

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

December 18, 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 9:06 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

2. Public Comment

James Shannon – Provided a written statement to the Board prior to the meeting. James expressed support with autonomous vehicle services like Waymo in San Diego and disagreed with Board Member Elo-Rivera's opposition. He argued that autonomous vehicles improve safety, fill transit gaps, and promote innovation. He criticized protectionist concerns over driver jobs and compared the situation to past resistance against rideshare services. He believed state regulations were sufficient and said airport autonomous vehicles bans were unjustified. He urged the Board to support autonomous vehicles for the public good.

Javier Haros – Representing Holiday Gardens HOA provided a written statement to the Board prior to the meeting. Javier, on behalf of the Holiday Gardens HOA, requested that MTS close the pedestrian access at the 400 block of Colorado Avenue due to increased crime. Since reopening, the area experienced gunfire, drug use, vandalism, and other safety issues. The HOA submitted photos, incident reports, and a proposed detour for the Board's review.

Udo Wahn – Provided a verbal statement to the Board during the meeting. Udo urged MTS to expand rider parking at the Nobel Trolley Station. He noted most spaces were reserved for retail use, despite transit goals and nearby unused lots. He asked the Board to secure more access through funding or negotiation.

Peter Zschiesihe – Representing the President of United Taxi Workers of San Diego, made a verbal statement to the Board during the meeting. Peter announced a one-year San Diego Association of Governments (SANDAG) "Access for All" grant, in partnership with Facilitating Access to Coordinated Transportation (FACT), to evaluate implementation of the MTS Taxicab Wheelchair Accessible Vehicle Policy adopted in 2023. He noted the goal of improving on-demand accessible taxi service, including at the airport, and expressed optimism about reporting positive results in 2026.

Charlotte Iradipanah – Provided a verbal statement to the Board during the meeting. Charlotte mentioned she is a student at University of San Diego, and stated that, despite some improvements, paratransit service has limitations such as restrictive pickup times and lack of Sunday service continued to create barriers to her mobility and access to education. Charlotte urged the Board to consider accessibility from the perspective of people with disabilities and to recognize that disabilities could affect anyone. She emphasized her role in advocating for those unable to speak for themselves.

Gary Johnson – Provided a verbal statement to the Board during the meeting. Gary expressed frustration with ongoing accessibility and customer service issues on buses and Trolleys. He reported malfunctioning ramps, unhelpful driver interactions, and unsafe conditions that made travel difficult and, at times, caused injury. Gary stated that these barriers limited his independence and urged the agency to improve accessibility, equipment reliability, and respect toward riders with disabilities.

James Kim – Provided a verbal statement to the Board during the meeting. James, a longtime National City graffiti abatement employee, described efforts to replace recurring graffiti along the MTS line with community murals in partnership with the Vision Culture Foundation. He stated that progress on murals located on MTS property had been delayed due to administrative barriers. James requested greater transparency, flexibility, and proactive support from MTS to complete the project and advance similar community beautification efforts.

Richard German – Provided a verbal statement to the Board during the meeting. Richard stated that when he waited for the wheelchair ramp to deploy, drivers often did not allow sufficient time, resulting in doors closing on him. He recommended installing an alert or mechanism that would signal drivers to keep doors open while a wheelchair user was boarding to prevent this issue.

Gray – Provided a verbal statement to the Board during the meeting. Gray took the bus due to parking limitations but experienced difficulty using the fare system. Gray explained issues downloading the app, could not obtain a day pass, and had to use a card despite bringing exact change. Gray noted that not all riders had smartphones, bank accounts, or the ability to safely keep cards. Gray stated that the bus system was inefficient and did not adequately accommodate riders who relied on cash or alternative payment methods, and urged the agency to consider more accessible fare options.

Board Comment

Chair Whitburn expressed appreciation to all members of the public who provided comment. He specifically acknowledged the effort required for some speakers to attend and thanked them for sharing their experiences with the Board.

Board Member Bush thanked the Chair and expressed appreciation to members of the public who shared their experiences, requesting that staff follow up to better understand and address the issues raised. He also thanked James Kim of National City for his work on the mural project and provided background on the initiative to replace graffiti-prone areas near the 24th Street Trolley Station with murals to reduce public resources needed for graffiti abatement. He stated that while National City's portion of the mural project had been successful, progress on the MTS portion had stalled due to bureaucratic delays. He urged MTS staff to work more proactively with National City and the Vision Culture Foundation to expedite the project, reduce ongoing graffiti abatement costs, and ensure completion of the first phase of the project before the end of the year, emphasizing accountability and collaboration for the benefit of the community.

