

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

MINUTES

September 9, 2021

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

1. Roll Call

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

2. Approval of Minutes

Chair Fletcher moved to approve the minutes of the July 15, 2021, MTS Executive Committee meeting. Board Member Gastil seconded the motion, and the vote was 7 to 0 in favor.

3. Public Comments

Jenifer Nations – A researcher at UC San Diego made a verbal statement to the Committee during the meeting. Nations stated they were against the recommendation to rely on existing partnerships of restrooms near MTS stations. They stated that bathrooms provided by public and private partnerships are not reliable in providing service. Nations recommended cleanings twice per day.

COMMITTEE DISCUSSION ITEMS

4. Palm Avenue Trolley Station Transit Oriented Development (TOD) (Karen Landers)

Karen Landers, MTS General Counsel, presented on the Palm Avenue Trolley Station TOD. She presented on: the Palm Avenue Station details; access easement owed to the Ambient property; project proposal; Disposition and Development Agreement (DDA) and ground lease process; DDA and ground lease material terms; MTS replacement parking; other DDA and ground lease material terms; consideration and ground rent; Keyser Marston Associates, Inc. review; financial feasibility review of National CORE; financial feasibility review of Malick Infill Development; recommendation and next steps. John Seymour of National CORE and Andrew Malick of Malick Infill Development presented on the Palm City Village including: National CORE; Malick Infill Corporation description; intermodal connectivity; adjacent developments; Palm Avenue Trolley Station; adjacent developments in entitlement; joint development policy goals; affordable and middle-income housing; mobility hub features; zero carbon future; pedestrian design; Palm City Village and Expanding Potential in Communities (EPIC) grant support; Palm City Village summary; project history and milestone timeline.

COMMITTEE COMMENT

Sharon Cooney, MTS Chief Executive Officer, noted that the individuals who are parking and riding the system are choice riders. She acknowledged that a reduction in parking spaces could impact other South Bay transit station parking lots. She noted that developers in other areas, such as the Rancho Bernardo development, are proposing to have zero replacement parking too. She asked the Board to discuss and weigh-in on the impacts of zero replacement parking and how those affect environmental issues in addition to transit impacts.

Chair Fletcher commended the Project Labor Agreement (PLA) opportunities, along with childcare and other socioeconomic opportunities for residents. He understood the advocacy behind zero replacement parking, but highlighted it was not a viable solution. He encouraged the Board to create a solution that would encourage new ridership while maintaining current choice riders. Chair Fletcher asked staff how many of the 488 spots were being used before the pandemic ridership impacts.

Ms. Landers clarified that approximately 250 spaces were in use pre-pandemic.

Chair Fletcher asked the agency to partner with zero replacement parking community advocates and create a framework for future developments. He cautioned the Committee that complete removal of parking spaces could cause parking insecurity for riders, causing competition for transit spaces and nearby residential neighborhood street parking. He asked staff to clarify the impacts of the parking reduction.

Ms. Cooney clarified that 380 spaces would be available in phase 1 with the construction of Building B, then a reduction to 260 spaces would follow for construction of Building C (phase 2), followed by 120 spaces available for construction of Building A (phase 3), and lastly, 80 spaces would be available with the construction of Building D (phase 4). She acknowledged that at phase 2, the parking availability would be below average usage levels gathered in 2019.

Chair Fletcher asked when the second phase would take place.

Mr. Seymour noted a certain start date is unpredictable, but may begin the middle of 2022 for the first phase and would have an 18-20-month duration, with a projected start date for phase 2 in 2024 or 2025.

Chair Fletcher suggested the agency monitor this project closely for impact trends.

Board Member Salas was concerned about parking congestion impacts at the E street parking lot. She noted that the goal is to attract choice riders and cautioned the Board that onboarding new riders would be difficult if sufficient parking was not available. She correlated the bypass of parking to the bypass of transit altogether. She acknowledged that park and rides would be an additional expense to the agency. She stated that she did not want the project to be delayed, because that would impact the construction of much needed housing.

