

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE
METROPOLITAN TRANSIT SYSTEM,
SAN DIEGO TRANSIT CORPORATION,
AND SAN DIEGO TROLLEY, INC.

April 28, 2005

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

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:15 a.m. A roll call sheet listing Board member attendance is attached.

3. Public Comment

Peter Warner: Mr. Warner requested that staff review connections between Route Nos. 11 and 115 at SDSU. He stated that, since the recent interlining, there is one Route 11 trip that arrives too late to connect with the Route 115. Mr. Jablonski, MTS Chief Executive Officer (CEO), requested that Conan Cheung, MTS Director of Planning and Performance Monitoring, and Claire Spielberg, Chief Operating Officer - Bus, look into this matter.

4. Presentation of Employee Awards

San Diego Trolley, Inc. employees were presented with service awards as follows: For 15 years of service: Larry Ayers, Scott Donnell, Ricardo Miramontes, and Blanca Myers. Employees who are also receiving awards but were unable to attend the meeting are as follows: For 15 years of service: Mario Fulgencio, Kurt Kodrich, and Greg Stallings. For 5 years of service: Evelyn Acevedo.

5. Closed Session Items (ADM 122)

There were no Closed Session Items.

45. MTS: February Monthly Performance Indicators (Taken Out of Order)
(OPS 920.1, 960.5, 970.5, PC 30101, 102, 103)

Ms. Anika deSilva, MTS Associate Transportation Planner, reviewed February 2005 monthly performance indicators. She reviewed the system's operating environment, system ridership, on-time performance, mean distance between failures for both bus and rail, customer complaints, and collision accidents.

Action Taken

Mr. Emery moved to receive this report for information. Mr. Rindone seconded the motion, and the vote was 8 to 0 in favor.

2. Approval of Minutes (Taken Out of Order)

Mr. Clabby moved to approve the minutes of the April 14, 2005, Board of Directors meeting. Emery seconded the motion, and the vote was 8 to 0 in favor.

CONSENT ITEMS

6. SDTC: Janitorial Service – Contract Award (OPS 960.6, PC 30101)

Recommend that the Board of Directors authorize the MTS Bus Chief Operating Officer to execute a five-year contract (SDTC Doc. No. B04-006A) in an amount not to exceed \$386,220.00 with Golden Pacific Maintenance for janitorial services for the Imperial Avenue and Kearny Mesa Divisions.

7. SDTC: Sole Source Contract Award to ARC of San Diego for Interior Deep Cleaning of SDTC Buses (OPS 960.6, PC 30101)

Recommend that the Board of Directors authorize the MTS Bus Chief Operating Officer to execute a one-year sole source contract with ART of San Diego (ARC) for deep cleaning of the interiors of SDTC buses, for an amount not to exceed \$90,871.

8. SDTI: Mission Valley East Equipment Procurement – Contract Award (OPS 960.6, PC 10426.11)

Recommend that the Board of Directors authorize the SDTI General Manager to execute a Standard Procurement Agreement (Attachment A of the agenda item) with City Chevrolet to supply seven nonrevenue vehicles for a total cost, including delivery, license, and tax, not to exceed \$197,947.18.

Mr. Lewis requested that items 6 and 7 be pulled. Discussion was as follows:

Agenda Item No. 6: Mr. Lewis expressed concern over the use of the words “unskilled labor.” Ms. Lorenzen, MTS General Counsel, stated that the form on which these words appear is provided by the State of California, and that wording cannot be changed.

Agenda Item No. 7: Mr. Lewis expressed support for MTS’s agreement to compensate ARC employees (consumers) each month for union dues and suggested that MTS consider making similar arrangement with others. He also expressed concern over the safety of ARC employees, who may be exposed to hazardous materials while performing their work. Ms. Spielberg explained that ARC’s Safety Coordinator has met with SDTC’s Safety Manager to review the Material Safety Data Sheets for each of the cleaning products they will be using. She stated that they will be using ordinary detergents and will not be exposed to hazardous materials. Mr. Jablonski pointed out that ARC will have one of their supervisors overseeing their work at all times. In response to Mr. Lewis’s question regarding MTS’s liability, Ms. Lorenzen reported that ARC is treated as an independent contractor and is covered under its own

insurance. She stated that MTS's liability is low. Mr. Lewis asked that staff report back on the issue of providing compensation that can be used for paying union dues. Mr. Young commended staff for utilizing this program and briefly discussed the benefits of contracting with these types of organizations.

