

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 22, 2008

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

FINANCE WORKSHOP

1. Roll Call

Chairman Rindone called the meeting to order at 8:03 a.m. A roll call sheet listing Board member attendance is attached.

2. MTS: FY 2009 Budget Development

Mr. Paul Jablonski, MTS CEO, reported that the most recent shortfall in MTS's budget of \$6.5 million is the result of further reductions in sales tax revenues. He stated that MTS has lost an accumulated \$22 million in funding in the last 12 months. He stated that a further \$21 million in spillover funding was taken by the State during the Governor's May revise. He stated that this funding is for capital and, therefore, affects MTS's capital budget but not its operating budget. He stated that staff is presenting a balanced budget because of actions have been taken over the last 12 months to address these funding losses. He reported that even though MTS is reducing service hours and miles, ridership has increased over five percent year to date. He stated that the high cost of fuel may be contributing to this increase.

Mr. Larry Marinesi, MTS Budget Manager, provided some history on the development of the budget and actions taken to reduce the budget deficit. He pointed out that reserves were not used to close the budget gap except for taxicab and San Diego Arizona & Eastern Railway reserves, which are self-funded, to balance their specific budgets. He then discussed the fuel projections for FY 2009 and reported that staff will continue to monitor fuel prices to determine if adjustments are needed as the year progresses. He also presented a five-year projection summary for the operating budget and stated that the projected shortfalls are well within MTS's means to manage.

Mr. Marinesi reported that the actions taken to balance the budget basically fall within five categories: (1) Personnel; (2) Sorrento Valley Coaster Connection (SVCC); (3) Shelter Advertising; (4) Trolley Fare Changes; and (5) Service Adjustments. Mr. Jablonski reported on the personnel-related action items, which include freezing open positions, layoffs, and a cut in the merit increase cap. He reported that personnel-related adjustments offset 40 percent of the \$6.5 million shortfall.

Ms. Sharon Cooney, MTS Director of Government Affairs and Community Relations, reviewed the funding options being considered by SANDAG for SVCC. She stated that SANDAG is taking the lead on this issue because the service is regionally significant. She added that they

will continue to work with local businesses in the Sorrento Valley area to develop service options for this area. She presented statistics for this service by route and reported that more productive routes may be retained using Jobs Access Reverse Commute funding but that other options will have to be considered when this funding is no longer available. She stated that implementing a Coaster Connection fare coupled with the fact that the Coaster fare is being increased will most likely cause a loss of ridership, and service may no longer be sustainable.

Mr. Rob Schupp, MTS Director of Marketing & Communications, reported that MTS is studying a number of ways to generate additional revenue under its Shelter Advertising Contract, including expanding advertising into other communities and possibly assuming ownership of the shelters at the end of the contract.

Ms. Cooney reviewed the trolley fare adjustment options that are being considered. She stated that the fare option most favorable to MTS is the \$2.50 flat fare with free transfers within a two-hour time frame. She stated that this would generate the same amount of revenue as the \$2.25 fare with no transfers favored by SANDAG's consultant. She advised the Board that MTS is now required to complete a Title VI analysis for fare changes to ensure they do not have a disproportionate impact on low income and minority groups. She stated that the \$2.25 fare option has a slightly higher impact because of the elimination of transfers. Staff and the Board briefly discussed the pattern of ridership at San Ysidro and Old Town and the impact of the two fare options. Mr. Rindone pointed out that a person who would experience a much higher fare as a result of not being able to transfer would be able to purchase a \$5 day pass. Mr. Jablonski stated that there has been a substantial increase in the number of day passes purchased after transfers were eliminated on MTS bus service. He pointed out that cash fares account for only 10 to 15 percent of the ridership. Ms. Cooney then briefly reviewed additional fare proposals being considered by SANDAG.

Ms. Cooney also reviewed the proposed service adjustments for FY 2009 reporting that they are very minor in nature, and no public hearing is therefore required prior to implementation.

Mr. Jablonski advised the Board that because of the more serious issues with funding, MTS's budget will be presented at the SANDAG Board level in addition to the usual presentation to and adoption by the Transportation Committee.

