

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

July 17, 2025

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. The full comment can be heard by reviewing the recording at the [MTS website](#).]

1. Roll Call

Chair Whitburn called the Board meeting to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

2. Public Comment

Avery Thomas – Provided a verbal statement to the Board during the meeting. Avery called on behalf of an anonymous employee, who raised concerns about a sudden July 7th layoff in MTS's legal department. They questioned the lack of notice, the inclusion of the employee's name in an internal email, and whether the Board approved or was aware of the action. The commenter urged the Board to ensure future layoffs are handled with fairness.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the June 26, 2025 Board of Directors meeting minutes.

4. CEO Report

5. Operations Budget Status Report for May 2025

6. 12th and Imperial Transit Center Rehabilitation Design Amendment 2 – Work Order Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA353-AE-08.02, under MTS Doc No. PWL353.0-22, with Dokken Engineering (Dokken), in the amount of \$1,779,040.81, to provide survey, potholing, stakeholder and City of San Diego coordination meetings, and 100% engineering design services for the 12th and Imperial Transit Center Rehabilitation Design.

7. Campo Fencing Relocation – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Agreement MTSJOC347-38 under Job Order Contract (JOC) MTS Doc. No. PWG347.0-22 with ABC General Contracting, Inc. (ABCGC), in the amount of \$224,457.83, for the relocation of the fenced-in bus parking yard in Campo.

8. Purchase of Computer Equipment – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3081.0-25, with Saitech Inc., a Minority Owned Business Enterprise (MBE), for the purchase of Computer Equipment, for a total of \$244,990.87 for five (5) years.

9. FLEETWATCH Software Upgrade and Maintenance – Sole Source Contract Award

Action would: (1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3076.0-25, with S&A Systems, Inc. (S&A), in the amount of \$150,189.00 for a cloud upgrade of the FLEETWATCH software and up to five (5) years of software maintenance and support (\$91,743.00 for three (3) base and \$58,446.00 for two (2) 1-year options periods); and (2) Authorize the CEO to exercise the option years at her discretion.

10. Bogie Carset Assessment – Sole Source Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute L1704.0-25, with Siemens Mobility, Inc. (Siemens), for the assessment and repair of power trucks that were involved in the Light Rail Vehicle (LRV) 5027 accident, in the amount of \$319,297.18.

11. Emergency – Light Rail Vehicle (LRV) Drive Unit Repairs (Sole Source) – Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1681.2-24, with Siemens Mobility, Inc. (Siemens) to add taxes and 15% contingency dollars for the out-of-scope repair of drive units in the amount of \$329,040.56.

12. Bus Rapid Transit (BRT) Variable Message Sign (VMS) Installation Project – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA355-AE-64, under MTS Doc No. PWL355.0-22, with Psomas, in the amount of \$359,602.86 to prepare Plans, Specifications, and Estimate (PS&E) for the BRT VMS Installation Project.

13. PRONTO Fare Collection System – Contract Amendment

Action would (1) Ratify Amendment 20 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), in the amount of \$0.00 as shown in Attachment A; and (2) Ratify Amendment 21 to MTS Doc. No. G2091.0-18, with INIT, in the amount of \$113,337.50 as shown in Attachment B; and (3) Authorize the Chief Executive Officer (CEO) to execute Amendment 22 to MTS Doc. No. G2091.0-18, with INIT, in the amount of \$420,640.00 for renewal of Salesforce licenses in substantially the same format as Attachment C.

Public Comment

There were no Public Comments.

Board Comment

There were no Board Comments.

Vice Chair Goble moved to approve Consent Agenda Item Nos. 3 to 14. Board Member Montgomery Steppe seconded the motion, and the vote was 12 to 0 in favor with Board Member McCann, Board Member Elo-Rivera and Board Member Vaus absent.

*[Clerk's Note: The verbal vote count during this item was mistakenly announced as 12 members voting yes, and 2 members absent.]

