

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS MEETING

FEBRUARY 26, 2004

BOARD OF DIRECTORS MEETING ROOM, 10TH FLOOR  
1255 IMPERIAL AVENUE, SAN DIEGO

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:04 a.m. A roll call sheet is attached listing Board member attendance.

2. Approval of Minutes

Ms. Sterling moved to approve the minutes of the February 12, 2004, Board of Directors meeting. Ms. Atkins seconded the motion, and the vote was 10-0 in favor.

44. Chairman's Report (ADM 110.1)

On behalf of Mayor Murphy and the San Diego City Council and in recognition of all he has contributed to San Diego's transit system, Ms. Atkins presented Mr. Langley Powell with a resolution declaring February 26, 2004, Langley C. Powell Day in the City of San Diego.

Chairman Williams presented Langley Powell with a resolution from the MTS Board of Directors for all of his service to the Metropolitan Transit Development Board (MTDB) and Metropolitan Transit System (MTS).

Action Taken

Mr. Mark Lewis moved to accept the Resolution recognizing Langley Powell's years of service to MTDB and MTS. Ms. Atkins seconded the motion, and the vote was 10-0

Mr. Powell said he appreciated the compliments and the opportunity to serve as President and General Manager for San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC). However, he noted that the agencies' successes were a team effort. This is an excellent transportation system.

Mr. Jablonski said that he was sorry to see Mr. Powell leave during this time of transition. He has a lot of history and knowledge. Mr. Powell has contributed to the maximum extent possible. His influence is seen all over. He thanked Mr. Powell for all his help.

Ms. Kaltenborn stated that when she first became the Chairperson of SDTC, the Board didn't realize the extent of the problems at the agency. Mr. Powell came in with a list of changes and the Board was in awe. She is sorry to see him go.

Mr. Mathis said that he had worked with Mr. Powell for a number of years. While he hates to see him go, he is delighted that he is doing something he wants to do. This is a deserved retirement. We are proud of the trolley system, and it has become a national icon. Mr. Mathis said that the Board made two critical decisions. First it decided to build a light rail transit (LRT) system, and then it decided to hire Langley Powell to run it. We can point with great pride not only to the system, but how it's run. Many people know the role Mr. Powell has played. This system has become the bedrock and identity of the City. He thanked Mr. Powell for his years of service.

Ms. Sterling said that Mr. Powell's style and leadership has been motivational. She is looking forward to a "Power with Powell" Consulting Firm. She congratulated Mr. Powell on his retirement.

Mr. Roberts noted that the County would be having a proclamation tomorrow for Mr. Powell. He had mixed feelings about Mr. Powell's retirement. Mr. Roberts noted that one of the biggest compliments an agency can pay someone is to take that person and move him or her from one position to another positions with major problems associated to it. Mr. Powell has served public transit in San Diego admirably. This will be a net loss. He would personally miss Mr. Powell's sage advice and straightforward answers.

Mr. Rindone said that he had sent a letter of congratulations to Mr. Powell, but wanted to add his appreciation for Mr. Powell's willingness to take that on the challenge at SDTC and make a difference. Mr. Powell has earned the opportunity to be happy.

#### PUBLIC SPEAKERS ON ITEMS NOT ON THE AGENDA

##### 3. Public Comment

There were no public comments.

#### CONSENT ITEMS

##### 4. Appointment of Chairman for Accessible Services Advisory Committee (LEG 410, PC 30100)

Action would elect National City Council member Ron Rogers as the Accessible Services Advisory Committee (ASAC) Chairman.

##### 5. Mission Valley East LRT Project: Mitigation Monitoring and Reporting Program (CIP 10426)

Action would receive the Mitigation Monitoring and Reporting Program Status Report for the Mission Valley East (MVE) LRT Project.

##### 6. Trolley Access Advisory Committee and Accessible Services Advisory Committee (ADM 110.4, PC 30100)

Action would approve the transfer of the Trolley Access Advisory Committee (TAAC) to the San Diego Association of Governments (SANDAG) and a change in responsibilities of ASAC.

