

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

September 21, 2006

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

A. ROLL CALL

Chairman Mathis called the meeting to order at 9:08 a.m. A roll call sheet listing Executive Committee member attendance is attached.

B. APPROVAL OF MINUTES

Ms. Hanson-Cox moved approval of the minutes of the September 7, 2006, Executive Committee meeting. Mr. Roberts seconded the motion, and the vote was 3 to 0 in favor.

C. COMMITTEE DISCUSSION ITEMS

1. MTS: Interstate 15 Bus Rapid Transit Operating Plan (CIP 11481)

Mr. Paul Jablonski, MTS Chief Executive Officer (CEO), reviewed a conceptual plan for I-15 Bus Rapid Transit (BRT). He reviewed the phasing of the various elements of construction of the managed lanes and transit stations and reported that three stations are partially completed. He pointed out that parking capacity will have to be increased at some of these stations and that operating dollars will be needed to provide for station security and maintenance. He provided a recap of the existing service and presented two alternatives for enhanced service in the I-15 corridor using the managed lanes. He presented projected costs and revenues for each of these two alternatives and the difference, which would be available to cover the expense for facilities and service support functions. He stated that, in each alternative, MTS would recommend taking service off local streets so that maximum service could be provided on the I-15 corridor on a "trunk" line. He stated that feeder service would then be developed within the communities to feed that trunk line.

Mr. Jablonski advised the Committee that FasTrak revenues have decreased and, therefore, MTS will receive approximately \$800,000 instead of \$1,020,000 for 2007. He added that FasTrak revenues will be reduced further to \$500,000 for fiscal years 2008, 2009, and 2010. He stated that this decrease in revenues will have to be addressed through the budget and service-planning processes. He added that the State is putting pressure on SANDAG to cover more of the maintenance costs for the managed lanes, and advised the Committee that the California Highway Patrol current charges SANDAG for their services in the managed lanes.

Mr. Jablonski then provided a quick overview of projected costs for facilities and service support functions for 2012 and projected that capital/start-up costs will total \$1,946,000. He projected revenues of \$8,220,000, total expenses of \$8,831,000, and a net operating deficit of \$611,000 for a base-line level of service.

Mr. Jablonski also reviewed a list of items that were not included in the projected figures. He stated that these items may not be included in the plan because there is not adequate funding to cover their cost. Mr. Roberts referred to the ticket vending machine (TVM) item and expressed concern over the expense of using this method to collect fares. He requested that staff do a comparison of this type of fare collection system compared to the existing fare collection system (fareboxes) and that the comparison including capital, maintenance, and operating costs as well as the benefits of each type of system. He requested that this comparison be brought back to the Executive Committee. He also stated that he thought that TVM systems were supposed to result in some cost savings.

Staff pointed out that the biggest advantage to TVMs is that they create a barrier-free fare system that allows passengers to board more quickly through all doors of the vehicle. Mr. Jablonski pointed out that it would be less expensive to use a farebox system for this BRT service. Mr. Jablonski added that one of the goals of BRT is to make the service more rail-like (barrier-free fare collection system), and the use of TVMs was introduced into the project under that premise. Mr. Roberts pointed out that, since BRT has a limited number of stops, using the traditional farebox system would have a negligible effect on the speed of service. Mr. Rindone agreed with Mr. Robert's statement. Mr. Jablonski also pointed out that 60 to 70 percent of MTS's passengers use transit passes, which allows for quick boarding. Chairman Mathis pointed out that the use of smart cards would further speed up boarding and suggested that MTS consider dropping cash fares as an option on BRT service. Ms. Claire Spielberg, Chief Operating Officer – Transit Services, pointed out that the current farebox system also provides MTS with very good data. Mr. Roberts stated that the inclusion of the TVMs on this list implies that this is not an optional item and felt the TVM item should be on a separate list. In response to a question from Mr. Roberts, Ms. Spielberg reported that MTS's current contract with Cubic has an option for the future purchase of fareboxes. Mr. Jablonski stated that MTS should try to provide as much service as possible with the funding it receives.