Mr. Monroe asked for a series of clarifications regarding increases in specific line items. He also asked if any reorganizational changes were being made in order to prevent the layoff of employees. He stated that layoffs should be the last resort. Mr. Jablonski stated, if people are qualified, they will be placed in positions that have opened recently. He stated that layoff actions are never easy to take. He added that MTS is implementing a second fare increase and has implemented multiple rounds of service cuts to the point that the Comprehensive Operational Analysis network will start being affected at a time when ridership demand is high. He stated that there are not many options left. He reminded the Board that this issue was discussed with the Budget Development Committee as well as the Executive Committee, and staff was given the direction to proceed.

In response to questions from Mr. Monroe, staff explained that the \$1.5 million contract referenced on Attachment D is related to the negotiated contract with Veolia and that taxi administration is funded through revenues generated by the permit process and is governed by City of San Diego ordinance. Mr. Monroe requested that staff provide him with detail regarding increased costs of \$11,000 in the Board line item. Mr. Marinesi reported that fringe benefits have increased due to increased health and welfare costs and increases in insurance premiums.

as well as additional pension costs. Mr. Marinesi also reported that the increase in the Information Technology line item is due to general agreements and maintenance contracts related to the Regional Transit Management System, and the increase in the Land Management line item is because the revenue generated by these assets was lower than anticipated. Mr. Monroe asked why the Contract Services line item decreased, and Mr. Jablonski stated that it was due to staffing. It was explained that the increase in the line item for Procurement was higher because vacant positions had been filled. Mr. Monroe stated that, as a policy, MTS should not lay off employees who have done well. The increase in the line item for Telephone Information was explained. Mr. Monroe stated that he would like to emphasize to the CEO that layoffs should be the last resort.

Action Taken

Mr. Roberts moved to receive a report on the FY 2009 operating budget report and provide guidance. Mr. Clabby seconded the motion, and the vote was 11 to 0 in favor.

3. Public Comment

Chuck Lungerhausen: Mr. Lungerhausen stated that he has had some health issues recently but that he will be back in the fall to ask for donations for the MS Walk. He also expressed his concern regarding transit funding problems.

4. Adjournment

Chairman Rindone adjourned the Finance Workshop at 9:01 a.m.

BOARD MEETING

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:11 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Clabby moved to approve the minutes of the May 8, 2008, MTS Board of Directors meeting with a correction changing "500,000th rider" to "500,000,000th rider" under No. 1, Page 1, of the minutes. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

3. Public Comment

There were no public comments.

CONSENT ITEM:

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 April 29, 2008, Meeting (SDAE 710)

Recommend that the Board of Directors (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association, and Carrizo Gorge Railway, Inc.

quarterly reports (Attachment A of the agenda item); and (2) ratify actions taken by the SD&AE Railway Company Board of Directors at its meeting on April 29, 2008.

7. MTS: Workers' Compensation Claims Administration Services (LEG 491)

Recommend that the Board of Directors authorize the CEO to temporarily extend the contract period of CorVel Enterprise Comp, Inc. d/b/a/ HRMS (in substantially the same format as Attachment A of the agenda item – MTS Doc. No. G0843.3-03) through September 1, 2008. During the extended contract period, MTS anticipates issuing a new Request for Proposals for Third-Party Administration Services for Workers' Compensation and awarding and executing a new services contract.

8. MTS: Transit Security Grant Program (AG 210.9)

Recommend that the Board of Directors approve Resolution 08-7 (Attachment A of the agenda item) authorizing the CEO to submit applications for transit security grants funded by the federal Department of Homeland Security and administered through the State Office of Homeland Security.

9. MTS: ADA Paratransit Vehicle Acquisition (CIP 11418)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. B0499.0-08 (in substantially the same form as Attachment A of the agenda item) with BusWest to purchase 50 Americans with Disabilities Act paratransit vehicles utilizing the public agency/state contract with BusWest (Type II Specification of State of California Contract No. 1-06-23-15).

