

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

March 19, 2026

[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 9:04 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

**2. Public Comment**

Miguel Aguirre – provided a verbal statement to the Board during the meeting. Miguel advocated for issuing a request for proposals to manage private transportation on public property at the San Ysidro Trolley Station, which he described as the world's busiest border crossing. He stated that he had previously communicated with the Board and participated in meetings with MTS, law enforcement, public and private security regarding the conditions for the traveling public. He mentioned that public safety concerns and wildcatting are ongoing issues. Miguel offered to answer questions and meet with the Board members at the San Ysidro Trolley Station.

Peter Zschiesche – provided a verbal statement to the Board during the meeting. Peter addressed a presentation given on February 27<sup>th</sup> by the airport at the Taxi Advisory Committee (TAC) meeting, concerning proposed fee increases, including commercial drop-off fees. He stated that taxis were required to disclose fees in a way that made them appear more expensive than rideshare services and impacted small businesses. Peter noted that operational challenges caused by airport permit requirements and that the taxi industry had not been sufficiently considered in the airport proposal.

Alex Wong – provided a verbal statement to the Board during the meeting. Alex urged MTS to preserve Route 245 service if service reductions were necessary and suggested cutting or eliminating Rapid Express Routes 280 and 290 instead. He stated that Route 245 (sic) had more frequent service, significantly higher ridership, lower subsidies per passenger, and served more low-income riders, making it more equitable and essential despite longer travel times.

Christie Wolters – provided a written statement to the Board prior to the meeting. The written comment is provided in the March 19, 2026 Final Meeting Packet.

Patrick Yates – provided a written statement to the Board prior to the meeting. The written comment is provided in the March 19, 2026 Final Meeting Packet.

Mikail Hussein – provided a written statement to the Board prior to the meeting. The written comment is provided in the March 19, 2026 Final Meeting Packet.

Christopher Roberts – provided a written statement to the Board prior to the meeting. The written comment is provided in the March 19, 2026 Final Meeting Packet.

**CONSENT ITEMS:**

**3. Approval of Minutes**

Action would approve the February 12, 2026 Board of Directors meeting minutes.

4. **CEO Report**
5. **Investment Report – Quarter Ending December 31, 2025**
6. **Listening Tour Bus Stop Shelter Upgrades Design Services – Work Order Amendment**  
Action would authorize the Chief Executive Officer (CEO) to approve Amendment No. WOA353-AE-34.01, under MTS Document No. PWL353.0-22, with Dokken Engineering (Dokken), to provide right-of-way services required for upgrading five (5) existing bus stops in the amount of \$220,807.71.
7. **12th and Imperial Transit Center Project Design Amendment 3 – Work Order Amendment**  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA353-AE-08.03, under MTS Doc No. PWL353.0-22, with Dokken Engineering (Dokken), to provide survey, potholing, and 100% design services for the movement of, and addition of, Overhead Catenary System (OCS) poles and associated hardware required as part of the 12th and Imperial Transit Center Project, in the amount of \$327,285.20.
8. **ChargePoint Assure Warranty – Sole Source Contract Award**  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0789.0-26, with ChargePoint, Inc. (ChargePoint), for the Assure Warranty on twelve (12) ChargePoint plug-in chargers for five (5) years for a total cost of \$197,040.00.
9. **S7 Replacement Design: 12th & Imperial and Blue Line – Sole Source Work Order Agreement**  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTS Doc. No. WOA355-AE-58, under MTS Doc No. PWL355.0-22, with Psomas, for design services for the S7 Replacement Design: 12th & Imperial and Blue Line project in the amount of \$3,839,741.23.
10. **Kearny Mesa Division (KMD) Concrete Lot Replacement – Contract Award**  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. PWB452.0-26, with Miramar General Engineering (Miramar) in the amount of \$494,947.61, for the replacement of damaged concrete and related work at KMD in both the Base and Add Alternate options.
11. **Excess General Liability (Liability) And Excess Workers' Compensation (Workers' Compensation) Insurance Renewals**  
Action would 1) Authorize the Chief Executive Officer (CEO) to purchase a liability insurance program, effective March 31, 2026, that results in a not to exceed premium amount of \$4,495,020 (including the State of California surplus lines taxes and fees) based on the coverage structure of \$75 million inclusive of a \$7.5 million Self Insured Retention (SIR) on Bus and Rail Operations, and a \$5 million SIR on Public Officials' Errors and Omissions, and Employment Practices Liability. 2) Approve a two-year rate commitment from Safety National for MTS Excess Workers' Compensation Insurance program, excess of a \$1 million SIR effective March 31, 2026, for a first-year premium deposit of \$223,803, and a two-year total of approximately \$447,606.

