

**MINUTES
NOVEMBER 15, 2022
BOARD OF DIRECTORS
GRTC TRANSIT COMPANY**

Members Present: Tyrone E. Nelson, Chair, County of Henrico
Andreas Addison, Vice Chair, City of Richmond
Barbara K. Smith, Secretary/Treasurer, County of Chesterfield
Dave Anderson, County of Chesterfield
Todd Eure, County of Henrico
Jim Ingle, County of Chesterfield
Ellen Robertson, City of Richmond
Lincoln Saunders, City of Richmond
Daniel Schmitt, County of Henrico

Others Present: Bonnie Ashley, General Counsel
Sheryl Adams, Interim Chief Executive Officer
Adrienne Torres, Chief Development Officer
John Zinzarella, Chief Financial and Administrative Officer
Tim Barham, Chief of Transit Operations
Tony Byrd, Director of Maintenance
Anthony Carter, Director of Risk Management
Joe Dillard, Director of Equitable Innovation & Legislative Policy
Mike Frontiero, Director of Communications
Dexter Hurt, Director of Information Systems
Sam Sink, Director of Planning & Schedules
Tonya Thompson, Director of Procurement
Von Tisdale, Executive Director of RideFinders
Brandon, Butler, Procurement Specialist
Monica Carter, Safety and Service Compliance Manager
Jamel Harper, Procurement Specialist
Antionette Haynes, Procurement Services Administrator
Ashley Mason, Manager of Organization Advancement
Maurice Carter, President – Local 1220, Amalgamated Transit Union
Dironna Clarke, City of Richmond
Richard Hankins, RVA Rapid Transit
Danielle Nikolaisen, Brown Edwards
Leslie Roberts, Brown Edwards (*joined virtually*)
Charles Robideau, Chesterfield Resident
Daniel Wagner, DRPT
Faith Walker, RVA Rapid Transit

I. Call to Order & Introductions

This meeting of the Board of Directors of the GRTC Transit System, Old Dominion Transit Management Company (ODTMC), and RideFinders was called to order on November 15, 2022, by Tyrone Nelson at 8:00AM. The meeting was held at GRTC Transit System, Operators Lounge, 301 East Belt Boulevard, Richmond, Virginia. Video and audio of the meeting will be streamed live online and recorded for later viewing at the following web address: <https://youtu.be/aq5WhZ0nzEQ>.

II. Public Comments

The public notice, meeting agenda, and agenda attachments for this November 15, 2022, standing meeting of the Boards of GRTC, RideFinders, and Old Dominion Transit Management Company were posted at rideGRTC.com. Per the meeting notice, all written comments received via email by Mike Frontiero prior to 5:00PM on the day preceding a meeting were provided to all members of the Board the night before the meeting, are read during the Public Comment Period of the meeting by staff following the two-minute speaking limit and will be included in the minutes of the meeting.

The following submitted comments in writing and the attached petition from RVA Rapid Transit with 404 signatures in support of continuing Zero-Fare.

Jimmie Lee Jarvis

I'm reaching out today to urge the GRTC board to vote to provide the required local funding to extend the network's zero-fare policy through June 2024 and beyond! One in five households in Richmond do not have access to a private vehicle, including my own. I have been a daily GRTC rider for over 12 years and under zero-fare I have personally saved about \$60 per month, not to mention the estimated \$10,000 per year it costs to own a private vehicle. The benefits of free transit for Richmond workers and families are obvious, and well worth the funds required to match state grants - money that would remain on the table if we do not maintain a zero-fare policy. I would also like to particularly speak out against fare enforcement. Having been a regular rider before, during, and after the fare enforcement regime, I noticed a drastic increase in stress, confrontations, and disrupted service when riders were subjected to inconsistent and unprofessional scrutiny from fare enforcers. Thank you for your attention and consideration.

Jennie Daley

I'm a Richmond resident and firm proponent of keeping fares free on GRTC. We have seen such success in ridership growth at a time so many other systems have struggled and I personally know several people who have taken the bus for the first time because it's free or decided to rely on it for commuting thanks to free fares. To lose this option at a time of sky-high inflation would add insult to injury. I sincerely hope GRTC will do everything in its power, including approving the \$3 million local match for this program, to keep fares free in Richmond.

