

MEETING OF THE BOARD OF DIRECTORS FOR THE  
METROPOLITAN TRANSIT SYSTEM (MTS),  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101

November 10, 2011

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Ms. Cunningham moved to approve the minutes of the October 27, 2011, MTS Board of Directors meeting. Mr. Ovrom seconded the motion, and the vote was 12 to 0 in favor.

3. Public Comments

*Terveno Houston* – Mr. Houston requested that MTS follow up on how MTS Supervisors handle complaints and the complaint that he reported on September 11, 2011.

Mr. Young requested that MTS look at the policy in place for handling complaints and determine if the policy was followed and find out if it needs to be changed.

*Rhonda Ciardetti* – Ms. Ciardetti requested to be on the December 8, 2011, agenda to address the noise on the Orange and Green Line along Water Street and Severin Drive in the La Mesa area. She provided each Board member a letter and read straight from it. The letter is attached to the final agenda material.

*John L. Wood* – Mr. Wood expressed his concerns regarding the trolley and bus connecting, the recent blackout, bus drivers not being helpful, and the crossing gates at Lemon Grove.

*Steve Maritas* – Mr. Maritas stated that he is with the International Union of Security, Police and Fire Professionals of America (SPFPA) on behalf of the TSS Security Officers. He explained the dispute that TSS Officers have with Heritage Security and MTS. He stated that the dispute is not with MTS but with Heritage, Heritage is refusing to negotiate with the TSS Officers.

*Robert Austin* – Mr. Austin introduced himself as a TSS agent and provided his personal background. He described his working conditions and not having medical coverage. He requested that MTS go out to the job site to see their working conditions.

Mr. Mathis stated that MTS is not a party to the labor dispute; the contract is with Heritage Security. He stated that he will allow them to speak but this is the wrong forum to address.

Ms. Emerald requested to place a discussion item to set standards for the lowest paid worker who keeps this transit system going each and every day.

4. Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees for 2012 (Sharon Cooney)

Chairman Mathis moved to nominate himself, Ron Roberts, Tony Young, and Ernie Ewin to the Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of members of the Board to serve on MTS and non-MTS committees for 2012. There were no additional nominations from the floor

Action:

Mr. Janney moved the nominations and the vote was 15 to 0 in favor.

CONSENT ITEMS:

6. MTS: 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 18, 2011

Action would: (1) receive the San Diego and Imperial Valley (SD&IV) Railroad, Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports; and (2) ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on October 18, 2011.

7. Motorola Regional Transit Management System - Service Contract Amendment

Action would authorize the CEO to execute: (1) MTS Doc. No. G0867.13-03 with Motorola, Inc. to extend the Regional Transit Management System (RTMS) warranty support period from January 1, 2012, through June 30, 2013; and (2) MTS Doc. No. G0868.7-03 with North County Transit District (NCTD) for a Funds Transfer Agreement.

Action on Recommended Consent Items

Mr. Ewin moved to approve Consent Agenda Item Nos. 6 and 7. Mr. McClellan seconded the motion, and the vote was 15 to 0 in favor.

CLOSED SESSION:

24. None.

NOTICED PUBLIC HEARINGS:

25. Public Hearing on Discontinuance of Route 830 - Murphy Canyon Premium Express (Sharon Cooney)

Mark Thomsen, Senior Transportation Planner gave the Board an overview on the Murphy Canyon Express Bus Pilot Project. He stated that for MTS to run the service the average cost per month is \$16,667 and the breakeven number of TIP participants is 167. He reported that the ridership results have remained under the ridership requirements. Throughout the pilot year, the route has averaged 21 riders per day or 3 per trip which less than 6% capacity utilization on this premium express buses. He reported that to determine why ridership was so

low, SANDAG and the Navy conducted a detailed survey of Murphy Canyon residents this spring. As a result, MTS adjusted trip time to add a third major work shift and also added a new stop at Pier 10 on base. However, these changes had no effect on the average ridership levels. The NAVY and SANDAG provided extensive marketing efforts to increase ridership with the Murphy Canyon Community and the Navy. He stated that due to continued unsustainable ridership levels SANDAG and the NAVY agreed to convert the program to Murphy Canyon vanpool effective January 3, 2012. Riders outreach was held in Murphy Canyon on November 2, 2011. SANDAG is extending the pilot project through January 28, 2012, with the same financial terms with FY 2012 rates. He reported that the last day of operation of Route 830 is December 30, 2011. SANDAG will reimburse MTS for the discontinued trips in January at the standby rate, as specified in the MTS-SANDAG MOU.

