

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

January 16, 2025

[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 Whitburn called the Board meeting to order at 9:05 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

2. Public Comment

Kesar Gupta – A frequent rider, made a verbal statement to the Board during the meeting. Kesar advocated for a more robust transit system.

Alex Wong – Provided a verbal statement to the Board during the meeting. Alex advocated for shorter trolley frequencies.

Truth – Provided a verbal statement to the Board during the meeting. Truth advocated for various amenity updates.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the December 19, 2024 Board of Directors meeting minutes.

4. CEO Report

5. RuBAN Software Maintenance and Development – Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to 1) Ratify Amendment No. 1 to MTS Doc. No. G2795.0-24, with Davra Networks USA (Davra), for Copper Line Estimated Time of Arrival (ETA) development services in the amount of \$88,200.00; and 2) Execute Amendment No. 2 to MTS Doc. No. G2795.0-24, with Davra, for trolley Public Address (PA) system Spanish language support development services in the amount of \$176,400.00.

6. Dissolution of Security and Passenger Safety Community Advisory Group

Action would approve the dissolution of the Security and Passenger Safety Community Advisory Group.

7. Operations Budget Status Report for November 2024

8. Additional Staffing – One (1) Accounting Supervisor and One (1) Staff Accountant II

Action would authorize the Chief Executive Officer (CEO) to add one (1) Accounting Supervisor and one (1) additional Staff Accountant II to the position tables previously approved in the Fiscal Year 2025 operating budget.

9. Board Policy No. 9: Relocation Assistance Program – Policy Revisions

Action would approve revisions to Board Policy No. 9 (Relocation Assistance Program).

- 10. Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments**
- 11. Imperial Avenue Division (IAD) Zero Emission Bus (ZEB) Overhead Charging Phase 1– Contract Award**

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB411.0-25, with G A Abell, Inc. dba Precision Electric Co., for the IAD ZEB Overhead Charging – Phase 1 Construction Project in the amount of \$24,648,797.74 plus 10% contingency.

Public Comment

There were no Public Comments.

Board Comment for item 10

Board Member Foster asked staff why item 10, Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments, was placed on the consent agenda. Sharon Cooney, MTS Chief Executive Officer stated that staff would be happy to put the item on the slate for discussion. Karen Landers, MTS General Counsel added that in the past, the item has been placed on the consent calendar.

Board Member Bush suggested pulling the items from the consent calendar so that staff can present the item to the Board at the next Board of Director meeting. Ms. Landers clarified that the item was for informational purposes and would not impact the action of the consent calendar. She offered to present the item at the February 13, 2025, meeting.

Action on Recommended Consent Items 3 - 11

Vice Chair Goble moved to approve Consent Agenda Item Nos. 3 to 11. Board Member Hall seconded the motion, and the vote was *13 to 0 in favor with Board Member Moreno and Board Member Pepin absent.

*[Clerk’s Note: The verbal vote count during this item was mistakenly announced as 14 members voting yes, and one member absent.]

DISCUSSION ITEMS:

- 12. Elect Chair Pro Tem and Committee Appointments (Sharon Cooney)**

Chair Whitburn explained the methodology of the Ad Hoc nominating committee and its proposed slate, he proposed that the Budget Development and the Executive Committee be solidified into one committee for 2025 as the membership for both were identical. He continued to take nominations for various open positions on the board. They specifically mentioned the position for the board representative to the Los Angeles San Diego Rail Corridor Agency Board along with the alternate to the San Diego Association of Governments, noting that members could nominate themselves if they were interested in serving. The Chair prompted further discussion on the matter.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth made various comments and recommendations on the proposed 2025 slate.

Board Comment

Board Member Downey raised an issue regarding her nomination as the alternate to the MTS Executive Committee. She explained that the meetings were held on Thursdays, which conflicted with her schedule. As a result, she would not be able to attend the meetings. Board Member Downey requested that her alternate from Coronado be considered the nominee for the South Bay representative, as she could not fulfill the role herself. Ms. Landers responded that the Executive Committee membership was governed by policy, so she needed to cite the specific rules. Chair Whitburn agreed to review the policy and revisit the issue. Ms. Cooney made a few comments about the LOSSAN Board, explaining that Board Members could attend meetings virtually, and that meetings were typically noticed in their respective cities. She mentioned the increasing importance of the LOSSAN Board due to concerns over infrastructure issues along the corridor undergoing bluff repair. She encouraged members to consider volunteering for this added responsibility. Ms. Landers provided further clarification regarding the rotation of board representatives on the Executive Committee, explaining the rotation of the South Bay Coalition. She outlined the rotation of cities (Chula Vista, Coronado, Imperial Beach, National City), noting that traditionally, if a representative from Chula Vista could not serve, the alternate from Coronado would be nominated, followed by Imperial Beach. Chair Whitburn left the matter open for Board Members to reflect on as they moved through the rest of the nominations.

