MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS

June 18, 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 9:07 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

2. Public Comment

Javier Haros – provided a written statement to the Board prior to the meeting. The written comment is provided in the June 18, 2026 Final Meeting Packet.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the May 21, 2026 Board of Directors meeting minutes and the June 11, 2026 Board Workshop minutes.

4. CEO Report

5. On-Call Job Order Contracting (JOC) General Civil Construction Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG457.0-26, with ABC General Contractor, Inc. (ABCGC), for on-call general civil construction services, to not exceed the statutory JOC limits under Public Contract Code Section 20128.5, calculated to be in the amount of $6,576,000.00, for one (1) year beginning July 1, 2026.

6. On-Call Job Order Contracting (JOC) Railroad Construction Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL456.0-26, with Domestic Rail Solutions (DRS), for on-call railroad construction services, to not exceed the statutory JOC limits under Public Contract Code Section 20128.5, calculated to be in the amount of $6,576,000.00, for one (1) year beginning July 1, 2026.

7. Orange Line (OL) Phase 2 Construction Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL445.0-25, to Balfour Beatty Infrastructure, Inc. (Balfour) for the OL Phase 2 Construction Services in the amount of $58,397,969.61, plus a 10% contingency for change orders administered by the CEO, for a total of $64,237,766.57.

8. Barracuda Subscription Renewal 3 Year – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3208.0-26, with Datel Systems Incorporated (Datel), for a three-year renewal of Barracuda software and hardware subscription services, in the amount of $262,910.00.

9. Bridge Maintenance, Blue Line South – JOC Work Order Agreement
Action would would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC347-48 under MTS Doc. PWG347.0-22, with ABC General Contractor, Inc. (ABCGC), in the amount of $272,030.17 for addressing routine repair, maintenance, and housekeeping items noted during the annual bridge inspection report for Blue Line South

10. SAP S/4HANA Cloud Licensing – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3235.0-26 with Carahsoft Software Corp. (Carahsoft), in the amount of $9,975,331.96 for SAP S/4HANA software licensing subscriptions for five (5) years.

11. Darktrace Subscription Renewal 5 Year – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3206.0-26, with Nth Generation Computing, Inc. (Nth), to provide Darktrace subscription renewal, for a contract period of three (3) base years and two (2) 1-year options, in the amount of $1,840,384.40, (inclusive of $7,234.40 sales tax for taxable items as denoted on Attachment B).

12. Fiscal Year (FY) 2026 Audit – Engagement Letter and Interim Audit Results

13. Master Concessionaire Services – Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. G2653.0-23 with BriceHouse Station, LLC (BriceHouse) related to temporary activations and special event management at the Gaslamp Quarter Trolley Station, Gaslamp Square, and Convention Center Station.

14. Proposed Revisions to Ordinance No. 2 Relating to Proof of Fare Payment by Passengers, Ordinance No. 5 Relating to the Enforcement Authorities of Designated MTS Employees, and Ordinance No. 13 Relating to Prohibited Conduct and Actions on Transit Vehicles, Transit Facilities, Trolley Stations and Bus Stops
Action would 1) Adopt the proposed amendments to Ordinance No. 2 (An Ordinance Requiring Proof of Fare Payment by Passengers Using the San Diego Trolley) Ordinance No. 5 (An Ordinance Relating to the Enforcement Authorities of Designated MTS Employees) and Ordinance No. 13 (An Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station or Bus Stop) and 2) Waive the requirements of MTS Board Policy No. 22 "Rules of Procedure for MTS Board of Directors" Sections 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (per MTS Board Policy No. 22, unanimous vote of the Board members present is required in order to waive further reading).

15. Proposed Amendments to For-Hire Vehicle Services Regulations within MTS Ordinance No. 11 and MTS Board Policy No. 34
Action would adopt the proposed amendments to Ordinance No. 11 "An Ordinance Providing for the Licensing and the Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and revisions to Board Policy No. 34 "For-Hire Vehicle Services".

16. PRONTO Extend Pilot Program – Pilot Extension
Action would approve an extension of the PRONTO Extend Pilot Program until June 30, 2029.