Mr. Jablonski then provided the Committee with an overview of the different types of buses that could be used to provide BRT service in the I-15 corridor and the cost for acquiring these vehicles. He reviewed the pros and cons for over-the-road coaches, double-decker buses, and the new-look low-floor articulated buses. He indicated that preliminary discussions are leaning toward having buses that have an appealing exterior with an interior that provides creature comforts that will attract riders. Mr. Roberts felt that the exterior appearance of the buses will be the least important of the factors to be considered and would be important only for about one year. He stated the most important factor will be adequate seating for passengers. He added that passengers will not ride if they have to stand rather than sit for a trip this long. Mr. Roberts stated that MTS should focus on making the travel experience a positive one. He also stated that he would like to start this project off

at the Executive Committee level by looking at operating cost per passenger. He stated that the long-term goals for this project should revolve around performance and customer satisfaction. Chairman Mathis stated that over-the-road coaches have steep steps that must be used for boarding, which will probably increase the number of passenger slip-and-fall accidents and could cause special difficulty for passengers who are elderly. He also pointed out that there could be difficulty meeting Americans with Disabilities Act (ADA) requirements. Staff pointed out that there are wheelchair lifts on these types of buses but that it is a time-consuming process to board someone using these lifts. Mr. Emery pointed out that, if ridership increases as a result of the creation of this service, wheelchair boardings will probably also increase. Mr. Roberts stated that there are many ways to meet ADA requirements. Mr. Jablonski stated that MTS may have to select a low-floor style bus and try to outfit the interior with as many creature comforts as possible.

Ms. Atkins asked if buses could be purchased with doors on both sides so that buses don't have to cross over lanes to access the transit plazas in I-15, which are in the center median. Mr. Rindone stated that MTS may need to purchase different types of vehicles for different types of BRT based on the frequency of the service and the trip length. He also stated that the more luxury types of service should not be restricted to one portion of the community but should be provided based on capacity needs and the length of the trip.

Mr. Jablonski then reviewed the vehicle branding concepts. Each concept consisted of a silver base color with red branding. He presented the names that had been considered for this service and stated that the name I-15 Rapid has been the most favorably received. He also presented the various logo options and summarized by reviewing the items for which funding will be needed and infrastructure issues that will have to be resolved.

Mr. Roberts stated that the paint scheme for these buses was not of concern to him at this point in the project. He stated that he was most concerned with the cost to operate and that financial resources are used in the best way possible. He stated that effective decisions should be made to bring the cost of this service down. He also made favorable comments about the double-decker bus and its appeal to the public. He stated that he would like to see cost comparisons for operating and maintenance of each type of bus, not just the acquisition cost. He stated that the bus selection will have an impact on the amount of ongoing expense for operations. Mr. Jablonski pointed out that the number of buses purchased and the cost needs to be balanced with the ridership gain that may be realized from being able to provide increased frequency of service.

Mr. Jablonski stated that it is important that MTS accurately project the capacity of BRT to generate increased ridership and then provide adequate parking at the various stations. He stated that it is also important to have a design that is attractive to riders and pointed out that frequency of service is a high priority with potential and existing riders. Mr. Emery suggested using parking that is already available within the community to double the availability of parking for this service. He suggested limiting the number of stops before a bus reaches the trunk line to keep the travel time short. Mr. Jablonski stated that he would favor any decisions that would result in more service to the customer with improved frequencies. He

added that he realized compromises may have to be made. Mr. Emery suggested that staff reduce the size of its PowerPoint presentation on this item.

Ms. Atkins stated that, as people continue to move into the downtown area, needs for transportation from the south to the north end of the county will also increase. She added that infrastructure plans needs to be fit with the regional transit plan. She stated that she will make these statements at the next SANDAG meeting. She agreed with Mr. Emery's comments regarding parking in the communities along future feeder routes.

