

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 20, 2022

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. Note that the meeting was conducted via webinar to comply with public health orders].

1. Roll Call

Chair Fletcher called the Board meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Chair Fletcher moved to approve the minutes of the December 16, 2021, MTS Board of Directors meeting. Board Member Hall seconded the motion, and the vote was 15 to 0 in favor.

3. Public Comment

There were no Public Comments.

4. Elect Vice Chair, Chair Pro Tem, and Committee Appointments (Sharon Cooney)

Action would appoint an Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Vice Chair, Chair Pro-Tem as well as MTS and non-MTS committees for 2022.

Action on Recommended Consent Items

Chair Fletcher moved to elect Board Member Sotelo-Solis as Vice Chair and Board Member Salas as Chair Pro-Tem, and approve the appointment of representatives to MTS and non-MTS committees for 2022 as proposed by the Ad Hoc Nominating Committee. Board Member Sandke seconded the motion, and the vote was 15 to 0 in favor.

CONSENT ITEMS:

6. Authorization of Remote Teleconferenced Meetings

Action would authorize remote teleconferenced meetings for any public meetings held by MTS, including all Brown Act committees, for the next thirty (30) days pursuant to Assembly Bill (AB) 361 and make the following findings: 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as "a social distancing measure that may help control transmission of the SARS-CoV-2 virus."

7. Janitorial Services – Contract Amendments

Action would 1) Ratify Amendment 19 to MTS Doc. No. G1931.0-16 with NMS Management Inc. (NMS), a Disadvantaged Business Enterprise (DBE), in the amount of \$91,451.67; 2) Ratify Amendment 20 to MTS Doc. No. G1931.0-16 with NMS, in the amount of \$8,316.74; and 3) Authorize the Chief Executive Officer (CEO) to execute Amendment 21 to MTS Doc. No. G1931.0-16 with NMS, in the amount of \$84,207.00 (in substantially the same format as.

8. Ultrasonic Rail Testing Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1602.0-22 with Smith-Emery Laboratories, Inc., for \$691,600.00, for the provision of ultrasonic rail testing services for five (5) years beginning on January 16, 2022.
9. Anti-Graffiti Window Film (Installation and Materials) – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1599.0-22 with Graffiti Shield, Inc., at \$2,606,784.48, for the provision of anti-graffiti window film installation and materials, for seven (7) years beginning on January 1, 2022.
10. Pronto Operations Technical Support – Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment 9 to MTS Doc. No. G1923.0-16, a Sole Source extension, with Jacobs Engineering Group Inc. (formerly CH2M Hill, Inc.), to provide operations technical support services for the PRONTO fare payment system, in the amount of \$495,963.00 from January 1, 2022 to June 30, 2023.
11. Beyer Blvd Track and Slope – Fund Transfer
Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 101.1 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the Beyer Blvd. Slope Repair project.
12. Construction Management (CM) Services for South Bay Zero Emission Bus (ZEB) Overhead (OH) Charging Infrastructure Installation
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA2501-CM01 under MTS Doc. No. G2501.0-21, with TRC Engineers Inc. (TRC), for CM services for the ZEB OH Charging Infrastructure Construction Project in the amount of \$796,363.18.
13. Fleet and Ancillary Equipment Inspections, Maintenance and Repair Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1594.0-22 with M Power Truck and Diesel Repair (M Power), for \$457,837.71, for the provision of fleet and ancillary equipment inspections, maintenance and repair services for five (5) years from January 1, 2022 to December 31, 2026.
14. Green Line Imperial Avenue Transit (IMT) Double Track Construction – Contract Award
Action would the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL337.0-21, with WCGG, a Joint Venture (WCGG) for the IMT Double Track Project in the amount of \$11,458,978.00 plus 10% contingency.
15. Service and Maintenance of the In-Ground Light Rail Vehicles (LRV) Hoists - Sole Source Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL346.0-22, a sole source award to BBM Railway Equipment, for annual inspection, service and maintenance of the In-Ground LRV Hoists in the amount of \$133,090.00 for a period of five (5) years from January 1, 2022 to December 31, 2026.