Agenda Item No. 8: Ms. Lorenzen reported a typographical error on the Standard Procurement Agreement attached to this agenda item. She reported that the correct name of the vendor is City Chevrolet Volkswagen and the correct form of business is Chapter F Corporation.

Recommended Consent Items

Mr. Rindone moved to approve Consent Agenda Item Nos. 6, 7, and 8 with the correction to item number 8 as identified by Ms. Lorenzen and direct staff to report back to Mr. Lewis with copies for all Board members regarding the payment of union dues. Mr. Lewis seconded the motion, and the vote was 9 to 0 in favor.

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing on Budget-Related Service Efficiencies (ADM 121.10, PC 20484)

Chairman Williams opened the public hearing.

Mr. Cheung reviewed the budget-related service efficiencies being recommended for implementation in July and September 2005 as well as the guidelines and processes that were used to identify these efficiencies. He also referred to the list of service efficiencies that are being deferred to Phase II. He reminded the Board that all actions being taken in connection with this review of service, which is part of the Comprehensive Operational Analysis (COA), follow the guidelines of MTS Policy No. 42, *New and Existing Service Evaluation*. He stated that the recommended efficiencies are projected to yield a subsidy savings of \$3,583,869 and impact an average of 7 passengers per revenue hour calculated at an average subsidy per passenger of \$7.15. He stated that this is a very conservative estimate. He then referred Board members to a detailed list of comments received from the public related to these recommendations. He reported that 94 comments had been received on service efficiencies as of April 27, 2005.

Mr. Jablonski reminded the Board that MTS used \$15 million in nonrecurring revenues (\$8 million of which was taken from reserves) in FY 2005. He added that the FY 2006 budget reflects a \$5 million deficit when expenses are compared to recurring revenues. He pointed out that some of the recommended service efficiencies will not be implemented until after the first quarter of the new fiscal year and, therefore, a full year of subsidy savings will not be realized. He estimated that the cost savings from service efficiencies for FY 2006 will be \$3 million. He added that this savings plus \$2 million in nonrecurring revenues from the Bus Rapid Transit (BRT) project will be used to address MTS's \$5 million deficit. In response to a question from Mr. Ewin, Mr. Cheung reported that the cost for running one bus for a full year is approximately \$250,000.

Public Comment

D. Bradley Crow: Mr. Crow objected to the proposed elimination of the deviation on Routes 963/964. Mr. Crow stated the seniors and disabled riders depend on this deviation, which was originally added to Routes 963/964 as a substitute for DART service, which was

discontinued. He requested that this service efficiency either not be approved or be put on hold until a citizens' committee can review the change and make recommendations.

Raymond Junker: Mr. Junker requested that the Route 830, which was timed to connect with the Route 844A, go back to its former schedule so it can effectively connect with Route 844, or that this change be placed on hold until it is determined if Jobs Access Reverse Commute (JARC) funding will be available to fund the Route 844A. He also requested bike-rack service for the Route 830.

Thomas E. McGee: Mr. McGee objected to the discontinuation of Route 927 between the Fenton Trolley Station and Stonecrest. He stated that there are many senior citizens that use this Route, and the only other option would be to walk one mile to catch the Route 928 or walk up and down Stadium Hill. He stated that ridership would increase on Route 927 if the Fenton Parkway terminal were moved one block closer to the trolley.

Ricky German: Mr. German objected to the discontinuation of Route 927. He stated that it takes people in wheelchairs 45 to 60 minutes to go up and down the hill.

Enid Wright: Ms. Wright objected to the discontinuation of the Mission Hills segment of Route 3 (UCSD Medical Center to Mission Hills). She stated that 40 years ago riders had 20-minute frequencies on the Mission Hills segment of Route 3. She stated that there are many people who use this service to go to doctor and dentist appointments as well as to buy groceries. She stated that she uses this route to pick up her grandchild from school and to go to the zoo, Sea World, and the museums at Balboa Park. She stated that there are many young woman who ride this service between 8-9 a.m. and 1-2 p.m.

Dorothy M. Chaffin: Ms. Chaffin also objected to the discontinuation of the Mission Hills segment of Route 3. She stated that there would be more riders if buses were on time. She stated that it now takes her 1½ hours to go from her home to Home Depot on the Route 34.

