

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

MINUTES

May 6, 2010

MTS
1255 Imperial Avenue, Suite 1000, San Diego

A. ROLL CALL

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

B. APPROVAL OF MINUTES

Mr. Selby moved for approval of the minutes of the April 15, 2010, MTS Executive Committee meeting. Mr. Rindone seconded the motion, and the vote was 4 to 0 in favor.

C. COMMITTEE DISCUSSION ITEMS

1. MTS: Commuter Express Pilot Project (Mike Daney)

The Metropolitan Transit System (MTS) has been working with the United States Navy and San Diego Association of Governments (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%, and currently 94% of commuters drive alone and thus currently, the project is exploring express bus service from Murphy Canyon to the San Diego Naval Base. MTS and SANDAG are exploring routes into the Naval Base as well as routes inside the base. There are some challenges that need to be worked through such as exact alignment of routing, security protocols, and driver pools that will have government clearance.

Currently, Navy personnel can apply for Transportation Incentive Program (TIP) vouchers, which provide \$220 a month for transit paid for by the Navy. MTS would need 150 people 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 Government 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.

Mr. Roberts shared his concern that this project could put MTS into a political situation where MTS looks like the bad guy for not serving the Navy. He wanted more clarification on the process, specifically if it was a bid or proposal. Mr. Daney answered that it is not subject to bid and anyone can ride the express bus to the San Diego Naval Station. Mr. Roberts was curious as to why the Navy just would not have a private contract. Ms. Cooney replied that the TIP Program funding may only be used for public transportation. Mr. Roberts felt that service should be timely so people will be willing to use public transportation. He asked staff to look at other options of routing people inside the naval base, such as having two different bus lines going in opposite directions once on base. He also asked staff to present a workup of ridership with legible numbers and wanted to make sure that the contract in its final version will have a termination of provision.

Mr. Mathis expressed concern that the Transportation Improvement Program (TIP) will continue to be appropriated and not cut by state budgets. Ms. Cooney clarified that TIP is a federal program and that MTS will have the option to stop service at any time. She mentioned that the only risk we take is cutting the service. Mr. Mathis pointed out that a big factor behind this program for the Navy is morale. He agrees that many families are being stranded in the Murphy Canyon area because there is only one family car and thinks that MTS will look like the bad guy if we don't help the Navy out with this request.

Mr. Rindone asked staff to research the number of commuters from Chula Vista to the Naval Air Station on North Island. He feels that there are a large number of commuters making this drive and that we may be able to develop something possibly finding 1 or 2 staging areas.

Action Taken

Mr. Rindone moved to receive the report with direction given to staff. Mr. Selby seconded the motion, and the vote was 4 to 0 in favor.

2. 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 to the Executive Committee that along with SANDAG, 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 MTS supports Alternative 1. LRT Alternative 6 has some curves that would cause greater infrastructure wear, slow operating speeds, and generate excessive track noise. LRT Alternative 3 is simply not as good of a service plan as Alternative 1.

Mr. Roberts felt that the report shared by Ms. Cooney was very good, contained pertinent details, and should be used for any subsequent presentations. He mentioned that Alternative 1 is strongly preferred by any other group he has spoken to about the Mid-Coast Corridor Transit Project.

Public Comment

Clive Richard: Mr. Richard strongly urged the Executive Committee to support MTS staff recommendations for Route 1. He feels that busses are not as functional in this type of proposed system as LRT. He also mentioned that it is important not to offend the community with additional rail noise and important not to cause any unnecessary commuting delays. He strongly supports Route 1 because it would be ridiculous to support an alternative route that would cost more to build.

Margo Tanguay: Ms. Tanguay mentioned that University of San Diego California (UCSD) is planning to add a second hospital on its campus. She also stated that while driving her taxicab, she heard the trolley passing under the bridge she was on, and she was thrilled to hear the noise from the trolley. She commented that the planning of the trolley coming directly to UCSD has come a long distance from Chancellor Atkinson's safety concerns.

Action Taken

Mr. Roberts moved to forward a recommendation to the Board of Directors to support Alternative 1. Mr. Selby seconded the motion, and the vote was 4 to 0 in favor with staff direction from Mr. Rindone to add cost comparisons to the presentation to the Board of Directors on May 13, 2010, echoed by Mr. Selby.

3. 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 Executive Committee 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 be 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 overall cost of the proposed new shelters is estimated to be \$75,000 to \$87,000 per shelter. The Mid-City Rapid Project is expected

to be in operation by June 2012. The City Council will need to approve a 10% parking loss on a portion of Park Boulevard. Some diagonal parking spaces will need to be converted to parallel parking to accommodate the new stations. The idea is to take nearby streets and convert parallel parking to diagonal parking to absorb loss of parking space.