DISCUSSION ITEMS:

14. Grantville Transit Center Sponsorship Agreement (Mark Olson)

Mark Olson, MTS Director of Marketing & Communications, presented on Grantville Transit Center Sponsorship Agreement. He provided details on: Naming rights sponsorships, Grantville Transit Center, Greystar naming rights interest, background, sponsor benefits, station valuation metrics, MTS benefits, and staff recommendation.

Public Comment

There were no Public Comments.

Board Comment

Board Member Bush thanked the Chair and staff for the proactive work on revenue generation. He confirmed that the proposal focused solely on revenue and asked whether there were any expenditures. Mr. Olson clarified that there would be approximately \$15,000 in signage costs but noted this was minimal compared to the overall contract. The net revenue was estimated at \$196,000 per year, after subtracting the signage expense. He then inquired about the relationship between Greystar and Union Grantville, expressing confusion over the transaction's structure. Mr. Olson explained that Greystar was the parent company and Union Grantville LLC was a project-specific entity created under Greystar. Karen Landers, MTS General Counsel, responded that the lease in question was with Union Grantville LLC, which was common practice for development projects. Board Member Bush asked about the benefit to Greystar, how the company profited. Ms. Landers responded that profits were realized through leases and rentals generated by the LLCs, which were managed by Greystar.

Board Member Bush then turned to the Pronto passes, asking about their intended use. Mr. Olson explained that the passes were requested by Greystar as an incentive to boost occupancy in their apartment units and they planned to distribute the passes to tenants as a leasing perk. Board Member Bush confirmed his support for the initiative, acknowledging that while the project was mostly market-rate housing, it included a small affordable component. Ms. Landers clarified that a separate 100% affordable housing project nearby was unrelated and managed by a different developer. In closing, Board Member Bush expressed strong support for expanding sponsored transit pass programs, highlighting their value in offsetting limited parking availability.

Action Taken

Chair Whitburn moved to authorize the Chief Executive Officer (CEO) to execute a Naming and Sponsorship Agreement, with Union Grantville, LLC, for the exclusive naming rights of the Green Line Trolley's Grantville Transit Center for a period of 10 base years, and two 5-year renewal options. Board Member Bush seconded the motion, and the vote was 12 to 0 in favor with Board Member McCann, Board Member Elo-Rivera and Board Member Vaus absent.

15. Comprehensive Operational Analysis (COA) and OnTrack Update (Brent Boyd and Mark Olson, and Russ Chisholm, TMD)

Brent Boyd, MTS Director of Planning & Scheduling; Mark Olson, MTS Director of Marketing & Communications; Melissa Sather, TMD Project Manager; and Russ Chisholm, TMD Project

Principal, presented on Comprehensive Operational Analysis (COA) and OnTrack Update. They presented on: COA and OnTrack update, operating budget, industry-wide challenges, COA timeline, goals of MTS OnTrack, Scenario 1 – phased approach, community outreach, community feedback to-date, social engagement website, planning for the future, why good transit design matters, why frequency matters, transit demand and underlying market typology, the “Transit Toolbox”, matching service to market demand, decisions and tradeoffs, next steps, and project overview/schedule.

Public Comment

There were no Public Comments.

Board Comment

Vice Chair Goble thanked staff for a comprehensive status update and asked if outreach efforts differentiated between current and potential riders. Mr. Olson confirmed they gathered feedback from both groups and noted that an online tool would help further differentiate rider types. He also asked if the outreach included understanding non-riders’ pain points, which Mr. Olson identified as including infrequent service and limited convenience. Vice Chair Goble inquired whether system consultants were optimizing current operations or identifying new opportunities. Ms. Sather clarified they were both assessing the system, recommending service changes, and ensuring efficient implementation. Vice Chair Goble asked if coordination was happening with San Diego Association of Governments (SANDAG). Sharon Cooney, MTS Chief Executive Officer (CEO), confirmed they were, particularly through the Regional Transportation Plan process.

