

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

October 18, 2007

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

Chairman Mathis called the meeting to order at 9:01 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Lewis moved to approve the minutes of the September 27, 2007, Board of Directors meeting. Mr. Rindone seconded the motion, and the vote was 9 to 0 in favor.

3. Public Comment

Clive Richard: Mr. Richard stated that he would like to know what it costs to run the MTS system.

Dwight Davis: Mr. Davis asked when the construction at 11th & Broadway would stop and complained about the noise. Mr. Peter Tereshuck, SDTI General Manager, reported that this work is related to the Park Boulevard Project and Smart Corner and should be completed within 30 days. Mr. Conan Cheung, MTS Director of Planning and Scheduling, advised Mr. Davis that Route Nos. 41 and 921 will continue to serve the VA Hospital. Mr. Paul Jablonski, MTS CEO, suggested that Mr. Davis have his military acquaintances, who use the hospital, convey to the hospital administration the importance of transit services to their facility.

CONSENT ITEMS

6. MTS: Hazardous Materials Disposal Services – Contract Award (OPS 960.2, 970.2)

Recommend that the Board of Directors authorize the CEO to execute a contract (in substantially the same form as Attachment A of the agenda item – MTS Doc. No. G1098.0-08) with United Pumping Services to provide hazardous materials disposal services for SDTC and SDTI at the Imperial Avenue Division, Kearny Mesa Division, and SDTI.

7. MTS: Investment Report (FIN 300)

Recommend that the Board of Directors receive this report for information.

8. MTS: Adoption of 2008 MTS Executive Committee and Board of Directors Meeting Schedule (ADM 110.1)

Recommend that the Board of Directors adopt the 2008 Executive Committee and Board of Directors Meeting Schedule (Attachment A of the agenda item).

9. MTS: Increased Authorization for Legal Services (LEG 491)

Recommend that the Board of Directors authorize the CEO to enter into contract amendments with The Law Offices of Wismar & Barber (MTS Doc. No. G1075.2-07, in substantially the same form as Attachment A of the agenda item) for legal services and ratify prior amendments entered into under the CEO's authority.

10. MTS: Uniform Report of DBE Awards or Commitments and Payments (LEG 430)

Recommend that the Board of Directors receive the Uniform Report of Disadvantaged Business Enterprise Awards or Commitments and Payments (Attachment A of the agenda item).

11. MTS: State Transit Assistance Claim Amendment (FIN 340.2)

Recommend that the Board of Directors adopt Resolution 07-14 (Attachment A of the agenda item) amending FY 2007 State Transit Assistance claims.

12. MTS: Engineering Services for H Street Trolley Station Hazardous Waste Contamination Investigation (ADM 160.2)

Recommend that the Board of Directors authorize the CEO to execute Work Order No. 08.06 to MTS contract MTS Document No. G1127.0-08 with Bureau Veritas/Berryman & Henigar, Inc.

13. MTS: Resolution Supporting an Increase in State Funding for Public Transportation and Update on the Status of California Transit Association Litigation (AG 210.9)

Recommend that the Board of Directors (1) approve Resolution No. 07-15 in support of California Transit Association litigation; and (2) receive a report regarding this litigation.

Action on Recommended Consent Items

Public Comment

Clive Richard: Mr. Richard referred to Consent Agenda Item No. 13 and stated that it was unfortunate that MTS had to take this action to get funding approved by the voters for transit. He stated that this is an emergency for MTS, and the lack of funding hurts the person on the street. He stated that he has been sending e-mails to the state conveying that message.

Mr. Young thanked staff for following through with his request for a resolution regarding the state funding issue. Mr. Rindone added that voters have a right to expect these funds to be spent on transit.

Consent Agenda Item No. 8: Mr. Rindone suggested that the proposed meeting schedule for 2008 be amended to add an Executive Committee meeting on October 23 and a Board meeting

on October 30. He pointed out that meetings are easier to cancel than to add to the schedule. He also pointed out that this action could be taken without causing a conflict with the APTA Annual Meeting, which occurs the second week of October.

Mr. Rindone moved to approve Consent Agenda Items No. 6, 7, 8, 9, 10, 11, 12, and 13. Mr. Ewin seconded the motion, and the vote was 13 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

There were no Closed Session items.

