

**MINUTES**  
**MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**BOARD OF DIRECTORS**

**January 26, 2023**

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. The full comment can be heard by reviewing the recording at the [MTS website](#).]

**1. Roll Call**

Chair Fletcher called the Board meeting to order at 9:01 a.m. A roll call sheet listing Board member attendance is attached.

**2. Public Comment**

Jose Puga – Representing Teamsters Local 683 made a verbal statement to the Board during the meeting. Puga representing service workers employed by Transdev advocated for a pay increase that bus drivers at MTS and Transdev received. Puga listed similar class requirements and licenses that service workers did and listed various obstacles such as poor lighting and bus backup liabilities. Puga stated that the wage increase was through a grant by MTS and asked if the grant was only for drivers or employees.

Pedro Franco – Representing Teamsters Local 683 made a verbal statement to the Board during the meeting. Franco acknowledged that entry level workers are making more money, where before, increases were granted through seniority. Franco acknowledged that incoming employees are being paid more, while veteran employees have not seen a similar adjustment. Franco is a 10-year service worker for Transdev who stated that current inflation rates have not been adjusted to seasoned workers.

Ivan Sanchez – Representing Teamsters Local 683 made a verbal statement to the Board during the meeting. Sanchez acknowledged his recent addition to the industry and noted the various weather conditions the team works under. Sanchez commutes daily from Tijuana that can become overnight stays in the US, which limits their ability to see their family. Sanchez stated that the wage increases were a dire request and hoped that the Board felt the same.

Ronald Barnes – Representing Teamsters Local 683 made a verbal statement to the Board during the meeting. Barnes noted a 1-year employment with Transdev and supported the wage increases of service workers. Barnes acknowledged the high turnover in the last eight months for higher paying jobs. Barnes noted a 30-day, mandatory six day a week schedule the crew had to accommodate in the past and a range of weather conditions the team works in. Barnes asked the Board for support on wage increases for service workers.

Hector Diaz – Representing Teamsters Local 683 made a verbal statement to the Board during the meeting. Diaz noted his 15-years with Transdev hoped the Board would consider the wage increase for service workers. Diaz stated that this department works in a variety of weather conditions and advocated for equal wage increases that drivers received. Diaz referenced El Latino newspaper article that acknowledged state and local wage increases starting the new year, and asked for a \$2 wage increase.

## SPECIAL ITEM

### 3. **Elect Vice Chair, Chair Pro Tem, and Committee Appointments (Sharon Cooney)**

Action would: 1) Elect a Vice Chair and a Chair Pro Tem for 2023; and 2) Consider the nominating slate proposed by the Ad Hoc Nominating Committee for the appointment of representatives to MTS committees for 2023 and vote to appoint representatives to those committees.

#### **Committee Comment**

Board Member Bush asked to be removed as the LOSSAN alternate representative. Sharon Cooney explained meeting attendance requirements. Board Member Moreno volunteered to be appointed as the alternate to the LOSSAN Board.

Board Member Bush nominated alternate National City Board Member Rodriguez to be the primary representative instead of himself on the Public Security Committee. Karen Landers, MTS General Counsel referenced MTS Policy 22 and stated that the Board did not have alternate limitations for internal MTS committee representatives. She added that the practical reasons for having primary representatives on committees is that Committee representatives can engage at the Board level on the issues discussed in more detail at the committee level. It is a Board decision to decide if alternates can serve on internal committees. Outside committees require primary representatives be appointed. Chair Fletcher asked that if an alternate is allowed to serve on an internal committee, that both representatives agree on issues at the committee and Board level. Board Member Bush agreed and believed that Alternate Board Member Rodriguez would be actively involved in advocating for MTS, and would be better able to do so by participating in the Public Security Committee.

Board Member Bush also asked that he be the primary South Bay representative at the Executive Committee and have Board Member Leyba-Gonzalez as the alternate. Ms. Cooney explained that the appointment was set by Board Policy and the Board would need to decide if the Policy would be waived to accommodate the request. She clarified that in two years, this change could create an impact to the rotation within the Policy, the South Bay Caucus would discuss this issue and decide how the accommodation would be executed.

