

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

May 13, 2010

MTS  
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

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

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the April 22, 2010, MTS Board of Directors meeting. Mr. Van Deventer seconded the motion, and the vote was 11 to 0 in favor. Mr. Rindone abstained from voting due to the fact that he was not present at the April 22, 2010, Board meeting.

3. Public Comments

*Virginia Conway:* Ms. Conway pointed out that there will be a television show regarding street cars that create their own energy on Cox cable, Science Channel 102 at 5:30pm and again at 8:30pm. Ms. Conway also expressed her concern about the trolley running close to schools. She stated that she preferred the Alternative 1 route.

Mr. Mathis responded to Ms. Conway's comment, that while he appreciated her concern, he feels that the need for public transportation to schools is one that cannot be dismissed.

CONSENT ITEMS:

6. MTS: San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Railway Company Board of Directors at its meeting on April 20, 2010.

Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports; and (2) ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on April 20, 2010.

7. MTS: Increased Authorization for Legal Services - Wheatley Bingham & Baker

Action would authorize the CEO to enter into MTS Doc. No. G1111.15-07 with Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority.

8. MTS: Taxicab Maximum Allowable City and Airport Rates of Fare - Stabilization of Rates for 2010

Action would approve Resolution No. 10-11 stabilizing the 2009 maximum allowable City of San Diego and airport rates of fare for the year 2010.

9. MTS: Mincom Annual Support Renewal - Contract Amendment

Action would authorize the CEO to execute MTS Doc. No. G0740.10-02 with Mincom Inc. for annual software support maintenance for the Ellipse financial system and Enterprise Resource Planning (ERP) package.

10. MTS - GIRO, Inc. Regional Scheduling System (RSS) – Contract Amendment

Action would authorize the CEO to execute MTS Doc. No. G0856.14-03 with GIRO, Inc. to fund the HASTUS Maintenance and Service Support Contract for the Regional Scheduling System (RSS) contract.

Action on Recommended Consent Items

Mr. Gloria moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, and 10. Mr. McClellan seconded the motion, and the vote was 12 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items

**The Board convened to Closed Session at 9:08 a.m.**

MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION SIGNIFICANT EXPOSURE TO LITIGATION Pursuant to California Government Code section 54956.9(b): (One Potential Case)

**The Board reconvened to Open Session at 9:14 a.m.**

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

- a. The Board received a report from the General Counsel and CEO.

NOTICED PUBLIC HEARINGS:

- 25. None

DISCUSSION ITEMS:

30. MTS: Mid-Coast Corridor Transit Project (Sharon Cooney)

The Mid-Coast Corridor Transit Project will extend service from the Old Town Transit Center to University City serving major centers, such as the University of California, San Diego (UCSD),

University Towne Center (UTC) and downtown San Diego. Ms. Cooney explained that MTS supports Light Rail Transit (LRT) Alternative 1 as the locally preferred alternative for the Mid-Coast Corridor Transit Project. Cost effectiveness and past operating experience are the main reasons that MTS supports Alternative 1. LRT Alternative 6 will entail a couple sharp curves that will in turn cause greater infrastructure wear, slow operating speeds, and will generate excessive track noise that may be of nuisance to the community. LRT Alternative 3 is similar to Alternative 1 but it is felt that the service plan is not as superior as the LRT Alternative 1 service plan because it will serve fewer stations and will not supply as direct service to the UCSD campus.

Mr. Roberts explained that scoping started last week and will continue for 30 days - all three alternatives that Ms. Cooney discussed have been taken to scoping. At the end of the scoping, recommendations will be made to the SANDAG Transportation Committee and then to the SANDAG Board. The thrust right now is to have a preferred alternative so we carry one alternative into the environmental assessment and impact period, which would last for roughly 12 months. If everything goes well, this line could be in operation in 2015 (with a slight possibility that it could begin in 2014).