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing on Proposed Changes to MTS Bus Service and Fares (SRTP 830)

Mr. Jablonski reported that SANDAG, which has been responsible for setting fares since the passage of Senate Bill 1703, had its public hearing on the fare increases on October 5. He stated that the Board is being asked to amend MTS's policy to reflect the changes that SANDAG is making to its fare ordinance. He stated that approval of MTS's ordinance will make it possible for MTS code enforcement officers to enforce the new fares. He added that the second reading of SANDAG's regional fare ordinance is scheduled for October 19, 2007.

Mr. Jablonski reminded the Board that MTS lost \$15 million as a result of the diversion of state funding for nontransit purposes and an additional \$9.2 million as a result of overprojected sales tax revenues. He stated that budget initiatives to cut costs (including benefit and compensation reductions as well as a hiring freeze) and raise revenues (including increasing advertising) have addressed the \$9.2 million shortfall; however, MTS is now facing an additional shortfall of \$3.5 million caused by further reduced sales-tax-revenue projections. He stated that the Budget Development Committee felt that fare increases were preferable to service cuts more drastic than what is being proposed. Mr. Jablonski stated that in order to achieve \$9.5 million in savings, \$14 million in service would have to be cut because as service is cut, the revenue associated with that service is also lost.

Chairman Mathis reported that MTS has not had a fare increase for four years while North County Transit increases its fares every year. He added that the Board is not unsympathetic to its riders but is doing everything it can.

Mr. Cheung provided detail on the proposed fare changes and service reductions, reporting that some of the service changes involve improving running times, which will generate a savings with no change in service levels. He stated that the recommended service reductions before the Board would result in \$420,000 in savings. He pointed out that the service to SPAWAR, which was the subject of some discussion at the last Board meeting, will only be reduced by one trip and that staff can commit to backfilling that trip if needed. He also reported that UCSD has provided MTS with a layover location for Route Nos. 921/41, which means that service reductions to those two routes are not needed. He also pointed out that the subsidy for DART in Rancho Bernardo and Scripps Ranch, after fares have been accounted for, is \$14.92 per passenger per trip. He reviewed proposed DART alternatives. He stated that staff cannot

guarantee the alternatives presented but added that staff is committed to working with the community to set something up.

Mr. Jablonski reported that SANDAG intends to take the service cuts recommended for Route No. 89, which borders on North County (Carmel Valley), to its Transportation Committee for review in two weeks because it feels this route is regionally significant.

In response to questions from Ms. Atkins and Mr. Emery, Mr. Cheung explained that riders will be able to purchase day passes on any bus or from ticket vending machines. He added that two- three- or four-day passes would have to be purchased from a pass outlet. He also explained that transfers were meant to allow riders to make a complete one-way trip with any transfers necessary to other buses or the trolley without incurring additional fare. He stated that transfers are being abused by people who are using them to make full round trips within the specific transfer window of time or get off at a location for a period of time and then board another bus to complete a trip. He also explained how a rider could use a transfer on a contract services route, where transfers are not stamped by a farebox, to get four hours of service because the transfer gives the rider a default ride to the end of the route. He stated that this does not technically violate any MTS policy but goes against the intention of the transfer. He stated that the transfer system is complex and results in lots of confusion and opportunities for abuse and confrontation between riders and bus operators. He pointed out that the day pass will sell for \$5. He added that the cash fare is \$2.25 one way, or \$4.50 round trip. He also pointed out that transfers account for only 12 percent of MTS's ridership; therefore, eliminating transfers would not impact most of MTS's riders, who use the monthly pass. Chairman Mathis pointed out that this action affects occasional riders more than regular riders.

Mr. Cheung stated that the projected savings from the elimination of transfers totals \$500,000, and MTS will eliminate misuse of the transfer and will end up with a simpler system. He added that SANDAG's consultant used a very complex model that evaluates elasticity to determine the projected savings. He stated that the consultant has substantial experience with this type of study. Ms. Atkins expressed an interest in seeing more detail on this process. In response to a comment by Ms. Downey, Mr. Cheung reported that the projected \$500,000 savings is purely based on the ridership and revenue factors and does not take into account administrative-type savings. Chairman Mathis pointed out that North County Transit has eliminated its transfer program. He added that the program is an administrative challenge.

