

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

May 15, 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 9:02 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

2. Public Comment

Lorenzo Pimentel – Made a verbal statement to the Board during the meeting. Pimentel expressed support for the accessibility of MTS Access service but described the current barriers he faced due to a recent service change that eliminated pickups from his residence. He emphasized the danger and difficulty of reaching new pickup locations due to his physical and visual impairments.

Stacy Williams – Representing the TRACE program at San Diego Unified School District, made a verbal statement to the Board during the meeting. Williams advocated for Lorenzo as his case manager, citing the hazards in his surrounding environment and the emotional impact on his independence. She urged the board to make an Americans with Disabilities (ADA) accommodation exception.

Elijah Rubottom –Made a verbal statement to the Board during the meeting. Rubottom expressed frustration for Lorenzo, highlighting the safety hazards and the opportunity for multiple family members to access MTS if MTS Access service resumed at Lorenzo's home.

Jacqueline Romero – Made a verbal statement to the Board during the meeting. Romero appealed to the board as a special education teacher, emphasizing that accessibility should not be denied based on proximity boundaries, especially when it jeopardizes student safety and independence.

Alex Wong – Made a verbal statement to the Board during the meeting. Wong voiced concern over the airport trolley concept, warning that merging it with the Green and Blue Line tracks could create bottlenecks and limit service capacity.

Marco Espinosa – Made a verbal statement to the Board during the meeting. Espinosa proposed a new bus route from Old Town to Mount Soledad, incorporating stops at senior centers and transit hubs.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the April 17, 2025 Board of Director meeting minutes.

4. CEO Report

5. Investment Report – Quarter Ending March 31, 2025

6. Non-Revenue Vehicle Camera System – Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. G2950.0-24 with Motive Technologies, Inc. (Motive), for a Non-Revenue Vehicle Camera System for a five (5) year base period with three (3) 1-year options, for a total amount of \$1,070,655.00; and 2) Exercise the option years at the CEO's discretion.

7. Increased Authorization for Legal Services Contracts to Pay Projected Expenses through Fiscal Year 2026 (FY26) – Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute amendments to twelve (12) legal services contracts increasing the funding authorization by \$2,770,000.00 to cover anticipated expenses through FY26.

8. Operations Budget Status Report for March 2025

9. First Responder Network (FirstNet) Services – Contract Amendment

Action would 1) Ratify Amendment No. 3 to MTS Doc. No. G2377.0-20 with AT&T Corp. (AT&T), for the static Internet Protocol (IP) address block set up and recurring monthly charges at no cost due to available extra contract capacity; and 2) Authorize the Chief Executive Officer (CEO) to Execute Amendment No. 4 to MTS Doc. No G2377.0-20 with AT&T, to extend the agreement through August 11, 2029, to coincide with the amended National Association of State Procurement Offices (NASPO) ValuePoint Cooperative Purchasing Agreement Master Agreement (Master Agreement) 149 exercised option.

10. Beyer Blvd Pathway Beautification Project Art Concepts – Contract Award

Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG410.0-25 with Alicia Siu, for artistic services, inclusive of conceptualization, design and installation and an as-needed five-year maintenance plan for Art Concept 1 located along the Beyer Pathway near the Blvd. Trolley Station in San Diego in the amount of \$55,500.00; and 2) Authorize the CEO to execute MTS Doc. No. PWG.440.0-25 with Johnny Bear Contreras, DBA Johnny Bear Art, for artistic services inclusive of conceptualization, design and installation and an as-needed five (5) year maintenance plan for Art Concept 2 located along the Beyer Pathway near the Blvd. Trolley Station in San Diego in the amount of \$48,850.00.

11. Weed Abatement Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL429.0-25 with Baja Wildlife Control for up to a five-year (5) period for weed abatement service of all MTS rail right-of-way (ROW) in the amount of \$378,300.00.

12. HASTUS Regional Scheduling System Annual Software Maintenance and Support Services – Sole Source Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3068.0-25 with GIRO, Inc. (GIRO), on a Sole Source basis, for the provision of HASTUS Regional Scheduling System (RSS) annual software maintenance and support services for a period of three (3) years in the amount of \$1,258,437.00.