Board Member Montgomery Steppe thanked the Chair and staff for the presentation. She was encouraged to see continuity from the MTS Elevate effort reflected in the current OnTrack work. She pointed to the upcoming October meeting as a potential opportunity to incorporate findings from the Transportation Transformation Task Force, assuming their report would be complete. Ms. Cooney expressed concern that the outcomes from the task force may not propose new operational funding solutions. Board Member Montgomery Steppe asked to have further discussions offline and expressed interest in continuing the conversation about funding strategies, particularly non-regressive tax options. She requested that this topic be brought back to the Board. Ms. Cooney confirmed that a consultant report on alternative tax strategies was in development and scheduled for discussion at the September meeting, along with short-term deficit mitigation strategies. These could help extend the timeline toward a 2028 ballot measure, offering more time for planning and advocacy.

Board Member Montgomery Steppe also emphasized the importance of engaging with external stakeholders such as EDCs, Chambers of Commerce, and possibly the Airport Authority. Ms. Cooney responded that a “speakers tour” was already underway, including presentations to the regional chamber, San Diego State University (SDSU), and other organizations. They were also collecting structured feedback from those groups to inform planning. Board Member Montgomery Steppe stressed the need for a formal feedback loop in outreach efforts not just presenting ideas but actively incorporating community and business input into the planning process.

Board Member Mendoza noted that Lemon Grove, which has two Trolley stations, had not been included in the OnTrack outreach presentations. She asked who to contact to arrange for staff to attend a community meeting and offered to receive the information by email unless other

members were also interested in bringing outreach to their areas. She commented on public safety, sharing her experience as a frequent Trolley rider. While MTS seemed responsive during major events like Comic-Con and Padres games, she expressed concern about late night service and station safety during other cultural events, such as the symphony or theater. She suggested evaluating increased frequency or safety measures during these special events. Finally, she asked about the ridership increase needed to meaningfully impact MTS's revenue and reduce the fiscal shortfall. Ms. Cooney responded that while every rider is subsidized, the key metric is fare revenue per revenue hour. Increasing passenger volume per trip improves that metric and the farebox recovery ratio.

Board Member Fernandez thanked staff for their detailed and efficient presentation. He raised a question regarding community education and feedback, noting that the responses shown on slide 13 were largely expected - riders wanted more service and lower costs - but none addressed the possibility of service cuts. He questioned whether the public was being informed about potential reductions and when those conversations would begin. Mr. Olson responded that at current outreach events, they were explaining the agency's fiscal crossroads, presenting two scenarios: one where new funding allows service expansion, and another where lack of funding could lead to service reductions. The current outreach emphasized Scenario 1, focusing on how additional funds should be spent if secured through state support or a ballot measure. If no new funding materializes, Scenario 2, involving realignments and potential cuts, would be addressed beginning after March 2026, following the finalization of the expenditure plan. Board Member Fernandez commended the team for their active community engagement. He noted seeing MTS staff at events such as Earth Day in Chula Vista and the Ocean Beach Chili Cook-Off. He expressed his willingness to help organize a community feedback forum when the time was appropriate.