10. MTS: Regional Transit Management System – Contract Amendment (CIP 10940)

Recommend that the Board of Directors authorize the CEO to (1) execute MTS Doc. No. G0867.5-03 (in substantially the same format as Attachment A of the agenda item) with Motorola, Inc. for Regional Transit Management System warranty support services; and (2) MTS Doc. No. G0868.3-03 (in substantially the same format as Attachment B of the agenda item) for reimbursement from North County Transit District.

Action on Recommended Consent Items

Mr. Young requested that Consent Agenda Item No. 8, Transit Security Grant Program, be pulled.

Mr. Rindone moved to approve Consent Agenda Items No. 6, 7, 9, and 10. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

MTS: Transit Security Grant Program (Consent Agenda Item No. 8): Ms. Cooney informed Mr. Young that this funding will be used to purchase surveillance cameras for trolley cars and buses. Mr. Peter Tereschuck, SDTI General Manager, explained that the location of these cameras is based on a number of criteria established by the Department of Homeland Security, including volume of activity, crime rates, and the potential for terrorism activity. He added that MTS submits a variety of projects for approval. Mr. Young stated that the Ad Hoc Public Security Committee should be provided with information regarding what these criteria are so members can have some input as these items are brought to the Board for approval.

Mr. Tereschuck informed Mr. Monroe that all trolley cars and buses will be equipped with cameras as a result of the funding that has been approved for MTS under this program. Ms. Claire Spielberg, Chief Operating Officer – Transit Services, reported that SDTC will have 242 buses equipped with cameras. She added that 82 buses currently have new cameras. She also reported that there are other buses with an older system of cameras that don't work well. She stated that these buses are close to being replaced, and the process for removing these cameras is expensive so that option is not being considered. Mr. Monroe stated that just having cameras on a bus can serve as a deterrent. Ms. Spielberg added that paratransit and contract buses are not similarly equipped at this time but will be eventually.

Mr. Young moved to approve Consent Agenda Item No. 8. Mr. Monroe seconded the motion, and the vote was 11 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:14 a.m.

- a. SDTC: CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6. Agency-Designated Representative – Jeff Stumbo. Employee Organizations – Amalgamated Transit Union, Local 1309, and International Brotherhood of Electrical Workers, Local 465.
- b. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a): MTDB v. RV Communities (California Supreme Court Case No. S133786)

The Board reconvened to Open Session at 9:29 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Tiffany Lorenzen, MTS General Counsel, reported the following:

- a. The Board ratified the agreement with the Amalgamated Transit Union, Local 1309, and received a report from the agency negotiator regarding negotiations with the International Brotherhood of Electrical Workers, Local 465.
- b. The Board received a report from outside counsel and General Counsel.

DISCUSSION ITEMS:

30. MTS: Automobile Leasing Services (ADM 120, OPS 920.2, OPS 970.2)

Mr. Tom Lynch, Controller, reviewed staff's proposal for entering into a leasing program for the acquisition of nonrevenue vehicles. Mr. Lynch provided details on the number of vehicles MTS currently owns, miles driven, age and maintenance cost of the vehicles, and reported that MTS has been purchasing an average of ten vehicles per year. Mr. Lynch then reviewed the contract provisions of the proposed lease program and the contract cost. He stated that, since this is an operating lease, no debt would be reflected on the balance sheet.

Mr. Lynch then reviewed the advantages of leasing nonrevenue vehicles. He reported that leasing will save approximately \$184,000 over a five-year period and would add 143 new vehicles over the next five years compared to an estimated 50 vehicles under the status quo. He stated that this action would free up capital funds for other projects with a more direct impact on riders. He then presented comparative information for three options: (1) the purchase of vehicles at the current rate of ten vehicles per year (brings in 93 less vehicles); (2) purchasing at the rate actually needed; and (3) using the proposed leasing program. He pointed out that option 1 is unsustainable in terms of operations while option 3 adds 43 additional vehicles to the fleet.

