

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS MEETING

JANUARY 29, 2004

BOARD OF DIRECTORS MEETING ROOM, 10TH FLOOR  
1255 IMPERIAL AVENUE, SAN DIEGO

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:08 a.m. A roll call sheet is attached listing Board member attendance.

2. Approval of Minutes

Mr. Emery moved to approve the minutes of the January 15, 2004, Board of Directors meeting. Ms. Sterling seconded the motion, and the vote was 10-0 in favor.

PUBLIC SPEAKERS ON ITEMS NOT ON THE AGENDA

3. Public Comment

Chuck Lungerhausen – Mr. Lungerhausen said that he is a troubled transit rider. He is concerned when the Board makes a decision about a new paint scheme contrary to what the public wants, especially when it was decided to remove advertising from the vehicles. He wanted to know if the Board had a plan to replace the lost advertising revenue. He wondered how riders would view future fare increases with the Board's financially irresponsible behavior. He did not recall anyone complaining about the paint scheme, only whether the buses are on time and reliable. Mr. Jablonski explained that there was an overriding consensus of the survey respondents that the change would be a positive one. There was a relatively close split on the design options. We would not be proceeding immediately on the new paint scheme, only when new buses are ordered, so the costs should be fairly insignificant. Mr. Jablonski also noted that we are exploring other potential advertising revenue sources and strategies to recover the loss from discontinuing exterior advertising on the buses.

Teresa Quiroz – Ms. Quiroz said that she attended the November 13, 2003, Board of Directors meeting and asked for changes to be made to current policy documents on the qualifications for a disabled bus pass. She believes the results of a staff review are being provided to the Board today. She stated that the procedures had been redrafted to direct her concerns, the applicable regulations, and the attitude of the staff toward disabled riders. All involved with the process were in agreement that the update was infinitely better. She noted that Interim General Counsel Tiffany Lorenzen was extremely helpful, pleasant, and professional at all times in her dealings with her. She thanked staff for being so responsive. She would like the Board to approve the procedural changes.

Clive Richard – Mr. Richard said he realized he hadn't had the opportunity to officially welcome Mr. Jablonski as the new Chief Executive Officer (CEO), and he wanted to join with the Board in acknowledging that Mr. Jablonski was indeed the right man for the job. Mr. Richard said he is not sure where we are going, with state and federal decisions being made, and there are other decisions being made outside this room. We will try to get to the future. He stated that he had heard that operations were a lot like watching grass grow. However, whenever he sees a well-manicured lawn, he is grateful for the people who are willing to pay attention to the details. He mentioned the state motto of South Carolina, and said that his motto must be: "While I breathe, I irritate." He hoped it was a minor irritation.

## CONSENT ITEMS

4. Grossmont Trolley Station Joint Development Project (LEG 460, PC 30100)

Action would receive a status report on the Grossmont Trolley Station Joint Development Project.

5. Controller's Report for October 2003 (FIN 305, PC 30100)

Action would receive the Controller's Report for October 2003; and approve keeping the Orange Line to Blue Line Connection Project at MTS.

6. Mission Valley East LRT Project: Design Contract Amendment (CIP 10426.9)

Action would: (1) authorize a budget transfer from the TransNet Reserve line item to the Line Segment Design line item; and (2) execute an amendment with Mission Valley Designers (MVD) for the continuation of construction phase services.