16. South Bay Zero Emission Bus (ZEB) Overhead (OH) Charging Infrastructure Construction – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB333.0-21, with Palm Engineering Construction, for the ZEB OH Charging Infrastructure Construction Project in the amount of \$8,398,242.92 plus 10% contingency.
17. Douglas Fir Railroad Wood Ties – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1608.0-22, with Gemini Forest Products (Gemini), for Douglas Fir Railroad Wood Ties as detailed in the scope of work, in the amount of \$112,869.45, effective January 1, 2022.
18. San Diego Metropolitan Transit System (MTS) Clean Natural Gas (CNG) Fueling Station Operation and Maintenance (O&M) Services and Equipment Replacement – Contract Award
Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. B0729.0-21, with Trillium USA Company, LLC (Trillium), for CNG Fueling Station O&M Services and Equipment Replacement and upgrades for a six (6) year base period with two 2-year options inclusive of a 10% contingency on equipment, exercisable at MTS's sole discretion, in the amount of \$13,644,795.35; and 2) Exercise the option periods at CEO's discretion, if deemed to be in the best interest of MTS.
19. Copley Park Division (CPD) Building Revisions – Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-08 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21, with ABC General Contractor, Inc. (ABCGC), in the amount of \$184,985.01, for CPD building updates including paint, lighting upgrades, and building modifications.
20. On-Call Services, On-Call Appraisal and General Right-Of-Way (ROW) Management Services – Contract Award
Action would 1) Ratify the Chief Executive Officer's (CEO) execution of Partial Assignment 1 of San Diego Association of Governments (SANDAG) Capacity for On-Call Appraisal and General ROW Services to MTS in the amount of \$100,000.00; 2) Ratify the CEO's execution of master agreement MTS Doc No. G2541.0-22 with Bender Rosenthal Incorporated (BRI) pursuant to the assignment of contract capacity from SANDAG to MTS in the amount of \$100,000.00; 3) Authorize the CEO to execute an additional assignment of SANDAG Capacity for On-Call Appraisal and General ROW Services to MTS in the amount of \$200,000.00; and 4) Authorize the CEO to execute Amendment 1 to master agreement MTS Doc No. G2541.0-22 with BRI pursuant to the assignment of contract capacity from SANDAG to MTS in the amount of \$200,000.00.
21. Centralized Train Control (CTC) System Maintenance Agreement – Sole Source Contract Award
Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1607.0-22, a Sole Source agreement, with ARINC Incorporated, a part of Collins Aerospace (Collins), in the amount of \$1,568,916.00 for the provision of CTC System Maintenance Services for five (5) years effective January 1, 2022; and 2) Authorize the CEO to execute Work Order Agreement No. 1 (WOA No. 1) to MTS Doc. No. L1607.0-22, with Collins, in an amount not-to-exceed \$452,000.00.

22. Security Services – Contract Amendment
Action would approve Amendment No. 1 to MTS Doc. No. G2359.0-20 with Inter-Con Security Services, to authorize the Chief Executive Officer (CEO) to allow On-The-Job Training for Year 1 be a billable expense to MTS.
- 23 Update to Board Policy No. 30, Investment Policy
Action would approve and adopt the updated Board Policy No. 30, Investment Policy.

Action on Recommended Consent Items

Board Member Goble moved to approve Consent Agenda Item Nos. 6 to 23. Board Member Hall seconded the motion, and the vote was 15 to 0 in favor.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. TransNet Revenues, Shortfalls, Proposed Solutions

Sharon Cooney, MTS Chief Executive Officer, and Larry Marinesi, MTS Chief Financial Officer, presented on TransNet Revenues, Shortfalls, and Proposed Solutions. She outlined the following items: SANDAG TransNet Extension ordinance, TransNet-funded capital projects, 8.1% TransNet operating support fund – shortfall impacts, current scenario, shortfalls response, service considerations, options for transit operators, regional solutions, and preliminary recommendations.

Chair Fletcher highlighted the shortfalls would equate to 10% of the agency's total budget. He acknowledged that the shortfalls could lead to service cuts across the system. He was optimistic about a compromise to be reached with SANDAG on regional priorities. While the agency's goal is to grow ridership, some new challenges include reassessing resources to fund the operating deficit. He emphasized that the shortfall would affect the agency's ridership and budget. He announced that there will be inter-agency conversations to move forward on a new plan for available funding.

Board Member Whitburn advocated for more transportation infrastructure with reliable funding. He was disheartened that the agency and region are in this situation. He supported the recommendations and hoped SANDAG can both build and operate infrastructure for future projects.

Board Member Salas was concerned about revenue divides based on population. She acknowledged that sales tax or population density initiatives favor populations with higher disposable incomes, which could exclude South Bay communities. She acknowledged that cutting service across the system and not considering ridership concentrations would be unfair. She stated that as a member of the SANDAG Board, she has advocated for funding existing infrastructure before pursuing new projects.

Chair Fletcher agreed with Board Member Salas' thoughts and acknowledged the Board needed a strong position to lobby SANDAG and assess priorities and total funding.

