

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

March 5, 2009

MTS  
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

A. ROLL CALL

Chairman Mathis called the meeting to order at 9:00 a.m. A roll call sheet listing Executive Committee member attendance is attached.

B. APPROVAL OF MINUTES

Mr. Rindone moved approval of the minutes of the February 12, 2009, Executive Committee meeting. Mr. McLean seconded the motion, and the vote was 6 to 0 in favor.

C. COMMITTEE DISCUSSION ITEMS

3. MTS: FY 2010 Budget Development (FIN 310)  
*(Taken Out of Order)*

Mr. Paul Jablonski, CEO, reported that staff met with the Board's Budget Development Committee last week, and that the information being presented to the Executive Committee resulted from that discussion. He reported that MTS is facing a \$14 million loss of State Transit Assistance (STA) funding and a decline in sales tax revenues as projected by the County of San Diego. He advised the Committee that the Budget Development Committee decided to use the County of San Diego's projection for sales tax revenues of -1.0 percent rather than SANDAG's projection of +2.2 percent because sales tax revenues flow through and are paid out by the County. He reported that Marney Cox, SANDAG's Chief Economist, will be making a presentation to the Board on March 12 explaining why he is projecting an increase in sales tax revenues. He added that these projections may be reassessed during the summer or in the late fall.

Mr. Larry Marinesi, MTS Budget Manager, reviewed the details of the sales tax revenue projection. He reported that the Transportation Development Act (TDA) claim that MTS submits must be submitted using the County's projection. He stated that if sales tax revenues start increasing, the County could make an adjustment midyear or they could choose to replenish their TDA reserve instead of passing the funds to SANDAG/MTS. Mr. Marinesi stated that each percentage point in sales tax revenue projections has a \$700,000 impact on MTS's budget. Mr. Marinesi then reviewed projections for the operating budget. Mr. Jablonski stated that the proposed budget uses carryover to help address the FY 2010 budget deficit instead of using the more aggressive sales tax revenue projection. Mr.

Marinesi pointed out that the proposed budget assumes that the senior eligibility age is raised to 65 and also includes wage-increase caps, staff reductions, and freezes open positions.

Ms. Sharon Cooney, Interim Director of Planning and Scheduling, reviewed the four options for service and fare adjustments as outlined in the agenda item and stated that the Budget Development Committee recommended Alternative 3, which would involve service cuts of \$4.7903 million along with a fare increase to reach \$6.9 in savings. She referred to a matrix showing the proposed service cuts and fare adjustments. She then reviewed the proposed service cuts in detail and reported that most of the cuts are minor in nature. Mr. Jablonski reported that the majority of the service cuts involve changes in frequency and night and weekend service only, and he stated that the percentage of passengers lost should be less than one percent. He added that even though gas prices have fallen back to normal levels, MTS has not experienced a leveling or decline in ridership as feared. He also reported that the proposed service cuts may not require that MTS reduce its bus operator work force other than through attrition and added that the proposed cuts are one-half of what was originally proposed.

Mr. Jablonski reported that staff took a number of factors into consideration during the process of crafting the fare adjustments. He stated that since the Day Pass was only a year old, staff did not want to make a fare adjustment to that fare media. He added that MTS's cash fare is higher when compared to other transit systems so it was decided not to increase cash fares, but its pass prices are in the center when compared to other transit systems and should therefore be increased.

In response to a question from Mr. Roberts, Mr. Jablonski reported that these service cuts would be implemented in June adding that those that involve contract services may occur sooner. He also reported that Super Loop service may start in May or June prior to the erection of shelters. Chairman Mathis stated that erecting the shelters at a later date gives MTS the opportunity to assess how the service is working and change the location of the bus stops if needed. He also pointed out that the new buses for this service will arrive in San Diego prior to the shelters being done, and this plan will allow the buses to be put into use immediately.

In response to a question from Mr. Roberts, Mr. Rob Schupp, Director of Marketing and Communications, reported that Transit Tuesdays has been a very popular program, and over 500 people used this promotion for one game.

#### Public Comment

*Alex Alexander:* Mr. Alexander discussed how transit service provides people with transportation to grocery stores, medical appointments, and other essential activities. He added that if people cannot get to these appointments or if they have to pay more for monthly passes, they will be spending less money and not stimulating the economy or generating additional sales tax revenues.