Peter Braun

I am a resident of the Museum District neighborhood in Richmond and I would like to share my support for keeping GRTC bus service free through 2024. I work an entry-level job at a non-profit downtown and rely on consistent GRTC bus service to get to work on time every day. I do not own a car, so I rely on GRTC service entirely to get around to the grocery store, doctors appointments, and weekend activities. I'm not alone in this, as 90% of GRTC riders do not own a car. GRTC provides me with access to everyday needs from Manchester and Downtown to Midlothian and Carytown. Fare-free bus service has helped me avoid the expense of buying a car, which I cannot afford at this time in my life. While bus service consistency and frequency has declined due to the pandemic, I have consistently chosen to ride the bus because of fare free service and because I had no other option. Richmond, Henrico, and Chesterfield do not invest nearly enough in safe, walkable, and bikeable streets. The loss of fare-free bus service would mean increased pedestrian fatalities as people with no other option to get around are forced to walk or bike on dangerously designed, overly-fast streets. The climate crisis is fueled largely by the transportation sector and specifically the individual choice to drive a car every day. Fare free makes it easy for me and many others to make the right choice for our community and the planet and ride the bus instead. Private cars cost society much more per ride than a fare free ride. Fare free is the least this region can do to incentivize climate-friendly transportation and combat systemic inequality. Do not leave state grant money on the table. Please ensure that GRTC remains fare-free through 2024. Thanks for your support.

Drew Olsen

Firstly, I want to thank you for the great work you do and the commitment you have to our community. The GRTC is such an asset to our community, and regardless of your decision I want to thank you for being such a big part of that. As a member of the community who has no car and so does nearly all of my travel by either GRTC, foot, or bicycle, I just want to say how invaluable to both me and my community the Zero-Fare program has been, and express my strong support for extending it to June and beyond. Not only does the Zero-Fare program make it easier for me and my community to get around, but it helps reduce emissions, reduce noise pollution, and makes commutes easier. I truly appreciate your consideration, and I hope you'll vote to extend the Zero-Fare program.

Carol Stephens

I am a resident of Richmond for 10 years and 75 years old. I have been an occasional rider of GRTC over these 10 years and resumed ridership during the last half of the pandemic. I find the Zero-Fare, not only an economic help, but a stress reliever. Originally I had to make sure I had the needed change ready, and on a cold morning trying not to drop the coins while taking off my mittens to get to them was an issue. Then you switched to the card fares and that became quite a challenge as the CVS store where I could purchase them did not always have what I needed. For folks with an extremely limited income, having to purchase their fare with a large block of their money could be a problem as well. I have found riding the bus with Zero-Fare to be much less stressful. I would think that the bus drivers feel a lot safer not having to have folks stopping at the fare box and breathing all over them. Not having collected fares, makes it less likely that they would be held up for robbery either. It seems to me that we would be foolish to turn aside such a grant at a time when funds are needed by so many. During this time of inflation, it is particularly important to lower costs for our citizens any way that we can. As the cost of gas increases and the interest on car loans increases, I suspect that we will see an increase in ridership. I do hope that when you do pass this, you will also have a good advertising campaign. Many of my friends are amazed when I tell them that the bus fare is free. They were not aware that that change had taken place and knowing they do not have to worry about purchasing a card, or having the correct change, makes them more willing to ride the bus. Thank you for your consideration of these remarks and please vote to provide the funds needed to have the grant.

Monica Freeman

I am a senior residing on the Southside, along Jahnke Road. I am one of the over 30,000 plus seniors, 11% of whom need access to reliable public transportation. Like me, 90% of riders do not own cars and depend on public transportation to move about and go to work. Over half of GRTC riders make under 25,000 dollars a year, some on fixed income, and Zero-Fare would be a help in retaining more money. As you know, many municipalities across the country already have a zero-pay policy. A non-walking city with few sidewalks such as most of Richmond needs a free-fare public transportation service. Like other public services: libraries, schools, and our emergency services, GRTC should be free of charge. I am definitely against the removal of the Zero-Fare policy on GRTC and am in support of its continuation. Thank you for your time, attention, and kind consideration.