Mr. Roberts mentioned that there is not going to be a more significant expansion for light rail transit taking place in the next decade. Alternative 1 is the route that is strongly endorsed by every other group he has spoken to about the Mid-Coast Corridor Transit Project, including UCSD. Within days of Chancellor Fox assuming leadership at the university, she was given an opportunity to ride the trolley to San Diego State University before it opened, and she has become an advocate for the trolley expansion to UCSD. The Mormon Temple is also pleased to have the trolley in their area and supportive of Alternative 1 as it will provide a station across the street from the temple, and they plan to bring a public walkway from Nobel Drive to the temple. The Lawrence Family Jewish Community Center also expressed strong support, on record, in favor of Alternative 1. Alternative 1 will provide a stop at Executive Drive that they feel will be advantageous for their senior programs. Friends of Rose Canyon also strongly supports Alternative 1, and it appears there is an almost an unheard of consensus in support of Alternative 1 by the community. Mr. Roberts would like to encourage his colleagues to be involved in one of the most highly rated programs in the country and adopt, as the preferred alternative recommendation to SANDAG, Alternative 1.

Mr. Roberts further explained that the Mid-Coast Corridor Transit Project was the subject of both ballot proposals; the establishment of TransNet and the expansion of TransNet. The project was identified as a high-priority expansion program for TransNet in San Diego. The second ballot proposal added the operating expense of the line, so this line is unique in that it has operations built in for as long as TransNet is around and does not count against SANDAG's operational expense caps.

Mr. Mathis commented that he received a telephone call earlier in the morning from Janay Kruger, Chair of the University City Planning Group, who wanted to express support for Alternative 1 and share that when they voted, Alternative 1 was unanimously in favor, at 19 to 0. Mr. Mathis also mentioned that in a meeting with UCSD's Chancellor Fox, she shared her importance for the project.

Mr. McClellan expressed concern about the TransNet funding and the possibility of having to cut service in the future. He also mentioned that he and his wife recently rode the trolley after a Padres game and his wife felt unsafe. He feels that adding security cameras to prevent crime and vandalism on the trolley is necessary. Mr. Mathis responded that extensive investments

are being made to install cameras on many trolley lines. Mr. Roberts cited a study that was recently completed by SANDAG, and statistics have shown that there is no real difference in safety when using public transit.

Ms. Lightner commented that she is delighted to support this motion. About a year ago, she held an emergency meeting on the project, and people in the community wanted to make sure that the project would happen this time. She feels that it is a terrific project and is happy to see it happen and for the service to begin soon.

Mr. Rindone appreciates the leadership that Mr. Roberts and Ms. Lightner have provided on this project. He reaffirmed that the UCSD campus leaders are very much involved in the planning this time around and mentioned how successful the San Diego State University service has been, and these factors are proof that the project will get done this time.

Mr. Ewin feels that light rail transit to this area is going to be a great thing particularly with all of the medical facilities located in this area. Light rail is going to be much faster than using the surface streets and it will appeal to those patrons whom are reluctant to ride the bus.

#### Action Taken

Mr. Roberts made a motion to support SANDAG's Light Rail Transit Alternative 1. Mr. Rindone seconded the motion, and the vote was 14 to 0 in favor.

#### REPORT ITEMS:

##### 45. MTS: Commuter Express Pilot Project (Mike Daney)

MTS has been working with the United States Navy and (SANDAG) as part of a transportation demand-management initiative to develop a neutral-cost express bus service between the Navy's Murphy Canyon Housing Complex, the Tierrasanta community, and the San Diego Naval Base.

Mr. Mike Daney, Senior Transportation Planner with MTS, reviewed the details of the Murphy Canyon Express Pilot Project. He stated that the commuter population from Murphy Canyon to the San Diego Naval Base was the highest at 68%; currently 94% of commuters drive alone and thus the project is exploring express bus service from Murphy Canyon to the San Diego Naval Base.

Currently, navy personnel can apply for Transportation Incentive Program (TIP) vouchers, which provide \$220 a month for transit paid for by the navy, and 22,000 navy personnel are already using the TIP vouchers. MTS would need 158 registries to start express service, and research shows there are roughly 3,251 people commuting from the Murphy Canyon Housing Complex to the San Diego Naval Base. Ms. Sharon Cooney, Director of Governmental Affairs for MTS, further stated that the Navy is very supportive of the project and, all the way up the command, Navy personnel want the pilot to be very successful.

Once Board approvals from MTS and SANDAG have been given, MTS and SANDAG will enter into an interagency agreement for full funding of the project. MTS may receive \$400 for every 10 passengers who sign up for the service from SANDAG to help get the project started through there vanpool program. Collaborative marketing to Murphy Canyon residents will begin, media fare process will be finalized, and implementation of service can begin in September coinciding

with September service changes. MTS is requiring full-cost recovery from SANDAG and included in the MOU will be a clause to allow the discontinuance of service if it is not working as designed.