17. Operations Budget Status Report for April 2026

18. Microsoft Volume License Agreement (VLA) – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3209.0-26, with Insight Public Sector, Inc. (Insight), in the amount of $1,831,320.24 for the provision of Microsoft software licensing subscriptions, support, and estimated as-needed licensing and support for three (3) years.

Public Comment:

Blair Beekman – provided a verbal statement to the Board during the meeting. Blair noted that he raised his hand to provide a non-agenda public comment but stated that the Clerk of the Bord moved too quickly and did not see that his hand was raised. He concluded by expressing his appreciation for the work that MTS performed, and he hoped that good decisions would be made in the coming days.

Board Comment for Item 15

Chair Whitburn noted that consent item 15, Proposed Amendments to For-Hire Vehicle Services Regulations within MTS Ordinance No. 11 and MTS Board Policy No. 34, will be pulled from the consent agenda and brought back to the Board at the July 30, 2026 Board meeting.

Action on Recommended Consent Items 3 to 14 and 16 to 18

Board Member Montgomery Steppe moved to approve Consent Agenda Item Nos. 3 to 14 and 16 to 18. Board Member Downey seconded the motion, and the vote was 13 to 0 in favor with Board Member Bush, and Board Member Vaus absent.

[Clerk’s note: Board Member Leyba-Gonzalez recused himself from consent items 5 and 7]

DISCUSSION ITEMS:

19. Public Hearing: Assembly Bill (AB) 2561 (McKinnor): Status of Vacancies, Recruitment and Retention (Thuy Nguyen)

Thuy Nguyen, MTS Manager of Talent Acquisition, presented on Public Hearing: Assembly Bill (AB) 2561 (McKinnor): Status of Vacancies, Recruitment and Retention. She presented on: overview of AB 2561, current vacancy rates by bargaining unit, most challenging positions to fill, common staffing challenges across classifications, and recruitment and retention efforts.

Public Comment

Blair Beekman – provided a verbal statement to the Board during the meeting. Blair thanked staff for the presentation. He noted that Oakland is experiencing a budget deficit similar to that of MTS and was considering reductions to employee health insurance and retirement benefits. He mentioned that budget cuts can be implemented in a manner that would minimize negative impacts on both transit service and workers.

Board Comment

There were no Board Comments.

Action Taken

No action taken. Informational item only.

20. Public Hearing: Fiscal Year (FY) 2027 Operating Budget Discussion (Gordon Meyer)

Gordon Meyer, MTS Manager of Financial Planning, presented on Public Hearing: Fiscal Year (FY) 2027 Operating Budget Discussion. He presented on: Fiscal Year 2027 Operating Budget overview, revenue assumptions, revenue summary, service levels, expense assumptions – personnel, expense summary consolidated revenues less expenses, 5-year forecast, and staff recommendation.

Public Comment

Blair Beekman – provided a verbal statement to the Board during the meeting. Blair thanked staff and the Board for considering a delay in fare increases for seniors and persons with disabilities. He stated that a $2 fare increase is more practical than $5 increase. He also suggested that it would be helpful to review the projected revenue totals associated with all proposed fare increases, excluding those applicable to persons with disabilities.

Board Comment

Vice Chair Goble thanked staff for the comprehensive report and requested that staff provide a mid-year budget update in September rather than the usual December or January timeframe. He stated that by then the outcome of the San Diego Association of Governments (SANDAG) fare increase vote would be known and could be reflected on the budget update. Vice Chair Goble added that staff would also have information regarding any budget impacts resulting from the fare freeze program, if applicable. He stated that he believed a fare increase was reasonable, noting that fares had not been increased since 2007 and expressed his hope that the SANDAG Transportation Committee would approve the proposed fare increase. Vice Chair Goble further remarked that trash collection fees were increasing by 4% and that such increases were fair when associated with services being provided and subject to public consideration. He reiterated his request for a September mid-year budget update so the Board could better understand the financial impact of the SANDAG Transportation Committee's decision on the proposed fare increases.