Public Comment

Stephen Russell: Mr. Russell stated that SANDAG is planning on using the I-15 corridor as a cargo corridor and expressed concern about the safety of having buses cross lanes to access median stations in light of this fact. Mr. Russell then presented a picture of a New Flyer bus with doors on both sides of the vehicle, which would eliminate the need for buses to make this unsafe maneuver.

Mr. Jablonski stated that having doors on both sides of a bus eliminates seating.

Action Taken

No action was taken on this item.

D. REVIEW OF DRAFT SEPTEMBER 28, 2006 BOARD AGENDA

Recommended Consent Items

6. MTS: Lease with San Diego Padres for 300 Parking Spaces in the James R. Mills Building Parking Structure (AG 240.1)

Recommend that the Board of Directors (1) authorize the CEO to execute a lease (in substantially the same form as Attachment A of the agenda item) with the San Diego Padres for 300 parking spaces in the James R. Mills Building Parking Structure and any related documents that may be requested by the Padre's mortgagor(s) in the future; and (2) if it applies, find that the proposed lease is categorically exempt from an environmental assessment as it involves the continuation of an existing use in accordance with Article 19, Section 15301 of the California Environmental Quality Act Guidelines.

7. MTS: Transportation Development Act Claim Amendment (FIN 340.3, PC 50601)

Recommend that the Board of Directors adopt Resolution No. 06-13 (Attachment A of the agenda item) amending the FY 2006 Transportation Development Act Article 4.0 Claim No. 253 for the City of El Cajon.

8. MTS: Janitorial Services and LRV Cleaning – Contract Award (CIP 53114, 53640)

Recommend that the Board of Directors authorize the CEO to execute contracts with: (1) Aztec Janitorial Services, Inc. for Groups 1 (Janitorial Services at MTS Bus

Operations), II (Janitorial Services at MTS Rail Operations), and III (Transit Center Maintenance) for a three-year base term with two 1-year options exercisable at MTS's discretion. The total cost of the three-year base contract, including California sales tax, shall not exceed \$1,129,786.44. The total cost of two 1-year options, including California sales tax, shall not exceed \$781,558.02; and (2) NMS Management, Inc. for Group IV (Light Rail Vehicle Cleaning) for a three-year base term and two 1-year options exercisable at MTS's discretion. The total cost of the three-year base contract, including California sales tax, shall not exceed \$2,692,725.96. The total cost of two 1-year options, including California sales tax, shall not exceed \$1,822,077.90.

9. MTS: Policy No. 53 – Ethics Training (ADM 110.2, PC 50101)

Recommend that the Board of Directors approve enacting Policy No. 53 (Ethics Training).

Recommended Consent Items

There was no discussion of the recommended Consent Items.

Recommended Board Discussion Items

There was no discussion of the recommended Discussion Items.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

Ms. Sharon Cooney, Director of Government Affairs and Community Relations, reported that the next SANDAG Transportation Committee meeting will be held on October 6, 2006.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

Restructure of Board Meetings: Mr. Rindone suggested that, when a Closed Session is going to be lengthy, the closed session be held at 9:00 a.m. and that the remainder of the meeting be rescheduled for 9:30 a.m. or 9:45 a.m., unless the one and one-half hour closed session on September 14 was an anomaly. Chairman Mathis stated that Closed Sessions are typically much shorter than the one on September 14.

G. PUBLIC COMMENTS

Don Stillwell: Mr. Stillwell reported various problems regarding the posting of bus routes along Route Nos. 13 and 14. He also stated that trash cans at the Crawford Street stop need to be emptied and that passengers that board with wheelchairs have a problem with the hedges as the stop is currently configured. He also stated that Route No. 14 should stop at the Grantville Trolley Station. He also reported that operators of Route No. 44 are allowed only three minutes to pass through three bus stops and three traffic signals and this schedule needs to be reconsidered.

H. NEXT MEETING DATE:

The next meeting is scheduled for Thursday, October 5, 2006, in the Executive Conference Room.

I. ADJOURNMENT

Chairman Mathis adjourned the meeting at 9:47 a.m.

Chairman

Attachment: A. Roll Call Sheet

[gail.williams/minutes](#)