13. Hewlett Packard Enterprise (HPE) Closed Circuit Television (CCTV) Servers – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3010.0-

25 with Nth Generation Computing (Nth Generation), for the purchase of HPE CCTV Servers for a five (5) year period, for a total of \$443,871.75.

14. Cisco Hardware and Subscription – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2979.0-25 with Insight Public Sector Inc. (Insight) for the purchase of Cisco Hardware and Subscription, for a total of \$663,463.40.

15. South Bay Maintenance Facility (SBMF) Zero Emission Bus (ZEB) Overhead Charging Phase 2 Design Services – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA353-AE-51 under MTS Doc No. PWL353.0-22 with Dokken Engineering (Dokken), in the amount of \$1,737,483.85 to provide engineering design services for Phase 2 of the SBFM electric bus charging infrastructure project.

16. Battery Electric Bus (BEB) Fire and Life Safety Study – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA353-AE-28 under MTS Doc No. PWL353.0-22 with Dokken Engineering (Dokken) in the amount of \$153,546.13 to provide an engineering study service for fire and life safety of MTS bus maintenance facilities related to BEBs.

17. Orange Line Improvement Project (OLIP) Phase 2: Procurement of Prewired Signal Houses and Related Materials — Contract Award

Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1691.0-25 with Diverging Approach, Incorporated (DAI) in the amount of \$6,563,227.74 for the purchase of prewired signal houses and related materials for Phase 2 of the Orange Line Improvement Project; and 2) Authorize the CEO to execute amendments or change orders up to 10% contingency (\$656,322.77) for this contract, bringing the total expenditure authority to \$7,219,550.51.

18. Broadway & C Street Wheel Counter and Signal Replacement Construction Management Services– Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2498-CM30 under MTS Doc No. G2498.0-21 with Kleinfelder Construction Services, Inc., in the amount of \$156,269.58 for Construction Management (CM) services on the Broadway & C Street Wheel Counter and Signal Replacement project.

19. Fiscal Year (FY) 2024-2025 Low Carbon Transit Operations Program (LCTOP) Funding

Action would 1) Rescind MTS Resolution No. 25-02 adopted on April 17, 2025; and 2) Adopt MTS Resolution No. 25-04 to: a) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; b) Authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation; c) serving Disadvantaged Communities (DAC); and d) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit DACs identified in Section 39711 of the Health and Safety Code.

Public Comment for item 6, 7 and 10

Cori Schumacher – Representing IBEW 569 made a verbal statement to the Board during the meeting. Schumacher questioned several consent items, particularly expenses related to public art and free shuttles, suggesting these reflect misplaced priorities during a budget deficit.

Board Comment

Board Member Moreno commented on Item 10, the Beyer Boulevard Pathway Beautification Project. She praised the public art components and highlighted their cultural and safety benefits. She commended MTS staff for long-term efforts and emphasized how this project served community needs.

Vice Chair Goble commented on Item 6, clarifying that the non-revenue vehicle camera system was intended for safety and liability documentation, not surveillance.

Action on Recommended Consent Items 3 - 19

Board Member Moreno moved to approve Consent Agenda Item Nos. 3 to 19. Vice Chair Goble seconded the motion, and the vote was 11 to 0 in favor with Board Member McCann, Board Member Bush, Board Member Montgomery Steppe and Board Member Vaus absent.

PUBLIC HEARINGS

20. Fiscal Year (FY) 2026 Operating Budget Discussion (Gordon Meyer)

Gordon Meyer, MTS Manager of Financial Planning, presented on the FY 2026 Operating Budget. He outlined: the budget development process, revenue assumptions, service levels, expense assumptions, consolidated revenues less expenses. He also provided a 5-year projection summary, ongoing concerns and staff's recommendations.

Public Comment

Corey Schumacher – Made a verbal statement to the Board during the meeting. Schumacher expressed dissatisfaction with the budget as borrowing from the future without a clear purpose, urging the board to reconsider its priorities and policy messaging.

Enimo Estrada – Made a verbal statement to the Board during the meeting. Estrada warned of long-term harm due to capital project deferrals and depletion of the operating reserve.

