

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS),
SAN DIEGO TRANSIT CORPORATION (SDTC), AND
SAN DIEGO TROLLEY, INC. (SDTI)
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

January 20, 2011

MINUTES

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.

2. Approval of Minutes

Mr. Roberts moved to approve the minutes of the December 9, 2010, MTS Board of Directors meeting. Mr. McClellan seconded the motion, and the vote was 12 to 0 in favor.

3. Public Comments

Robert Guthrie: Mr. Guthrie stated that he is representing Arc of San Diego and would like to have Sunday service to Route 864 in Alpine restored. He commented that it is difficult to get to church because the route does not run when church service ends.

Kenneth Fitshorn: Mr. Fitshorn complained that he has been treated unfairly by some of the bus drivers. He has been a patron with MTS for over 20 years and commented that about 25% of the bus drivers he interacts with are rude to him. He has also had some unfair dealings with trolley security. He commented that passengers are very important to public transportation and that being mistreated again will cause him to no longer be a passenger.

Steven White: Mr. White is asking the Board to consider restoring Sunday service on bus Route 864 in Alpine. He stated that not having service keeps Alpine residents away from the city. He brought a petition of 200 signatures for restoring service for the Board to review.

John Wood: Mr. Wood stated that he can hear train horns at 2:30 a.m. coming through the Lemon Grove station. He stated that he would like the early-morning train horns to be silenced similar to the "quiet zones" in downtown San Diego. Mr. Wood also stated that the warning gates at the grade crossing of the Lemon Grove and Broadway intersection is timed so that the gates come down as soon as the trolley gets into the station causing traffic flow problems.

4. MTS Elect Vice Chair, Chair Pro Tem, and Committee Appointments

Chairman Mathis reported that the Executive Committee appointed him to represent MTS on the SANDAG Transportation Committee and Mr. Ovrom as his alternate. He added that the Ad Hoc Nominating Committee (Mr. Roberts, Mr. Ewin, and Chairman Mathis) developed the recommended slate of candidates. He also pointed out that the Vice Chair serves on the Executive Committee with the Chair Pro Tem as his alternate.

Mr. Rindone addressed the Board and explained that he is now representing the City of Chula Vista as the alternate. He mentioned that he has had 20 years of service with the MTS Board and takes pride in contributing to one of the most awarded public transit agencies in the country. He thanked his fellow Board members for their support and affirmed how grateful he is to have worked amongst them. Chairman Mathis expressed his appreciation for Mr. Rindone's years of service.

Chairman Mathis took nominations from the floor.

Action Taken

Chairman Mathis moved to approve the proposed slate of nominations as outlined below:

Vice Chair and Chair Pro Tem

Ron Roberts, Vice Chair: 13 to 0 in favor, with Mr. Roberts abstaining.

Tony Young, Chair Pro Tem: 13 to 0 in favor, with Mr. Young abstaining.

Accessible Services Advisory Committee

Thomas Clabby, Chairman: 14 to 0 in favor.

Lorrie Bragg, Committee Member: 13 to 0 in favor, with Ms. Bragg abstaining.

Ad Hoc Airport Regional Policy Committee

Harry Mathis, Committee Member: 13 to 0 in favor, with Mr. Mathis abstaining.

Jerry Rindone, Alternate: 13 to 0 in favor, with Mr. Rindone abstaining.

Ad Hoc Public Security Committee

Ernie Ewin, Committee Member: 13 to 0 in favor, with Mr. Ewin abstaining.

Harry Mathis, Committee Member: 13 to 0 in favor, with Mr. Mathis abstaining.

Jim Cunningham, Committee Member: 13 to 0 in favor, with Mr. Cunningham abstaining.

Todd Gloria, Committee Member: 13 to 0 in favor, with Mr. Gloria abstaining.

Jim Janney, Committee Member: 13 to 0 in favor, with Ms. Bragg abstaining in Mr. Janney's absence.

Audit Oversight Committee

Ernie Ewin, Chairman: 13 to 0 in favor, with Mr. Ewin abstaining.

Remaining members set by Board policy.