7. MVE LRT Project: GCC Contract Amendments, Request for Subcontractor Substitution, CHP Construction Zone Enhanced Enforcement Program Agreement, Amendment, and Construction CCO (CIP 10426.7)

Action would: (1) execute a work order amendment with PGH Wong Engineering (PGH Wong) to provide construction management review, contract change order (CCO) review, and construction management support for the Mission Valley East (MVE) Light Rail Transit (LRT) Project; (2) execute a work order amendment with PGH Wong to provide construction management systems submittal review, systems contract review, and systems construction support for MVE railroad systems work; (3) approve a request from Modern Continental Construction Company, Inc. (MCC), to replace the subcontractor Sapper Construction Company with another subcontractor acceptable to MTS, or perform the work itself; (4) execute an agreement amendment with the California Highway Patrol (CHP) to continue to provide construction zone enhanced enforcement program (COZEPP) for the MVE Project; (5) execute a CCO with Clark Construction Group, Inc., for settlement of potential claims and disputes; and (6) execute a CCO with Balfour Beatty/Ortiz, Joint Venture for extra work for increased bid items of work for structural excavation and structural backfill on the MVE La Mesa Segment.

8. Construction Management Amendments: General Construction Consultants

Action would: (1) ratify the first one-year contract extensions with Berryman & Henigar, Boyle Engineering Corporation, Cruz Estrella's CADD and Drafting Services, Kleinfelder, J.L. Patterson & Assoc., Inc., and PGH Wong Engineering, Inc. (PGH Wong); (2) authorize the CEO to execute the second one-year option to extend the General Construction Consultant (GCC) contracts with the above consultants; and (3) authorize the CEO to execute an amendment with PGH Wong for providing GCC services.

Chairman Williams noted that there was a request to remove item No. 4 from the consent calendar for a brief presentation. Ms. Sterling said that she requested Rachel Hurst, from the City's Planning Department, Dave Witt, the Assistant City Manager, and Ed McCoy, from Fairfield Development, to provide an update of the Grossmont Trolley Station Joint Development Project.

Ms. Hurst presented images that showed the site plan that Fairfield Development had provided for the Grossmont Center Trolley Station Joint Development Project site. There will be three stories of residential units over a parking structure. The proposed plaza site plan is basically the unimproved space under the bridge. Current access to the shopping center is a steep wooden staircase. The plan includes improved access, which will have an elevator and pedestrian access walkway. Other images were provided of the plaza and proposed apartment courtyard, which should include a swimming pool and community rooms.

Mr. Roberts said that he gives the project high marks. The nice thing is this seems to be happening all over the City. The City of La Mesa has done a good job dealing with density issues. Let's get this project underway.

Mr. Charles Lewis noted that the number of apartments was to be 450-550, with approximately 90 units designated for low-income families. He asked how that number was determined. Ms. Hurst said the City of La Mesa is asking for 15 percent of the total number of units to be designated in this fashion. The number could be different than 90.

Mr. Rindone added that the developer had done an excellent job and is to be commended.

Motion on Recommended Consent Items

Ms. Sterling moved to approve Consent Agenda Item Nos. 4, 5, 6, 7, and 8. Mr. Rindone seconded the motion, and the vote was 11-0 in favor.

NOTICED PUBLIC HEARINGS

There were no public hearing items.

## DISCUSSION ITEMS

30. Draft FY 2004-2008 Short-Range Transit Plan Review and Comment (SRTP 810.04, PC 3004000)

Mr. Conan Cheung stated that the Short-Range Transit Plan (SRTP) was traditionally developed by the individual transit agencies. This has been consolidated to SANDAG, and staff is working on a regional SRTP.

The framework for short-range transit system improvements reflects the current financial and operating environment. Senate Bill (SB) 1703 provides the opportunity for consolidated transit development.

The purpose of the SRTP is to outline transit goals and objectives, to evaluate the transit system and identify unmet needs, to establish regional guidelines for short-range improvements, to move the transit system toward long-range regional goals, and to support funding programs and operating budget development.

The goals and objectives are to provide an efficient and effective service for current riders and to enhance the transit system to attract potential new riders.

We conducted a household survey in 2003 that showed 85 percent of the respondents have used transit, most are occasional riders, and 9 percent use transit regularly, which is at least once per week. Regular riders are within the lower income households or have low car ownership.

Our current riders, who are mostly transit dependent, would like to see faster and more reliable service, as well as better access to origins and destinations. Potential riders would also like faster and more reliable service, as well as a competitive travel experience.