Ariana Federico – Made a verbal statement to the Board during the meeting. Federico urged the board to prioritize continued funding for the Youth Opportunity Pass (YOP).

Marco Espinosa – Made a verbal statement to the Board during the meeting. Espinosa expressed support for extending the YOP program.

Board Comment

Vice Chair Goble began by thanking the Chair and commending staff for a strong presentation. He brought attention to the issue of declining state revenue tied to diesel fuel and asked about the expected pace of its decline. He noted that while federal revenue remained flat, state funding, such as State Transit Assistant (STA) money, was a shrinking source due to clean air mandates. He inquired whether the operating forecast reflected this decline. Staff responded

that while the five-year operating forecast remained flat at \$11.3 million, risks tied to revenue declines were incorporated into the Capital Improvement Program (CIP).

Vice Chair Global also referenced Slide 18 and expressed concern about rising operating costs, common across government agencies post-pandemic. He acknowledged that although personnel costs had been rising, recent successful recruitment, especially of bus drivers, might relieve some of that pressure. Staff explained that future personnel costs would likely reflect cost-of-living increases rather than major market adjustments, though rising minimum wages would still have an effect.

Board Member Moreno congratulated the team on the increase in ridership and the successful Senate Bill (SB)125 funding, crediting the board's past efforts and community engagement through the social equity tour. She echoed the concern regarding the sustainability of STA funding and requested a follow-up report on current balances in the ZEB CIP. She expressed urgency around ongoing capital projects in light of fiscal challenges and stressed the importance of transparency.

Board Member Moreno also highlighted the origins of the YOP program, attributing its inception to efforts by the social equity working group and encouraged the board chair to lead future funding discussions with the County. She expressed her personal support for wage increases for bus drivers and recalled being blindsided by the strike in the past. She emphasized that continued investment in programs like YOP was crucial and acknowledged the positive steps already included in the FY26 budget. She concluded by making a motion to approve the recommendation, acknowledging the difficulty of the current budget climate.

Board Member Downey clarified a public misconception by stating that Coronado's free bus service was funded through their own general fund, not MTS's budget. She stated her support for the YOP program, emphasizing the importance of encouraging public transit usage in her community, especially for students.

Board Member Hall raised concerns about the agency's long-term budget outlook, specifically asking about plans for fiscal years 2028–2030. Staff explained that they were exploring both revenue generation and internal cost reductions to avoid severe service cuts. Board Member Hall warned that without significant changes, the agency could face drastic service reductions, such as cutting trolley frequency.

Board Member Mendoza praised ridership growth but questioned whether increased service had been responsible for it. She asked if the growth justified the additional costs. Staff responded that while added service was part of the revenue forecast, fare recovery rates remained around 20%, making the service inherently subsidized. Staff also credited broader factors for increased ridership, including safety, cleanliness, and special event services.

Board Member Elo-Rivera expressed appreciation for the presentation but voiced concern over the agency's passive approach to non-fare revenue opportunities. He urged more aggressive pursuit of sponsorships, especially for valued programs like YOP and support for foster youth. He criticized the agency's current resource alignment and warned of long-term sustainability issues, particularly in security costs. His frustration stemmed from what he saw as a mismatch between the board's values and its financial strategies.

Vice Chair Goble reviewed Slide 21, noting that without the \$62 million from SB125, the fiscal cliff would have occurred a year earlier. He drew an analogy to aircraft landings urging the board and management to consider a "soft landing" via attrition and resource planning, rather

than a “hard landing” that could result from maintaining current staffing levels until a financial crisis hit. He emphasized that transit agencies statewide were in similar positions and encouraged forward-thinking fiscal strategy.

Chair Whitburn concluded the discussion by highlighting the agency’s recent successes in improving customer service. He referenced a customer satisfaction survey that showed MTS outperformed national averages in rider satisfaction. He credited investments in safety, cleanliness, and reliability, and outlined service increases, including expanded trolley frequency and a new overnight route. He acknowledged the urgency of fiscal sustainability and expressed support for exploring Director Elo-Rivera’s sponsorship proposal. Chair Whitburn seconded the motion.