Board Member Elo-Rivera thanked the Chair and expressed appreciation to the members of the public who provided comment. He stated concern about the accessibility challenges raised and noted that it was troubling that individuals who relied on transit services were experiencing difficulty accessing them. He asked Sharon Cooney, MTS Chief Executive Officer (CEO), to respond to or address the issues raised by the speakers. Ms. Cooney stated that staff would speak with the public commenters before they left the meeting. She noted that Mike Wygant would address bus-related issues and Brian Riley would address rail-related concerns.

Board Member Elo-Rivera stated that while he appreciated staff following up, he wanted guidance as a Board Member on how to respond when members of the public expressed frustration about access issues. He explained that he wanted to better understand the challenges riders faced so he could respond appropriately when concerns were raised. Ms. Cooney explained that staff had previously provided the Board with a presentation on MTS Access services and suggested bringing the topic back through another annual report. She also noted that the Accessible Services Advisory Committee (ASAC) served as an additional forum for addressing accessibility issues. Board Member Elo-Rivera expressed frustration with the

response provided, stating that while he recalled the prior presentation on MTS Access services, it did not address the practical, day-to-day challenges riders were experiencing. He emphasized that members of the public were actively reporting difficulties accessing transit and asked how those situations were being handled in real time. Ms. Cooney stated that the remarks fell under non-agendized public comments, which was why she had not provided additional information or a response at that time. Board Member Elo-Rivera stated that even though the remarks were non-agendized, it was important for Board Members to know how to respond when riders reported difficulty accessing services. He emphasized the need for practical guidance rather than high-level presentations. He also praised the National City mural effort and asked staff to identify and communicate any barriers to collaborating with cities so community improvement projects could move forward more smoothly.

Ms. Cooney stated that MTS Facility Director Montes had been working with the nonprofit to move the mural project forward and MTS is required to follow critical safety and permit rules for work in the right-of-way. She explained that delays were due to the nonprofit lacking required insurance, which could not be waived for safety and liability reasons, and noted that once the insurance was secured, MTS could proceed with permitting and scheduling. Board Member Elo-Rivera stated that his interest was in understanding what cities needed to have in place at the outset when working with MTS and external partners, particularly those with limited resources. He emphasized the importance of clear, upfront requirements to avoid unnecessary delays and wasted effort. He added that while National City could manage the current project, his comments were intended to help improve future partnerships and thanked staff for the explanation.

Board Member Foster thanked the Chair and speakers and shared concerns about a noticeable increase in graffiti, especially gang related graffiti, in his district and nearby areas. He acknowledged the need for proper processes but emphasized that graffiti could escalate into serious public safety issues, including violence. He urged MTS to keep this perspective in mind and to act urgently to mitigate graffiti, stressing that the issue was not only about aesthetics or quality of life, but about preventing dangerous conditions in the community.

Board Member Downey asked a clarifying question related to a public comment about parking at the Nobel Station. She expressed concern about coordination with SANDAG and noted her understanding that MTS had a contract for two floors in the parking structure, which limited additional parking availability. She requested follow-up information after the meeting to better understand the issue, acknowledging that it was off topic. Ms. Cooney explained that parking at the Nobel Station was the most frequent complaint received by MTS. She stated that MTS had not participated in the closed-session negotiations conducted by SANDAG with the mall property owners during the Mid-Coast extension process and would have preferred additional parking. She added that MTS later attempted to lease more parking from the mall, but the property owner declined to negotiate.

CONSENT ITEMS:

3. **Approval of Minutes**
Action would approve the November 20, 2025 Board of Directors meeting minutes.
4. **CEO Report**
5. **Fire Extinguisher Maintenance and As-Needed Repairs – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG450.0-26, to Fire Smart Fire Protection, for the provision of fire extinguisher maintenance and as-needed repair services for a period of five (5) years in the amount of \$206,496.85.