Vice Chair Sotelo-Solis asked about the agencies' strategy to increase ridership, beyond pre-pandemic levels. Ms. Cooney clarified that if funding is not identified, the agency will not see growth in ridership due to significant service cuts. She acknowledged that certain areas would lose access to transit altogether.

Vice Chair Sotelo-Solis asked about an estimated timeline for the deficit to affect the agency. Ms. Cooney stated that impacts would be visible in six to eight years. SANDAG will propose a sales tax forecast based on the latest economic reports, and the agency received higher than anticipated sales tax receipts. Mr. Marinesi clarified that while sales tax revenues are higher, it would not make up the anticipated funding shortfall.

Vice Chair Sotelo-Solis asked about strategies to increase ridership and using that revenue to assist in the shortfall. She also asked about additional funding opportunities at the agency.

Chair Fletcher clarified that increased ridership has been the Board's focus. The agency will need to assess the amount and length of funding that can offset the deficit. He acknowledged that longer term discussions will resolve these issues. The Board is now tasked to assess various tactics to attain the maximum certainty for the longest amount of time to fully fund existing programs.

Vice Chair Sotelo-Solis urged the Board to formalize a plan and pause to assess the situation.

Board Member Elo-Rivera asked for clarity on the recommendation's reference to "new programs."

Ms. Cooney referenced a change in the TransNet ordinance that would add more funding to the bike program in order to fast track the bike and pedestrian programs. She continued to explain the funding distribution and cited several programs recently passed at SANDAG that would affect the agency's funding levels.

Board Member Elo-Rivera asked if the recommendations listed were MTS's recommendations to SANDAG. Ms. Cooney clarified that the recommendations listed were her recommendations to the Board for SANDAG. She acknowledged the importance for SANDAG to talk about existing programs when they assess new plans.

Board Member Elo-Rivera clarified that he was not in favor of service cuts and suggested that SANDAG representatives be available for the Board to engage with them. He was curious about whether the Social Equity Group was aware of the service impacts. He agreed that the agency should prepare to offset losses and subsidies.

Chair Fletcher clarified the language adding: encourage SANDAG and MTS to facilitate engagement with equity groups and community-based organizations; and MTS focus on long term funding strategies for future operations to the motion and Board Member Whitburn approved the edit.

Board Member Goble asked about alternative programs that may save the agency money. Ms. Cooney stated that transit-oriented development may create a revenue stream, but will not offset the cost. New programs would draw from available operating revenue.

Board Member Sandke acknowledged that various funding modes administered by SANDAG are running out of funding. While he praised the Board for removing the revenue burden away from riders to other sources of funding, he stated that the agency should not be surprised when

the alternative sources no longer exist. He claimed that there is seemingly not enough funding to address all the proposed SANDAG projects. He acknowledged the direct financial pressure to the agency and stated that the percentage that goes to operations is the only way forward. He discouraged the Board from moving forward with a population or weighted vote for regional governance. He stated that one of the only solutions may be to raise transportation fees in order to keep current services operational.

Ms. Cooney stated that bike and pedestrian capital dollars are better equipped to be funded by the Infrastructure Bill so that the Federal and State funding can offset the cost.

Board Member Sandke re-stated that an off the top dollar amount to fund operations for existing infrastructure would benefit the region. He suggested revisiting the TransNet ordinance from an operational perspective rather than an aspirational one.

Board Member Shu hoped to work towards a compromise solution in his new role as a Board Member. He stated that transit shortfalls have been volatile for years and that funding ideas should be protected, if not invested in to protect transit dependent riders and increase choice riders. He asked if SANDAG would be willing to increase the TransNet funding share for transit operations. Ms. Cooney noted that staff has not asked for that type of proposal. Board Member Shu suggested doing so as a potential strategy. He asked about short-term and long-term solutions and noted land capture recovery and alternative transit solutions such as parking. He suggested referencing case studies from other agencies as examples. He noted that TransNet funding could fund the agency, but operations would need to be reprioritized.

Board Member Moreno acknowledged that the region depends on MTS to host transportation services with enough quality to attract ridership. She discouraged the Board to cancel the Youth Opportunity Pass program and Early Action Plan because of the dispute. She asked Board Member Whitburn to amend the second recommendation to state the three agencies' collaboration to find a solution and not affect new programs.

Board Member Whitburn kept the motion intact and explained the second recommendation so that MTS could have a conversation with SANDAG and does not become a binding action to cancel any new programs. Board Member Moreno stated she would not support the motion if it was not amended.

