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<td>C. Equal Employment Opportunity</td>
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<tr>
<td>D. DBE Professional Qualifications</td>
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<td>5. PRE-CONSTRUCTION PHASE</td>
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<tr>
<td>A. Pre-Construction Approach</td>
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<tr>
<td>B. Approach for Working with the Designer</td>
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<tr>
<td>C. Risk Management</td>
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<td>6. CONSTRUCTION PHASE</td>
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<tr>
<td>A. Project Understanding</td>
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<td>B. Overall Construction Approach</td>
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<td>C. Uninterrupted Transportation Service</td>
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<td>D. Innovative Approach</td>
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<td>7. SAFETY</td>
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<td>A. Construction and Public Safety</td>
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<td>B. Transit Operations Safety</td>
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<tr>
<td>C. Experience Modification Factor</td>
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<tr>
<td>D. OSHA Accident Rate (OSHA 300 summary) for the last 3 years</td>
<td>15</td>
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### Seven Technical Proposal Categories

<table>
<thead>
<tr>
<th>Category</th>
<th>Max Points</th>
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<tbody>
<tr>
<td>Team Experience</td>
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<tr>
<td>Contractor Experience</td>
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<td>Management Experience</td>
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<tr>
<td>Subcontracting Plan</td>
<td>20</td>
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<td>Pre-construction Phase</td>
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<tr>
<td>Construction Phase</td>
<td>30</td>
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<tr>
<td>Safety</td>
<td>15</td>
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</table>

| TOTAL TECHNICAL PROPOSAL POINTS | 150 |
Mid-Coast Corridor Transit Project
Public Hearing for the Draft SEIS/SEIR
June 21, 2013

Mid-Coast Project – Build Alternative

• TransNet
  Early Action Project
• Extends Trolley Blue Line from downtown San Diego to UTC Transit Center
• Eight new stations – three at-grade and five aerial
• Optional station at VA
Draft SEIS/SEIR Public Hearing

- Draft SEIS/SEIR currently available for review and comment
- June 21, 2013 public hearing to solicit comments
- Comments received will be addressed in the Final SEIS/SEIR

Draft SEIS/SEIR

- SANDAG and FTA prepared Draft SEIS/SEIR
- Draft SEIS/SEIR evaluates:
  - LPA
  - No-build alternative
  - VA Medical Center station
  - Genesee Avenue design option
Draft SEIS/SEIR – NOA and NOC

- FTA published NOA in Federal Register on May 17, 2013
- SANDAG published and filed NOC with state Office of Planning and Research – posted May 14, 2013

Public Notification of Comment Period

- Draft SEIS/SEIR 60-day public review and comment period: May 17 – July 17, 2013
- Public notified through:
  - Legal notices
  - Newspaper advertisements
  - Press releases
  - Postcard mailings within one-quarter mile of project
Public Notification of Comment Period

• Public notified through:
  – Project E-newsletter
  – SANDAG E-newsletter
  – Social media postings
  – Project website announcements
  – Project briefings and presentations
  – Project Working Group meeting May 29

Draft SEIS/SEIR Distribution & Availability

• Draft SEIS/SEIR, NOA, and Notice of Public Meetings distributed to more than 500 agencies, organizations, and individuals
• Hard copies of Draft SEIS/SEIR in 20 area libraries for reference
• Electronic copies of Draft SEIS/SEIR, technical reports, and supporting documents available on project website
• Additional copies being provided upon request
Public Meetings and Public Hearing

- SANDAG held four public meetings in Mid-Coast corridor
  - Cadman Elementary School – June 4
  - University of California, San Diego – June 10
  - La Jolla Country Day School – June 12
  - Caltrans District 11 office – June 18
- Open-house format
- Comment cards provided
- Bi-lingual court reporter available

Public Hearing

- Today’s public hearing held in compliance with requirements of NEPA and CEQA
- Provides an additional opportunity for public comment
Public Comments

- Comments can be provided through July 17, 2013 via:
  - U.S. mail
  - Email
  - Fax
  - Project phone line
- All comments received will be addressed in the Final SEIS/SEIR

Next Steps

- Comments reviewed and responses prepared – summer and fall 2013
- Return to Transportation Committee
  - Present summary of comments
  - Request Committee to recommend Locally Preferred Alternative to Board of Directors
- Prepare revisions to analysis or plan set as appropriate
- Prepare response to each comment for Final SEIS/SEIR
- Publish of Notice of Availability – early 2014
Questions?
NCTD FY 2014 BUDGET