7. Mission Valley East LRT Project: Construction Contract Change Order (CIP 10426.7)

Action would authorize the Chief Executive Officer (CEO) to execute a contract change order (CCO) with Balfour Beatty/Ortiz Joint Venture (BBO) to compensate the contractor for transporting stockpiled material from a wetlands mitigation area for use on the MVE LRT Project La Mesa Segment, and ratify a previously approved CCO with BBO.

8. San Ysidro Intermodal Transportation Center Project: Construction Management Contract Amendment (CIP 10453)

Action would authorize the CEO to execute a contract amendment with Parsons Brinckerhoff Construction Services for additional construction management services.

9. Liability Insurance Renewal (LEG 491, PC 30100)

Action would authorize the CEO to place the liability insurance policy (limits of \$75 million, with \$2 million self-insurance retention), effective March 1, 2004, through March 1, 2005.

Mr. Mark Lewis said that stockpiling was used to satisfy mitigation measures and these stockpiles were located in Santee and San Diego. He asked by removing the stockpile if we were creating additional problems. Mr. Jim Hecht said the stockpile has already been removed. It was merely a timing issue. The material was moved out of the way so work could continue with planting and irrigation. This is reimbursement for the work. Mr. Mark Lewis stated that he would be interested in the total dollar amount for all change orders on this project.

Motion on Recommended Consent Items

Mr. Emery moved to approve Consent Agenda Item Nos. 1, 2, 3, 4, 5, 6, 7, 8, and 9. Mr. Roberts seconded the motion, and the vote was 13-0 in favor.

## NOTICED PUBLIC HEARINGS

There were no public hearing items.

## DISCUSSION ITEMS

30. Federal Transit Administration Award: Outstanding Public Transportation Website (ADM 110.1, PC 30100)

Ms. Lorenzen said that the representative was unable to attend today, and this presentation would be done at a March meeting.

31. PETCO Park Service Update (S RTP 820.1, PC 20271)

Mr. Tereschuck noted that following Langley Powell has always been a difficult job. The spirit that Mr. Powell brought to SDTI and SDTC would continue for many years with respect to how business is conducted.

Mr. Tereschuck said that in September 2003 staff provided a review of the service plan for PETCO Park. Today's report is an update from that initial presentation.

Mr. Tom Doogan, Special Events Coordinator, presented the operating plan. He said the inaugural event at PETCO Park is an Aztec ballgame scheduled for March 11. The Padres have other events planned for the same week. In the beginning, the ballpark will be a big curiosity, and record attendance is expected. The initial plan is to show the people of San Diego the proximity of the trolley to the ballpark.

Three stations would be serving PETCO Park – Park and Market, a three-block walk; the 12th and Imperial Transfer Station, a two-block walk; and Gaslamp, the closest station at one block away.

One of the challenges faced was finding ways to accommodate a large number of people in a short period of time. We wanted to make the best use of what we had and find a way to accommodate the passengers. An overview of the Gaslamp Station was presented, as all four elements of the plan would be used there. We are setting postholes with caps in the middle of tracks and on the northbound platform. This will enable us to put a double chain and stanchion between the tracks to deter people from crossing the tracks. We chose postholes so the stanchions would be in straight line, not bumped out of alignment, and improve the appearance.

The platform for the post-game crowd would use a post and double pull-tape system. This system is compliant with the Americans with Disabilities Act (ADA). It will allow us to control the flow of pedestrian traffic, and provide a place to inspect fares and obtain accurate passenger counts. Turnstiles will also be used.

The driving force at the 12th and Imperial Transfer Station is that trains go in many different directions. It would be difficult to communicate to people on the platforms to board the correct train. We would direct the flow before they get to the platforms. Fence lines using portable stanchions and personnel to offer direction will be used to direct this flow.

The north side of the clock tower is identified as a key decision point. We will be erecting banners to show where patrons should go based upon their end destinations. This too will be supported by key personnel to offer assistance. Portable turnstiles and tape stanchions will create control points for fare inspections and provide accurate ridership data.