Board Member Montgomery Steppe clarified that the impacts to the agency would be significant. She believes it is the agency's duty to fight for funding that was promised. She advocated for a Transportation Development Act Reform task force as a tool for the agency's ridership strategy and clarified the responsibility to subsidize operations. She agreed that a weighted vote does not capture accurate population sizes and also advocated for increased system ridership. She expressed her continued commitment to Youth Opportunity Passes as a responsibility to fulfil the agency's equity mission.

Chair Fletcher expressed the agency's historical fixation on long-term structural financing, followed by post COVID ridership rebuilding and now this issue. He noted that recommendations for long-term financial sustainability were built into the recommendation to SANDAG.

Board Member Aguirre agreed that programs should not be cut. She noted that farebox recovery was built off ridership and is why the agency's commitment to equity has implemented

a diversion program. She urged the agency to find innovative ways to fund the system and proposed the revised amendment.

Board Member Galvez urged the agency to look for innovative solutions and cited the City of Chula Vista's free electric shuttle service as an example of its effects on ridership. She noted the agency would benefit for creating destination hubs along the rail line and not only housing development.

Board Member Gastil clarified that he is supportive of the Youth Opportunity Pass program. He acknowledged that the motion alluded to taking on more projects rather than advocating for retroactive change and asked that the language be revised.

Chair Fletcher proposed revising the wording of the second bullet to reassess the creation of new programs that don't immediately increase transit ridership until a strategy is evolved for resolving the funding shortfall; restated the proposed revised motion and asked if the maker of the motion would be willing to support a revision.

Board Member Whitburn supported the revised motion and made a motion.

Action Taken

Board Member Whitburn moved to recommend: 1) SANDAG act as the appropriate lead on these discussions as the TransNet implementing agency; 2) Reassess the creation of new programs that don't immediately increase transit ridership until a strategy is evolved for resolving the funding shortfall; 3) Recognize that continuing current TransNet services may require a "plus up" of the 8.1%, either through diversion of TransNet from other sources, or identification of other funding streams; 4) Encourage SANDAG and MTS to facilitate engagement with equity groups and community-based organizations; and 5) MTS focus on long term funding strategies for future operations. Chair Fletcher seconded the motion, and the vote was 15 to 0 in favor.

REPORT ITEMS:

45. Bus on Shoulder (BOS) Pilot Project Update (Michael Daney)

Michael Daney, MTS Director of Contract Operations and Passenger Facilities, presented on the BOS Pilot Project Update. He outlined: Project Overview, Demonstration Project Objectives, Freeway Shoulder Improvements, Advanced Driver Assist System (ADAS), On-Vehicle System Architecture, Operator Training, Outreach Marketing Efforts, Social Media and Connections.

Board Member Goble praised the program for its low capital costs and maximization of the infrastructure.

Vice Chair Sotelo-Solis asked if the agency could create a more noticeable visual to alert drivers when a bus is approaching while minimizing distractions. Chair Fletcher asked if her concern was that drivers would not see the bus on the road. Vice Chair Sotelo-Solis was concerned that drivers would be confused why the bus was on their shoulder. Chair Fletcher made clear that the designated bus lanes were marked for bus use only.

Mr. Daney clarified that the lanes were striped and the infrastructure change was advertised through billboards and radio programming. Ms. Cooney clarified that the pedestrian sign was only for driver use and was not signage for the public.

Vice Chair Sotelo-Solis asked when the corridor was last striped. Mr. Daney answered July of 2020.

Vice Chair Sotelo-Solis asked that language about the bus merging on designated lanes be placed in the rear of the bus rather than advertisements.

Board Member Sandke asked about Caltrans' commitment to keeping the lane clear of debris. Mr. Daney replied that Caltrans has scheduled clearance once a week and an on-call emergency response.

Board Member Montgomery Steppe agreed that this project optimized existing infrastructure. She asked if the rider survey data for coverage of frequency continues to be used to inform additional initiatives. Ms. Cooney stated that the agency works closely with Caltrans on improvements to maximize the infrastructure's use. She cited similar cross agency initiatives to maximize infrastructure and case studies for jurisdictions across the nation.

Board Member Shu expressed his excitement for the project. He asked that the savings from previous highway infrastructure projects be redirected to MTS and fund public transportation services. While monitoring the project, he urged the agency to prioritize regular travel lanes if off shoulder roadways do not work. He also asked for time savings predictions for the route.

Board Member Whitburn asked how that lane would accommodate drivers who experience an emergency. Mr. Daney replied that the driver assistive bus technology, low speeds and driver training would allow the driver to make an informed response to avoid a conflict.