Sharon Cooney, Chief of Staff, reviewed the Title VI analysis which is required by MTS Policy 42 for major service changes. She reported that there is a disproportionate impact on low-income and/or minority (LIM) populations in the Murphy Canyon and Naval Base San Diego census tracts.

Mr. Gloria asked if the program needed 167 monthly participants to break even. Mr. Thomsen stated that it is on an ongoing basis, a constant requirement to where MTS would receive \$100/month. Mr. Gloria repeated that there are participants enrolled but are not using the route. Mr. Gloria asked about the turnout at the rider outreach event held on November 2, 2011. Mr. Thomsen responded that the NAVY and SANDAG conducted the outreach and there were about 20 people with family members that appeared that night. Ms. Cooney added that MTS also placed a flyer on the route, information is on the Web site, posted in the newspaper, and riders can provide public comments. Mr. Gloria asked what is the success on the vanpool program versus the premium bus express service. Dan Martin of SANDAG responded and said that the lease for the van is month to month providing more flexibility. He also stated that the vanpool qualifies for the TIP program.

Mr. Ovrom asked if there is any action within the NAVY or SANDAG to have additional vans in the North Island. Mr. Martin responded that SANDAG was in North Island last week to promote the vanpool program with the vanpool vendors and vanpool programs working with the TIP distribution. SANDAG has been working with the NAVY on a survey of South Bay residents to determine a good way to find information to market the vanpool program.

Ms. Emerald asked what are the factors in changing the culture of riding public transportation. Ms. Cooney responded that MTS does not know the reason.

Ms. Emerald asked who the contact is for the vanpool service. Mr. Martin provided his email address [dma@sandag.org](mailto:dma@sandag.org).

Mr. Gloria stated that we need to find a better way to organize transit with the NAVY and SANDAG and double MTS efforts to promote transit to NAVY personnel with San Diego being a growing military town.

Mr. Roberts stated that key partners were all cooperative with the same effort and same goal expectations. He applauds MTS, SANDAG, and the NAVY for their efforts.

Mr. Gloria thanked staff for their remarkable efforts. He stated that he is disappointed at the outcome of the service, but would like staff to use a different strategy in the future.

Action taken

Ms. Emerald made a motion to approve the (1) the public hearing on the discontinuance on the proposed discontinuance of Route 830; and (2) the discontinuance of Route 830 due to low ridership is not a "project" subject to California Environmental Quality Act (CEQA) because it is not a project as defined in MTS Local CEQA Guidelines sections 3.01 and 10.53. Mr. Ewin seconded and the vote was 15 to 0 in favor.

DISCUSSION ITEMS:

30. Establish MTS Police Force for the Purpose of Appointing a Chief of Police  
(Karen Landers)

Paul Jablonski, Chief Executive Officer, explained that MTS has been talking about establishing the Director of Security as the Chief of Police. He explained the primary benefits for MTS. MTS has an aggressive outreach program with the municipalities and the police departments on a daily basis that includes relationships with the police officers and the police chiefs. He reported that MTS and other police chiefs had a successful summit a year ago where they developed protocols for accidents and crime scene investigations that would not impede trolley operations. Currently MTS is not allowed to participate and have access to Automated Regional Justice Information system (ARJIS), chief associations, and chief meetings. He reported that the former and the current General Counsel have gone through regulations to make sure that there are no unintended consequences to MTS.

Karen Landers, General Counsel provided a Power Point presentation on the benefits of an official police force. She explained that having a "Chief of Police" will provide MTS with access to data and working groups that are currently only available to sworn offices and chiefs of police. She also explained that the MTS Chief of Police will have equal status during law enforcement activities on MTS property. She explained that the proposed MTS Police Force will be a Police Force of 1, the Chief of Police with administrative duties only, there will be no pension impact, and the Security Department functions will remain the same.