Mr. Roberts likes the station design and expressed his gratitude for thinking of the businesses in the design process. He did express his concern for the real-time signs and feels that there is a better way to design them compared to the current concept. He thinks that El Cajon Boulevard is already cluttered and does not want to add even more structures on the street. He does not feel that having a separate structure for the signs will stop vandalism and feels it is not a practical solution. He also felt that a standard message on the real-time signs is important and does not want to see it become cluttered with messages other than the time the next bus will arrive.

Public Comment

Clive Richard: Mr. Richard expressed that the signal priority and keeping vehicle moving is going to be very important to the City of San Diego. He questioned whether or not the shelters will actually protect patrons from the sun and rain. He is very supportive of the Mid-City Rapid Bus Project and will talk to his councilmember about it. He also mentioned that he would like the project done sooner rather than later for selfish motives.

Lorraine Leighton: Ms. Leighton is intrigued by the Mid-City Rapid Bus Project but she had concerns about disabled people in wheelchairs and how many the articulated buses would carry.

Action Taken

Mr. Rindone moved to receive the report. Mr. Selby seconded the motion, and the vote was 4 to 0 in favor.

4. MTS: Disposition of Decommissioned Light Rail Vehicles (Wayne Terry)

Wayne Terry, Chief Operating Officer of SDTI, has begun to explore options for the disposition of old light rail vehicles (Siemens U-2s). MTS will begin receiving a new light rail fleet in early fiscal year 2012 which will make the Siemens U-2s obsolete. Mr. Terry reported that MTS is exploring decommissioning option now to get ahead of the curve and create a revenue-generating opportunity. The Siemens U-2s have high miles, but the cars are in very good shape, and Parsons Brinckerhoff has determined the vehicles to be worth an estimated value of \$200,000 to \$350,000. It is possible that Mendoza, Argentina is interested in purchasing the light rail cars but the challenge will be shipping the cars. Challenges with acceptable sales and a delivery schedule will still need to be explored.

Tiffany Lorenzen, Legal Counsel for MTS, did research and discovered that MTS and San Diego Trolley own the fleet of Siemens U-2s free and clear. She will work through any legal issues that arise during the decommissioning of the Siemens U-2s.

Mr. Roberts expressed his concern regarding the shipping route of cars to Mendoza, Argentina and wondered if the price reflected shipping. Mr. Terry stated that the purchase price was a lump-sum amount that will include shipping, it will be without a competitive bid, and Argentina will purchase the insurance.

Action Taken

Mr. Rindone moved to receive the report. Mr. Selby seconded the motion, and the vote was 4 to 0 in favor.

D. REVIEW OF DRAFT MAY 13, 2010, JOINT BOARD AGENDA

Recommended 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.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

Ms. Cooney reported that the triennial Transportation Development Act (TDA) audits of MTS have been completed and will be presented at the SANDAG Transportation Committee on May 7, 2010. The audit takes into account three years: 2007, 2008, and 2009. Overall, the audit is complimentary of the system and performance.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

Mr. Selby commented that he was recently in Seattle and rode the LRT. He had to walk a mile and a half from a broken-down trolley; a bus driver was very kind to him and let him on without purchasing a bus pass. Shelters themselves were quite extensive with many different surfaces and required a lot of maintenance. System employees were very pleasant in dealing with strangers, and they also have a comparable card called ORCA.

G. PUBLIC COMMENTS

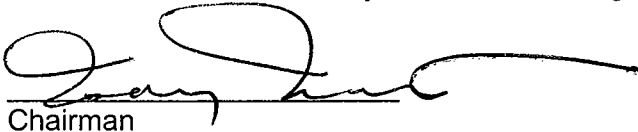
There were no public comments.

H. NEXT MEETING DATE

The next Executive Committee meeting is scheduled for Thursday, May 20, 2010, at 9:00 a.m. in the Executive Committee Conference Room.

I. ADJOURNMENT

Chairman Mathis adjourned the meeting at 11:13 a.m.



Chairman

Attachment: A. Roll Call Sheet

**EXECUTIVE COMMITTEE
METROPOLITAN TRANSIT SYSTEM**

ROLL CALL

MEETING OF (DATE) May 6, 2010

CALL TO ORDER (TIME) 9:08 AM

RECESS None

RECONVENE _____

CLOSED SESSION None

RECONVENE _____

ADJOURN 11:13 AM

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
LIGHTNER <input type="checkbox"/> (Young) <input type="checkbox"/>		x
MATHIS <input checked="" type="checkbox"/>		
Imperial Beach Rotated to Chula Vista		
RINDONE (VC) <input checked="" type="checkbox"/> (Young - CPT) <input type="checkbox"/>		
ROBERTS <input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
SELBY <input checked="" type="checkbox"/> (Ryan) <input type="checkbox"/>		
Transportation Committee Rep Slot (Mathis)		

SIGNED BY OFFICE OF THE CLERK OF THE BOARD

Valerie Vizkeleti

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL:

[Signature]