Board Member Moreno thanked the Chair and staff for the presentation and took a moment to commend MTS staff, the Board, and the former Budget Committee for taking a fiscally responsible approach to the budget. She emphasized that while the fiscal cliff remained a looming concern, it was not immediate, and recent ridership increases showed MTS was on the right track. She acknowledged the service evaluation efforts underway and praised MTS's outreach at over 20 community events, including a recent visit to the Otay Mesa Chamber of Commerce. She stressed the importance of recognizing San Ysidro as a vital transit hub, noting that 11,000 riders use that station daily - nearly double the next busiest stop - and emphasized that many of those riders are transit-dependent, not "choice riders." Shifting to planning and outreach, she expressed support for OnTrack but cautioned the Board against placing too much weight on its findings, especially when considering potential ballot measures. She reminded colleagues that informal feedback gathered at events is not scientific and may not accurately represent voter sentiment. She was pleased to hear that voter opinion research, including two polls and focus groups, would be conducted in the MTS service area to gather more reliable data. She also raised concerns about the digital divide, noting that about 10% of San Diego residents are not online or are not technologically equipped to engage in digital surveys. As such, she strongly advocated for maintaining in-person surveys and outreach, particularly at transit hubs like San Ysidro Intermodal Transit Center, to ensure equity in data collection. In closing, Board Member Moreno praised the OnTrack initiative and staff's efforts, reiterating her commitment to working collaboratively as the process evolves.

Chair Whitburn echoed the appreciation expressed by his colleagues. He commended staff for delivering a well-organized and methodical report, and thanked them for their ongoing efforts in

both public and stakeholder outreach. He acknowledged the significant time investment involved in those efforts and stated that it was time well spent. He also thanked staff for keeping the Board informed throughout the process.

Action Taken

No action taken. Informational item only.

16. Draft 2025 Regional Plan Update (Jennifer Williamson and Brian Lane, SANDAG)

Mario Orso, SANDAG Chief Executive Officer (CEO); Brian Lane, SANDAG Senior Planner; and Jennifer Williamson, SANDAG Deputy Director of Mobility Planning, presented on Draft 2025 Regional Plan Update. They provided details on: What is SANDAG and what they do, what makes the region unique, who is represented at SANDAG, what is a regional plan, planning and budgeting efforts, plan requirements, feedback on the draft 2025 regional plan network, feedback themes, proposed policies and programs, Central San Diego transit highlights, East & Rural San Diego County transit highlights, South County transit highlights, and an overview of other transportation modes.

Public Comment

There were no Public Comments.

Board Comment

Board Member Dillard expressed gratitude for the presentation. She then asked a question regarding page 24 under the highway improvements section. She noted the inclusion of I-15 and 163 and described the situation as a “hot mess.” Her main concern was regarding the 94 and 125 interchange she hoped that there would be some upgrades in that area but stated she was unclear exactly where those upgrades might occur. Mr. Orso confirmed that construction on the 94 and 125 interchange was scheduled to begin within the next two to three months. He explained that the project included acceleration lanes and had previously faced geotechnical issues, which led to a phased, two-tier construction approach. He further clarified that once the initial construction was completed, the team planned to develop a broader structural project for the major connector, describing it as a multi-million-dollar investment that was already moving into the construction phase. He stated that this was not a long-term vision but an active, current effort. He noted that the connector project’s final cost was still to be determined once design challenges were resolved and it would then be included in broader priority discussions due to limited funding and many competing needs.

Vice Chair Goble expressed appreciation for the update and acknowledged the team's effort in advancing the project for public benefit. He referenced slide 8, which covered plan requirements, and slide 12, which discussed policies and programs. He noted these elements were all considered in addressing demand but observed a missing piece: demographic and psychographic changes. He provided the example of school districts experiencing budget cuts due to declining birth rates, which in turn reduced the number of high school students. He also mentioned the impending wave of baby boomer retirements - the “silver tsunami” - and asked how such changes might impact freeway congestion, public transit usage, and overall transportation demand. Ms. Williamson responded that those considerations were indeed critical to the planning process. She stated that extensive data analytics were used to understand both current and future travel behavior. She explained that in the 2021 plan, the team had conducted an in-depth analysis of aging demographics, particularly the travel patterns and service needs of

older adults. This research directly influenced the development of flexible fleet services designed to help seniors connect with transit systems more easily. She noted that areas like Rancho Bernardo and Coronado, which have significant senior populations, were among the first to benefit from these services. She further addressed the issue of school transportation, acknowledging that the reduction in school trips was a more recent trend. She stated that this would be studied in the next regional plan. She shared that some school districts had reduced funding for student transportation, resulting in higher reliance on public transit. In areas where transit options were limited, absenteeism had increased. As a result, the team planned to explore possible routes or services to better connect students to school, even though they could not provide direct school bus services.

