

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101

MINUTES

October 19, 2017

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased].

1. Roll Call

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

CHAIRMAN PRESENTATION

Chairman Mathis presented commendation awards to Iesha Booker, First Transit Bus Operator and Ryan Berg, Code Compliance Supervisor – Canine Unit. He presented Ms. Booker with a distinguished service award for her deeds of exceptional merit recognizing her extraordinary action on July 17, 2017 to protect the life of another. Chairman Mathis presented Mr. Berg with a distinguished service award for graduating from the Transportation Security Administration's Canine Training Handler Course at the top of his class. Chairman Mathis noted that Yobanni Aguilar, with Transdev, was also awarded a distinguished service award, but was not able to attend today's Board meeting. He was recognized for his exceptional actions to protect the life of another on September 22, 2017.

2. Approval of Minutes

Mr. McWhirter moved to approve the minutes of the September 21, 2017, MTS Board of Directors meeting. Ms. Cole seconded the motion, and the vote was 13 to 0 in favor with Ms. Salas and Ms. Zapf absent.

3. Public Comments

There were no public comments.

CONSENT ITEMS

6. Adoption of the 2018 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule

Action would adopt the 2018 Executive Committee and Board of Directors meeting schedule.

7. Investment Report - August 2017

8. Unallocated Transportation Development Act (TDA) Funds for Transit-Related Projects

Action would approve the use of \$171,285.69 in unallocated TDA funds currently held by the County of San Diego for transit-related expenses for the City of El Cajon.

9. U2 Light Rail Vehicle Disposal Services - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1371.0-17 with EKCO Metals Corp. for the purchase of Disposal Services for the U2 Light Rail Vehicles (LRV).
10. Green Line Trolley Stations Improvement Construction Management Services - Work Order Agreement  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2021-CM01 to MTS Doc. No. G2021.0-17 with DHS Consulting, Inc. (DHS) for the Green Line Trolley Stations Improvement Construction Management Services.
11. Purchase New Shelters - Green Line Trolley Stations - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1404.0-18 with Next Stage Engineering for the purchase of Station Shelters for the Green Line.
12. Pyramid Building Sewer Line Replacement - Ratify Work Order Under a Job Order Contract  
Action would ratify the action taken by the Chief Executive Officer (CEO) approving Work Order No. MTSJOC7504-40, under MTS Doc. No. PWL204.0-16 with ABC Construction, Inc. for the sewer line replacement project at the MTS Pyramid Building located at 1695 Main Street and authorizing an additional project contingency of \$25,000 for unforeseen conditions.
13. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken By the SD&AE Board of Directors at its Meeting on October 10, 2017  
Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information; and (2) ratify actions taken by the SD&AE Board at its quarterly meeting on October 10, 2017.

Action on Recommended Consent Items

Mr. Cunningham moved to approve Consent Agenda Item Nos. 6 – 13. Mr. McClellan seconded the motion, and the vote was 14 to 0 in favor with Ms. Zapf absent.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. Zero Emission Bus (ZEB) Discussion (Paul Jablonski)

Paul Jablonski, Chief Executive Officer, introduced the ZEB discussion item. He stated that Bill Spraul, Chief Operating Officer – Transit Services, and Sharon Cooney, Chief of Staff would be presenting the staff report. He stated that Stephen Clermont with the Center for Transportation and the Environment (CTE) and Jack Kitowski with the California Air Resources Board (CARB) were also here to present. Mr. Spraul continued the presentation. He reviewed ZEB regulation and discussed the Advanced Clean Transit (ACT) regulation. He stated that there are currently 107 ZEBs in the state of California, which are mainly in pilot programs. Mr. Spraul discussed the potential benefits of ZEBs including emissions reductions, lower maintenance costs, energy

efficiency, lower total cost of ownership, noise reduction and better performance. He reviewed the various types of ZEBs including fuel cell/hydrogen (FCEV) and battery electric buses (BEBs). Mr. Spraul stated that there are four major BEB manufacturers including BYD, Proterra, New Flyer and Gillig. He provided a high level overview of battery electric technology and noted that there are two types of fueling, either slow charge/depot charging or fast charge/in route charging. Mr. Spraul discussed the pros and cons of slow charge/depot charging and fast charge/in route charging. He stated that the most common type of charging systems now include a hybrid of both slow charge/depot charging and fast charge/in route charging stations. Mr. Spraul discussed a case study with Antelope Valley Transit Authority (AVTA) and their experience with BEBs. He stated that staff is recommending running a ZEB pilot to evaluate the technology on our system. He reviewed the key components that will be evaluated during the pilot. Mr. Spraul discussed some challenges specific to San Diego which would also be evaluated during the pilot phase.