Board Member Elo-Rivera acknowledged transportation and mobility options would not be the same once the project is completed. He suggested apartment complex shuttles as a substitute, but acknowledged private vehicles will always be on the road. He was interested in analyzing data in order to create data driven next steps that prioritize convenience.

Ms. Cooney cited an MTS survey with transit riders who use the parking lot. Findings showed that if parking was not available at the site, they would park in other transit stops or nearby neighborhoods. She acknowledged that adjacent communities may have concerns with additional vehicles parked in their neighborhoods.

Chair Fletcher acknowledged that while some riders may have options to accommodate the decrease in spaces, there are some that won't have the same opportunities to access transit. He acknowledged that the number of riders would vary once the ridership counts of the pandemic re-stabilize. He was concerned about the loss of choice riders with the lack of parking accommodations. He acknowledged the challenges as the agency does not have a guiding

policy to reference and suggested the conversation be taken to the Board to resolve these issues.

Board Member Gastil noted riders would park at a different station. He suggested offsetting parking quantities depending on housing and parking ratios, rather than having uniform quotas at each station.

Board Member Montgomery Steppe suggested designated infrastructure around the station for on-call vehicles to provide first-mile-last-mile services to riders. She also suggested developing partnerships to share parking spaces with surrounding areas.

Vice Chair Sotelo-Solis was concerned about replacement parking within the site. She discouraged the Committee from creating mitigation sites and held National City as an example. She cited bike share programs and the National City Free Ride Around National City (FRANC) project as creative solutions to host transportation services to major transit areas. She acknowledged that both the developer and MTS are responsible for creating solutions and encouraged MTS staff to create partnerships with commercial developers to offset parking lost at the site. Vice Chair Sotelo-Solis also suggested increasing bus frequency to the station as a way of parking mitigation. She commended the developer's incorporation of a child care facility and grocery store in the design.

Chair Fletcher asked for clarification that the developers are required to mitigate the parking impacts.

Ms. Landers clarified the intent of the language was to explain that the developer would be given direction to develop an average space usage in the site.

Ms. Cooney clarified that the site will still be losing 178 parking spaces that were being used in 2019.

Board Member Sandke suggested that by offering free parking, MTS is inadvertently increasing demand for it. He suggested that demand and personal behavior could be controlled by including a cost and was confident transit riders would be resilient if parking availability decreased.

Chair Fletcher clarified the project does need to move forward and listed ideas suggested by members of the Committee. He encouraged a thoughtful discussion at the Board level about this topic.

Board Member Montgomery Steppe asked the developer about its strategies towards the local workforce and feeder programs.

Mr. Seymour clarified its partnership with local lenders with the San Diego Housing Commission, which have best efforts stipulations to hire minority owned businesses within the region. He cited a previous project with the City of San Diego, where they exceeded their expectations for local hire. He acknowledged the partnership with the San Diego Business and Trade Council. He also encouraged a report on the progress of local workforce acquisition.

PUBLIC COMMENT

Gretchen Newsom – Representing IBEW 569, made a verbal statement to the Board during the meeting. Newsom stated that the PLA negotiations have been going well and they look forward

to building the development as a strong supporter of affordable housing and climate crisis advocates.

Action Taken

Chair Fletcher moved to receive a report on the Palm Avenue Trolley Station Transit Oriented Development Project and provide direction to the Board of Directors. Board Member Salas seconded the motion, and the vote was 7 to 0 in favor.

5. Evaluation of Restroom Facilities (Brent Boyd)

Brent Boyd, MTS Manager of Service Quality-Rail, presented on the Evaluation of Restroom Facilities. He outlined the following information: restroom availability; public restrooms in Downtown, America Plaza, Civic Center, 12th and Imperial, Gaslamp Quarter, Ruocco Park, Harbor Drive and West Broadway, Waterfront Park, Fault Line Park, G and 14th; public restrooms in development in Downtown; public restrooms within and outside of Downtown, San Ysidro, E Street, Old Town, El Cajon, Santee; passenger boarding vs. restroom availability; passenger activity vs. restroom availability; comparison to other light rail systems; closed public restrooms at 24th Street, San Diego State University, Lemon Grove Depot, Downtown 14th and L; cost per restroom (annual), public information example, and staff recommendation.