Board Member Hall noted that other companies including San Diego Gas & Electric (SDG&E) were increasing their rates. He noted that rate increases were not something consumers wanted to hear but stated that such increases were often a necessary reality for organizations seeking to maintain operations and remain financially sustainable.

Board Member Elo-Rivera thanked staff for the presentation and noted the many robust conversations that had taken place. He expressed appreciation for both staff and the Board for their efforts and support in protecting the most vulnerable riders from the impacts of the fare increase. Board Member Elo-Rivera stated that he is looking forward to the upcoming conversations leading up to September and to receiving updates on the fare freeze program.

Board Member Downey discussed challenges that the Public Utilities Commission had encountered in previous years when increasing rates while seeking to minimize impacts on the most vulnerable customers. She noted that a significant challenge had been determining which individuals qualified as low income without requiring personal financial information. Board Member Downey stated she looks forward to staff's updated presentation in September. She expressed interest in understanding how staff would determine eligibility for the new fare freeze program based on participation in the three California assistance programs and how the process would align with the existing calculation used to determine eligibility for current reduced-fare programs.

Board Member Montgomery Steppe reported that following the Board meeting last week, her staff and the County's Health and Human Services Agency had been working with MTS staff to obtain the necessary data to determine how many riders were currently enrolled in CalFresh, Medi-Cal and CalWORKS.

Board Member Moreno thanked staff for the presentation and their continued support throughout the budget cycle. She stated that the projected FY 2027 ridership of 83 million riders, noting the important role public transit plays in reducing congestion, achieving climate goals and promoting transit use throughout the region. Board Member Moreno expressed the urgency of exploring the use of major corridor funds to support MTS, noting that concept originated during the SANDAG retreat in March. She stated that while the proposal had not yet been fully developed by the Board, she wanted to know whether staff were considering the request. Board Member Moreno added that although the effort would require significant work, it was worth pursuing and stated that she would not support a fare increase. Board Member Moreno suggested establishing a Budget Development Committee to assist with the budget process and address the challenges posed by the agency's fiscal cliff. She also recommended holding a strategic Board retreat, similar to SANDAG's, to encourage Board engagement, improve understanding of funding issues, and develop actionable strategies. Board Member Moreno noted that five of the twelve peer agencies discussed during last week's workshop were pursuing or had implemented revenue measures. She emphasized that if the Board intended to pursue a revenue measure, it needed to begin preparations immediately through strategic planning, groundwork, and clear action steps, recognizing that the process could take several years. Board Member Moreno also encouraged the Board to strengthen its engagement with state, local and federal legislators. She noted that many peer transit agencies benefit from both tax revenues and substantial federal subsidies and urged the Board to pursue closer relationships with elected officials to support the agency's long term funding needs.

Board Member Bush thanked staff and leadership for being responsive with the comments and direction provided by the Board in the previous meetings. He stated that he supported the motion, noting that it was in a much better position as a result of those revisions. He agreed with Board Member Moreno's recommendations to reinstate the Budget Development Committee, hold a Board retreat and explore the use of corridor funds. Board Member Bush proposed that the Budget Development Committee be established as a separate committee rather than as part of the Executive Committee and requested clarification for reinstating it. Chair Whitburn explained that the committees are selected at the end of the year. Ms. Cooney added that the appointments to the Ad Hoc Nominating Committee typically occur around November, with the first meeting generally held between December and January. Chair Whitburn stated that the Board would begin the process in November and that the structure of a separate Budget Development Committee and retreat could be discussed at that time. Board Member Bush expressed a preference for establishing a separate Budget Development Committee before November, noting that significant budget discussion would take place between then and September. He requested feedback from the Board on his recommendation.

Vice Chair Goble explained that the Budget Development Committee had not been dissolved but had instead been absorbed into the Executive Committee because the same Board Members who requested to serve on the Budget Development Committee were also serving on the Executive Committee. He stated that, in the Fall, the Board would again seek volunteers for both committees, which could result in the committees operating separately rather than being combined as they are currently. Board Member Bush thanked Vice Chair Goble for the clarification and stated that, with a better understanding of the committee structure, he would now recommend that the Budget Development Committee meet prior to the September Board meeting to review and analyze the fare freeze program with staff.