#### **Action Taken**

Chair Fletcher moved to elect Board Member Whitburn as Vice Chair and Board Member Montgomery Steppe as Chair Pro-Tem, and approved the appointment of representatives to MTS and non-MTS committees for 2023, as proposed by the Ad Hoc Nominating Committee including the following changes: Board Member Moreno appointed as the LOSSAN alternate, Alternate Board Member Rodriguez as a Committee Member to the Public Security Committee, and Board Member Bush as the primary representative on the Executive Committee with Board Member Leyba-Gonzalez as the alternate representative on the Executive Committee. Board Member McCann seconded the motion, and the vote was 15 to 0 in favor.

## CONSENT ITEMS:

### 4. **Approval of Minutes**

Action would approve the December 8, 2022 Board of Directors meeting minutes.

**5. In-Plant Bus Inspections, Pre-Award and Post Delivery Buy America Audits – Contract Award**

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0752.0-23 with TRC Engineering Services, LLC (TRC), for the provision of In-Plant Bus Inspections, Pre-Award and Post Delivery Buy America Audits, for both Battery Electric and Compressed Natural Gas (CNG) powered bused for a period of five (5) years, in the amount of \$599,757.00.

**6. Existing Cell Tower – Ground Lease Amendment**

Action would authorize the Chief Executive Officer (CEO) to approve the Amended and Restated Ground Lease Agreement (Lease) for an existing cellular communication tower on SD&AE property.

**7. PRONTO Fare Collection System – Contract Amendment**

Action would authorize the Chief Executive Officer (CEO) to execute Amendment 15 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), for PRONTO In-App Messaging services, in the amount of \$151,246.00.

**8. Palm Tree Removal Services – Contract Award**

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL363.0-23 with Integrity Arborist and Ecoscape Inc., at \$160,150.00 for palm tree removal services.

**9. Mount San Miguel Radio Site Lease – Contract Amendment**

Action would authorize the Chief Executive Officer (CEO) to: 1) Ratify the original agreement MTS Doc. No. G1321.0-10; and 2) Execute Amendment 2 (in substantially the same format as Attachment B), with American Tower Corporation from February 1, 2023 to January 31, 2030, in the amount of \$432,609.40.

**10. Auction Services – Contract Award**

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2649.0-23 with JJ Kane Associates DBA Ken Porter Auctions (JJ Kane), for the provision for auction services for five (5) years.

**11. Information Technology Service Management (ITSM) Upgrade and Add Enterprise Licensing and Purchase Unlimited Asset Discovery Add-On – Contract Amendment**

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. No. G2604.0-22, with Compulink Technologies, Inc. (Compulink), increasing the contract value in the amount of \$208,780.68, bringing the contract total to \$450,810.32.

**12. Bytemark HaCon HAFAS Trip Planner Software – Sole Source Contract Award**

Action would authorize the Chief Operating Officer (CEO) to: 1) Ratify Purchase Order (PO) 4500040451 with Bytemark for Trip Planner Web-App in the amount of \$75,310.00; 2) Ratify PO 4500042353 with Bytemark for HAFAS Trip Planner Application Programming Interface (API) in the amount of \$35,200.00 and Trip Planner Enhancements in the amount of \$61,877.00 for a total of \$97,077.00; and 3) Execute MTS Doc. No. G2707.0-23 with Bytemark, Inc., in the amount of \$172,387.00 combining the POs for three years of HaCon Trip Planner software maintenance support and development.

**13. Commvault Metallic Appliance and Subscription – Contract Award**

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2701.0-23 with Nth Generation Computing, Inc., in the amount of \$641,520.24, for a period of three (3) years for the provision of Commvault equipment and support subscription.

**14. Imperial Avenue Division (IAD) Zero Emission Bus (ZEB) Overhead Charging Phase I – Work Order Amendment**

Action would authorize the Chief Executive Officer (CEO) to execute Work Order amendment WOA353-AE-01.01 under MTS Doc. No. PWL353.0-22 with Dokken Engineering, Inc. (Dokken) in the amount of \$717,696.61 to provide engineering final design services for Phase 1 of the IAD electric bus charging infrastructure project.

**15. Paratransit and Minibus Fixed-Route Bus Services – Contract Amendment**

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0703.8-19, with First Transit, Inc., in the amount of \$16,639,833 for Operator Wage \$2 increase for the provision of paratransit and fixed-route bus services through June 30, 2030.

**16. Fixed Route Bus Services – Contract Amendment**

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0708.2-20, with Transdev North America (Transdev), in the amount of \$21,439,684 for Operator Wage \$2 increase for the provision of fixed-route, express and Bus Rapid Transit (BRT) bus services through June 30, 2031.