Ms. Cooney continued the presentation and discussed potential pilot financing. She stated that some potential funding sources include SB 1 funds for FY 2018; Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) funds; VW settlement funds; Federal 5339(c): Low or No Emission Bus Program funds; Cap and Trade funds; and Low Carbon Fuel Standard (LCFS) credit program funds. She reviewed the staff recommendation and turned over the presentation to Mr. Clermont.

Mr. Clermont provided a brief background on CTE, the ZEB services they provide, and their current ZEB projects. He discussed ZEB U.S. annual sales and deliveries as well as the market development. Mr. Clermont stated that the key to ZEB success is planning and understanding the ZEB technology options. He stated that it is important to understand your requirements to determine the best ZEB and infrastructure needed for your transit agency. He noted it is also important to understand how to deploy ZEB technologies. Mr. Clermont stated that an agency should conduct a technology assessment. He presented a tool CTE developed which illustrates various factors of BEBs. The tool demonstrates results of a BEB on routes in different scenarios and the result of the efficiency of the bus. Mr. Clermont stated that CTE uses a tool to assess bus energy consumption based on nominal vs. strenuous loads, and beginning-of-life vs. end-of-life batteries. He stated that results of the BEBs are highly dependent on the type of route the bus is running. Mr. Clermont stated that it is important to plan for infrastructure, deployment planning and implementation. He noted that CTE generally takes their customers through a benefits realization process and key performance indicators (KPI) analysis after deployment.

Jack Kitowski, with CARB, discussed CARB's efforts as it relates to transit. He stated that they have done work on trying to reach air quality and climate goals. He stated that he has seen a lot of growth in the last few years as it relates to ZEBs. Mr. Kitowski stated that they have also seen progress in price reductions and utility improvements. He stated that there are six transit agencies that have committed to 100% ZEBs by 2030. He said there are still issues related to ZEBs, including upfront costs and utility costs. He noted that they are working with utility companies to address these issues. Mr. Kitowski stated that CARB offers approximately \$100,000 per bus with their HVIP program. He said they have a proposal for the CARB Board that would increase that amount to \$150,000 per bus. Mr. Kitowski said that for the past couple years they have worked with transit agencies and noted that there is not a one size fits all solution for ZEB technology and all transit agencies. He said as they move forward with a regulatory structure, they are looking to have a clear end goal of a zero emission clean robust transit fleet, which meets the needs of the local communities and disadvantaged communities

and enhances unique mobility options. He said they want a clear goal of the zero emission future and understands that there is a transition to get to that goal. Mr. Kitowski stated that they are going to continue moving forward with their regulatory efforts and will bring a proposal to their board next year and continue to work towards obtaining more funding options.

Mr. Hall commented that he has an electric car and asked if the fast charging option would completely fuel or only partially fuel the bus. Mr. Spraul replied that the fast charging system would not charge the bus entirely, but approximately 1% per minute. Mr. Hall asked about the break-even point for funding. Mr. Clermont responded that when CTE has done life cycle assessments for other agencies, it comes down to utility costs. He said that if you calculate out the utility cost analysis, it will better tell you the break-even cost. Mr. Hall commented that the main anxiety of being an electric car owner is hoping you make it to a charger in time before it runs out of fuel. Mr. Clermont stated that the pilot routes would be evaluated to see where the charging stations would be placed throughout the system to ensure buses are not stranded.

Ms. Salas inquired about proprietary charging infrastructure and asked if there will be a change to a more universal charging system. Mr. Spraul stated that the major bus manufacturers have been discussing going to a universal charging system. He stated that it will be more difficult to change to a universal overhead charging system; however the wave charging system could be used on multiple types of buses. Mr. Spraul stated that based on the market demand that they are hoping we will see universal chargers in the near future. He also noted that the buses all accept the same slow charge/depot charging systems now. Ms. Salas inquired if transit depots could use wave charging. Mr. Clermont replied that it's possible however the cost is very high.