June 21, 2013

FY 2014 Budget Highlights and Goals

Increase Ridership & Revenues
- Service levels will increase by 5.5%, with no planned fare increases
- Ridership and revenues are projected highest in history
- Advance Solana Beach and Oceanside Transit Center Joint Development Projects

Sustainability
- Five-year balanced Operating Budget
- Capital Improvement Program is funded $12 million above annual goal of $15 million
- 15% Operating Reserve has been achieved and pension plan is 94.3% funded

Other Key Initiatives
- Advance Positive Train Control project
- Advance Camp Pendleton rail station and service enhancements with Amtrak and Metrolink
- Complete testing related to SPRINTER Express trains
### Five-Year Projection (in thousands)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<td><strong>Revenues for Operations:</strong></td>
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<td>Fare and Other Revenues</td>
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<td>$30,619</td>
<td>$31,034</td>
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<td>Operating Grants</td>
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<td>66,326</td>
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<td><strong>Total Revenues for Operations</strong></td>
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<td>94,250</td>
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<td><strong>Operating Expenses</strong></td>
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<td></td>
<td>90,470</td>
<td>91,930</td>
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<td>$2,320</td>
<td>$1,668</td>
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### FY 2014 Budget

**REVENUES**
- Passenger Fares and Other Revenues: $30,227,832
- Operating Grants: 61,242,605

**TOTAL OPERATING REVENUES**: 91,470,437

**TOTAL OPERATING EXPENSES BEFORE CONTINGENCY**: 90,470,437

**CONTINGENCY**: 1,000,000

**TOTAL OPERATING EXPENSES**: 91,470,437

**SURPLUS/(DEFICIT)**: $ -
Grant Revenues (in thousands)

- State, $5,772
- Federal 5307, $11,970
- TDA, $31,645
- TransNet, $11,484
- Federal 5309, $372

Ridership

<table>
<thead>
<tr>
<th>Mode</th>
<th>FY 2014 Budget</th>
<th>FY 2013 Forecast</th>
<th>FY 2013 Budget</th>
<th>Change from FY 2013 Forecast</th>
<th>Change from FY 2013 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>BREEZE</td>
<td>8,256,711</td>
<td>8,521,165</td>
<td>8,198,369</td>
<td>-3.1%</td>
<td>0.7%</td>
</tr>
<tr>
<td>COASTER</td>
<td>1,665,680</td>
<td>1,633,020</td>
<td>1,722,260</td>
<td>2.0%</td>
<td>-3.3%</td>
</tr>
<tr>
<td>SPRINT</td>
<td>2,527,901</td>
<td>1,745,093</td>
<td>2,543,392</td>
<td>44.9%</td>
<td>-0.6%</td>
</tr>
<tr>
<td>LIFT</td>
<td>156,870</td>
<td>145,250</td>
<td>130,533</td>
<td>8.0%</td>
<td>20.2%</td>
</tr>
<tr>
<td>FLEX</td>
<td>20,567</td>
<td>16,399</td>
<td>0</td>
<td>25.4%</td>
<td></td>
</tr>
<tr>
<td>Total Boardings</td>
<td>12,627,729</td>
<td>12,060,927</td>
<td>12,594,554</td>
<td>4.7%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

FY 2014 ridership is projected to be the highest ridership in the history of NCTD.
Fare Revenue

<table>
<thead>
<tr>
<th>Mode</th>
<th>FY 2014 Budget</th>
<th>FY 2013 Forecast</th>
<th>FY 2013 Budget</th>
<th>Change from FY 2013 Forecast</th>
<th>Change from FY 2013 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>BREEZE</td>
<td>$8,470,236</td>
<td>$8,745,365</td>
<td>$8,345,744</td>
<td>-3.1%</td>
<td>1.5%</td>
</tr>
<tr>
<td>COASTER</td>
<td>7,392,153</td>
<td>7,247,206</td>
<td>7,309,933</td>
<td>2.0%</td>
<td>1.1%</td>
</tr>
<tr>
<td>SPRINT</td>
<td>2,780,736</td>
<td>1,930,443</td>
<td>2,792,461</td>
<td>44.0%</td>
<td>-0.4%</td>
</tr>
<tr>
<td>LIFT</td>
<td>606,708</td>
<td>561,766</td>
<td>527,945</td>
<td>8.0%</td>
<td>14.9%</td>
</tr>
<tr>
<td>FLEX</td>
<td>45,167</td>
<td>54,501</td>
<td>13,094</td>
<td>-17.1%</td>
<td>244.9%</td>
</tr>
<tr>
<td>Total</td>
<td>$19,295,000</td>
<td>$18,539,281</td>
<td>$18,989,177</td>
<td>4.1%</td>
<td>1.6%</td>
</tr>
</tbody>
</table>

FY 2014 fare revenue is projected to be the highest fare revenue in the history of NCTD.