Chair Whitburn reiterated that the Budget Development Committee and the Executive Committee were currently operating as the same committee. He stated that if committee members wished to meet twice per month rather than once per month, that option could be discussed at a future Executive Committee/Budget Development Committee meeting. Ms. Cooney added that an Executive Committee/Budget Development Committee was scheduled for Thursday, September 10, 2026, and that the meeting would provide an opportunity for the committee to discuss potential amendments to the FY27 budget. Board Member Bush thanked Ms. Cooney for the clarification and stated that it addressed his concerns regarding the Budget Development Committee separately to review issues in greater detail. He noted that having the committee discuss matters and provide feedback to both the Board and staff at a smaller committee level before bringing a recommendation back to the full Board would be beneficial.

Board Member McCann stated that, although he did not currently serve on the Executive Committee, he was interested in serving on the Budget Development Committee. He noted that he had previously served on the Budget Development Committee and expressed his interest in participating in the committee’s work going forward.

Board Member Moreno emphasized that Chair Whitburn and Vice Chair Goble had the responsibility to lead the agency, including determining how committees should operate. She reiterated her request that the Budget Development Committee be reestablished as a separate committee from the Executive Committee and asked that her position be reflected in the record.

Board Member Bush stated that he agrees with Board Member Moreno’s comments and supported establishing the Budget Development Committee as a separate committee from the Executive Committee.

Action Taken

Vice Chair Goble moved to 1) Receive testimony, review, and comment on the FY 2027 MTS Operating Budget at a public hearing; and 2) Enact Resolution 26-08 (in substantially the same format as Attachment B) adopting the FY 2027 operating budget for the MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), San Diego & Arizona Eastern Railway Co. (SDAE), MTS Contract Services, and the Coronado Ferry. Board Member Hall seconded the motion, and the vote was 12 in favor (Board Member Downey, Board Member Fernandez, Board Member Foster, Board Member Mendoza, Board Member Bush, Board Member Leyba-Gonzalez, Board Member Montgomery Steppe, Board Member Dillard, Board Member Elo-Rivera, Chair Whitburn, Vice Chair Goble, Board Member Moreno) to 2 opposed (Board Member McCann, Board Member Hall), with Board Member Vaus absent.

[Clerk’s note: Board Member Hall seconded the motion and recorded his vote as a “No” on the item. The vote did not record on the Televic tablet and was confirmed verbally.]

21. Annual Safety Performance Review and Approval of Updated Agency Safety Plan (Fabeann Soberg and Jared Garcia)

Fabeann Soberg, MTS System Safety Manager, and Jared Garcia, MTS Manager of Safety, presented on the Annual Safety Performance Review and Approval of Updated Agency Safety Plan. They presented on: Trolley: Public Transportation Agency Safety Plan (PTASP), 2024 California Public Utilities Commission (CPUC) Triennial Audit, 2025 Internal Safety & Security Audit (ISSA), safety performance measures, statewide rail accidents, accident prevention campaign, hostile threat/active assailant SDTI yards and maintenance facilities (S.O.P), ECDP Swat Team, FTA Transportation Safety Institute (TSI), Flagperson Appreciation Day, Bus: Bus performance measures; facilities, major events, injuries, system reliability, bus event types & preventability, fixed route preventable accidents, rapid preventable accidents, CHP annual terminal inspections, Bus – Employee Safety & Service Awards, APTA Gold Safety Award 2026, updates to risk reduction program, updates to agency safety plan, and staff recommendation.

Public Comment

Blair Beekman – provided a verbal statement to the Board during the meeting. Blair expressed concerns regarding customer service interactions between Trolley operators and riders, suggesting that communication with the public could be improved. He also encouraged greater transparency and public discussion regarding the use of biometric technology in transit systems, emphasizing the need for clear guidelines distinguishing health related applications from security and surveillance uses.