Mr. Roberts thanked both Mr. Clermont and Mr. Kitowski for presenting to the Board. He asked for more detail related to the available funding options. Mr. Kitowski stated that the HVIP program which is made to be easy and straight forward awards approximately \$100,000 per bus and that amount is likely to be increased to \$150,000 near the end of this year. He stated that the LCFS credit program provides about \$100,000 over the entire life of the bus and is not funding that agencies receive up front. Mr. Kitowski stated that the VW settlement includes funding of \$423 million. He said CARB will be going to their Board next spring to determine how to allocate those funds. Mr. Kitowski noted those funds are intended to mitigate the harm caused by the Volkswagen defeat devices on their diesel 2.5 and 3 liter vehicles, so the program will be NOx focused. Ms. Cooney stated that there are initiatives to rescind SB 1, so that funding for the future is pending. She said there are small Low or No Emission Bus Program grants available as competitive funds. Ms. Cooney stated that Cap and Trade funding is also a competitive process. She noted that these funds are based on appropriation.

Mr. Alvarez asked if the HVIP program funds are automatic. Mr. Kitowski stated that transit agencies have to first apply and as long as there is funding, the transit agencies will likely receive the funds as long as there are no constraints that conflict with their requirements. Mr. Alvarez asked if the funding includes infrastructure assistance. Mr. Kitowski replied that they do not, but CARB is looking into having some components in infrastructure. Mr. Alvarez asked if funding includes research and studies. Mr. Kitowski replied that they do not, however they do sometimes have competitive grants for that area. Mr. Alvarez asked if there are opportunities with the Energy Commission (EC) on infrastructure costs. Mr. Kitowski replied that there are opportunities with the EC during their annual planning process. Mr. Alvarez asked about electricity costs in San Diego compared to other areas of the state. Ms. Cooney replied that she does not have the exact numbers in other areas of the state, but San Diego has the highest

electricity costs in the state of California. She noted that each utility company has to provide the Public Utilities Commission (PUC) with a program of what they are going to fund and offset each year. She stated that every other utility company in the state is looking toward infrastructure for electrification for transit buses except for SDG&E. Ms. Cooney stated that MTS has a blended electricity rate of \$0.22/kWh. Mr. Jablonski noted Sacramento pays about half the cost of us and Florida pays about \$0.04/kWh. Mr. Alvarez inquired if Community Choice Aggregation (CCA) had anything to do with other transit agencies going towards electrification of their fleets. Ms. Cooney replied that MTS is already in a Direct Access Program, which is similar to CCA however CCA is more geared towards residential. Mr. Alvarez inquired who will be our consultant for the pilot program. Ms. Cooney stated that we will have to go through a regular procurement process, which will take approximately three months.

Ms. Sotelo-Solis commented that she was glad to see the VW settlement funding as an option. She asked what the name of the application is that CTE demonstrated. Mr. Clermont stated CTE's modeling software is called Autonomy. Ms. Sotelo-Solis stated that she thinks it's important to begin communication with MTS's respective cities to expedite and offset costs in the pilot program process. She asked who MTS is looking at to possibly build the infrastructure system. Mr. Spraul replied a consultant will help plan the pilot program and the bus manufacturers help with the infrastructure component. He stated that through the pilot process, the need for the extra infrastructure will hopefully go down. Mr. Spraul said that he hopes that we will get to a point where we will not need in route charging and can utilize only depot charging.

Ms. Gomez inquired about leasing versus purchasing for the pilot. Mr. Spraul replied that is something staff will look into during the pilot process. Ms. Gomez asked if staff is working with the utility companies to see if there is a potential to reduce costs. Ms. Cooney replied that staff has been working with SDG&E for the last couple of years and they have not been receptive yet. Mr. Spraul also commented that staff will come back to the Board with more details of a pilot program at an upcoming meeting. Ms. Gomez commented that she would like to see the pilot program to be run in a disadvantaged community with high ridership.

Mr. Arambula asked for more details of the pilot program. Mr. Spraul replied that staff will bring back more information on the pilot program at a later meeting which will include all details. He stated that we are likely looking at a pilot beginning in 2019. Mr. Arambula asked how many buses will be in the pilot. Mr. Jablonski stated that it will depend on a few factors, but we will likely have between 5 and 10 buses. Mr. Jablonski stated that we may also look into getting a fuel cell bus to pilot as well. He stated that we want to be able to test the full spectrum of our system to understand the full range of the performance of the vehicles. Mr. Arambula asked for staff to include in the future report any likely staffing displacements and proposed options to avoid layoffs.