**12. Property Insurance Renewal**

Action would 1) Renew the property insurance coverage for the MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) Property Insurance Program, effective March 31, 2026 through March 31, 2027, with various coverage deductibles of \$50,000 (real property, personal property and business interruption), \$100,000 (bus fleet), \$250,000 (light rail fleet), and a \$3,000,000 sublimit on each occurrence subject to a \$500,000 deductible for unscheduled infrastructure, for a total not to exceed premium of \$5,215,600; and 2) Purchase stand-alone Engineered Risk Property insurance coverage for the Mid-Coast bridges with Chubb, effective March 31, 2026, through March 31, 2027, with a \$100,000,000 per occurrence property damage sub-limit and a coverage deductible of \$1,000,000, for a total not to exceed premium of \$301,762.

**13. On-Call Electrical Services – Contract Amendments**

Action would 1) Ratify Amendment No. 1 to MTS Doc. No. PWG383.0-24, with Advanced Railway Innovations, Inc. (ARI), for the addition of the Imperial Avenue Division (IAD) location and funds to perform an electrical study in the amount of \$50,000.00; and 2) Ratify Amendment No. 2 to MTS Doc. No. PWG383.0-24, with ARI, for the addition of the Kearny Mesa Division (KMD) location in the amount of \$0.00; and 3) Ratify Amendment No. 3 to MTS Doc. No. PWG383.0-24, with ARI, for the addition of the Beyer Street Bridge location and funds to install lighting for a mural installation in the amount of \$54,967.70; and 4) Ratify Amendment No. 4 to MTS Doc. No. PWG383.0-24, with ARI, for the addition of Copley Park and trolley station locations and two subcontractors in the amount of \$0.00; and 5) Ratify Amendment No. 5 to MTS Doc. No. PWG383.0-24, with ARI, for the installation of the bus stop lighting pilot in the amount of \$12,010.38; and 6) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc. No. PWG383.0-24, with ARI, for the Operations Control Center Uninterruptible Power Supply (UPS) unit replacements installation services in the amount of \$82,535.60.

**14. SafeFleet On-Board Video Surveillance System Preventative Maintenance, Repairs and All Related Support Services – Contract Amendment**

Action would 1) Ratify Amendment No. 3 to MTS Doc. No. L1603.0-22, with Seon Design USA Corporation (“Seon”) in the amount of \$15,374.80; 2) Ratify Amendment No. 5 to MTS Doc. No. L1603.0-22, with Seon in the amount of \$132,000.00; and 3) Execute Amendment No. 6 to MTS Doc. No. L1603.0-22, with Seon to extend the agreement to April 30, 2027 and add funding for the ongoing repair and maintenance demands in the amount of \$410,000.00.

**15. Senate Bill (SB) 125 Allocation Package Revision (Mike Thompson)**

Action would approve revised SB 125 Allocation Package.

**Public Comment:**

There were no Public Comments.

**Board Comment:**

There were no Board Comments.

### **Action Taken**

Board Member Hall moved to approve Consent Agenda Item Nos. 3 to 15. Board Member Montgomery Steppe seconded the motion, and the vote was 12 to 0 in favor with Board Member Fernandez, Board Member Vaus and Board Member Moreno absent.

