

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

September 27, 2007

MTS  
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

1. Roll Call

Chairman Mathis called the meeting to order at 9:06 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Monroe moved to approve the minutes of the September 13, 2007, Board of Directors meeting. Mr. McLean seconded the motion, and the vote was 9 to 0 in favor.

3. Public Comment

*Penelope Madrid:* Ms. Madrid reported that MTS's ordinance prohibiting smoking is not being adequately enforced. She stated that this is a health issue for her. She also stated that the signs posted at bus and trolley stops are too small. She stated that she requested that a security guard help her on one occasion but the guard informed her that he was unable to issue citations. She clarified for Chairman Mathis that the guard was willing to talk to the smoker in question.

Mr. Peter Tereschuck, SDTI General Manager, reported that only Code Compliance Officers can actually issue citations, but that security guards can issue verbal and written warnings. He reported that records of warnings and citations, including who they were issued to, are maintained. He reported that MTS officers have issued over 250 citations since the ordinance was approved. Chairman Mathis reported that the size of MTS's system makes it an extreme challenge to enforce this ordinance.

CONSENT ITEMS

6. MTS: Contract Assignments for On-Call Engineering and Construction Services (LEG 122.2)

Recommend that the Board of Directors authorize the CEO to execute assignments of contracts (Attachment A of the agenda item) from the San Diego Association of Governments (SANDAG) for on-call construction and engineering services with Bureau Veritas/Berryman and Henigar, PGH Wong, Kimley-Horn and Associates, and LAN Engineering.

7. MTS: Budget Transfer and Construction Management Contract Amendment for Mission Valley East (MVE) (ADM 110.2)

Recommend that the Board of Directors authorize the CEO to (1) transfer \$100,000 from the MVE Light Rail Transit (LRT) Project Right-of-Way line item (10426-0900) into the Construction Management line item (10426-0700) (as shown in Attachment A of the agenda item); and (2) execute Contract Amendment No. 47 (Attachment B of the agenda item) to MTS Doc. No. L6343.0-01 with Washington Group International, Inc. in an amount not to exceed \$168,082.00 for construction management services on the MVE LRT Project and the extension of those services through June 30, 2008.

8. MTS: State Transit Assistance (STA) Claims (FIN 340.2)

Recommend that the Board of Directors adopt Resolution No. 07-12 (Attachment A of the agenda item) approving Fiscal Year 2008 STA claims.

9. MTS: SANDAG Memorandums of Understanding (MOU) and Budget Transfers (CIP 11427, 10496, 11222, 10490)

Recommend that the Board of Directors (1) authorize the CEO to execute an MOU (in substantially the same form as Attachment A) with SANDAG to fund a change order not to exceed \$250,000 to construct a steam rack at the East County Bus Maintenance Facility; (2) authorize the CEO to execute an MOU (in substantially the same form as Attachment B of the agenda item) with SANDAG to fund a change order not to exceed \$150,000 to install fire system upgrades at the Imperial Avenue Division bus facility; and (3) forward a request to the SANDAG Board of Directors to approve the transfer of \$251,260 from the SANDAG Compressed Natural Gas Fuel Stations Project (CIP 1049000) to the SANDAG East County Maintenance CNG Station Project (CIP 1142700).

10. MTS: Federal Transit Administration 5311 Program of Projects (OPS 950.7)

Recommend that the Board of Directors approve Resolution No. 07-13 (Attachment A of the agenda item) authorizing the use of \$224,355 of FTA Section 5311 funds for operating assistance in nonurbanized areas.

Action on Recommended Consent Items

Mr. Emery moved to approve Consent Agenda Items No. 6, 7, 8, 9, and 10. Mr. Rindone seconded the motion, and the vote was 10 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:14 a.m.

- a. MTS: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION  
Pursuant to California Government Code Section 54956.9(a) MTDB v. RV Communities,  
(California Supreme Court Case No. S133786)

- b. MTS: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a) Balfour Beatty/Ortiz v. MTS, (Superior Court Case No. GIC 868963)
- c. MTS: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Pursuant to California Government Code Section 54956.9(a): Harry Eustace, Fed Ex, Nadia Hanna and Hisham Razzoki Hanna v. SDTC (TS 18890)

The Board reconvened to Open Session at 9:46 a.m.

