

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 18, 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 Board meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Chair Fletcher moved to approve the minutes of the October 14, 2021, MTS Board of Directors meeting. Board Member Elo-Rivera seconded the motion, and the vote was 14 to 0 in favor with Board Member Arapostathis absent.

3. Public Comment

Beatrice Marion – Made a written and verbal statement to the Board both during and prior to the meeting. Marion asked that the Board advocate on her behalf that would allow her to receive her property compensation settlement.

4. Appointment of San Diego Metropolitan Transit System (MTS) Chairperson (Sharon Cooney)

Chair Fletcher recognized the goals at the beginning of his term which included seeing ridership increases and strategizing for the Elevate 2020 campaign. He acknowledged the focuses of the agency shifted once COVID-19 affected people's way of life. Maintaining service for first responders and assuring employees' safety became priority. He acknowledged that while managing the effects of the pandemic, the agency launched PRONTO, Board Member Montgomery Steppe reformed the agency's security operations, MTS created a recovery action plan and hosted free ride month. Chair Fletcher acknowledged there is more work to be done to restore ridership levels and attain funding. He expressed his desire to continue another term as Chair.

Board Member Elo-Rivera commended the Chair's guidance throughout 2021.

Vice Chair Sotelo-Solis supported the recommendation to elect Chair Fletcher to serve as Chairman for 2022 and 2023 and commended his leadership.

Action on Recommended Consent Items

Board Member Elo-Rivera moved to re-elect Nathan Fletcher as Chairperson for the next term, beginning January 1, 2022 through December 31, 2023. Board Member Montgomery Steppe seconded the motion, and the vote was 13 to 0 in favor with Board Member Arapostathis absent, and Chair Fletcher abstaining.

5. Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees For 2022 (Sharon Cooney)

Action would appoint an Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Vice Chair, Chair Pro-Tem as well as MTS and non-MTS committees for 2022.

Action on Recommended Consent Items

Chair Fletcher moved to nominate Chair Fletcher, Board Member Sandke, Board Member Elo-Rivera, Vice Chair Sotelo-Solis and Board Member Whitburn to participate in the Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Vice Chair, Chair Pro-Tem as well as MTS and non-MTS committees for 2022. Board Member Goble seconded the motion, and the vote was 14 to 0 in favor with Board Member Arapostathis absent.

CONSENT ITEMS:

6. Authorization of Remote Teleconferenced Meetings

Action would authorize remote teleconferenced meetings for any public meetings held by MTS, including all Brown Act committees, for the next thirty (30) days pursuant to Assembly Bill (AB) 361 and make the following findings: 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as “a social distancing measure that may help control transmission of the SARS-CoV-2 virus.”

7. Adoption of the 2022 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule

Action would adopt the 2022 Executive Committee and Board of Directors meeting schedule.

8. Taxicab Advisory Committee – Guideline Revisions

Action would approve the proposed revisions to the Taxicab Advisory Committee Guidelines.

9. Job Order Contracting (JOC) Services - Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Amendment 2 to MTS Doc. No. L1282.0-16 with The Gordian Group totaling \$300,000.00, and extend for an additional five-year period for the continued provision of JOC services.

10. Network Equipment for Network Devices Refresh – Purchase Order

Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order to AT&T Corp. for the provision of Cisco network equipment for MTS Network Devices Refresh in the amount of \$1,146,769.93.

11. 3rd Party Administration Services for Workers Compensation Benefits Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2460.0-21 with CorVel Enterprise Comp, Inc. for 3rd Party Administration Services for Workers Compensation Benefits Services for a five (5) year base period with five (5) optional 1-year extensions in the amount of \$4,906,919.14.

