

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

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

FEBRUARY 3, 2005

MINUTES

A. ROLL CALL

Chairman Williams called the meeting to order at 9:08 a.m. Committee members present: Toni Atkins, Bob Emery, Jerry Rindone, Ron Roberts, and Leon Williams. Ex Officio member present: Harry Mathis.

INTRODUCTION OF NEWLY ELECTED AMALGAMATED TRANSIT UNION PRESIDENT

Chairman Williams introduced Mr. Steve Alcove, newly elected President of the Amalgamated Transit Union (ATU), Local 1309. Mr. Alcove stated that he understands the direction in which MTS and SDTC are moving and is certain a general understanding can be reached. He added that he will try to attend Executive Committee and Board meetings and, when he cannot attend, ATU Vice President Nathan Johnson will be present.

B. APPROVAL OF MINUTES

Ms. Atkins moved approval of the minutes of the January 20, 2005, Executive Committee meeting. Mr. Emery seconded the motion, and the vote was 3 to 0 in favor.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA (Taken Out of Order)

Mr. Jablonski distributed a memorandum proposing changes to the regional transit service planning and public hearing process as it will be presented by SANDAG staff to the Transportation Committee at its meeting on Friday, February 4. He stated that the changes being recommended by staff will improve the process and be more consistent with what was voiced at the last Transportation Committee meeting, i.e. leave the Transportation Committee at the policy level and push operations decision making back to the transit boards. He stated that staff's proposal also recommends conducting the consistency determination earlier in the service planning process.

Mr. Conan Cheung, MTS Director of Planning, briefly reviewed the various steps in the regional transit service planning and implementation process as outlined in the flow chart on Attachment A of the memorandum, which represents the process SANDAG is recommending for approval by the Transportation Committee. He then presented a revised flow chart (Attachment B) and reviewed the recommended changes proposed by MTS staff. He explained that the revised chart moves the consistency determination task to an earlier stage of the process to more closely coincide with the adoption of the Short-Range Transit Plan (SRTP). He added that the revised flow chart consists of three paths – New Service, Regionally Significant Service, and an

additional third path for Minor Service Adjustments. He stated that the third path allows minor service adjustments to go directly from the service change proposal stage to implementation. In response to a comment from Mr. Rindone, Mr. Cheung stated that the results of the Comprehensive Operations Analysis (COA) would be cost neutral and would follow the middle path on the recommended revised flow chart (Regionally Significant). In response to a question from Mr. Mathis, Mr. Jablonski stated that, according to the Federal Transit Administration (FTA), anything less than 25 percent change in a route's service level (hours, miles, etc.) is defined as minor. Mr. Cheung stated that it is MTS's policy to err on the conservative side in determining if a public hearing should occur when services are being cut. In response to a question from Mr. Emery, Mr. Cheung reported that new service is generally part of the SRTP for which there is a public hearing. Mr. Jablonski added that minor service reductions would be handled as part of a shake-up, and there would be no public hearing. Ms. Atkins stated that, in the past, MTS has worked with communities if there is a large outpouring against planned service changes.

In response to a comment from Mr. Mathis, Mr. Cheung stated that SANDAG's Policy 18 specifically defines what type of service changes are considered Regionally Significant. Mr. Jablonski confirmed that MTS staff had input into the formulation of that policy. Mr. Jablonski stated that he has discussed this issue with Gary Gallegos, Executive Director of SANDAG, and has provided him with a copy of the recommended changes to the process. He stated that resistance to the recommendation has only been encountered at the staff level at SANDAG and has not been resolved. In response to a question from Mr. Emery, Mr. Jablonski stated that North County Transit concurs with MTS's recommendation and has a similar recommendation of its own. Mr. Emery stated that it is important to ensure that NCTD speaks in support of MTS's position.

The Committee briefly discussed how comments in support of the revised process should be presented at the Transportation Committee. Mr. Rindone stated that, if Mr. Gallegos agrees with MTS's proposed revisions, SANDAG should revise its agenda item to reflect those changes. He added that, if Mr. Gallegos does not support the revisions, someone should be prepared to present the proposed revisions.

Staff briefly discussed changes to the flow chart that would reflect the inclusion of a public hearing when major service changes are not regionally significant. Mr. Roberts suggested that staff not use the word "major." Mr. Rindone suggested that a public hearing be held if there is any public objection, even for minor service changes. Mr. Jablonski pointed out that the public always has the right to appear before the Board. Mr. Roberts pointed out that this type of appearance (public comment) differs from a public hearing.

C. COMMITTEE DISCUSSION ITEMS

1. MTS: San Diego State University (SDSU) Radio System, (CIP 10426.1)

Mr. Linthicum introduced this item explaining that when the radio system was designed for the underground tunnel and station, it was designed to accommodate underground radio for both San Diego Trolley and the San Diego Fire Department. He added that the design also accommodated the San Diego Police Department and SDSU because everyone shared the same radio system. He advised the Committee that SDSU subsequently upgraded its radio system in order to join the Regional Communication System (RCS). He stated that staff has been discussing whether MTS's radio system

for the underground tunnel and station should also be upgraded and who should bear the cost if the decision is made to do so.

SANDAG engineer Mr. Jay Sender provided the Committee with an overview of the current design of the MTS's radio system and the current design of the SDSU radio system. He stated that adding equipment that would allow communication between the two radio systems would cost approximately \$150,000 to \$200,000. Mr. Bill Burke, SDTI Transit Security Administrator, reviewed operational and enforcement issues related to the radio system. He pointed out the difficulties that would result from enforcement officers not being able to communicate directly with one another because of differences between the radio systems. Mr. Sender stated that the communications under the current design will occur over the entire system rather than point to point.

Mr. Jablonski stated that MTS could opt to do nothing but added that this approach will probably not work because, in order to get approval from the Fire Marshall, all interested parties have to sign off on the radio system. He stated that SDSU has indicated they are unwilling to do so. Mr. Jablonski also stated that when the radio system was designed, SDSU had a simple radio system that was incorporated into the design, and radio equipment was purchased based on that design. He added that SDSU has now changed its system, and it no longer works with the current design. In response to a question from Mr. Ryan about upgrading the MTS system, SDTI President-General Manager Peter Tereshuck stated that the current system, although somewhat antiquated has served MTS well. He added that upgrading the radio system at this point would be extremely costly.

Mr. Mathis stated that Homeland Security issues should drive the decision regarding the radio system in terms of ability to communicate with other public agencies. Mr. Tereschuck pointed out that there will be two RCS hand-held radios in the command center that can be used to contact SDSU or public agencies in an emergency situation, and there will also be RCS radios in Central Control. Mr. Jablonski reminded the Committee that the Board made a decision not to pursue 800 MHz communications as it was too costly when they were considering the design for the Regional Transit Management System (RTMS). Mr. Mathis stated that he felt it would be cumbersome for an enforcement officer coming into the tunnel to have to pair up with one of MTS's officers in order to be able to effectively communicate with the RCS. He stated that MTS should eventually have the ability to communicate directly with the RCS. Mr. Sender pointed out that an SDSU officer could communicate directly with the command or control centers that will have RCS radios. Mr. Burke pointed out that this procedure would work but would add a step to a process that may be taking place during an emergency. Mr. Jablonski suggested and the Committee agreed that Samuel Johnson, project manager for the RTMS, should give a presentation to the Board on this project. Mr. Emery stated that he would like that presentation to include an overview of the long-term goals for MTS communications with the City and throughout the region.

It was suggested that cell phone service providers be approached about setting up equipment in the underground station and tunnel that would enable cell phone communications from inside the tunnel. Mr. Rindone pointed out that SDSU students will want to have cell communications from inside the tunnel and would present an attractive customer base for a service provider. He also pointed out that not having communications in the tunnel and underground station presents a safety issue for students that SDSU should be concerned about.