- 6. Wheel Truing Machines Removal and Construction – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL448.0-26, with All Source Company Building Group (All Source), for the full removal and disposal of two (2) damaged wheel truing machines full replacement of associated track sections, infill and modifications to in-ground pits, and construction of a trolley bogey storage rack in the amount of \$615,760.00.
- 7. On-Call Job Order Contracting (JOC) General Building and Facilities Construction – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG441.0-25, with ABC General Contractor, Inc. (ABC GC), for on-call general building and facilities construction services, to not exceed the statutory JOC limits under Public Contract Code Section 20128.5, calculated to be in the amount of \$6,561,000.00, for one (1) year beginning January 1, 2026.
- 8. Carpet Replacement at Imperial Avenue Division (IAD) Bus Maintenance Facility – Work Order Agreement**
Action would authorize the Chief Executive Officer (CEO) to execute Work Order Agreement MTSJOC324-36 under Job Order Contract (JOC) MTS Doc. No. PWG324.0-21 with ABC General Contracting, Inc. (ABC GC), in the amount of \$199,999.48, for carpet removal and replacement for the north side of the IAD bus maintenance facility.
- 9. Rail Noise Suppression Lubricant - Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1702.0-25, with Kano Laboratories LLC - Super Lube (Kano), for Rail Noise Suppression Lubricant for five (5) years in the amount of \$1,156,200.60 (including 7.75% CA Sales Tax).
- 10. Operations Budget Status Report for October 2025**
- 11. Imperial Avenue Division (IAD) Generator Upgrades – Change Order**
Action would authorize the Chief Executive Officer (CEO) to: 1) Ratify MTS Doc. No. PWB371.3-23, with Global Power Group, Inc., for IAD Generator Upgrades in the amount of \$40,019.29 for Contract Change Order (CCO) 03 for temporary battery backup power to the Annex building server room for power outages required during construction; 2) Ratify MTS Doc. No. PWB371.4-23, in the amount of \$23,769.41 for CCOs 01 and 02 for adding camlocks to all generators and to construct concrete pad modifications to the 275kW generator pad; and 3) Authorize the CEO to approve MTS Doc. No. PWB371.5-23 (CCO 4), in the amount of \$48,179.07 to provide new electrical conduit and concrete pad for the new 150 kW emergency backup generator at the Service Lanes building.

Public Comment:

There were no Public Comments.

Board Comment:

There were no comments.

Action Taken

Board Member Hall moved to approve Consent Agenda Item Nos. 3 to 11. Board Member Moreno seconded the motion, and the vote was 14 to 0 in favor with Board Member Vaus absent.

DISCUSSION ITEMS:

12. 2026 State and Federal Legislative Program (Julia Tuer, Mark Watts, Peter Peyser)

Julia Tuer, MTS Manager of Government Affairs, Mark Watts, MTS State Lobbyist, and Peter Peyser, MTS Federal Lobbyist, presented on 2026 State and Federal Legislative Program. They provided details on: 2026 Legislative Program, Legislative priorities, 2025 recap, 2026 proposals, State and Federal legislative updates from lobbyists, and staff recommendation.

Public Comment

There were no Public Comments.

Board Comment

Board Member Moreno commended staff and lobbyists for their advocacy efforts at the state and federal levels and thanked them for the presentation, which she found informative. She asked for an update on the status of legislation introduced by Assemblymember Ward the previous year that proposed changes to the composition of the Board. Mr. Watts responded that the legislation had been designated as a two-year bill. He stated that the bill had failed to advance for several reasons and was ultimately withdrawn. Staff reported that they would update the Board as to whether this bill was going to continue through the legislative process next year.

*Clerk's note: since this meeting, this bill (AB 1070) has been amended to remove all of its contents and replaced with new language to pursue a different effort unrelated to its original intent.

Board Member Moreno raised concerns about MTS's zero-emission bus program, citing significant funding commitments amid looming budget challenges and a potential fiscal cliff. She stated that she lacked clarity on how approximately \$250 million in program funds would be allocated and requested insight into whether MTS planned to continue the current strategy or redirect funds to other pressing needs. Board Member Moreno also commended staff for federal advocacy efforts, encouraged continued aggressive pursuit of grant funding, and suggested strengthening relationships with the California Transportation Commission (CTC) by inviting commissioners and leadership to visit MTS facilities. Mr. Watts supported the idea of engaging CTC members through meetings and site visits, noting that early relationship building helped ensure successful outcomes. He stated he was willing to coordinate with staff to move this forward. Board Member Moreno shared her own experience with such engagement as effective, offered her support through her role with the Coastal Commission, and concluded by thanking staff for their presentations.