Jim W. Hawkins: Mr. Hawkins objected to changes being made to rural service. He stated that he utilizes this service on a doctor's advice to reduce stress, and added that this is a lifeline service. He suggested that this area be added to MTS's paratransit service area. He also suggested adding a 30-minute spur to rural service on the days it goes to Ranchita.

Terry Shewmaker: Ms. Shewmaker objected to the new downtown layover, which would move route terminals for a number of routes from Harbor Drive to Broadway/State Street. She stated that this would be inconvenient for her and others who work at the County Administration Building. She stated that the current terminals on Harbor are roomy and have nice facilities for operators. She stated that effective public transit is about choices and flexibility and urged the Board to look again at the proposed downtown layover.

Venus Brile: Mr. Brile objected to the proposed changes to Route Nos. 832C and 832M. He stated that there are a lot of people in an apartment complex served by these routes who are disabled.

Sue Hutton: Ms. Hutton also objected to the proposed changes to Route No. 832C and 832M and referenced the apartment complex mentioned by Mr. Brile. She stated that they use these routes to grocery shop and go to doctor appointments. She stated that she turned in a petition with 200 signatures opposing the recommended changes to these routes.

Dorothy Chapin: Ms. Chapin objected to the elimination of the Mission Hills segment of Route 3. She stated that she uses this service to go to work. She stated that the distance she would have to walk to get to the nearest bus stop would be too far. Ms. Chapin stated that she is 70+ years old.

Ray Lethbridge: Mr. Lethbridge objected to the elimination of Route 875. He stated that the Route 875 currently serves a senior assistance center. He added that Route 875 would have more passengers if it were two-way service. He stated that the service that staff is proposing be used by riders who now ride Route 875 is unreliable. He also objected to the changes being proposed for rural service. He stated that he works at the Railroad Museum in Campo.

Peter Anderson: Mr. Anderson stated that he represents the Associated Students of Grossmont College, and they object to the proposed service reduction in frequency on the Route 854. He briefly discussed how class start and end times coincide with service frequencies, and then reported that Grossmont College's current parking problem will be exacerbated by construction of a parking structure on one of their existing parking lots. He stated that Grossmont will lose 900 to 1,000 parking spaces for a span of 18 months while this construction is underway, and students will need to have bus service as an alternative to driving.

Tammy: Tammy objected to the discontinuation of Route 874. She stated that this route is very convenient for the many senior and disabled riders that use it. She stated that there is only one other bus that goes down 2nd to Jamacha and back to Washington. Mr. Cheung stated that this route has been dropped from the package and is not part of the public hearing.

Lorraine Leighton: Ms. Leighton objected to the proposed changes to Route Nos. 832C and 832M. She suggested that Routes 831 and 834 be combined. She also pointed out that there was conflicting information on the average subsidy for the Route 832. She stated that she counted 99 passengers at 11:30 a.m. and 125 passengers at 2:30 p.m. on this route.

Rosalyn Ondler: Ms. Ondler called the Board's attention to a letter she brought to the meeting from Board member Brian Jones, who could not be at the meeting. The letter requested that the Board consider the level and extent of the proposed cuts to Santee's transit service, which account for approximately 14 percent of the total savings from service efficiencies.

Polly Cone: Ms. Cone objected to the discontinuation of the Mission Hills segment of Route 3. She requested that the Board limit but not discontinue this service. She added that the closest access to transit is a significant distance away. She stated that, while the average ridership for this route may be 3 passengers per hour, many times there are 12 to 20 riders on this bus at a given time. She stated that Mission Hills is the perfect neighborhood for encouraging people to use transit to get downtown.

Peter Warner: Mr. Warner made the following suggestions: Truncate the Route 1 terminal to Hawthorne rather than Evans so that passengers on the boulevard who have medical appointments at Sharp Healthcare do not have to transfer to Routes 3 or 25, which may have schedule reliability issues. Retain Route 927 to Fenton parkway at least every other hour so passengers on Stadium Hill have sustainable service as it is a fairly long distance

from the top of the hill to Qualcomm stadium where riders can catch the Route 13. Turn Route 27 at least at Sea World to retain the segment on Mission Boulevard and West Mission Bay Drive, which is the more productive portion of the segment going to Fashion Valley. This would also help the Route 34 by eliminating local short rides between Mission Beach and Pacific Beach, which tend to slow down buses on that route. Route 3 also goes out to Presidio Park, which is basically three blocks away from where its north terminal is at Hickory and Arista. At least retain the Arista trips but drop the Stevens and Lewis trips back to Dove Drive and Washington, where there is a better place to turn around without a visibility issue. Route 20 should terminate in front of the Sante Fe Depot instead of at the court house because many people use the bus to access the Coaster and Amtrak.