Vice Chair Goble mentioned the removal of two pedestrian bridges near Naval Base San Diego and described it as a significant issue. He thanked the team for meeting with the base's commanding officer and emphasized the severity of the transportation problem affecting approximately 55,000 vehicles daily. He framed it as a military readiness issue, urging faster than usual action due to the number of people impacted. He expressed concern that the commanding officer had to personally monitor traffic light timing and Trolley disruptions, saying that time could be better spent. He concluded by reiterating the importance of incorporating demographic shifts and population movement into planning. He also thanked the staff for collaborating with the consultant on a prior presentation, emphasizing the value of aligning technical planning with expert advice. He stressed that while it was helpful to announce initiatives like 10 new rapid bus routes, it was equally essential to listen to consultants' input to ensure those routes were placed where they were truly needed.

Board Member Fleming thanked the team for their presentation and directed his question to slide 24, referencing the "Coronado Bridge managed lanes" item. He requested further clarification about the intent behind that proposal. Ms. Williamson explained that the managed lanes proposal involved designating one lane on the bridge for High Occupancy Vehicles (HOVs) and transit during peak periods. The lane would be switchable to help HOVs and transit move faster across the bridge. Board Member Fleming asked whether this was in addition to the existing lane switches that occur throughout the day based on traffic flow. Ms. Williamson confirmed that it would be different, emphasizing that the proposed lanes would be reserved specifically for vehicles carrying two or more occupants, transit, vanpools, and similar. Mr. Orso clarified that managed lanes were a flexible concept, not a one-size-fits-all solution. He stated that staff do not set policies, but present ideas to the Board. He emphasized the necessity of an environmental review process and consultation, particularly with the City of Coronado and the U.S. Navy. He acknowledged that details had yet to be finalized and that modeling and strategy development were required. He added that the concept aimed to maximize the movement of people especially military personnel and commuters, and described the proposal as part of a high-level planning document, not a finalized project. Each project mentioned in the plan would require its own independent environmental analysis, consultation, and design process.

Board Member Fleming conveyed his concern about traffic congestion, particularly due to Navy personnel commuting across the bridge. He urged staff to carefully analyze any implementation, monitor it closely, and make adjustments if it caused increased congestion rather than reducing it. Mr. Orso acknowledged the concern and reiterated SANDAG's role in planning and constructing transportation projects, clarifying that Caltrans, as the owner-operator of the highway system, would have the final say. He emphasized that this was the early phase of a vision, not a fixed project, and noted that the Regional Transportation Plan (RTP) serves as a

dynamic vision document that evolves every four years based on changing needs and mandates.

Board Member Bush thanked SANDAG for their work and presentation. He acknowledged the continuous effort required every four years to restart the analysis and planning cycle. He voiced his strong support for the comprehensive transit project list, noting its alignment with the ongoing COA. However, he raised concerns about highway improvements and requested more details on the I-805 and I-5 managed lanes, including cost estimates and clarified his opposition to any kind of lane widening due to ineffectiveness and environmental impacts, especially in the South Bay. Mr. Orso responded by explaining that the I-805 already had an HOV network and that parts of the I-5 in North County still needed to be completed, specifically the section from State Route 78 to Oceanside. He clarified that the I-5 managed lanes mentioned were in North County, not South County. He explained that "managed" meant potentially changing the diamond lane rules, such as requiring three or more passengers per vehicle. He added that these lanes might allow single-occupant vehicles if capacity allowed, as determined by the Board. He also confirmed that the 805 HOV lanes were already congested and would be converted to managed lanes in the next three years, using the current infrastructure. This would allow for more reliable bus rapid transit services. Board Member Bush shared that he wasn't opposed to all expansions citing the Highway 52 managed lanes and truck climbing lanes as examples where he understood evacuation and fire safety needs.