12. Investment Report – Quarter Ending September 30, 2021
13. Design Services for Iris Rapid Route and Station Infrastructure Improvements – Work Order Amendment
Action would 1) Ratify Amendment 1 to Work Order WOA2075-AE-54 to MTS DOC No. G2075.0-18 with Dokken Engineering (Dokken) in the amount of \$96,513.63 to provide right-of-way support for the project; and 2) Authorize the Chief Executive Officer (CEO) to execute Amendment 2 to Work Order WOA2075-AE-54 to MTS DOC No. G2075.0-18 with Dokken in the amount of \$10,254.73 for design services and plan updates to include a proposed curb ramp at the Northwest Corner (NWC) of the Coronado Avenue/Beyer Boulevard intersection.
14. Fare Collection (Change Orders for Sage Software, Salesforce Licenses & Pronto Fare Media Card Order) – Contract Amendment
Action would 1. Ratify Amendment 8 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), in the amount of \$37,816.95; and 2. Authorize the Chief Executive Officer (CEO) to execute Amendment 9 to MTS Doc. No. G2091.0-18, with INIT in the amount of \$166,624.60.
15. Bus Rapid Transit (BRT) – Work Order Agreement
1) Ratify Work Order MTSJOC324-04 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 with ABC General Contractor, Inc. (ABCGC), in the amount of \$25,420.13 for the repair of the Light-Emitting Diode (LED) shelter lamps at the Del Lago, Rancho Bernardo, Sabre Springs and Escondido transit centers; 2) Authorize the Chief Executive Officer (CEO) to execute Change Order MTSJOC324-04.01 under JOC to MTS Doc. No. PWG324.0-21 with ABCGC, in the amount of \$85,362.77 for the replacement of the High Intensity Discharge (HID) lamps with LED lamps at the Del Lago transit center and parking lot; and 3) Authorize the CEO to execute Change Order MTSJOC324-04.02 under JOC to MTS Doc. No. PWG324.0-21 with ABCGC, in the amount of \$102,631.43, for the replacement of the HID lamps with LED lamps at the Rancho Bernardo transit center and parking lots.
16. San Ysidro Transit Center Planning & Design/San Ysidro Mobility Hub Planning (Denis Desmond)
Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 102 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the San Ysidro Transit Center Planning & Design project in the amount of \$1,250,000.
17. Security and Passenger Safety Community Advisory Group (CAG)
Action would 1) Approve the revisions to the Security and Passenger Safety Community Advisory Group Guidelines; and 2) Receive the appointments list to the Security and Passenger Safety Community Advisory Group.
18. Downtown Stopover Project
Action would approve a Fund Transfer Agreement with the San Diego Association of Governments (SANDAG) for the Downtown Stopover Project, including an MTS contribution of \$1.4 million towards the project.

COMMENTS – CONSENT ITEMS

Board Member Moreno made a comment on agenda item 16. She acknowledged the needed improvements at the International Border and was eager to see this item on consent. She expressed this item creates short and intermediate term solutions that compliment SANDAG's long term San Ysidro Mobility Hub vision. She commended MTS staff for their collaborative efforts to improve this area.

Board Member Whitburn thanked staff and the Executive Committee for recommending agenda item 18. He acknowledged this item would provide off street parking locations in downtown San Diego where MTS buses could park between service.

Action on Recommended Consent Items

Board Member Moreno moved to approve Consent Agenda Item Nos. 6 to 18. Chair Fletcher seconded the motion, and the vote was 14 to 0 in favor with Board Member Arapostathis absent.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. Fiscal Year (FY) 2021 Annual Comprehensive Financial Report (ACFR) (Erin Dunn, Larry Marinesi, Ken Pun and Coley Delaney of The Pun Group)

Erin Dunn, MTS Controller, Larry Marinesi, MTS Chief Executive Officer, along with Ken Pun and Coley Delaney of the Pun Group, presented on the draft FY 2021 ACFR. They outlined the following information: management and auditors' responsibilities, approach to the audit, overview of the financial statements, key pension and Other Postemployment Benefits Plan (OPEB) information, audit results, GASB: upcoming standards and key research projects.