Laura Estremera: Ms. Estremera stated that she represents the Poway Unified School District–Job Development Program and expressed objections to the discontinuation of Route 844A. She stated that many of their students use the 844A, which serves the South Poway Business Park, and paratransit is not an option for them. She stated that her program is expanding, and employers in the business park want to hire people from her program. She suggested expanding Routes 830/844 in the middle of the day and adding loops on a 60- to 90-minute frequency to serve the business park.

Nicholas W. Reed: Mr. Reed asked a question about Route 34 service to UCSD/Scripps Hospital. Mr. Cheung confirmed that Route 30 would replace the service currently provided by Route 34. Mr. Reed stated that all buses at State Street and Pacific Highway (Routes 7, 15, 20) should terminate in front of Great American Plaza or Sante Fe Depot. Mr. Reed expressed general support of the COA.

Sharlene Ornelas: Ms. Ornelas objected to most of the changes. She specifically referred to Route 27 and stated that there are seniors who live between Fashion Valley and Morena Trolley Stations, and those individuals will be without transportation if the Route 27 changes are approved. Ms. Ornelas also briefly discussed how increased wheelchair boardings would have a negative impact on running times and may require the addition of buses to certain routes. She also pointed out the following: That the service efficiencies will reduce the number of feeder services to MTS's new Green Line. Discretionary riders will not choose transit until they can reach their destinations in a timely fashion. Sixty-minute frequencies are not convenient. Many of the riders speaking today would qualify for paratransit at \$20 to \$25 subsidy per passenger.

Jenny Sevik: Ms. Sevik objected to the discontinuation of Route 831 at the same time as reducing service on Route 834 to 60-minute frequency. She suggested that service on both routes be reduced to 60-minute frequencies thereby providing service every half hour to the school. She stated that this service is essential to the West Hills High School students during peak hours. She stated that it currently takes her daughter 90 minutes each way to get between home and school. She also stated that the service to and from the school is not reliable.

Christine Saulsbury: Ms. Saulsbury objected to the service efficiencies proposed for the Route 854. She stated that the Board should consider the impact of these service efficiencies from an ecological standpoint. She added that 1 bus eliminates the need for 15 vehicles, which are the number one polluter in California. She also stated that Grossmont College students will have greater need for transit when the college begins to build its new parking structure.

Bernard Arroyo: Mr. Arroyo, the Transportation Coordinator for the San Diego Regional Center, objected to proposed service efficiencies for Route 844A and 874. He stated that the Regional Center serves people with developmental disabilities (about 15,000 people). He stated that the Center spends about \$200,000 annually for mobility training. He stated that their clients use transit to get to their work and vocational training programs. He stated that cutting Route 848A will eliminate their access to jobs in the business park in Poway. He also referred to Route 874, which provides access to a vocational training center located in El Cajon, which serves about 250 people each day. He stated that this facility is expanding and will be serving 300 to 400 people who will go there for vocational training on a daily basis. Mr. Arroyo provided the Board with some personal background and the accomplishments of Mr. German, an earlier public speaker. He stated that these are the types of people who will be affected by the proposed service efficiencies.

Jose Melendez: Mr. Melendez made the following suggestions: Combine Routes 844, 845, and 844A to serve the business park in Poway during the mid-day hours; create a loop in Santee with 30- to 45- minute frequency to cover Routes 831, 832C&M, and 834; add service on Route 854 between Santee and Grossmont College; retain 60-minute frequency to Lakeside; Add service on the Route 30 to Thornton Hospital and downtown - possibly on weekends also.

Chairman Williams closed the public hearing.

Mr. Zucchet objected to the elimination of the Mission Hills segment of Route 3, especially given its subsidy, which is only \$2.87. He stated that this service efficiency is the least justifiable of the efficiencies recommended because of its low subsidy and because it is a complete elimination of service where there are no alternative services available. He asked that this service efficiency be reconsidered.

Mr. Emery agreed with public speaker Mr. Junker, who requested that the 830 be restored to its former schedule to facilitate a timely connection with Route 844.