### **DISCUSSION ITEMS:**

#### **16. Fiscal Year (FY) 2026 Operating Budget Midyear Amendment (Gordon Meyer)**

Gordon Meyer, MTS Manager of Financial Planning, presented on Fiscal Year (FY) 2026 Operating Budget Midyear Amendment. He presented on: Fiscal Year 2026 Operating Budget Revenue Assumptions – passenger levels, average fare, passenger revenue, other revenue, sales tax revenues, State Transit Assistance (STA), Senate Bill (SB) 125, and revenue summary. Fiscal Year 2026 Operating Budget Expense Assumptions – overview, personnel, outside services, purchased transportation, energy, risk management, other, and expenses summary. Fiscal Year 2026 operating budget consolidated revenues less expenses and staff recommendation.

#### **Public Comment**

There were no Public Comments.

#### **Board Comment**

Board Member Bush thanked staff for their work and stated his support for the staff recommendation. He expressed concerns regarding the recent decline in ridership and uncertainty around fuel prices and requested further explanation of the factors contributing to these trends. Ms. Cooney explained that ridership had declined across the system with the largest drop on the Orange Line but noted a slight increase in March. She described several contributing factors including heavy rains, reduced tourism and potential impacts from federal immigration enforcement. Ms. Cooney stated that multiple factors were likely contributing, making it difficult to identify a single cause.

Board Member Bush asked whether surveys had been conducted with employees or customers regarding ridership trends, adding that importance of gathering direct feedback. He also asked when the next budget update would be presented to the Board. Ms. Cooney stated that surveys had not yet been conducted. She explained that the current presentation is the FY26 Midyear Budget Amendment and in April the preliminary FY27 Budget will likely be presented. Ms. Cooney noted that a performance monitoring report with a more detailed analysis of ridership trends was also expected in April. Board Member Bush stated that he was not seeking time-intensive studies but requested clearer data on the causes of ridership declines, including estimated percentages related to factors such as weather and tourism. He emphasized that understanding these drivers was important particularly in the context of potential fare increases, and asked that more detailed information be provided at the April Board meeting.

He also inquired about how rising fuel costs and global conflicts, including impacts in the Middle East, were being factored into budget projections. Mr. Meyer explained that the FY26 amendment did not account for impacts from the conflict in Iran, noting that these would be considered in the FY27 forecast. He stated that recent natural gas prices, as of March 1<sup>st</sup>, remained low and did not yet reflect clear impact, but emphasized the need to review April data

to determine potential changes. Mr. Meyer added that fuel costs, including CNG and electricity would be evaluated together, and confirmed that while no additional buffer was included in the current budget some flexibility would be built into next year's projections. Board Member Bush noted that the information was somewhat encouraging and asked for confirmation that, despite the conflict being recent, there had been no significant impacts observed in fuel prices over the past three weeks. Mr. Meyer explained that local CNG prices can differ significantly from national trends and noted that they had not been rising in line with national increases. He mentioned that it remained a "wait and see" situation and stated that the April pricing data would be key in determining whether additional costs should be built into next year's budget. Board Member Bush expressed appreciation for staff's efforts in managing expenses and improving efficiencies, while emphasizing the need to remain cautious. He then made a motion to approve the staff recommendation and requested additional details on ridership data be provided at a future meeting.

Board Member Dillard thanked staff for the presentation and raised concerns that the proposed cost-saving measures did not include reductions for staff. She stated that focusing only on frontline workers, such as bus and Trolley operators, was not equitable and proposed an amendment to freeze raises for all staff, from top leadership on down, as part of the recommended belt-tightening measures. Ms. Cooney clarified that union employees had contractual wage increases, which were already included in the current and upcoming budget projections. Board Member Dillard acknowledged the contractual obligations for union employees but reiterated her concern that other staff had not been impacted by cost-saving measures. She emphasized the need for tougher financial decisions and proposed an amendment to freeze all staff pay increases until the budget was balanced.

Vice Chair Goble acknowledged the perspective on cost-cutting but expressed concern that freezing staff pay could negatively impact recruitment and retention of specialized public transit professionals. He noted that staff were already reducing costs in non-wage areas and warned that a pay freeze could harm morale and lead to losing valuable employees. Vice Chair Goble stated he supported the original motion without the amendment.