Board Member Sandke asked a series of questions related to the audit process. He directed the following questions to the auditor: during the audit, were you given access to any employee you needed to talk to for the purposes of preparing the audit? Mr. Delaney responded yes and that the auditors have direct access to the accounting system. He asked if this was a typical practice. Mr. Delaney responded that it wasn't a very common practice. He asked: did you ever ask for access to an employee that you felt necessary to complete your audit and were denied access to that employee? Mr. Delaney responded no. He asked: were you given full access to any documents including ledgers, financial statements, and financial documents for the purpose of conducting the audit? Mr. Delaney responded yes. He asked: did you ever ask for any documents, ledgers, or financial documents from staff or executives that were refused to be provided to you? Mr. Delaney responded no. He asked: did you find any financial practices being used by staff or executives to not be consistent with the best practices of accounting? Mr. Delaney responded no. He asked: is it your opinion that this audit and MTS's financial record keeping deserves an unmodified opinion? Mr. Delaney responded yes. He asked: what is the alternative to an unmodified opinion? Mr. Delaney responded there would be either disclaimers, qualifications or adverse opinions. He asked: how many years has your company been conducting financial audits for MTS? Mr. Delaney responded since approximately FY 2005. Lastly, he asked: have you ever found an MTS audit that you did not ultimately conclude that it would be an unmodified opinion? Mr. Delaney responded no.

Action Taken

Informational item only. No action taken.

31. Fiscal Year (FY) 2021 Final Budget Comparison (Gordon Meyer)

Gordon Meyer, MTS Operating Budget Manager presented on the FY 2021 Final Budget Comparison. He reviewed the Comparison to Budget from June 30, 2021 including: federal CARES Act funding, total operating revenues, total operating expenses, total operating variance, subsidy revenue category descriptions, total non-operating activities, total revenues less expenses, 5-year projection, and the contingency reserve balance. He explained the staff recommendation to program the allocation of one-time funding (CARES Act funding) in FY21 to the following: \$800K to fund Board-approved front-line employee bonuses, \$114K to MTS contingency reserve to achieve 12.5% target for FY22, and \$12.5M to CIP 3004100801 to fund new Division Six facility.

Sharon Cooney, MTS Chief Executive Officer, clarified that the numbers presented did not represent a true “surplus”, but rather were the result of staff estimates of the federal CARES Act funding usage ahead of the final amount for the year. The agency over-estimated the CARES Act funding needs during the FY 21 budgeting process and would like to leverage the overage amount to attain federal infrastructure money to accelerate Zero Emission Bus (ZEB) technology.

Board Member Moreno supported bonuses for the agency’s frontline workers. She also supported the allocation of funds for Division Six and ZEB rollout.

Board Member Elo-Rivera asked if the \$12.5 million could be leveraged to receive additional funds. Mike Thompson, MTS Director of Financial Planning and Analysis, replied that the additional \$12.5 million allocation would allow the agency to purchase the land for Division Six. He acknowledged that once the land is purchased, the agency would leverage more federal funding.

Board Member Elo-Rivera asked about the structural budget issue in terms of revenue and increasing ridership. He asked about the agency’s consideration to utilize funds to invest in increased ridership over the long term. Mr. Thompson clarified that the surplus was one-time funding. He acknowledged that the agency has updated the forecast and a report will be presented to the Board at the following meeting. He noted that passenger revenue has been strong in previous months, excluding free ride month. Board Member Elo-Rivera agreed that the current tactic is in the best interest for the agency. He also noted support of any future plans to increase ridership long-term.

Board Member Sandke acknowledged the positive projection in the structural deficit. He emphasized that CARES Act will run out and asked staff about the prognosis on the ability to use the CARES Act and its limitations. He asked why the agency did not project a lesser deficit even with ridership projections surpassing those in 2020. Mr. Thompson replied that the forecast is positive. He noted that all other revenue sources have been restored to pre-pandemic levels with the exception of passenger revenue. He claimed stagnant revenue growth and accelerated expenses, which creates an obstacle for the agency to restore its normal levels.