**17. Mills Building 1st Floor Security Breakroom and Transit Store Office Rehabilitation – Work Order**

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-18 under Job Order Contract (JOC) MTS Doc. No. PWG324.0-21 with ABC General Contracting, Inc. (ABCGC), in the amount of \$242,922.83, plus a 10% contingency in the amount of \$24,292.28, for a total amount of \$267,215.11, for rehabilitating the vacated “Check Cashing” suite on the first floor of the Mills Building.

**Action Taken on Consent Items**

Board Member Hall moved to approve Consent Agenda Item Nos. 4 to 17. Board Member McCann seconded the motion, and the vote was 15 to 0 in favor.

**DISCUSSION ITEMS AND REPORT ITEMS:**

**18. Fare Enforcement Diversion Program (Karen Landers)**

Ms. Landers presented on the Fare Enforcement Diversion Program. She outlined the following information: fare enforcement overview, MTS policy goals, diversion program pilot, additional program accommodations, MTS’s civil justice goal, financial impacts of fare evasion, ridership recovery, passenger fare revenue variance, PRONTO best fare and tapping, PRONTO outreach and education efforts, fare evasion and diversion program data, diversion program participation, May to December 2022 PRONTO data, staff conclusions, program recommendation, proposed solution: create penalty fare for on-the-spot diversion option.

Ms. Cooney explained the agency's tapping education efforts and stated that evasion continues to be a problem as some riders purposefully avoid fare validation.

Chair Fletcher thanked Board Member Montgomery Steppe, Chair of the Public Security Committee, for her efforts on this program. He provided the Board historical context about the program and stated that if riders received a penalty for a lack of fare, the financial consequence could escalate to up to \$200. The diversion program was designed to avoid a significant financial burden. He expressed concern in the low program participation rate and stated that it was necessary for MTS to collect this revenue since the agency continues to be in a structural deficit, with a quarter of the deficit associated to fares.

### **Public Comment**

Sally Smull – An MTS rider made a verbal statement to the Board during the meeting. Smull stated that at times she does not have sufficient time between her connection to tap to ride the trolley. Smull said if riders do not have more than \$2.50 on their card, it should be charged, otherwise a full day pass should be charged. Smull believed people were not intentionally not tapping and rather, were in a rush to board. Smull believed the program should continue and should not be penalized more than one day fare.

Corinna Contreras – Representing Climate Action Campaign made a verbal statement to the Board during the meeting. Contreras agreed that people are evading fare payment because they are in a rush to board. Contreras strongly believed that if there were validators on the system, more people would be inclined to validate their fare.

### **Committee Comment**

Board Member Montgomery Steppe thanked staff for partnering with the committee to establish the program. She provided historical context and explained that while exploring various ways to address fare evasion, the committee considered a completely civil procedure rather than a criminal system. A Public Records Act (PRA) request exposed that 86% of fare evasions do not pay the penalty. The committee reassessed investment and return of resources. Anecdotal interviews in a City community action plan to address homelessness showed that people who had tickets from the MTS system were prohibiting them from opportunities in the future. The Diversion Program was meant as an alternative for riders to not be caught in the criminal justice system. She acknowledged that the 169 people that completed their citations had the opportunity to avoid the trajectory of their future. Board Member Montgomery Steppe agreed that she has also experienced issues with the tapping system and believed that the agency should develop a clean analysis before enforcement officers began approaching people for \$15 instead of \$2.50. She was not against the recommendation, but she was not ready to make a proper evaluation based on the PRONTO system. She acknowledged fare box recovery as a priority for her and implored staff to work towards reforming the Transportation Development Act. She believed that the recommended approach seemed reactive and did not support the recommendation, because PRONTO was not at a point where the agency could make that determination. She recommended that the agency reevaluate the PRONTO system issues so that the Board can properly decide the future of the program.

Chair Fletcher added that the agency is happy to evaluate current practice and acknowledged that fare box recovery is an issue and asked that staff return with an update in six months to address the reports of tapping issues.

Board Member Montgomery Steppe asked what the operation implications would be as the program exists today. Ms. Landers clarified that there would be no change to the current program if the recommendation was to keep the program as it is now and re-evaluate the recommendation at a later date.

Board Member Hall suggested a phased in approach and that one of his obstacles with the system is finding a validator. He suggested adding more validators in the system. Ms. Cooney replied that ticket vending machines will double as validators. Staff also placed flags on top of the validators so riders can easily identify them.

Chair Fletcher acknowledged challenges and noted that the agency was not a closed system and wanted to know how often the same patron was caught without a fare.

Board Member Chavez agreed that validators are hard to identify with potential bilingual obstacles. She encouraged improved promotional efforts to tap along with bilingual accessibility and thanked Board Member Montgomery Steppe for addressing financial hardship on people through institutional means.

Board Member Bush thanked staff and urged the Board to be mindful of resources and incoming revenue. Board Member Bush asked staff for the data that shows why riders are not tapping. Ms. Landers replied that staff does not have data, she explained that the few people who have participated in the diversion program fill out an optional survey which reports why they evaded fare. Amongst various potential options to choose from, she replied that a majority of the responses stated that they were “risking it”. Board Member Bush encouraged staff to somehow capture the data. He asked if riders who have an annual and monthly pass who do not tap are also being factored into the same data category. Ms. Landers explained that those riders were not part of the same count pool and the data differentiates between not validating a pass product or no money/pass. Board Member Bush asked what was the percent of riders who were intentionally evading. Ms. Landers replied that the agency does not have that data. Ms. Landers referenced data in the presentation that showed that 21% of people that officers contact did not have a valid fare. 85% of the time inspectors used the validation app to take an on-the-spot fare, there were funds on the card. Staff does not know if this was a calculated risk or if this was a one time event. Board Member Bush expressed the importance of capturing the data and asked if there were validators in the trains themselves. Ms. Landers replied that there were not validators in the trains. He encouraged staff to assess that option before increasing the fare evasion fine and would like to be provided with more data. Ms. Cooney cautioned the Board to not assume that a large percentage of people do not know they need to tap or cannot find validators. Ms. Cooney referenced a campaign where a security officer, posted next to validators, reminded riders to tap before boarding, only a small percentage of people walking by complied. Board Member Bush stated that why people were evading and how many of them were doing so was still a critical data set.

Board Member Moreno acknowledged the huge undertaking. She noted the 26% gap between ridership and fare revenue collected. She suggested that the fare diversion pilot program was not the major cause for the gap. She asked staff to focus on comments that could possibly be the cause of other problems. She asked staff what the gap in revenue of ridership was for the trolley system rather than the bus. Ms. Cooney noted that there was compliance on the bus system because the driver acts as a consistent regulator. Board Member Moreno noted that the required tapping for the service, coupled with the driver offering a type of enforcement leads her to believe that validator limitations such as number and placement of validators, coupled with

inadequate fare inspections. She also mentioned that validators were not located within the trolley or near the trolley doors and asked staff if validators will be installed inside of trolleys and additional validators will be installed on platforms. Ms. Cooney stated that the ticket vending machine will now also serve as a validator along with the ability to load money at the ticket vending machine. The agency is also adding more validators on platforms along with flags to call attention to the validators and additional signage. Board Member Moreno added that the action of conducting fare inspection is another consequential factor. She was supportive of the motion but did not believe that fare evasion was the source of the problem; rather, insufficient fare inspection and inadequate infrastructure on the trolley was the problem. She asked staff to return to the Board to address the issues.

Board Member Goble stated that pre-pandemic, the agency saw between 30-40% fare box recovery, and last year was 18%. The agency would need about \$48 million to address the gap. He noted that the agency could use this as a case study to assess how much free transit would cost and claimed that it was costly without a new revenue source. If the agency has more fare checks, it would cost less than the \$8-\$10 million being lost in fares, and intrinsically, have more security benefits for all riders.

Board Member Mendoza asked that senior and disabled riders are taken into consideration when making penalty suggestions. When there is a bottleneck to acquire a ticket, it is easier to board the train without a fare, and at times, the security team tells patrons to board without a fare.

Chair Fletcher suggested temporary mobile tapping infrastructure to accommodate special event high passenger volumes.

Board Member Elo-Rivera stated that as the Board revisits the conversation in the future, the agency staff develop ideas to make it easier to pay into the system. Ms. Cooney stated that staff will present an update on PRONTO in a few months.

Board Member Goble suggested simplified marketing slogans to direct people to tap.

Board Member Chavez suggested the agency adopt a scan code to simplify the process. Ms. Landers replied that she would talk to staff about the viability of that option.