Board Member Elo-Rivera expressed appreciation for the discussion and emphasized the importance of having difficult conversations about considering all cost-savings options. He acknowledged concerns about staff retention but stressed the need to consider equitable sacrifices across all levels of the organization. He highlighted the perception among frontline workers if leadership is not asked to share in those sacrifices and suggested that options, including broader cost-cutting measures, should be analyzed. Board Member Elo-Rivera stated that transparent and uncomfortable discussions were necessary to achieve long-term goals for public transit. Ms. Cooney suggested that discussions about staff compensation and potential freezes would be more appropriate during the development of the next fiscal year's budget rather than midyear. She explained that salary decisions involved multiple factors, including organizational structure, market competitiveness, and prior salary adjustments, making a blanket freeze complex. She recommended revisiting the issue during the FY27 budget process to allow for more thorough and thoughtful analysis.

Board Member Bush agreed that compensation discussions were better suited for FY27 budget process and that all options should be considered. He clarified that his intent was not to reduce pay but to explore pausing salary increases for executive and non-bargaining staff, while acknowledging the complexity of union agreements. He requested data on the potential financial impact of such a measure and restated his motion to approve the staff recommendation, with a

request for staff to return April with an analysis of possible salary freeze for non-bargaining employees.

Chair Whitburn stated that while staff salaries were related to the budget, the current discussion was not germane to the midyear operating budget amendment. He clarified that the topic would be more appropriate for the upcoming FY27 budget process and suggested that it be addressed during that discussion.

Board Member Bush acknowledged to procedural clarification that budget discussions fall under the Executive Committee and agreed with the Chair's guidance. However, he emphasized the importance of formally documenting the request so staff would analyze the issue and not overlook it due to the absence of formal motion and asked how the Board could ensure it would be addressed.

Chair Whitburn stated that the FY27 budget discussion would be presented at the April 9, 2026 Executive Committee meeting, where staff salaries would be included as part of the broader budget conversation.

Board Member Bush amended his motion to approve the staff recommendation without additional conditions, noting that his prior comments would remain on the record, and requested a second to the motion.

Board Member Elo-Rivera clarified that the term "freeze" was being used in different ways and emphasized the importance of distinguishing between them. He explained that freezing positions referred to not filling vacant roles, rather than reducing or freezing employee pay, particularly in light of collective bargaining agreements. Ms. Cooney clarified that the discussion around freezing positions applied only to non-union administrative and management staff and did not affect any employees covered under collective bargaining agreements. Board Member Elo-Rivera clarified that "freezing" positions referred to not filling vacancies, while a separate discussion concerned freezing employee pay, as raised by Board Member Dillard. He confirmed that the Board was aligned on the definition and the need for further discussion on compensation.

Board Member Elo-Rivera also expressed concern that limiting Board input based on what was formally agendaized could restrict the Board's authority in budget decisions, cautioning that it should not be reduced to simply approving or rejecting staff recommendations without the ability to propose additional considerations. Chair Whitburn clarified that while amendments are permitted, a salary freeze would not impact the FY26 budget and was therefore not relevant to the current item, but rather to the FY27 budget discussion. Board Member Elo-Rivera asked for procedural clarification, questioning whether including language about a salary freeze within the current motion would make it germane. He sought to understand if proposing a midyear freeze would be considered valid, given that the issue was otherwise being framed as part of the FY27 budget discussion. Chair Whitburn responded that such motion would likely not be considered relevant, explaining that freezing salaries midyear would simply maintain current levels through the FY26 budget and would not result in any substantive change to the item before the board.

Board Member Bush clarified that his intent was to request information for the FY27 budget rather than to make changes to the current FY26 budget. He acknowledged the importance of maintaining Board flexibility and emphasized the need for data on potential salary freezes moving forward.

Chair Whitburn affirmed that the Board has the authority to make amendments but clarified that determining whether an item was germane fell under his role.

Board Member Foster requested clarification on the motion, confirming it was to approve the staff recommendation. He expressed appreciation for the discussion but disagreed with the Chair's determination on what was germane, stating that once a motion is properly made and seconded, the Board should take action on it. He emphasized that any concerns about the motion's validity could be addressed afterward.

