

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

MINUTES

July 8, 2010

MTS
1255 Imperial Avenue, Suite 1000, San Diego

A. ROLL CALL

Chairman Mathis called the Executive Committee meeting to order at 9:04 a.m. A roll call sheet listing Executive Committee member attendance is attached.

B. APPROVAL OF MINUTES

Mr. Rindone moved for approval of the minutes of the June 17, 2010, MTS Executive Committee meeting. Mr. Selby seconded the motion, and the vote was 5 to 0 in favor.

C. COMMITTEE DISCUSSION ITEMS

1. MTS: Blue Line Rehabilitation and Outreach Schedule

Mr. Wayne Terry, Chief Operating Officer of Rail, explained to the Committee phase one of the Blue Line Rehabilitation. He explained that the contract for Blue Line contact wire replacement has been awarded and work will commence in San Ysidro, moving north to San Diego. He also explained that the contract for Blue Line Aerial Signaling and Fiber Cable installation has been awarded and the work will commence in San Diego moving south to San Ysidro.

Mr. Terry mentioned that work will begin in late August and will take place on the weekends. He has coordinated with Transit for the operations support work power shutdowns, and shuttle services including bi-directional bus bridges will be provided for patrons. He has arranged for station ambassadors and security personnel to provide customer assistance. He explained that vehicle cleaning and maintenance will be conducted remotely on the south end of the shuttle loop. Mr. Terry also explained that security will provide after-hours protection for vehicles and equipment at remote locations.

Mr. Rob Schupp, Director of Marketing, discussed the trolley renewal communication program goals. He explained that communication will take place in advance of the weekend shut downs to ensure community and passenger awareness. He will be working with many community groups, involving the media, and will communicate the work in English and Spanish to the public. He explained the primary message to the community will be that the Blue Line rehabilitation is a critical reinvestment in public transportation infrastructure, that the project will enhance the travel experience, that construction delays are expected, and that MTS will provide alternative transportation during power shutdowns.

Mr. Schupp discussed the outreach tactics including; advertisements, mailings, one-on-one meetings, on-board information, website information, a hotline number and in-station communications. He also explained that in late August he will launch a media event at the E Street/Bayfront Station and will invite City Council, Community Groups and Stakeholders. He also provided a list of outreach groups he is targeting.

Mr. Roberts asked what the total cost of the Blue Line Rehabilitation project is and how many jobs the project was creating. In response, Mr. Jablonski explained that the total cost of the project including freight improvements is \$619 million. He further explained that \$250 million are TransNet funds, about \$160 million are Prop 1B funds, \$170 million in goods movement funds, \$60 million are from Prop 1A, and the remaining funds covered by ARA Recovery grant monies. It was stated that roughly 300 job creations have come from this project. Mr. Roberts expressed that the project cost and the job creation statistics should be made a priority in the community outreach agenda.

Mr. Rindone asked for clarification on the work timeframe for the Blue Line stations. Mr. Terry responded that some stations could take up to 3 weekends while others may only require 1 weekend. Mr. Rindone suggested that the presentation should emphasize that work will only be performed on the weekends as well as approximate variations of the weekends each station will be affected - the more informed the community is, the less questions they will have.

Mr. Jablonski stated that the Blue Line Rehabilitation wire replacement will be ongoing for a minimum of 30 weeks however 50 weeks have been scheduled to account for any problems that may occur. He also stated that some work will be conducted during the weekday after 7:00 p.m. and that the contract is set up to allow for work early in the day on Sundays to ensure there is no interruption to Monday morning service.

Mr. Mathis asked what measures have been made to ensure that copper stealing does not occur like it did in the Mission Valley East construction. Mr. Terry responded that security measures have been made to secure assets and that in the case of the Blue Line, there will continue to be presence on the system at all times.

Mr. Rindone wanted to ensure that the MTS area representative will be invited to the media launch event.

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.

