

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE METROPOLITAN TRANSIT
DEVELOPMENT BOARD, SAN DIEGO TRANSIT CORPORATION, AND SAN DIEGO
TROLLEY, INC.

September 23, 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 9:12 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Emery moved to approve the minutes of the September 9, 2004, Board of Directors meeting. Ms. Atkins seconded the motion and the vote was 10 to 0 in favor.

3. Public Comment

Rev. W. James Kilinsky – Mr. Kilinsky, First Baptist Church and member of The Alliance, expressed his concern over the Border Patrol inspections and racial profiling. He stated that he, as an Anglo, had never been asked for documents by the Border Patrol. He added that he has been unsuccessful at getting a meeting with Mr. Jablonski or Mr. Williams. Mr. Kilinsky advised the Board that The Alliance will be holding a public meeting on October 3 and invited Board members to come to that meeting. He distributed brochures about The Alliance. He stated that they are concerned about the civil rights of immigrants. Mr. Kilinsky called on the Board to create a Transit Safety Agreement that makes a commitment to the rights of riders, regardless of status. He stated the agreement should protect riders' civil and constitutional rights so they can use transportation services without fear of being detained, harassed, or racially profiled. He added that they have sample language from that has been adopted by the City of Durham, the State of Maine, and Philadelphia, and legal interpretations from the Immigrant Law Center.

Tommy Ramirez – Metropolitan Area Advisory Committee (MAAC) Community Charter School. Mr. Ramirez stated that riders on the trolley and buses are being intimidated, harassed, and subjected to racial profiling. Mr. Ramirez claimed that a 16-year-old student at MAAC was pulled from the trolley and then asked for her identification. He added that she only had a student I.D., and the officers stated that they would check with the school to ensure she was in the country legally. He stated that she stopped coming to school and failed that semester. He added that patrons are afraid to ride the trolley. He added that MAAC also has members who have been born and raised in this country who are being harassed and pulled off the trolley. He asked the Board to

protect San Diego's youth from racial profiling. He restated the invitation for Board members to attend the October 3 meeting.

Genoveva Aguilar – Ms. Aguilar gave her time to David Dehoyas.

David Dehoyas – Janitors' Union. Mr. Dehoyas stated that there are 2,000 janitors who are in this union. He added that they are being harassed and subjected to racial profiling. He stated that this is having a negative effect on their ability to do their jobs keeping San Diego beautiful.

Eva Pacheco – Ms. Pacheco stated that she was at the last Board meeting when the Board stated that MTDB does not have the power to stop the Border Patrol from conducting inspections. She stated that patrons are afraid to ride the bus and trolley because they are not safe places. She appealed to the Board to make bus and trolley safe places, come to the October 3 meeting, and enter into a transit safety agreement.

Geoff Heuter – Mr. Heuter declined to speak.

Linda Calhoun – Ms. Calhoun informed the Board that the new schedules adopted on September 5, 2004, have caused the buses to run 10 to 15 minutes late per run. She also stated that some operators drive three different routes in one day, which makes it harder for the operator to stay on time.

Anna Lozano – Ms. Lozano stated that a transit safety agreement is needed. She added that families and youth are afraid to get on the bus for fear of being deported back to Mexico.

Chuck Lungerhausen – Mr. Lungerhausen expressed his thanks for the implementation of 15-minute service on the Route 955. He then related an incident that occurred on Tuesday, September 21. He stated that he missed his 2:57 p.m. bus at 55th & Montezuma and the next two buses did not come. He added that the third bus passed him by even though he held up his bus pass. He stated that this matter should be discussed with ATC-Vancom. Mr. Jablonski stated that staff will look into this matter and report the results to Mr. Lungerhausen.

Clive Richards – Mr. Richards expressed concern about the statement that has been made that transit will be receiving 72 percent of the revenue from the proposed TransNet initiative.

Ms. Atkins stated that even though the MTD Board has no jurisdiction over the Border Patrol, staff still needs to be engaged in working out some of these issues. She stated that if staff doesn't find a way to be part of this discussion and make concerns known, there will be public speakers at the meeting every month. She requested that staff communicate these issues to the Border Patrol on behalf of its riders. Mr. Williams stated that MTDB staff members have written letters, have talked to the Border Patrol about these issues, and added that Border Patrol personnel have also attended an MTD Board meeting. Mr. Williams stated that Homeland Security has recently placed some limitations on the activities of the Border Patrol. He added that their inspections do

impact the system's ability to transport people, but they have to do their job in protecting the nation. Ms. Atkins reiterated that dialog still needs to be continuous.