Budget Development Committee

Harry Mathis, Vice Chairman: 13 to 0 in favor, with Mr. Mathis abstaining.

Bob McClellan, Committee Member: 13 to 0 in favor, with Mr. McClellan abstaining.

Ron Roberts, Committee Member: 13 to 0 in favor, with Mr. Roberts abstaining.

Tony Young, Committee Member: 13 to 0 in favor, with Mr. Young abstaining.

Jim Cunningham, Committee Member: 13 to 0 in favor, with Mr. Cunningham abstaining.

Executive Committee

Set by Board Policy.

Joint Committee on Regional Transit (JCRT)

Jim Cunningham, Committee Member: 13 to 0 in favor, with Mr. Cunningham abstaining.

Ernie Ewin, Committee Member: 13 to 0 in favor, with Mr. Ewin abstaining.

Harry Mathis, Committee Member: 13 to 0 in favor, with Mr. Mathis abstaining.

Los Angeles-San Diego Rail Corridor Agency (LOSSAN)

Jerry Rindone, Committee Member: 13 to 0 in favor, with Mr. Rindone abstaining.

Harry Mathis, Alternate: 13 to 0 in favor, with Mr. Mathis abstaining.

SANDAG Board

Harry Mathis, Advisory Representative: 13 to 0 in favor, with Mr. Mathis abstaining.

Al Ovrom, Alternate: 13 to 0 in favor, with Mr. Ovrom abstaining.

SANDAG Regional Planning Committee

Al Ovrom, Committee Member: 13 to 0 in favor, with Mr. Ovrom abstaining.

Mary England, Alternate: 13 to 0 in favor, with Ms. Engalnd abstaining.

Taxicab Committee

Marti Emerald, Chair: 13 to 0 in favor, with Ms. Emerald abstaining.

Bob McClellan, Alternate: 13 to 0, with Mr. McClellan abstaining.

CONSENT ITEMS:

6. MTS: Federal Transit Administration 5311 Program of Projects

Action would adopt Resolution No. 11-1 authorizing the use of \$235,296 of Federal Transit Administration (FTA) Section 5311 funds for operating assistance in nonurbanized areas.

7. MTS: Fiscal Year 2011 Revised Transportation Development Act Article 4.0 Claim

Action would adopt Resolution No. 11-2 approving the revised fiscal year (FY) 2011 Transportation Development Act (TDA) Article 4.0 claim.

8. MTS: Investment Report - November 2010

Action would receive a report for information.

9. MTS: New Flyer Buses - Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1101.7-07 with New Flyer of America, Inc. to purchase 26 40-foot, low-floor, compressed natural gas (CNG) transit buses.

10. MTS: Security Fiber-Optic Cable Project MOU and Miscellaneous Fund Transfers

Action would: (1) approve MTS Doc. No. G1367.0-11, which is a Memorandum of Understanding (MOU) with the San Diego Association of Governments (SANDAG) to design, manage, and build a fiber-optic infrastructure project on San Diego Trolley, Inc.'s (SDTI's) Green and Orange Lines; (2) forward a request to SANDAG to transfer funds from the Substation Standardization Project (Capital Improvement Project [CIP] 1142100) to the Broadway Wye Project (CIP 1142800); and (3) forward a request to SANDAG to create a new capital project (CIP 1144500 Grantville Feeder Replacement)

to replace feeder cables at the Grantville Substation and transfer funds from the Substation Standardization Project (CIP 1142100) to this new project.

11. MTS: Uniform Service - Contract Award

Action would authorize the CEO to execute MTS Doc. No. G1322.0-10 for a five-year contract with Prudential Overall Supply for uniform services.

Action on Recommended Consent Items

Mr. Cunningham moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, 10, 11, and 12. Mr. VanDeventer seconded the motion, and the vote was 14 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items

The Board convened to Closed Session at 9:28 a.m.