2. MTS: Trolley Rehabilitation Project Update

Mr. John Haggerty, Principal Engineer for Design and Project Management for the San Diego Association of Government (SANDAG), provided an update on Low Floor Station Concepts for Orange Line shelters and paving. He explained that nine stations on the Orange Line will be rehabilitated to accommodate low floor vehicles; stations from 25th & Commercial to La Mesa Boulevard. He went over two different station options, option 2 being the preferred option, and includes roof replacement and adjustments to existing columns to support the new roofs to provide an open station concept. He provided a Power

Point presentation outlining a summary of proposed Orange Line shelters, a summary is below:

25th & Commercial – No New Shelters Proposed
32nd & Commercial – Proposed to match existing 25th & Commercial Shelter
47th Street – New Large Shelter and Small Shelters
Euclid Avenue – New Large Shelter and Small Shelters
Encanto/62nd Street – New Large Shelter
Massachusetts Avenue – New Large Shelter and Small Shelters
Lemon Grove Depot – New Small Shelters to match context of existing large shelter
Spring Street – New Large Shelter and Small Shelters
La Mesa Boulevard – New Small Shelters to match context of existing large shelter

Mr. Haggerty provided a cost summary for each station shelter. He explained the cost for the 32nd & Commercial station would be close to \$30,000. He also explained the cost for the large shelters at 47th Street, Euclid Avenue, Encanto/62nd Street, Massachusetts Avenue and Spring Street would be roughly \$205,000 while small complementary shelters at those same locations would be approximately \$75,000.

Mr. Roberts commented on the Lemon Grove Depot and the La Mesa Boulevard proposed shelter designs and stated that option 1 would match the existing look, and felt that option 2 with the vaulted roof would look inconsistent with the existing design.

Mr. Haggerty discussed the proposed paving for the Orange Line Stations. He explained that the 47th Street and the Euclid Avenue Stations proposed paving is French Grey color concrete slab. The proposed paving for the remaining seven stations are concrete unit pavers 12 x 12 inch length and 1 ¾ inch thick.

Mr. Haggerty then provided an update on Green Line Extension paving. He explained the proposed paving for the Washington Street station is concrete pavers 12 x 12 inch length and 1 ¾ inch thick and that the Middletown station would have the same concrete pavers but with a geometric pattern mirroring the wall behind the platform. He also mentioned that the proposed paving for the Santa Fe Depot and the Gaslamp Quarter stations are 2 ¼ inch brick pavers. Mr. Haggerty went on to explain that the proposed paving for the Seaport Village station is concrete pavers with a piano key pattern, proposed for County Center/Little Italy station is tile pavers while preserving the current square paving pattern. He added that the Convention Center station paving is proposed to be granite pavers with a two tone feature.

Mr. Roberts commented that that the Middletown station paving looks like patching on the platform and he would like to see something more consistent. He feels that the existing line across the pavement platform at the County Center/Little Italy station is not a feature that needs to be saved and would like the designer to consider omitting it from the final design. He also feels that the Washington Street station paving should relate to the surrounding brick buildings. He commented that the Gaslamp station design and paving proposal looks very good.

Action Taken

Mr. Selby moved to receive a report with direction given to staff. Mr. Roberts seconded the motion and the vote was 5 to 0 in favor.

3. MTS: Procurement, Integration, and Installation of Onboard Video Surveillance Systems for MTS Buses

Ms. Claire Spielberg, Chief Operating Officer of Transit, gave the Executive Committee a PowerPoint presentation on the MTS Mobile Onboard Video Surveillance Systems (MOBVSS) for MTS buses. She explained that the contract was initially awarded in September of 2007 but the contractor defaulted and left MTS with a partially completed project. She further explained that the contractor had previously installed MOBVSS in 152 forty-foot buses so the new contractor would have to new MOBVSS' that would be compatible with the existing system and the contractor would have to show proven reliability.