The balanced improvement strategy would be to improve basic mobility for current riders, enhance speed and reliability of existing service for current and potential new riders, and to develop new services to attract potential new riders.

To improve basic mobility, the key findings were that there is a transit propensity located south of Interstate 8 (I-8), as well as in Oceanside and Escondido. Destinations were dispersed throughout the region.

There are geographic gaps in service at Carmel Valley to University Towne Centre, Mid-City to Mission Valley, internal travel within downtown San Diego, within National City and San Ysidro, South Bay to Old Town/Fashion Valley Express, and service to new residential neighborhoods in San Elijo Hills, South Carlsbad, and eastern Chula Vista.

One way to improve basic mobility would be to have an increased level of service. Recommendations would be earlier northbound weekday service on the Coaster, weekend service on the Coaster, night and weekend service on express routes, night and weekend service in National City and San Ysidro, and enhanced summer service on Routes 9 and 34. For quality of service, we need to improve on-time performance and overcrowding.

The FY 05 Service Implementation Plan includes 20 proposals: 7 weekday frequency improvements, 11 weekend frequency improvements, and 2 route extensions. It would require \$2 million in annual operating subsidies, and implementation is contingent on service evaluation and prioritization policy and funding, either new and/or a reallocation of funds.

Transit First is one step for improving speed and reliability. This would include signal priorities, queue jumpers, High-Occupancy Vehicle (HOV)/Managed shoulder lanes, and exclusive bus lanes. It could also include bus stop consolidation.

To develop new service in the short term would include corridor and regional service currently under development. These are the Mission Valley East trolley extension, which would connect the Blue and Orange Lines from Mission San Diego to Grossmont and complete the loop; the Sprinter, a new east/west rail service from Oceanside to Escondido; the I-15 Managed Lanes/Bus Rapid Transit (BRT), a managed lane facility from state Route (SR) 78 to SR 163, including three new stations; and a showcase project, which would be BRT service from San Diego State University to downtown San Diego via El Cajon and Park Boulevard.

Mid-term corridor and regional service includes the Mid-Coast Early Action Plan, which would be a "Super Loop" BRT circulator in the University of California, San Diego (UCSD)/University Towne Centre (UTC)/Sorrento Mesa area; South Bay Early Action, which includes BRT service from Otay Mesa and eastern Chula Vista to downtown San Diego; and the North County Transit First Project, which is still being determined—possible service would be Vista to Oceanside (Route 303) or Escondido to North County Fair (Route 350).

Neighborhood services being considered would be Downtown San Diego Circulators, which would be internal circulation between residential communities and downtown destinations; the Pacific Beach/Mission Bay Circulator, a circulator connecting Old Town with attractions of Pacific Beach and Mission Bay; and the Nobel Coaster Station Feeder Service, which is a feeder and distributor service to/from the new Coaster station at Nobel Drive.

In looking and moving toward the future and Mobility 2030, we begin with the SRTP to provide basic mobility, move into the mid-range projects to enhance the existing system, then long-range plans to develop new services.

A public hearing on the SRTP was held at the January 16, 2004, San Diego Association of Governments (SANDAG) Transportation Committee meeting; however, staff would take any comments from the MTS Board to the Transportation Committee.

Ms. Atkins said she read the report with great interest. She had some general comments. Page 4-8 referenced the increasing number of aging citizens dependent on transit, and she wanted to amplify the importance of the transit service to serve this age group. Page 6-3 noted that there is little direct service connecting Mission Valley and Mid-City. She felt trolley service doesn't serve the most densely populated areas. We need adequate connections to help people get to where they want to go. Page 6-11 says that regional corridor service provides the backbone of future transit network, and talks about three areas where these need to be developed. It overlooks the circulators needed to make the Showcase Project function in the neighborhoods it will pass through. Community residents have made it clear that the Showcase Project does not serve them without Green Car service. She would like to see the Green Car network included in the plan. Mr. Cheung said he would incorporate Ms. Atkins comments into the final SRTP.