Ms. Cooney stated that the agency will exhaust other options before it is forced to cut service. She acknowledged possible obstacles and assured the Board that staff would plan as much as possible in order to not disrupt service.

Board Member Goble emphasized that the Mid-Coast line is a point of efficiency that could entice drivers to switch to transit. He asked about the agency's projections for Mid-Coast to be a net contributor to the system. Mr. Thompson confirmed Mid-Coast is a net contributor on the revenue and expense side. He clarified that balance was funded by TransNet and thus the budget balances to a net zero. Ms. Cooney acknowledged that the feeder bus study was conducted to entice riders who had access to transit without a car.

Board Member Goble described Mid-Coast as a more efficient alternative to driving. He also asked about staff's consideration to pay off of pensions with Pension Obligation Bonds since there are low interest rates. Mr. Marinesi stated that MTS is paying off the various pension bonds to mitigate the debt service obligation. Mr. Marinesi noted that the following agenda item would further clarify the unfunded actuarial liability costs.

Board Member Montgomery Steppe supported staff's recommendation. She acknowledged the benefit in increasing ridership with current proposed funding. She noted that if the Board can make decisions based on an analysis of data, then the Board can make more informed decisions regarding how to invest available funds. She asked if any studies have been generated to increase ridership as an agency.

Ms. Cooney acknowledged the agency's peer review for fare box programs. She stated that the biggest obstacle was funding to make up for farebox recovery since transportation agencies are low on the scale of subsidies. While she acknowledged free rides would gain ridership, the agency would not be able to recover \$95 million per year to compensate for lost fare revenue. She noted that this topic would be further discussed during Budget Development Committee discussions.

Action Taken

Board Member Moreno moved to approve the staff recommendation to program the allocation of one-time funding in FY21 to the following: \$800K to fund Board-approved front-line employee bonuses, \$114K to MTS contingency reserve to achieve 12.5% target for FY22, \$12.5M to CIP 3004100801 to fund new Division Six facility. Board Member Goble seconded the motion, and the vote was 14 to 0 in favor with Board Member Arapostathis absent.

32. San Diego Transit Corporation (SDTC) Employee Retirement Plan's (Plan) Actuarial Experience Study (Alice Alsberghe of Cheiron Inc. and Larry Marinesi)

Larry Marinesi, along with Alice Alsberghe of Cheiron, presented on the SDTC Employee Retirement Plan's Actuarial Experience Study. They discussed: the overview, cost impact, economic assumptions, mortality assumptions, other assumptions, project financial and funding impact, and staff recommendation to 1) adopt the Actuarial Experience Study of the SDTC's Employee Retirement Plan; and 2) approve the revised actuarial assumptions, including: adopting new mortality rate tables, reducing the investment rate of return assumption from 6.75% to 6.00%, and reducing the inflation assumption from 2.75% to 2.5%.

Board Member Moreno supported the recommendation. She was particularly supportive in the assumed investment rate of return. She suggested lowering our assumed assumption for the

nominal rate of return down to 5%, but supported a decrease to 6%. She listed benefits and potential outcomes for the current market.

Board Member Sandke stated that the mission of the agency is to reach the maximum benefit for every dollar spent. He encouraged the Board to take on a large-scale perspective for this item.

Chair Fletcher agreed with Board Member Sandke's comments and acknowledged the agency navigated through COVID well. He noted the agency's current strides to provide more service with serious budgetary restrictions.

Action Taken

Board Member Moreno moved to: 1) adopt the Actuarial Experience Study of the SDTC's Employee Retirement Plan; and 2) approve the revised actuarial assumptions. Chair Fletcher seconded the motion, and the vote was 14 to 0 in favor with Board Member Arapostathis absent.