Mr. John Miller, Procurement Specialist, summarized the procurement Request for Proposal (RFP) process. He stated that RFP's were issued to forty-four potentially qualified vendors, six proposals were received back and deemed to be in compliance. He explained that proposals were evaluated by a five member evaluation committee, and four contractors were called for discussions in person. Following discussions proposers were asked to submit revised proposals and evaluators then found two competitive bids based on a technical factor weighing 50% and cost, also a 50% weight factor.

Ms. Spielberg summarized the technical evaluation objectives; most important was making sure the equipment had the ability to integrate with the existing system. It was also important to choose a contractor that had equipment that could wirelessly download video events, and could record a minimum of 240 hours of on board stored video. Another important feature was deemed to be synchronized audio in the driver's area. She explained that the desires for software performance needed to be license-free software, interactive speed and mapping interface, and integrated system management software.

Mr. Miller explained that cost proposals were scored with maximum points given to the lowest price and the committee's scores were averaged for each technical evaluation factor resulting in an overall score of 91.8 for Apollo Video Technology and 79.8 for the Transit Marketing Group. The best and final offer from each contractor turned out to be roughly a \$1 million difference.

Mr. Roberts wanted to know what kind of assurances there would be against the contractor going out of business. Ms. Spielberg stated that the evaluators were extremely rigid in regards to financials and Mr. Miller commented that MTS required a performance bond from the contractor. Mr. Roberts questioned if performance bonds were not part of the standard operating procedure. In response, Ms. Tiffany Lorenzen, General Counsel, stated that it is assessed on a case-by-case basis with risk versus the cost benefit being factored into the decision. Mr. Jablonski added that when MTS purchases a product, payment is not made until the product is received, thus performance issues rarely arise. He also mentioned that the bond does raise the price of the contract but in this economy it is wise to do a bond.

Mr. Rindone commented that the performance bond requirement should be included in the presentation to the full board.

Mr. Jablonski stated that the new system is a state-of-the-art system that will add several security measures serving MTS very well in emergencies and protecting assets.

Action Taken

Mr. Rindone moved to forward a recommendation to the Board of Directors to authorize the CEO to award MTS Doc. No. B0521.0-09 to Apollo Video Technology to procure, integrate, and install onboard video surveillance systems (OBVSS) on MTS buses. Mr. Roberts seconded the motion, and the vote was 5 to 0 in favor.

4. MTS: Fiscal Year 2011 Revised Capital Improvement (CIP) Program)

Mr. Larry Marinesi, Budget Manager, gave a presentation on the Capital Improvements Program (CIP) fiscal year 2011 revised budget. He explained that in May, MTS received notification from the U.S. Department of Homeland Security that it would be providing additional funding for security-related projects, leading to a \$3.8 million addition to the fiscal year 2011 CIP. He explained that federal funding levels dropped by \$1,974,000. He stated that also in May, MTS would receive \$186,000 from the California Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Program.

Mr. Marinesi mentioned that in June, MTS received \$2.7 million in state Prop 1B funds for on board trolley cameras. He stated that SANDAG approved the closeout of TransNet 1 funds which provided the allocation of \$2.2 million fund remaining expenses related to Mission Valley East Light Rail Transit Project. He also stated that in June the Board of Directors approved a shift of 7.9 million of Transportation Development Act (TDA) funding into the CIP and fiscal year 2010 balancing budget.

Mr. Marinesi proposed an \$800,000 earmark for federal register for the Regional Transportation Management System intended to support radio and dispatch equipment needs. In addition, staff has identified \$3,387,020 from previously budgeted capital projects to offset the decrease in federal formula funds and meet new identified fiscal year 2011 capital needs. He explained that there are a total of 47 projects funded in fiscal year 2011. He also explained that the federal and nonfederal funding adjustments resulted in a total of \$55.6 million available to be used for the CIP. Mr. Marinesi stated that the overall budget impact is a decrease in original funding combined with the addition of newly available funding will provide a net increase of \$19.1 million to the CIP.