Board Comment

Board Member Bush thanked staff for the presentation and commended the team and leadership for their work. He noted that safety initiatives have budgetary benefits by reducing liability exposure and stated that seeing where MTS ranked in relation to statewide rail accidents was impactful and a point of pride for the agency.

Board Member Elo-Rivera thanked staff for the presentation and, more importantly, for their ongoing work. He commended the agency's strong safety performance and noted the importance of maintaining high safety standards for both operational and financial reasons. Board Member Elo-Rivera requested that a future discussion included consideration of partially closing the transit system at some of the busiest Trolley stations. He suggested that a partially closed system could potentially improve fare recovery, enhance riders' sense of safety, and help reduce incidents while building upon the agency's existing safety performance. Ms. Cooney stated that the Planning department was actively evaluating MTS stations to identify locations that may be suitable for a partially closed system. She noted that staff had also been consulting with peer agencies, including St. Louis, where several light rail stations had recently been enclosed. Ms. Cooney explained that staff was reviewing those agencies' experiences and best practices as part of the analysis and continued to work toward developing potential implementation options for MTS.

Board Member Elo-Rivera thanked Ms. Cooney for the update and emphasized that any future discussion regarding a partially closed transit system should include a review of the potential safety benefits in addition to fare enforcement and revenue recovery considerations. He reiterated that safety remained that agency's highest priority and noted that San Francisco had also implemented elements of a partially closed transit system that could be considered as part of the analysis. Ms. Cooney noted that several transit agencies, including LA Metro and Bay Area Rapid Transit (BART), had implemented partially closed systems. She explained that many agencies had moved in that direction not only to improve fare compliance and revenue recovery but also to enhance safety and reduce incidents occurring within stations. Ms. Cooney added that these benefits were among the factors staff was considering as part of its ongoing evaluation.

Karen Landers, MTS General Counsel, added that the topic of implementing a partially closed transit system could be discussed further through the Public Security Committee, subject to the committee Chair's approval. She noted that the committee's subject matter expertise would make it an appropriate venue for reviewing the analysis and providing feedback as staff continued its evaluation.

Board Member Montgomery Steppe thanked staff for the presentation and update, noting that the agency's strong safety performance was a direct result of staff's effort and dedication. She commended employees for their work in achieving the positive safety outcome reflected in the report. Board Member Montgomery Steppe then asked staff to explain the system factors used to determine and measure system reliability.

Mr. Garcia explained that the four primary factors that influence system reliability are fleet age, vehicle length, fuel type and service type. Ms. Cooney explained that system reliability is defined by the FTA, which requires transit agencies to report performance statistics using a standardized methodology. She stated that under the FTA's definition, system reliability is measured by the distance traveled between major mechanical failures, ensuring consistency in how reliability is evaluated and compared across transit agencies.

Michael Wygant, MTS Chief Operating Officer, explained that several factors contribute to variations in system reliability. He stated that reliability is commonly measured by the number of vehicle failures per mile or revenue hour and can be evaluated using multiple metrics. Mr. Wygant noted that larger vehicles, such as 60-foot articulated buses, typically experience higher failure rates than 40-foot buses because they carry more weight and contain additional components that can fail. He added that average route speed is also a significant factor, as vehicles operating in stop and go urban environments generally experience greater wear and higher failure rates than those operating at higher, consistent speeds. Mr. Wygant explained that propulsion technology influences reliability, noting that while battery electric buses have performed well, their failure rates have begun to increase more rapidly as the vehicles aged compared to CNG powered buses.

Board Member Montgomery Steppe inquired whether the baseline for the rail reliability chart had changed significantly over the years. She also commented on the discussion regarding partially closing portions of the transit system and stated that she supports further review of the topic through the Public Security Committee. Board Member Montgomery Steppe emphasized that the discussion should not be siloed and should include input from Planning staff and other relevant departments. She stressed the importance of taking a holistic, cross-functional approach to evaluating any potential changes.