33. TransNet Operating Fund Shortfall (Sharon Cooney, Karen Landers and Larry Marinesi)

Karen Landers, MTS General Counsel, Sharon Cooney and Larry Marinesi presented on the TransNet operating fund shortfall. They outlined the following information: SANDAG TransNet extension ordinance, 8.1% TransNet operating support fund, 8.1% TransNet operating support fund – shortfall impacts, SANDAG pursuing TransNet extension ordinance changes, proposed ordinance amendments could impact MTS annual operating budget, and the comprehensive TransNet analysis needed. Staff's recommended action included: instructing the Chief Executive Officer (CEO) to prepare a report on TransNet Extension Ordinance revenues and report back to the Board of Directors with MTS-proposed solutions; directing the CEO to register MTS's opposition to the proposed TransNet Extension Ordinance Amendments - Draft Concepts currently under consideration by the San Diego Association of Governments (SANDAG); and authorizing commencement of Mid-Coast trolley operations on November 21, 2021 pending a formal memorandum of understanding (MOU) with SANDAG regarding TransNet operating funding for the net operating costs.

Chair Fletcher commented that the infrastructure of Bus Rapid Transit (BRT) and Mid-Coast was planned with an understanding that there would be funding for operations available through 2048. He acknowledged the poor communication that occurred and refused to sign a MOU for only a five-year commitment. He was concerned about the agency's ability to support current service levels and the impact that would have on the community, particularly with the opening of Mid-Coast. He urged the Board to assure the commitments once made are honored.

Board Member Goble agreed that TransNet Funds should pay for capital improvements and operations. He noted that it was necessary for SANDAG to couple infrastructure with operation funds, and that only a 5-year assurance was distressing.

Board Member Salas agreed with Chair Fletcher's comments. She highlighted SANDAG's lack of communication with MTS and NCTD. She acknowledged the state's mandate to reduce GHG emissions and that Mid-Coast would offer an efficient public transit line along with Bus Rapid Transit. She urged the Board to invest in current infrastructure. She stated that she was not in favor of the draft concepts for TransNet ordinance changes under consideration by SANDAG. She stated that she needed assurance to backfill operational costs scheduled to be obsolete in five years.

Board Member Sandke acknowledged that the ordinance requires consistency with the Regional Plan. He believed that the Regional Plan drives ordinance changes when it should be working closer together to produce something that meets the needs of the region. He stated that instead of conforming to an of 8.1% amount, that SANDAG could raise the percentage to an appropriate percentage that recognized the needs of the operators. He stated that agencies should be funded in accordance to the ordinance. He suggested raising the percentage dedicated to operations. Board Member Sandke stated it was necessary to regroup and receive a regional consensus on how to move forward with the operational funding issue.

Ms. Cooney stated that it would not be possible for TransNet to fund the entire Regional Plan. She continued that adding additional projects into the TransNet ordinance would not comprehensively cover the proposed projects in the Regional Plan.

Vice Chair Sotelo-Solis agreed that a review needed to be assessed along with a strategy. She emphasized that all agencies needed an ongoing and candid dialogue to discuss the funding changes and MTS's expectation. She urged the Board to refrain from supporting or opposing a vote until the Board has more details. She suggested that the agency propose its sustained operations funding that would occur after the TransNet funding runs out. She urged for thorough, clear and transparent conversations between all agencies.

Chair Fletcher stated that the agency could not wait until February to take a position, because the draft concepts were being presented to the SANDAG Board. He stated that the Board needed to be able to clearly articulate and be heard at the SANDAG Board meeting tomorrow.

Vice Chair Sotelo-Solis stated that MTS representatives who sit on the committee could advocate to extend the conversation once the data is presented.

Board Member Montgomery Steppe acknowledged that service frequency and coverage are a priority for the agency. She discouraged the Board from formally opposing the draft report, but did mention that the communication and time extension did need to be discussed between agencies. She voiced she was not in support of the second recommendation.

Chair Fletcher assured that he would propose a revised motion for the Board to vote on.

Board Member Whitburn stated his support for SANDAG's vision, however it was more important to support a long-term vision to be properly executed. Board Member Whitburn supported the item.