Mr. Rindone acknowledged Ms. Atkins insight with regard to the need to have the routes to connect our services. It isn't just addressing the main areas for additional routes, but ensuring we have the total infrastructure.

Ms. Atkins stated that it was true that SANDAG would be responsible for sending money over for our budget. She feels our relationship with SANDAG is even more important and hopes we will not have to reduce our services even more.

Mr. Rindone said he is pleased to have these issues aired, and our SANDAG relationship is even more critical. We are a policy board for the operation, and our role is to ensure the relationship is maintained. We need to be certain we have the funds that are needed.

Mr. Emery noted that four members of the MTS Board sit on the SANDAG Transportation Committee, and we need to make sure that transit is considered on that committee. We need to be united and know which direction we are going. Major input is done as a whole.

Ms. Sterling asked what percentage of the TransNet reauthorization is being allocated for operations. Mr. Roberts said that a final figure has yet to be determined. Ms. Sterling said the MTS Board members have experienced the lack of operation funding. This time we need to establish a long-range operations percentage. We cannot continue to build or escalate fares and not have operational funding available. Mr. Roberts noted that he had been arguing that point for a few years. It is clear that as we mature as a transit agency, there is less need for construction and more need for operations. He has been arguing constantly that the old formula has not been working for some time.

#### Public Comment

##### Nathan Johnson, Vice President of Amalgamated Transit Union (ATU), Local 1309 –

Mr. Johnson stated that last year the ATU worked hard to get the formula changed. There was great disappointment in getting the change but no funds going to San Diego Transit Corporation (SDTC). He said the union president is working for the same things. He is at the SANDAG retreat to present the need for implementing within the budgets that funds will be available for transit. He would like to see that funds appropriated go to where they need to go, which is operations. We can't leave the entity starving for cash forever. He wants to work with the Board.

Mr. Jablonski said that it was gratifying to see the concern of the Board. It will be a challenge. We need to be sure we are well represented. He noted that one of our best allies is the over 300,000 people that ride the transit system each day. They rely and depend on the system and are a strong voice. The need to be included. History has shown that capital projects were planned, but didn't take into account the cost to operate them. Future TransNet funding will include capital projects, but also include projected operating expenses that go along with them.

Mr. Rindone noted that when new services are added, we have a different system for at least three years. These new services can't compete with older, established lines. We also need to be aware that the full SANDAG Board may not see new service as their first priority. We have an obligation to the citizens. As the systems are built, they are expected to be operated.

Mr. Roberts said that it is correct to meet the voter obligation. The ridership expects the system to be run well. They want efficiency, access, timeliness, safety, and security. We need to make sure those routes are there.

#### Action Taken

Mr. Emery moved to approve the draft FY 2004-2008 SRTP with the comments noted. Ms. Atkins seconded the motion, and the vote was 12-0 in favor.

31. Transit Workshop: Policy Review (ADM 110.2, PC 30100)

Ms. Lorenzen said that the Board asked staff to conduct a comprehensive review of all MTD Board Policies and Ordinances, taking into consideration the consolidation efforts and eliminating those policies that are no longer necessary. Since there are multiple policies, it was decided to break them into sections. Today we would be reviewing policies No. 1 through No. 10, and Policy No. 42.

Policy No. 1, "Rail Transit Feasibility Principles," is essentially MTDB's Mission Statement. The purpose of Policy No. 1 is to establish concise design principles. Staff's recommendation is to repeal the policy since these functions will be conducted at SANDAG.

Policy No. 2, "Citizen Participation," involves the community in proposed transit improvements and construction. It is a requirement of Government Code Section 14085. We are recommending that we retain this policy through the completion of the construction projects staying with MTS, with minor typographical changes. We can reassess this policy at a later date.

Policy No. 3, "Environmental Quality," ensures that all MTDB projects comply with environmental regulations. We recommend that we retain this policy indefinitely.

Policy No. 4, "Design Preparation Plans, Specifications, and Estimates," provides general guidelines for the preparation and approval of construction documents. We recommend that this policy be retained through the completion of MTS construction projects.

Policy No. 5, "Construction and Procurement Contract Change Orders," establishes terms and conditions for change orders on construction and procurement contracts. The recommendations are to retain this policy through the completion of MTS construction projects, remove references to procurement contracts, and make minor typographical changes.

Policy No. 6, "Construction Contract Administration and Contractor Assurances," provides guidance on the administration of construction contracts. This is also a requirement of Government Code Section 14085. Our recommendation is to retain this policy until the MTS construction projects are completed, with minor typographical changes.

Policy No. 7, "Quality Assurance/Quality Control," provides guidelines for the delivery of capital projects that meet or exceed MTS's expectations and specifications. This is required for Federal Transit Administration (FTA)-funded projects costing \$5 million or more. It is recommended that we retain this policy through the completion of MTS construction projects, with minor typographical changes.

Policy No. 8, "Procurement of Supplies, Equipment, and Materials," establishes procedures for acquiring materials and goods. It is required by enabling legislation and FTA Circular 4220.1. Because MTS will continue to purchase supplies and materials, it is recommended to keep this policy indefinitely.

Policy No. 9, "Acquisition of Real Property Interests," is designed to expedite acquisition of real property and ensure consistent treatment of property owners. It is recommended to retain this policy indefinitely.

Policy No. 10, "Relocation Assistance Program," provides assistance to individuals and businesses relocated by MTS transit projects. It is required by Government Code, Section 7260. The recommendation is to retain this policy indefinitely, with minor typographical changes.

Because the financial faction is physically transferring to SANDAG at the end of January, Policy No. 42, "MTDB Signature Authority," is the only policy being taken out of order. Its purpose is to establish procedures for signing checks and contracts. Current signatories will no longer be housed at MTS. It is recommended to retain this policy indefinitely, with minor typographical changes.

#### Action Taken

Mr. Emery moved to receive the report and approve the proposed changes to MTS Board Policies and Procedures No. 1 through No. 10, and No. 42. Mr. Clabby seconded the motion, and the vote was 12-0 in favor.

#### 32. Transit Workshop: Marketing and Community Relations (MKPC 600, PC 40050)

Mr. Gonzalo Lopez introduced Ms. Jessica Krieg, Marketing Coordinator II, to present the goals and functions of the Marketing and Community Relations Department.

Ms. Krieg showed a slide of the eight employees of the marketing and community relations department—Gonzalo Lopez, Director; Nancy Irwin, Advertising and Communications Manager; Julie Andrews, Communications and Design Manager; Lisa Peters, Communications Designer III; Chris Bell, Communications Designer III; Paulina Gilbert, Community Relations Coordinator II; Jessica Krieg; and Sheila Matias, Marketing Intern.

The overall goals of the department are to enhance our public image, increase public support for transit, increase systemwide ridership revenue, and leverage business and market opportunities.

The avenues to enhance the public image are the Easy Going campaign, APTA (PT<sup>2</sup>) campaign, MTS News newsletter, fare machine improvements, and system appearance and branding.

The Easy Going campaign included a 2003 advertisement campaign to improve the perception of MTS. We wanted to create clear brand identity for the bus and trolley that would include billboards, transit shelters, mall kiosks, bus boards, an electronic billboard, and radio and TV traffic tags.

The APTA campaign, "Wherever Life Takes You," is part of the Public Transportation Partnership for Tomorrow (PT<sup>2</sup>). This campaign is geared toward national awareness using TV and magazine print ads. It promotes the benefits and importance of transit to the public and influential persons. The message is "greater freedom, access, opportunity, and choice for Americans."

The MTS Newsletter is our onboard quarterly newsletter. We distributed 75,000 copies on MTS buses and trolleys. It serves as a passenger link to what's new, special events, and promotions; provides rider profiles; and much more.

For fare machine improvement, "smarter" fareboxes are to be installed on all MTS transit buses by February 2004. "Smart Cards" will look and work like debit cards. The faceplates and screen menus for new Trolley, Coaster, and Breeze ticket vending machines are being developed by in-house graphics.



To increase public support for transit, we use the following programs: Transit Safety library readings, the Teacher Education Program, Media Outreach, in-house advertising, the Honorable Ambassador Program, and public information outreach.

The Teacher Education Program provides teacher workshops, a Teacher Resource Manual, and outreach and community education events. With this program, we reach more than 8,000 elementary through high school students a year.

Our media outreach includes more than 50 press releases issued each year for service announcements, special events, personnel hires, new fares, and more. News releases are also posted on our website [www.sdcommute.com](http://www.sdcommute.com). We also hold press conferences and provide radio, print, and TV interviews. In-house advertising includes production of TV spots, radio spots and jingles, traffic tags, print ads, and media buys.

We have Honorable Ambassadors made up of influence makers to increase awareness, support, and investment for public transportation. They include past members of the MTD, SDTC, and SDTI Boards of Directors, as well as the current MTS Board. We hold an annual lunch for all Honorable Ambassadors.

We receive over 500 information requests a year for information. We edit, print, and distribute 20+ collateral pieces and maps that include the Regional Transit Map, timetables, fact sheets, brochures, and more. This area is the core element of the budget and staff time.

The programs used to increase systemwide ridership and revenue include the Classroom Day Tripper Program; College Program; Visitor Program; websites, both [www.sdcommute.com](http://www.sdcommute.com) and [www.transitosandiego.com](http://www.transitosandiego.com); our information phone line 1-800-COMMUTE; The Transit Store; and Family Weekends and Friends Ride Free Programs.

The Classroom Day Tripper Program is used to provide discounted field trips using the MTS and North County Transit District buses, MTS Trolley, and Bay Ferry. More than 40,000 students a year use this program, and it generates over \$60,000 annually.

The College Program provides discounted semester passes. It is customized for 10 colleges and universities. It generates over \$500,000 in revenue a year.

Our Visitor Program provided discounted Day Tripper passes for large groups and conventions. The passes are customized and generate over \$90,000 a year. We partner with The San Diego Convention and Visitors Bureau on transit training.

Our website, [www.sdcommute.com](http://www.sdcommute.com), was a 2003 first place APTA AdWheel Award winner. It receives 22,000 hits a day. It provides easy trip planning, along with current promotions, programs, and rider information. We have a new Spanish content site at [www.transitosandiego.com](http://www.transitosandiego.com).

The Transit Store provides public information and MTS fare media. Over 150,000 passes are sold annually. It generated \$6 million in FY 03. The store recently had a facelift with a new paint scheme and carpet. Memorabilia is also sold at this location.

The Family Weekends Program is where two children 12 and younger ride free with each fare-paying adult. This program is in effect every Saturday and Sunday. On major holidays, we have the Friends Ride Free promotion. This program allows two people to ride the bus or trolley for the price of one. Every one rides free on New Year's Eve.

The Business and Market Opportunities Programs include: the Employer Program, community outreach, High School Scholarship Program, partnerships with the Padres and the Chargers, the Holiday Bowl, the Super Bowl, and station promotions/events.

The Employer Pass Program (ECO Pass) provides discounts on monthly passes, generates over \$200,000 a year, and enhances the employer benefit packages. We present this program at transit fairs.

We participate in up to 20 annual events each year, including festivals, customer appreciation, trainings, parades, and more. We also have promotional giveaways and a partnership with the Coca-Cola Corporation.

Jury appreciation provides an incentive to commute to the courthouse via transit. There are over 1,000,000 summons mailed to residents annually with a positive transit message. There is also an annual Juror Appreciation event.

The High School Scholarship Program is a partnering effort with the Coca-Cola Company. This is an essay contest for all San Diego County high schools. There are 15 high school seniors that win a laptop computer and \$250. This program raises awareness on the benefits of public transit among our youth.

We have promotional programs with the Padres and the Chargers. We promote the Padres Express bus and trolley service and provide rider incentives. We include ads on the radio, TV, stadium screen, in brochures, and more. There were over 155,000 trolley riders to the stadium this Padres season. For the Chargers, we promote express bus and trolley brochures, provide custom bus and trolley season tickets, and have season ticket holder mailouts. We are included in the NFL Gameday Magazine editorial, Chargers Media Guide, and Tailgate Times. There are public address system announcements, scoreboard messages, and banners with the transit message. Over 110,000 fans rode the trolley to the stadium for Chargers games this season.

Other major events include the Holiday Bowl and Super Bowl. For the Holiday Bowl, we carried over 11,000 riders to the stadium. We had commemorative Day Trippers as well as ads in the Holiday Bowl Newsletter, Team Manual, Game Day Program, and on the stadium scoreboard. We are a TV parade entry sponsor.

We also have station promotions for station groundbreaking and improvement events. Upcoming stations for such events include the San Ysidro Intermodal Transit Center, Sorrento Valley Coaster Station, Bay-to-Park/PETCO Park, and Mission Valley East.

Mr. Jablonski stated that this was a great presentation. It's obvious that the Marketing and Public Communications Department is involved in a number of activities and contribute to the positive reputation of the San Diego system.

Mr. Rindone concurred with Mr. Jablonski's assessment. He would like to have a campaign to encourage students to use the system when Mission Valley East opens to SDSU.

#### Action Taken

Mr. Rindone moved to receive a report describing ridership and promotional programs performed by the Market and Community Relations Department and to come back with an assessment of marketing strategies for the MVE opening. Mr. Emery seconded the motion, and the vote was 11-0 in favor.

44. Chairman's Report (ADM 110.1)

The Chairman had nothing to report.

45. Chief Executive Officer's Report (ADM 121.7, PC 30100)

Mr. Jablonski said that he would be going to Washington, D.C., with Mr. Gary Gallegos from SANDAG, NCTD representatives, City of San Diego representatives, and others to meet with elected officials and go over upcoming projects. He noted that if the Board members had anything to specifically address, to please let him know.

46. Board Member Communications (ADM 110, PC 30100)

Ms. Atkins wanted to thank Tiffany Lorenzen for responding so quickly on the issue that was brought up regarding The Transit Store disabled identification cards policy. The Board appreciates when staff responds quickly to the public's needs.

Mr. Rindone suggested that, in the next six months or so, Mr. Jablonski schedule to meet with each of the City Councils in the area to introduce himself and update the Councils on what is happening with the Mission Valley East LRT Project. Ms. Sterling noted that would coincide with the election and could provide more awareness for the TransNet measure. Mr. Jablonski added that it is important to reemphasize the importance of transit, especially this year, not only to the councils, but the public.

47. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

48. Closed Session Items (ADM 122)

There were no closed session items.

49. Oral Report of Final Actions Taken in Closed Session (ADM 122)

There were no closed session items.

50. Next Meeting Date

The next meeting is scheduled for February 12, 2004, at 9:00 a.m. in the Board of Directors Meeting Room, 10th Floor, 1255 Imperial Avenue, San Diego, CA 92101-7490.

51. Adjournment

Chairman Williams adjourned the meeting at 10:21 a.m.

\_\_\_\_\_  
Chairman

San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

\_\_\_\_\_  
Office of the General Counsel  
San Diego Metropolitan Transit System

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Attachments: A. Roll Call Sheet  
B. AI 45, January 29, 2004, Chief Executive Officer's Report