Oral Report of Final Actions Taken in Closed Session

Mr. Jablonski, MTS CEO, reported the following:

- a. The Board received a report from outside counsel.
- b. The Board received a report from general counsel and staff.
- c. The Board received a report from general counsel.

NOTICED PUBLIC HEARINGS

25. MTS: Public Hearing on FY 2008 Budget-Related Service Changes (S RTP 830)

Mr. Conan Cheung, Director of Planning and Scheduling, advised the Board that the \$9 million budget deficit projected for FY 2008 is now expected to grow to \$11 million. He also advised the Board that because staff was able to identify ways to increase revenues and reduce the cost of operations, MTS will need to cut \$1.8 million in service instead of \$9 million. Mr. Cheung reviewed each of the recommended service cuts. Mr. Cheung called attention to the recap of public hearing comments that was placed at each member's place before the start of the meeting. In response to a question from Ms. Atkins, Mr. Cheung reported that staff responded to all public comments that were submitted.

Mr. Cheung reported that his planners had met with the groups of riders who would be affected by the changes to Route No. 28. He stated that service will basically be maintained but using mini buses instead of regular coaches. He stated that staff is recommending that only two hours of daily service be discontinued for a savings of \$122,000.

Mr. Cheung also explained that the changes being recommended for Route No. 921 are being made because MTS is losing its layover location at the VA Hospital. He reported that staff has been working with UCSD to identify a new layover location on campus, and if those discussions are successful, the service changes to Route No. 921 will not be made. He stated that the Board will be provided with an update at its October meeting regarding the layover matter. In response to a question from Ms. Atkins, Mr. Cheung stated that two of the five routes that serve the VA hospital terminate at the location, and that the VA wants that location back for parking and the drop off of patients.

Mr. Cheung advised the Board that DART service in Rancho Bernardo is carrying only three passengers per hour and that this service could be provided through mini grant programs. He

stated that MTS would be willing to write the grants and otherwise facilitate the grant process as needed. He added that there are also volunteer programs in Rancho Bernardo that could cover this service.

Chairman Mathis opened the Public Hearing at 9:58 a.m. and described the process for the calling of speakers.

*Jeff Gattas, UCSD:* Mr. Gattas stated that UCSD was comfortable with staff's recommendation regarding Route No. 921. He made the point that elimination of this service would cause a significant increase in traffic congestion. He also stated that UCSD provides incentives to students and faculty to use public transit and distributed written materials to the Board members about UCSD's Transit/Coaster Club. He stated that UCSD is currently working with MTS staff to identify a layover location that can be used until the one that will be located within the future UCSD Transit Center is ready.

*Lucinda Dalley:* Ms. Dalley felt that discontinuation of DART in Rancho Bernardo would have a negative impact on the residents, businesses, and agencies located there. She stated that this area has a large population of seniors with limited mobility for whom this service is a lifeline. She stated that this service allows her to function independently and prevents her from having to move into an assisted-living facility. She stated that this service has not been fully utilized because residents are not aware of this option and felt that increasing resident awareness would increase ridership and financial return to MTS. She stated that it would be more economical to improve on that which already exists rather than discontinue the program and start a new system.

*Ruth Ann Dalley:* Ms. Dalley pointed out that senior citizens pay their taxes and are not on the dole. She pointed out that many of them cannot drive but don't know about this service. She also stated that there are no other viable options – that the volunteer service is not reliable. She also stated that she has not seen Access vans in Rancho Bernardo. She made the following suggestions – raise prices, create a monthly pass for \$35.00 or more, provide service for three days a week, combine the service between Rancho Bernardo and Scripps Ranch, and/or increase advertising of this service.

*Rosell Chapin:* Ms. Chapin stated that bus trips take too long.

*Aaron Seavey:* Mr. Seavey stated that the Route No. 28 bus is too slow and that a shuttle bus would be too small for the passenger load on this route.