## PUBLIC COMMENTS

*Ray Pingle* – Mr. Pingle with the Sierra Club provided comments regarding the feasibility of transition of MTS's transit fleet to electric buses. He stated that he also wanted to respond to some comments made by Mr. Jablonski at the last Board meeting. He stated that there are approximately 1,200 ZEBs nationwide and 107 ZEBs in the state with more coming online soon. Mr. Pingle stated that Los Angeles Metro has committed to 100% ZEBs by 2030; San Joaquin Regional Transit District has committed to 100% ZEBs by 2025; Antelope Valley Transit

Authority has committed to 100% ZEBs by 2018; and Foothill Transit has committed to 100% ZEBs by 2030. Mr. Pingle stated that electric buses have continued to have higher ranges reaching up to 426 miles. He noted that some estimated ranges are nominal and there are other factors that contribute to the ranges. Mr. Pingle said that batteries are continuing to come down in cost. He said that the cost of the buses are also continuing to come down and are estimated to come down another \$100,000 in the next five years. He commented on the HVIP program and noted that the funding will likely be increased and will be available through 2030. Mr. Pingle stated that transit agencies should largely count on the HVIP funds. He commented on operating costs and said that with the LCFS credits, the costs will be about 30% less than a CNG bus, and maintenance costs are about 30% less. He noted that more detail is provided in the handout provided to the Board. He reviewed the total cost of ownership model for transit agencies and MTS. He said that economically, we are at a time of advancements. He said that agencies can also install solar to provide electricity. Mr. Pingle commented on the possibility of having the utility company help pay the costs for infrastructure. Lastly, he stated that with LCFS credits and HVIP funds, you can implement ZEBs at a cost effective rate. A full transcription of Mr. Pingle's comments is included in the final Board meeting packet.

*Gretchen Newsom* – Ms. Newsom spoke on behalf of IBEW 569. She commented that she is in support of Ray Pingle's comments and MTS staff's recommendation for the pilot. She stated that this will provide an opportunity for good paying jobs. Ms. Newsom said that transitioning to 100% zero emission buses will create additional electrical infrastructure jobs, which can help create new training and career opportunities for those in disadvantaged communities.

*David Grubb* – Mr. Grubb commented on behalf of the Sierra Club. He commented that he remembers when the steam engine train went away to the internal combustion engines. He said that similar to the steam engine, the internal combustion engines will soon also go away and move towards zero emission. Mr. Grubb stated that using electricity is a better way of using fuel than CNG. He said that they strongly support MTS's plan of a ZEB pilot project.

*Ana Reynoso* – Ms. Reynoso commented on behalf of the Environmental Health Coalition (EHC). She said that they support the staff action to implement a ZEB pilot program. She asked that the pilot be in an environmental justice community that already experiences disproportionate exposure from the emissions from transit systems. Ms. Reynoso discussed some of the issues that low income communities experience with pollution and stated that those communities would be the best option to host the pilot. She provided examples of low income communities that experience more exposure to pollution than others in the county. She also discussed a feasibility study conducted at King County Metro regarding the transition of their fleet to zero emission buses. Ms. Reynoso stated that EHC suggests that MTS should not only move forward on conducting this pilot program, but that they focus their efforts in the communities that need it most.

## BOARD COMMENTS – CONTINUED

Ms. Gomez thanked staff for giving her the opportunity to attend and participate in the APTA Annual Conference and Expo. She stated that she wanted to acknowledge that she understands why staff has been cautious moving forward with ZEBs, because there are a lot of challenges that we need to be mindful of. She said that we do have an opportunity to introduce the technology and hopefully move towards transitioning our entire fleet to ZEBs. Ms. Gomez commented that she would like to see the pilot operated in underserved communities if possible.

Ms. Salas thanked staff for the thorough report and said that it clarified a lot of her questions. She commented that she is happy to hear about the rapidly changing technology that is going to move us towards ZEBs sooner rather than later.