Action Taken

Board Member Moreno moved to 1) Receive testimony, review, and comment on the FY 2026 MTS Operating Budget at a public hearing; and 2) Enact Resolution No. 25-03 adopting the FY 2026 operating budget for the MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry. Chair Whitburn seconded the motion, and the vote was 8 in favor (Board Member: Downey, Fernandez, Foster, Mendoza, Leyba-Gonzalez, Dillard, Whitburn, Goble) to 2 opposed (Board Member: Hall, Elo-Rivera) and with Board Member McCann, Board Member Bush, Board Member Montgomery Steppe, Board Member Vaus and Board Member Moreno absent.

DISCUSSION ITEMS:

21. Fiscal Year (FY) 2025 Q3 Monitoring Report (Brent Boyd and Matthew Grace)

Brent Boyd, MTS Director of Planning & Scheduling, presented the FY 2025 Q3 Performance Monitoring Report. He provided details on: Board Policy 42, Policy 42 Evaluation Criteria, total ridership by month, ridership recovery from COVID on the Light Rail and Bus, passengers per revenue hour, on-time performance, financial metrics, and subsidy per passenger.

Public Comment

Alex Wong – Made a verbal statement to the Board during the meeting. Wong urged MTS to prioritize increasing transit frequency, especially on busy routes, to improve both safety and reliability. He warned against complacency and stressed that improving service, not just affordability, is key to attracting and retaining riders.

Marco Espinosa – Made a verbal statement to the Board during the meeting. Espinosa expressed strong support for rail expansion, electric buses, and enhancing trolley service with features like double-decker cars to improve rider comfort and community experience.

Action Taken

Informational item only. No action taken.

22. Comprehensive Operational Analysis – Contract Award (Brent Boyd and Brianda Diaz)

Brent Boyd, MTS Director of Planning & Scheduling, presented on Comprehensive Operational Analysis – Contract Award. He presented on: what is a Comprehensive Operational Analysis (COA), goals of the COA, planning scenarios of the COA, and COA tasks. Mr. Boyd also provided details on Transportation Management & Design, Inc. (TMD) and the COA timeline.

Brianda Diaz, MTS Procurement Specialist, outlined the solicitation process, initial review, final scores and ranking, and staff's recommendation.

Public Comment

Alex Wong – Made a verbal statement to the Board during the meeting. Wong recommended preserving frequent bus service in high-ridership, low-income areas and suggested cutting lower-ridership commuter routes to improve equity and efficiency.

Marco Espinosa – Made a verbal statement to the Board during the meeting. Espinosa suggested repurposing a recently vacated office space formerly used by a bail bonds tenant on MTS or SANDAG-owned property downtown as a break room and restroom facility for bus drivers, given its proximity to their current parking and rest area.

Board Comment

Board Member Elo-Rivera expressed appreciation for the presentation and acknowledged the potential benefits of the COA. He raised concerns about whether the COA would incorporate analysis on securing sponsorships or identifying alternative funding sources beyond fare or tax revenue. Staff clarified that the COA's focus was solely on service planning and did not include financial or safety-related evaluations.

Elo-Rivera emphasized his preference for improving safety through infrastructure and environmental design rather than through increased security personnel. He questioned whether such approaches such as supportive facility improvements would be considered within the COA scope. Staff responded that while safety strategies were not the primary focus, the COA would analyze supportive facilities like stop and station enhancements under both revenue scenarios.

Elo-Rivera concluded by urging the team to ensure the broader picture is considered, even if certain elements fall outside the COA scope.

Board Member Foster sought clarification on the assumptions used in the COA, particularly regarding the placeholder figures of \$75 million in additional revenue and the \$110 million projected budget shortfall. He expressed concern that using these static numbers without active efforts to pursue new funding could result in a lack of progress on closing the fiscal gap.

He emphasized the importance of running revenue generating efforts concurrently with the COA process and voiced concern about returning to the board repeatedly without meaningful movement on securing additional funding. Staff clarified that while the COA consultant would not explore revenue options, MTS staff would pursue those opportunities in parallel, including ballot measures, sponsorships, and other strategies. Foster confirmed that he expected those revenue efforts to move forward in tandem with the planning process to ensure long term system sustainability.