Mr. Monroe stated that he agreed with Ms. Atkins. He added that one of the system's problems is decreasing ridership. He added that staff and the Board have interacted with the Border Patrol, but the current strategy is not effective. He stated that ongoing dialog is needed. He added that maybe he and Ms. Atkins could attend the October 3 meeting. Mr. Zucchet stated that he would like to see what other communities are doing as referenced by the first public speaker. He stated that he would like to have a staff report back on that subject. He then seconded the comments made by Ms. Atkins and Mr. Monroe. Mr. Peter Tereschuck, President-General Manager of San Diego Trolley, stated that, if the Board so chooses, another meeting could be held with the Border Patrol. Mr. Williams stated that the Board should examine how MTS can most effectively deal with this issue. Mr. Rindone supported staff's offer to meet again with the Border Patrol and also supported a continuing dialog.

4. Presentation of Employee Awards

M. J. Greenland, Manager of Employment, presented San Diego Trolley 15-year service awards to Roxana Fernandez-Baeza – Data Entry Clerk, and Stephanie Murphy – Security Crime Analyst. She also presented a 20-year service award to Tom Tupta – Superintendent of Transportation.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:41 a.m. for Conference with Legal Counsel – Anticipated Litigation Significant Exposure to Litigation Pursuant to Subdivision (b) of Section 54956: One Potential Case.

The Board reconvened to Open Session at 10:03 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Tiffany Lorenzen, MTDB General Counsel, reported that the Board authorized the Chief Executive Officer to terminate for convenience MTDB Doc. No. B.388.0-03 with North American Bus Industries.

CONSENT ITEMS

6. SDTI: Financial Report for June 2004 (OPS 970.5, PC 30102)

That the Board of Directors receive the following attachments: Summary of Cash in Treasury, Status of Revenue, Summary of FY 04 Appropriations and Expenditures, and San Diego Association of Governments (SANDAG) Ridership Summaries.

7. MTDB: Mission Valley East Light Rail Transit Project Budget Transfers, Construction Management Amendments, and Contract Change Orders (CIP 10426)

That the MTD Board of Directors authorize the Chief Executive Officer to (1) transfer \$2,100,000 from the Mission Valley East (MVE) Light Rail Transit (LRT) Project, Project Reserve line item (WBS #10426-3900); \$1,000,000 from the MVE Project, San Diego State University (SDSU) Mitigation line item (WBS #10426-109922SD); and \$200,000 from the MVE Project, Fare Collection line item (WBS #10426-1400), into two different MVE line items: (1) \$1,800,000 into the MVE LRT Project Construction Management line item (WBS #10426-0700); and (2) \$1,500,000 into the SDSU Construction line item (WBS #10426-1010), as shown in Attachment A of the agenda item, Budget Transfer History; (2) transfer \$1,300,000 from the balance in the SDSU Construction line item (WBS #10426-1010) into the SDSU Construction Contingency, as shown in Attachment B of the agenda item, Construction Contingency Changes; (3) execute contract amendment Nos. 28, 29, 30, 31, 32, 33, 34, and 35 (MTDB Doc. No. L6343.0-01) with Washington Infrastructure Services, Inc. (WIS), in substantially the form as shown in Attachments C through J of the agenda item, in an amount not to exceed \$1,398,786, for construction management (CM) services on the MVE Project, including extension of CM services through July 2005, additional safety compliance, and safety certification work;

(4) execute Contract Change Order (CCO) No. 98, Supplement No. 1 (Attachment K of the agenda item), with the Clark Construction Group (CCG), in substantially the same form as shown in Attachment K, for the installation of pavers adjacent to the Open Air Theater for the SDSU Tunnel and Underground Station (LRT-10426.1), in an amount not to exceed \$208,000, including \$94,016 previously approved by the Chief Executive Officer with the original CCO No. 98; and (5) execute CCO No. 305, Supplement No. 2 (Attachment L of the agenda item), with CCG in substantially the same form as shown in Attachment L, for adjusting contract time, providing partial compensation for extended and unabsorbed overhead, and revisions to the final contract milestone as a result of the Fire Alarm, Linear Heat Detection, and computer programming changes for the fire/life safety changes at the SDSU Tunnel and Underground Station specified by CCO No. 305, Supplement No. 0, and CCO No. 305, Supplement No. 1, in an amount not to exceed \$1,144,000. The total for CCO No. 305 through Supplement No. 2 (including previously approved amounts) will be \$2,438,916.