Chairman Mathis opened the Public Hearing at 9:54 a.m. and described the process for the calling of speakers. He added that, since there were 40 speakers, each speaker would be allowed two minutes to make comments. He also stated that speakers could cede their time to any other speaker who had submitted a Request to Speak.

Ruth Ann Dalley: Ms. Dalley stated that she attended the meeting that was held in Rancho Bernardo to discuss alternatives for DART service. She felt that the community did not receive adequate notification of this meeting. She also stated that MTS does not adequately market its DART service. She pointed out that Ride for Smiles, one of the services discussed at the meeting, has 300 people on its list with 100 on its waiting list. She suggested reducing the number of days the service is provided.

Michelle Beathe: Ms. Beathe stated that better service is needed in East County. She stated that MTS does not care about the community. She stated that she has to leave two to three

hours early in order to arrive at her destination on time. She requested a time extension for Route No. 833. She said that providing better service would result in greater ridership.

Clive Richard: Mr. Richard stated that he was sorry MTS had to deal with this issue and that he would like to hear what other people think MTS can do about it.

Lorraine Leighton: Ms. Leighton ceded her time to the next speaker, Ms. Theresa Quiroz.

Ms. Theresa Quiroz, Citizens for Effective Transportation: Ms. Quiroz stated that, while she is sympathetic to MTS's situation, that does not negate MTS's obligation to follow the law and to the public. She felt the hearings were not well publicized and that they were being held at a time and location that were not convenient to the public. She felt the news media should have been used to announce the public hearing and requested a continuance of this item. She also requested that meetings be set up with the organizations and individuals affected by the changes. She stated there should be a proper flow of ideas on how to forgo or mitigate the recommended changes.

Rose Chapin: Ms. Chapin objected to the loss of the bus stop at the VA Hospital.

Rob Steppke, North Park Planning Committee: Mr. Steppke objected to the elimination of transfers and stated that it will have a significant impact on one-way ridership. He requested a delay in the Board's decision in order to give the public an opportunity to work with staff to identify solutions. He stated that creative solutions are needed.

Robert L. Boone: Mr. Boone stated that the trolleys are always breaking down. He stated that the trolley broke down seven times last month.

Ed Quismorio, SSC San Diego, Naval Base, Pt. Loma: Mr. Quismorio stated that Route No. 28 does not have an adequate span of service and pointed out that some individuals on the base have shifts that end after 5:00 p.m. He stated that the recommended service changes will add 30 minutes to the trip for Coaster passengers. He also stated that Route No. 28 has 26 to 27 passengers by the time it gets to Cabrillo. He also stated that the Navy is adding thousands of people that will generate additional demand for transit services.

Judith O'Boyle, Vice Chair of North Park Planning Committee: Ms. O'Boyle stated that it is regrettable that MTS is experiencing difficulties. She asked if all the problems are attributed to funding or if higher costs and the management practices at MTS are also responsible. She stated that the recommended actions fly in the face of Smart Growth. She stated that the fare increase is pretty equal percentage-wise but the impact on the riders is not. She suggested that those with the ability to pay be charged more. She also suggested getting subsidies from other city agencies such as the Centre City Development Corporation, which represents an area where many lower paid workers use public transportation to get to work downtown. She used the UCSD program as an example of a good transit program and suggested a similar approach with other agencies.

Jack Koch: Mr. Koch referred to the fare increase as a tax increase along with a reduction of service. He requested a continuation of this item.

Linda Smith: Ms. Smith suggested that Board members and staff ride public transit for 60 days. She also suggested that MTS ask Congressman Filner to provide San Diego with more transportation funding for better accessibility. She felt that the expensive buses are being used to provide occasional, mediocre, or bad service. She also asked that MTS develop a program through which members of the community can address issues.

Aida Reyes, Supportive Parents Information Network: Ms. Reyes stated that these changes are hard on the poor who are living on fixed incomes.

Genevra Hill: Ms. Hills did not respond when called to speak.

Brenda Crooks, Naval Health Research Center: Ms. Crooks supported an increase in service on Route No. 28. She pointed out that there are multiple commands with employees who use this service. She stated that additional service is needed so that employees can reach their jobs by 7:00 a.m. She suggested running the route only as far as the cemetery when Cabrillo Monument is not open. She also suggested using shuttles on Route No. 854 because buses are never full. She stated that the transit is the only option for the disabled.