We are upgrading our website to have a specific PETCO Park page. This page would link to a database that would give a list of stations, travel time, fare needed, the number of parking spaces available at outlying stations, as well as other useful information.

We have improved the lighting on the Clock Tower Plaza to help create a more comfortable and safe environment. All four sides of the clock tower will be illuminated. In addition, the station platform lighting is being improved to a higher wattage.

Pregame objectives are to provide adequate service levels to meet the demand for each line segment, encourage ridership patterns that are sensitive to capacity issues during rush hours, have extra cars in service or trains in place before needed, maintain flexibility based on conditions to reflect varying ridership, and make the trolley a positive first impression for baseball fans heading to the ballpark.

Post-game objectives are to provide service levels to meet the demand for each line segment and direction of travel; create direction-specific zones to better monitor post-game service needs; and implement modifications that positively manage crowd flow to direct passengers, regulate platform volume, compile passenger counts, and inspect fare media.

Mr. Mark Lewis said that this was a very thorough report and he appreciated staff's efforts. He noted that transporting passengers to and from the ballpark would incur costs. He asked if we have approached the Padres about recovering impact fees with regard to operations. Mr. Tereschuck said that we have always handled such arrangements on the basis of making the best effort to recover our costs from revenue from the special event service. We often make a profit.

Mr. Clabby said that this Sunday would be an open house at PETCO Park for season ticket holders. He asked if we have planned for this event. Mr. Doogan stated that we are prepared for all the open houses scheduled at the ballpark. When an event is spread over several hours, the impacts are reduced. We will be prepared with extra service if needed.

Mr. Monroe stated that this report was given with no indication of costs involved. He does not recall in the budget process funds for all these items recently purchased. Mr. Tereschuck reported that the Joint Powers Agency (JPA), the owners and controllers of the building, allocated funds for the enhanced lighting, and the pull tapes and other items were purchased with miscellaneous capital funds. The funds did not come out of the operating budget. A separate line item for special event service is typically not included, as it can vary greatly. Some games can generate 50,000 to 60,000 fans and others generate 10,000 fans. Mr. Monroe asked how this flexibility works with the labor unions. Mr. Tereschuck said that we have an open dialogue with the labor organizations. Schedules are put out well in advance; some personnel are assigned and others can accept certain assignments.

Mr. Roberts noted that we would have additional expenses; however, we will also have additional revenue, not only from additional riders, but also from the parking structure. We need to look at this as a net positive, not a negative. Mr. Roberts said that the PETCO organization is available and interested in facilitating a smooth transition in the transportation plan. It's possible PETCO would be willing to participate financially if there is a need for signing or some other aspect. He is very impressed that PETCO does not just want its name on the stadium, but is interested that the whole experience is positive. Mr. Tereschuck said he appreciates this information and would be in contact with his office to get the contact information.

Mr. Rindone said this item had been presented to the Executive Committee, and the increased cost and revenue was discussed. He stated that staff ensured the Committee that there would be flexibility on a daily basis. This is an opportunity of introducing LRT to many individuals. Staff is going above and beyond a normal opening to mitigate any concerns on logistics. This speaks well for MTS in capturing new potential customers. The Marketing Department has worked with the Padres and to sell transit passes to season ticket holders. There is an obvious difference between Qualcomm Stadium and PETCO Park. PETCO Park could not be situated more beneficially for LRT. There is a good potential to fill seats and obtain new customers.

Mr. Jablonski said that we should be able to quantify costs. We should also be able to compare additional revenue, and would provide that information. This is a brand new facility, and we would encourage as many people as possible to use the transit system. We don't know what to expect. As we understand the crowds, we can more efficiently manage the service. Mr. Tereschuck said that we were planning to provide the Board with lessons learned and an assessment of how well we have done. We would also bring back periodic reports, take a self-assessment on revenue and expenses, and present changes necessary to provide a top-notch service.

Mr. Mathis said that instead of looking at special events as an imposition on the system, we should take these times as opportunities to increase ridership.