Ms. Emerald commented that this is very exciting project. She feels that now is the right time to start this service; Murphy Canyon traffic is getting heavier and with the slowed economy, riders will benefit with cash in their pockets. Since this is the area she is representing, she will be happy to help promote this project in any way she can. She expressed her concern that the pilot be long enough to ensure it will become successful as well as frequency to ensure that riders can get to work early and have options for getting home. Ms. Emerald would like to be kept informed on the pilot program so that she can help with some community outreach if needed.

Mr. Rindone commented that the Executive Committee previously asked staff to find out whether or not the navy would be willing to use its own transportation shuttles inside the base. Ms. Cooney replied that after meeting with the Commanding Officer, the navy is not interested in using its own shuttle service and would not be able to use its TIP funding if they did.

Mr. Ovrom is disappointed that the numbers show that service to the Naval Air Station North Island would probably not be economically feasible because the traffic from the I-5 San Diego side of the bridge is very heavy. After having talks with the navy himself, base maintenance funds have been cut heavily, so if the navy can use the TIP money, it is more than happy to try and do so.

#### Action Taken

Ms. Emerald made a motion to receive the report. Mr. Ovrom seconded the motion, and the vote was 14 to 0 in favor.

#### 46. MTS: Mid-City Rapid Update (Denis Desmond and Eric Adams of SANDAG)

Denis Desmond, Senior Transportation Planner with MTS, explained the details of the Mid-City Rapid Project. He explained that the project will provide 'rapid bus' service between downtown San Diego and San Diego State University (SDSU) via Park and El Cajon Boulevards. This new route will replace MTS's existing Route 15; however, it will have improvements that will make the route more attractive to riders. The new route will have traffic signal priority (TSP) and is one of the first TSP routes in San Diego. The new service will operate seven days a week, every 15 minutes except during peak hours running every 10 minutes. The plan also calls for 15 articulated busses adding to increased ridership capacity.

The design phase of the project is in the final stages, and Eric Adams of SANDAG presented to the Board, renderings of the proposed stations that the project team will present to the City of San Diego. Because of federal New Starts grant and TransNet funds, the capital and operating costs for the service are minimal. The final station design is a sleek design supported by a round pole on the right side and a corrugated metal roof with a pronounced arch. Seating has been tied into the overall structure with a perforated metal screen to provide visibility to the business and provide shelter to riders. Real-time information signs will have their own separate structure as will trash reciprocals.

Two types of stations will be presented--a sidewalk bus stop wherein the bus would pull up next to the sidewalk in a third travel lane; the other is a center median bus stop wherein the riders

would wait on platforms housed on both sides of vehicular traffic with a dedicated bus lane in the middle. The Mid-City Rapid Project is expected to be in operation by June 2012. Some diagonal parking spaces will need to be converted to parallel parking spaces to accommodate the new stations on Park Boulevard. The idea is to take nearby streets and convert parallel parking to diagonal parking to absorb the loss of parking space. This would result in a net loss of 10 parking spaces on a portion of Park Boulevard which will need City Council approval.

Mr. Gloria is very supportive of the project and excited to get this service for his area. He understands that the downtown stations might lag by about a year and that service will be enhanced but the stations will not be enhanced in that area. The first phase of the project will be the 28 signals for signal priority on El Cajon Boulevard. Mr. Gloria expressed that his community has made it clear that they would like the old terrazzo preserved and since the entire sidewalk has to be removed to accommodate raised grates, it could be a deal breaker for his constituents. He also expressed his concern for contacting the community before construction begins and gave his personal commitment to help with the project.

Ms. Emerald also gave her personal support for the project and will go door to door if needed because she wants this project to be successful and clear cars from congested streets.

#### Action Taken

Ms. Emerald moved to receive the report with direction given to staff. Mr. Gloria seconded the motion and the vote was 12 to 0 in favor.

47. MTS: Service Performance Monitoring Report for January through March 2010  
(Devin Braun)

Devin Braun, Senior Transportation Planner, provided a report on service performance for the third quarter of the fiscal year 2010. Total passenger ridership is down 12.2%, trolley ridership is down 21.9% for the quarter. To try to learn why ridership is down, a ridership vs. unemployment analysis was conducted. Average weekday passenger ridership is down 11.2% probably due to unemployment. Sunday ridership shows an initial reduction in service equating to less riders, but the routes have become more productive. Passengers per revenue hour showed a 7.9% decrease, and passengers per in service hour have decreased 10.1%.