Board Member Moreno commended the inter-agency collaboration efforts. She listed several benefits including transit options and the use of existing infrastructure. She commended the agency for good use of tax payer dollars.

Board Member Elo-Rivera commended the community advocates who rallied to ensure the project was implemented.

PUBLIC COMMENT

Randy Torres Van Vleck – Representing City Height CDC verbal statement to the Board during the meeting. Van Vleck noted excitement about the project and cited historical strides for this project and listed various community benefits.

Action Taken

No action taken. Informational item only.

46. Operations Budget Status Report for October 2021 (Gordon Meyer)

Gordon Meyer, MTS Operating Budget Supervisor, presented on Operations Budget Status Report for October 2021. He outlined the consolidated MTS operations comparison to budget – October 31, 2021 - FY 2022: federal stimulus funding, total operating revenues, total operating expenses and total operating activities.

Action Taken

No action taken. Informational item only.

OTHER ITEMS:

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's Report.

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.

64. Next Meeting Date

The next regularly scheduled Board meeting is February 10, 2022.

CLOSED SESSION (ITEMS TAKEN OUT OF ORDER):

24. Closed Session Items

The Board convened to Closed Session at 10:49 a.m.

- a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(d)(1) David Maldonado & Angel Navarro v San Diego Metropolitan Transit System et al. San Diego Superior Court Lead Case No. 37-2019-00041849-CU-PA-NC
- b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(d)(1) Ten Cases (consolidated):
Veronica Doyle, et al. v Vault PK, San Diego Sports Entertainment, San Diego Metropolitan Transit System et al., and all related cross-actions and consolidated actions San Diego Superior Court (SDSC) Lead Case No. 37-2018-00016374-CU-PO-CTL Consolidated w/ Case Nos. 37-2018-00036972-CU-PO-CTL; 37-2018-00042686-CU-PO-CTL; 37-2018-00043106-CU-PO-CTL; 37-2018-00045331-CU-PO-CTL; 37-2018-00056499-CU-PO-CTL; 37-2018-56507-CU-PO-CTL; 37-2018-00055615-CU-PO-CTL; 37-2019-00034764-CU-PO-CTL; and 37-2020-00012795-CU-PO-CTL

The Board reconvened to Open Session at 11:25 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 legal counsel.
- b. The Board received a report from legal counsel.

65. Adjournment

The meeting was adjourned at 11:30am.

/S/ Nathan Fletcher

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/S/ Dalia Gonzalez

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): January 20, 2022 CALL TO ORDER (TIME): 9:03am
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: 10:49am RECONVENE: 11:25am
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 11:30am

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
FLETCHER	<input checked="" type="checkbox"/>	(Vargas)	<input type="checkbox"/>	9:03am	11:25am
SOTELO-SOLIS	<input checked="" type="checkbox"/>	(Bush)	<input type="checkbox"/>	9:03am	11:25am
AGUIRRE	<input checked="" type="checkbox"/>	(Leyba-Gonzalez)	<input type="checkbox"/>	9:03am	11:25am
ELO-RIVERA	<input checked="" type="checkbox"/>	(LaCava)	<input type="checkbox"/>	9:03am	11:25am
FRANK	<input checked="" type="checkbox"/>	(Mullin)	<input type="checkbox"/>	9:03am	11:25am
GALVEZ	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:03am	11:25am
GASTIL	<input checked="" type="checkbox"/>	(Mendoza)	<input type="checkbox"/>	9:06 am	11:25am
GLORIA	<input type="checkbox"/>	(Whitburn)	<input checked="" type="checkbox"/>	9:03am	11:25am
GOBLE	<input checked="" type="checkbox"/>	(Ortiz)	<input type="checkbox"/>	9:03am	11:25am
HALL	<input checked="" type="checkbox"/>	(McNelis)	<input type="checkbox"/>	9:03am	11:25am
MONTGOMERY STEPPE	<input checked="" type="checkbox"/>	(Von Wilpert)	<input type="checkbox"/>	9:03am	11:25am
MORENO	<input checked="" type="checkbox"/>	(Campillo)	<input type="checkbox"/>	9:03am	11:25am
SALAS	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:03am	11:25am
SANDKE	<input checked="" type="checkbox"/>	(Bailey)	<input type="checkbox"/>	9:03am	11:25am
SHU	<input checked="" type="checkbox"/>	(Arapostathis)	<input type="checkbox"/>	9:03am	11:25am

SIGNED BY THE CLERK OF THE BOARD:

/S/ Dalia Gonzalez