Board Member Mendoza asked for clarification about the LOSSAN Board meetings frequency and timing. Brent Boyd, MTS Director of Planning and Scheduling confirmed that the meetings were usually held on Mondays at 10:30 a.m., and there were eight meetings scheduled throughout the year, available through virtual participation. Mr. Boyd mentioned that the first meeting would be on February 18th, a Tuesday due to a holiday, and that the meetings typically lasted about an hour. Board Member Mendoza expressed interest in serving as the board representative to LOSSAN. No other nominations were made, the group moved to add Board Member Mendoza to the slate as the representative for the LOSSAN Board. Board Member Downey added she would like to be considered for the alternate role. The Chair moved forward, adding Board Member Downey as the alternate for LOSSAN Board.

Chair Whitburn stated that the next open position was the alternate to the SANDAG Transportation Committee. He clarified that Board Member Dillard was the nominee for the primary representative role.

Board Member Leyba-Gonzalez nominated Board Member Fernandez to serve as the alternate. No further nominations were made, and the Board agreed to add Board Member Fernandez as the alternate to the SANDAG Transportation Committee.

Chair Whitburn reminded the Board Members about the decision regarding the alternate to the South Bay representative on the Executive Committee. The question was whether the alternate should be Coronado's Board alternate or the third city in the rotation (Imperial Beach).

Board Member Bush expressed his support for moving forward with Coronado's alternate serving in the position, referencing previous instances where the policy had been waived for flexibility. Board Member Bush asked if Chula Vista's representative for the Executive Committee would be Caesar Fernandez. Chair Whitburn replied that Chula Vista has not formalized this decision through the City Council. Board Member McCann replied that the city anticipated to appoint Board Member Fernandez as the City representative to the Executive Committee.

Board Member Hall asked about appointment anticipations to the City of Poway. Ms. Cooney replied that they were expecting the City of Poway to make appointments by January 21, 2025.

Chair Whitburn summarized the discussions and nominations, confirming that Board Member Downey's City of Coronado alternate, Mark Fleming, would serve as the South Bay representative's alternate for the Executive Committee. The final slate was confirmed, and the Chair asked if there were any further comments or discussions before moving forward. No additional points were raised, and the nominations were finalized.

Action Taken

The Board elected Board Member Montgomery Steppe as Chair Pro-Tem, and approved the appointment of representatives to MTS and non-MTS committees for 2024, as proposed by the Ad Hoc Nominating Committee including the following changes: Board Member Mendoza appointed as the primary representative and Board Member Downey as the alternate representative to LOSSAN, Board Member Fernandez as the alternate representative to the SANDAG Transportation Committee and Board Member Fleming as the alternate representative to the Executive Committee for 2025. The vote was 13 to 0 in favor with Board Member Moreno and Board Member Pepin absent.

[Clerk's Note: Due to technical difficulties, this item was conducted through roll call vote]

13. SANDAG Report on Airport Transit Connection (ATC) (Marisa Mangan, SANDAG)

Marisa Mangan, SANDAG Planner; Mario Orso, SANDAG Chief Executive Officer; and Mr. Boyd, MTS Director of Planning, presented a Report on the ATC. Mangan provided details on: the ATC, regional level considerations, Airport Transit Connection - Modes considered, automated people mover concepts, Trolley concept updates, enhanced bus operations, airport transit connection concepts, airport travel survey, intercept survey, stakeholder engagement, ATC near-term activities.

Public Comment

Alex Wong – Provided a verbal statement to the Board during the meeting. Alex expressed support for higher trolley frequency.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed financial and infrastructure concerns associated with the project.

Leif Gensert – A representative of Ride SD made a verbal statement to the Board during the meeting. Leif expressed support for the automated people mover concept.

