

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

March 19, 2009

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

A. ROLL CALL

Chairman Mathis called the meeting to order at 9:06 a.m. A roll call sheet listing Executive Committee member attendance is attached.

B. APPROVAL OF MINUTES

Mr. McLean moved approval of the minutes of the March 5, 2009, Executive Committee meeting. Mr. Selby seconded the motion, and the vote was 6 to 0 in favor.

C. COMMITTEE DISCUSSION ITEMS

(Taken Out of Order)

The Executive Committee convened to Closed Session at 9:07 a.m.

2. MTS: CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
Property: The San Diego and Arizona Eastern Railway Company Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties
Agency Negotiators: Paul Jablonski, MTS Chief Executive Officer, and Tim Allison, MTS Manager of Real Estate Assets
Negotiating Parties: Carrizo Gorge Railway

The Executive Committee reconvened to Open Session at 9:35 a.m.

The Executive Committee meeting then temporarily adjourned to the Audit Oversight Committee meeting at 9:36 a.m.

The Executive Committee meeting reconvened at 10:10 a.m.

1. MTS: Implementation Plan for Execution of the San Diego MTS Blue and Orange Line Rehabilitation and Improvement Project (OPS 970.2)

Mr. Jablonski reported that this agenda item is the third element of the project to rehabilitate and bring low-floor service to the entire MTS system. He reminded the Executive Committee that the first two elements of this project had been presented at the previous meeting proposing a new operating plan along with the plan for the

purchase and integration of low-floor cars. He stated that the goal of the entire project is to rehabilitate the Blue line, have low-floor service on the entire line, bring the Green Line downtown, integrate with the Mid-Coast extension, purchase new low-floor cars, and develop an expenditure plan for these items. He stated that MTS staff has been working on this project for well over a year along with John Haggerty, SANDAG Principal Engineer. He added that Parsons Brinckerhoff and Kimley-Horn and Associates, Inc. have been brought in for oversight of the project, and Booz Allen Hamilton has been asked to work with MTS on the car plan. He stated that a combination of Proposition 1B, TransNet, and Economic Stimulus funding will be used to help finance the project.

Mr. Jablonski reported that some of the rail (including ties and ballast) on which the trolley is operating is 100 years old and was already there when the trolley began service in 1981. He added that many stations will have to be rebuilt in order to accommodate low-floor trains. He also reported that some stations are 30 years old, and their roofs are beyond their useful lives. He added that grade crossings are also very old, and the foundations of these crossings are not in good condition. He added that U-2 trolley cars are so old that staff is having a hard time getting parts to do repairs.

Mr. Wayne Terry, Chief Operating Officer – Trolley, provided an overview of the implementation plan for this project. He reviewed the consultant's tasks and objectives and introduced Al Cloutier, the Parsons Brinckerhoff Project Manager, who stated that MTS staff provided the foundation information for this project and displayed their experience and expertise in this area. He explained the process they used, which included using staff's data to provide the input for the simulation model. He stated that they also did interviews, a basis analysis to validate the model and establish priorities, and developed a phasing plan and financial analysis.

Mr. Terry then briefly discussed how the trolley system had grown. He also displayed a picture of the custom-built 80-foot trolley car that Siemens is building. Mr. Terry also provided the Committee with an assessment of the infrastructure conditions and project elements on the Blue Line by level of priority. Mr. Jablonski stated that each of these conditions is a high priority and needs to be done, but some are more urgent than others and need to be done first in order to proceed with the rest of the project. Mr. Terry explained that the consultant was tasked with recommending a strategic plan for an early construction package that would allow operations to continue on the Blue Line during the construction phase.

Ms. Victoriya Yaniskaya, Parsons Brinckerhoff, presented a simulation showing operating scenarios for single tracking that helped them determine where operational delays would occur during construction and how crossovers would be used to alleviate the delays. Mr. Terry advised the Committee that eight-minute delays would be the most that could be tolerated and that the use of reverse signaling and automatic crossovers would result in five-minute delays. In response to a question from Chairman Mathis, Mr. Terry reported that when the Central Train Control (CTC) project is completed, staff in the control center will be able to observe train operations in real-time.

Mr. Jablonski pointed out the proposed plan will make it possible to maintain Blue Line service during construction and have longer construction periods each day, which will result in a substantial construction cost savings. In response to a question from Chairman Mathis, Mr. Jablonski stated that, with reverse signaling, freight operations can run around the construction area. Mr. Terry explained that the construction phase would take about two years to complete.

Mr. Jablonski estimated that MTS would receive approximately \$56 million in economic stimulus funding, of which one percent is designated for security enhancements. He added that would leave about \$55 million of this money that could be used to fund this project. He stated that economic stimulus funding may also be used for grade crossing rehabilitation. In response to a question from Mr. Roberts, Mr. Jablonski estimated that the cost for grade crossing replacements would be approximately \$19 million to \$20 million and would be funded with \$10 million in economic stimulus monies and \$10 million with monies that are already available. He estimated that \$20 million to \$22 million of economic stimulus funding would be used for crossovers, \$20 million for grade crossings, and \$5 million for substations. It was explained to the Committee that grade crossings are built off-site so there is some lead time involved. Mr. Terry added that grade crossings can be installed quickly at night without disrupting trolley service. Mr. Jablonski confirmed for Mr. Roberts that grade crossings have a higher priority than track replacement. Mr. Roberts stated that cost information on the various phases of the project as well as which type of funding would be used should be included in staff's presentation.

Mr. Jablonski reviewed the construction costs for completing the rehabilitation work and for making the system compatible for low-floor service, the cost for each of the options for purchasing low-floor vehicles, and the cost for the project with each of the car purchase options. Mr. Jablonski then reviewed the various sources of funding for each of the elements of the project. He stated that, based on the funding analysis, MTS should be able to complete the project with the funding that is available now along with the funding that is anticipated.

In response to a question from Mr. Roberts, Mr. Jablonski stated that no work has been done regarding the stations yet. He stated that staff would like to give communities the opportunity to make and fund enhancements to the standard design, once developed, for the stations located in their communities. He added that it might be possible to do stations as crossovers are completed in those particular areas.

Mr. Jablonski stated that he will start working on getting SANDAG's commitment for the funding and talk to the Executive Director of SANDAG about using some of the discretionary economic stimulus funding that is anticipated. Mr. Jablonski stated that work will now begin on choreographing how the elements of the project should be staged to ensure the most efficient and economical completion of the project. He stated that staff will report back to the Committee and the Board with that plan once developed.

In response to a question from Mr. Roberts, Chairman Mathis stated that MTS would probably be purchasing 80-foot cars even if they weren't needed for operations on C Street. Mr. Jablonski pointed out that the Green Line is the only line that is set up to accommodate four-car trains consisting of 90-foot cars. He stated that MTS will be able to operate four-car trains on the entire system using 80-foot cars.

Mr. Jablonski advised the Committee that, in addition to the project cost of approximately \$400 million, MTS will need to hire project managers.

Mr. Rindone stated that he could tell that MTS staff had put a lot of thought into development of the proposed plan and thanked staff for their efforts. In response to a question from Mr. Rindone, Mr. Jablonski stated that consideration had not yet been given to the E and H Street grade separations and how that work might be phased with elements of the project. He stated that these grade separations are a SANDAG project for which TransNet funding is being used. Mr. Rindone stressed how important it was that these separations are completed in the right phase of the rehabilitation project to minimize unnecessary expense and added that he would discuss this matter with SANDAG.

The Executive Committee briefly discussed whether the operations plan and the purchase plan for the trolley cars should be presented to the Board on March 26 followed by the implementation plan at the subsequent meeting or presented all at the same time. The Committee felt that the Board should see all three at once. Mr. Jablonski stated that some duplication could be eliminated by doing this. Mr. Rindone suggested that the number of other items on the agenda be minimized where possible.

Action Taken

Mr. Rindone moved to receive a report and (1) forward a recommendation to the Board of Directors on implementation of the project phasing plan, light rail vehicle procurement, and rehabilitation alternatives; and (2) request a review of the sequence of the E and H Street Grade Separations in Chula Vista in the project work plan. Mr. McLean seconded the motion, and the vote was 6 to 0 in favor.

Oral Report of Final Actions Taken in Closed Session

Mr. Paul Jablonski, CEO, reported the following: The Committee received and accepted a report.