John Swaim: Mr. Swaim stated that MTS is using budget constraints as an excuse to reduce service. He stated it is an affront to poor citizens. He suggested eliminating executives and making the remaining executives ride the bus. He also stated that restrooms and drinking fountains are needed.

Lillian Hanson, San Diego Welfare Warriors: Ms. Hanson stated that low-income people cannot afford the fare increase. She also pointed out that the half-month bus pass is only available for the last half of the month.

Chairman Mathis reported that staff is looking into providing half-month passes for the first half of the month also.

Shin-Shin Ho, International Rescue Committee: Ms. Ho stated that the refugees that she represents cannot afford to pay for a monthly pass. She also stated that communication of transit information is not very effective for people with limited English skills. She also objected to the time of day that public hearings are held.

Joni Halpern, Supportive Parents Information Network: Ms. Halpern stated that MTS is putting poor people at a disadvantage.

Jay Powell, City Heights Community Development Corp.: Mr. Powell called the Board's attention to the one-page summary provided by his organization and placed at each Board member's place. He stated that there are other solutions. He stated that MTS needs to listen to its riders and that there is a disconnect between riders and what the statistics, studies and models say. He suggested more family-friendly fares. He felt that a local commitment to transit would demonstrate to legislators at the state level how important transit is. He suggested the establishment of a transit trust fund to prevent similar funding shortfalls in the future. He stated that his organization would work with MTS to that end.

Mark Carson: Mr. Carson asked how much of the \$500,000 was consultant costs. He stated that transit riders cannot afford a fare increase. He also stated that people who are disabled depend on the bus.

Hilda Chan, Supportive Parents Information Network: She stated that she represents low-income riders who have to commute to work and schools. She stated that these people are being pushed further away from the city by redevelopment. She stated that San Diego's General Plan proposes to mitigate this by using public transportation. She stated that she understood MTS's bind but asked that the families who are being affected by this action be considered. She requested a postponement and that MTS partner with community groups to identify a solution.

Mekaela Gladden, Spokesperson for Briggs Law Corporation, which represents the Citizens for Responsible Equitable Environmental Development: Mr. Gladden stated that the proposed changes have not been subjected to environmental review and presented a letter and corresponding evidence of that fact from Briggs Law Corporation. That letter and evidence was attached to Mr. Gladden's Request to Speak.

Ms. Patricia Fishtein: Ms. Fishtein pointed out that MTS is raising its fare \$1 a day and the state is raising car registrations by \$2 a year. She stated that MTS should use common sense and revamp its transfer program to make it more simple but not eliminate it.

Dwight Davis: Mr. Davis did not respond when called to speak.

Avacelu Tello: Ms. Tello stated that she represented a charter school with 300 students, 80 percent of whom are low income. She stated that the students only get 30 bus passes from the school. She added that she was afraid that students would quit coming to school because they can't afford to ride the bus.

Mayra Jacinta: Ms. Jacinta reiterated Ms. Tello's comments. She asked that the Board think about how it will affect these students.

Ruben Oquita, Supportive Parents Information Network: Mr. Oquita did not respond when called to speak.

Jessica Nolan, Justice Overcoming Boundaries: Ms. Nolan ceded her time to the following speaker.

Paul Hernandez, Chief Programming Officer, MAAC Project: Mr. Hernandez stated that his organization serves the poor and working class. He stated that the increase in fares and elimination of transfers will have a negative impact on the people he represents. He expressed an interest in how the \$500,000 projected savings from the elimination of transfers was developed. He stated he did not understand why staff was not familiar with the details of the modeling process that was used to develop that projection. He stated that these savings will actually be costs born by the poor. He stated that the Board needed to be more informed about the impact of these decisions.

Andrea Domingo: Ms. Domingo objected to the changes to Route No. 89.

Joyce Madrid: Ms. Madrid stated that she lives in City Heights and cannot afford a \$30 bus pass for her child. She stated that someone at MTS gave her a bus pass once. She requested that transfers not be eliminated. She stated that she needs five jobs in order to afford a bus pass.

Monica Fair (No speaker slip): Ms. Fair opposed the elimination of DART service in Scripps Ranch. She stated that she uses the service to go everywhere. She stated that pick-up requests are denied 99 percent of the time because they are booked. She stated that 12 to 25 riders use this service to connect to the bus stop on Black Mountain Road. She pointed out that only three percent of San Diegans used public transportation compared to eight percent in other cities.