Action Taken

Mr. Rindone moved to receive a report on the PETCO Park service plan and to provide the Board with a financial report on the expenses and revenue. Mr. Monroe seconded the motion, and the vote was 13-0 in favor.

32. Transit Workshop: Policy Review (ADM 110.2, PC 30100)

Ms. Lorenzen said that this was the third workshop covering the Board Policies and Procedures. Today we were reviewing policies No. 22 through No. 26.

Policy No. 22, "MTDB Revenue-Generating Display Advertising, Concessions, and Merchandise," establishes guidelines for revenue-generating advertising and concessions on MTDB property and vehicles. The recommendation is to retain this policy indefinitely and make minor typographical changes.

Mr. Monroe said that with concessions at the station, riders buy coffee and bagels, get onboard the trolley, and are met with an announcement that they cannot eat or drink on the trolley. This defies logic. He suggested that we do away with the announcement. Mr. Mathis stated that we reviewed this policy some time ago, and it is a good one. He does not recommend doing away with it because concessionaires are selling goods on the platform. Ms. Lorenzen said that when we review Ordinance No. 13, we would be covering that topic. Mr. Monroe added that if we don't allow eating or drinking on the trolley, perhaps we should not have it sold on the platform. Mr. Emery said he concurred. People want to get on the trolley, read the paper, and drink a cup of coffee on their morning commute. Perhaps we should take a look at this policy more closely.

Policy No. 23, "Rules of Procedure for the Metropolitan Transit Development Board," codifies the rules of procedure adopted by the Board and sets forth the Board structure and composition. The recommendation is to retain this policy indefinitely with typographical changes.

Policy No. 24, "Permit Parking at San Diego Trolley Stations," sets forth procedures for issuing permits for long-term parking at trolley stations. The recommendation is to retain this policy indefinitely, with minor typographical changes.

Mr. Roberts asked why someone would park at the trolley station for longer than 24 hours. Ms. Lorenzen gave an example of an individual who might park at a trolley station and take the trolley to the airport to save the expense of extended parking at the airport. Mr. Roberts said we should review this policy. We provide transit service; our mission is not to compete with airport parking. Mr. Monroe asked what the impact would be. Ms. Lorenzen said that this policy is rarely used and provides nominal revenue. Mr. Jack Limber mentioned that the Old Town Transit Center (OTTC) is a State Park property, and overnight parking is allowed. Also, there are a couple of commuters on the Coaster that keep a car on this lot to get to their place of work. There are varying circumstances that these permits are used for. It might be best to get a report on the usage and locations they are used. Ms. Lorenzen said we could return to the next Board meeting with that data to be included with the next set of policies reviewed.

Policy No. 25, "Regional Transit Service Dispute Resolution," establishes procedures for resolving regional transit service disputes between local agencies and transit operators. The recommendation is to retain this policy indefinitely with minor typographical changes.

Policy No. 26, "Equal Employment Opportunity Program for Employees and Contractors," sets forth the equal employment opportunity program for MTDB employees and contractors. It is required pursuant to the Civil Rights Act. The recommendation is to retain this policy indefinitely with minor typographical changes.

Action Taken

Mr. Zucchet moved to approve changes to MTD Board Policies and Procedures No. 22 through No. 26 and return with Policy No. 24 for further review. Mr. Emery seconded the motion, and the vote was 12-0 in favor.

33. Proposed Joint Meetings (ADM 110.2, PC 30100)

Ms. Lorenzen said that this item was a follow-up of the request for joint meetings of the Board of Directors. Her research shows no prohibition as long as we follow the open meeting requirements. There are two issues to look at – format of the agenda and the time frame for implementation. It is recommended that we continue to use the MTDB format, and every regularly scheduled meeting would be a joint meeting of all three agencies. This would give SDTC and SDTI staff the flexibility to place items on the agenda for the Board's approval twice a month as opposed to six times a year.

The next date where MTS and the corporations are scheduled to have separate meetings is March 25, 2004. The joint meeting and agenda could be implemented on that date.