Lindsay Cunningham

I've been living in The Fan for the past 6 years. I'm reaching out to you because I was informed that the GRTC board will be voting on whether to match state funding and continue GRTC's no-fare policy. As a graduate student at VCU, I have personally been greatly impacted by GRTC's decision to fund transportation for city residents and I know that many of my peers have as well. Being able to access free transportation provides an opportunity for students, such as myself, to access internships, jobs, and other opportunities that would be inaccessible without transportation. I have worked in the Richmond community for a number of years and have met clients who have relied on the GRTC to find employment and gain meaningful opportunities for economic freedom. Your investment in the community manifests economic dividends in the community and gives Richmond residents autonomy

over their lives. Thank you for your time and consideration. If you have any questions for me, please feel free to reach out!

Michael DiGiacomo

I live on Hull St. in Manchester and work as a program coordinator at an agency that provides assistance to individuals who are coming home from jail/prison. Daily, my job consists of interacting with folks who are trying to get back on their feet after incarceration. As such many of these individuals do not have any means of transportation upon getting released. They also often have very little money, if any. Many of them struggle with having a safe place to stay and having enough food. Many do not have cell phones, housing, or enough clothing. The GRTC zero-fare program enables people to get around the city without having to worry about the extra cost of bus fare which quickly adds up. The GRTC zero-fare program is a major benefit for all city residents and visitors and it is especially vital for our most vulnerable neighbors who do not have the means to pay for bus tickets to get to work, medical appointments, job interviews, grocery stores, etc. After years of zero-fare, having folks pay for bus tickets again puts a huge financial burden on a large population of people who need it most. This is just one of many aspects of how beneficial continuing the zero-fare program is to Richmond residents. Please do the right thing and vote to continue the zero-fare program!

Tyneshia Griffin

I am the Environmental Policy Analyst at New Virginia Majority. We believe access to affordable public transit is a vital part of Virginians' ability to maintain employment, attain education, reach essential businesses, and receive routine or emergency health and public services, particularly during the ongoing COVID-19 pandemic. For years, we have been a vocal advocate of the Transit Ridership Incentive Program in the state legislature and with the implementing state agency, the Department of Rail and Public Transportation. TRIP has provided millions in funding for reduced-fare or zero-fare transit projects, proving to effectively meet several of its goals including, but not limited to:

- expanding economic opportunity and transit access through eliminating bus fares, which perform similar to regressive taxes on low-income riders;
- increasing the transit agency's eligibility for larger sources of transportation funding with increased ridership;
- improving rider and operator safety during the COVID-19 pandemic, through reductions in rider and operator contact at fare collection; and
- reducing health-harming and climate-damaging transportation emissions through gradually decreasing the use of single occupancy vehicles from individuals daily work and personal trips.

For these reasons, we strongly urge the GRTC board not to leave millions of dollars in TRIP funding from the state on the table and vote to retain dedication to zero-fare by supplementing any existing gaps in the program's funding that would inhibit zero-fare from operating into 2024.

David Tisel

I urge GRTC to provide the match funding to keep GRTC free. As an occasional bus commuter, the free bus has been a very important way to make the city accessible for me. Many others rely on it every day. As so much of life is becoming unaffordable, we need to keep the bus free.

Angela Lehman

I was lucky to buy a house in 2018 that was within 2 blocks of Route 3 and the new Route 20. I didn't know at the time that I would lose my job during Covid. Now I'm in school full time while working multiple part-time jobs, and zero-fare rides along with the ability to put my bike on the bus have been truly helpful in stretching my budget. I also like how zero-fare makes it easy for me to hop off the bus and do some errands, and then get on the bus and keep going to another destination without having to buy another ticket or a transfer. When buses are easy to use, they have the potential to keep more business in the city, as well as increase ridership and decrease traffic congestion and pollution. Please extend zero-fare!

Jason Apolo

I am a Richmond resident living in the Randolph neighborhood. I would like to respectfully ask that public transit in the Richmond region remain Zero-Fare. As someone who grew up in extreme poverty, taking the bus to and from work and school was a necessary tool in my family's effort to escape poverty. Today, I still cannot afford a car and I know many low-income people are in the same situation. When I take the bus and see my neighbors and colleagues, I feel a reignited empathy for Richmond residents that are disabled, elderly, or poor and need this bus-ride to remain free. We should not be placing the most burden on those who can least afford it and instead provide for them by giving them the resources they need. I know we as a community can do this because we understand that things like public libraries and public schools are important for everyone, and public transit deserves to be approached in equal terms to other public services. I ask that you please keep Richmond public transit Zero-Fare and I thank you for listening to my plea.