Action Taken

Board Member Bush moved that the San Diego Metropolitan Transit System (MTS) Board of Directors approve updates to the Public Transportation Agency Safety Plan (PTASP). Board Member Dillard seconded the motion, and the vote was 14 to 0 in favor with Board Member Vaus absent.

22. Fiscal Year (FY) 2026 Q3 Performance Monitoring Report (Brent Boyd and Matthew Grace)

Brent Boyd, MTS Director of Planning & Scheduling, and Matthew Grace, MTS Transit Services Data Analyst, presented on Fiscal Year (FY) 2026 Q3 Performance Monitoring Report. They presented on: Board Policy 42, policy 42 evaluation criteria, total ridership by quarter, overall ridership trends, National transit ridership trends, Southern California transit ridership trends, passengers per revenue hour, on-time performance, and financial metrics.

Public Comment

Blair Beekman – provided a verbal statement to the Board during the meeting. Blair thanked the Board for its work and referenced examples from Bay Area transit agencies as the agency considered future service and funding challenges. He expressed support for maintaining transit services while keeping fares affordable and thanked the Board and staff for their efforts to preserve quality service.

Board Comment

There were no Board Comments.

Action Taken

No action taken. Informational item only.

OTHER ITEMS:

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

Ms. Cooney provided a legislative update regarding the State budget and the Greenhouse Gas Reduction Fund programs that support transit. She reported that despite significant advocacy efforts, CARB had advanced changes that could prioritize other funding interests ahead of transit programs. Ms. Cooney noted that negotiations between legislative leadership and the Governor were ongoing and emphasized the importance of continued advocacy to protect funding sources critical to MTS, including SB 125, the Affordable Housing and Sustainable Communities (AHSC) Program, the Transit and Intercity Rail Capital Program (TIRCP), and zero-emission vehicle programs. She encouraged Board Members to engage with state legislators, particularly local representatives, to help convey the importance of preserving these funding programs and referred Board Members to additional information provided in her email update.

Board Member Hall noted that Assembly Member Chris Ward would be attending an event in East County on June 26, 2026. He suggested that it may be advantageous for several Board Members to attend the event.

Board Member Leyba-Gonzalez announced upcoming community events in Imperial Beach, Taste of IB being held that evening, a 70th anniversary celebration was scheduled at the Pier Plaza, and the annual Pow Wow would take place over the weekend. He encouraged attendees traveling through the area to visit Imperial Beach and enjoy the community's events and coastal amenities.

Board Member Downey thanked MTS, Caltrans, and partner agencies for their efforts to manage traffic and transportation impacts associated with the NASCAR weekend event. She noted that residents had been encouraged to avoid unnecessary travel during the event and expressed appreciation for the coordination taking place to minimize disruptions. Board Member Downey also referenced the recent SANDAG Transportation Committee meeting where the fare increase was considered. She noted that SANDAG staff had clarified and acknowledged that MTS is one of the most efficient transit systems in California. She stated that prior concerns regarding efficiency metrics and TransNet funding eligibility had been addressed and approved. Board Member Downey emphasized the importance of this recognition as the agency continues to pursue future funding opportunities and demonstrate its strong operational performance. Chair Whitburn thanked Board Member Downey for her advocacy and efforts in defending MTS's reputation.

Board Member McCann invited Board Members and the public to attend the San Diego FC soccer celebration taking place later that day in Chula Vista. He highlighted the scheduled matches and evening entertainment and thanked MTS for its assistance in helping attendees access the event. Board Member McCann encouraged community members to participate in the free celebration.

Board Member Montgomery Steppe announced that the County Administration Building would be hosting a Juneteenth flag-raising ceremony at 1:30 p.m. She noted the significance of Juneteenth as a commemoration of the emancipation of the last enslaved people in the United States and highlighted its importance during the nation's 250th anniversary observance.