Action Taken

Mr. Mark Lewis moved to receive a report and approve joint agency meetings of the Board of Directors. Mr. Rindone seconded the motion, and the vote was 10-0 in favor (Mr. Emery and Mr. Monroe were temporarily out of the meeting).

34. Transit Workshop: San Diego and Arizona Eastern Railway (SDAE 710, PC 40099)

Mr. Jack Limber said that the San Diego and Arizona Eastern (SD&AE) Railroad was built in 1907 for \$18 million. MTDB purchased the railroad in 1979 for \$18.1 million. With that purchase, we received 108 miles of right-of-way, which included the right-of-way used for the LRT system. We also had the responsibility to operate a freight railroad. We contracted out with an experienced short-line operator. The current freight operator's parent company is RailAmerica. RailAmerica does business in San Diego through its subsidiary, San Diego and Imperial Valley (SD&IV) Railroad.

In addition to the freight railroad, we have a museum operator, the San Diego Railroad Museum. It provides passenger train trips at Campo.

Recently, a new freight operator has come into play, Carrizo Gorge Railway (CZRY). CZRY is the Mexican Line operator and also the subcontractor on the Desert Line. The Desert Line has been out of service for the past 20 years. CZRY was given permission to repair and rehabilitate the Desert Line. A train was run through the gorge to Coyote Wells, and full clearance to Plaster City will be accomplished shortly.

MTDB is the sole member of the SD&AE corporation. The Railway Board consists of three members, two appointed by the freight operator and one by MTDB, which is the CEO or his designate.

MTDB holds a railroad reserve account, approximately \$1.3 million. This is money earned off the railroad in the form of billboard licenses, various leases, and payments from the operators.

SD&AE predominately deals with land issues, which all return to the MTS Board of Directors for approval. The SD&IV deals with all freight actions.

SDTI controls all joint operation, SD&IV pays for maintenance performed by SDTI, and SD&IV remains liable for all freight service. The key in this mixed service is that by federal railroad requirements service must be time separated. Freight operates during the evening hours when the trolley is not operating. Occasionally a freight train will need to operate during daylight hours and is given special consideration.

Freight operations carry approximately 5,300 cars annually, 5 percent go from San Diego to El Cajon, 35 percent from San Diego to San Ysidro, and the majority (60 percent) to Mexico.

The major commodity carried is liquefied petroleum gas (LPG). Other commodities carried include grain, lumber, steel, plastic pellets, and food products.

RailAmerica has a 50-year operating agreement that was granted in 10-year increments. The Board recently approved a 10-year option, and there are 30 years remaining on the contract. MTDB is paid 1 percent of the gross revenue. Funds go into the SD&AE Railway Reserve for capital improvements.

The Desert Line goes from Campo to Carrizo Gorge and on to Plaster City. Final repairs are underway by CZRY. There was a federal appropriation of \$10 million for a San Ysidro Intermodal facility. We are using these funds for yard and other improvements on the line to assist in providing greater capacity for the freight operators.

There is an issue with big horn sheep, a protected species, in this area. Also, with the line being out of service for so long, people have been used to hiking along the trail and right-of-way. The operations will need to operate in a manner that is consistent with requirements regarding the sheep.

The Coronado Branch line is 7.5 miles long, running from National City down to the South Bay and looping back up along the Coronado Strand. There are currently railroad museum tours and a bike path along a portion of this right-of-way. There are future development impacts south of F Street in Chula Vista. There is also a possible lease to the Port of San Diego south of F Street.

The Board has taken the historical position that it wanted to maintain and control the Coronado Branch Line for whatever the needs may be for transit. A lease for potential development was negotiated and brought to the Port Commissioners. The Save Our Heritage Organization was opposed to the lease with the Port and filed a lawsuit challenging the environmental processes. The lease proposals are currently on hold pending resolution of the litigation.

During the transition, property management, engineering, finance, and risk management for the railroad would be staffed at SANDAG; however, this Board ultimately remains fully responsible for SD&AE as well as approving and ratifying the actions of the Railway Board. Representatives of SD&IV and CZRY were at the meeting to make a brief presentation.