Carson Mays

I am a resident of The Fan in Richmond. I am here today to express my support of keeping GRTC's Zero-Fare policy. I am a frequent bus rider and rely on GRTC buses to get me to and from work on almost a daily basis. When I'm not working, GRTC buses are my main source of transportation to get around the city for various reasons including accessing grocery stores, running errands, and traveling to recreational amenities around the city. I am reliant on GRTC buses because I do not have a car. I opted out of using a car due to the countless negative impacts of having cars in cities including decreased air quality, increased impervious surface coverage, public safety concerns, and more. GRTC's buses have been a fantastic alternative that allow me and many others to live a more sustainable lifestyle. With this being said, removing the Zero-Fare policy will prevent people like myself from using the bus on a daily basis. I am a recent college graduate who is employed but early into my professional career so I do not have the disposable income for purchasing a car or even paying a bus fare anytime I need groceries. There are many people like myself who cannot afford alternative modes of transportation and rely on the integral public service provided by the bus. Implementing a fare will discourage ridership for those who need it the most and disincentivize car owners from using the bus as a more environmentally-responsible alternative to driving. A good additional source of funding for public transit would be to increase parking costs. Richmond has a history of prioritizing car infrastructure over all other forms of transportation infrastructure, so I think people commuting via car should be covering the cost of these transportation projects. It is upsetting to know that somebody can commute into Richmond from Hanover county and park just a couple feet from their destination free of charge while I, a Richmond resident, would have to pay a fee to travel less than a mile and be dropped off many blocks from my destination. Then again, I wonder if my alternative suggestion is even necessary. If Richmond can continually build parking lots and repave roads in the city, I know that the transportation funding exists, it's just being allocated in a one-sided, irresponsible way. Thank you all for your time. I hope you will take my suggestions into consideration.

Bill Betzhold

I am a 76-year-old white male, retired, living in Richmond. I care about the bus system deeply, having volunteered for over a year and a half to clean bus stops around Willow Lawn & Carytown. I have met many riders and know how they depend on the bus service to get and keep a job. I have driven 2 people to their jobs when they realized the bus schedule is different on Sundays. Both riders needed to be at work on time or risk being fired and both had no other way to reach their jobs. The average income for 50% of these patrons is less than \$25,000/year, 27% of the riders earn less than \$10,000/year. The Zero-Fare plan can save these patrons up to \$60/mo. Plus, many riders come from the most underserved populations in our cities and counties. I also consider the Zero-Fare plan a small reparation DUE these patrons after centuries of systemic institutional racism. Older patrons on fixed incomes also benefit from the Zero-Fare program. Owning a car is just out of reach for most of your patrons. Finally, the pandemic has hurt these patrons, many of whom are essential workers, for a variety of reasons but most are out of their control. They are just trying to get to work to make enough

money to have a roof over their heads and food on the table. Richmond is a wealthy community. The more-affluent citizens *can* afford to fund this much needed program to ensure these unserved patrons have a decent chance to keep a decent job. *Please* make the Zero-Fare program permanent.

Charles Robideau

I am Charles Robideau and I live in Chesterfield. On September 22, GRTC announced a new partnership with National Express Transit to provide paratransit and call center services simultaneously. National Express Transit which goes by the acronym NEXT announced a new five-year partnership with GRTC. We are excited to begin this new journey with GRTC and make a positive and lasting impact in the Richmond community said Stephanie Mayer, NEXT Regional Vice President. NEXT based in Lisle, Illinois, is part of North American Business, a unit of National Express group, a global entity with Buses and Rail Operations in countries across four countries. The group is based in Birmingham England, its stock is listed on the London Stock Exchange. The announcement on September 22 came just two days after the September 20 board meeting for GRTC at which retiring Board members were replaced by new Directors under new leadership. Since then, there has been no discussion of this partnership by this award that I've heard of in meetings like this and certainly no vote to approve it at all. Lacking this it's hard to know how this came about and what it exactly entails; for example, NEXT sites a five-year partnership with GRTC while GRTC makes no mention of such a time frame. NEXT states that it's workers will utilize GRTC's fleet of 96 minibuses for paratransit or call center services. GRTC's version does not mention this provision or any possible effect on GRTC's Unionized members, Amalgamated Local 1220 who now do good work operating these vehicles. Such questions might be answered, the text of this partnership was posted on the GRTC website which it should be and if the Board members here would openly discuss this provision, this partnership and actually voted, right now it just sits there with no ratification at all. Thank you.