Expenses – Top 4 Categories

1. **Purchased Transportation** – $43.8 million or 48 percent of budget expense fund four service contracts for bus, rail, and ADA paratransit contracts.
   - Service levels are primary driver of costs for these contracts
   - These contracts also include 3 percent annual increases on annual basis

2. **Professional Services** - $18.0 million or 20 percent of budget expense fund services for security, information systems, engineering, financial, legal, and outreach.
Expenses – Top 4 Categories (cont’d)

3. **Salaries & Wages, and Employee Benefits** - $12.5 million or 14 percent of budgeted expense fund staffing for operations oversight and administration.

4. **Materials and Supplies (Fuel)** - $9.5 million or 11 percent of budgeted expense primarily funds fuel.
   - Fleet of 161 buses fueled by natural gas, unleaded, and diesel
   - Commuter and light rail vehicles fueled by diesel

* These expense categories comprise 93% of the NCTD operating budget.

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### Capital Improvement Program

The NCTD Capital Improvement Program funding levels for FY 2014 and FY 2013 are $27.4 million and $26.3 million, respectively.
FY 2014 Budget Status

- **Current Status**
  - **February 21, 2013**: NCTD Board approved proposed CIP, and forwarded a recommendation to the SANDAG Board of Directors to approve the FY 2014 for updates in the 2012 RTIP
  - **February 22, 2013**: SANDAG Board of Directors approved FY 2014 transit revenue apportionments
  - **May 16, 2013**: NCTD Board opened the public hearing
  - **June 3, 2013**: NCTD staff released the FY 2014 draft budget for public review and comment
  - **June 20, 2013**: NCTD Board approval of FY 2014 budget

- **Staff Recommendation**
  - **June 21, 2013**: SANDAG Transportation Committee approve the NCTD FY 2014 operating budget for funding

Questions?
Trolley Renewal Project

- Infrastructure work underway downtown and on Blue and Orange lines
- Orange Line went low floor in Jan. 2013
- Light Rail Vehicles (LRVs):
  - 55 of 65 new low floor LRVs have arrived

Service Improvements

- Ridership on certain routes over capacity
- Restored some Sunday service
- Phased over June 2012, September 2012, and January 2013
- Adding annual net subsidy of $6 million
Compass Card
- Continue to bring more customers onto Compass
- Bus fareboxes load day passes onto Compass Cards
- Ticket vending machines dispense day pass Compass Cards
- Compass Card call center and financial support function are scheduled to transfer from SANDAG to MTS in FY14

Bus Procurement
- 53 40-foot CNG buses delivered in FY 2013
- Awarded five-year contract to Gillig for up to 350 40-foot CNG buses
  - First order of 50 buses scheduled to be delivered in FY 2014
- Awarded five-year contract to New Flyer for up to 165 CNG articulated buses
  - For TransNet projects (Mid-City Rapid, I-15 BRT, I-805 BRT)
  - Also to replace MTS diesel-powered buses

South Bay Bus Maintenance Facility
- Awarded design-build contract to Whiting-Turner
- Construction began in January 2013
- New facility is expected to open fall 2014.

East County Bus Maintenance Facility
- Design-bid-build project, team will be selected in the winter of 2013
- CNG station design-build contract awarded to Trillium in May 2013
  - Enables CNG fleet in East County
- New facility is expected to open spring 2015
### San Diego Metropolitan Transit System Operating Statistics Comparative