- a. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Pursuant to California Government Code Section 54956.8;
Property: 3650 Main Street, Chula Vista, California (Assessor Parcel No. 623-250-23);
Agency Negotiators: Karen Landers, General Counsel; Tim Allison, Manager of Real Estate Assets; and Bruce Beach, Best Best & Krieger;
Negotiating Parties: Sav-On Systems, a California Limited Partnership;
Under Negotiation: Price and Terms of Payment

The Board reconvened to open session at 9:42 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 direction to staff.

NOTICED PUBLIC HEARINGS:

25. None.

DISCUSSION ITEMS:

30. MTS: Hosted Text Messaging System - Contract Award

Devin Braun, Senior Transportation Planner, gave the Board a presentation on the hosted text messaging system contract award. He stated that unlike rail, buses are susceptible to fluctuating traffic conditions and printed arrival times for the bus may not be the actual arrival time. He stated that 93% of the total U.S. population has a cell phone and, when surveyed, 86% of MTS users have texting capabilities. Mr. Braun explained that MTS will rely on passengers having cell phones to receive real-time information and in addition, passengers can

sign up for text message system alerts to keep them informed of planned and unplanned delays.

Mr. Braun provided a brief background regarding the Request for Proposals (RFP) process and stated that the contract was ultimately awarded to MIS Sciences, Inc. and explained how the text messaging system will work. He explained that a passenger with a cell phone will text a stop identification number to "vanity" short code GOMTS, then an eAlert will be sent back to the passenger with real-time arrival information. He mentioned that the stop identification number can be found in a variety of ways - on the bus stop signage, on Google Maps, or on the MTS website sdmts.com. He explained that MTS will pay for a "vanity" short code that will be leased from the wireless carriers at a cost of \$12,000 per year, with a \$1,275 setup fee and that this "vanity" code will remain with MTS in the event that a different host for text messages is chosen in the future.

Ms. Emerald wanted to know if the contract restricts MIS Sciences, Inc. from using consumer cell phone information for advertising and sales purposes. Mr. Braun stated that the agreement currently allows MTS to access user information, but that as of now, there is no intention to use that information. Ms. Emerald expressed concern for MIS Sciences sharing private information with third parties. She stated that she would support the agenda item if language was added to the contract restricting MIS Sciences from sharing user information with third parties.

Mr. Gloria wanted to know what fund the contract is paid from and what ranking MIS Sciences received during the RFP process. Mr. Braun responded that the contract is paid out of the operations budget, and that MIS Sciences was ranked third during the procurement process; however, after a Best and Final Offer request, the evaluation panel determined that MIS Sciences text messaging system was the best option for the procurement. Mr. Gloria stated that riders of the University of California San Diego shuttle have a similar application which saves riders time because they do not need to physically sit and wait for the next bus. Mr. Gloria encourages MTS to continue to integrate technology and mentioned that he would like to see Wi-Fi available for patrons.

Mr. Ovrom wanted clarification on the pricing addendum. Mr. Braun explained that the price includes 1,000,000 text messages and any text messages over that would adjust to the next price increment, which is set in 500,000 increments and would cost an additional \$4,000 per year.

Mr. Jablonski stated that new technology is developing rapidly, and the text messaging system is an area that the organization would like to test. He stated that if passengers embrace the text messaging, then MTS can take the next step in implementing technology.

Joshua Callington: Mr. Callington asked Mr. Braun why MTS could not continue to use the free text messaging service "SDMTS411411" and urged the Board to look at alternative options so that the money used to purchase a contract with MIS Sciences could be put toward restoring bus services that were previously cut. In response, Mr. Braun stated that the "411411" option was a program he wrote and the organization was beta testing. He stated that T-Mobile customers were no longer able to receive that service, and that the program did not support the MTS advertising policies.

Action Taken

Ms. Emerald moved to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1326.0-10 with MIS Sciences, Inc. for the procurement of a hosted text messaging system, including a vanity short messaging service (SMS) short code with a one-year base and 4 one-year options contingent upon the contract restricting MIS Sciences, Inc. from selling private information to third parties. Mr. Gloria seconded the motion, and the vote was 14 to 0 in favor.

31. MTS: 2011 State and Federal Legislative Programs

Sharon Cooney, Chief of Staff, gave the Board an overview on the 2011 state and federal legislative programs. She discussed the 2010 federal year in review on Transit Security Grant Program (TSGP), Earmarks, State of Good Repair Bus Notice of Funding Availability (NOFA), and Clean Fuels NOFA. She explained the Energy Security and Climate Change project is on hold, and that the gas tax has been steady at 18.4 cents and there is no increase this year. She talked about the Reauthorization of the Surface Transportation Act and stated that CNG credits have been extended through 2011, which is a very important source of funding for MTS.

Ms. Cooney explained the 2011 federal legislative priorities and mentioned that there have not been any changes since last year. She explained that the priority for 2011 is the reauthorization of the Surface Transportation Act scheduled to end on March 4, 2011. She stated that the earliest the act would be approved is September 2011, and the concern is funding with a new fiscal conservatism in the House as there is not a lot of interest in spending money on this act.

Ms. Cooney then discussed federal funding priorities including the Mid-Coast trolley extension, bus replacement vehicles and bus maintenance facilities, and Blue Line station improvements. She also discussed state legislative priorities and the goal to oppose any loss of funding that would prevent MTS from running more efficiently.

Mr. Gloria asked for further explanation of the Zero Emission Bus (ZEB) program requirements. Ms. Cooney explained that the ZEB program is a program instituted by the California Air Resources Board that requires entities having over 200 buses to purchase zero emission buses as 10% of their bus fleet. The program is slated to begin in 2012; it was originally slated to begin in 2008 but has been subsequently delayed because of technological and cost factors. She stated that the 75% of the MTS bus fleet are Clean Natural Gas buses.

Ms. Emerald stated that the House of Representatives has already placed a ban on earmarks. Ms. Cooney stated that the Senate has not taken that action and that theoretically earmarks may continue to be provided. Ms. Emerald wondered if the money for the Mid-Coast trolley extension is in jeopardy. Ms. Cooney responded that the money for the Mid-Coast extension has been requested through a full-funding grant agreement and is not necessarily getting funds through a specific earmark. Ms. Emerald wanted to know if there is a contingency budget plan being developed. Ms. Cooney explained that Proposition 1B funds have been dedicated to the Blue Line Improvement Project, which allowed for a Letter of No Prejudice and essentially allows for funds to be spent and then backfilled by the state once funding is available.

Clive Richard: Mr. Richard questioned what an unfunded mandate was and why there is opposition for them. In response, Chairman Mathis explained that an unfunded mandate is a general term that is used when the government passes laws but does not provide the operator with funds to implement the laws. Mr. Jablonski provided the example of zero-emission buses

and explained that the government wants to improve air quality and the cost of zero-emission buses would have to be covered by MTS. Mr. Roberts stated that unfunded mandates include state programs wherein the state decides not to pay for the mandate and passes on the cost to local entities. He stated a recent example includes the emphasis on reducing green house gas at the same time the legislature reduced assistance for public transit agencies.

Action Taken

Mr. Ewin moved to receive a report on 2010 legislative and intergovernmental activities; and to approve staff recommendations for state and federal legislative programs. Mr. Ovrom seconded the motion, and the vote was 14 to 0 in favor.

REPORT ITEMS:

45. MTS: FY 2011 Final Budget Comparison

Tom Lynch, Controller, gave the Board a presentation on the final year-end budget comparison for fiscal year 2010. He stated that MTS produced an overall positive variance to budget of \$265,000. He explained that passenger revenues were favorable to budget by \$1,878,000 or 2.3%, which was due to slightly higher-than-anticipated ridership. He also explained that other operating revenue was unfavorable to budget by \$329,000-the largest part being advertising revenue.

Mr. Lynch stated that overall operating expenses were \$211,593,000 compared to an amended budget of \$211,913,000 for a favorable variance of \$320,000 with the largest variances in personnel and energy. He explained that personnel expenses for the fiscal year totaled \$107,711,000 compared to a budget of \$106,811,000, which resulted in an unfavorable variance of \$900,000. He stated that the year-end energy costs resulted in a favorable variance of \$1,275,000 primarily due to lower compressed natural gas costs of \$1.10 per therm vs. \$1.29 budgeted.

Mr. Lynch stated that Transportation Development Act funding was \$54,326,000 compared to a budgeted amount of \$53,246,000 for a favorable variance of \$1,080,000, which was due to receiving prior-year's funding in the current year. He then discussed the ending reserve balance, which was \$31,343,000 on June 30, 2009. He stated that for fiscal year 2010, MTS had an excess of expenses over revenues of \$9,519,000. He explained that the new contingency reserve balance on June 30, 2010, became \$21,885,000 due to factors such as paying down debt on variable pension loans and income loss from SD&AE and Taxicab Administration.

Action Taken

Mr. Ovrom moved to receive a report for information. Mr. Cunningham seconded the motion and the vote was 12 to 0 in favor.

46. MTS: Interstate 15 Mid-City BRT Stations

Dennis Desmond, Senior Transportation Planner, provided the Board with an update on the Interstate 15 (I-15) Mid-City bus rapid transit (BRT) corridor. He explained that the I-15 BRT corridor between Escondido and downtown San Diego will include two stations on I-15 in the

Mid-City area, at University Avenue and El Cajon Boulevard. He provided a brief background of the project and talked about the three remaining design alternatives that have been narrowed down.

Mr. Desmond stated that Alternative 1 has median stations with center platforms, and buses crossover at each end of Mid-City corridor in bus-only lanes; Alternative 2 has median stations with side platforms, and buses would stay on the right side in bus-only lanes; and Alternative 4 has ramp stations constructed on freeway on-ramps, and buses would run in mixed-flow or on shoulders. He stated that Alternative 3 was eliminated as a viable option. Mr. Desmond then talked about the costs and issues associated with each alternative and the next steps for the project, including a public hearing on January 26, 2011.

Mr. Gloria mentioned that he lives only five blocks from the proposed University Avenue station and is excited to see an alternative to cars. He will be present at the public hearing on January 26, 2011, from 5:00-8:00 p.m. at Central Elementary School. He stated that there are going to be real complications with getting buses on and off the freeway and that security issues with that alternative should not be minimized. He also stated that Alternatives 1 and 2 would have the right-of-way dedicated towards transit. Mr. Desmond mentioned that the 2050 Regional Transportation Plan hybrid scenario proposes light rail transit in the center median.

Mr. Roberts questioned if the increased costs listed for Alternatives 1 and 2 could possibly be offset at the time the light rail transit is built. Mr. Desmond explained that it might be possible but it will depend on the timing. He stated that Alternative 2 works better than Alternative 1 for light rail because money would not be spent on bridge structures at either end of the corridor. He also stated that as the project gets into the design phase, it would be a good idea to look at cost efficiencies for converting bus shelters to light rail stations. Mr. Roberts wanted to know the cost of the bridge structures. Mr. Desmond stated that it is probably around \$12,000,000. Mr. Roberts mentioned his concern about going down under a station crossing late at night. He also mentioned that the long-range goal is to get light rail transit running in the center of this corridor and that the issue needs to go to the public for comments and opinion.

Ms. Emerald asked if one alternative would be preferred for including both bus rapid transit and light rail transit in the corridor. Mr. Desmond responded that bus rapid transit would most likely be moved to the side making way for light rail transit in the center median due to the design challenge to put both in center median and limited space.

Action Taken

Ms. Emerald moved to receive an update on the status of planning for the Mid-City stations on the Interstate 15 (I-15) bus rapid transit (BRT) corridor. Mr. Ovrom seconded the motion, and the vote was 13 to 0 in favor.

47. MTS: Chargers Year-End Report

Tom Doogan, Special Events and Operations Coordinator, provided the Board a Chargers football year-end summary. He provided a brief light rail transit service overview, including service frequency. He talked a little bit about the weeknight games and the challenges they presented because of coinciding with peak service hours. Mr. Doogan presented a configuration of car trains for weekday and Sunday event service. He discussed the attendance

and ridership figures compared to the 2009 season as well as eight regular season games in 2009. He then provided a brief summary of ticket sales revenue for the season.

Mr. Doogan explained the pregame fare inspection process and ticket booth sales averages. He talked about the Compass Card use and how Compass Card readers had been implemented prior to the seventh game of the season. Mr. Doogan discussed a cost-recovery exercise that was used to measure event service efficiencies. He then explained that the cost-recovery exercise showed a net operating revenue of \$54,592 per game and stated that the estimated net revenue for the season was \$511,530. He also stated that the Poinsettia Bowl game had a record attendance and that the Holiday Bowl game attendance was down 11% from last year.

Mr. Rindone mentioned that there was a problem with signage for eastbound departures during the Poinsettia Bowl and asked Mr. Doogan to address that. Mr. Terry responded that he is aware of the concerns and that stadium security was reportedly giving passengers some incorrect information, which has already been addressed. He stated that even though there were some problems with eastbound rail, platforms after both bowl games were cleared before the parking lots were cleared.

Action Taken

Mr. Cunningham moved to receive a report for information. Mr. Ewin seconded the motion, and the vote as 13 to 0 in favor.

48. MTS: Operations Budget Status Report for November 2010

Mike Thompson, Budget Manager, provided a report to the Board on the operations budget status for November 2010. He stated that combined revenue for bus and rail operations was unfavorable compared to budget by \$1,584,000 due to a decrease in ridership. He stated that operating expenses were unfavorable by \$4,211,000 and explained that the number is slightly misleading due to a pay down of pension contribution debt.

Mr. Thompson explained that the total combined net-operating variance was \$4,777,000 with a total non-operating variance of \$3,076,000, and stated that the total revenue less expenses was \$1,701,000. He talked about ongoing concerns such as sales tax subsidy revenue and explained that second quarter disbursements were made a couple weeks ago and the projection will be on target for the year-end.

Ms. Emerald wanted clarification on CNG credits and the impact on the budget if credits are received. Mr. Thompson stated that there would be a \$3,000,000 variance if we receive funds.

Action Taken

Mr. McClellan moved to receive an MTS budget status report for November 2010. Ms. Bragg seconded the motion, and the vote was 10 to 0 in favor.

60. Chairman's Report

Chairman Mathis stated that the lead car (529) in the vintage trolley car restoration process moved under its own power, which is a milestone. He stated that the car will be painted and tested and once it is done, he will notify Board members to come take a look at it.

61. Audit Oversight Committee Chairman's Report

There was no Audit Oversight Committee Chairman's report.

62. Chief Executive Officer's Report

Mr. Jablonski gave the Board an update on storm damage and stated that track in the El Cajon area had been undermined that will require some construction. A power feed from Grantville was also lost, which will potentially require 1,200 feet of wire to be replaced. Ms. Lightner mentioned that MTS should apply for Federal Emergency Management Agency (FEMA) money.

63. Board Member Communications

There was no Board member communication.

64. Additional Public Comments on Items Not on the Agenda


There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, February 17, 2011.


66. Adjournment

Chairman Mathis adjourned the meeting at 11:27 a.m.




Chairperson
San Diego Metropolitan Transit System

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

h:\minutes - executive committee, board, and committees\minutes - 2010\minutes - board 1-20-11 draft.docx

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 1/20/11

CALL TO ORDER (TIME): 9:04 AM

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:28 AM

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: 9:42 AM

ORDINANCES ADOPTED: _____

ADJOURN: 11:27 AM

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CASTANEDA	<input type="checkbox"/> (Rindone) <input checked="" type="checkbox"/>		
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Sterling) <input type="checkbox"/>		
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
ENGLAND	<input checked="" type="checkbox"/> (Gastil) <input type="checkbox"/>	9:07 AM	
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
JANNEY	<input type="checkbox"/> (Bragg) <input checked="" type="checkbox"/>		
LIGHTNER	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MINTO	<input type="checkbox"/> (McNelis) <input type="checkbox"/>		
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		11:13 AM
VAN DEVENTER	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		11:23 AM
YOUNG	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:08 AM	10:34 AM

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD: Valerie Vizkelety

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL: Karen Conde