Board Member Bush asked about the concept of a cross-border Trolley or transit system. Mr. Orso explained that having worked for over 15 years on the Otay Mesa Port of Entry project, he was familiar with the heavy security challenges involved. He stated that a cross-border Trolley was a valuable concept but unlikely to be feasible in a reasonable timeframe due to Homeland Security requirements. Instead, he recommended focusing on improving existing services and exploring pedestrian express crossings for travelers transitioning between transit systems in Mexico and San Diego. Board Member Bush acknowledged the complexity but emphasized that although a cross-border transit project should not be prioritized above more immediate projects, it should still be included in the long-range plan. He questioned whether the project was mentioned at all in the 30-year RTP. Mr. Orso responded that SANDAG was only authorized to plan within the San Diego region, but their proposed rail improvements could support a future cross-border connection. He stressed that while SANDAG wouldn't lead a cross-border rail initiative, their work did not prevent such a project from happening in the future. He confirmed that their infrastructure could accommodate it, and past expansions like the San Ysidro rail station were made with freight and potential cross-border use in mind. Board Member Bush clarified that he still viewed the cross-border element as a necessary part of long-term planning. He also noted his position as Chair of the Air Pollution Control District (APCD) and reminded the group that much of the region's air pollution came from idling vehicles at the border. He encouraged SANDAG to think innovatively about cross-border solutions that could reduce emissions and improve health outcomes. Mr. Orso reiterated that they were enabling future cross-border possibilities through current infrastructure plans but wouldn't be taking a lead on such a project. He confirmed that the concept of cross-border rail was not included in the immediate five-year funding but was supported in principle by ongoing improvements. Board Member Bush thanked him for the clarification and acknowledged the project was not funded but also not precluded in the 2050 RTP.

Board Member Moreno expressed appreciation for the presentation and asked whether this meeting was the appropriate opportunity to provide feedback on the RTP. She asked for confirmation that the San Ysidro Intermodal Transit Center (ITC) and Harbor Drive Vesta Bridge

were included in the RTP, to which Ms. Williams confirmed both were included with a 2035 timeline. Board Member Moreno aligned herself with previous comments supporting the ITC and cross-border considerations but emphasized that priority should remain with the ITC project. She highlighted her role as the representative for the border and voiced agreement with statements made about the Trolley concept. She stressed the importance of Harbor Drive and the Vesta Bridge project and noted its relevance to concerns raised earlier. She also shared details from the San Diego Regional Military Working Group, noting that the outdated and Non-ADA compliant bridge had to be removed. She strongly supported the ITC and the conversion of the 125 toll road into a free road, citing local community interest. She concluded by thanking the team for their hard work on the plan.

Chair Whitburn thanked the presenters and acknowledged the engagement of his fellow Board colleagues. He made a few personal observations, beginning with the feedback themes, noting that increased transit frequency appeared to be a key priority among the comments, something that he felt aligned well with the prior presentation. He emphasized that there seemed to be strong momentum behind boosting frequency in the region's transit services. He then focused on central San Diego, highlighting his district and expressing satisfaction that the Balboa Park streetcar project was included in the transit highlights. As a City Council representative, he noted that this project was particularly well received by constituents. He connected the project to broader regional priorities, stating that his district was actively contributing to housing development, evidenced by visible construction activity and thousands of new housing units. He appreciated that as housing density increased, the region was also delivering on its promise of supporting infrastructure improvements. He stated that the proposed streetcar project would help relieve traffic congestion resulting from higher residential density. He closed by expressing gratitude for the presentation and the opportunity to receive the update.

Action Taken

No action taken. Informational item only.

17. Grants Administration Report (Kena Teon and Julia Tuer)

The Board deferred the staff report for this item to the next meeting.