In response to a question from Mr. McClellan, Mr. Lynch stated that the vehicles that Enterprise would be providing are equal to or slightly better than the quality of the vehicles MTS has been purchasing. Mr. Roberts stated that this is a good idea and that he appreciated that staff addressed the Executive Committee's comments in the presentation. He stated that this program provides MTS with more reliable equipment that will allow employees to do a better job.

Action Taken

Mr. Roberts moved to authorize the CEO to award a contract (MTS Doc. No. G1146.0-08 in substantially the same form as Attachment A of the agenda item) to Enterprise Fleet Services for nonrevenue automobile leasing services. Mr. Monroe seconded the motion, and the vote was 11 to 0.

REPORT ITEMS:

45. MTS: Year-to-Date Operations Budget Status Report Through March 2008 (FIN 310)

Mr. Marinesi provided the Board with a brief report on the budget status for FY 2008 through March 2008. He reported that MTS is \$3,060,000 under budget for the period ending March 2008.

Action Taken

Mr. Young moved to receive the MTS Year-to-Date Operations Budget status Report through March 2008. Mr. McLean seconded the motion, and the vote was 11 to 0 in favor.

NOTICED PUBLIC HEARINGS: *(Taken Out of Order)*

25. MTS: Public Hearing on FY 2009 Budget-Related Service Changes

Ms. Cooney introduced this item pointing out that the \$1.1 million in service changes being recommended by staff includes the discontinuation of DART services. She stated that these changes are being recommended to help bridge MTS's budget deficit. Mr. Denis Desmond, MTS Senior Transportation Planner, reviewed each of the service changes.

Mr. Desmond reported that the Route 14 change does leave some areas without service and stated that most of the comments received regarding this change were about the loss of service to Hotel Circle and Montezuma. He pointed out that this route has the highest subsidy per passenger and lowest farebox recovery rate of MTS's fixed routes. He reported that Route 923 has only 16.2 passengers per hour, and because of the length of the route, requires two buses

to operate. He added that, while there are alternative services for some of the passengers affected by this change, Voltaire and part of Nimitz would not have service.

Mr. Desmond advised the Board that DART Service to Rancho Bernardo and Scripps Ranch is the lowest performing service outside of paratransit and carries under 50 passengers a day. Ms. Cooney reported that MTS has applied for a Senior Mini Grant for this service. She stated that early indications are that none of this funding will be given to MTS, but SANDAG's Transportation Committee can override the selection committee's recommendation on this issue. Ms. Cooney pointed out that revised maps showing the Title VI analysis were provided as a handout.

Chairman Mathis opened the hearing at 10:02 a.m. He explained that he would take public comment in groups by route.

DART:

Ruth Ann Dalley: Ms. Dalley requested that DART service be continued. She didn't feel this service was adequately advertised. She also felt that service was not balanced between residents, business interests, and tourists, and that the present reservation system could be improved. Ms. Dalley asked why she couldn't find copies of MTS's company charter or mission statement on the MTS web site, and she thought the budget should be written in a way that the public could understand.

Lucy Dalley: Ms. Dalley stated that it had been suggested that MTS raise the fare for this service and increase marketing efforts, but that was not done. She briefly discussed the problems she has with other services that are provided in her area. She added that she lives two and one-tenth miles from the next closest MTS service. She also felt that the way the reservation system for this service works is actually limiting ridership.

James Massengill: Mr. Massengill felt that elimination of DART service would be an immense mistake and would provide negligible savings. He added that this affects a community of 30,000 residents (Scripps Ranch) that has no other transit service. He presented three handouts related to this matter including a letter signed by three Scripps Ranch organizations. He added that the current contractor mismanages this service.

Bob Rissolo: Mr. Rissolo was not present when called.

Natalia Moorhead: Ms. Moorhead was not present when called.

Monica Feier: Ms. Feier explained that this service is very important to the Scripps Ranch community because it is the only transit service they have. She stated that they are trying to relieve congestion by using transit. She felt that ridership could be improved by adding more trips to the currently limited schedule.

Lenore Knudsen: Ms. Knudsen stated that she has a disabled daughter who uses this service to get to her job and pointed out that there are no other transit services available. She stated that people who don't drive have no options. She urged the Board not to discontinue DART service.