Board Member Bush thanked the presenters for their thorough and comprehensive presentation and noted that Mr. Peyser had come highly recommended from prior work. He emphasized the importance of voter threshold reforms, particularly related to the Assemblymember Aguilar-Curry Bill, and urged the Board to prioritize lowering the threshold for revenue measures to 55 percent instead of the two-thirds requirement. He asked for clarification on whether a prior constitutional amendment on this issue had gone to voters and failed. Mr. Watts acknowledged that the measure had failed in the 2024 election cycle and confirmed that it was a broad infrastructure package rather than being limited to transportation, which he agreed likely contributed to its failure. Board Member Bush stated that the issue may have lost emphasis due to the crowded ballot and broadly spread political coalitions. He suggested there might be an

opportunity to advance the effort more effectively in the future and expressed his belief that it was still worth pursuing. Mr. Watts stated that the measure also faced growing voter fatigue and affordability concerns at the time, which, combined with other factors discussed, contributed to its failure.

Board Member Bush said he was disappointed with the recent update to the Regional Transportation Plan (RTP), particularly what he viewed as cuts to transit, and felt MTS had not been sufficiently engaged. Board Member Bush noted that he did not believe SANDAG was included in the presentation and questioned whether SANDAG should be, noting the connection to funding and infrastructure planning. Ms. Tuer responded that staff meet regularly with SANDAG and that the planning department worked closely with them, particularly on the RTP. She added that opportunities for collaboration remained open and that the agency shared its legislative platform and programs with peer agencies. Board Member Bush recommended that major initiatives like the RTP and Regional Transportation Improvement Project (RTIP) be discussed with the Board before going to SANDAG, so MTS could develop and share its own recommendations. He thanked staff and expressed his support for the item.

Board Member Hall asked, given the approaching financial cliff facing many agencies, whether there were concrete plans for funding support rather than just planning, noting the seriousness of the issue and that it affected multiple agencies. Mr. Watts responded that the state had not provided a clear solution to address the financial cliff facing transit agencies. He explained that a key opportunity through the Transit Transformation Task Force failed to deliver fiscal support, leaving major funding questions unanswered. He described how a proposed Bay Area loan program fell through, resulting instead in a regional sales tax effort, and noted that state budget deficits and reduced flexibility limited the likelihood of new state assistance. He concluded that the most realistic option might be adjusting existing transit capital programs to allow greater flexibility to support operations, given current budget constraints. Ms. Cooney said the Task Force's failure to identify transit funding showed solutions would need to come from a coalition of transit agencies rather than the administration. She explained she was working with the California Transit Association (CTA) to develop a statewide funding package and emphasized the need for an approach that addressed different agency needs. She added that legislators expected a funding plan from the Task Force and concluded that the effort must now be driven through the Legislature.

Board Member Hall said that the same concern applied at the federal level, arguing that when governments mandate new requirements, funding needed to be attached. He questioned whether the federal government would provide actual financial support rather than continuing to plan without resources. Mr. Peyser said that upcoming federal legislation to reauthorize transit programs included a push, primarily from Democrats, to provide operating assistance, though current bills lacked bipartisan support. He explained that a potential compromise could limit funding to safety and security operating costs, which might attract Republican support. He added that MTS's strong record on safety and ridership recovery positioned it well to make the case to the Federal Transit Administration (FTA), and said staff would continue focusing on advancing this effort as the legislation moved forward.

Board Member Moreno said she wanted to thank Julia for her leadership on the item and expressed appreciation for her work.

Board Member Downey said she served as Chair of the SANDAG Regional Planning Committee and had repeatedly asked for MTS input during the planning process. She emphasized the importance of early coordination and clarified that SANDAG was required by state regulations to produce a plan, but that inclusion in the plan did not guarantee funding. She explained that she pushed back on unrealistic proposals, including new rapid lines MTS could

not afford, and noted that at least one such item was removed. She encouraged continued coordination while reminding the Board that planning and funding were separate issues.

Board Member Montgomery Steppe thanked staff for the presentation and ongoing work with different levels of government. She highlighted the Board's long-term commitment to security, noting that MTS consistently invested in security while expanding programming and rider engagement. She said this holistic approach helped restore ridership and improve safety, and encouraged ensuring that this work remained part of the conversation when engaging with federal partners and other agencies.