Richard Hankins

Dear GRTC Board, my name is Richard Hankins. I'm a resident of Southside Richmond and I'm a transit advocate for RVA Rapid Transit. I just want the Board to know that there's no online page anywhere on GRTC's website to submit a public comment. I don't believe it's intentional, but I don't think that's right, and I encourage GRTC to add a page on their website that provides the process for submitting a public comment. Thank you.

Faith Walker

Good morning, there were some bus riders who couldn't be here this morning and they gave me their permission to share their comments which were recorded. Seven recorded comments were played, all in support of zero fare.

III. Approval of October 25, 2022 Board Meeting Minutes

Mr. Schmitt motioned to approve the October 25, 2022 Board Meeting minutes, Mr. Ingle seconded, and the motion carried unanimously.

IV. Consent Agenda

- A. General Planning Consulting (GPC) Services
- B. Essential Transit Infrastructure Manufacturing

Ms. Robertson motioned to approve the Consent Agenda, Mr. Saunders seconded, and the motion carried unanimously.

V. Personnel Committee – Update on CEO Search

Mr. Saunders moved that GRTC's Board of Directors hold a closed meeting pursuant to Section 2.2-3711(A)(1) of the Code of Virginia for the discussion and consideration of prospective candidates for employment as Chief Executive Officer of the Greater Richmond Transit Company. The motion was seconded by Ms. Robertson, and the motion carried unanimously.

Mr. Saunders moved that this closed meeting was convened pursuant to the Virginia Freedom of Information Act and that, according to Sections 2.2-3712 of the Code of Virginia, it was conducted in conformity with Virginia law and that nothing was discussed except the matter or matters (1) specifically identified in the motion to convene in closed session and (2) lawfully permitted to be discussed under the provisions of the Virginia Freedom of Information Act cited in that motion. Mr. Nelson requested a Roll Call Vote which was unanimous.

VI. Information Items

A. Updated List of Recent and Upcoming Procurements – Tonya Thompson

There have been 14 additional projects and here are a few of the more significant projects. Staff plans to procure 21 paratransit vehicles 19 fixed route buses, and 7 support vehicles and a flatbed wrecker. All of these vehicles are replacing vehicles in the fleet that have reached their useful life and are eligible for replacement. Three of the projects are for Information Systems Projects which are Radio Communications upgrade, Upgrade on Servers and Existing Hardware, and Network wiring and extended height of light poles.

B. January Service Changes – Sam Sink

The next schedule change for GRTC is January 29, 2023. The new schedule includes the following: Route 77 and 78 – change from 40 minute to hourly service; Route 1, 1A, 1B, 1C – bifurcate at downtown to implement a trunk and legs structure; Route 29 – time adjustments; and Route 95 – simplification of Downtown Richmond loop.

VII. Staff Reports

Staff discussed the Reports provided in the Board Packet as follows with no significant changes from the prior month to report and no new significant issues pending:

- A. Safety Performance – Tony Carter
- B. Service Report and Operator Staffing – Tim Barham
- C. Vehicle/Facility Report and Maintenance Staffing – Tony Byrd
- D. Ridership Report – Sam Sink
- E. Rider Comments – Monica Carter
- F. Financial Report – John Zinzarella

VIII. Board Committee Reports

A. Finance Committee Report

- Mr. Ingle will Chair the Finance Committee
- Zero fares will be discussed during the next Finance Committee meeting and an update will bring information back to the Board next month for discussion.
- RideFinders Financial Audit and GRTC Financial Audits were reviewed at the previous Finance Committee meeting and now there will be a presentation.

Ms. Nikolaisen of Brown Edwards stated that the financial statements presented fairly, in all material respects. The auditors have a clean unmodified audit opinion on the audited financial statements.