Todd Philips, Scripps Ranch Planning Group: Mr. Phillips stated that staff made a presentation to his community in February and that it was not a collaboration as much as a presentation. He

stated that Scripps Poway Parkway would be an excellent place for bus service. He stated that Route 954 is too far away, and there will now be no feeder service to get to the route.

Pat Snitslaar: Ms. Snitslaar stated that people have a right to go where they want to and stated that she would hate to see another driver on the road who should not be driving because of their age or impairment. She suggested that MTS take service away from rich college kids, not the vulnerable members of the public.

ROUTE 923:

Charlie Ellery: Mr. Ellery stated that he recently retired and decided to reduce his carbon footprint by riding transit. He stated that this will be more difficult with the loss of service on this route. He stated that he recently talked to the office of Speaker Nancy Pelosi and she told him that MTS may be in violation of the California Public Trust Doctrine. He suggested that MTS take a bus from Route 928 from the airport to Rosecrans to connect with Route 28. He also reported that Speaker Pelosi's office stated that Congress is ready to suspend oil tax subsidies for oil companies and that MTS and Mayor Sanders should start lobbying now for a share of the money that will be saved as a result. He also stated that the Parks & Recreation Program is going to be providing car service starting in September that will be in competition with transit. He suggested that staff talk with Christy of Parks and Recreation about this program.

Una Nelson-White: Ms. White stated that she uses Route 923 to go to the food co-op and to her new job on Voltaire. She presented a petition of 159 signatures from individuals who are affected by the recommended changes. She stated that she will not be able to get to her job on the weekends, and that business owners will be deprived of their customers and their employees, who will not be able to come to work on the weekends.

Sue Schaffner, Executive Director of Hostel International: Ms. Schaffner stated that 60 percent of the 3,500 hostellers who stay at the Point Loma hostel do not have cars – they use buses. She stated that Route 923 is the only route that goes by the hostel and that the next bus stop is a mile away. She stated that the recommended changes will result in no direct service to the airport or downtown.

Theodora Streeter: Ms. Streeter stated that she needs Route 923 on the weekends to go to the church and library.

Tiffany Olson, Hostel International: Ms. Olson reported that Zoom Airlines will be starting direct service between San Diego and London in June. She stated that people who will be visiting San Diego from London are used to taking effective public transportation and will have to take three buses to get to the Point Loma hostel. She stated that the Route 923 is an integral route linking Point Loma with downtown and the airport.

Laura Kuebel, Hostel International: Ms. Kuebel stated that their mission is to educate people about travel and help them develop the skills for responsible travel. She stated that many of these educational programs are held at the Point Loma Facility, and that one element of their program is teaching young people to use public transportation for travel and as a way of life.

Nancy Cassidy, Ocean Beach People's Food Market: Ms. Cassidy stated that she is the General Manager of this facility, which is a food co-op owned by 10,204 people. She stated that their co-op generates \$12 million a year in revenues. She stated that they have 106 employees and many of them use Route 923 to get to work on the weekends. She stated that their

customers also use this route. She stated that in her business, they serve their customers first before they buy high-end equipment.

Doc Cass, Ocean Beach Hostel: Mr. Cass stated that he manages the Ocean Beach Hostel. He stated that he agreed with everything the previous speakers said about this route. He stated that his facility has served 2,000 customers since 2003 who don't drive. He stated that they use the bus to get to his facility and expect to use it to get around San Diego. He suggested that MTS look more carefully at this proposal.

ROUTE 14:

Doug Martin, California Council of the Blind: Mr. Martin stated that as other bus service was eliminated, MTS riders were told they could use Route 14, and now that is being eliminated.

Aaron Seavey: Mr. Seavey suggested that MTS use a shuttle bus to backfill some of this service.

Don Stillwell: Mr. Stillwell stated that buses and trolleys don't make effective connections. He asked how many board and staff members actually ride the bus and suggested that everyone ride it every day.