When asked about reimbursement for Mid-Coast operational costs without an MOU, Ms. Landers acknowledged that unless something is in writing, nothing is binding. SANDAG could decide that until an agreement is executed, they would not pay for operations costs during that gap period. Traditionally the agency has started BRT services without an MOU finalized and SANDAG has reimbursed the agency for its services. She noted that this would be a discretionary decision by Mr. Ikhrata to waive accounting procedures to pay retroactively for services. Chair Fletcher asked about SANDAG's payment responsibilities for Mid-Coast, regardless of today's outcome. Ms. Landers replied they have funding responsibilities under the full funding grant agreement. She was unsure when those retroactive payments would start, but was confident details could be worked out with staff.

John Kirk, SANDAG General Counsel, agreed with Ms. Landers' historical statements about MTS and SANDAG's relationship. He acknowledged that implications of the full funding grant agreement are between SANDAG and the FTA's commitment to operating at certain hours and

service levels. Chair Fletcher stated that he would not like the agency to sign an MOU with a five-year limitation. He was concerned about the financial implications of signing a five-year MOU. A revised list of recommended actions was proposed by Chair Fletcher:

- 1) Instruct CEO to prepare a report on TransNet revenues and projected shortfalls and report back to the Board with MTS-proposed solutions;
- 2) Direct CEO to register MTS position regarding the proposed TransNet Extension Ordinance Amendments – Draft Concepts currently under consideration by SANDAG: That the 8.1% Transit Operating Support funds be prioritized for services that are being operated now (as of November 21, 2021), and that TransNet Ordinance changes should be reviewed in a comprehensive way. Request that SANDAG delay further action until a Comprehensive TransNet Analysis can be conducted, including the opportunity for MTS to substantially participate in the analysis;
- 3) Authorize commencement of Mid-Coast trolley operations on November 21, 2021 pending a formal MOU with SANDAG regarding TransNet operating funding for the net operating costs;
- 4) Do not sign a MidCoast MOU with SANDAG that has a limit of 5 year or less for operating support;
- 5) Encourage SANDAG and MTS staff to work together in a collaborative spirit on TransNet Ordinance changes that may impact MTS operations.

Board Member Montgomery Steppe agreed with the revised motion.

Board Member Elo-Rivera agreed with the revised recommendation.

Board Member Moreno acknowledged the lack of communication was concerning. She acknowledged that the region needs a new funding mechanism. She supported SANDAG's request for a delay and she asked both MTS and SANDAG Boards to review all of the implications and ramifications. She supported the revised motion.

Board Member Salas supported the revised recommendation.

Board Member Sandke supported the revised recommendation.

Ms. Cooney was confident that when money is scarce, conversations like the one presented today take place and the agencies are able to come to a middle ground and work collaboratively together.

Chair Fletcher clarified he was transparent and direct about his initial thoughts about the situation with the CEO and Chair of SANDAG.

Action Taken

Chair Fletcher moved to 1) Instruct CEO to prepare a report on TransNet revenues and projected shortfalls and report back to the Board with MTS-proposed solutions; 2) Direct CEO to register MTS position regarding the proposed TransNet Extension Ordinance Amendments – Draft Concepts currently under consideration by SANDAG: That the 8.1% Transit Operating Support funds be prioritized for services that are being operated now (as of November 21, 2021), and that TransNet Ordinance changes should be reviewed in a comprehensive way. Request that SANDAG delay further action until a Comprehensive TransNet Analysis can be

conducted, including the opportunity for MTS to substantially participate in the analysis; 3) Authorize commencement of Mid-Coast trolley operations on November 21, 2021 pending a formal MOU with SANDAG regarding TransNet operating funding for the net operating costs; 4) Do not sign a MidCoast MOU with SANDAG that has a limit of 5 year or less for operating support; and 5) Encourage SANDAG and MTS staff to work together in a collaborative spirit on TransNet Ordinance changes that may impact MTS operations. Board Member Sandke seconded the motion, and the vote was 14 to 0 in favor with Board Member Arapostathis absent.