Board Member Montgomery Steppe agreed that motions should be voted on if deemed appropriate, noting that while the motion in question was not seconded, the Board still held responsibility for making policy decisions. She emphasized that legal advice is advisory and that final decisions rest with the Board, particularly on sensitive topics.

### **Action Taken**

Board Member Bush moved to enact Resolution No. 26-3 (Attachment A) amending the FY 2026 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry. Chair Whitburn seconded the motion, and the vote was 14 to 0 in favor with Board Member Vaus absent.

### **17. Fiscal Year (FY) 2027 Capital Improvement Program (CIP) (Mike Thompson)**

Mike Thompson, MTS Deputy Chief Financial Officer, Eli Belknap, MTS Senior Project Manager, and Mike Wygant, MTS Chief Operating Officer – Transit Services, presented on Fiscal Year (FY) 2027 Capital Improvement Program (CIP). They presented on: financial sustainability, innovative clean transit policy history, ZEB program cost summary for transition, CIP open projects in facility & construction and rail infrastructure, capital funding levels proposed for FY 2027, development of the FY 2027 CIP guiding principles, development of the FY 2027 CIP, FY 2027-31 CIP – unconstrained project list, capital project summary proposed FY 2027, FY 2027 CIP project highlights – bus revenue vehicles, rail revenue vehicles, facility & construction projects, rail infrastructure projects and other equipment & installation projects, FY 2027 CIP – five year forecast, innovative clean transit, other initiatives, five year summary and staff recommendation.

### **Public Comment**

There were no Public Comments.

### **Board Comment**

Board Member Moreno expressed appreciation for the comprehensive overview of CIP, highlighting the importance of transparency in how projects are planned and funded. She requested more information on the composition and evaluation criteria of the internal review committee, including how equity tools are incorporated. She also commended staff for successfully securing a competitive Federal Transit Administration (FTA) grant and concluded by making a motion to support the staff recommendation.

Board Member Bush requested clarification on which CIP's were not being funding for the upcoming FY27. Mr. Thompson explained that several projects were not being funded and were being deferred, including approximately five bus facility projects, four track infrastructure projects totaling about \$7.7 million, and one equipment installation project delayed by a year. He noted that the full list of deferred projects was available in Attachment B. Board Member Bush

expressed concern about deferred projects on the Orange Line and asked how they were prioritized in terms of safety and State of Good Repair (SGR). He emphasized the importance of not deprioritizing critical areas and requested more insight into how staff evaluates and prioritizes projects, particularly when balancing ridership trends and investment decisions. Mr. Thompson clarified that the Orange Line project was being partially funded this year and next based on timing and available funding. He emphasized that it is a SGR project, fully supported by grant funding, and confirmed that no critical work was being deferred or impacted.

Board Member Bush asked for an update on the San Ysidro Intermodal Transit Center (ITC), inquiring about its current phase, funding status, and overall progress. Ms. Cooney stated that SANDAG is leading the ITC project and will present to the Board at a future meeting, as scheduling did not allow for it at this time. Board Member Bush emphasized the importance of receiving an update on the ITC project, noting its regional significance, cross-border ridership from Mexico, and potential opportunities for real estate and housing development.

Board Member Foster thanked staff for the clarification on the Orange Line and acknowledged concerns about ridership, expressing hope that current trends were temporary. He asked for an update on outstanding work near Akins, including whether it was covered in the FY26 budget or being carried into FY27, and inquired about the status of any federal funding to complete the project. Heather Furey, MTS Senior Director of Capital Projects, explained that \$1.5 million in the FY26 CIP was allocated for design work in the Akins area, including structural improvements and safety features. She noted that the project was at 65% design, with full design expected by summer. She added that coordination with the City of San Diego was ongoing for drainage repairs but stated she did not have an update on federal funding. Ms. Cooney stated that insurance funding had been received for the project, but federal funding had not yet been secured. She explained that emergency federal relief funding can take years due to congressional appropriation requirements and noted that the agency was continuing to monitor the situation with its lobbyist. Board Member Foster offered to coordinate offline discussions to help advance the project, including engaging with regional delegation and the City of San Diego. He emphasized the need for collaboration to address delays, noting ongoing safety concerns due to temporary conditions along Akins Street.