<table>
<thead>
<tr>
<th>Service</th>
<th>Farebox Recovery</th>
<th>Cost per Rev Hour</th>
<th>Subsidy per Passenger</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTS Bus</td>
<td>39%</td>
<td>$86.54</td>
<td>$1.57</td>
</tr>
<tr>
<td>MTS Rail</td>
<td>56%</td>
<td>$141.00</td>
<td>$0.96</td>
</tr>
<tr>
<td>MTS Combined</td>
<td>44%</td>
<td>$98.39</td>
<td>$1.36</td>
</tr>
<tr>
<td>UTA (Utah)</td>
<td>24%</td>
<td>$86.27</td>
<td>$3.24</td>
</tr>
<tr>
<td>RTD (Denver)</td>
<td>31%</td>
<td>$105.61</td>
<td>$2.60</td>
</tr>
<tr>
<td>KING COUNTY (Wash..)</td>
<td>26%</td>
<td>$160.48</td>
<td>$3.20</td>
</tr>
<tr>
<td>SRTD (Sacramento)</td>
<td>24%</td>
<td>$163.37</td>
<td>$3.33</td>
</tr>
<tr>
<td>VTA (Santa Clara)</td>
<td>13%</td>
<td>$201.74</td>
<td>$6.35</td>
</tr>
<tr>
<td>TRI-MET (Portland)</td>
<td>26%</td>
<td>$241.73</td>
<td>$3.12</td>
</tr>
</tbody>
</table>

* Source: 2013 Operating Budget Documents, excludes Paratransit services

### FY14 Budget

- **Sales tax generated revenue continues to grow**
  - TDA/TransNet will generate $109M in FY 2014
  - Finally back to FY 2007 levels on cash basis

- **State Transit Assistance steady for now**
  - $21.1M projected receipts in FY 2014
  - $15.5M including in CIP, $5.6M for service

- **No fare increases**

- **Added service during FY13**

- **Balanced budget**
  - Using one-time funds from Capital Program $2.0M
  - Down from $15.4M in FY10
## FY 2014 Combined Budget - Revenue/Expense Schedule in ($000's)

<table>
<thead>
<tr>
<th></th>
<th>Amended FY 2013</th>
<th>Budget FY 2014</th>
<th>Variance</th>
<th>Variance Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL REVENUES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Revenues</td>
<td>$99,740</td>
<td>$101,402</td>
<td>$1,662</td>
<td>1.7%</td>
</tr>
<tr>
<td>Non Operating Revenues</td>
<td>154,131</td>
<td>146,794</td>
<td>(7,337)</td>
<td>-4.8%</td>
</tr>
<tr>
<td>Combined Revenues</td>
<td>$253,872</td>
<td>$248,197</td>
<td>(5,675)</td>
<td>-2.2%</td>
</tr>
<tr>
<td><strong>TOTAL EXPENSES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personnel Expenses</td>
<td>$125,546</td>
<td>$117,595</td>
<td>(7,951)</td>
<td>-6.3%</td>
</tr>
<tr>
<td>Purchased Transportation</td>
<td>56,487</td>
<td>58,809</td>
<td>2,322</td>
<td>4.1%</td>
</tr>
<tr>
<td>Outside Services</td>
<td>20,715</td>
<td>20,715</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Energy</td>
<td>23,596</td>
<td>25,352</td>
<td>1,756</td>
<td>7.4%</td>
</tr>
<tr>
<td>All Other Expenses</td>
<td>25,184</td>
<td>25,725</td>
<td>541</td>
<td>2.1%</td>
</tr>
<tr>
<td>Combined Expenses</td>
<td>$249,365</td>
<td>$248,197</td>
<td>(1,168)</td>
<td>-0.5%</td>
</tr>
<tr>
<td>Total Revs Less Exps</td>
<td>$4,507</td>
<td>(0)</td>
<td>(4,507)</td>
<td></td>
</tr>
</tbody>
</table>

### Major Assumptions

- Sales tax revenue growth: 4.8-6.0 percent annually
- Expense growth averages 3 percent annually

---

## San Diego Metropolitan Transit System

### Five-Year Projections - Summary (in 000’s)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Recurring Revenues</td>
<td>$238,460</td>
<td>$247,615</td>
<td>$254,704</td>
<td>$261,697</td>
<td>$268,900</td>
</tr>
<tr>
<td>Total Recurring Expenses</td>
<td>240,630</td>
<td>247,491</td>
<td>254,783</td>
<td>262,656</td>
<td>270,773</td>
</tr>
<tr>
<td>Non Recurring Revenues *</td>
<td>2,169</td>
<td>95</td>
<td>95</td>
<td>95</td>
<td>95</td>
</tr>
<tr>
<td>Net Operating Subsidy</td>
<td>(0)</td>
<td>$219</td>
<td>$16</td>
<td>(864)</td>
<td>(1,778)</td>
</tr>
</tbody>
</table>

* Taxicab Administration and SD&E self-funded reserve usage, TDA from Capital