Board Comment

Vice Chair Goble expressed appreciation for SANDAG's presentation, particularly noting the connection between capital investment and operating costs. He highlighted how often planning and building projects could be easier compared to the long-term financial responsibility of maintaining them. Vice Chair Goble raised concerns about a proposed ATC concept, questioning whether it would require a new agency, separate vehicles, maintenance yards, and mechanics. Ms. Mangan acknowledged that concept was still uncertain, operating such a service could be challenging for MTS given their current focus on bus and trolley systems, if the concept moved forward as the proposed project, operations would have to be considered. Vice Chair Goble emphasized the need to keep an open mind but cautioned against stepping too far

out of MTS's core competencies. He then asked for clarification regarding the demographics of survey respondents, specifically whether they were predominantly airport visitors, residents, or employees. Ms. Mangan replied that this was a mix of all the above to meet the needs of both visitors and residents.

Vice Chair Goble also asked about the viability of a 15-minute frequency for the airport transit system, considering the costs and the potential inefficiency of more frequent services. Ms. Mangan acknowledged that 10-minute frequencies might not be feasible with the existing transit system's structure, she pointed out that there are various considerations in balancing frequency, cost, and overall system efficiency. Mr. Boyd explained the complexities surrounding the issue of transit frequency, particularly in how the trolley system operates with overlapping lines. He clarified that a 10-minute frequency on one line could cause conflicts with another line, making it logistically challenging to operate multiple lines at different frequencies. He noted that the system would need to work, with frequencies being proportional to one another, such as pairing a 10-minute frequency with a 20-minute frequency. Mr. Boyd also provided an update on the ongoing operations analysis contracted by SANDAG, which is studying options for increasing frequencies on the airport line while ensuring compatibility with the rest of the system. Mr. Orso provided further context about the current stage of the planning process, explaining that the environmental review process had not yet begun. He stressed that the team was still in the early stages of identifying feasible alternatives, a process which involves a lot of technical analysis and public input. Mr. Orso emphasized that the environmental review would address many of the in-depth questions, including cost and operational impacts. He cautioned against narrowing down options too early, noting that while focusing on fewer options might speed up the process, it could also overlook potential impacts. He concluded by highlighting the importance of balancing costs, time, and public expectations for the project. Vice Chair Goble cautioned about the agency's cost limitations and delays that too many studies impact the start of the project. He explained that he asked about the frequency of each project to reduce the number of options. He supported the 992 bus route as a viable, immediate solution for employees and visitors, stating that its low cost and existing infrastructure.

Board Member Bush expressed excitement about his role in a major regional project, which he felt was long overdue. Board Member Bush emphasized the importance of having a rail connection, like other major U.S. cities, for both visitors and workers, especially those commuting from the South Bay. He reflected on previous projects like Grand Central and noted that while there had been overinvestment in some concepts, he appreciated the forward movement of the people mover discussion. Board Member Bush advocated for a more visionary approach, pointing out the inefficiency and lack of attractiveness of buses compared to rail systems. He raised concerns about the trolley connection, citing potential conflicts with existing lines and the need for a mode shift, which studies showed could reduce rider participation. He expressed interest in the people mover concept, particularly the route from America Plaza to the airport, which he saw as more direct. He asked staff for clarification on the differences between the people mover and the trolley extension in terms of transfers and overall efficiency. Ms. Mangan clarified that both systems could require transfers, but the trolley had more station overlap. They explained that the trolley's goal was to maintain a high frequency of service, and tests were underway to determine its feasibility. Mr. Boyd added that there would likely be many transfers and pointed out an advantage of trolley-to-trolley transfers: they occurred at the same station and level. In contrast, the APM would generally be an elevated structure, requiring passengers to go up and possibly walk a block to make the connection. Board Member Bush acknowledged the potential for transfers but leaned toward the trolley extension due to concerns

about congestion. He suggested the creation of a joint subcommittee with MTS and SANDAG to review the technical aspects of the project, expressing appreciation for the discussion.

Board Member Downey raised a question regarding the transportation data, specifically the 75% of people who drove themselves or were dropped off at the airport. She was pleased with the 25% figure, viewing it as a success if that many people were already using public transportation to reach the airport. She emphasized the importance of understanding what made this possible and using that information to inform future transit plans.

Board Member Elo-Rivera expressed frustration over the lack of clarity around the project's overarching goal. He mentioned that the conversation had become too technical without a clear definition of what the achievement was. He emphasized the need for a more explicit articulation of the project's goals, focusing on not just airport connections but also on attracting tourists to use public transit during their stay to generate more revenue. He urged that this conversation needed to be reset, with MTS taking a leadership role in defining the objective before diving into further technical discussions. Ms. Cooney explained that the trolley to the airport idea stemmed from public feedback gathered during the Elevate 2020 public outreach process, where over two-thirds of respondents expressed support for a trolley extension to the airport. She acknowledged that the goal was to increase demand for transit to the airport but emphasized that the discussion might have become too focused on specific modes of transportation instead of weighing the overall cost-benefit analysis. Ms. Cooney also mentioned that expanding the trolley could bring long-term benefits, such as opening other parts of San Diego to further development.

Board Member Elo-Rivera discussed the value of rides to and from the airport but emphasized that the real enhancement came from converting visitors into regular riders of the system during their stay. He noted that potential riders were being lost to car rentals, Uber, and Lyft, instead of using the system and purchasing passes. He believed this was due to the lack of an efficient route. He expressed a desire to leverage tourism for the benefit of San Diegans, though acknowledging that this was their personal goal and not necessarily a board-wide position. Ms. Cooney replied that the Board responded positively when the concept of extending the trolley to the airport was introduced. She highlighted that MTS's history involved building on the success of each segment as it expanded. The idea of extending the trolley further to areas like Liberty Station and Sports Arena was discussed, with these as potential benefits of the concept. Ms. Cooney acknowledged that the concept needed refreshing and wanted to bring it to the Board for further input. The goal was to reinvigorate the conversation as it progressed, especially in collaboration with SANDAG's studies. Mr. Orso added that he viewed transportation options as a means to level the playing field for transit access to the airport. He suggested that by making transit to the airport more accessible and attractive, it could also lead to other positive outcomes, such as increased tourism, enhanced equity for employees, and more development opportunities for San Diego. Mr. Orso emphasized the broader regional implications and how improving access to the airport could open the door for other potential transportation developments in the future. Board Member Elo-Rivera discussed the challenges of balancing perspectives as both a SANDAG and MTS Board Member, noting a lack of consensus and escalating details in the discussions. Board Member Elo-Rivera appreciated the conversation being reset and emphasized the importance of clearly understanding the project's goals before moving forward.

Board Member Dillard supported Board Member Elo-Rivera's idea of creating a subcommittee to enhance MTS and SANDAG'S collaboration. She raised concerns about the bus system's

efficiency, particularly its frequency, and questioned its ability to meet the goal of efficient airport transportation. Board Member Dillard also inquired about the logistics, feasibility, and potential military property use for the People Mover, and requested more information on the high costs of trenching for the trolley and the expenses of both options. Ms. Mangan addressed the maintenance and storage facility question, explaining that while it was a challenge, there were potential candidate locations around the airport, including city-owned and Port of San Diego-owned properties. She pointed out that, like the trolley system, a People Mover would require non-revenue track to access the facility. She also mentioned that some city properties were already being considered for other projects, so coordination would be necessary. Regarding the military, she confirmed that there would be discussions with the military working group to explore potential collaboration, although navigating federal property could be more complicated. Ms. Mangan also provided cost estimates for the People Mover and trolley options, noting that the People Mover ranged from \$2 billion to \$6 billion, while the trolley ranged from \$1.1 billion to \$1.7 billion, with additional costs for trenching still being calculated.

Chair Whitburn concluded the meeting by expressing interest in understanding SANDAG's long-term transit vision, specifically regarding the potential for extending rail closer to the coast. He raised concerns about how an automated people mover might impact that possibility and whether trolley service to the airport would help keep the option open. Chair Whitburn noted that the Board was interested in staying updated on the project and other related topics.

Action Taken

No action taken. Informational item only.

14. Orange Line Improvement Project Update (Heather Furey, Sharon Humphreys, and David Holman of T.Y. Lin)

Heather Furey, MTS Director of Capital Projects; Sharon Humphreys, and David Holman of T.Y. Lin, presented an update on the Orange Line Improvement Project. They outlined: the project summary, schedule, project procurements, project funding, project delivery, communication plan and upcoming activities.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed dissatisfaction with bus bridges and various subprojects of the Orange Line Improvement Project.

Board Comment

Board Member Foster emphasized his commitment to closely monitoring the project, especially since the proposed line runs through the heart of the district he represents. He acknowledged the efforts made in planning, particularly with respect to procurement and addressing long lead items early in the process. He asked for clarification on whether all identified long lead items for phase one had already been procured and stored. Ms. Furey confirmed they were and explained that over \$10 million worth of equipment had been purchased, and the long lead items were specifically railroad-related, which often have delays of up to 12 months. Board Member Foster also inquired about funding sources, asking if the purchase and storage of materials would impact other funds. Ms. Furey clarified that although state rules require design completion before purchasing, the equipment purchases would serve as matching funds for the program. Additionally, Board Member Foster sought clarification on grade crossings and safety

upgrades, particularly in his district. Ms. Furey clarified that phase one would upgrade gate mechanisms, bells, and lights at grade crossings and enhance pedestrian safety at certain crossings. She stated that phase one included the replacement of variable message signs along the Orange Line. Board Member Foster raised concerns about the potential impacts of recent flooding and the ongoing work related to it. Ms. Furey stated that while there were no direct impacts from flooding on the current project, some drainage and equipment adjustments had been made in response to flood events. Board Member Foster concluded his comments by noting the ongoing work at the 69th Street crossing, which had been closed for an extended period and was expected to reopen soon.

Board Member Montgomery Steppe expressed appreciation for the ongoing prioritization of the Orange Line, which is crucial for the San Diego Community, including La Mesa and Lemon Grove. She acknowledged the challenges posed by aesthetics in infrastructure projects and referenced a previous conversation with Ms. Humphreys regarding managing expectations for aesthetics. Board Member Montgomery Steppe asked whether adding amenities such as bus shelters could be more cost-effective in the long run if incorporated into the current project's mobilization efforts. Ms. Cooney stated that previous CIP projects, such as the trolley renewal project, had already addressed some aesthetic improvements, and there were opportunities to integrate shelter upgrades during this project to avoid duplication of efforts.

Board Member Montgomery Steppe inquired about the communication plan for informing constituents, particularly those who might not be reached through social media. She emphasized the importance of broadening the communication channels. Ms. Cooney explained that Mark Olson, MTS Director of Marketing and Communication, was leading a comprehensive communications strategy, she hoped that the Executive Committee could be delegated to review and provide feedback on the plan. Board Member Montgomery Steppe agreed with the idea of involving the Executive Committee in refining the communication approach. Board Member Montgomery Steppe concluded by highlighting the importance of security on the transit line, mentioning the significance of lighting and amenities in ensuring the safety and comfort of riders, which was being addressed in the current project.

Action Taken

No action taken. Informational item only.

15. Budget Overview (Mike Thompson)

Mike Thompson, MTS Deputy Chief Financial Officer, presented on Budget Overview. He provided details on: Budget Overview, Operating Budget Development, Capital Budget Development, Recurring Revenues, FY 25 Revenue Summary, Non-recurring revenues, 5-year projection with SB125, Budget review challenges, and structural deficit.

Public Comment

Kesar Gupta – Provided a verbal statement to the Board during the meeting. Kesar urged the Board to take administrative advantage of expanding fare collection.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed frustration with the various ramifications the fiscal cliff will bring.

Leif Gensert – Representing Ride SD made a verbal statement to the Board during the meeting. Leif suggested operational opportunities within the PRONTO system.

Board Comment

Board Member Downey addresses a comment made by a public speaker, asking about the percentage of revenue being generated through fares compared to other transit agencies. Board Member Downey inquired whether the agency's current nonpayment rate was similar to others or if it was an issue unique to their system. Ms. Cooney informed Board Member Downey that the issue of nonpayment was not unique to the agency, as it had been a widespread challenge since the pandemic began. Previously, the agency had been a leader in farebox recovery, but that had declined significantly. Ms. Cooney acknowledged that they were working on regaining lost ground but were not prepared to provide a comprehensive comparison of other agencies now. Board Member Downey thanked the team for the clarification and indicated her understanding of the situation.

Action Taken

No action taken. Informational item only.