8. MTDB: Proposed Amendment to Conflict of Interest Code (ADM 122.2, PC 30100)

That the Board of Directors approve the Proposed Amendment to Conflict of Interest Code for distribution and direct staff to publish the Notice of Intent to Amend MTDB's Conflict of Interest Code to commence the public comment period.

9. MTDB: Disadvantaged Business Enterprise (DBE) Approval of FY 05 Goals for Publication (LEG, 403, PC 30100)

That the Board of Directors approve the proposed DBE goals for FY 05 and authorize staff to publish a notice of these proposed goals for public information and comment.

10. MTDB: East Village Transit Improvements Project (CIP 10494)

That the Board of Directors (1) authorize the Chief Executive Officer (CEO) to approve a contract change order (CCO) with West Coast General (WCG) in an amount not to

exceed \$1,500,000, including \$800,000 previously approved by the Board, for the relocation of traction power substations at City College Station, as shown in Attachment A of the agenda item; and (2) authorize the CEO to approve a work order with PGH Wong Engineering in an amount not to exceed \$150,000 for construction management services for the relocation of traction power substations at City College Station.

11. MTDB: San Ysidro Intermodal Transportation Center Project: Construction Management Contract Amendment (CIP 10453)

That the MTD Board of Directors authorize the Chief Executive Officer to execute Contract Amendment No. 6 (MTDB Doc. No. L0510.6-01), in substantially the same form as shown in Attachment A of the agenda item, with Parsons Brinckerhoff Construction Services (Parsons) for additional construction management services, in an amount not to exceed \$52,000, and ratify Amendment Nos. 4 and 5, for a total increase of \$146,100 to the contract.

Motion on Recommended Consent Items

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

Mr. Monroe stated that, in general, he was more interested in the Consent Agenda items today than the Discussion Agenda items. He stated that the Consent Agenda included some significant items.

Consent Agenda Item No. 6 – SDTI Financial Report: Mr. Monroe stated that the numbers provided on page two, Farebox Recovery Comparisons, are meaningless. He added that comparisons between this year and last year are much less valid than the figures for each month. He asked why farebox recovery decreased in spite of the increase in ridership resulting from the opening of the new ballpark. He stated that this type of information should be included in the report. He also stated that average daily ridership numbers become less meaningful when weekend ridership is included.

Consent Agenda Item No. 7 – MVE Budget Transfers: Mr. Monroe expressed concern about expending additional funds on Mission Valley East. He expressed confusion over a statement on Page 5 regarding the use of SANDAG staff and stated that he would work that out with staff. He asked staff to provide him with an explanation of what is provided under the umbrella of construction management services. He stated that problems with project managers who are not performing adequately should be rectified.

Consent Agenda Item No. 10 – East Village Transit Improvements: Mr. Monroe stated that items such as this should be on the Board Discussion Agenda, not Consent. In response to a question from Mr. Monroe, Mr. Jim Linthicum, SANDAG Director of Transit Engineering and Construction, reported that the \$1.5 million referred to in the recommendation in this agenda item includes the previously approved \$800,000.

Consent Agenda Item No. 11 – San Ysidro Construction Management Contract Amendment: Mr. Monroe reiterated his request for an explanation of construction management services. Mr. Linthicum responded that construction management services provide people on-site on a daily

basis to ensure that construction contractors are doing what they are supposed to do and are contracted on a time-and-materials basis. He added that, if construction contractors do not finish on time, construction management services also have to be continued. Mr. Linthicum stated that staff tries to be conservative when estimating cost for these services. Mr. Rindone stated that staff has been directed by the Executive Committee to take this conservative approach. Mr. Rindone suggested that staff provide the Board with a detailed report on the construction management function and how it integrates with the construction process.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