Board Member Mendoza announced that the City of Lemon Grove would be hosting a Juneteenth flag-raising ceremony that afternoon at City Hall, located near the downtown Trolley station, followed by a free community celebration at the park. She also shared a recent experience using the Trolley, where she assisted a rider who did not speak English with purchasing a ticket. While she found the ticket machine easy to use, she suggested that staff consider ways to make ticket purchasing instructions more accessible for riders who speak other languages, noting the importance of serving the region's diverse transit users.

Remainder of Public Comments Not on The Agenda

Marchelle – provided a verbal statement to the Board during the meeting. Marchelle expressed appreciation for MTS and the Route 910 Express, commending bus operators for their professionalism and dedication. She also shared positive experiences with the transit system and thanked MTS emergency responders for assisting her during a recent medical incident.

Javier Haros – provided a verbal statement to the Board during the meeting. Javier requested an update on the pedestrian access closure proposal for the H Street Trolley Station, citing ongoing safety and quality of life concerns. He noted that residents had continued to gather community support and develop a proposal to improve security while maintaining station access, including a homeowner funded secured pedestrian gate subject to MTS approval.

24. Next Meeting Date

The next regularly scheduled Board meeting is July 30, 2026 at 9:00 a.m.

CLOSED SESSION:

25. Public Comment for Closed Session

There were no Public Comments.

Closed Session Convened

The Board convened to Closed Session at 10:58 a.m.

26. Closed Session – Conference with Legal Counsel – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1)
Katherine Noia v. San Diego Metropolitan Transit System, et al.
SDSC Case No. 25CU019084C (Dept C-74, Hon. Blaine Bowman)

Closed Session Reconvening

The Board reconvened to Open Session at 11:09 a.m.

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

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

ADJOURNMENT

The next regularly scheduled Board meeting is July 30, 2026 at 9:00 a.m.

27. Adjournment

The meeting was adjourned at 11:10 a.m.

/s/ Stephen Goble
Vice Chairperson
San Diego Metropolitan Transit System

Filed by:

/s/ Lucia Mansour
Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

/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):	June 18, 2026	CALL TO ORDER (TIME):	9:07 a.m.
RECESS:		RECONVENE:	
CLOSED SESSION:	10:59 a.m.	RECONVENE:	11:09 a.m.
ORDINANCES ADOPTED:		ADJOURN:	11:10 a.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Cesar Fernandez	☒	Jose Preciado	☐	9:07 a.m.	11:10 a.m.
City of Chula Vista	John McCann	☒	Jose Preciado	☐	9:07 a.m.	11:10 a.m.
City of Coronado	Carrie Downey	☒	Mark Fleming	☐	9:07 a.m.	11:10 a.m.
County of San Diego	Monica Montgomery Steppe	☒	Paloma Aguirre	☐	9:07 a.m.	11:10 a.m.
City of El Cajon	Steve Goble (Vice-Chair)	☒	Phil Ortiz	☐	9:07 a.m.	11:10 a.m.
City of Imperial Beach	Matthew Leyba-Gonzalez	☒	Mariko Nakawatase	☐	9:07 a.m.	11:10 a.m.
City of La Mesa	Patricia Dillard	☒	Mark Arapostathis	☐	9:07 a.m.	11:10 a.m.
City of Lemon Grove	Jennifer Mendoza	☒	Seth Smith	☐	9:07 a.m.	11:10 a.m.
City of National City	Marcus Bush	☒	Jose Rodriguez	☐	9:25 a.m.	11:10 a.m.
City of Poway	Steve Vaus	☐	Peter De Hoff	☐	ABSENT	ABSENT
City of San Diego	Vivian Moreno	☒	Jennifer Campbell	☐	9:07 a.m.	11:10 a.m.
City of San Diego	Sean Elo-Rivera	☒	Joe LaCava	☐	9:07 a.m.	11:10 a.m.
City of San Diego	Todd Gloria	☐	Henry Foster	☒	9:07 a.m.	11:10 a.m.
City of San Diego	Stephen Whitburn (Chair)	☒	Kent Lee	☐	9:07 a.m.	11:10 a.m.
City of Santee	Ronn Hall	☒	Laura Koval John Minto	☐ ☐	9:07 a.m.	11:10 a.m.

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