Mr. Mark Lewis asked if RailAmerica supported the Desert Line financially. Mr. Limber explained that RailAmerica was a nationally traded company. It looked at the issue and determined it would be best to put its funding into lines it owns and controls. There are 44 miles of the Desert Line that runs through Mexico and not controlled by RailAmerica or MTDB. CZRY was given the right to operate this portion in Mexico, and it made sense that CZRY invest in this section. CZRY is a local company using resources not subject to public trading.

#### Public Comment

Bill Hoffman – Mr. Hoffman said that this was an important issue. He wrote a letter wrote back on January 11 that discussed seven points, including the environment, access, ownership, fire, hazards, and public money. He understands that the environmental issues are being addressed. He would like to focus on access and threats from the railroad. A lot of the Board's constituents enjoy going to the desert and hiking. His goal is to see a harmonious relationship. The Board shouldn't want the bad press of people getting arrested. He would like a couple of declarations: (1) to be allowed to cross the railroad as long as it doesn't interfere with railroad operations; and (2) permission to use side roads as a means of access to the area. He would also like a declaration that the railroad would comply with all local, state, and federal regulations.

Byron Wear – Mr. Wear said that he is serving as Government Relations and Strategic Planning consultant for the railroad. CZRY had made it through the last tunnel this past week and are continuing to move forward with additional improvements. Recent slides of the area were shown to the Board. He noted that Toyota is building a plant in Tecate, and CZRY is working with Toyota on transporting these automobiles. We are addressing ongoing security issues. We will be able to transport plastic, lumber, wallboard, and sand. The Port District is working on potential connections. We should be operating as early as April 1. He would like to return to the Board at a later date with additional issues. The railroad wants to be good neighbors in the desert.

Geoff Scherman, General Manager of Carrizo Gorge Railroad – Mr. Scherman said that he was hoping to see inclusion of the CZRY as a voting member on the SD&AE Board. He noted that the railroad had proceeded partway through the gorge with larger vehicles and found the clearance was too small. They would be proceeding with the smaller cars.

Mitch Beauchamp – Mr. Beauchamp said that as an MTD Board member, he was involved in getting someone to take over the Mexican railroad. When he was no longer an MTD Board member he became a consultant with CZRY as a biologist. His job was to advise CZRY on how to conduct business and maintenance without conflict to the bats and big horn sheep that occupy the area. The Big Horn sheep issue has come into focus because of two letters received from the Center for Biological Adversity and the Sierra Club. The letters speak of harassment of the sheep due to the operation of the railroad. The Sierra Club is also concerned with the lack of conferring with these two entities and the loss of free-range hiking. The railroad has responded to both of these agencies. Mr. Beauchamp said that he spoke with a representative of the Center for Biological Adversity last week and went over the issues of the maintenance and operation of the line. He also met with the U. S. Fish and Wildlife Service, the Department of Fish and Game, the Superintendent of the Anza Borrego State Park, and the San Diego Zoo. We are in dialogue on things that can be done to benefit the sheep while the train is in operation. We will have a constant police presence in the gorge. Speeds will be no more than 12 miles per hour. Each train will have an advance guard to make sure there are no rocks, sheep, etc., on the tracks. By doing these things, we will remove the invasive presence of human beings. We can provide tourism in the gorge by rail. This will provide access to park visitors. This can provide a wonderful opportunity to increase tourism. There are times that

there could be 20 –100 people walking on the tracks. It is an out of control situation. At one time, there was a photograph in a magazine where there was a bonfire in one of the tunnels. This is a dangerous situation. Trespassing would be enforced. There are no escape sections in the tunnels.

Mr. Emery said that he is not sure how he got involved in the original subcommittee, but he did so willingly, and it was a learning experience. One primary issue he spoke about with the CEO was our relationship with the railroad. The railroad has been a stepchild. It was purchased to get the right-of-way to start the trolley. We need to re-evaluate our relationship with the railroad. We need an in-depth look at what our relationship is now, will be in the future, and for the long term. He suggested that we create a Rail Subcommittee of the Board. We need continuing updates. We are going to a new phase. There are a number of questions that need answers. He has spent time in the desert. It is not just land-sensitive backpackers that use the area. There are areas that need protection. He has seen people build fires on the tracks because of the available wood. We need a more active part.