*John Switlik, Electrical Engineering, Navy's SPAWAR Systems Center:* Mr. Switlik requested that MTS consider retaining the first two daily Route No. 28C trips as well as the last two trips of the day in order to accommodate this route's ridership. He stated that, since August 1, buses have been averaging 26 passengers per trip by the time the bus turns onto Canon. He also suggested that MTS contact the base about using McLellan Avenue, which passes through the base and goes up to Catalina, which would shorten the trip.

*Phillip Dodge, SPAWAR Systems Center:* Mr. Dodge reiterated Mr. Switlik's request regarding the first and last two trips of the day and stated that this span of service is needed because most of the individuals who use the bus to get to SPAWAR have a nine-hour workday. He also

stated that, during peak hours, the shuttle bus will not be big enough to carry the passenger load.

*Ed Quismorio, SPAWAR:* Mr. Quismorio stated that he has a nine-hour workday and needs the additional trips that were requested by the previous two speakers. He also stated that the Navy provided funding to MTS of \$205,000 this year and \$200,000 last year.

*Command Master Chief David Chmielewski, Naval Base, Pt. Loma:* Mr. Chmielewski advised the Board that there are 22,000 people at the naval base. He stated that 8 new mine sweepers (with 4,000 people) are expected along with 2 additional submarines. He stated that these individuals will be relying on public transportation at least until they are able to move their families to the area. He reported that the Navy provides incentives for using public transportation and requested that service on Route No. 28 not be changed. He also stated that most base personnel are on nine-hour shifts and a reduction in the span of service would be unacceptable. In response to a question from Mr. Faulconer, he stated that Base Commander Mark Patton is in agreement with his statements.

*Diane Burroughs, Naval Health Research Center:* Ms. Burroughs stated that she lives downtown and takes Route No. 28C to the base. She stated that there are 40 people who ride the early morning bus and 40 to 50 who ride the late trips. She suggested retaining the first three and the last three trips of the day.

*Martha Zapata:* Ms. Zapata was not present when she was called to speak.

*Lorraine Leighton:* Ms. Leighton stated that she uses Route No. 28 to go to the Fort Rosecrans cemetery to visit her loved ones. She expressed concern about the passenger capacity of the shuttle buses. She also suggested combining Route Nos. 26 and 28 and retaining full-size coaches.

Mr. Cheung stated that the shuttle buses have sufficient capacity to handle this route.

*Monica Feier:* Ms. Feier stated that she was representing Scripps Ranch residents who depend on DART service. She said that she uses it to connect to Route No. 210. She stated that this service is so well utilized that, after 6:40 a.m., service is denied because vehicles are full. She stated that inaccurate numbers were given to the Rancho Bernardo Journal about the ridership on this service. She stated that ridership has dropped because of bad service and service reductions. She felt that San Diego had the worst transportation system she had ever seen.

*Sandra Condon:* Ms. Condon appealed to the Board to increase, not decrease service, so that disabled people would have transportation to their jobs.

*Andrew Johnson:* Mr. Johnson asked how the Board could make decisions about service when they don't ride the bus. He also stated that it wasn't fair to raise prices.

*Lorene Joosten:* Ms. Joosten stated that she was speaking on behalf of her mother-in-law who cannot drive or walk to a bus stop. She stated that her mother-in-law depends on DART service and only found out about the service after visiting a senior center. She stated that this service allows her mother-in-law to live independently and to buy groceries, medicine, and get to doctor appointments. She stated that there is a lack of awareness of this valuable service that needs

to be addressed. She requested that the Board delay the discontinuation of DART service until a reasonable effort is made to raise the public's awareness of this option.

*Matthew Scallon:* Mr. Scallon stated that the Route No. 28 travel times are negatively impacted by train traffic through the Old Town Transit Center. He also stated that the buses are full and passing up people who are waiting at bus stops.

Chairman Mathis closed the Public Hearing at 10:40 a.m.

Mr. Cheung pointed out that staff is recommending only a 2-hour reduction out of 54 hours of service on Route No. 28 and replacing a full-size coach with a shuttle for a cost savings of \$122,000. He stated that staff has observed about 20 passengers on this route, but that they would continue to monitor ridership to ensure that the shuttle is adequate. He also advised the Board that, after listening to public input about this route, a couple of hours were added to the service span. He advised the Board that DART is being discontinued because of low ridership and reiterated that staff is willing to write grant applications and further facilitate the turnover of this service to a nonprofit organization. He added that Rancho Bernardo has a community volunteer-driver program that could be utilized by current customers of DART.