Capt. Mark Patton, USN: Captain Patton stated that he did not object when MTS cut one-half of the service to the base last year. He stated that his reward for that behavior was to be subjected to yet another cut. He stated that he is trying to promote the use of public transportation, and MTS is reducing service during peak hours. He requested that MTS work with the base to come up with a better program that will reduce traffic on the peninsula.

Monica Reier, Scripps Ranch Planning Group: Ms. Reier did not respond when called to speak.

James B. Masingill: Mr. Masingill presented a letter (attached to his Request to Speak) detailing his comments regarding the elimination of DART service in Scripps Ranch. He alleged mismanagement by Southland, the DART contractor. He stated that this service is the only viable option for Scripps Ranch residents who choose mass transit. He requested that the decision be delayed in order to permit community organizations a reasonable period of time to work with MTS. He stated that community involvement has not been adequate.

Karina Spilker: Ms. Spilker stated that her children transfer six times per day on the MTS system and objected to the elimination of transfers. She stated that the elimination of transfers will impact her budget. She stated that there are only two children left at their school. She suggested further discussion of this matter.

Connie Soucy, Access to Independence: Ms. Soucy objected to the fare increase and stated that many of those she represents are on SSI or SSDI. She encouraged everyone to ride the bus for 60 days and live on \$856 a month. She stated that many cannot afford to buy a monthly pass. When asked by Chairman Mathis if being able to buy a half-pass would help, she answered in the affirmative.

Patricia Thompson: Ms. Thompson stated that she supported all the previous comments made by public speakers. She stated that she truly relies on the transit system and added that many cannot take jobs because they cannot afford a pass to ride the bus. She suggested offering weekly passes. She stated that MTS needs to be flexible and creative. She stated that the cost of a pass on the first of the month is particularly difficult because other bills, such as rent, as also due on the first.

Marciela Olagues, Supportive Parents Information Network: She stated that the Board should think about how poor people will be affected.

Guy Nmock: Mr. Nmock stated that City Heights residents need to go elsewhere in order to work and therefore depend on transit. He stated that many cannot afford transit and might buy older cars that pollute the air. He also stated that restrooms are needed and added that the proposed actions are borderline discrimination because the upper class is not riding the bus.

Lucia Thayer: Ms. Thayer objected to the service changes proposed for Route No. 28. She also objected to the meeting times because they are inconvenient for working riders. She asked if this was any way to treat people who serve our country.

Lorraine Joosten: Ms. Joosten stated that she represented her 87-year-old mother-in-law, who objects to the elimination of DART service. She stated that alternatives should be in place before DART is discontinued.

Michelle Krug, Citizens for Effective Transportation: Ms. Krug requested that the vote on the fare increase be delayed and that the Board ask the SANDAG Transportation Committee to do the same. She also requested a larger room for public hearings at a reasonable time of day. She stated that MTS needs to form partnerships with its stakeholders. She stated that the Board is making life-quality decisions based on people who live north of I-8 affecting people who are live south of I-94. She stated that people with no other transportation choices are the ones being most affected. She also stated that she had never seen a four-hour transfer as referenced by staff during the presentation on this item.

Carlos J. Aguirre, MAAC Project: Mr. Aguirre did not respond when called to speak.

Captain Patton was asked to return to the podium to answer questions posed by Mr. Faulconer. Mr. Faulconer asked Captain Patton to clarify his request. Captain Patton stated that he was asking for reconsideration of the proposed service cuts for Route No. 28 and added that he felt there were innovative ways that have not yet been considered for making adjustments to this route because of prior security barriers. Captain Patton stated that ridership on this route might increase if the travel times were shorter. Captain Patton stated that no innovative solutions have been sought; that efforts have only been applied to adjusting the current proposal. He indicated a desire to continue to discuss this matter.

Chairman Mathis closed the Public Hearing at 11:18 a.m.

Mr. Brandon Farley, MTS Sr. Transportation Planner, reported that staff had met with Navy and SPAWAR personnel, as directed by the Board, to discuss the recommended Route No. 28 service changes. Mr. Farley reported that staff assured Navy personnel that MTS vehicles will be able to make all the necessary connections after the service changes are implemented. He also reported that a number of ridership counts have been conducted over the past year and no more than 18 passengers at a time were counted on this route. He stated that the vans being recommended to provide this service can accommodate 22 riders. He added that staff advised the Navy that larger vehicles could be reassigned to the route if the ridership counts justify that move.