Mr. Cunningham stated that Mr. Burke is deserving of "Chief of Police" status and other law enforcement agencies will be benefited by Mr. Burke's collaboration.

Mr. Minto stated that MTS already employs Penal Code section 830 officers and asked who manages those officers. Mr. Burke replied that the Directory of Security manages the section 830 officers. Mr. Minto asked why it would be a police force of one when MTS already have police officers. Ms. Landers responded that these officers are not sworn officers. Mr. Burke added that the Code Compliance Officers are section 832 trained which entitle them to write citations and make misdemeanor arrests but they are not police officers, they are public officers. He stated that is the reason police officers are involved to carry out arrest beyond a misdemeanor. Mr. Minto asked if there is a cost to send Mr. Burke to Police Academy. Mr. Burke responded around \$1,000. Mr. Minto asked if there is ratification once Mr. Burke finishes the courses. Ms. Landers stated that the resolution will authorize the CEO to appoint Mr. Burke as the Chief of Police upon his completion of the 832 course.

Mr. Roberts asked if there is any additional cost beyond the training. Mr. Burke and Ms. Landers both replied no.

Public Comments:

*Margo Tanguay* – Ms. Tanguay explained that with Bill Burke being Chief of Police, taxi will have access to ARJIS at MTS. She talked about her past experiences with the involvement of Mr. Burke and she is very supportive of him being promoted to Chief of Police.

Action taken:

Mr. Cunningham made a motion to approve (1) Resolution No. 11-16 establishing a police force pursuant to Public Utilities Code section 120550 and Penal Code section 830.33(c); and (2) authorize the CEO to appoint Bill Burke as MTS Chief of Police (contingent upon completion of the Penal Code section 832(c) training). Mr. McClellan seconded and the vote was 15 to 0 in favor.

31. Hi-Tec Enterprises Gearbox Assemblies - Contract Ratification (Karen Landers)

Paul Jablonski, Chief Executive Officer explained the regular maintenance of the MTS's LRV fleet which include the rehabilitation and replacement of the gearbox assemblies. He stated that a contract with Hi-Tec Enterprises was executed and approved by the Board in November 5, 2009, for the purchase of gearbox overhaul unit. He reported that complete gearbox assemblies were not included in the scope of the Hi-Tec contract. The cost for each complete gearbox assembly is \$42,078 plus tax and shipping. Recently SDTI storeroom discovered that in October 2010, 12 complete gearbox assemblies were ordered and delivered under the Hi-Tec contract. A new shipment of 4 gearbox assemblies was delivered in July 2011. He stated that the SDTI storeroom procedures were reorganized which caught the discrepancy. He also stated that the internal auditor will conduct periodic audits to confirm the new storeroom controls.

Mr. Jablonski reported that since the 12 gearbox assemblies were specially fabricated for MTS LRVs, this purchase cannot be unwound. Mr. Jablonski proposed that the 12 gearbox assemblies be transferred to a separate FY 2011 budget line item and local funds used. He alternatively proposed to ratify the purchase of all 16 complete gearbox assemblies delivered by Hi-Tec. He stated that the next step is to rebid the gearbox assembly purchase in accordance with federal rules and procedures for future purchases. Mr. Jablonski stated that proper steps have been taken so that this does not happen again.

Mr. Ewin thanked staff for informing the internal auditor immediately as it was discovered and also asked if the external auditor been informed. Mr. Telfer stated that it was discussed with the external auditor.

Ms. Lightner asked if it is acceptable to substitute local funds without going through a procurement process. Mr. Jablonski replied yes. Ms. Lightner asked if MTS need to go out for competitive bid for the different part. Mr. Jablonski responded that Board Policy 52 requires that any purchase over \$100,000 come before the Board and the procurement regulations states that at that level it must go out for formal procurement. This was not done this way because the assemblies were ordered through Hi-Tec contract which was only for rebuild gear box kits. Ms. Lightner asked if the money has been expended and Mr. Jablonski replied that 12 of that 16 has

been expended. Ms. Lightner asked if this was done last calendar year and if was in the audit last year. Mr. Jablonski replied no because it was not discovered until a few months ago. Ms. Lightner asked who discovered the error and Mr. Jablonski stated that the Trolley storeroom staff discovered the error. Ms. Lightner asked if MTS has informed the FTA and will this affect MTS ability to receive additional FTA funds. Mr. Jablonski replied no, because the Finance department will pay for the items with local dollars. Ms. Lightner asked what happens to the FTA funds that were allocated for this purchase. Mr. Jablonski stated that the money will be transferred to another CIP project. Ms. Lightner stated that there is a not to exceed amount and asked if that amount changed. Mr. Jablonski replied no.