Mr. Faulconer recognized the difficult job that staff faces when dealing with these issues. He added that he has received phone calls regarding Route No. 28 and was concerned about the additional personnel that will be added in Pt. Loma. He suggested that staff contact Base Commander Mark Patton and added that Mr. Patton is very open and good at problem solving. He stated that he would not be prepared to support Route No. 28 service cuts until a discussion has been held with Mr. Patton. He stated that he would also contact the Navy about these additional personnel and indicated that he would be willing to act as a go-between between MTS and the Navy. Mr. Mathis pointed out that Command Master Chief David Chmielewski, who made comments earlier, represents the Base Commander, Mr. Patton.

Mr. Maienschein pointed out that DART provides more than just transportation in Rancho Bernardo, which has a large senior population. He stated that residents depend on DART for their independence and to get proper medical care. He also stated that public awareness of the service should be pursued and that ridership increases should result from such an effort. He pointed out that one public speaker indicated that DART riders would be willing to pay a higher fare. He also stated that staff should look into doing a modified schedule as was suggested by Ruth Ann Dalley and thanked her for presenting suggestions and reasonable alternatives. He stated that his office would work with any community group that would be willing to assume responsibility for this type of service in Rancho Bernardo if DART were to be discontinued. He added that he would not be supporting staff's recommendation to discontinue it.

Mr. Emery reminded the Board of MTS's \$9 million deficit for FY 2008 and pointed out that the Board is not considering service cuts because it wants to but rather because adequate funding is not available. He stated that MTS's goal is supposed to be to provide the best service to the most people. He reminded everyone that San Diego County only gets one-third of a half cent for transportation. He added that MTS cannot afford to provide these kinds of highly subsidized services and pointed out that all other DART services have been discontinued. He reminded the Board that it had approved the modification or discontinuation of other routes in the past that carried riders who depended upon the service to get to their jobs.

Mr. Monroe asked Mr. Cheung if the hours staff added back into the Route No. 28 will address the needs of individuals working nine-hour shifts at the base. Mr. Brandon Farley, MTS Sr. Transportation Planner, stated that the Route No. 28 schedule does coordinate with the Trolley and the Coaster. Mr. Monroe suggested that staff meet outside the room with the public speakers to determine if the recommended schedule will accommodate their needs. Mr. Farley later returned to the room and reported that a solution that was palatable to all involved was not reached. In response to a question from Mr. Mathis, Mr. Cheung confirmed that the shuttle will be on a timed transfer and will have a "wait" order.

Mr. Monroe explained the Full Access and Coordinated Transportation (FACT) program and his involvement. He stated that Rancho Bernardo may be able to take advantage of their program at some time in the future. He reported that their pilot project should begin in North County in about 9 to 12 months. He also pointed out that MTS is basically providing a \$30 round trip subsidy on DART.

Ms. Atkins stated that she was happy that staff was working on the resolution of issues surrounding Route No. 921. She then asked if people who missed the last Green Line trip would have other transit options. Mr. Cheung reported that bus service stops by 1:30 a.m. Ms. Atkins also stated that she understood the frustrations of the speakers who were concerned about the discontinuation of DART service. She stated that she was frustrated about funding for transportation and the state's diversion of transportation funding to balance the state budget. She also expressed her frustration that MTS has to take these types of actions in the face of rider quality-of-life issues and stated that Board members are sensitive to that. She stated that she felt that Mr. Cheung and his staff did a good job of listening and responding to the public on these issues. She also expressed frustration with the public's level of knowledge regarding the transportation funding issue and felt that the state was being short-sighted in diverting this funding. She added that the Board should formulate a strategy for carrying its message regarding transportation funding to state and federal officials.