Mr. Morrison asked what the subsidy savings would be if the Mission Hills portion of the Route 3 is not eliminated. He also stated that he understood the frustrations of the riders making public comments at the meeting, and that he understood that riders will find some of the efficiencies inconvenient. He stated that their comments are being voiced in the wrong direction. He also stated that MTS would like to provide as much service as possible. He added that it is MTS's responsibility to provide as much service to as many people as possible within the constraints of the budget the public gives MTS. He stated that rider frustration should be with proponents for reducing funding for public transit. He added that the Board is faced with very difficult decisions regarding service efficiencies and must consider the deficit position of the budget. He stated that the Board does not take the public's concerns lightly.

In response to a comment by Ms. Atkins, Mr. Cheung responded that Route 11 "bunching" should improve when service changes are made in June 2005. Ms. Atkins expressed her support of Mr. Zucchet's request regarding the Mission Hills segment of Route 3. She pointed out that she was disappointed that a higher percentage of TransNet was not allocated for public transit. She added that there is some flexibility in the TransNet formula and suggested that the public speakers also carry their message to SANDAG, the agency that administers TransNet. She briefly discussed capital issues and how they will impact the

performance and reliability of the system. She also stressed the important of giving a high priority to ADA-related services when evaluating routes.

Mr. Emery stated that the Board has adopted disciplines to ensure there is an objective review when service efficiencies need to be implemented. He stated that he hoped that these route adjustments do not have a negative impact on the rest of the system. He stated that it is important for Grossmont students to demonstrate an interest in transit by using it more frequently. He also stated that MTS has a responsibility to use its funding as effectively as possible, and SANDAG has a responsibility to encourage the use of public transit. Mr. Monroe expressed support for Mr. Zucchet's request. He stressed that subsidy per passenger should be the primary criteria.

Chairman Williams pointed out that the airport serves 16.4 million passengers per year, while public transit carries 80 million passengers per year. Mr. Rindone stated that MTS needs to operate within its budget. He stated that future cuts will be even more painful to make if they become necessary. He stated that MTS must maintain the integrity of the public transit system in San Diego.

Action Taken

Mr. Monroe moved to approve the recommended service efficiencies for implementation in July and September 2005 with the exception of the Mission Hills segment of Route 3. Mr. Emery seconded the motion, and the vote was 11 to 0 in favor. Mr. Jablonski stated that staff will adjust the schedule for Route 830 so it effectively connects with Route 844.

DISCUSSION ITEMS

31. MTS: Contingency Increases, Budget Transfers, Construction Contract Change Orders (CCO), and Construction Management and Design Engineering Contract Amendments for Mission Valley East (CIP 10426.7.3) (Taken Out of Order)

In the interest of time, there was no staff report on this item.

Action Taken

Mr. Monroe moved to (1) transfer \$1,200,000 from the remaining balance in the Mission Valley East (MVE) Light Rail Transit (LRT) Project Trackwork and Systems line item (WBS #10426-109918TR) into the Construction Contingency for Trackwork and Systems Contract LRT-10426.5, as shown on Attachment A, Construction Contingency Changes, to fund pending contract change orders; (2) transfer \$500,000 from the remaining balance in the MVE LRT Project San Diego State University (SDSU) Tunnel and Underground Station Construction line item (WBS #10426-1010) into the Construction Contingency for SDSU Advanced Utilities Contract LRT-10426.2, as shown on Attachment A, Construction Contingency Changes, to fund pending contract change orders; (3) transfer \$100,000 from the remaining balance in the MVE LRT Project Grantville Segment Construction line item (WBS #10426-109918GR) into the Construction Contingency for Grantville Segment Contract LRT-10426.3, as shown on Attachment A, Construction Contingency Changes, to fund pending contract change orders; (4) transfer \$400,000 from the remaining balances in the MVE LRT Project Fare Collection line item (WBS #10426-1400) and the Communications Equipment line item (WBS #10426-1500) into the Construction Management line item (WBS #10426-