Ms. Lightner asked the dollar amount for the items; and asked if \$556,992.90 for 12 or 16. Mr. Jablonski replied that \$556,992.90 is for 12 and the additional 4 are \$168,312 plus tax and shipping. Ms. Lightner asked why MTS requested quotes from Hi-Tec competitors. Mr. Jablonski stated that staff wanted to make sure that Hi-Tec was the lowest bidder. Mr. Jablonski added that the three bidders were Siemens, Voight Transmissions and Hi-Tec.

Action taken:

Mr. Janney made the motion to approve (1) the ratification of the purchase of 16 complete gearbox assemblies; and (2) approve the corrective action plan. Mr. McClellan seconded the motion and the vote was 12-1 with Ms. Lightner opposing.

REPORT ITEMS:

46. Semiannual Security Report (January through June 2011) (Bill Burke)

Bill Burke, Director of Security, gave the Board a Power Point presentation on the Semi-annual Security Report that occurred from January through June of 2011. He explained that there were 67 Part I rail incidents and 1,075 Part II arrests. He also explained that there were 10 Part I incidents on buses and the 94 Part II arrests.

Mr. Burke provided an update on the TSGP Grants and Proposition 1B on the wireless CCTV onboard LRV. Mr. Burke reported that there was a small spike in thefts of iPods and Cellular telephones in March and MTS ordered and placed Take One bulletins for Safety and Security Tips for riders onboard both bus and rail in mid-April. He stated that MTS has A TSA K-9 Team that goes to the same training as every federal K-9 explosive system in the country that responds to MTS incidences and other agencies. This allows MTS train system to continue running because MTS does not need to call a bomb squad team. The MTS K-9 team is also part of any security check measures, if needed, to screen an area. Mr. Burke reported that the MTS security team has been involved with preventing service interruption by providing single track opportunities, passing crime/incident scenes, rather than shutting down entire line. Mr. Burke explained how MTS security has been involved in the Trolley Renewal by providing two security officers each weekend riding the bus bridges and inspecting fares. Mr. Burke reported that the Special Enforcement Unit (SEU) conducts operations at random transit centers in the morning and in the afternoon to check patrons with proper fare media who are boarding and deboarding the train. He reported that 56,251 passengers were inspected and issued 1,528 citations with a 2.71% fare evasion rate.

Mr. Burke provided the background of the Graffiti Tracker program. He reported that 464 pictures have been uploaded, 3 arrests have been made, 1 conviction to date, and 3,968 sq. ft.

of graffiti removed. He stated that one individual with a moniker of "STRESS" has had 20 incidents in the amount of \$14,709.81 in MTS damage. Mr. Burke reported that one of the Code Compliance Inspector Caldelas was recognized for the arrest of the La Mesa Bank robbery.

Ms. Emerald thanked Mr. Burke for his report. She asked how MTS compares to general crime rate or other major city transit systems crime. Mr. Burke stated that compared to other major cities, MTS is usually the lowest. He stated at the beginning of the year, he will be able to provide the comparisons because other public agencies do not provide their statistical analysis until the end of the year. He stated that for the last couple of years, Los Angeles crime reporting is approximately 1.5 or higher per 100,000 passengers, while MTS have been under .5 for years. Ms. Emerald stated anecdotally MTS has a safer system than Los Angeles and a good way of spreading the word to the broader community that transit is a safe place to be. Mr. Burke replied that MTS has officers assigned to transit centers and has video cameras which make people feel more comfortable. Ms. Emerald asked once he completes his section 832 training, if his access to the ARJIS data and other information will impact these numbers going forward. Mr. Burke replied definitely. He will have access to the ARJIS data that relates to MTS information. Ms. Emerald asked if the K-9 officers are sworn officers. Mr. Burke replied that the K-9 officers are Code Compliance Inspectors who are public officers. He stated that MTS qualified as one of the top 10 agencies to participate in the TSA bomb sniffing program. Ms. Emerald asked if the dogs are section 832 trained. Mr. Burke replied that the dogs go to a special training program. Ms. Emerald asked how MTS will proceed with the Graffiti tracker program as it is nearing the end. Mr. Burke stated that the program is very successful and shows that it is making an impact and MTS should continue with the program.