Board Member Hall invited consultants Russ Chisholm and Melissa Sather from TMD to respond to board discussions. He asked for their thoughts on the earlier comments made by Board Members Foster and Elo-Rivera, and the broader discussion the board had been engaging in regarding funding challenges and planning priorities.

Mr. Chisholm shared insights from his four decades of transit planning experience, emphasizing that funding levels fluctuate over time, and successful planning involves simultaneously seeking cost efficiency and new revenue opportunities. He stressed that the COA is not a stand-alone solution but one tool among many for addressing MTS's financial challenges. Mr. Chisolm

explained that the COA process would be highly collaborative, involving close work with the board, stakeholders, and community members to ensure alignment with shared values and goals.

He clarified that the analysis would help identify how to restructure the transit network under both revenue rich and deficit scenarios not only to manage cuts but also to enhance ridership. Drawing from the prior COA, he noted that service redesign resulted in \$10 million in annual savings, mostly achieved through smarter service delivery and increased ridership rather than direct service cuts.

Ms. Sather added that the COA's core purpose is to realign MTS's services with current community needs and travel patterns. Since the last major service review in 2017, significant changes have occurred, making it essential to reevaluate each route's frequency and alignment. She emphasized that optimizing the network, regardless of the fiscal scenario, would improve reliability, rider satisfaction, and system efficiency.

Board Member Hall concluded the discussion by urging that the financial planning should reflect a realistic worst case scenario. He advised that the actual fiscal shortfall in 2030 may be closer to \$145 million, not the \$100–110 million projected, and suggested planning efforts should be adjusted accordingly.

Vice Chair Goble raised a question about how service cuts would be evaluated during the COA. He highlighted the need to balance two perspectives: one that focuses strictly on financial efficiency, and another that considers board values such as maintaining service in historically underserved areas even if they aren't the most cost effective.

Ms. Sather explained that the approach would be a blend of both considerations. They would first seek operational efficiencies such as schedule adjustments and route alignment tweaks before resorting to service reductions. Additionally, board values and equity would be integral to the decision-making process. Mr. Chisholm emphasized that this was why board workshops and community engagement were planned to ensure that service decisions reflect both financial realities and community priorities.

Vice Chair Goble confirmed that the workshops would include open sessions involving the public and Non-Government Organizations, which staff assured him would be the case.

Chair Whitburn asked a follow-up question about how community input would influence the final deliverables of the COA. He wanted clarity on how public feedback would be incorporated into the planning process.

Ms. Sather responded by affirming that every COA involves extensive public engagement, starting with identifying community priorities such as service frequency and coverage. These priorities differ across communities, and the input helps tailor the plan whether it's creating local circulators for shopping or addressing commuter travel patterns. She confirmed that public feedback would directly shape the recommendations, which will focus on route alignments, service frequencies, and spans, resulting in a comprehensive plan that reflects current community needs.

Action Taken

Board Member Hall moved to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3042.0-25 with Transportation Management & Design, Inc. (TMD), a Disadvantaged

Business Enterprise (DBE), for a Comprehensive Operational Analysis for a two (2) year period, for a total amount of \$682,576.31. Chair Whitburn seconded the motion, and the vote was 10 to 0 in favor with Board Member McCann, Board Member Bush, Board Member Montgomery Steppe, Board Member Vaus and Board Member Moreno absent.

OTHER ITEMS:

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

Board Member Leyba-Gonzalez thanked the MTS outreach team for participating in the fourth annual career fair at Mar Vista High School. He noted that the event was a success and expressed hope that it would help attract new employees to the agency.

Vice Chair Goble shared that the City of El Cajon had launched a micro transit program called Via San Diego, funded by a 2-year grant from SANDAG. The service allows residents to travel point-to-point anywhere within the city for \$2.50, including connections to bus stops and trolley stations. He highlighted its accessibility for individuals with disabilities and encouraged MTS to collaborate with Via San Diego to cross promote the service as part of expanding transit options.