Mr. Madrid observed that the issues being discussed were the same types of issues that were being discussed by the MTDB Board in previous years. He agreed with Mr. Maienschein's comments regarding DART service. He pointed out that the people who use DART are slightly different because they are seniors, many with physical limitations, and have more challenges than most. He requested that staff revisit this issue one more time. He stated that he would not support the elimination of DART until all other options have been explored.

Mr. Rindone stated that voter approval of funding for transportation was a mandate, and it was inappropriate of the state to divert those funds to balance the state budget. He felt the Board should take a higher responsibility for conveying that message to the state and should become more proactive in this regard. Mr. Young suggested that staff develop a resolution that expresses the Board's displeasure with the state's action.

Mr. Jablonski stated that, in November, the vast majority of CEOs from California transit properties will be meeting to address this issue.

Action Taken

Motion #1:

Mr. Monroe moved to accept staff's recommendations for service changes for Route Nos. 31, 921 (unless an alternate layover location is identified, in which case the service would not be cut), 964, 992, and the Green Line for implementation in January 2008 with the exception of DART service in Rancho Bernardo and Route No. 28, which are to be voted on separately. Mr. Emery seconded the motion, and the vote was 11 to 2 in favor, with Mr. Maienschein and Mr. Young casting the dissenting votes.

Mr. Jablonski stated that the subsidy for the three services being excluded from the motion totals \$375,000 and this savings will have to be realized somehow. He stated that service cuts were added to the budget savings package only after staff scrutinized the budget and identified almost 25 different initiatives to help address the deficit. He added that only limited service cuts could be implemented because the Comprehensive Operational Analysis (COA) had already streamlined and made the system more efficient. He added that it is for those reasons that a fare increase is also being recommended. Mr. Monroe felt that the Board should wait to see what action the Board takes when the service changes for DART and Route No. 28 are brought back to the Board before trying to assess the financial impact of the service cuts on the budget.

Motion #2:

Mr. Monroe moved that the recommended service change for Route No. 28 be sent back for further study and negotiation with the Navy and brought back to the Board within 30 days. Mr. Faulconer seconded the motion, and the vote was 13 to 0 in favor.

Motion #3:

Mr. Monroe moved to approve staff's recommendation to discontinue DART service in Rancho Bernardo. Mr. Emery seconded the motion, and the vote was 5 to 8 against, with Ms. Atkins, Mr. Madrid, Mr. Faulconer, Mr. Lewis, Mr. Maienschein, Mr. McLean, Mr. Jones, and Mr. Young casting the dissenting votes.

Mr. Madrid suggested that staff's recommendation to discontinue this service would be appropriate if FACT cannot provide an alternate resource within 90 days.

Mr. Monroe pointed out that this action means that \$150,000 in cost savings is lost. Mr. Monroe stated that if all of the DART vehicles were filled, MTS would still be losing money and reiterated that the subsidy on DART is \$30 per person. He added that adding ridership may bring the subsidy down to \$20 per person, but MTS would still be losing money. Mr. Jablonski stated that a fare increase could be considered for this service. Mr. Emery stated that, at the time of the COA hearings, he raised the DART issue and asked specifically that it be evaluated within one year. He added that this service is now being brought back under dire circumstances, and it doesn't meet the subsidy test. He stated that MTS can no longer afford to provide this type of service.

Motion #4:

Mr. Maienschein moved to direct MTS to work with community and organizational stakeholders to resolve the DART issue and that the Board vote again on this issue in 30 days. Mr. Young seconded the motion and amended the motion to include directing staff to develop a resolution



objecting to the diversion of voter-approved transportation funds to balance the state budget. The vote was 13 to 0 in favor.

Ms. Atkins suggested that Mr. Jablonski approach the CEO's group about litigating the state funding matter. Mr. Jablonski stated that the California Transit Association did file a lawsuit two to three weeks ago on this matter. Mr. Jablonski advised the Board that he would keep them informed as this action proceeds. Mr. Young stated that MTS should consider its own legal options. Mr. Jablonski stated that MTS could consider filing an amicus brief.

## DISCUSSION ITEMS

There were no Discussion Items on the agenda.