Ms. Nikolaisen reviewed the Ridefinders report and Ms. Roberts reviewed the GRTC report to the Board of Directors. The auditing team is Leslie Roberts and Danielle Nikolaisen and they are available if there are questions or concerns regarding the audit and their contact information is in the letter. Ms. Roberts gave an overview of what was done in the audit report. The financial statement disclosures are neutral, consistent, and clear. No difficulties were encountered in dealing with management in performing and completing the audit.

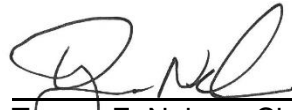
Staff is requesting that the Board of Directors accepts GRTC's and RideFinders FY2021 Audit report as presented, the Board accepted the request unanimously.

IX. Interim Chief Executive Officer's Report – Sheryl Adams
No Report

X. Board Chair's Report
No Report.

XI. Adjourn
There being no further business, the meeting adjourned at 10:10AM

APPROVED:



Tyrone E. Nelson, Chair
GRTC Board of Directors

December 20, 2022

Date

Name

Jess Powers	Ian Young	Megan H	Mo'shea Cedeno	Finn Plotkin
Catherine E Koval	Kendra N`	Sara Rozmus	Sterling Bido	Lotus Vortex
Kelli Nash Rowan	Stefanos Demetriadis	Andrew Gehler	Anwen	Gena Johnson
Kathryn Benedict	Jonathan Chan	Emily Kennedy	griffin ernity	chloe p
Brendan Tyler Westfall	Remmie Chew Jr	Carly	Kayla Simpson	Chris Emmanuelli
Cara Kaufman	Elizabeth Scott	Tyler	Lillian Prichard	Morgan
Thad M Williamson	Richard Hankin	Ketta Kennedy	Dana Espinosa	Madison Gillrd
Emily Montgomery	Wyatt Gordon	Leslie Lytle	Emily Garloff	Ryan Dunivan
Laura Berge Jones	Elias Frantz	Natalie Del Castillo	Daniel Miltenberger	Shani Hudson
Marie Giblin	Jeremy Hoffman	Jada	Nathan	Warren Campbell
Georgeann Schmied	Sara Barton	Alessandro Ragazzi	Delia Tomlinson	Sammy
Colleen Garrison	Barry O'Keefe	Rachael Thayer	emma	Eliza
William Benton	Lindsay	Erin Carrillo	Peyton Geiszler	Nicole
Sheryl Johnson	Qui Nguyen	Rachel Jamrozy	Hanna Epley	Robert A Crump
Adam	Alexa	Kit Scott	Magnolia Lang	Katy
Kyle Warmack	Danny L Plaughter	Gabriella Aguilar	Emily Huse	Cassie Grace
Doug Allen	Sheryl Johnson	Renee lenassi	Sally N	Elizabeth Chaumont
Edson Pederson	Ross Hoppe	Kylie Britt	Jess	Meaghan
Conner Kasten	Rachael Tatman	Chris Mcnamara	Gabrielle Dietrich	Luke nicholas
Julie Adams-Buchanan	Brantley Tyndall	Tori	Brigitta Betts	Amber Smith
Mike Frontiero	Dan Motta	Nawal V.	Allison Barrientos	Caitlin
Matt Hughes	Maya Shaw	Shannon Bailey	I support zero fare	Elliott Berry
Lucretia McCulley	Collyn Dixon	Robert Dias	Jenna Henderson	Lindsey
Isabel McLain	J. Elias O'Neal	Pete Gibson	William Kotchish	Alyssa Kelley
Aaron M Kemmerer	Anna Hogue	Sean Pritchard	Sydney Phommachanh	Josalynne Larson
Tara FitzPatrick	Andrew Bunn	Rosalind	Bee (Rebekah) Wooten	Keep it no cost
Darlene Palacios	Ira White	Fatima Malik	Celeste Park	Hesther
Jackie Stephens	Ira White	Melissa Marquette	Isabella Ragazzi	Jessica
Nora Thompson	Carrie Rose Pace	David Cohn	Charles Bailey	Maya White-Lurie
Jenna Evers	Justin Bartel	Joshua Webner	Sage Gardner	Peige Keller
William Harvey Bates	Lucian Brinkley	Jordan Cramer	Jordan Vernon	michael capps
Jennie Daley	Jessie Walton	Amya Cook	AC Tierney	Kaitlyn Fulmore
Paige Baxter	Will Isenberg	stefan	Keara	Argus
Janna Hite	Leah Clancy	Shawn Williams	Ned Belliveau	Heather Stewart
eileen cyrtmus	Nat Quick	Pao Cordero	Priyanka Arora	Chanel
Lynn Klanchar	Caroline Cryer	noor atari	Erin	Margaret McMahon
WILLIAM C BETZHOLD	Donn Moore Chip Coutts	Olivia Brassing'ram	Samantha McBride	Sorrel
Barbara Dunn	Beth Nelson	sofia fasciolo	Tina clements	Mallory
Elle De La Cancela	Anna Clemens	Daniel Goldman	Casey Lawson	Ezra Solomon
Maggi Tinsley	Sangyeol Lee	Alex Ortiz Vega	Donovan Davis	Ceire Neylan
Melody Porter	Lark Washington	Amani	Adron	Juliet Grace
Taylor Jones	Amanda	Isa	Lily Kassab	sydney
Robert Sullivan	Kat Adams I	Savannah Taylor	Amy Hyman	Bailey Vigil