Board Member Bush asked Ms. Cooney to clarify whether there was a plan or proposal to address the issue that some transit agencies could not access increased TDA sales tax funding, noting that he may have missed that detail. Ms. Cooney explained that addressing TDA access would require working with peer agencies across the state. She said MTS was created at the same time as the TDA and was structured to receive TDA funds directly, unlike other regions where metropolitan planning organizations controlled the funding. She provided background on MTS's origins as the Metropolitan Transportation Development Board (MTDB) and noted that this structure affected how TDA funding was distributed.

Chair Whitburn thanked the presenters for attending and sharing their observations and insights from Sacramento and Washington, DC. He also expressed appreciation to staff and the CEO for their statewide leadership on these issues.

Action Taken

Board Member Moreno moved to approve the 2026 Legislative Program. Board Member Downey seconded the motion, and the vote was 14 to 0 in favor with Board Member Vaus absent.

13. Fare Change Study Update (Mark Olson, MTS and Tim Garrett, SANDAG)

Mark Olson, MTS Director of Marketing & Communications, and Tim Garrett, SANDAG Associate Regional Planner, presented on Fare Change Study Update. They provided details on: Fare change study background, recent fare changes, peer fares (adult), current MTS fares and current MTS fare discounts/promotions, fare change study process, fare change study timeline, fare change study public survey, fare change study Community Advisory Committee (CAC) survey, fare change study draft survey results, and fare change next steps.

Public Comment

There were no Public Comments.

Board Comment

Board Member Downey said she was concerned about how a low-income fare program would determine eligibility and asked that staff provide details on how qualification would work when the item returned. She also thanked staff for the materials, noting that the slides were clear, the questions were well designed, and that it was one of the best survey presentations she had seen.

Board Member Moreno thanked staff for the comprehensive fare study and public outreach, emphasizing that fares affected access, equity, and ridership growth. She expressed concern that fare increases could reduce ridership and disproportionately impact low-income riders, seniors, students, and transit-dependent communities. She cited survey results showing riders prioritized service levels over-paying more and warned that higher fares could ultimately reduce revenue and public trust. She urged staff to pursue alternatives such as grants, subsidies, and non-fare revenues before raising fares. She thanked staff for policies like fare capping and free

youth passes and said she would focus on equity and ridership growth as Phase 2 moved forward.

Board Member Elo-Rivera thanked staff for the presentation and said he found the study informative. He suggested summarizing combined survey responses (agree/strongly agree and disagree/strongly disagree) to make results clearer, especially on fare related questions. He also asked if future discussions include scenario analysis for fare changes and inquired whether staff were exploring new or expanded non-fare revenue opportunities as part of the process. Mr. Olson said staff is working to expand non-fare revenue, particularly through advertising. He noted efforts with outdoor advertising companies to grow the billboard program and plans to expand bus bench and bus shelter advertising, including into cities such as Chula Vista and El Cajon. He added that these initiatives were part of the broader revenue strategy previously discussed with the Board. Ms. Cooney added that when the overall strategy was brought to the Board the previous month, non-fare revenue was discussed as one component. She clarified that the fare study represented just one part of the broader strategy already approved by the Board.

Board Member Elo-Rivera said it would be helpful to see fare and non-fare revenue options presented side by side to better understand what was possible. He emphasized that fare increases should be a last resort and that the Board needed assurance that all other options had been fully explored. He also said it was important to communicate these efforts to riders and asked whether MTS currently used onboard screens on buses or Trolleys for that purpose. Mr. Olson responded that MTS was piloting onboard screens on a limited number of Trolley vehicles and that the screens were working well. He explained plans to eventually use them for advertising revenue, but noted that full deployment would take one to two years due to procurement and installation requirements. He added that while the program could generate some revenue, it would be modest compared to the agency's larger budget challenges. Board Member Elo-Rivera suggested using onboard screens and other tools to explain to riders how advertising and similar efforts helped keep fares down. He said better communication could help the public understand the resources required to operate the system and the steps being taken to avoid fare increases. He also recommended that future surveys ask riders about their comfort with additional advertising if it helped maintain fare stability and thanked staff for continuing the discussion.

Action Taken

No action taken. Informational item only.

14. Fiscal Year 2025 Annual Operating Reports (Brian Riley and Devin Braun)

The Board deferred the staff report to the next meeting.

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

The Board deferred the staff report to the next meeting.