OTHER ITEMS:

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

Board Member Leyba-Gonzalez provided the Board with an update following comments he had made the previous month regarding bus stop upgrades in what he affectionately referred to as "Coastal Utopia," also known as Imperial Beach. He was pleased to report that two bus stops along Sea Coast Drive had been completed, including the one near Dahlia and Sea Coast that had previously raised concerns. He described the upgraded bus stops as phenomenal, noting that they featured enhanced benches and overhangs while maintaining visibility for the nearby corner businesses. He emphasized that the project was completed just in time for the Fourth of July, which allowed for uninterrupted summer use and resolved complaints from local small business owners at the pier and surrounding area. He thanked MTS for the improvements and shared that two additional bus stop upgrades were still in progress - one in front of City Hall and another within his district at 13th and Imperial Beach Boulevard. He concluded his remarks by praising MTS staff member Beverly Neff, expressing deep appreciation for her efforts.

Board Member Mendoza shared somber news with the Board, informing them of the sudden passing of her colleague from the Lemon Grove City Council, Steve Faiai. His death was unexpected and deeply felt by the community. She expressed regret that Steve had not had the opportunity to sit in her place as an alternate on the Board and that most members had not had a chance to meet him. She noted that he left behind a wife and two teenage sons. Despite his short time in office, she remarked on the positive impact he had already made, describing him as enthusiastic and eager to get involved. She acknowledged that a new alternate had not yet been designated and promised to inform the Board once a decision had been made.

Chair Whitburn responded by thanking Board Member Mendoza for her words and expressed condolences on behalf of the entire Board to Steve's family, colleagues, and the residents of Lemon Grove.

Board Member Fernandez informed the Board about the launch of new shuttle services in Chula Vista, highlighting that they were free, electric, and air-conditioned. He explained that the shuttles connected riders from the E Street or H Street Trolley stations to various local destinations, including Third Avenue and the Gaylord resort. He encouraged others, whether residents of Chula Vista or not, to take advantage of the service, inviting them to join him on Third Avenue for a trip to the Gaylord. He closed by thanking Sharon and the team for attending the shuttle's ribbon-cutting ceremony, calling it a very nice event.

Chair Whitburn shared MTS's preparations for Comic-Con 2025, noting that Downtown San Diego would soon be transformed into a pop culture destination as the convention returned. He emphasized that MTS would once again be at the center of the action, as it had been in previous years, and extended an open invitation for all Board members to participate. He highlighted that hundreds of thousands of attendees relied on MTS services each year for quick and easy access to Comic-Con, and reiterated that transit remained the best way to attend the event. To promote this message, he announced an upcoming press conference hosted by MTS, the North County Transit District, and local law enforcement, to be held on Tuesday, July 22nd at 11:00 a.m. at the Gaslamp Quarter Trolley Station. The press conference would provide updates on service plans, park and ride locations, discounted transit passes, and other Comic-Con-related information. He encouraged all MTS Board members to attend and support the agency's role in the event. In celebration, he shared that each Board member would receive a commemorative Comic-Con event pin and an MTS Trolley coin bank, which would also be made available to the public at pop-up events held at various transit centers during the week. He closed by calling Comic-Con one of the best weeks of the year in San Diego and said he looked forward to seeing everyone at the event.

19. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

CLOSED SESSION:

20. Public Comment for Closed Session

There were no Public Comments.

The Board convened to Closed Session at 11:14 a.m.

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

5150 Naranja Street, San Diego, CA (APN 548-051-38)

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

Negotiating Parties: Florian Matt Surowiecki

Under Negotiation: Price and Terms of Payment

22. Closed Session – Conference with Legal Counsel – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1)

Michael Arenas vs. San Diego Transit Corp.