Mr. Roberts stated that in the mid-90s there was work being done on a mandate for electric vehicles at the CARB level. He commented that the technology has come a long way since that time. Mr. Roberts stated that it is time for MTS to work towards learning about and testing this technology. He asked for clarification whether the recommendation implies that staff obtains the services of a consultant to assist MTS in developing the program and planning for the future and long term. Mr. Jablonski replied that is correct and implied in the recommendation.

Ms. Cole commented that she really enjoyed attending the APTA conference. She stated that she understands that there are challenges ahead of us, but knows that the team will work through the challenges. She said that she would like to see the pilot program operating in a few districts including district 9 and district 4 as well as other underserved communities. Ms. Cole stated that she fully supports the pilot program.

Ms. Sotelo-Solis commented that she supports the staff motion. She stated that Sweetwater Unified School District just received \$8.5 million to focus on Science, Technology, Engineering and Math (STEM) research educational studies. She said that this could be a great opportunity for alternative partnerships for funding.

#### Action Taken

Ms. Gomez moved to direct the Chief Executive Officer (CEO) to complete a plan for a zero emission bus (ZEB) pilot program and return to the Board with a recommendation for its implementation. Ms. Salas seconded the motion, and the vote was 14 to 0 in favor with Mr. Cunningham absent.

#### 31. San Diego Metropolitan Transit System Green Line Naming Rights (Paul Jablonski)

Mr. Jablonski introduced the Green Line Naming Rights item. He stated that two years ago staff brought the UC San Diego Blue Line naming rights contract to the Board. He said that staff has been working on a second naming rights deal and is pleased to bring forward a naming rights proposal with Sycuan. Rob Schupp, Director of Marketing and Communications, continued the presentation and reviewed the details and terms of the naming rights agreement. He noted that there is some forgone revenue based on clauses in the agreement, however the 10-year net to MTS will be \$4.7 million to \$5.0 million. Mr. Schupp presented pictures and examples of naming rights signage and marketing items throughout the system. He reviewed the staff recommendation and asked for any questions.

Ms. Salas asked how this agreement compares in value to UC San Diego Blue Line agreement. Mr. Jablonski replied that MTS receives approximately \$600,000 per year from UC San Diego Heath until Mid-Coast opens and then MTS will receive just under \$1.0 million per year. Mr. Jablonski noted that there are more public impressions along the Blue Line than the Green Line which is how the pricing is determined. Ms. Salas commented that she wants to make sure we are not selling ourselves short on the deal. Mr. Jablonski stated that this is where the market currently is and this offer is the best deal we received. He noted that MTS negotiated in the deal

that if after ten years there is more interest from other entities in naming rights that we have the ability to exit the agreement and rebid.

Mr. Alvarez inquired about the difference between the two naming rights deals. Mr. Schupp replied that it is based on total impressions and the Blue Line has about 320 million impressions per year and the Green Line has about 240 million impressions per year. Mr. Alvarez inquired about trolley wraps and revenue loss. Mr. Schupp replied that MTS will continue to have the ability to wrap all of our trolleys during Comic-Con. Mr. Alvarez commented that he is not a fan of the retaining wall freeway signage. He asked about the sign ordinance related to MTS property. Ms. Landers replied that MTS's property is not subject to the City of San Diego's sign ordinance. She stated that those freeway visible signs would have to be approved by Caltrans to ensure that they comply with the Outdoor Advertising Act. Mr. Alvarez asked what entails in the naming rights at the trolley stations. Mr. Schupp replied that Sycuan will have naming rights at the three trolley stations listed in the agreement. He said that he has been in communication with Sycuan's Marketing Director and has been iterating that geographic location is very important to MTS to communicate with clarity to our passengers as to where their destination is. Mr. Schupp said that MTS will continue to work closely with Sycuan on those naming rights to come up with station names that make sense for them and our passengers.

Mr. Roberts stated that it is exciting to discuss an item where we will be receiving new non-fare revenue. He commented that everyone was given an opportunity for this naming rights deal, but only Sycuan was the most interested and came forward. He noted that this new revenue can help to pay for projects like the ZEB pilot.

#### Action Taken

Mr. Hall moved to authorize the Chief Executive Officer (CEO) to execute an agreement with the Sycuan Casino for the exclusive naming rights of the Green Line in substantially the same format as Attachment A. Mr. Roberts seconded the motion, and the vote was 14 to 0 in favor with Mr. Cunningham absent.