COMMITTEE COMMENT

Vice Chair Sotelo-Solis agreed with the recommendation to reopen the 24th Street and Lemon Grove restroom facilities, and explore extending hours and posting a facilities map. She did not agree that the Blue Line has sufficient bathroom availability, and acknowledged that many of the sites listed required an entry fee, compared to other restrooms throughout the system, which were free of charge. She acknowledged that the fee shows inequity, but also shows demand, which the agency could use as data in providing access to restroom facilities. She noted that if a requirement to provide accessible restrooms means having a restroom maintenance crew, that MTS should include that in the cost. She advocated for restroom trailer services. She acknowledged that this was an opportunity for MTS to set a restroom facility program and be a pioneer transit system that offers restroom availability.

Chair Fletcher asked if only private facilities can charge patrons or if government agencies could also change to access restroom facilities.

Ms. Landers stated that she would research the question and report back. She clarified that Grand Central West is a private commercial entity in San Ysidro, which MTS has no jurisdiction over to influence cost of restroom use. The other location is in the private carrier facility, which MTS may have some influence over cost changes. She continued that the rate is intended to be low enough that patrons will pay for its use, but will also discourage others from loitering.

Ms. Cooney added that the agency provides some security for the private carrier and, the cost of security is meant to be offset by the fee revenue.

Board Member Salas acknowledged the complexities in providing public restroom services. She believes in providing convenience for restrooms and acknowledged that security and cleaning services will not deter crime. Board Member Salas continued that MTS should first extend hours with existing partnerships rather than creating new infrastructure. She was in favor of charging a twenty-five-cent fee to discourage loitering. She encouraged the Committee to be mindful of the infrastructure and maintenance costs on MTS and riders to sustain this amenity.

Board Member Elo-Rivera acknowledged there is not a Board Policy guiding this effort. He encouraged the Board to propose a policy to provide guidelines for future Board discussions. He asked that the remaining closed bathrooms be opened for use. He clarified that there is state law limiting certain public agencies from charging for restroom access, which MTS should review. He encouraged the implementation of wayfinding as a good resource and tool for the system. He also encouraged the Committee to think through a clean and accessible amenity policy for the system while ensuring dignity for everyone.

Chair Fletcher asked for the Committee to provide next steps to staff to be able to provide direction to the Board. He also asked about opportunities to add a portable restroom vendor.

Ms. Cooney acknowledged that vendor partnerships are used for bus driver restroom accommodations. She noted the use of portable restrooms for public access years ago were constantly being vandalized and the providers chose to stop servicing them, because they required constant maintenance. She acknowledged that during the Hepatitis A outbreak on Imperial Ave. The City of San Diego removed a portable restroom due to the maintenance and servicing issues.

Board Member Sandke asked the Committee to recommend having the discussion at the Board level. He also asked staff for usage and closure metrics due to vandalism.

PUBLIC COMMENT

Carolina Martinez – Representing Environmental Health Coalition made a verbal statement to the Committee during the meeting. Martinez stated that bathrooms are essential to transit accessibility. Martinez was in favor of creating accessibility to existing facilities and increasing hours of operation. Martinez stated their awareness about the cost, but cautioned the Committee about an inefficient service without the amenity. Martinez added that safety in bathrooms is integrated with transit safety overall and emphasized community care. Martinez supported staff recommendation and restated priority for community care.

COMMITTEE COMMENT

Board Member Salas noted she and Board Member Elo-Rivera were reviewing state law that limits public agencies to incur bathroom fees. She noted that rather than charging a fee, access could be limited to only riders using their PRONTO card. She asked staff if this could be a viable consideration.

Ms. Landers agreed to explore the feasibility of the suggestion.

Board Member Elo-Rivera clarified that the goals should be anchored around travel time or physical distance to restrooms.