37. MTDB: Procurement of Up To 47 Heavy-Duty CNG-Powered Transit Buses (CIP 10486, CIP 10487) (Taken Out of Order)

Mr. Jablonski stated that the 47 buses indicated in the agenda item would be purchased through Pierce Transit's procured option for 135 buses. He provided a brief overview of the funding that would be used to purchase these buses. Ms. Claire Spielberg, Chief Operating Officer – Bus, distributed a copy of a letter from New Flyer offering the purchase opportunity for these buses to the MTS. Mr. Jablonski stated the buses should be delivered by June 30, 2005. In response to a question from Mr. Mathis, Mr. Jablonski stated that New Flyer has an opening in their manufacturing cycle at this moment and can use that opening to start production on the MTS buses very quickly. Mr. Emery credited the CEO and staff with the efficient and effective manner in which the difficulties with this procurement were handled. Staff confirmed for Mr. Williams that the funding for this project will be used within the time allotted for the use of those funds. Mr. Monroe asked if the term five-percent delivery upon acceptance would be sufficient should defects in the buses be found. Mr. Jablonski stated that a 5 percent term would be just about \$1 million and added that there are warranties expressed within the contract that covers defects. He stated that he has seen other terms that are much less favorable. Mr. Monroe stated that progress payments may be more beneficial since there is a time limit related to the use of TCRP. Mr. Jablonski stated that staff may explore that option if it would help lower the cost because of the carrying cost of money. Ms. Spielberg added that there will be no payments made until the buses are accepted by MTS factory inspectors and all buses have been received, so the risk is very low. Mr. Rindone supported the motion and asked that language be incorporated into the purchase agreement so TCRP funds are not put at risk should there be delays with the manufacture and delivery of the buses.

Action Taken

Mr. Emery moved to authorize the Chief Executive Officer to exercise an option to purchase 47 heavy-duty CNG-powered transit buses through Pierce Transit in Tacoma, Washington, in an amount not to exceed \$16,690,000 and contingent upon legal review of the terms and conditions of the contract. Mr. Monroe seconded the motion and the vote was 12 to 0 in favor.

35. SDTC: Pension Obligation Bonds (OPS 960.6, PC 30101) (Taken Out of Order)

Mr. Cliff Telfer, SDTC Vice President of Finance & Administration, stated that this agenda item was being brought back to the Board at its request along with answers to the questions submitted by Mr. Zucchet, a revised Preliminary Official Statement, and a letter outlining rules of disclosure. Mr. Keith Curry, Public Financial Management, reported that the underlying bond rating from Moody's of A1, which is an outstanding rating, is reflective of the high reputation in which this agency is held in capital markets. He added that MBIA was the winning bidder for bond insurance, and the cost will be \$200,000 less than estimated. He added that Dexia was low bidder for the liquidity proposal for the variable rate bonds, and their bid was about 5 basis points overall lower than estimated. He added that both of these favorable bids will add to the savings generated by this transaction. He informed the Board that the bond issue should be priced on or about October 12 and closed on or about October 20. Mr. Zucchet stated that he appreciated staff's responsiveness. In response to a comment by Mr. Zucchet regarding the difference between the funding ratio previously presented and now being presented in the agenda item, Mr. Telfer responded that the previously presented ratio was an estimate. Mr. Zucchet stated that the information provided addresses his concerns and stated that he supports the use of the FY 03 audited numbers for farebox revenues. Mr. Zucchet called the Board's attention to the letter included in the agenda item outlining the Board's responsibilities relative to this issue. He also called attention to the fact that each Board member's name appears in the disclosure, and Board members are responsible for reviewing the accuracy and completeness of the information in the offering document regarding the agency's activities and financial position.

Mr. Williams pointed out that Mr. Roberts is incorrectly listed as Chair of the Board of Supervisors. Mr. Rindone requested that staff forward the chart of the insurers to all Board members.

Action Taken

Mr. Zucchet moved to receive this report, approve an authorizing resolution (Attachment A of the agenda item) for the issuance and sale of pension obligation bonds, and authorize the Chief Executive Officer to proceed with the issuance of pension obligation bonds. Ms. Rose seconded the motion and the vote was 12 to 0 in favor.

32. MTDB: Regional Fare Policy and Comprehensive Fare Ordinance (ADM 110.4, PC 20271) (Taken Out of Order)

Ms. Toni Bates, SANDAG Director of Planning, provided the Board with an overview of this agenda item. She reviewed the guiding principles, the purpose of the Comprehensive Fare Ordinance, the proposed process for fare changes, clarification and refinements made at the request of MTS, and the next steps in this process.

In response to a question from Mr. Emery about the resolution of conflicts, Ms. Bates stated that the Regional Fare Structure Working Group would initially try to resolve any conflicts, and ultimately the SANDAG Board of Directors; however, she felt conflicts would be unlikely in the near term. In response to a question from Mr. Rindone, Mr.

Jack Limber, Legal Counsel for SANDAG, reported that the SANDAG Board has the authority to delegate responsibilities to subcommittees and envisions delegating the responsibility for public hearings to the SANDAG Transportation Committee. He added that it is possible that they may want to consider joint hearings with transit boards. He stated that the details of the process for public hearings will be worked out over the next six months, and alternatives will be presented to the SANDAG Transportation Committee and the individual transit boards. Mr. Rindone stated that this point needs to be made clear to all the agencies involved and should be included in the adopted procedures. He added that it is important that the Transportation Committee be involved since they have the specific expertise in these matters. Mr. Limber stated that staff will ensure that this clarification is included in the final materials going to the SANDAG Transportation Committee and Board.

Mr. Monroe stated that future discussions of fare increases must make the public aware that MTS is subsidizing 50 percent of every fare and using reserve funds to do so. Mr. Rindone agreed and stated that additional funding is needed and is the primary motivation for conducting an operations analysis of the MTS system. He added that it would be very detrimental to the San Diego economy if MTS becomes insolvent and cannot provide transit services to people who need transportation to get to their jobs. Mr. Limber, in response to a comment from Mr. Mathis, stated that the taking of the majority of hearing testimony and redrafting or adjustments of amendments to the ordinance would probably take place in concert with the transit boards through the Transportation Committee.

Ms. Atkins stated that the system has to remain financially able to do its job. She added that she has voted against fare increases in the past. She stated that more subsidies are needed because many transit patrons are dependent on transit and cannot afford fare increases. She also added that some people are driving vehicles that are unsafe or not good for the environment because the system cannot provide adequate service at reasonable fares. She stated that transit should take top priority in terms of funding within the region. Mr. Monroe applauded Ms. Atkins comments. He also stated that a new strategy needs to be adopted to gain public awareness of this issue. He suggested that transit have forceful representation in the Downtown Partnership, Economic Development Councils, and Chamber of Commerce. Ms. Sterling stated that she was appalled at the comments that Roger Hedgecock is making on his radio show about TransNet. Mr. Jablonski stated that this Board, when it comes to fares, will get presentations and will provide input, even if it doesn't have approval.

Action Taken

Mr. Rindone moved to receive this report for information and to incorporate a clarification into the adopted Regional Fare Policy that the Transportation Committee is the primary SANDAG body that will deal with fare issues. Mr. Emery seconded the motion and the vote was 11 to 0 in favor.

30. SDTI: Light Rail Vehicle Appearance Improvement Project (OPS 970.2, PC 30102)
(Taken Out of Order)

Mr. Jablonski advised the Board that SDTI is approaching the halfway mark in repainting of the U-2 trolley cars and, assuming the availability of funding, should finish repainting over the next two years. He added that a new buffing process is being used to restore a good percentage of the original luster of the paint on the SD-100 trolley cars. He stated that this process has been very successful, and all cars will have been buffed out by November. He added that staff has been quite successful at removing the carbon build up on the trolley cars.

Mr. Emery stated that he has seen the results of this effort, and it has been successful. Mr. Williams expressed support for this program.

Action Taken

Mr. Emery moved to receive this report on the status of the light rail vehicle special cleaning and buffing project. Mr. Santos seconded the motion and the vote was 10 to 0 in favor.

34. MTDB: Extension of Terms of Office for Ex Officio Board Members (Taken Out of Order)
(ADM 122.2, PC 30100)

Mr. Emery advised the Board that he brought this to the Executive Committee. He stated that he felt ex officio Board members should remain on the Board until the Comprehensive Operations Analysis (COA) is completed. Mr. Rindone stated that the original intent of creating the ex officio Board positions was to assist through the consolidation. He added that the COA is indirectly related to that consolidation.

Action Taken

Mr. Emery moved to extend the terms for the two ex officio Board members, Harry Mathis and Shirley Kaltenborn, through the completion of the Comprehensive Operations Analysis (COA), to October 15, 2005. Ms. Sterling seconded the motion and the vote was 11 to 0 in favor.

36. MTDB: Color Scheme for New Low-Floor Light Rail Vehicles (CIP 10426.15)
(Taken Out of Order)

Mr. Linthicum reported on the recent visit by some Board members to the Siemens' facility to see the new S-70 trolley car. He reported that the paint scheme, which has been applied to three trolley cars, did not meet the approval of Board members. Mr. Linthicum stated that the paint scheme used by Siemens makes the car appear black with a red stripe rather than red as was desired. Mr. Linthicum presented various pictures of the trolley cars at the Siemens facility, including a picture showing one of SDTI's current trolley cars next to an S-70 Siemens' car. He stated that the Executive Committee agreed that the paint scheme that Siemens used was unacceptable. Mr. Linthicum presented options for rectifying this situation. He stated that staff is still looking into the background of this issue to determine why Siemens painted the trolley

cars as they did. He reported that the Executive Committee directed staff to negotiate the best terms possible for the repainting of the three trolley cars.

Mr. Jablonski advised the Board that SDTI's current paint contractor, Guzman, will be asked to provide an estimate and, if chosen the repaint the cars, would be asked to warranty their work. He also advised the Board that staff has discovered that Siemens has also painted 80 doors.

Mr. Emery stated that the Siemens car does not integrate well in tandem with a current trolley car because of the difference in the paint scheme. Ms. Sterling stated that didn't remember ever seeing a rendering with that much black paint, and this matter should be pursued as an error on the part of Siemens. She also stated that, once you repaint something, the color is more inclined to fade. Mr. Jablonski stated that Siemens has been asked to provide any documentation they have approving this paint scheme. He added that it would not be typical for a rendering to be used as a basis for a paint scheme. He stated it would be more typical to use a blue print or schematic showing specific paint schemes and lines of demarcation. Mr. Williams also called attention to the black painted on the top of the trolley car. The Board agreed, after a brief discussion, that black painting on the top of the car would help hide carbon deposits that tend to build up on the cars in that area.

Mr. Mathis advised the Board that Siemens also used a paint with orange peel, contrary to specification, and explained how orange peel affects the appearance of the paint. He added that the specifications called for no orange peel. He also stated that Guzman's paint on current trolley cars is rated 10 for orange peel. Mr. Jablonski stated that Siemens was told that an orange-peel rating of 8 or more would be acceptable and added that their paint on the subject trolley cars is a low 7.

Mr. Zucchet suggested that staff be very aggressive in pursuing this. He suggested using the black erroneously applied to the top of the car as a bargaining tool.

In response to a comment from Mr. Mathis, Mr. Jablonski stated that staff members have discussed media and public relations issues and have arrived at a solution that would enable painting of the car in San Diego, if that is deemed the best option.

Action Taken

Mr. Rindone moved to ratify the direction of the Executive Committee regarding the exterior color scheme of the new low-floor light rail vehicles. Mr. Rindone clarified this motion to mean that, whatever determination is made regarding to the location at which the painting will occur, warranty must be maintained, and the rating for the orange peel must be a 9. Mr. Emery seconded the motion and the vote was 10 to 0 in favor.

33. MTS: Metropolitan Transit System Appearance and Identity (MKPC 620, 40053) (Taken Out of Order)

Mr. Jablonski reported that this item was brought back to the Board as requested to get clarification on the use of the San Diego Trolley logo within the adopted program for a "branded" appearance and identify for the MTS system. Mr. Emery stated that he

supports the display of the San Diego Trolley name, as did Mr. Mathis when this issue was originally discussed. The Board reviewed renderings, and Mr. Emery pointed out that the cars that include this wording do not look cluttered. Mr. Mathis felt that San Diego Trolley should appear on the cars to maintain its landmark status. Mr. Mathis also stated that the San Diego Trolley name should appear on the bottom panel of the car to ensure that it appears more prominently in photographs and clarified that San Diego Trolley be used, not The Trolley.

Mr. Gonzalo Lopez presented a picture of a bus with the new “branded” look and advised Board members that a prototype could be viewed outside the building after the meeting.

Mr. Monroe pointed out that, as MTS becomes more well know, only the MTS symbol may be needed rather than the full wording “Metropolitan Transit System”.

Action Taken

Ms. Sterling moved to accept Option B, replacing “The Trolley” with “San Diego Trolley”. Option B displays the San Diego Trolley logo on the lower panel rather than the upper panel of the trolley car for U-2 and SD 100 cars; and to accept Option A for the S-70 trolley cars. Mr. Emery seconded the motion and the vote was 8 to 0 in favor. (A photograph of the options is attached to the minutes.)

31. SDTI: Semiannual MTS Security Report – January Through June 2004
(OPS 970.11, PC 30102) (Taken Out of Order)

This item was continued.

Action Taken

Mr. Emery moved to continue this report. Ms. Rose seconded the motion and the vote was 8 to 0 in favor.

44. Chairman’s Report (ADM 121.7, PC 30100)

There were no comments from the Chairman.

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

There were no comments from the Chief Executive Officer.

46. Board Member Communications

There were no Board Member Communications.

47. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

50. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, October 7, 2004, at 9:00 a.m. in the same location.

60. Adjournment

Chairman Williams adjourned the meeting at 11:45 a.m.

Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachments: A. Roll Call Sheet

[gail.williams/minutes](#)