Mr. Roberts asked when SDSU notified MTS that they were upgrading their system. He added that he was not enthusiastic about spending more money and felt that SDSU, who is receiving many benefits and cost savings as a result of the trolley extension through their campus, should share on some of these smaller issues. Mr. Emery reiterated Mr. Robert's question, and Mr. Sender advised the Committee that they were notified two years ago by SDSU that they had upgraded their system. Mr. Sender stated that the decision was made at that time not to pursue an upgrade of the MTS system because financial resources were inadequate and the change would bring no benefit or cost savings to MTS. Mr. Sender stated that MTS was committed to its radio system design by the time it received notification from SDSU. Mr. Sender added that if MTS were to upgrade its system to communicate with SDSU's, the lead time for the procurement of equipment and installation would be six months from whenever that decision is made.

Mr. Roberts expressed unhappiness that progress reports have been given on the Mission Valley East Light Rail Transit project on a monthly basis and no mention had been made of this issue. He asked if there were any other issues that should be brought before the Committee. Mr. Jablonski stated that he became aware of the issue in the last couple of months during negotiation of the financial issues with SDSU. He stated that he set aside the radio issue to allow negotiations on the financial issues to be finalized. Mr. Mathis pointed out that the SDTI Board was also never apprised of this issue. Mr. Jablonski stated that he has already asked staff for information on what the design schedule was and when equipment decisions were made. He stated that he has also talked to Sally Rousch at SDSU to determine when they brought their radio upgrade to MTS's attention. He added that he is meeting with Ms. Rousch next week to finalize the maintenance and operating agreement.

Action Taken

Mr. Rindone moved to receive this report and direct staff to provide a detailed analysis of this issue and make a recommendation as soon as possible. Mr. Emery seconded the motion, and the vote was 5 to 0 in favor.

Mr. Rindone suggested a special meeting be held to discuss this issue or that it be presented at the February 24, 2005, Board meeting.

D. REVIEW OF DRAFT FEBRUARY 24, 2005 JOINT FINANCE WORKSHOP & BOARD AGENDA

Mr. Rindone pointed out that the above-mentioned agenda has many agenda items and asked if anything could be done to pare down the size of the agenda.

Mr. Jablonski reviewed efforts already taken and underway to deal with the size of the agenda. Mr. Rindone suggested bifurcating Report Items 45 through 49.

Recommended Consent Items

6. MTS: Mission Valley East Light Rail Transit Project: Mitigation Monitoring and Reporting Program (CIP 10426)

Recommend that the Board of Directors receive the final Mitigation Monitoring and

Reporting Program Status Report (Attachment A of the agenda item) for the Mission Valley East Light Rail Transit Project.

7. SDTC: Drug and Alcohol Policy for San Diego Transit Corporation
(OPS 960.10, PC 30101)

Recommend that the Board of Directors adopt San Diego Transit Corporation Resolution No. 05-01 approving the Federal Transit Administration-mandated Drug and Alcohol Policy.

8. SDTI: Renaming of the Weld Boulevard Station to Gillespie Field Station
(OPS 970.2, PC 30102)

Recommend that the Board of Directors authorize changing the name of the Weld Boulevard Station to Gillespie Field Station to more accurately reflect its regional identity, in conjunction with opening the Mission Valley East Light Rail Transit extension.

Recommended Consent Items

There was no discussion of Recommended Consent Items.

Recommended Board Discussion Items

There was no discussion of Recommended Board Discussion Items.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There were no Committee Member Communications and Other Business.

G. PUBLIC COMMENTS

There were no public comments.

H. NEXT MEETING DATE:

The next meeting is scheduled for Thursday, March 3, 2005 in the Executive Conference Room.

I. ADJOURNMENT

Chairman Williams adjourned the meeting at 10:20 a.m.

Chairman