Chair Fletcher summarized the feedback from the discussion and proposed a motion to the Committee including: 1) Seek additional hours of availability for the restrooms at the Mills Building (12th & Imperial), America Plaza, and E Street; 2) Engage with relevant jurisdictions on reopening 24th Street, SDSU, and Lemon Grove restrooms; and 3) Seek ways to provide public information about restroom availability throughout the network, including the development of a map identifying locations of publicly accessible restrooms, as well as libraries, parks, shopping malls, and various other locations. The Executive Committee also directed staff to return to the Executive Committee to report on the following items: 1) Exploration of potential additional restroom locations provided by other businesses that MTS can leverage; 2) Legal and feasibility

analysis of charging fees for restroom usage and/or limiting usage to transit riders, and to ensure that all Americans with Disabilities Act (ADA) requirements are met; 3) Potential development of long-term plan and Board policy to direct the long-term plan, including achievable goals for restroom accessibility based on time, distance, ridership or other metrics; 4) Budgetary consideration for possibly adding portable units at locations based on goals of a program; and 5) Information regarding baby-changing table availability around the system, which could be incorporated into the public information and maps to be created by MTS.

Action Taken

Chair Fletcher moved to 1) Seek additional hours of availability for the restrooms at the Mills Building (12th & Imperial), America Plaza, and E Street; 2) Engage with relevant jurisdictions on reopening 24th Street, SDSU, and Lemon Grove restrooms; and 3) Seek ways to provide public information about restroom availability throughout the network, including the development of a map identifying locations of publicly accessible restrooms, as well as libraries, parks, shopping malls, and various other locations. The Executive Committee also directed staff to return to the Executive Committee to report on the following items: 1) Exploration of potential additional restroom locations provided by other businesses that MTS can leverage; 2) Legal and feasibility analysis of charging fees for restroom usage and/or limiting usage to transit riders, and to ensure that all Americans with Disabilities Act (ADA) requirements are met; 3) Potential development of long-term plan and Board policy to direct the long-term plan, including achievable goals for restroom accessibility based on time, distance, ridership or other metrics; 4) Budgetary consideration for possibly adding portable units at locations based on goals of a program; and 5) Information regarding baby-changing table availability around the system, which could be incorporated into the public information and maps to be created by MTS. Board Member Sandke seconded the motion, and the vote was 7 to 0 in favor.

6. Division 6 Project Update (Denis Desmond)

Denis Desmond, MTS Director of Planning, provided an update on the Division 6 Project. He provided details on: Division 6 Project, locating a site, project schedule and budget.

Action Taken

Informational item only. No action taken.

7. PRONTO Launch Update (Rob Schupp)

Rob Schupp, MTS Director of Marketing and Communications, provided an update on the PRONTO launch. He outlined: key topics; agency involvement; getting the system ready; testing and troubleshooting; establishing the retail network; getting customers ready; advertising; phase one impression; creative samples; direct mail; outreach; results; and the free ride with PRONTO promotion.

Ms. Cooney reported the enthusiasm behind this product and reported a 15% increase in ridership. She acknowledged obstacles with the transition, but staff was working to address them before the program launches in October.

Chair Fletcher commended MTS for their efforts to carry out this transition.

Board Member Salas commended MTS for their work on the project.

Action Taken

Informational item only. No action taken.

8. El Cajon Boulevard Bus Lanes Performance Update (Peter Casellini)

Peter Casellini, MTS Senior Transportation Planner, provided a performance update on the El Cajon Boulevard Bus Lanes Project. He outlined: the Boulevard Bus Way performance update; project introduction; project objectives; an overview of improvements; El Cajon and Park before and after; El Cajon and 30th before and after; El Cajon and I-805 before and after; El Cajon and SR-15 before and after; El Cajon and 43rd and Fairmont before and after; and a performance analysis.

Chair Fletcher asked about the feasibility for a permanent median running lane in the area.

Mr. Desmond replied that the original intent of the design was to incorporate a median lane. He noted the current infrastructure would support that development in the future.

Chair Fletcher asked if MTS would recommend keeping the current layout of the bus lane or prefer a median lane.

Mr. Desmond acknowledged the additional benefits with a median lane in this area and noted that the median lane would provide better running times for the route.

Chair Fletcher acknowledged that this, like any other project, has phased improvements.