### **Action Taken**

Board Member Moreno moved to 1) Approve the fiscal year 2027 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A & B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust project for the adjusted funding levels; 2) Recommend that the San Diego Association of Governments (SANDAG) Board of directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS fiscal year 2027 CIP (shown in Attachment A); 3) Recommend that the SANDAG Board of Directors approve amendment number 16 off the 2027 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2027 CIP recommendations. Board Member Hall seconded the motion, and the vote was 14 to 0 in favor with Board Member Vaus absent.

### **18. Comprehensive Operational Analysis (COA) Update (Brent Boyd)**

Brenty Boyd, MTS Director of Planning and Scheduling, Melissa Sather and Russ Chisholm, with TMD, presented on Comprehensive Operational Analysis (COA) Update. They presented on: COA structure, October 2025 Board workshop recap, Board poll results – “Bus Bucks”

game, priority tradeoffs, project guiding principles, Task 3 recap – evaluation of Elevate SD 2020 recommendations, strategic prioritization, next steps and operator outreach.

**Public Comment**

There were no Public Comments.

**Board Comment**

There were no Board Comments.

**Action Taken**

No action taken. Informational item only.

**19. Public Hearing: Route 110 Discontinuation (Brent Boyd)**

Brent Boyd, MTS Director of Planning and Scheduling, presented on Public Hearing: Route 110 Discontinuation. He presented on: Route 110 ridership, Route 110 passenger profile, estimated effects, performance, guiding principles from October workshop, existing service along Mira Mesa Blvd., planned service along Mira Mesa Blvd., service between Miramar College Transit Station and Downtown San Diego, Title VI, Public Input (Survey), Public Input (Public Hearing), and staff recommendation.

**Public Comment**

The written public comments received prior to the meeting are provided in the March 19, 2026 Final Meeting Packet as Attachment B for this Agenda Item.

**Board Comment**

Sharon Cooney stated that staff were actively using insights from the COA and prior Board discussions to identify efficiencies, rather than waiting for the final report. She explained that these efforts were aimed at addressing the fiscal outlook and noted that the Route 110 recommendation was informed by findings from the ongoing process.

Vice Chair Goble asked whether PRONTO card data could identify the specific riders using the service and whether that information could be used to notify them directly about potential service discontinuations. Mr. Boyd explained that individual riders were not tracked, but data from PRONTO card taps can show travel patterns, such as where trips begin and end. Ms. Cooney added that while it is technically possible to contact riders through registered PRONTO cards, not all users provide contact information. She noted that as a result, staff relied on posting notices on bus stops, and having planners speak directly with customers to communicate service changes. Mr. Boyd stated that notices had been posted at bus stops for several weeks and that a survey was previously available. He added that staff conducted in-person outreach on February 24, speaking directly with riders, and noted that most customers were already aware of the survey and notifications. Vice Chair Goble asked whether the decline in ridership since the pandemic was due to an increase in remote work. Mr. Boyd explained that ridership declines on express routes were due to multiple factors, including increased remote work and reduced demand for downtown travel.

### **Action Taken**

Board Member Hall moved to receive public testimony; and approve the discontinuation of Route 110. Board Member Fleming seconded the motion, and the vote was 13 to 0 in favor with Board Member Bush and Board Member Vaus absent.

### **20. Fare Change Study Update (Mark Olson and Israel Maldonado)**

Mark Olson, MTS Director of Marketing and Communications, and Israel Maldonado, MTS Director of Fare Technology & Operations, presented on the Fare Change Study Update. They presented on: Fare change study background, strategy for filling the gap, Phase I Outreach recap, package development, drafting fare change proposals, fare change proposals: package A, package B, Phase II Engagement goals, Phase II Outreach, Phase II online survey results and fare change study timeline.

### **Public Comment**

There were no Public Comments.