REPORT ITEMS:

45. Fiscal Year (FY) 2021 Performance Monitoring Report (Denis Desmond, Mike Wygant, Wayne Terry)

The Board waived the staff report for this item and will be taken at the next, regularly scheduled MTS Board of Directors meeting.

OTHER ITEMS:

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

Ms. Cooney acknowledged she travelled to the California Transportation Association (CTA) Annual Conference in Sacramento. She noted she was appointed Vice-Chair of the organization and staff hosted various panels. She also noted her attendance at the American Public Transportation Association (APTA) conference to receive the APTA Gold award for MTS's response to the COVID-19 pandemic.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is December 16, 2021.

CLOSED SESSION (ITEMS TAKEN OUT OF ORDER):

24. Closed Session Items

The Board convened to Closed Session at 11:27 a.m.

- a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6

Agencies: San Diego Transit Corporation ("SDTC"), San Diego Trolley, Inc. ("SDTI")

Employee Organization: International Brotherhood of Electrical Workers, Local 465 ("IBEW")

Employee Organization: International Association of Sheet Metal, Air, Rail, And Transportation Workers ("SMART")

Employee Organization: Transit Enforcement Officers Association ("TEOA")

Employee Organization: Amalgamated Transit Union, Local 1309 ("ATU")

Agency- Designated Representative: Jeffrey M. Stumbo, Chief Human Resources Officer (EEO Officer)

The Board reconvened to Open Session at 11:45 a.m.


Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report from negotiators and gave instructions.

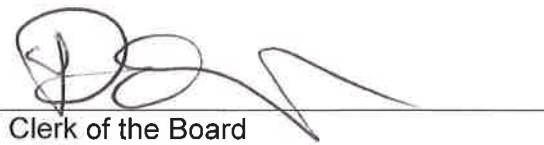
65. Adjournment

Chair Fletcher adjourned the meeting at 11:46am.



Chairperson
San Diego Metropolitan Transit System

Filed by:



Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:



General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): November 18, 2021 CALL TO ORDER (TIME): 9:03am
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: 11:27am RECONVENE: 11:45am
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 11:46am

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
FLETCHER	<input checked="" type="checkbox"/>	(Vargas)	<input type="checkbox"/>	9:03am	11:46am
SOTELO-SOLIS	<input checked="" type="checkbox"/>	(Bush)	<input type="checkbox"/>	9:03am	11:46am
AGUIRRE	<input checked="" type="checkbox"/>	(Leyba-Gonzalez)	<input type="checkbox"/>	9:03am	11:46am
ELO-RIVERA	<input checked="" type="checkbox"/>	(LaCava)	<input type="checkbox"/>	9:03am	11:46am
FRANK	<input checked="" type="checkbox"/>	(Mullin)	<input type="checkbox"/>	9:03am	11:46am
GALVEZ	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:03am	11:46am
GASTIL	<input type="checkbox"/>	(Mendoza)	<input checked="" type="checkbox"/>	9:04am	11:46am
GLORIA	<input type="checkbox"/>	(Whitburn)	<input checked="" type="checkbox"/>	9:03am	11:46am
GOBLE	<input checked="" type="checkbox"/>	(Ortiz)	<input type="checkbox"/>	9:03am	11:46am
HALL	<input checked="" type="checkbox"/>	(McNelis)	<input type="checkbox"/>	9:03am	11:46am
MONTGOMERY STEPPE	<input checked="" type="checkbox"/>	(Von Wilpert)	<input type="checkbox"/>	9:03am	11:46am
MORENO	<input checked="" type="checkbox"/>	(Campillo)	<input type="checkbox"/>	9:03am	11:46am
SALAS	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:03am	11:46am
SANDKE	<input checked="" type="checkbox"/>	(Bailey)	<input type="checkbox"/>	9:03am	11:46am
ARAPOSTATHIS	<input type="checkbox"/>	(Shu)	<input type="checkbox"/>	-	-

SIGNED BY THE CLERK OF THE BOARD:

