

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

September 23, 2010

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the August 19, 2010, MTS Board of Directors meeting. Mr. Ovrom seconded the motion, and the vote was 8 to 0 in favor.

3. Public Comments

John Woods – Mr. John Woods lives in Lemon Grove, and he would like to know when something will be done about the Lemon Grove Depot trolley station. He mentioned that when the trolley comes to the intersection of Lemon Grove Avenue and Broadway, the trolley boarding area stops two feet short causing a traffic delay for automobiles. He also commented that many times the next-station announcements do not play on trolleys and buses, so for those patrons not familiar with the area, it is difficult to know where to get off. He feels that it should be a standard operating procedure for the drivers to announce the stops.

Mr. Jablonski commented to Mr. Woods that the current public announcement system is being worked on and, in the near future, all busses and trolleys will announce the stops. He mentioned that Mr. Wayne Terry, Chief Operating Officer of Rail, will explain the changes to Mr. Woods personally.

Clive Richard – Mr. Richard commented that he lives in the seventh council district, and he is eager to have more service and more frequent service even though times are tough. He is glad that he can walk half a mile to catch a bus and walk 1 mile to a major transit center, and he does not believe that service could be better if the great recession did not occur.

CONSENT ITEMS:

6. MTS: Increased Authorization for Legal Services - McDougal Love Eckis Smith Boehmer & Foley, APC

Action would authorize the Chief Executive Officer (CEO) to enter into MTS Doc. No. G1067.11-07 with McDougal Love Eckis Smith Boehmer & Foley, APC for legal services and ratify prior amendments entered into under the CEO's authority.

7. MTS: Service Trucks - Contract Award

Action would authorize the CEO to execute MTS Doc. No. G1330.0-10 with Fairview Ford Sales, Inc. for the purchase of three service trucks.

8. MTS: Adoption of Amended 2010 Conflict of Interest Code

Action would: (1) adopt Resolution No. 10-22 amending the MTS Conflict of Interest Code pursuant to Political Reform Act (PRA) of 1974; (2) adopt the amended 2010 MTS Conflict of Interest Code; and (3) forward the amended 2010 MTS Conflict of Interest Code to the County of San Diego (the designated code-reviewing body).

9. MTS: Investment Report for July 2010

Action would receive a report for information.

10. MTS: Revenue-Collection Procedures Audit Report

Action would receive an internal audit report on San Diego Trolley, Inc.'s (SDTI's) revenue-collection procedures.

11. MTS: Class B Paratransit Buses - Contract Award

Action would authorize the CEO to execute MTS Doc. No. B0539.0-11 with Creative Bus Sales to purchase 15 Class B Cutaway Buses manufactured by Starcraft Bus with an option to purchase up to 5 additional buses for paratransit services.

12. MTS: Rebuilt Allison Transmission and Cummins Natural Gas Engine In-Frame Overhauls - Option Years

Action would authorize the CEO to execute: (1) MTS Doc. No. B0490.1-08 for two 1-year options with Cummins Cal Pacific, LLC for Cummins natural gas engine in-frame overhauls; and (2) MTS Doc. No. B0491.1-08 for two 1-year options with United Transmission Exchange, Inc. for rebuilt Allison transmissions.

Action on Recommended Consent Items

Mr. Van Deventer moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, 10, 11, and 12. Mr. Selby seconded the motion, and the vote was 9 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items

The Board convened to Closed Session at 9:10 a.m.

- a. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant To California Government Code Section 54956.8;
Properties: 7490 and 7550 Copley Park Place, San Diego, California (Assessor Parcel Nos. 356-410-08 and 356-410-09);

Agency Negotiators: Tiffany Lorenzen, General Counsel; and Tim Allison, Manager of Real Estate Assets;

Negotiating Parties: RV Investment CA, LLC, RV Investment CA, LLC II;

Under Negotiation: Price and Terms of Payment

The Board reconvened to open session at 9:51 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

- a. The Board received a report and gave direction to staff.

NOTICED PUBLIC HEARINGS:

25. None

DISCUSSION ITEMS:

30. None

REPORT ITEMS:

45. MTS: Design of Siemens Low-Floor Vehicle Ramp

George Long, Head of Engineering for Siemens Transportation Systems (STS), gave an overview of the design features of SD-8 low-floor vehicle ramps. He explained that the SD-8 ramp design has been optimized for the vehicle platform interface configuration consisting of an 8-inch platform and 13-inch vehicle threshold height per the Americans with Disabilities Act (ADA) required AW2 50% passenger load condition. He further explained that the empty vehicle condition of AW0 and the subsequent door threshold height of 14 inches have also been considered. Mr. Long stated that STS determined that the ramp transitions required optimization thus the ramp has been optimized to create a more accommodating transition into the vehicle from the ramp to the door threshold in accordance with the ADA accessibility specifications for transportation vehicles. He then went on to explain that STS achieved optimization by creating a hinged breakaway entry so when the ramp deploys, the hinged threshold gradually transitions to a resting position on the ramp footboard creating close to a continuous angle from the platform into the vehicle. He explained further that the theoretical length of the ramp thus increases from 21.6 inches to 28.6 inches, which is an improvement of 7 inches.

Mr. Long addressed and answered three different questions that the Board raised during the August 19, 2010, meeting:

Question 1: Why the ultrashort low-floor S70US ramp cannot be longer such that the slope or rate of rise is substantially decreased?

- There are critical load-bearing longitudinal beams that go down the length of the underframe positioned to the inside of each ramp device.

- These beams cannot be moved closer to the vehicle centerline without major impacts to the car shell design.
- Significant static and dynamic analysis and testing have been done based on this configuration.
- These beams are required in this position in order to meet the 2G CPUC static end load as well as all the other load cases with the worst being diagonal jacking of the vehicle.
- In order to extend the ramp length, the dimension between the two longitudinal beams and, in essence, the ramps of 31.4 inches would have to be reduced, which is structurally not possible.
- With the limitation of the position of the longitudinal underframe beams and the space required for ramp components, the effective length of the ramp cannot be increased.
- Furthermore, there is no room in the current design of the ramp to allow a longer ramp stroke as 21.6 inches is the maximum length of the footboard when deployed.

Question 2: Why the bump at the ramp deployed seam as well as the bump inside of the vehicle cannot be smoothed out to avoid riders' perception that they are "tipping" as they enter the vehicle?

- As mentioned, 36 CFR part 1192.83 paragraph (C) (3) allows for two threshold transitions; one from the platform to the ramp, and one from the ramp to the vehicle floor. These must not exceed a .25-inch vertical change followed by a .25-inch vertical change at a 1:2 rise to run slope; for a maximum of a .5-inch vertical change.
- Both of the transitions on the MTS proposed ramp comply with this regulation.

Question 3: Why the ultrashort low-floor S70US ramp cannot be wider; the Board expressed a desire to have all of the doors open all of the way and have the ramp be as wide as the door opening?

- The current width of 36 inches for the deployed footboard is fixed and also cannot be changed without major changes to the car shell and subsequent delays to the project.
- The space around the ramp is needed for the car shell-welded part to secure the ramp and wiring harnesses and still have room for required assembly access.
- Siemens felt that this was an ample dimension based on the minimum requirement of 30 inches.
- The basis of this decision was to limit the deflection of the top plate bearing in mind that passengers are running over it, entering, and exiting the vehicle. Passenger standing area during train movement was also considered.
- As stated earlier, where the ramp depth is only 2.25 inches and a ramp of this width is more conducive to controlling the deflection in such a way that at AW4, the displacement of the top plate avoids interference with the operation of the ramp footboard deployment and retraction considering that passengers will be standing on the top plate.
- The door portal is 58 inches wide, and the housing of the ramp body is 48.5 inches wide.
- Furthermore, it is not possible to have a threshold stiff enough to support a wider ramp width.
- Since the threshold is only supported at the ends and thickness of the threshold is limited, it was decided to keep the ramp footboard a width conducive to smooth operation.
- The ramp width of 36 inches is slightly larger than other Siemens-designed and built S70 vehicles in service.

Mr. Gloria commented that the presentation contained important information for members of the disabled community and wondered if they had been invited to attend the Board meeting. Ms. Lorenzen stated that she personally spoke to the three presenters from the Public Hearing on August 19, 2010, and invited them to attend today's Board meeting. She also arranged for a parking attendant to be present in the Mills parking structure to ensure that they did not have a problem getting in and out of the garage.

Mr. Jablonski stated that the central complaint from the public is not having level boarding. He explained that the Blue Line and the Orange Line are active freight lines, and that the trolley station platforms cannot be higher than 8 inches according to federal regulations. He further explained that level boarding on these two lines would require a 14-inch platform.

Chairman Mathis mentioned that level boarding has its own issues with hydraulics because as weight changes, so does height of train.

Clive Richard – Mr. Richard was told that the ramp cannot be used by manual wheelchairs however, after he heard today's presentation he feels that the problem has been solved.

Action Taken

Mr. McClellan moved to receive a report regarding the design of the SD-8 low-floor vehicle ramp and responses to questions posed by the Board at its August 19, 2010, meeting. Mr. Castaneda seconded the motion, and the vote was 11 to 0 in favor.

46. MTS: Blue Line Rehabilitation and Outreach Schedule

Mr. Terry explained the upcoming Blue Line rehabilitation work, which is scheduled to begin in late August. He explained that the rehabilitation will require weekend shutdowns on portions of the Blue Line for the next several years. He further explained that the \$619 million capital project will replace Blue Line overhead contact wire and installation of fiber cabling, the procurement of 57 S70 low-floor light rail vehicles, and will include retrofitting station platforms to accommodate the low-floor vehicles. Mr. Terry mentioned that the project will also include track and signal improvements, substation enhancements, slope and drainage repair, freight capacity enhancements, and create 4,636 regional jobs, 14,245 state jobs, and 30,966 nationwide jobs.

Mr. Terry discussed the prime contract awards. He said that HMS was awarded the contract for Blue Line contact wire replacement, and Select Electric was awarded the contract for Blue Line aerial signaling and fiber-cable installation. He explained that the wire replacement will be confined to weekend work, and that bus-bridge service will be operated during power shutdowns. He also mentioned that the contract allows for 50 weekends to complete work. Mr. Terry stated that project prework has already commenced. He also stated that busing coordination with transit for shuttle service has already been worked out. He explained that field oversight will be conducted by trolley and transit staff, and that ambassadors as well as code compliance personnel will be available at stations to provide customer assistance to patrons. Mr. Terry also explained that vehicle cleaning and maintenance will be conducted remotely, and security will provide after-hours protection for vehicles and equipment at remote locations.

Rob Schupp, Director of Marketing, explained that communicating to the public in advance of shutdowns has been a major priority. He mentioned that communications to the public are both in English and Spanish, the media is involved to help get the word out, and he has been working with community groups to increase public awareness. Mr. Schupp explained that the primary messages to the community regarding the Blue Line rehabilitation is the reinvestment in public transportation infrastructure, creation of jobs, improved travel experience, expectation of travel delays, transportation alternatives, and ways to get more information. He discussed the various outreach tactics being used to communicate with the public, such as one-on-one meetings, group presentations, mail-outs, advertising, and a special hotline. He also discussed the different outreach groups he has been working with city councils which includes the San Ysidro Planning Group, the South Bay YMCA, and schools, libraries and churches.

Mr. Castaneda mentioned to Mr. Schupp that he would like to work with him and look at more community groups in the Chula Vista area to reach out to more riders.

Action Taken

Mr. Young moved to receive a report for information. Mr. Van Deventer seconded the motion, and the vote was 11 to 0 in favor.

47. MTS: Operations Budget Status Report for June 2010

Mike Thompson, Assistant Budget Manager, provided the Board with a June financial review. He discussed the total combined net-operating favorable variance of \$1,430,000 due to variances in passenger revenue, outside services, energy personnel costs, and risk management expenses. He explained the non operating net subsidy for FY 2010 was favorable to budget by \$1,588,000 due to prior-year Transportation Development Act funds and lower pension obligation bonds. He stated that in total, fiscal year revenue exceeded expenses by \$3,018,000. Mr. Thompson also mentioned that a dashboard has been created to mark ongoing concerns.

Action Taken

Mr. McClellan moved to receive the MTS operations budget status report for June 2010. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

48. MTS: Update on the Status of the Grossmont Trolley Station Joint Development Project

Mr. Tim Allison, Manager of Real Estate Assets, gave a presentation on the Grossmont Trolley Station Joint Development Project. MTS entered into an Exclusive Negotiating Agreement back in July 2003. He talked about the history of the project and the terms of lease. He explained the revenue generation estimated at \$381,285 beginning in year 1 of the Ground Lease and total revenue projected over the 99-year lease term at \$635,278,000.

Mr. Allison stated that the project has been completed and consists of 527 apartment homes, including 80 affordable housing units and 2,600 square feet of retail and commercial space. He explained the apartments were constructed in two separate phases starting with the west side of the property called the Pravada at Grossmont Trolley, which is approximately 93% occupied. He also explained that construction on phase 2 was completed in late July of 2010 and is now Alterra at Grossmont Trolley with 342 units and is approximately 65% occupied.

Mr. Allison explained that the San Diego Association of Governments (SANDAG) is currently constructing public improvements to the station, including an elevator tower, pedestrian bridge, platform amenities, paving, and draining enhancements. He mentioned that the improvements are scheduled to be completed in 2012. Mr. Allison stated that the total value of the public improvements is \$7,900,000 consisting of local, state, and federal funds.

Mr. Ewin mentioned that this project is a great example of all of the agencies working together. He feels that the project makes sense in terms of smart growth. He reflected on the amount of work the project took to get started and feels the end result is better than expected. He feels that this project sets the tone for things that can be done with the right financing in place, and he expressed his appreciation for the cooperative adventure.

Mr. Young commented on how great the project turned out and thanked everyone involved for their hard work. He would like to see something similar to this project at the 62nd Street Trolley Station. In response to an inquiry, Ms. Lorenzen mentioned that many sites have been identified for a mixed-use project like Grossmont but explained that financing for developers has not panned out. MTS hopes that in the future another project will be negotiated. Mr. Young feels that while the economy is slow, MTS should try to get itself ready via property acquisitions for future project sites.

Clive Richard – Mr. Richard mentioned that he has been waiting for a number of years to see the completion of this project. He feels that a great job was done putting it together. He lives close enough to La Mesa to claim the project as his own and feels the completion of the project is really very important and shows how important it is to transit to raise revenue.

Action Taken

Mr. Selby moved to receive an update regarding the status of the Grossmont Trolley Station Joint Development Project. Mr. Ewin seconded the motion, and the vote was 10 to 0 in favor.

60. Chairman's Report

Chairman Mathis reported that the official kickoff event for the Blue Line Rehabilitation took place yesterday. He mentioned that the event was very well attended.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin advised members that the audit is still underway and going well, and an Audit Oversight Committee meeting will be scheduled soon.

62. Chief Executive Officer's Report

There was no Chief Executive Officer's report.

63. Board Member Communications

There were no Board member communications.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, October 14, 2010.

66. Adjournment

Chairman Mathis adjourned the meeting at 10:57 a.m.



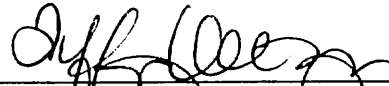
Chairperson
San Diego Metropolitan Transit System

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): September 23, 2010

CALL TO ORDER (TIME): 9:03 AM

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:10 AM

RECONVENE: 9:51 AM

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 10:57 AM

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CUNNINGHAM	<input type="checkbox"/> (Boyack) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Alian) <input type="checkbox"/>		
EMERALD	<input type="checkbox"/> (Faulconer) <input type="checkbox"/>		
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:22 AM	
JANNEY	<input checked="" type="checkbox"/> (Bragg) <input type="checkbox"/>		
LIGHTNER	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
RINDONE	<input type="checkbox"/> (Castaneda) <input checked="" type="checkbox"/>	9:20 AM	
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>		
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		10:44 AM
YOUNG	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:08 AM	

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD: Valerie Vizkelet

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL: [Signature]