### **Board Comment**

Board Member Moreno emphasized that community engagement required tailored, in-person approaches, particularly in District 8 where digital barriers, misinformation, and trust issues exist. She encouraged more direct outreach along key corridors like the Blue Line and Route 910, especially during peak hours and recommended partnering with trusted local organizations to better capture rider feedback.

### **Action Taken**

No action taken. Informational item only.

CLOSED SESSION:

### **21. Public Comment for Closed Session**

There were no Public Comments.

The Board convened to Closed Session at 11:37 a.m.

### **22. Closed Session – Conference with Legal Counsel — Anticipated Litigation Pursuant to California Government Code Section 54956.9(d)(2)**

Claim: Nicholas Sudi (MTS Claim No. TS-01-1804-25)

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

Edmundson v. San Diego Metropolitan Transit System, et al.

SDSC Case No. 37-2023-00036827-CU-PA-CTL (Dept C-67, Hon. Michael T. Smyth)

### **Closed Session Reconvening**

The Board reconvened to Open Session at 11:57 a.m.

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

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

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

OTHER ITEMS:

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

There were no Chair, Board Member, CEO communications.

**25. Remainder of Public Comments Not on The Agenda**

There were no additional public comments.

ADJOURNMENT

**26. Next Meeting Date**

The next regularly scheduled Board meeting is April 16, 2026 at 9:00 a.m.

**27. Adjournment**

The meeting was adjourned at 11:58 a.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): March 19, 2026 CALL TO ORDER (TIME): 9:04 a.m.  
 RECESS: \_\_\_\_\_ RECONVENE: \_\_\_\_\_  
 CLOSED SESSION: 11:37 a.m. RECONVENE: 11:57 a.m.  
 ORDINANCES ADOPTED: \_\_\_\_\_ ADJOURN: 11:58 a.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"/>	9:16 a.m.	11:58 a.m.
City of Chula Vista	John McCann	<input checked="" type="checkbox"/>	Jose Preciado	<input type="checkbox"/>	9:04 a.m.	11:58 a.m.
City of Coronado	Carrie Downey	<input type="checkbox"/>	Mark Fleming	<input checked="" type="checkbox"/>	9:04 a.m.	11:58 a.m.
County of San Diego	Monica Montgomery Steppe	<input checked="" type="checkbox"/>	Paloma Aguirre	<input type="checkbox"/>	9:04 a.m.	11:29 a.m.
City of El Cajon	Steve Goble (Vice-Chair)	<input checked="" type="checkbox"/>	Phil Ortiz	<input type="checkbox"/>	9:04 a.m.	11:58 a.m.
City of Imperial Beach	Matthew Leyba- Gonzalez	<input checked="" type="checkbox"/>	Mariko Nakawatase	<input type="checkbox"/>	9:04 a.m.	11:24 a.m.
City of La Mesa	Patricia Dillard	<input checked="" type="checkbox"/>	Mark Arapostathis	<input type="checkbox"/>	9:04 a.m.	11:58 a.m.
City of Lemon Grove	Jennifer Mendoza	<input type="checkbox"/>	Seth Smith	<input checked="" type="checkbox"/>	9:04 a.m.	11:58 a.m.
City of National City	Marcus Bush	<input checked="" type="checkbox"/>	Jose Rodriguez	<input type="checkbox"/>	9:05 a.m.	11:21 a.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"/>	9:14 a.m.	11:58 a.m.
City of San Diego	Sean Elo-Rivera	<input checked="" type="checkbox"/>	Joe LaCava	<input type="checkbox"/>	9:04 a.m.	11:58 a.m.
City of San Diego	Todd Gloria	<input type="checkbox"/>	Henry Foster	<input checked="" type="checkbox"/>	9:08 a.m.	11:58 a.m.
City of San Diego	Stephen Whitburn (Chair)	<input checked="" type="checkbox"/>	Kent Lee	<input type="checkbox"/>	9:04 a.m.	11:58 a.m.
City of Santee	Ronn Hall	<input checked="" type="checkbox"/>	Laura Koval John Minto	<input type="checkbox"/> <input type="checkbox"/>	9:04 a.m.	11:58 a.m.

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