Action Taken

Mr. Rindone moved to forward a recommendation to the Board of Directors to: (1) approve the adjusted fiscal year 2011 Capital Improvement Program (CIP) with the revised federal and nonfederal funding levels; and (2) forward a recommendation to the San Diego Association of Governments (SANDAG) Board of Directors to approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2011 CIP recommendations. Mr. Selby seconded the motion, and the vote was 5 to 0 in favor.

5. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a) Metropolitan Transit System v. San Diego State University (Case No. 37-2007-00083692-CU-WM-CTL)

This item was not heard.

D. REVIEW OF DRAFT JULY 15, 2010, JOINT BOARD AGENDA

Recommended Consent Items

6. MTS: Investment Report - April 2010

Action would receive a report for information.

7. MTS: State Transit Assistance (STA) Claims

Action would adopt Resolution No. 10-20 approving fiscal year (FY) 2010 STA claims.

8. MTS: Proposed 2010/2011 Internal Audit Plan

Action would approve the proposed 2010/2011 Internal Audit Plan.

9. MTS: Resolution of Designated Individual/Position Authorized to Act on Behalf of Metropolitan Transit System

Action would adopt Resolution 10-16 to approve the Manager of Risk and Loss Prevention to act on matters relating to California State Association of Counties (CSAC) Excess Insurance Authority.

10. MTS: Investment Report - May 2010

Action would receive a report for information.

11. MTS: Internal Audit Report - Contract Services

Action would receive a report for information.

12. MTS: Internal Audit Report - Human Resources

Action would receive a report for information.

13. MTS: Fiscal Year 2011 Revised Transportation Development Act (TDA) 4.0 Capital Claim

Action would adopt Resolution No. 10-19 approving the revised fiscal year (FY) 2011 Transportation Development Act (TDA) Article 4.0 claim.

14. MTS: Transit System Safety, Security, and Disaster Response Account Program

Action would approve Resolution No. 10-17 authorizing the CEO to submit applications for funds provided by the Transit System Safety, Security, and Disaster Response Account (TSSSDRA) Program.

15. MTS: Amendments to the Joint Exercise of Powers Agreement and the Bylaws of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Member Agency

Action would approve the proposed amendments to the LOSSAN Joint Exercise of Powers Agreement and Bylaws.

16. MTS: Increased Authorization for Legal Services - Law Offices of R. Martin Bohl

Action would authorize the CEO to execute MTS Doc. No. G1072.5-07 with the Law Offices of R. Martin Bohl for legal services and ratify prior amendments entered into under the CEO's authority.

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

Mr. Rindone expressed his sympathy regarding the recent death of Gail Williams. He asked to have a moment of silence and wanted to adjourn the meeting in her memory.

G. PUBLIC COMMENTS (*Taken out of order*)

Chris Jones – Mr. Jones commented on behalf of the Southeastern Economic Development Corporation (SEDC) regarding the improvements for the Encanto/62nd Street station. He would like to thank everyone for the Orange Line improvements and is happy that the improvements will be made to Americans with Disabilities Act standards which are very important to the population of the southeastern region of San Diego. He stated that SEDC will be contributing \$315,000 to the Encanto/62nd Street station improvements to improve the interface between bus riders, trolley riders, and pedestrians. The SEDC feels that this station is very deserving of attention as it is older and not meeting needs to those in wheelchairs.

Mr. Haggerty responded that this station does have some issues regarding the bus stop and a retaining wall and how patrons gain access to the platform. SANDAG has met with SEDC out at the Encanto/62nd Street station last week and they are working together to facilitate improvements.

H. NEXT MEETING DATE

The next Executive Committee meeting is scheduled for Thursday, August 12, 2010, at 9:00 a.m. in the Executive Committee Conference Room.

I. ADJOURNMENT

Chairman Mathis adjourned the meeting at 10:19 a.m.

Chairman

Attachment: A. Roll Call Sheet