### **Action Taken**

Board Member Montgomery Steppe moved to extend the existing Fare Enforcement Diversion Program for six months while working on evaluation and engagement efforts to make PRONTO improvements. Chair Fletcher seconded the motion, and the vote was 15 to 0 in favor.

## **19. For-Hire Vehicle Administration (Leonardo Fewell)**

Leonardo Fewell, MTS For-Hire Vehicle Administration Manager presented on For-Hire Vehicle Administration Sector. He presented on: industry overview, status of MOUs with cities and county, FHVA Regulatory Responsibilities, County of San Diego Sheriff's regulatory responsibility, FHVA budget, taxicabs, taxicabs wheelchair accessible vehicles (WAVs), NEM and charters, low-speed vehicles, jitneys, permitted vehicles (as of 1/12/23), total taxicab permits over time, total non-taxi permits over time (NEM, Charter, Jitney, low-speed vehicle), MTS efforts to assist the For-Hire Vehicle industry, and MTS contact information.

### **Public Comment**

Corinna Contreras – Representing Climate Action Campaign made a verbal statement to the Board during the meeting. Contreras highlighted low speed vehicles and stated it was critical the region has the infrastructure for a low speed vehicle which is currently in streets posted at 35mph or less. Low speed limits not only encourage safety but would allow the network of this type of vehicle to expand and encouraged local jurisdictions to plan for low speed vehicles in the future.

### **Committee Comment**

Board Member Elo-Rivera stated the privilege it has been to be the Chair of the Taxicab Advisory Committee and stated that this part of the industry is an important part of the transportation network as they compete against profit driven companies like Uber and Lyft. He thanked staff for the hard work on behalf of the agency to manage the regulatory process. He looks forward to incorporating low speed vehicles into the transportation network and looks forward to working with the committee to explore more opportunities for folks in the taxi industry, to branch in that type of driving. He also encouraged suggestions from the Board to bring back to the committee.

### **Action Taken**

Informational item only. No action taken.

## **20. Operations Budget Status Report for November 2022 (Gordon Meyer)**

Gordon Meyer, MTS Operating Budget Supervisor presented an Operations Budget Status Report. He provided details on: comparison to budget – November 30, 2022 – FY, total operating revenues, total operating expenses, and total operating activities.

### **Committee Comment**

Board Member Montgomery Steppe asked if there was a date where stimulus funds would expire. Mr. Meyer replied that the CARES Act did not have an expiration date, but ARP funds have an obligation date of 2026. Staff will prioritize spending ARP funds first.

Board Member McCann stated that the agency needs to ensure a firm financial foundation and asked what staff's plan is to ensure the agency is financially stable especially with a structural deficit if the stimulus funds are decreased or taken aback. Ms. Cooney replied that staff is concerned of the possibility of funds being retracted that have not been used. The agency has obligated all CARES Act funds which deems them secure. Staff is working on scenario proposals to present at the Budget Development Committee for the remaining stimulus funds. Board Member McCann encouraged staff to have a strategy in case of funding removal. He also stated that if the agency host another free ride month, that it be used as an educational, marketing opportunity. Ms. Landers clarified that the agency hosted a free ride month in September of 2021 to allow for a transition from Compass to the PRONTO system. The agency does not plan on hosting another free ride month at this time. Mr. Meyer confirmed that the agency does not have funding allocations for a free ride month, but has offered a free ride day most years. Board Member McCann suggested a media opportunity to properly use the system. He also acknowledged Comic-Con and asked staff to ensure that advertisement wraps are being maximized for revenue. Mr. Meyer replied that the agency contracts out the service for vehicle advertisement and has seen that number steadily increase.



Board Member Bush spoke about the positive variance in passenger revenue and asked staff to clarify that it was done through fare box recovery. Mr. Meyer confirmed that higher ridership created a higher revenue that the agency had not budgeted for. Board Member Bush clarified that the revenue stream was not at a crisis, as suggested in the previous agenda item. He also asked what the percent variance has been in staff's estimate with the budget. Ms. Cooney clarified that this agenda item is a snapshot of one month and as Ms. Landers stated earlier, the agency is losing approximately \$9 million. She replied that this lost revenue is not considered a crisis because the agency is relying on stimulus funding to backfill the loss. She also explained that the variance is positive because ridership has recovered at a faster rate than the agency projected. Board Member Bush asked staff to confirm the \$8-\$10 million revenue loss estimates. Ms. Landers confirmed that was an accurate account. Board Member Bush asked staff to project what the variance would have been on fare revenue. Ms. Cooney clarified that the \$8-\$10 million estimate was a projected annual loss plus a steady increase. She stated that the range was projected as an annual loss while losses increase over time and suggested that the figure could not be broken down into a monthly figure because of those variables. Mr. Meyer added that budget figures included projected impact of the lack of tapping.