Ms. England asked how many dogs MTS has for the K-9 unit and do they go home at night. Mr. Burke replied that MTS has 3 K-9 dogs and they stay with the handlers.

Action taken:

Mr. McClellan moved to receive a report for information. Mr. Cunningham seconded the motion and the vote was 13 to 0 in favor.

45. Update on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency (Sharon Cooney and Danny Veeh of SANDAG)

Sharon Cooney, Chief of Staff introduced Danny Veeh of SANDAG. He provided a Power Point presentation of the overview of the LOSSAN corridor. He stated that in January 2010, MTS Board approved an interagency MOU to work with the other LOSSAN agencies on a new vision for rail services along the corridor. He went over the corridor-wide vision goals. He stated that to accomplish this vision, the LOSSAN Board directed staff to complete a strategic implementation plan. He explained the major planning tasks. He explained the State support for intercity service, authority for intercity corridors, the goal of local authority for Pacific Surfliner service, and benefits of local authority. He stated that the governance next steps are LOSSAN agency CEOs will continue to work cooperatively, final vote expected in January 2012, possible legislation action in 2012, and possible implementation in 2013. He explained the key component of the strategic implementation plan which is the development of a Business Case for new services in the corridor. He stated that there are two technical components: Operations Modeling which OCTA is providing and Ridership Revenue Forecasting which Caltrans is providing guided by the project working group. There are two business case scenarios: Short-term service plan in place by 2014 and Long-term service plan in place by 2030. He explained

the short term improvement goals and the long-term improvement goals, and improvement scenarios. He explained the short-and long-term improvement scenarios. He reviewed staff analysis for the business case.

Ms. Emerald thanked staff for a great educational report. She asked about the enabling legislation that will be ready next year. Mr. Veeh responded that the plan is if LOSSAN decides to move forward with the governance structure, legislation will be introduced in January 2012. Ms. Cooney added that MTS's interest is to see the business case first and it will really depend on how quickly that business case is completed and no decision on governance should be made until the business case is done. Ms. Emerald asked if entities have a choice to participate. Mr. Jablonski explained that for the entire history the membership of LOSSAN corridors has been made by people who own the right-of-way. He stated that MTS own the right-of-way from Santa Fe Depot to Solana Beach and is a member. The governance structure up until now has been predicated on ownership. He reported that there is very strong consensus between the CEOs and that continued governance will be based on ownership of the right-of-way. Ms. Emerald asked about the \$90 million subsidy. Mr. Veeh replied that subsidy is for the three intercity rail corridors: in the State Pacific Surfliner, the capital corridors which are between the Bay area and Sacramento, and the San Joaquin which run from Bakersfield to Sacramento and Oakland. Ms. Emerald asked what the percentage of revenue or budget does that represent. Mr. Veeh replied that farebox recovery is about 50%. Ms. Emerald asked if California approves hi-speed rail, what happens to the need for the subsidy and the profitability of these lines. Mr. Veeh responded that in the 2030 scenario LOSSAN is evaluating hi-speed rail impact on Pacific Surfliner corridor, it is envisioned that the existing intercity rail corridors, including the Pacific Surfliner will still serve the feeder market to the hi-speed rail network. Ms. Emerald asked if the subsidy will go up to keep up with the competition. Mr. Veeh stated that it is more looked at as a supplemental than a competition. Ms. Emerald asked if this is viewed as a survival plan going forward with traditional rail services, and asked what is going to take to keep them going. Mr. Veeh reported that there is tremendous ridership on all the corridors to accommodate the growing demand with or without hi-speed rail. Ms. Emerald asked if the subsidy has gone down because of the farebox recovery. Mr. Jablonski replied no, as a matter of fact, it has gone from 19 trains to 22 trains. Ms. Emerald stated that she would like to see rail survive and thrive. She hopes that the business plans reflect how we market and reach out to the public and get them on board figuratively and literally.

Mr. Mathis introduced Mr. Jerry Rindone who has been the representative for LOSSAN board for the last couple of years. Mr. Rindone explained the LOSSAN background and thanked Mr. Veeh for an excellent presentation.

Action taken:

Mr. McClellan moved to receive a report on LOSSAN Rail Corridor Agency activities and initiatives. Mr. Ovrom seconded the motion and the vote was 10-0 in favor.

47. Operations Budget Status Report for September 2011 (Mike Thompson)

Mr. Mike Thompson, Assistant Budget Manager, presented to the Board an Operations Budget Status Report for FY 12 through September 30, 2011. He explained that the year-to-date FY 12 MTS consolidated operations revenue was favorable \$642,000 or 2.7%. He reported that ridership is favorable by almost 5% higher than the previous year but slightly below budget by 1.5% negative variance due to trolley ridership. He reported that Passenger fare revenue is



favorable by 769,000 or 3.3%. He reported that total consolidated operations expense were unfavorable by \$328,000 or 0.6%.

He reported that in total consolidated operations had a net operating variance of \$315,000. MTS Administration and other activities were favorable by \$518,000, resulting in an overall favorable variance of \$833,000 or 2.7%.

He reviewed the on-going concerns dashboard, presented FY 12 numbers, and updated projections for passenger levels and State Transit Assistance (STA). He reported that a letter was received from state awarding MTS with \$3.9 million but MTS has not yet received the money.

Action taken:

Ms. Emerald moved to receive an MTS operations budget status report for September 2011. Mr. McClellan seconded the motion and the vote was 10-0 in favor.

60. Chairman's Report

There was no Chairman's report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin reminded the Board that the CAFR will be scheduled for approval on the December 8, 2011, Board meeting.

62. Chief Executive Officer's Report

Chairman Mathis congratulated Mr. Jablonski on being appointed as the new Chairman of the Executive Committee of the California Transit Association (CTA). Mr. Jablonski reported that he was at the CTA Annual Conference and Expo last week where he was recognized as the Chairman of the Executive Committee of the CTA. He also reported that the week before he was in Washington, D.C. for the FTA transportation research program to serve as a panel to pick 10 out of 40 research projects. He stated that the cost for the Washington trip was not borne by MTS.

63. Board Member Communications

Mr. Castaneda recognized Tim Allison, Real Estate Manager for his help in the MTS right-of-way in the Pacific Maritime Industries expansion located in the southwest of Chula Vista.

64. Additional Public Comments on Items Not on the Agenda

*Dwayne Phillips* – Mr. Phillips was not available for comment.

*John Lehnherr* – Mr. Lehnherr was not available for comment.

*Michael Hough* – Mr. Hough was not available for comment.

*Lorraine Leighton* – Ms. Leighton expressed her concerns with regards to Veolia drivers and Trolley drivers with the ramp lift.

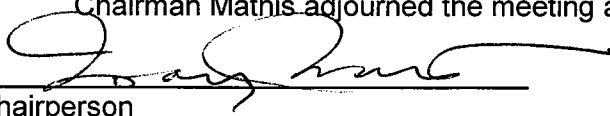
*Allen Witt* – Mr. Witt is with North County Transit District (NCTD) representing the SPFPA. He explained his benefits and working conditions. He requested that MTS work together with the SPFPA. He stated that if anyone is interested, he has a Power Point that he can present.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, December 8, 2011.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:15 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

METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): November 10, 2011

CALL TO ORDER (TIME): 9:02 a.m.

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

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

CLOSED SESSION: \_\_\_\_\_

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

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

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

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

ADJOURN: 11:15 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
CASTANEDA	<input checked="" type="checkbox"/> (Rindone) <input 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"/>	9:06 a.m.	11:00 a.m.
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		10:55 a.m.
JANNEY	<input checked="" type="checkbox"/> (Bragg) <input 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 checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:07 a.m.	
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
RIOS	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:13 a.m.	10:40 a.m.
YOUNG	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		9:59 a.m.

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD: 

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL: 