0700), as shown on Attachment B, Budget Change Summary, to fund Contract Amendment No. 36 with Washington Infrastructure Services, Inc. (WIS); (5) transfer \$1,400,000 from the remaining balances in the MVE LRT Project Project Reserve line item (WBS #10426-3900) into the Construction Management line item (WBS #10426-0700), as shown on Attachment B, Budget Change Summary, to fund Contract Amendment No. 36 with WIS; (6) transfer \$250,000 from the remaining balance in the MVE LRT Project Contaminated Soils line item (WBS #10426-4000) into the Engineering and Design-Tunnel line item (WBS #10426-0610) and the Engineering-Line Segment line item (WBS #10426-0618), as shown on Attachment B, Budget Change Summary, to fund Contract Amendment No. 18 with URS Corporation (URS) and correct a budget line item overrun; (7) execute Contract Change Order (CCO) No. 99 with Stacy & Witbeck, Inc. (SWI), in substantially the same form as Attachment C, to complete the 70th Street Station parking lot under Contract LRT-10426.5, Trackwork and Systems, in an amount not to exceed \$175,139. The CCO finishes a portion of a parking area deleted from the La Mesa Segment contractor's work to preserve use of an existing building; (8) execute CCO No. 46, Supplement No. 1, with SWI, in substantially the same form as Attachment D, to fabricate and install station signs under Contract LRT-10426.5, Trackwork and Systems, in an amount not to exceed \$47,400.00. This CCO and supplement pays for SWI to finish the installation of signs deleted from the La Mesa and Grantville Segment contractor's work; (9) execute Contract Amendment No. 36 (MTS Doc. No. L6343.35-01) with WIS, in substantially the form as shown in Attachment E, in an amount not to exceed \$1,489,652, for Construction Management (CM) services on the MVE LRT Project, including extension of CM services through August 31, 2005; and (10) execute Contract Amendment No. 18 (MTS Doc. No. L6220.18-99) with URS Corporation (URS), in substantially the form as shown in Attachment F, in an amount not to exceed \$150,000, for construction design support services on the MVE LRT Project through August 2005. Mr. Emery seconded the motion, and the vote was 8 to 0 in favor.

30. MTS: Grossmont Trolley Station Joint Development Project (LEG 460, PC 10497)
(Taken Out of Order)

Mr. Ewin stated that this project ties to TransNet and is the second project that La Mesa has done in conjunction with MTS. He stated that this is a much larger undertaking and introduced Sandy Kerl, La Mesa City Manager, to talk about the project. Ms. Kerl reviewed the location, existing conditions of the trolley station and surrounding area, project objectives for each of the participants (La Mesa, MTS, SANDAG), and a chronology for the project development. She also outlined the responsibilities as well as financial commitments of Fairfield LLC, La Mesa, and SANDAG/MTS. She then outlined the next steps and showed artist renderings of the completed project. She also expressed her thanks to Mr. Jablonski, Ms. Lorenzen, and MTS Right-Of-Way Manager Tim Allison. She also introduced the Fairfield LLC team, Pat Gavin, Brendan Hayes, Ed McCoy, and Wesley Espinoza. She also introduced City of La Mesa staff, Dave Witt, Rachel Hurst and Robin Keatley.

Mr. Monroe expressed support for the project and asked how La Mesa was able to develop housing units at \$32,500 each. Ms. Kerl stated that one of the reasons was because the projects is going to be financed by CalSters at a very favorable interest rate. She added that this project combines Smart Growth with an affordable housing component, which is very high on CalSters' key priorities for loaning money. Mr. Monroe asked if the \$32,500 was a subsidy so it actually may cost \$200,000 to build a unit? Ms. Kerl responded yes, that was the subsidy per unit for the life of the 55-year project.

Mr. Ewin thanked staff for making this presentation and reinforced the fact that time is of the essence. He also stated that the focus of all who are involved in this project will be critical as unknown factors (construction costs, materials, etc.) arise. He added that this project speaks well for Smart Growth and fulfills the targets of TransNet Use and future transportation modes.

Public Comment

Clive Richard: Mr. Richard expressed support of the project and how well it incorporates Smart Growth, transit-oriented development, and affordable housing. He stated that it is a showcase project.

Peter Warner: Mr. Warner stated that the elevator in this project is critical to ensure ADA-compliant access and stated that this is a priority item.

Action Taken

No action was taken on this item.

REPORT ITEMS

60. Chairman's Report (ADM 121.7, PC 30100)

There was no Chairman's Report.

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

There was no discussion of this item.

62. Board Member Communications

Report on Article Covering Lawsuit Against AC Transit: Mr. Emery stated that he recently read an article about a lawsuit the has been filed against AC Transit regarding its split of funding between rail and bus service. He requested a legal review of this issue.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, May 12, 2005, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Williams adjourned the meeting at 11:58 p.m.

Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachment: A. Roll Call Sheet

gail.williams/minutes