16. University of California, San Diego (UCSD) Universal Pass (U-Pass) Renewal Agreement (Brent Boyd)

Public Comment

Josh Kavanagh – UCSD Assistant Vice Chancellor, Transportation and Activation, provided a verbal statement to the Board during the meeting. Kavanagh expressed gratitude for the university pass program at UCSD.

Board Comment

Chair Whitburn expressed appreciation for MTS's partnership with UCSD and its students, agreeing on the mutual benefits of the collaboration.

Board Member Elo-Rivera praised a UCSD student intern for their contributions and emphasized the importance of giving young people access to public transportation. He also noted that past UCSD interns had been valuable assets to his office.

Action Taken

The Board waived the staff report for this item.

OTHER ITEMS:

17. Chair, Board Member and Chief Executive Officer's (CEO's) Communications

Ms. Cooney announced that MTS would host a Bus Rodeo with their bus partners on February 1st, the first event of its kind since 2006. The event would allow bus drivers and mechanics to showcase their skills, with families encouraged to attend. The winners would advance to a national Rodeo in Austin, Texas.

18. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

CLOSED SESSION:

The Board convened to Closed Session at 11:45 a.m.

19. Public Comment for Closed Session

Truth – Representing verbal statement to the Board during the meeting. Truth expressed speculated on the discussion that would be made during the closed session period.

20. Closed Session – Conference with Real Property Negotiators Pursuant to California Government Code Section 54956.8

8949 Clairemont Mesa Boulevard, San Diego, CA (APN 369-110-04-00)

Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; Sean Myott, Manager of Real Estate Assets

Negotiating Parties: Eva Hum, Debbie Wong, Julie J Wong, Joyce Wong-Zecha, Angela C Wong, The Wong Family Irrevocable Trust I, The Wong Family Irrevocable Trust II, The Joseph Wong Irrevocable Trust and the Vivian Lim Irrevocable Trust.

Under Negotiation: Price and Terms of Payment

Closed Session Reconvening

The Board reconvened to Open Session at 11:58 a.m.

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session: The Board received a report and gave instructions to negotiators.

ADJOURNMENT

21. Next Meeting Date

The next regularly scheduled Board meeting is February 13, 2025 at 9 a.m.

22. Adjournment

The meeting was adjourned at 11:58 a.m.

/S/ Stephen Whitburn

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): January 16, 2025 CALL TO ORDER (TIME): 9:05 a.m.
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: 11:45 a.m. RECONVENE: 11:58 a.m.
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 11:59 a.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Fernandez	<input checked="" type="checkbox"/>	Preciado	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of Chula Vista	McCann	<input checked="" type="checkbox"/>	Preciado	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of Coronado	Downey	<input checked="" type="checkbox"/>	Fleming	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
County of San Diego	Montgomery Steppe	<input checked="" type="checkbox"/>	VACANT	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of El Cajon	Goble (Vice-Chair)	<input checked="" type="checkbox"/>	Ortiz	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of Imperial Beach	Leyba-Gonzalez	<input checked="" type="checkbox"/>	Aguirre	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of La Mesa	Dillard	<input checked="" type="checkbox"/>	Arapostathis	<input type="checkbox"/>	9:05 a.m.	11:45 a.m.
City of Lemon Grove	Mendoza	<input checked="" type="checkbox"/>	Faiai	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of National City	Bush	<input checked="" type="checkbox"/>	Rodriguez	<input type="checkbox"/>	9:05 a.m.	11:01 a.m.
City of Poway	VACANT	<input type="checkbox"/>	Pepin	<input type="checkbox"/>	ABSENT	ABSENT
City of San Diego	Moreno	<input type="checkbox"/>	Campbell	<input type="checkbox"/>	ABSENT	ABSENT
City of San Diego	Elo-Rivera	<input checked="" type="checkbox"/>	LaCava	<input type="checkbox"/>	9:08 a.m.	11:59 a.m.
City of San Diego	Gloria	<input type="checkbox"/>	Foster	<input checked="" type="checkbox"/>	9:05 a.m.	11:35 a.m.
City of San Diego	Whitburn (Chair)	<input checked="" type="checkbox"/>	Lee	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of Santee	Hall	<input checked="" type="checkbox"/>	Koval	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
			Minto	<input type="checkbox"/>		

SIGNED BY THE CLERK OF THE BOARD: /S/ Dalia Gonzalez