Action Taken

Informational item only. No action taken.

OTHER ITEMS

9. REVIEW OF DRAFT September 16, 2021 BOARD AGENDA

Recommended Consent Items

6. Fiscal Year (FY) 2020-2021 and FY 2021-2022 California Senate Bill (SB) 1 State of Good Repair (SGR) Funding

Action would approve Resolution No. 21-15 in order to: 1) Authorize the use of, and application for, \$4,952,279 in FY 2021-22 State of Good Repair funding to be used for the ongoing SD100 Light Rail Vehicle (LRV) Replacement Project; and 2) Approve the transfer of FY 2020-21 SB1 SGR funding in the amount of \$4,955,508 to the same SD100 LRV Replacement Project as approved in the FY 2022 Capital Improvement Program (CIP).

7. System, Applications & Products (SAP) Support Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2447.0-21, with Labyrinth Solution, Inc., for SAP Support Services for a five (5) years base term with one (1) one-year option in the amount of \$1,800,000.00.

8. Investment Report – Quarter Ending June 30, 2021
9. Communication Equipment Heating Ventilation Air Conditioning (HVAC) Maintenance Services – Amendment
Action would authorize the Chief Executive Officer (CEO) to exercise Amendment No. 8 to MTS Doc No. PWG225.0-17, with Comfort Mechanical, a Small Business (SB), for an increase in unscheduled repair funds and include the new stations along the Mid-Coast Trolley extension of the UC San Diego Blue Line for the remainder of the contract term, in the amount of \$110,029.00.
10. Variable Message Signs (VMS) Display Assemblies for the Iris Bus Rapid Transit (BRT) Stations Project – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1591.0-21, with Nanov Display, Inc. (Nanov), for the supply of VMS display assemblies for the Iris Bus Rapid Transit (BRT) Stations project, in the amount of \$200,455.50.
11. Alternating Current (AC) Switchgear Replacement at 43rd Street Traction Power Substation (TPSS) – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC312-02 to MTS Doc. No. PWL312.0-20, with HMS Construction, Inc. (HMS), in the amount of \$261,186.31 for replacement of the obsolete AC Switchgear at the 43rd Street TPSS.
12. Rail Replacement - America Plaza and Kettner Grade Crossing - Work Order Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. MTSJOC269-11.01, under MTS Doc. No. PWG269.0-19, with Herzog Contracting Corp. (Herzog), for the procurement of additional direct fixation fasteners necessary per the revised construction drawings in the amount of \$51,721.15, plus an additional project contingency of \$150,000 for potential unforeseen repairs.
13. Closed Circuit Television (CCTV) Maintenance Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG335.0-21, with Electro Specialty Systems (ESS), for CCTV Maintenance Services totaling \$771,035.74 for five (5) years.
14. California Network and Telecommunications (CALNET) Program Next Generation Telecommunications Services (CALNET 4)
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2510.0-22 with AT&T Corp. for Telecommunication Services under the specified CALNET Next Generation (CALNET 4) Authorization to Order (ATO) in the amount of \$3,084,795.00 from January 1, 2022 through June 30, 2029.