Action Taken

Mr. Rindone moved to receive a report on the FY 2010 operating budget development and forward it to the Board with a favorable recommendation. Mr. McLean seconded the motion, and the vote was 6 to 0 in favor.

1. MTS: Light Rail Network Short- and Long-Term Operating Plans (OPS 970.2)

Mr. Jablonski stated that he and staff had been working on addressing how MTS would expand low-floor service to the entire system and integrate the Mid Coast extension into the system. He stated that staff had also been working on a plan to rehabilitate the Blue Line, which is close to 30 years old operating on infrastructure that is 70 to 80 years old, while continuing to operate service. He added that issues that needed to be addressed included how to eliminate forced transfers at Old Town and how to operate three-car consists on C Street.

Mr. Wayne Terry, Chief Operating Officer – Trolley, and Mr. Tom Tupta, Superintendent of Transportation, presented an overview of a plan that would address the issues outlined by Mr. Jablonski as well as achieve the goal of having low-floor service on the entire system. Mr. Terry reported that elements of the proposed operating plan integrate MTS's 90-foot S70 cars into a long-term operating plan, bring the Green Line to Imperial Avenue, integrate with the Mid Coast extension when it is completed, and provide maximum passenger convenience in a cost-effective manner. He also reported that the proposed plan eliminates all nonproductive car miles. He added that consideration was given to selling the 90-foot S70 cars, which originally cost \$3.2 million each, but was decided against given that the cars are only selling for \$2 million even though they are only four years old. He added that staff is attempting to work in partnership with the SANDAG designers of the Mid Coast extension in order to ensure that it integrates with MTS's proposed operating plan.

Mr. Tupta reviewed the current and proposed system maps. He reviewed the benefits and improved efficiencies of the proposed operating plan. These included being able to operate service with fewer cars, being able to provide Special Service using the existing system instead of using a special line, providing a system on which passengers would never have to make more than one transfer, and making it possible to run three-car consists during peak periods on the Green Line to accommodate the growing ridership that is being experienced. He also reported that the proposed operating plan would cause no additional train traffic downtown or in the area of the convention center.

Mr. Tupta then reviewed the light rail vehicle (LRT) requirement under the proposed operating plan, which would result in over \$10 million in savings. He also reviewed the changes in infrastructure that would have to be made at Santa Fe Depot and America Plaza. He then presented diagrams of a turnback that would be created in East County and potential future enhancements to track configurations in El Cajon. He stated that the proposed operating plan would result in a total savings in annual operating costs of \$774,100. Mr. Jablonski pointed out that the proposed operating plan has two hubs – one at Imperial Avenue and one at Santa Fe Depot. In

response to a question from Mr. Roberts, Mr. Jablonski stated that both the Green Line and Mid Coast extensions could be used to access the airport. He also advised Mr. Roberts that this presentation could be made to the SANDAG Transportation Committee.

In response to a question from Mr. Roberts, Mr. Jablonski explained that the frequency of train crossings at Ash Street in downtown San Diego would be reduced by 50 percent during peak periods. Mr. Terry advised Chairman Mathis that staff would have the ability to add extra cars to existing lines in order to accommodate increased ridership for special events.

Mr. Terry advised Mr. Selby that the only other efficiency that could be added to the proposed operating plan would be the addition of tracking at El Cajon and the movement of the terminal at Gillespie back to Arnel. Mr. Selby was advised that the Mid Coast extension is projected for completion in 2016.

Mr. Rindone stated that it was obvious there was extensive analysis done to develop this operating plan and that he was pleased to see staff taking this kind of initiative. He added that it was very important to have low-floor service on the entire system and provide an efficient system while maintaining reasonable fares.

#### Public Comment

*Clive Richard:* Mr. Richard stated that he was excited about the proposed operating plan. He stated that it was easy to understand and liked that staff was planning for the Mid Coast extension. He also supported the idea of reduced transfers for passengers.

*Alex Alexander:* Mr. Alexander suggested building elevated tracks or a tunnel to avoid blocking streets downtown.

Chairman Mathis reported that the Board is concerned about the frustration riders may experience trying to use transit to take care of important matters. He stated that the Board therefore tries to make cuts where they will affect the fewest riders.

#### Action Taken

Mr. Rindone moved to receive a report on proposed changes to the light rail transit system to improve efficiency in the short-term and accommodate a viable long-term operating plan. Mr. McLean seconded the motion, and the vote was 6 to 0 in favor.

2. MTS: Booz Allen Hamilton Consultant's Report – Low-Floor Capability Assessment and Light Rail Vehicle (LRV) Recommendations (OPS 970.2)

Mr. Jablonski reminded the Board that it had given staff direction to work toward converting the entire MTS system to low-floor service. He advised the Board that 50 percent of the delays on MTS service are due to wheelchair boardings. He stated that these delays have been eliminated on the Green Line because that line is comprised entirely of low-floor service. He added that conversion to low-floor

service is funded by TransNet under Early Action Projects. He stated that MTS could use the \$30 million in Proposition B funding it has received to provide the local match for rehabilitating the Blue Line to bring it to low-floor status.

Mr. Terry provided an overview of the analysis of equipment needs for the implementation of low-floor service. He stated that staff would present an assessment of infrastructure conditions, a phased plan for improvements, and validation of a finance plan at a future meeting. He provided an overview of the existing fleet and reported on a Vehicle Manufacturers Symposium that MTS held in order to identify the types of vehicles that were available. He added that Utah Transit Authority was invited to participate as they were considering an LRV purchase also. He reviewed the various cars that were considered and rejected and then reported that Siemens designed an 80-foot car for Utah Transit that will meet MTS's needs. He reported that MTS has an option to order cars under Utah Transit's contract with Siemens for this car. Mr. Jablonski reported that the use of 80-foot cars on C Street will eliminate the need to make previously proposed infrastructure improvements in this area and will allow MTS to operate service in this corridor without blocking traffic flow on streets.

Mr. Terry presented illustrations showing where infrastructure improvements would have to be made on the system to accommodate low-floor cars and what types of improvements would have to be constructed. He also presented four different options for configuration of the trolley fleet explaining that the option selected will be based on the amount of funding that is available for the purchase of new cars. Mr. Jablonski pointed out that Option 4 requires the purchase of the most vehicles and will therefore have the highest cost. He added that staff decided the cost was too high to rehabilitate MTS's 30-year-old U-2 cars that would only be used for another 10 years. Mr. Tupta reported that Option 1 was the only one that didn't allow MTS to have at least one low-floor car on every train. Mr. Jablonski reported that, under Option 2, high-floor cars would have to be used to replace low-floor cars that have to be taken out of service for any reason. He added that Option 3 would guarantee the availability of low-floor cars at all times. It was also reported that, under Option 4, only gap trains would consist of high-floor cars.

In response to a question from Chairman Mathis, Mr. Terry reported that 11 to 12 cars will be needed for the Mid Coast extension. Mr. Jablonski reported that any new trolley cars that are purchased will be the new Siemens 80-foot cars.

Mr. Jablonski stated that staff will present the cost of this plan at a future meeting and that the continued receipt of Proposition 1B funding is essential to execution of the plan. He added that MTS currently plans to use its economic stimulus money for construction projects but can use it to purchase cars if the construction projects are delayed. He also reported that if MTS gets unanticipated economic stimulus funding, it may be used to purchase trolley cars because it can be done in a fairly short time frame, which is one of the requirements for the use of this money.

In response to a question from Chairman Mathis, Mr. Jablonski reported that MTS holds a 110-car option in the Utah Transit contract with Siemens. He added that MTS would simply enter into discussions to negotiate that option. He added that if

the cars were ordered in the spring, they would arrive in January or February of 2010.

Mr. Rindone stated it was good that this analysis was done so if funding becomes available, staff can move forward with car purchases in a short time frame.

Public Comment

Ms. Lorraine Leighton stated that inclined platforms present problems for people who are not able bodied. She also complained about passengers with baby strollers who block the aisles in trolley cars.

Action Taken

Mr. Rindone moved to receive a report for information. Mr. Selby seconded the motion, and the vote was 5 to 0 in favor.

D. REVIEW OF DRAFT March 12, 2009, BOARD AGENDA

Recommended Consent Items

6. MTS: Broadway Wye Signals, Switches, and Catenary Upgrade Design-Work Order (CIP 11255)

Recommend that the Board of Directors authorize the CEO to execute MS Doc. No. G1127.0-08 Work Order No. 08-20 (Attachment A of the agenda item) with General Engineering Consultant Bureau Veritas for designing signal, track switches, and catenary system improvements at the Broadway Wye in downtown San Diego.

7. MTS: America Plaza CCTV Equipment Upgrade – Contract Award (CIP 11201)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. PWL112.0-09 (in substantially the same form as Attachment A of the agenda item) with Electro Specialty Systems, Inc. for procurement and installation of America Plaza Trolley Station closed-circuit television equipment upgrades.

8. MTS: Increased Authorization for Legal Services – Law Offices of Whatley Bingham & Baker (LEG 491)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. G1111.6-07 (in substantially the same format as Attachment A of the agenda item) with the Law Offices of Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority.

9. MTS: Increased Authorization for Legal Services – McDougal Love Eckis Smith Boehner & Foley, APC (LEG 491)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. G1067.5-07 (in substantially the same form as Attachment A of the agenda

item) with McDougal Love Eckis Smith Boehmer & Foley, FPC for legal services and ratify prior amendments entered into under the CEO's authority.

10. MTS: Regional Scheduling System – Contract Amendments (CIP 10940)

Recommend that the Board of Directors (1) ratify MTS Doc. No. G0856.11-03 (Attachment A of the agenda item) with GIRO, Inc. as executed by the CEO for regional scheduling system modification; and (2) authorize the CEO to execute MTS Doc. No. G0856.12-03 (Attachment B of the agenda item) with GIRO, Inc. for the addition of the HASTOP module.

11. MTS: Excess Liability Insurance Renewal (LEG 491)

Recommend that the Board of Directors ratify and confirm the placement of the liability insurance policy (limits of \$75 million less a \$2 million self-insurance retention) at an annual cost of approximately \$1,891,823 effective March 1, 2009, through March 1, 2010.

12. MTS: Contract Assignments for On-Call Engineering Services (ADM 122.2)

Recommend that the Board of Directors authorize the CEO to execute assignments of contracts (Attachment A of the agenda item) from SANDAG for on-call engineering services with David Evans and Associates, Inc. and Kimley-Horn and Associates.

13. MTS: Bay Marina Drive Widening Impacts to Cleveland Avenue Crossing (SDAE 710)

Recommend that the Board of Directors authorize the CEO to execute Amendment No. 2 to MTS Document No. S200-06-291 (Attachment A of the agenda item) to cover impacts to the Coronado Branch and future obligations of the City of National City relating to the redevelopment of the area west of Interstate 5 at Bay Marina Drive.

Recommended Consent Items

There was no additional discussion of the recommended Consent Items.

Recommended Board Discussion Items

There was no discussion of recommended Discussion Items.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

No report was given on this item.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There were no Committee Member communications.

Executive Committee Meeting Minutes

March 5, 2009

Page 8

G. PUBLIC COMMENTS

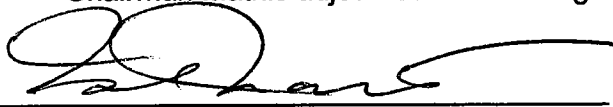
There were no additional public comments.

H. NEXT MEETING DATE:

The next meeting is scheduled for Thursday, March 19, 2009, at 9:00 a.m., in the Executive Conference Room.

I. ADJOURNMENT

Chairman Mathis adjourned the meeting at 11:02 a.m.

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

Chairman

Attachment: A. Roll Call Sheet

gail.williams/minutes



**EXECUTIVE COMMITTEE  
METROPOLITAN TRANSIT SYSTEM**

ROLL CALL

MEETING OF (DATE) 3/5/09

CALL TO ORDER (TIME) 9:00 a.m.

RECESS \_\_\_\_\_

RECONVENE \_\_\_\_\_

CLOSED SESSION \_\_\_\_\_

RECONVENE \_\_\_\_\_

ADJOURN 11:02 a.m.

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
LIGHTNER <input checked="" type="checkbox"/> (Young) <input type="checkbox"/>		10:42 a.m. during AI C2
MATHIS <input checked="" type="checkbox"/>		
MCLEAN <input checked="" type="checkbox"/> (Rindone) <input type="checkbox"/>		
RINDONE (VC) <input checked="" type="checkbox"/> (McLean - CPT) <input type="checkbox"/>		
ROBERTS <input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
SELBY <input checked="" type="checkbox"/> (Ryan) <input type="checkbox"/>		
Transportation Committee Rep Slot (Mathis)		

SIGNED BY OFFICE OF THE CLERK OF THE BOARD

*Gail Williams*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Jeff Blum*