Mr. Maienschein stated that he would support a delay in the implementation of service changes for Route No. 28 and for DART. He reported that a community meeting had been held to discuss alternative transportation options for DART. He added that individuals who attended the meeting indicated that were open to fare increases and want to discuss this matter further.

He suggested that elimination of DART be delayed for six months until April 2008. He stated that he would take the lead in forming a task force to deal with this matter. Ms. Lorenzen, in response to a question from Mr. Maienschein, stated that there would be no legal consequence as a result of such a delay.

Action Taken

Motion:

Mr. Maienschein moved to delay recommended service changes for DART until April 2008 and to direct staff to work with the community, his office, and SANDAG to identify alternative solutions. Mr. Ewin seconded that motion.

Mr. Emery stated that, when the Comprehensive Operational Analysis (COA) was adopted, he didn't support the continuation of any of the DART services. He stated that the Board's action at that time was to continue the Rancho Bernardo and Scripps Ranch DART for a limited period of time. He pointed out that this would be the second extension of time for this service. He added that this is highly subsidized service at \$15.00 per passenger, per ride, and MTS cannot continue to operate service at such a high subsidy.

Mr. Ewin stated that sales tax projections continue to track downward and added that it is not easy to run a transit system. He suggested that passengers apply pressure at the state level in favor of transportation funding. He stated he will support a delay but not without an end date.

Ms. Atkins assured public speakers that the MTS Board heard what they were saying. She added that the MTS Board has struggled with these issues for over two years. She added that MTS has an incredible staff that is doing a good job and stated that she wanted staff to understand that her position on this issue did not reflect that she doesn't support MTS and staff. She stated that that MTS gets criticized for not providing adequate service and, at the same time, is not able to get the state and federal funding it needs, both for providing service and for capital needs to replace rail, buses, and trolley cars. She added that MTS has not spent enough time doing outreach with the community regarding its budget challenges. She also stated that the service cuts are not being disproportionately applied. Mr. Young stated that he supported Ms. Atkins' comments.

Mr. Roberts asked how the budget would be impacted if the requested delays were approved. Mr. Cliff Telfer, MTS Chief Financial Officer, stated that the fare increase is projected to generate \$250,000 per month in revenue and the implementation of all service cuts is projected to generate \$125,000 per month in savings. Mr. Cheung pointed out that service cuts, according to contractual agreements, can only be implemented in January, June, and September. Mr. Roberts asked how late the service cuts could be approved but still implemented January 1. Ms. Lorenzen stated that a special Board meeting would be required in November in order to implement service cuts January 1. Chairman Mathis pointed out that it may be difficult to get a quorum of the Board during the holidays and asked what benefit such a delay would provide. Ms. Downey stated that the only reason a delay should be approved would be in anticipation of additional funding. Chairman Mathis reiterated that MTS has not implemented a fare increase in four years.

Motion (Amended):

Mr. Faulconer moved to amend Mr. Maienschein's motion to add a 30-day delay to the implementation of Route No. 28 service changes. Ms. Downey seconded the motion.

Mr. Cheung pointed out that this delay will result in postponing the service changes to June because a January 1 implementation could not be achieved. He stated that six months of savings would be lost as a result. He stated that there is a misconception that Route No. 28 would be losing service. He stated that staff is backfilling all of the service, is committed to making the timed transfers, and has added running times to ensure that.

Substitute Motion :

Mr. Rindone moved to (1) conduct a public hearing on the recommended service changes; (2) conduct a public hearing on the recommended fare changes; and (3) approve the service changes for implementation in January 2008 and request that staff review Route No. 28 and DART and come back to the Board if changes are needed. Emery seconded the motion, and the vote was 6 to 7 against, with Ms. Atkins, Mr. Faulconer, Mr. Lewis, Mr. Maienschein, Ms. Downey, Mr. Roberts and Mr. Jones casting the dissenting votes.