Caroline	Molly Frey	Alysha Alloway	Davis Erney
Kristy Smith	Mikayla Perkins	Paola Orellana	cathryn hutto
Fahim Rahman	Shelby Hughes	Surya Punjabi	Eleni
Aidan Halpin	Megan Lee	Jess	Hayley
Olivia Surface	Em	Alex zavaleta	Holly Brown
Cassidy edwards	Hilary	Elizabeth Hope Trumbo	Kayleigh McCoy
Cassandra	Tyler Vance	Jarod Eppley	Joseph Foater
Ruth Clements	Sophia	Millie Eller	Lauren Nichols
Katherine Peterson	Mira Best	Karrah Sheets	Alex Demas
Cora Lewis	Max	Dylan	Jen Black
Jeremy Parker	Stephen	Brittany	Andrea Dregalla
Bridé Baker	Mary Chandler	Marina Brock	Ophelia Armstrong
Mariarosa Marinelli	Kristie Wells	Carter Barker	Lessly Benitez
Lila G Casati	Megan Comer	Kalena Sills	Gabriel Arrington
Emily Everingham	Lauren Paight	Jamie Hill	Heather Farber
Sarah Thackery	Cory Williams	Becki Stenger	Jeron Jones
Hanna Chou	Michael Gifford	Kevin	Nathaniel Scida
Hannah Ireland	Vaughn Omgs	Sage	Alex Trouslot
Sydney Koetter	Carlo	Thomas Youngs	Abigail C Bischoff
Stephanie Nelson	Cameron Crispens	Emily	
Madison Sterner	Isaac Whalen	Neil Thomas	
sydney goldston	Victoria Thomas	Cassie Hersman	
Alex	Fabian	Haley Vivian	
Luke Campbell	Anna Merlene	Danielle	
Ri Marshall	Gabriel Arrington	Mary nazarian	
Jeremy Traver	Katherine Mott	Amanda Wiehrs	
shannon fahey	tay wingfield	Curly	
Jon Lamp	Olivia hampton	Sarah Keane	
Christina	Celeste Willetts	Jethin	
Rachel Zahradka	C	Grace Kuhn	
heather	Jessica LHeureux	michelle chatham	
Abigail Fisher	Emma Umberger	Wilson Hale	
Hannah Mullen	Anna Anderson	Ashley Schweitzer	
Callie Houghland	Amelia Heymann	Prabir Mehta	
Christian Martinez	Isabella	Justine Felty	
Eva Ernst	Isabella	Ruby Tippl	
Emma	shreya patel	Devante Spelman	
Caitlin Ellmore	fabiana	Emily Wiehrs	
Kamillah	Brianna J.	Anna Asesor	
Cristian Castiglia	Georgia Osborne	Anna Asesor	
BJ Jarrett	Arbi Abazi	Anna Asesor	
Dani Stewart	Leigh	Rachael Belliveau	
Heaven Imanchinello	Erin White	Sally Pham	