D. REVIEW OF DRAFT March 26, 2009, BOARD AGENDA

Chairman Mathis reported that the Committee had received handouts consisting of a revised Board agenda and two items that were being added to the Consent Agenda as well as an agenda item being added to the Discussion Agenda (today's Agenda Item C-1). He stated that the revised agenda also reflects the removal of the Closed Session item.

Recommended Consent Items

6. MTS: Operations Budget Status Report for January 2009 (FIN 310.1)

Recommend that the Board of Directors receive the MTS Operations Budget status Report for January 2009.

7. MTS: Audit Report – SDTI Storeroom (LEG 492)

Recommend that the Board of Directors receive an internal audit report on SDTI's Storeroom procedures (Attachment A of the agenda item).

8. MTS: Audit Report – SDTC Storeroom (LEG 492)

Recommend that the Board of Directors receive an internal audit report on SDTC's storeroom procedures (Attachment A of the agenda item).

9. MTS: Property Insurance Renewal (LEG 491)

Recommend that the Board of Directors authorize the CEO to renew the property insurance coverage for MTS, SDTC, and SDTI with the California State Association of Counties Property Insurance Program, effective March 31, 2009, through March 31, 2010, with a basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels.

10. SDTI: Gate Turnoff Firing Boards – Contract Award (CIP 11216-0200)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. L0883.0-09, a sole-source contract (insubstantially the same format as Attachment A of the agenda item) with Siemens Transportation Systems, Inc., for a five-year period to purchase Gate Turnoff Firing Boards.

11. MTS: Federal Transit Administration 5311 Program of Projects Under the American Recovery and Reinvestment Act of 2009 (OPS 950.7)

Recommend that the Board of Directors approve Resolution 09-13 (Attachment A of the agenda item) authorizing the use of \$401,826.85 of Federal Transit Administration Section 5311 funds for the purchase of three Type VII minibuses for use in the rural routes.

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

Ms. Sharon Cooney, Director of Government Affairs, reported on the March 20, 2009, agenda for the Transportation Committee as follows:

Agenda Item No. 10, TransNet Budget and Plan of Finance Update: She reported that this agenda item will include \$290 million for Blue and Orange Line Improvements. She also reported that SANDAG is charging staff time to some of these TransNet projects. Chairman Mathis pointed out that the staff time totals \$1 million a year for planning personnel. He reported that he has asked Mr. Jablonski to discuss this matter with Mr. Gary Gallegos prior to the Transportation Committee meeting.

Agenda Item No. 15, Interstate 15 (I-15) Express Lanes Project Update: Ms. Cooney reported that MTS Route 20 express service will be running to two new stations on I-15 starting Monday. She stated that Route 880 from 4S Ranch will begin about a week later. She explained that staff has been doing outreach to residents and employers in the 4S Ranch area to promote Route 880.

Agenda Item No. 16, Mid-Coast Corridor Transit Project Update: Mr. Jablonski stated that he has asked SANDAG to discuss the possibility of bifurcating the Balboa segment of this project and pursuing economic stimulus funding to pay for it. He stated that this portion of the project could be done fairly quickly. He added that the environmental review is scheduled to be completed this summer.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There were no Committee Member communications.

G. PUBLIC COMMENTS

There were no additional public comments.

H. NEXT MEETING DATE:

The next meeting is scheduled for Thursday, April 2, 2009, at 9:00 a.m., in the Executive Conference Room.

I. ADJOURNMENT

Chairman Mathis adjourned the meeting at 11:42 a.m.


Chairman

Attachment: A. Roll Call Sheet

**EXECUTIVE COMMITTEE
METROPOLITAN TRANSIT SYSTEM**

ROLL CALL

MEETING OF (DATE) 3/19/09

CALL TO ORDER (TIME) 9:06 a.m.

CLOSED SESSION 9:07 a.m.

RECONVENE 9:35 a.m.

TEMPORARY ADJOURNMENT 9:36 a.m.

RECONVENE 10:10 a.m.

ADJOURN 11:40 a.m.

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
LIGHTNER <input checked="" type="checkbox"/> (Young) <input type="checkbox"/>		
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"/>	9:05 a.m. during AI B	
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 Leung