Amended Motion Made by Mr. Faulconer and Seconded by Ms. Downey to Delay Implementation of Service Changes for DART until April 2008 and Route No. 28 for 30 Days:
The vote was 7 to 5 in favor, with Mr. Clabby, Mr. Emery, Mr. Ewin, Chairman Mathis, and Mr. Rindone casting the dissenting votes.

Motion:

Mr. Emery moved to approve the remaining service changes. Mr. Ewin seconded the motion, and the vote was 10 to 2 in favor, with Ms. Atkins and Mr. Maienschein casting the dissenting votes.

DISCUSSION ITEMS

30. MTS: An Ordinance Amending Ordinance No. 4, an Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule (ADM 110.3)

The staff presentation on this item was waived. Ms. Tiffany Lorenzen, MTS General Counsel, read the title of "Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule." She pointed out that SANDAG, since the passage of Senate Bill 1703, has been in charge of the Comprehensive Regional Fare Ordinance, and that the proposed amendments simply bring MTS's ordinance into compliance with the regional ordinance and allow MTS officers to enforce the ordinance. She stated that the MTS Board no longer has the authority to set fares.

Public Comment

Theresa Quiroz, Citizens for Effective Transportation: Ms. Quiroz asked why the public was being made to deal with both agencies on the issue of fare increases.

Dan Hesteller, Citizens for Effective Transportation: Mr. Hesteller stated that \$1 for the typical transit rider is not the same as \$1 for the full-fare rider. He alleged improper fact finding regarding the basis of the decision for the fare increase.

Andrew Johnson: Mr. Johnson stated that these decisions are being made by a group of individuals who never ride transit. He stated that the Board doesn't understand that transit is a necessity for many.

Request to Speak Forms were also completed by John Gonzales, Rev. Patricia E. Andrews-Callori, and Fayne. These individuals did not appear when called to speak.

Action Taken

Mr. Ewin moved to (1) read the title of Ordinance No. 4, an Ordinance Establishing an MTS Fare-Pricing Schedule; (2) waive further readings of the ordinance; (3) introduce the ordinance for further consideration at the next Board meeting on November 8, 2007, and (4) direct publication of an ordinance summary. Mr. Rindone seconded the motion, and the vote was 9 to 2 in favor, with Ms. Atkins and Mr. Faulconer casting the dissenting votes.

REPORT ITEMS

45. SDTI: FY 07 Year-End Operations Report (OPS 970.2)

This item was deferred.

Action Taken

No action was taken.

46. MTS: Year-To-Date Operations Budget Status Report Through August 2007 (FIN 310)

The staff presentation on this item was waived.

Action Taken

Mr. Jones moved to receive this report for information. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

60. Chairman's Report

Chairman Mathis reported that he recently attended the APTA Annual Meeting in Charlotte. He stated that there was a lot of discussion about global warming and the ways that transit can mitigate the causes. Mr. Emery, who also attended, added that it was interesting that everyone is now talking about carbon imprints. He stated that he attended a workshop on a program called "Secret Shopper" that has nonemployees do rides on transit in order to evaluate the services. Mr. Clabby, who was also in attendance at the conference, stated that he spent an afternoon riding public transit in Charlotte.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin stated that, in the interest of time, he would send out a written report on Audit Oversight Committee activities.

62. Chief Executive Officer's Report

Mr. Jablonski reported that he was installed as an APTA Board member at the recent APTA Annual Meeting. He also reported that MTS staff was at the meeting to promote next year's annual meeting and EXPO in San Diego. He said that this effort was financially supported by Coca-Cola and was very successful. Mr. Jablonski anticipated that approximately 25,000 people will be attending the meeting in San Diego, which will have a positive financial impact on the city. Mr. Rindone stated that employees of MTS and Board members should participate in next year's meeting as much as possible. He requested that staff provide Board members with the dates of the meeting so the event can be calendared now.

63. Board Member Communications

Mr. Clabby asked when the Budget Development Committee would be meeting to discuss the new sales tax projections and the impact on MTS's budget. Mr. Jablonski stated he would like to evaluate the success of the budget initiatives already implemented and wait for additional information on sales tax projections. He stated the meeting would take place before the end of the year.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments made.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, November 8, 2007, at 9:00 a.m. in the same location.

66. Adjournment

Chairman Mathis adjourned the meeting at 12:20 p.m.

Chairperson
San Diego Metropolitan Transit System
Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

gail.williams/minutes