Board Member Mendoza noted that it was SANDAG's Bike Anywhere Day and shared a personal anecdote to highlight multimodal transit use. She rode her bike a mile and a half from her home to the Lemon Grove MTS station and took the trolley to the meeting. While at the station, she observed four other cyclists doing the same. Although they were unaware it was Bike Anywhere Day, they mentioned they regularly commute this way. Mendoza emphasized that it was encouraging to see people using both bicycles and MTS for their daily travel.

Sharon Cooney announced that Joanne Delgado is now serving as Deputy Clerk of the Board and continues as General Counsel's Assistant. She successfully managed the current board meeting. Lucia Mansour has been appointed Clerk of the Board starting today and is also the CEO's new Executive Assistant. She previously worked in the Finance Department and has clerked for both the Budget Development Committee and prior board meetings. Diana Hernandez, who works in Contract Services at Bus Operations, continues to clerk the Accessible Services Advisory Committee (ASAC). She noted that board members will see more of these staff members throughout the year.

Chair Whitburn expressed appreciation to Joanne Delgado, Lucia Mansour, and Diana Hernandez for their excellent work. He acknowledged their contributions and stated that the board looks forward to continuing their collaboration in future meetings.

ADJOURNMENT

24. Next Meeting Date

The next regularly scheduled Board meeting is June 26, 2025 at 9 a.m.

25. Adjournment

The meeting was adjourned at 11:49 a.m.

/s/ Stephen Whitburn

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/s/ Lucia Mansour

Clerk of the Board
San Diego Metropolitan Transit System

/s/ Karen Landers

General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): May 15, 2025 CALL TO ORDER (TIME): 9:02 a.m.
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: _____ RECONVENE: _____
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 11:49 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"/>	9:02 a.m.	11:49 a.m.
City of Chula Vista	McCann	<input type="checkbox"/>	Preciado	<input type="checkbox"/>		ABSENT
City of Coronado	Downey	<input checked="" type="checkbox"/>	Fleming	<input type="checkbox"/>	9:02 a.m.	11:49 a.m.
County of San Diego	Montgomery Steppe	<input type="checkbox"/>	VACANT	<input type="checkbox"/>	ABSENT	ABSENT
City of El Cajon	Goble (Vice-Chair)	<input checked="" type="checkbox"/>	Ortiz	<input type="checkbox"/>	9:02 a.m.	11:49 a.m.
City of Imperial Beach	Leyba-Gonzalez	<input checked="" type="checkbox"/>	Aguirre	<input type="checkbox"/>	9:02 a.m.	11:49 a.m.
City of La Mesa	Dillard	<input checked="" type="checkbox"/>	Arapostathis	<input type="checkbox"/>	9:02 a.m.	11:49 a.m.
City of Lemon Grove	Mendoza	<input checked="" type="checkbox"/>	Faiai	<input type="checkbox"/>	9:02 a.m.	11:49 a.m.
City of National City	Bush	<input type="checkbox"/>	Rodriguez	<input type="checkbox"/>	ABSENT	ABSENT
City of Poway	Vaus	<input type="checkbox"/>	De Hoff	<input type="checkbox"/>	ABSENT	ABSENT
City of San Diego	Moreno	<input checked="" type="checkbox"/>	Campbell	<input type="checkbox"/>	9:02 a.m.	10:37 a.m.
City of San Diego	Elo-Rivera	<input checked="" type="checkbox"/>	LaCava	<input type="checkbox"/>	9:02 a.m.	11:49 a.m.
City of San Diego	Gloria	<input type="checkbox"/>	Foster	<input checked="" type="checkbox"/>	9:02 a.m.	11:49 a.m.
City of San Diego	Whitburn (Chair)	<input checked="" type="checkbox"/>	Lee	<input type="checkbox"/>	9:02 a.m.	11:49 a.m.
City of Santee	Hall	<input checked="" type="checkbox"/>	Koval Minto	<input type="checkbox"/> <input type="checkbox"/>	9:02 a.m.	11:49 a.m.

SIGNED BY THE CLERK OF THE BOARD: /S/ Joann Delgado