## REPORT ITEMS

### 46. MTS: Preliminary Operations Budget for FY 2007 (FIN 310) ***(Taken Out of Order)***

Mr. Larry Marinesi, MTS Budget Manager, provided the Board with an overview of MTS's actual performance compared to the amended budget for FY 2007. He pointed out that more detailed information will be provided once the annual financial audit is completed. Mr. Jablonski stated that part of the surplus from the FY 2007 budget will be used as a one-time source to cover the portion of the deficit in the FY 2008 budget that resulted from not being able to implement service changes and fare cuts early enough.

#### Action Taken

Mr. Rindone moved to receive a report on the preliminary operations budget for FY 2007. Mr. Emery seconded the motion, and the vote was 9 to 0 in favor.

### 45. MTS: FY 2007 Year-End Report (SRTP 830)

Mr. Jim Byrne, SDTC Director of Transportation, provided the Board with an overview of MTS Bus's performance for FY 2007. He reported on ridership, annual revenue miles and hours, operating expense, budget savings, and annual fare revenues. He also reviewed the details of the strong operational results for farebox recovery ratio, passengers per revenue hour, complaints per 100,000 passengers, preventable accidents per 100,000 miles, cost per revenue hour, and fuel cost per revenue hour. Mr. Byrne pointed out that on-time performance has been negatively impacted by a 25 percent increase in lift utilizations. He added that MTS Planning staff members are adjusting schedules in response to this factor, and where adjustments have already been made, on-time performance has improved. He also briefly discussed the benefits of remedial training for bus operators, which has resulted in a reduction in passenger complaints.

Ms. Claire Spielberg, Chief Operating Officer – Transit Services, reviewed the performance of MTS's contract services - paratransit, which achieved at 96 percent on-time performance rate. In response to a question from Mr. Monroe, Ms. Susan Hafner, Director of Contract Services, stated that on-time is based on a 15-minute window. Mr. Paul Jablonski, MTS CEO, reported that this is extremely good compared to the national average. Ms. Hafner confirmed for Mr.

Emery that MTS Access service is provided in the Rancho Bernardo area. Ms. Spielberg then presented information on the maintenance of the MTS bus fleet and showed the Board charts that illustrated the significantly higher cost of maintaining MTS's older buses.

Ms. Spielberg then reported that MTS has entered into a partnership with ISE, New Flyer, the South Coast Air Quality District, and the Air Pollution Control District for the development of a CNG/electric hybrid bus. She stated that this bus is currently being road tested and will soon be tested in revenue service.

In response to a question from Mr. Monroe, Ms. Spielberg stated that on-time performance numbers are somewhat skewed because the Regional Transit Management System records every single time point including when a bus arrives early at its final destination. In response to a question from Mr. Madrid, Ms. Spielberg attributed the increase in ridership to the COA, which concentrated service in areas with the highest potential ridership and ensured that buses were traveling to the desired destinations. She stated that having cleaner and more reliable buses along with more customer-oriented operators also contributed to the increase in ridership. In response to another question from Mr. Madrid, Ms. Spielberg reported that most individuals hired for bus operator positions do not have commercial drivers' licenses and that MTS trains them and they are then recruited by other companies.

In response to a question from Mr. Clabby regarding a recent article in the San Diego Union-Tribune stating that public transportation carries only about three percent of the population, Chairman Mathis stated that the three percent represents public transportation's share of the number of trips, including all auto trips, in the region.

#### Action Taken

Mr. Emery moved to receive this report for information. Mr. Jones seconded the motion, and the vote was 9 to 0 in favor.

47. MTS: FY 2007 Year-End Rail Operations Report (FIN 310)

This report was deferred to the October 18, 2007, Board meeting.

60. Chairman's Report

The Chairman had nothing to report.

61. Audit Oversight Committee Chairman's Report

No report was given on this item.

62. Chief Executive Officer's Report

The CEO had nothing to report.

63. Board Member Communications

There were no Board member communications.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments made.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, October 18, 2007, at 9:00 a.m. in the same location.

66. Adjournment

Chairman Mathis adjourned the meeting at 12:15 p.m.

---

Chairperson  
San Diego Metropolitan Transit System  
Filed by:

Approved as to form:

---

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

---

Office of the General Counsel  
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

gail.williams/minutes