Mr. Mathis said we need to seriously consider CZRY taking an active part by becoming an voting member on the SD&AE Board. CZRY has become a principle player on the line. He felt as a public agency, passing declarations that we will comply with the law is not necessary. We are bound and sworn to comply with the law. He felt that Mr. Hoffman was not advocating unlimited access. He does not want the line to become a Berlin wall. There may be some legitimate needs for people to cross the tracks. Unfettered access across the right-of-way makes us vulnerable to litigation. Mr. Limber said that historically, a number of public and private crossings have been approved on the Desert Line. We have recommend that CZRY work with the State Park to see if additional crossings are needed. Ms. Lorenzen added that the agreement with CZRY states that it must comply with all local, state, and federal requirements.

Ms. Sterling said that in the past there had been a fire in a tunnel, and we did not know the cause. Tunnels, rail, and trains many times equate to fires. There is no escape from the tunnels. If a fire occurred, it is a scary proposition. She asked if there were some kind of fire and rescue plan. Fires happened before, fires can happen again. She is concerned about the possibility of other fires. Mr. Scherman said that the feeling was part of the problem with the fire was due to a lack of security. Reports have indicated that illegal aliens camping in tunnels would start fires. The trains themselves have internal spark arresters and exhaust systems, as well as a second set of traps with screens above the arrestors. We have not had any problems with fires due to the equipment. With regard to safety, the plan is to run a vehicle ahead of each train to prevent problems. Also, behind each train, we plan to operate a fire protection vehicle with a minimum of 500 gallons of water. We have established a Rail Police Department to patrol the tracks. This can help alleviate any problems. We are also getting cooperation with the Border Patrol who agreed to take into custody any illegal aliens encountered along the rail line. We are trying to prevent the typical problems from the past.

Mr. Mathis asked if the redwood could be treated with fire retardant. Mr. Scherman said it could and is planned if additional funds are obtained.

Mr. Monroe said that he hopes the dialogue continues for reasonable access across the tracks. He was troubled about the statement that trespass clauses are required and will be enforced. It seems a little harsh.

Mr. Inzunza asked if we were going to set up a subcommittee. Mr. Rindone said that there is a current subcommittee that was formed for the Coronado Branch Line. He would like that to remain in place as it involves entities that are affected. He suggested that the responsibilities could be extended for the current subcommittee or another could be created.

Mr. Limber stated that the San Diego Railroad Museum is an operator on the line, and the Board may want to consider adding them to the SD&AE Board as a voting member along with CZRY.

Mr. Beauchamp stated that the City of Imperial Beach might want to be a part of the Railroad Subcommittee as it has an interest in the Coronado Branch Line area.

Action Taken

Mr. Emery moved to receive a report on the San Diego and Arizona Easter Railway and for staff to report back to include Carrizo Gorge on the SD&AE Board, the creation of a Railroad Subcommittee or expansion of the existing subcommittee, and address the environmental concerns and trespass issues. Mr. Inzunza seconded the motion, and the vote was 11-0 in favor.

45. Chief Executive Officer's Report (ADM 121.7, PC 30100)

Mr. Jablonski had nothing further to add to his written report.

46. Board Member Communications (ADM 110, PC 30100)

There were no Board member communications.

47. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

48. Closed Session Items (ADM 122)

There were no closed session items.

49. Oral Report of Final Actions Taken in Closed Session (ADM 122)

There were no closed session items.

50. Next Meeting Date

The next meeting is scheduled for March 11, 2004, at 9:00 a.m. in the Board of Directors Meeting Room, 10th Floor, 1255 Imperial Avenue, San Diego, CA 92101-7490.

51. Adjournment

Chairman Williams adjourned the meeting at 11:12 a.m.

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Chairman  
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

PSmith  
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Attachments: A. Roll Call Sheet  
B. AI 45, February 26, 2004, Chief Executive Officer's Report