On-time performance remains fairly consistent, and complaints per 100,000 passengers are up to 37.6% due to a new tracking process. TDA triennial audit results revealed that from 2006 to 2009, passengers per revenue hour has increased by 13%, which is not a typical trend usually seen by public transit agencies.

Mr. Jablonski noted that ridership is down across the country. While MTS' ridership is also down also our revenue has been relatively stable compared to last year.

#### Action Taken

Ms. Boyak moved to receive a report. Mr. Selby seconded the motion, and the vote was 8 to 0 in favor.

48. MTS: Route 880 (4S Ranch-Sorrento Valley/UTC Express) Status Update (Brent Boyd)

Brent Boyd, Senior Transportation Planner, gave an update to the Board on MTS Route 880, which is a premium express route servicing 4S Ranch, Rancho Bernardo, Sorrento Valley, and University Towne Centre. A marketing effort and a fare-free period of two weeks were launched in an effort to increase ridership. Although ridership has increased 50%, it remains lower than any other express bus route at an average of only 10 passengers. Funding for this route will run out near June 2012 if ridership remains low. MTS will report with another update in 90 days.

Action Taken

Mr. Van Deventer moved to receive a report. Mr. McClellan seconded the motion, and the vote was 10 to 0 in favor.

49. MTS: Operations Budget Status Report for March 2010 (Mike Thompson)

Mike Thompson, Assistant Budget Manager, provided the Board with an update on MTS operating results for March 2010 compared to the fiscal year 2010 amended budget. The year-to-date March 2010 MTS net-operating subsidy unfavorable variance totaled \$299,000 or negative .3%. Operations produced an \$80,000 or negative .1% unfavorable variance, and the administrative/other activities areas were unfavorable by \$219,000.

Compared to the fiscal year 2010 budget, unfavorable variances in personnel costs, other revenue, outside services, and risk management partially offset by a favorable variance in passenger revenue and energy and expenses are expected to even out to balance the budget. Mr. Jablonski mentioned that the next Board meeting will include a financial workshop.

Action Taken

Mr. McClellan moved to receive a report. Mr. Van Deventer seconded the motion, and the vote was 10 to 0 in favor.

60. Chairman's Report

There was no Chairman's Report.

61. Audit Oversight Committee Chairman's Report

There was no Audit Oversight Committee Chairman's Report.

62. Chief Executive Officer's Report

Mr. Jablonski attended the American Public Transportation Association Bus and Paratransit Conference last week in Cleveland, Ohio.

Yesterday, he traveled with Wayne Terry, Chief Operating Officer of Rail, and Lee Summerlott, Superintendent of Light Rail Vehicles, to Sacramento to meet with Siemens relative to the new car order. During the visit, they had a chance to take some photos of the Utah cars that were ready to be shipped. They also viewed a prototype of car window frames that will be similar to the zipper window frames that we ordered. A couple of pictures were shown to the Board of zipper window frames, (of note, was the inch border glossed in black). An orange peel meter

was used on the Utah cars that consistently measured in the 9's (with 10 being perfect) indicating that the Siemens paint quality has improved.

63. Board Member Communications

There were no Board Member Communications.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is May 27, 2010, which includes a Finance Workshop. Immediately following the meeting, the Coca Cola Scholarship Awards will take place in front of the clock tower.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:06 a.m.

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

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Office of the General Counsel  
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet



METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): May 13, 2010

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

RECESS: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

CLOSED SESSION: 9:08 a.m.

RECONVENE: 9:14 a.m.

PUBLIC HEARING: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

ORDINANCES ADOPTED: \_\_\_\_\_

ADJOURN: 11:06 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	<input type="checkbox"/> (Boyack) <input checked="" type="checkbox"/>	9:17 a.m.	
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:22 a.m.	
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		10:42 a.m.
JANNEY	<input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>		10:13 a.m.
LIGHTNER	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>		11:03 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:04 a.m.	
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		X
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>		
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		10:48 a.m.

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

*Valerie Vizkeleti*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*[Signature]*