Cesar Rivero: Mr. Rivero stated that he works on Hotel Circle South and gets off at 8:30 p.m. He stated that the recommended changes will affect his ability to get to his job at Taylor Research and home from his job. He stated that there is also a large apartment complex on Hotel Circle South that will be affected by the loss of this service.

Lorraine Leighton: Ms. Leighton wanted to know how many Board members had actually ridden Route 14. She suggested that they actually drive a bus themselves so they could see how many passengers use it. She pointed out that Route 14 was recommended by MTS as the alternative when Routes 6, 13, and 81 were changed. She suggested that MTS use smaller buses to provide this service.

Chuck Lungerhausen: Mr. Lungerhausen stated that someone always gets hurt when there are service reductions. He pointed out that taking airport shuttles cost about \$75.00 – each direction. He also stated that service cuts are going to affect the system as a whole, and MTS will start to lose ridership.

Mekaela Gladden, Briggs Law Corporation and San Diego Public -Transit Riders' Alliance: M. Gladden presented a letter to the Board but did not speak.

Rose Chapin: Ms. Chapin stated that it takes her two and one-half hours to get to Grossmont on Route 15, and five hours to go to Smart & Final. She suggested that the Board ride the bus to find out what it's like.

Glenda Castle, California Council of the Blind: Ms. Castle stated that she uses the bus that travels on Sports Arena Boulevard between the Holiday Inn and Kemper. She stated that the signage in this area needs to be more obvious. She added that if MTS purchases hybrid vehicles, blind passengers will not be able to hear when buses are approaching. She stated that a system with external voice announcements is needed.

Clive Richard: Mr. Richard stated that he doesn't like service cuts but that he recognized that the MTS Board was in a position of having to make these types of decisions or MTS would have to suffer the consequences of not having the resources it needs to stay in business. He stated that he would like to have seen options for various levels of savings.

Chairman Mathis closed the hearing at 11:07 a.m.

Chairman Mathis stated that service changes are taken only as a last resort and that the Board is aware that many people are transit dependent. He stated that more and more people are starting to ride transit, and MTS should be expanding, not contracting, its operations. He stated that MTS is unable to do so because transit is a subsidized service and subsidies are being reduced. He stated that the Board must ensure that service is provided to the vast majority of the public and has to make hard decisions as a result.

In response to a question from Mr. McClellan, Mr. Desmond explained that while the \$2.27 subsidy on Route 923 is not that much higher than the subsidy on other routes, there are other elements that are also considered when evaluating service. He stated that this route has a low number of passengers per hour, and two buses are needed to provide the service. He stated that using one bus would reduce the frequency on this route to 80 to 90 minutes. Ms. Cooney added that while the customer base for this route is fairly strong, MTS is running out of routes that it makes sense to cut, and the performance measures Mr. Desmond mentioned brought it to the attention of staff.

Mr. Faulconer pointed out that 309 passengers will be affected by the proposed change, which is much higher than for the other routes included in staff's recommendation. He pointed out that this route serves as a backbone through Point Loma and Ocean Beach and suggested reduced frequency or the use of smaller buses. Mr. Desmond displayed a Power Point slide showing an alternative that would implement shuttle service between Ocean Beach and the airport and connect with Route 992. Ms. Cooney pointed out that this alternative saves less money, and that service would have to be cut elsewhere to make up the difference of \$35,000. Mr. Faulconer suggested that implementation of the recommended changes for Route 923 be delayed until this issue could be further discussed with the community and alternatives sought. He offered to help with that effort. Mr. Monroe felt that staff's prediction that 206 customers would be lost was too high. In response to a question from Mr. Jablonski, Mr. Desmond reported that staff did not do a passenger analysis for the option of reducing service to a 90-minute frequency using one bus. Ms. Cooney reported that a decision would have to be made very soon for scheduling and run-cutting purposes.