(Workers Compensation Appeals Board (WCAB) Case No. ADJ10970146)

23. Closed Session - Public Employee Performance Evaluation/ Conference with Labor Negotiators – Chief Executive Officer Pursuant to California Government Code Sections 54957 and 54957.6;

Agency-Designated Representative: Stephen Whitburn, Chair

Employee: Sharon Cooney, CEO

Closed Session Reconvening

The Board reconvened to Open Session at 12:08 p.m.

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session:

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

22. The Board received a report and gave instructions to legal counsel.

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

ADJOURNMENT

24. Next Meeting Date

The next regularly scheduled Board meeting is September 11, 2025 at 9:00 a.m.

25. Adjournment

The meeting was adjourned at 12:08 p.m.

/s/ Stephen Whitburn

Chairperson

San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/s/ Lucia Mansour

Clerk of the Board

San Diego Metropolitan Transit System

/s/ Karen Landers

General Counsel

San Diego Metropolitan Transit System

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE):	July 17, 2025	CALL TO ORDER (TIME):	9:02 a.m.
RECESS:		RECONVENE:	
CLOSED SESSION:	11:14 a.m.	RECONVENE:	12:06 p.m.
PUBLIC HEARING:		RECONVENE:	
ORDINANCES ADOPTED:		ADJOURN:	12:08 p.m.

JURISDICTION	BOARD MEMBER	ALTERNATE	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Cesar Fernandez <input checked="" type="checkbox"/>	Jose Preciado <input type="checkbox"/>	9:02 a.m.	12:08 a.m.
City of Chula Vista	John McCann <input type="checkbox"/>	Jose Preciado <input type="checkbox"/>	Absent	Absent
City of Coronado	Carrie Downey <input type="checkbox"/>	Mark Fleming <input checked="" type="checkbox"/>	9:02 a.m.	12:08 p.m.
County of San Diego	Monica Montgomery Steppe <input checked="" type="checkbox"/>	VACANT <input type="checkbox"/>	9:02 a.m.	12:08 p.m.
City of El Cajon	Steve Goble (Vice-Chair) <input checked="" type="checkbox"/>	Phil Ortiz <input type="checkbox"/>	9:02 a.m.	12:08 p.m.
City of Imperial Beach	Matthew Leyba- Gonzalez <input checked="" type="checkbox"/>	Paloma Aguirre <input type="checkbox"/>	9:02 a.m.	12:08 p.m.
City of La Mesa	Patricia Dillard <input checked="" type="checkbox"/>	Mark Arapostathis <input type="checkbox"/>	9:02 a.m.	10:51 a.m.
City of Lemon Grove	Jennifer Mendoza <input checked="" type="checkbox"/>	VACANT <input type="checkbox"/>	9:02 a.m.	12:08 p.m.
City of National City	Marcus Bush <input checked="" type="checkbox"/>	Jose Rodriguez <input type="checkbox"/>	9:02 a.m.	12:08 p.m.
City of Poway	Steve Vaus <input type="checkbox"/>	Peter De Hoff <input type="checkbox"/>	Absent	Absent
City of San Diego	Vivian Moreno <input checked="" type="checkbox"/>	Jennifer Campbell <input type="checkbox"/>	9:03 a.m.	12:08 p.m.
City of San Diego	Sean Elo-Rivera <input type="checkbox"/>	Joe LaCava <input type="checkbox"/>	Absent	Absent
City of San Diego	Todd Gloria <input type="checkbox"/>	Henry Foster <input checked="" type="checkbox"/>	9:02 a.m.	12:08 p.m.
City of San Diego	Stephen Whitburn (Chair) <input checked="" type="checkbox"/>	Kent Lee <input type="checkbox"/>	9:02 a.m.	12:08 p.m.
City of Santee	Ronn Hall <input checked="" type="checkbox"/>	Laura Koval <input type="checkbox"/> John Minto <input type="checkbox"/>	9:02 a.m.	12:08 p.m.

SIGNED BY THE CLERK OF THE BOARD: /s/ Lucia Mansour