32. San Diego Metropolitan Transit System (MTS) Safety Management System Policy Statement (Samantha Leslie)

This staff report was waived. Mr. Jablonski commented that safety is inherently MTS's number one priority with passengers, employees and property. He said we have really increased the focus on safety on the bus and trolley side over the last year. He noted that both Safety Managers and Chief Operating Officers meet with him once per month to go over accidents, plans and trends. He said that MTS has made a big effort of communicating being safe and operating safe and has won safety awards in that regard. He said there is a standard throughout the industry called the Safety Management System (SMS) Program. One of the elements of the SMS program is for the agency to have a policy adopted by the Board for safety, which is what the statement is included in the attachment. He said that staff is currently working on a comprehensive SMS program, but we first wanted to start with the Board policy.

#### Action Taken

Ms. Cole moved to adopt the MTS Safety Management System Policy Statement. Ms. Bragg seconded the motion, and the vote was 14 to 0 in favor with Mr. Cunningham absent.

## REPORT ITEMS

45. Comic-Con 2017 Recap (Rob Schupp and Tom Doogan)

This report was deferred to the next meeting.

Action Taken

No action taken. Informational item only.

46. 2017 Customer Satisfaction Report (Rob Schupp and Judith McCourt with Redhill Principal)

This report was deferred to the next meeting.

Action Taken

No action taken. Informational item only.

47. Operations Budget Status Report for August 2017 (Mike Thompson)

This report was waived.

Action Taken

No action taken. Informational item only.

60. Chairman's Report

Chairman Mathis reported that he attended the APTA Annual Conference and Expo and met with a few of the electric bus manufacturers. He stated that he is pleased to see MTS making the steps today towards ZEBs.

61. Chief Executive Officer's Report

Mr. Jablonski reported that AB 805 was signed by the Governor last week. He stated that General Counsel will provide a report about next steps going forward related to AB 805 at the next Board meeting.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

CLOSED SESSION (TAKEN OUT OF ORDER)

24. Closed Session Items

The Board convened to Closed Session at 11:26 a.m.

- a. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS  
PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8  
Property: 5159 Baltimore Drive (Assessor Parcel No. 470-050-16)  
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets  
Negotiating Parties: DJR Companies, LLC  
Under Negotiation: Price and Terms of Payment

The Board reconvened to Open Session at 11:39 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report and gave instructions to negotiators.

64. Next Meeting Date

The next regularly scheduled Board meeting is November 9, 2017.

65. Adjournment

Chairman Mathis adjourned the meeting at 11:40 a.m.

/s/ Harry Mathis \_\_\_\_\_  
Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/s/ Julia Tuer \_\_\_\_\_  
Clerk of the Board  
San Diego Metropolitan Transit System

/s/ Karen Landers \_\_\_\_\_  
General Counsel  
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): October 19, 2017

CALL TO ORDER (TIME): 9:04 a.m.

RECESS: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

CLOSED SESSION: 11:26 a.m.

RECONVENE: 11:39 a.m.

PUBLIC HEARING: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

ORDINANCES ADOPTED: \_\_\_\_\_

ADJOURN: 11:40 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:04 a.m.	11:40 a.m.
ARAMBULA	<input checked="" type="checkbox"/> (Mendoza) <input type="checkbox"/>	9:04 a.m.	11:26 a.m.
BRAGG	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:04 a.m.	11:40 a.m.
COLE	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:04 a.m.	11:40 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:04 a.m.	10:30 a.m.
GOMEZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:04 a.m.	11:40 a.m.
HALL	<input checked="" type="checkbox"/> (TBD) <input type="checkbox"/>	9:04 a.m.	11:40 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:04 a.m.	11:40 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Goble) <input type="checkbox"/>	9:04 a.m.	11:40 a.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:04 a.m.	11:40 a.m.
RIOS	<input type="checkbox"/> (Sotelo-Solis) <input checked="" type="checkbox"/>	9:04 a.m.	11:40 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:06 a.m.	11:26 a.m.
SALAS	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:13 a.m.	11:40 a.m.
SANDKE	<input type="checkbox"/> (Donovan) <input checked="" type="checkbox"/>	9:04 a.m.	11:40 a.m.
ZAPF	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:15 a.m.	11:40 a.m.

SIGNED BY THE CLERK OF THE BOARD: Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL: Keith Chad