Mr. McClellan suggested that the speakers who addressed the Board regarding DART service be directly notified by MTS when the SANDAG Transportation Committee is scheduled to make its decision regarding the Sr. Mini Grant funding projects so they have an opportunity to speak at SANDAG. He stated that he is concerned that this will eliminate transit for an entire geographic area. Mr. Monroe stated that he is a member of Full Access and Coordinated Transportation (FACT) and explained the obstacles this group is facing in getting actual service started. He stated that FACT would be a logical substitute for DART service in Rancho Bernardo and Scripps Ranch, but that they will not be ready to begin providing service in the near future. Chairman Mathis pointed out that action on this service has already been delayed once and that the Board has made a concerted effort to identify alternatives to no avail. He reminded the Board that this is a highly subsidized service. Mr. McClellan asked if the poor performance of the contractor could be contributing to the problems with this service. Mr. Roberts stated that this has been a highly subsidized service since its inception, no matter who

has been operating it, and asked how to explain retaining DART to riders who are losing service on routes with lower subsidies. He added that the County offered to buy a bus for any operator who was willing to provide this service, and no one came forward to accept that offer.

Actions Taken

Mr. Ewin moved to continue service cut recommendations for Route 923 until the June 12, 2008, Board meeting. Mr. Faulconer seconded the motion, and the vote was 11 to 0 in favor.

Mr. Roberts moved to approve the remaining service changes (other than Route 923) for implementation in June or September 2008. Mr. Clabby seconded the motion, and the vote was 8 to 2 in favor with Mr. Maienschein and Mr. Young casting the dissenting votes.

60. Chairman's Report

Chairman Mathis made no report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin, Chairman of the Audit Oversight Committee, reported that the next meeting of this committee would take place on June 5, 2008.

62. Chief Executive Officer's Report

The CEO made no report.

63. Board Member Communications

There were no Board member communications.

64. Additional Public Comments on Items Not on the Agenda

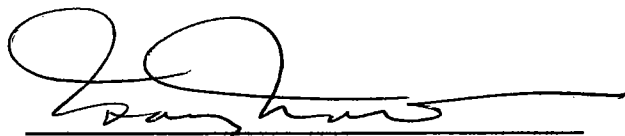
There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, June 12, 2008.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:44 a.m.

A handwritten signature in black ink, appearing to read "J. Mathis", is written over a horizontal line.

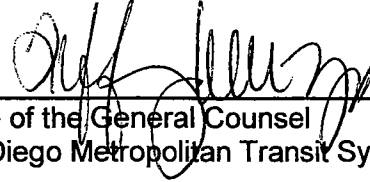
Chairperson
San Diego Metropolitan Transit System

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

[gail.williams/minutes](#)

METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 5/22/08

CALL TO ORDER (TIME): 8:03 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:01 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input type="checkbox"/> (Cafagna) <input type="checkbox"/>		<input checked="" type="checkbox"/>
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>	8:09 a.m.	
FAULCONER	<input type="checkbox"/> (Hueso) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MAIENSCHIN	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>	8:45 a.m.	
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Downey) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (McCann) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>	8:22 a.m.	
ZARATE	<input type="checkbox"/> (Parra) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail McIlhenny

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jefferson

NOT TURNED IN TO ACCOUNTING FOR THE PAYMENT OF FEES. ONLY THE ROLL CALL FOR THE FULL BOARD MEETING ON THIS DATE WAS TURNED IN FOR PAYMENT OF FEES.

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 5/22/08

CALL TO ORDER (TIME): 9:11 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:14 a.m.

RECONVENE: 9:29 a.m.

PUBLIC HEARING: 10:02 a.m.

RECONVENE: 11:07 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:44 a.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		10:43 a.m. during AI 25
CLABBY	<input checked="" type="checkbox"/>	(Selby)	<input type="checkbox"/>		
EMERY	<input type="checkbox"/>	(Cafagna)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
EWIN	<input checked="" type="checkbox"/>	(Allan)	<input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>	9:54 a.m. during AI 25	11:35 a.m. during AI 25
MAIENSCHIN	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/>	(Hanson-Cox)	<input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/>	(Bragg)	<input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/>	(Downey)	<input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/>	(McCann)	<input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>		
RYAN	<input type="checkbox"/>	(B. Jones)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		
ZARATE	<input type="checkbox"/>	(Parra)	<input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jeff Blum