OTHER ITEMS:

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

Sharon Cooney announced that Tim Curran, Director of Passenger Safety and Transit Security, was retiring and noted that Dan Brislin had been selected as his replacement following a national search. She said Mr. Brislin, previously the Deputy Director of Passenger Safety and Transit Security, would step into the role immediately and recognized both individuals for their service.

Board Member Fernandez highlighted MTS’s use of local artists in public art projects, praising partnerships with community-based organizations and local creatives across the region. He shared that while he often used transit for convenience, many riders depended on it. He also expressed concern about past public comments from individuals facing access challenges. He asked staff to report back on whether assistance or resolutions had been provided in those cases.

Board Member Hall congratulated CEO Sharon Cooney on her 20 years of service at MTS.

Board Member Montgomery Steppe thanked Mr. Curran for his leadership in public security and for advancing a system that treated riders with dignity and respect and congratulated him on his retirement as well as Mr. Brislin on his new role. She also agreed with Board Member Fernandez, emphasizing the agency’s responsibility to non-choice riders, particularly the disabled community, and stressed the obligation to ensure transit was accessible, comfortable, and equitable.

Chair Whitburn echoed congratulations to Mr. Curran, noting the significant strides made during his tenure. He thanked him for his service and wished him well in retirement.

17. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

CLOSED SESSION:

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

18. Public Comment for Closed Session

There were no Public Comments.

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

Angela McGaff, et al. vs. San Diego Metropolitan Transit System, et al.
San Diego Superior Court Case No. 37-2022-00049144-CU-PO-CTL

Closed Session Reconvening

The Board reconvened to Open Session at 12:06 p.m.

Samantha Leslie, Deputy General Counsel, reported the following oral report of final actions taken in Closed Session:

- 19. The Board received a report from legal counsel and gave instructions.

ADJOURNMENT

20. Next Meeting Date

The next regularly scheduled Board meeting is January 15, 2026 at 9:00 a.m.

21. Adjournment

The meeting was adjourned at 12:07 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

Attachment: A. Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): December 18, 2025 CALL TO ORDER (TIME): 9:06 a.m.
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: 11:27 a.m. RECONVENE: 12:06 p.m.
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 12:07 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"/>	9:06 a.m.	12:07 p.m.
City of Chula Vista	John McCann	<input checked="" type="checkbox"/>	Jose Preciado	<input type="checkbox"/>	9:06 a.m.	11:21 a.m.
City of Coronado	Carrie Downey	<input checked="" type="checkbox"/>	Mark Fleming	<input type="checkbox"/>	9:06 a.m.	12:07 p.m.
County of San Diego	Monica Montgomery Steppe	<input checked="" type="checkbox"/>	Paloma Aguirre	<input type="checkbox"/>	9:06 a.m.	12:07 p.m.
City of El Cajon	Steve Goble (Vice-Chair)	<input checked="" type="checkbox"/>	Phil Ortiz	<input type="checkbox"/>	9:06 a.m.	12:07 p.m.
City of Imperial Beach	Matthew Leyba- Gonzalez	<input checked="" type="checkbox"/>	Mitch McKay	<input type="checkbox"/>	9:06 a.m.	12:07 p.m.
City of La Mesa	Patricia Dillard	<input checked="" type="checkbox"/>	Mark Arapostathis	<input type="checkbox"/>	9:06 a.m.	12:07 p.m.
City of Lemon Grove	Jennifer Mendoza	<input checked="" type="checkbox"/>	Jessyka Heredia	<input type="checkbox"/>	9:06 a.m.	12:07 p.m.
City of National City	Marcus Bush	<input checked="" type="checkbox"/>	Jose Rodriguez	<input type="checkbox"/>	9:06 a.m.	12:07 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"/>	9:06 a.m.	12:07 p.m.
City of San Diego	Sean Elo-Rivera	<input checked="" type="checkbox"/>	Joe LaCava	<input type="checkbox"/>	9:06 a.m.	12:07 p.m.
City of San Diego	Todd Gloria	<input type="checkbox"/>	Henry Foster	<input checked="" type="checkbox"/>	9:06 a.m.	12:07 p.m.
City of San Diego	Stephen Whitburn (Chair)	<input checked="" type="checkbox"/>	Kent Lee	<input type="checkbox"/>	9:06 a.m.	12:07 p.m.
City of Santee	Ronn Hall	<input checked="" type="checkbox"/>	Laura Koval John Minto	<input type="checkbox"/> <input type="checkbox"/>	9:06 a.m.	12:07 p.m.

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