**Action Taken**

No action taken. Informational item only.

**OTHER ITEMS:**

**21. Chair Report**

There was no Chair report.

**22. Chief Executive Officer's Report**

Ms. Cooney invited the Board to participate in the virtual event for MTS's annual laptop scholarship program. She also prompted the Board to provide their availability for participation at 2023 APTA conferences.

**23. Board Member Communications**

Board Member McCann looked forward to being a part of the MTS Board.

**24. Additional Public Comments on Items Not on the Agenda**

John Wood – A resident of Lemon Grove made a verbal statement to the Board during the meeting. Wood asked for additional bus shelters in the Lemon Grove area.

Mathew Kostrinsky – A resident of San Diego made a verbal statement to the Board during the meeting. Kostrinsky spoke about a law suit settlement agreement reached with MTS and asked staff to finalize the agreement.

**ADJOURNMENT**

**25. Next Meeting Date**

The next regularly scheduled Board meeting is February 16, 2023 at 9:00am.

**26. Adjournment**

The meeting was adjourned at 11:13am.

/S/ Stephen Whitburn  
Vice 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 26, 2023 CALL TO ORDER (TIME): 9:01am  
 RECESS: \_\_\_\_\_ RECONVENE: \_\_\_\_\_  
 CLOSED SESSION: \_\_\_\_\_ RECONVENE: \_\_\_\_\_  
 PUBLIC HEARING: \_\_\_\_\_ RECONVENE: \_\_\_\_\_  
 ORDINANCES ADOPTED: \_\_\_\_\_ ADJOURN: 11:13am

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Chavez	<input checked="" type="checkbox"/>	Cardenas	<input type="checkbox"/>	9:01am	11:13am
City of Chula Vista	McCann	<input checked="" type="checkbox"/>	Cardenas	<input type="checkbox"/>	9:09am	11:13am
City of Coronado	Donovan	<input checked="" type="checkbox"/>	Duncan	<input type="checkbox"/>	9:01am	11:13am
County of San Diego (Chair)	Fletcher	<input checked="" type="checkbox"/>	Vargas	<input type="checkbox"/>	9:01am	11:13am
City of El Cajon	Goble	<input checked="" type="checkbox"/>	Ortiz	<input type="checkbox"/>	9:01am	11:13am
City of Imperial Beach	Leyba-Gonzalez	<input checked="" type="checkbox"/>	Aguirre	<input type="checkbox"/>	9:01am	11:13am
City of La Mesa	Dillard	<input checked="" type="checkbox"/>	Arapostathis	<input type="checkbox"/>	9:01am	11:13am
City of Lemon Grove	Gastil	<input type="checkbox"/>	Mendoza	<input checked="" type="checkbox"/>	9:01am	11:13am
City of National City (Vice Chair)	Bush	<input checked="" type="checkbox"/>	Rodriguez	<input type="checkbox"/>	9:01am	11:13am
City of Poway	Frank	<input checked="" type="checkbox"/>	Pepin	<input type="checkbox"/>	9:01am	11:13am
City of San Diego	Montgomery Steppe	<input checked="" type="checkbox"/>	Von Wilpert	<input type="checkbox"/>	9:01am	11:13am
City of San Diego	Elo-Rivera	<input checked="" type="checkbox"/>	LaCava	<input type="checkbox"/>	9:01am	11:13am
City of San Diego	Gloria	<input type="checkbox"/>	Moreno	<input checked="" type="checkbox"/>	9:08am	11:13am
City of San Diego	Whitburn	<input checked="" type="checkbox"/>	Campillo	<input type="checkbox"/>	9:01am	11:13am
City of Santee	Hall	<input checked="" type="checkbox"/>	Koval	<input type="checkbox"/>	9:01am	11:13am

SIGNED BY THE CLERK OF THE BOARD:

/S/ Dalia Gonzalez