15. Enterprise and Rio Vista Wall Survey – Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA1948-AE-67 to MTS Doc. No. G1948.0-17 with HNTB Corporation (HNTB) in the amount of \$111,766.08 for the Enterprise and Rio Vista retaining wall survey.
16. Minibus and Americans With Disabilities Act (ADA) Paratransit Fixed Route Services – Contract Amendment
Action would 1) Ratify Amendments 1-3 with First Transit, Inc. (First Transit) in the total amount of \$70,866.84; and 2) Approve Amendment No. 4 to MTS Doc. No. B0703.0-19 to authorize the Chief Executive Officer (CEO) to purchase one set of four mobile column lifts, for a total of \$49,507.24.
17. Trapeze Software License and Maintenance Support – Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. No. G2253.4-19 with Trapeze Software Group, Inc. in amount of \$599,554.00 to add the renewal of Software licensing and maintenance support for a three (3) year base period with five (5) one-year options exercisable under MTS sole discretion.
18. Americans With Disabilities Act (ADA) Bus Stop Improvements Phase 2 – Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-22 under Job Order Contract (JOC) to MTS Doc. No. PWG275.0-19 with ABC General Contractor, Inc. (ABCGC), in the amount of \$107,606.85 plus a 30% contingency in the amount of \$32,282.06 for anticipated design changes for installing of ADA bus stop improvements in various locations in the southern San Diego Area, for a total of \$139,888.91.
19. Transit on Board Video Surveillance System (OBVSS) Post-Warranty Maintenance, Repair, And Support Services – Sole Source
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0733.0 -21, with Luminator Technology Group (LTG), on a sole source contract for the provision of post-warranty maintenance, repair and support services for the MTS bus fleet OBVSS for a five (5) years base term with five (5) one-year options in the amount of \$10,970,864.20.
20. Building C Roof Rehabilitation – Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-06 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 with ABC General Contractor, Inc. (ABCGC), in the amount of \$155,228.61, for rehabilitating the roof at Building C, Building A, and the Paint Booth in the Trolley yard.

21. Planning Services for Imperial Avenue Division (IAD) Zero Emission Bus Master Planning - Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA2075-AE-69 to MTS Doc. No. G2075.0-18 with Dokken Engineering (Dokken) in the amount of \$367,670.49 to provide planning services for the IAD zero emission bus master planning.
22. Middletown – Switch 9 And 11 Construction Management Services – Work Order Amendments
Action would 1) Ratify Work Order Amendment No. WOA2017-CM05.01 under MTS Doc No. G2017.0-17 with CH2M HILL Engineering Group, Inc. (Jacobs) totaling \$43,082.86 for staff changes and adding inspection services for the Overhead Catenary System (OCS) at Middletown crossover; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2017-CM05.02 under MTS Doc. No. G2017.0-17 with CH2M HILL totaling \$54,214.90 for required construction management services for the replacement of the crossover at 25th and Commercial.
23. Regional Communication Systems (RCS) Radio Equipment – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2476.0-21 with Motorola Solutions, Inc. for RCS Radio Equipment and Installation in the amount of \$226,001.42.
24. Wireless Voice Communications Network Agreement with San Diego County – Imperial County Regional Communications Systems (RCS) – Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to MTS Doc. G1893.0-16 with RCS to add an additional seventy-five (75) radio connections to the RCS network for a total of two-hundred forty-five (245), and extend the contract through June 30, 2026, in the amount of \$1,047,404.89.
25. Elevator and Escalator Preventive Maintenance and Repair – Contract Amendment
Action would 1) Ratify Amendment No. 2 to MTS Doc No. PWG281.0-19 with KONE, Inc. (KONE) totaling \$27,625.00 for the provision of elevator emergency call monitoring services, and the addition of a second elevator at the Fashion Valley Station; and 2) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to MTS Doc No. PWG281.0-19 with KONE totaling \$993,886.29 for the provision of elevator emergency call monitoring services for sixteen (16) elevators in the Mid-Coast stations along the UC San Diego Blue Line, and elevator and escalator preventive maintenance and repair services for the aforementioned Mid-Coast elevators, as well as the second elevator at the Fashion Valley Station.

26. California Department of Housing and Community Development (HCD) Transit Oriented Development Program Award: Grantville Trolley Apartments

Action would 1) Approve Resolution No. 21-16, a revision of Resolution No. 20-15 which authorized an application to the HCD Transit-Oriented Development (TOD) Housing Program; and 2) Authorize the Chief Executive Officer to execute an Indemnification Agreement, in substantially the same format as Attachment B, with Affirmed Housing Group, Inc.

27. Employee Appreciation Bonus

Action would authorize the Chief Executive Officer to provide a one-time employee appreciation bonus for employees of MTS for a cost of up to \$800,000.

10. Committee Member Communications and Other Business

There was no Committee Member Communications and Other Business discussion.

11. Next Meeting Date

The next Executive Committee meeting is scheduled for October 7, 2021, at 9:00 a.m.

12. Adjournment

Chair Fletcher adjourned the meeting at 11:54 a.m.

Chairperson
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet