

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

June 20, 2024

[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.

2. Public Comment

Manny Rodriguez – Representing City Heights Community Development, made a verbal statement to the Board during the meeting. Manny advocated for additional PRONTO validation readers at stations.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA asked for clarification on whether MTS was sponsoring free transportation for asylum seekers.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed frustration with various cleanliness and noise disturbances by riders, along with MTS's security safety practices.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the May 16, 2024 Board of Directors meeting minutes.

4. Chief Executive Officer (CEO) Report

5. Policy No. 26, Disadvantaged Business Enterprise Program – Policy Revisions

Action would approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program.

6. Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments

7. Operations Budget Status Report for April 2024

8. Renewal of City Agreements to Regulate For-Hire Vehicle Services

Action would approve a five-year extension of existing agreements for For-Hire Vehicle Regulation with the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee.

9. PRONTO Operations Technical Support – Sole Source Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. G1923.0-16, as a Sole Source extension, with Jacobs Engineering Group Inc. (Jacobs), to provide operations technical support services for the PRONTO fare payment

system in the amount of \$361,063.00 from June 30, 2024 to June 30, 2026.

- 10. Mission San Diego Station Fence Repair – Work Order Agreement**
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-07 under Job Order Contract (JOC) to MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), a Disabled Veteran Business Enterprise (DVBE), in the amount of \$228,001.06 for removing and replacing the coping on top of the Mechanically Stabilized Earth (MSE) wall near Mission San Diego Station.
- 11. Architecture and Engineering (A&E) On-Call Services – Capacity Increase**
Action would approve a capacity increase in the amount of \$20,000,000 for MTS A&E On-Call Work Orders based on the following seven (7) Master Agreements: PWL352.0-22, PWL353.0-22, PWL354.0-22, PWL355.0-22, PWL356.0-22, PWL357.0-22, and PWL358.0-22 for the provision of On-Call A&E Services through the remaining duration of the current five-year contract period, expiring June 30, 2027.
- 12. Orange Line Improvement Project (Project) – Special Trackwork Materials – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1672.0-24, with Progress Rail Services (Progress Rail), for the one-time supply of special trackwork materials, in the amount of \$1,077,473.06 inclusive of 7.75% CA Sales Tax.
- 13. Fenton Parkway Grade Crossing and Wyyerd Fiber Installation Construction Management (CM) Services – Work Order Amendment**
Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2496-CM02.01 under MTS Doc. No. G2496.0-21 with AECOM Technical Services Inc. (AECOM) for the Fenton Parkway Grade Crossing and Wyyerd Fiber Installation CM services in the amount of \$40,002.94.
- 14. Hitech Maintenance and Support Services for UTC and Nobel Transit Parking Structures – Sole Source Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute Contract L1680.0-24, with Hitech Software (Hitech), in the amount of \$216,280.42 for maintenance and support services for UTC and Nobel Transit Parking Structures.
- 15. Construction Management (CM) Services for South Bay Zero Emission Bus (ZEB) Overhead (OH) Charging Infrastructure Installation and Iris Rapid Station Infrastructure – Work Order Amendment**
Action would 1) Ratify \$12,343.48 that was added to Work Order Amendment WOA2501-CM01.1 under MTS Doc No. G2501.0-21 following Board approval of the Amendment on March 10, 2022 (Agenda Item (AI) 9). The funds were added due to increases in the prevailing wage rates for various classifications performing services under this agreement; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2501-CM01.5 under MTS Doc. No. G2501.0-21, with TRC Engineers, Inc. (TRC), for additional CM Services for the ZEB OH Charging Infrastructure and Iris Rapid Station Infrastructure construction projects in the amount of \$254,604.92.

- 16. Transit Enforcement and PRONTO Hand-Held Units (HHU) – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to Execute MTS Doc. No G2869.0-24, with Vantage ID Applications, Inc. (Vantage), a Small Business (SB), in the amount of \$537,204.69 for a period of five (5) years for the purchase of Transit Enforcement and PRONTO HHUs.
- 17. Public Hearing: Revisions to Ordinance No. 5 Relating to The Enforcement Authorities of Designated MTS Employees**
Action would 1) Adopt the proposed amendments to MTS Ordinance No. 5 “An Ordinance Relating to the Enforcement Authorities of Code Compliance Inspectors, Assistant Code Compliance Supervisors, the Code Compliance Inspection Supervisor, and Taxicab Inspectors I & II”; 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).
- 18. Transit Enforcement Body Worn Cameras (BWC) – Sole Source Contract Award**
Action would authorize the Chief Executive Officer (CEO) to Execute MTS Doc. No G2905.0-24, with Axon Enterprise, Inc. (Axon), in the amount of \$954,319.01 (inclusive of tax) for a period of five (5) years for the purchase and maintenance of Transit Enforcement BWC.
- 19. Chief Executive Officer Employment Agreement – Contract Amendment**
Action would approve an amendment to the Executive Employment Agreement (EEA) between MTS and Sharon Cooney (MTS Doc. No. G2403.3-20).

Public Comment for Consent Items

Manny Rodriguez – Provided a verbal statement to the Board during the meeting. Manny expressed support for agenda item 9.

Truth – Provided a verbal statement to the Board during the meeting. Truth commented on items: 3, 8, 9, 11, 14, 15, 16, 17, 18, 19.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA commented on item 16.

Board Comment for item 17

Board Member Moreno stated she would be opposing item 17 as it includes a code section that would add the City of San Diego’s sidewalk vending policy. She believed that the street vending code section would be too punitive to new business owners, a several hundred dollar fine for unpermitted vendors, along with the potential of immediate impoundment of a vendor’s goods. She stated her support for the remaining balance of the consent items.

Board Member Elo-Rivera asked about item 16’s data retention language. Michael Strother, MTS Technical Project Manager, clarified that the contract is exclusively for the purchase of hardware. Board Member Elo-Rivera requested clarification on the procurement of Transit Enforcement Zebra hand-held units (TC-78's) that are being purchased from the vendor Vantage ID. Board Member Elo-Rivera asked if the data is in any way transmitted to the contractor when the device is used to issue a citation. Karen Landers, MTS General Counsel,

replied that the contract was for the exclusive purchase of hardware. Board Member Elo-Rivera continued to ask for clarification on whether there were other points of access to the data. Mr. Strother assured Board Member Elo-Rivera that the procurement was for hardware only and that we were not adding any additional data capabilities that were not already in existence within our current process and policies. Board Member Elo-Rivera asked for confirmation that when the hand-held unit is used to issue a citation the data is not accessible to Zebra. Mr. Strother assured Board Member Elo-Rivera that it does not. Mr. Strother explained that the data was the property of MTS and that there was only data communications from MTS authorized services to the device to execute routine operations for Fare Enforcement and Transit Security and that the function is similar to that of your cell phone as the data is transmitted across complex networks to reach the intended servers and services. Board Member Elo-Rivera registered a no vote on item number 17.

Board Member Montgomery Steppe registered a no vote on item number 17.

Agenda Item number 17 was separated from the rest of the Consent Agenda for a separate vote.

Action Taken – Approval of Consent Item 17

The motion failed with the vote of 6 in favor (Board Member McCann, Board Member Donovan, Vice Chair Goble, Board Member Frank, Chair Whitburn and Board Member Hall) and 7 opposed (Board Member Gonzalez, Board Member Montgomery Steppe, Board Member Leyba-Gonzalez, Board Member Dillard, Board Member Bush, Board Member Moreno, Board Member Elo-Rivera) with Board Member Gastil and Board Member Gloria absent.

Committee Comment

Sharon Cooney, MTS Chief Executive Officer, asked if staff could bring back the Ordinance changes without the street vending code section.

Chair Whitburn asked the Board if there was opposition to bring back the Ordinance, with the removal of the street vending code section.

Ms. Landers asked the Board to consider voting on the item to be approved with the contingency that the street vending code section would be removed.

Action Taken – Reconsider the Approval of Consent Item 17, removing Street Vending Code Section reference.

Board Member Moreno moved to approve Consent Agenda Item 17, with the removal of the Street Vending Code Section reference. Board Member Hall seconded the motion, and the vote was 13 to 0 in favor with Board Member Gastil and Board Member Gloria absent.

Action Taken – Approval of Recommended Consent Items 3-19, excluding item 17

Board Member McCann moved to approve Consent Agenda Item Nos. 3 to 19, excluding No. 17. Board Member Hall seconded the motion, and the vote was 13 to 0 in favor with Board Member Gastil and Board Member Gloria absent.

PUBLIC HEARINGS

20. Fiscal Year (FY) 2025 Proposed Operating Budget (Gordon Meyer)

Gordon Meyer, MTS Manager of Financial Planning, presented on FY 2025 Proposed Operating Budget. He outlined: the Operating Budget: overview, revenue summary, other operating revenue overview, other operating revenue trends, service levels, expenses summary, consolidated revenue less expenses, 5-year projection updated, structural deficit, 5-year projection (excluding Senate Bill (SB) 125), 5-year projection with funding shift, next steps, and staff recommendation.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed dissatisfaction with the cleanliness and financial state of the agency and safety.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with the system’s maintenance and structural deficit.

Board Comment

Board Member Moreno complimented staff for their fiscal responsibility and spearheading the Social Equity Listening Tour. Board Member Moreno restated her support from the June 13th Joint Audit Oversight and Executive Committee meeting to postpone the launch of the 910 Bus route and increased trolley frequencies, due to SB125 funding uncertainties. Board Member Moreno asked that if SB125 funding is restored in such a way that there is an impact to the FY 25 budget, if staff was able to propose an amendment to the Budget Development Committee and then the July 18th Board of Directors meeting. Ms. Cooney added that the next Budget Development Committee meeting is scheduled for August and staff will present on SB125 funding at that time if the state has provided further updates on the status of funding. Board Member Moreno asked if the total projected needs are expected to be \$1.3 billion. Mr. Meyer confirmed. Board Member Moreno asked staff if the total project needs would be a deficit for five years of \$740 million. Mr. Meyer confirmed, with the caveat that the \$262 million to the operating budget over a five-year period. Board Member Moreno asked staff for a detailed Capital Improvement Program (CIP) outline. She stated that if SB125 funding does become available for FY 25, she urged the Board to prioritize Route 910 and increase trolley frequencies. She also supported MTS pursuing a tax measure for additional financial independence.

Vice Chair Goble agreed with Board Member Moreno and asked to see a detailed CIP list of items that could potentially be defunded to help fund operations. Ms. Cooney clarified that slide 12 should not be considered staff’s recommendation and noted that the slide was for clarification to a Board request. She emphasized that every project can be potentially cut when a deficit equal to one quarter of the agency’s operating budget is at stake.

Action Taken

Board Member Moreno moved to 1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing; and 2) Enact Resolution No. 24-06 adopting the FY 2025 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry. Vice Chair Goble seconded the motion, and the vote was 12 in favor (Board Member: Gonzalez, McCann, Donovan,

Montgomery Steppe, Goble, Leyba-Gonzalez, Dillard, Bush, Frank, Moreno, Elo-Rivera, Whitburn) to 1 opposed (Board Member Hall) with Board Member Gastil and Board Member Gloria absent.

21. Public Hearing for Proposed Trolley System Changes (Copper Line) (Denis Desmond and Brent Boyd)

Denis Desmond, MTS Director of Planning and Scheduling, and Brent Boyd, MTS Manager of Rail Planning and Performance, presented on the Public Hearing for Proposed Trolley System Changes. They explained changes such as: the project background, single track impacts, cap-and-trade funding/ El Cajon third track, proposal, anticipated benefits, public outreach, service equity analysis and staff's recommendation.

Public Comment

[Clerk's Note: Additional written Public Comments were submitted for this item; the full slate of comments can be referenced in Attachment B of this document or in the June 20th, 2024, Final Meeting Packet.]

Mary Davis – Provided a written and verbal statement to the Board both during and prior to the meeting. Mary expressed opposition with the Copper Line project.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed opposition with the design choice of the Copper Line.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed opposition with the Copper Line project.

Board Comment

Vice Chair Goble expressed his support for the Copper Line but was concerned about passenger safety at the point of transfer, particularly after sundown. He proposed that through the million-dollar savings that the new line would provide, the agency increase security in El Cajon. He was also concerned about pedestrian's crossing the tracks safely.

Board Member Hall expressed support for the Copper Line and highlighted the cost savings. He asked staff to provide daily ridership quantities from Santee to El Cajon. Mr. Boyd replied that there are approximately 900 people that ride from Santee to El Cajon that would benefit from the service, along with those traveling from El Cajon to the west. Approximately 2,000 riders who will be affected by the transfer point are those who are traveling from Santee, beyond El Cajon. Board Member Hall listed 15-minute frequency and cost savings as benefits to the region. He expressed similar safety concerns at the Santee station and requested to have security present a majority of the time in that area.

In response to Vice Chair Goble's comment about crossing safety, Mr. Boyd that the agency anticipated passengers crossing the tracks at a much less frequency. Vice Chair Goble expressed concern for the west bound track crossing and encouraged staff to include signage. Brian Riley, MTS Chief Operating Officer for Rail, assured the Board that the west bound crossing was up to standard with safety codes and listed the various federal and state regulations that MTS abides by. Vice Chair Goble continued to express concern about fatalities and referenced a recent incident. He clarified that he is asking staff to go beyond state and federal requirements, to avoid a future similar incident.

Board Member Elo-Rivera asked about MTS's partnership with SANDAG in the Copper Line project. Mr. Desmond clarified that SANDAG focuses on long range planning and MTS focuses on operational decisions including headways and routing. He added that any changes that MTS makes are incorporated into Long Range plans and listed in the 2025 Regional Transportation Improvement Program (RTIP). Mr. Desmond stated that MTS works closely with SANDAG in developing the Coordinated Plan and Service Improvement Plan. Board Member Elo-Rivera was concerned that the agency was not optimizing the potential support of SANDAG by leveraging their resources. Ms. Cooney replied that the agency would rely on SANDAG if they had operational expertise that MTS could gain from, however MTS had the in-house expertise for this kind of operational planning. Ms. Cooney assured Board Member Elo-Rivera that in the past, the agency has collaborated for project funding; however, the agency has an in-house grant team that allows MTS to attain direct funding for certain projects. She stated that the two agencies work closely together to allocate TransNet funding as well. Mr. Desmond elaborated on the data surveying and data sharing, that both agencies collaborate on. Board Member Elo-Rivera encouraged cross-agency collaboration.

Action Taken

No action taken. The Board will take action on this item at its next meeting on July 18, 2024.

DISCUSSION ITEMS:

22. Fare Enforcement Diversion Program Modifications (Karen Landers)

Karen Landers, MTS General Counsel, presented on the Fare Enforcement Diversion Program Modifications. She presented on: fare evasion diversion program pilot, MTS policy goals, MTS civil Justice goals, fare evasion rates and how to determine rates, fare evasion rates for PRONTO data, concerning trends, revenue loss estimates, individual PRONTO card analysis and what the data reads, previous meeting presentations, and staff's recommendation.

Public Comment

Henry Fung – Provided a written statement to the Board prior to the meeting. Henry expressed support for the staff recommendation. The full written comment is provided in the June 20, 2024, Final Meeting Packet.

Manny Rodriguez – Provided a verbal statement to the Board during the meeting. Manny requested that fare diversion be reduced by improving the PRONTO system, rather than changing the fare diversion program.

Truth – Provided a verbal statement to the Board during the meeting. Truth suggested collecting a one-day pass, as opposed to a one-way fare.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with the youth opportunity pass program.

Connor Proctor – Provided a statement to the Board during the meeting. Connor expressed support for staff's recommendation.

Board Comment

Vice Chair Goble advocated for additional validation machines throughout the system, to make tapping more accessible. He also asked how staff anticipated the additional security staff and 3-

5% fare check rate would be affected. Tim Curran, MTS Director of Transit Security and Passenger Safety, replied that at full staff, the department aims to increase fare checks by at least 10%. Ms. Cooney assured the Board that staff will implement additional validators. Ms. Cooney compared fare evasion with getting ticketed for not validating parking. She noted that fare evasion penalties are low because riders are typically lower income. Ms. Landers confirmed that additional validators were being implemented throughout the system. Israel Maldonado, Director of Fare Technology and Operations, noted the importance of community input. He stated that transit industry conversations at a recent conference referenced the need for policy to allow the fare evasion issue to be mitigated.

Board Member Montgomery Steppe asked staff about current practices at stations to improve tapping accessibility. Mr. Maldonado noted an analysis of 30 key stations to add additional 180 validators. Board Member Montgomery Steppe asked staff to clarify if the 180 validators were in addition to the number of validators offered from Compass. Mr. Maldonado confirmed. Ms. Cooney also highlighted the increased marketing signage for additional visibility. Board Member Montgomery Steppe emphasized that the proposed recommendations were not action items proposed by the Public Security Committee. She asked about the Community Advisory Committee presentation feedback. Mark Olson, MTS Director of Marketing and Communications, noted that staff asked the committee for their input on fare enforcement necessary to the financial health and operation of the system, to which 86% of the committee agreed. Staff also asked the committee about the on-the-spot payment and 60% agreed. Overall, staff believed that there was a strong sense to change the fare diversion program to increase compliance. Board Member Montgomery Steppe asked if the full presentation was given to the committee and surveyed thereafter. Mr. Olson confirmed. Board Member Montgomery Steppe expressed that the data showed that the combination of both the PRONTO app and the Fare Diversion Program made her realize that a solution would be more complicated. Board Member Montgomery Steppe asked how MTS addresses the \$8 million of unclaimed money in stored value. Larry Marinesi, MTS Chief Financial Officer, replied that while the agency has \$8 million on the balance sheet, it is currently a liability to MTS, and the agency has an obligation to provide trips to customers. He explained that under generally accepted accounting principles, the agency is not recognizing those funds as revenue and therefore it is not reflected as operating revenue. He clarified that they remain on the balance sheet. Board Member Montgomery Steppe agreed that there were concerning trends and asked that if unclaimed money could have been recovered with the PRONTO system. Mr. Marinesi clarified that Compass also allowed for the stored value option and that from an accounting standpoint, treatment of this deferred revenue followed the exact same practice. Board Member Montgomery Steppe asked staff to clarify if there were fewer monthly passes currently than there were with Compass and if monthly passes were included with revenue. Mr. Marinesi confirmed. Board Member Montgomery Steppe asked that if the proposed staff recommendation passed, when would the action be put into practice. Ms. Landers replied that the agency would aim for September but would need to assure that phone and online payment options were first made available. Board Member Montgomery Steppe expressed her disapproval of the first recommendation and the process of how it was presented to the Public Security Committee on June 7, 2024. Board Member Montgomery Steppe stated that she would be bringing forth the American Public Transportation Association (APTA) recommendation to the Public Security Committee for the agency to explore a civil citation program. Board Member Montgomery Steppe noted that the Fare Diversion Program was created in response to unsheltered people who were not able to escape poverty due to accumulated trolley citations. Board Member Montgomery Steppe asked about the process once a citation is issued. Mr. Curran replied that

the officers will issue a citation and allow a person to continue riding the system until the next stop.

Board Member Gonzalez supported the removal of the on-the-spot payment option and agreed with the \$25 fee. He asked if the agency has a petition process where riders who typically travel for free or reduced fare, can pay a reduced fine accordingly. Ms. Landers explained that a patron that has multiple citations, can still pay the \$25 for each violation, and MTS diversion program staff will facilitate accommodations and extensions to citations, including agreeing to a lower amount to resolve multiple citations. Board Member Gonzalez encouraged an educational portion of the citation process where staff facilitates signing up for qualifying reduced fare. Ms. Cooney added that staff only has the youth opportunity pass program that offers free fares at this time. Mr. Curran stated that officers allow youth to ride, even without a proper PRONTO account. Ms. Landers stated that MTS does not cite youth for fare evasion. Board Member Gonzalez suggested an education portion of the citation process where evaders are encouraged to sign up for a discounted rate, which would create a better incentive for those riders to pay their fare in the future. Ms. Landers initially expects more people to participate in the Fare Diversion Program because riders would not have an on-the-spot option, followed by a steady decline. Board Member Gonzalez encouraged a large education and marketing period.

Board Member Frank expressed her support for the item but was unsure if the recommendation would fully address these issues. She noted that the transit financial cliff is approaching and believes that asking riders to pay their fare is reasonable. She asked staff to continue monitoring the program to see if the \$25 fine is enough of an incentive. Board Member Frank made a motion on the proposed staff recommendation.

Board Member Hall seconded the motion.

Board Member Elo-Rivera believed that the agency added other variables that could easily account for the reduced per ride revenue. He added that there were still ways for improvement in the way payments are made. He noted that because the item was not brought to the Public Security Committee as an action item with recommendation from the Committee to the Board, he believed this undermined the Committee's authority. He stated he did not support the proposed motion.

Board Member Bush did not support the motion. He acknowledged that various PRONTO variables were not accounted for in the presentation and did not appreciate that the recommendation was not created by the Public Security Committee.

Vice Chair Goble asked staff if the item was time sensitive. Ms. Landers replied that staff believed the item was important, especially because of the budget discussions. She noted that staff rushed to create the financial analysis ready for the June 7th Public Security Committee meeting and receive Community Advisory Committee feedback. Ms. Cooney noted the \$1 million loss in revenue per month and stated that the revenue could assist in alleviating some of MTS's financial burden. She noted that staff would create an extensive communication and outreach period to implement the change.

Board Member Moreno understood the lost fare revenue but believed the recommendation seemed punitive since the alternative option seemed both financially and time burdensome. She proposed a fare evasion infraction through a civil process. She encouraged staff to discuss the following topics with the Public Security Committee: pay on the spot with a potential penalty by doubling the fare, the cost of MTS security officers to appear in court, and what additional peer

agency enforcement practices were. She expressed excitement that the agency had additional riders on the system. Board Member Moreno noted that she did not appreciate that the recommendation was not created by the Public Security Committee.

Board Member Montgomery Steppe noted that additional revenue sources were discussed at the Public Security Committee. She also advocated for MTS to use its legislative platform to advocate for free transportation. Board Member Montgomery Steppe expressed her support for the free two-hour transfer window. She noted that her continued advocacy for additional data is because there are various competing issues that create obstacles. She encouraged the Board to vote no on the item and for it to be brought back to the Public Security Committee with the intention of creating a recommendation for the Board.

Board Member Elo-Rivera asked staff if they believed that the agency would regain \$1 million in revenue if the policy changed. Ms. Cooney stated that it could facilitate a gradual increase in revenue. Board Member Elo-Rivera believed that the argument was unfair and believed there were several other solutions. He believed that an increase in ridership will increase revenue over time.

Vice Chair Goble asked Board Member Montgomery Steppe if she believed that the Public Security Committee would have supported the staff recommendation. She believed that the Public Security Committee was open to the staff recommendation and noted that there were additional questions raised about other variables that contributed to fare evasion. She explained her intention was for the committee to create a recommendation to the Board and encouraged a civil process. Vice Chair Goble was curious to find out if the current staff recommendation could be Phase 1 of a larger action plan. Board Member Montgomery Steppe did not believe that because the recommendation was not made by the Public Security Committee and she did not support the recommendation. Vice Chair Goble expressed support for the recommendation because he believed that it was a duty to the public for the Board to close loopholes.

Board Member Hall believed that the Public Security Committee should call a special meeting to address the issue, since the following meeting is scheduled for the Fall. Board Member Montgomery Steppe clarified that she would not be calling a special meeting since she would want time to propose a comprehensive civil process.

Board Member Donovan supported having a recommendation that is brought forward from the Public Security Committee. He noted that there were additional ideas that the Committee could propose. He stated he would not be supporting the staff recommendation.

Ms. Cooney suggested voting on the item at a later meeting once it has been presented at the Public Security Committee. Board Member Hall supported the suggestion.

Action Taken

Board Member Hall moved to refer the item to the Public Security Committee for a proposed action to the Board. Board Member Montgomery Steppe seconded the motion, and the vote was 13 to 0 in favor with Board Member Gastil and Board Member Gloria absent.

23. PRONTO Online Reduced Fare Application Update (Israel Maldonado and Amanda Denham)

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

24. Zero Emission Bus (ZEB) Program and Transition Plan Update (Mike Wygant and Jarrett Valdez)

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

OTHER ITEMS:

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

There were no Chair, Board Member, or CEO communications.

26. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

CLOSED SESSION:

The Board convened to Closed Session at 11:56 a.m.

27. Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth speculated on the closed session discussion and did not agree with MTS's bus fleet electrification program.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA opposed SDG&E and speculated on the closed session discussion.

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

San Diego Gas & Electric Company vs. Metropolitan Transit System et al.
(San Diego Superior Court (SDSC) Case No. 37-2021-00006190-CU-EI-CTL and consolidated cases SDSC Case Nos. 37-2021-00007680-CU-EI-CTL and 37-2021-00007619-CU-EI-CTL)

Closed Session Reconvening

The Board reconvened to Open Session at 12:31 p.m.

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

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

ADJOURNMENT

29. Next Meeting Date

The next regularly scheduled Board meeting is July 18, 2024 at 9:00 a.m.

30. Adjournment

The meeting was adjourned at 12:31 p.m.

/S/ Stephen Whitburn
Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/S/ Dalia Gonzalez
Clerk of the Board
San Diego Metropolitan Transit System

/S/ Karen Landers
General Counsel
San Diego Metropolitan Transit System

Attachments: A. Roll Call Sheet
B. Agenda Item 21 written public comments

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE):	June 20, 2024	CALL TO ORDER (TIME):	9:04 a.m.
PUBLIC HEARING: ITEM 20	9:46 a.m.	RECONVENE:	9: 50 a.m.
PUBLIC HEARING: ITEM 21	10:14 a.m.	RECONVENE:	10:20 a.m.
CLOSED SESSION:	11:56 a.m.	RECONVENE:	12:31 p.m.
ORDINANCES 5 ADOPTED:	9:26 a.m.	ADJOURN:	12:31 p.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Gonzalez	<input checked="" type="checkbox"/>	Chavez	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
City of Chula Vista	McCann	<input checked="" type="checkbox"/>	Chavez	<input type="checkbox"/>	9:04 a.m.	11:27 a.m.
City of Coronado	Donovan	<input checked="" type="checkbox"/>	Duncan	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
County of San Diego	Montgomery Steppe	<input checked="" type="checkbox"/>	Vargas	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
City of El Cajon	Goble (Vice-Chair)	<input checked="" type="checkbox"/>	Ortiz	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
City of Imperial Beach	Leyba-Gonzalez	<input checked="" type="checkbox"/>	Aguirre	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
City of La Mesa	Dillard	<input checked="" type="checkbox"/>	Arapostathis	<input type="checkbox"/>	9:06 a.m.	12:31 p.m.
City of Lemon Grove	Gastil	<input type="checkbox"/>	Mendoza	<input type="checkbox"/>	ABSENT	ABSENT
City of National City	Bush	<input checked="" type="checkbox"/>	Rodriguez	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
City of Poway	Frank	<input checked="" type="checkbox"/>	Pepin	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
City of San Diego	Moreno	<input checked="" type="checkbox"/>	Campbell	<input type="checkbox"/>	9:04 a.m.	11:56 a.m.
City of San Diego	Elo-Rivera	<input checked="" type="checkbox"/>	LaCava	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
City of San Diego	Gloria	<input type="checkbox"/>	Campillo	<input type="checkbox"/>	ABSENT	ABSENT
City of San Diego	Whitburn (Chair)	<input checked="" type="checkbox"/>	Lee	<input type="checkbox"/>	9:04 a.m.	12:31 p.m.
City of Santee	Hall	<input checked="" type="checkbox"/>	Koval Minto	<input type="checkbox"/> <input type="checkbox"/>	9:04 a.m.	12:31 p.m.

SIGNED BY THE CLERK OF THE BOARD: /S/ Dalia Gonzalez

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92040					<p>I hope this change doesn't add much time to the trip from Santee to downtown. Will the Copper line schedule be timed to minimize wait time at El Cajon for transfer to and from Green line? Are you going to add scheduled turn around wait time at Santee Town Center to account for road traffic delays? This might help the Copper line to not miss Green line transfers at El Cajon.</p>
92126					<p>I am a big fan of the Trolley system. I fully support the new Copper Line. As someone living in Mira Mesa, I like to take trips to many places, including Santee. The shopping center is quaint, and has some great small businesses in it. As someone that relies on the Blue and Green Lines to be able to get to Santee, I would love to see the Copper Line built. That is not to mention the many places I like to go on that are reachable via the Green and Orange Lines.</p> <p>This would be a great way to speed up services on the rest of the route. I hope that MTS will then commit to running the Big 3 not just at higher frequencies, but at every 7.5 minutes. Also, please make sure that the Trolley map with the new Copper Line does not look ugly. If you need a new map, I would love to help make it.</p>
92101					<p>I am a delivery driver on Cayamuaca during the afternoon, and that stretch of road is a nightmare at Mission Gorge during the day. This is a great idea for riders, having two car trolleys, making that turn to the Santee Station.</p>
92071	Gillespie Field	Gaslamp Quarter	Driving and parking	Trolleys are on time;Trolleys run frequently;Reducing transfers	
92101	City College	Lots	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	<p>I am a former East County Resident who would regularly take the Trolley to downtown, mission valley, or elsewhere. And I would often get stranded late at nights trying to get back to El Cajon Station especially with the Green Line. This new service is a great change and would allow me and others to take the Trolley later and have more consistent trolley service on the whole network. This is a good change and MTS should go thru with it.</p> <p>Regards, Maxwell G</p>

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92124	Mission San Diego	Several	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys provide more service to East County	please add access to tierrasanta im begging you man im stuck here
92019	El Cajon Transit Center	Old Town	Biking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
92122	UTC	Snapdragon Stadium	Bus	Trolleys provide late evening service;Trolleys run frequently	More trains more often is good and will encourage me to use them more.
92104	Old Town	Various	Biking	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	Increased frequency and reliability is great! Overall this sounds like mostly benefits to the public with few drawbacks. Please continue expanding service and hours in general, San Diego deserves excellent public transit. Thank you!
92104			Bus	Trolleys are on time;Trolleys run frequently	
92020	El Cajon	Various	Walking	Trolleys provide late evening service;Trolleys run frequently	Please run the trolley later at night, especially on weekends. I'd like to be able to take the train home from downtown bars and such

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92020	Arnele	La Mesa or 12th and Imperial	Walking	Reducing transfers	This seems like a terrible idea for anyone on the orange line. We have to transfer at the most dangerous trolley stop in the system. I would stop taking the trolley all together if this happened
92020	Arnele Avenue	12th and Imperial	Walking	Reducing transfers	This would be a horrible change. Currently, I can catch the green or orange line from my stop, which provides me with flexibility without having to change trains. I will quit using the trolley if I have to change trains at El Cajon Transit Center because that will eliminate the convenience and because I do not feel safe at El Cajon.
92108	Rio Vista	Santee	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	The benefit of extended Green Line trips past SDSU is an added bonus in addition to the creation of the Copper Line. Thank you. I support!
92109-5876	Balboa	(various)	Bus	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Sounds like a good idea. Hope this happens.
92020	El Cajon Transit Center	Varies, usually downtown, SDSU, or Stadium	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I fully support this proposal. Increasingly reliability, frequency, and hours of operation are all really important for me and will make me more likely to take more trips via trolley instead of driving.

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92109				Trolleys are on time	Don't do it. Adding a random short line like that is confusing to riders and clogs up information on lines. The Big 3 lines are fine.

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92126	City College	Pacific Fleet	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	This is great if it can bring the Orange and Green Lines to 7.5 Peak hour/all day service due to less worries about track capacity constraints and if El-Cajon Transit Center ends up with added capacity there. I would hope to see the Copper Line morph into an express train beyond El Cajon via the Green Line and Blue Line corridors for east country and south county residents to travel to the san diego core faster.
92115				Trolleys are on time	Suggestion: Call it the Brown Line. Copper is metallic. The rest of the system are colors not metallic. Is there a Yellow, White or Gray line? Just my two cents.
92104	Mission Valley	Fenton Parkway	Bus	Trolleys are on time;Trolleys run frequently	When I first started riding the trolley around 2012 they seemed to be consistently on time. However, in the last year or so they are frequently delayed which at times causes me to miss the connecting bus in order to get home. I would look forward to any improvement in this issue, thanks
92020	Arnele	Santee	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	Terminating at El Cajon will create too much unsafe congestion when switching from the Orange Line to Green Line, and vice versa. The surface tracks are safer to walk across at Arnele.
92154	Palm Avenue	American Plaza	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	If a change is proven to make the service more reliable and better serve more people. Then push it forward. Nothing I personally dislike more than a delayed or missing trolley.
92021	Arnele	Arnele	Biking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	This is a prudent option as long as trains run frequently (i.e. every 15 minutes each direction minimum) and transfers to the Orange and Green Lines are coordinated (i.e. waiting no more than 10 minutes at El Cajon at all hours).

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91942	Amaya Drive	Rio Vista	Walking	Trolleys are on time;Trolleys run frequently	I very much support the Copper Line as presented by KPBS reporter, Andrew Bowen. I think separating the Orange and Green Lines from the single rail Copper Line in Santee will improve reliability for all.
92071				Trolleys are on time;Trolleys run frequently;Reducing transfers	If Copper Line does not connect with Green and Orange lines at the same time, that means more waiting because of another transfer. The trolley shuttle right now is adding an extra 30 minutes to my work trips. I missed my bus because of it. I like late trolley service, but not more time waiting because I have to figure out another trolley. Thank you. Please think about this.
92119	Arnele Ave	Santee	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92114	Euclid Ave	Euclid Ave	Bus	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	I know this is more beneficial to El Cajon riders as an alternative to riding busses heading northwards.
92071	Santee	Gaslamp	Driving and parking	Trolleys provide more service to East County	This is a very bad idea. Having the trolley in Santee is reliable transportation for jobs and adventure. I will stop using the trolley if i am forced to bus from El Cajon. That station is dangerous for women at nighttime.
92071	Santee	Arnele/12th and Imperial	Walking	Trolleys run frequently	This will be so inconvenient on so many levels. As it is now the "shuttles" do not run on time. The connecting trolley to go downtown does not wait long enough for the shuttle passengers to get off and then have to walk to catch the connecting trolley. They take off before has boarded. The shuttle does not make regular announcements that is terminating at Gillespie and I have watched numerous people then panic and become stuck on the shuttle because they didn't realize the shuttle was not the regular trolley service.

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92019	El Cajon Station	City College	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92108	Fashion valley	Fashion valley	Bus	Trolleys are on time	
92105	took the trolley consistently/frequently 2011-2018: H Street, Palomar, Old Town	took the trolley 2011-2018 consistently/frequently: H Street, Palomar, Old Town	Walking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	Early morning service, late evening service, and running frequently is always needed. Some people work in the hospitality or entertainment industry and the hours can be really early or really late. I used to work at Sea World and sometimes I would not get off of work until 10:30pm or 11pm and we would all run to the trolley because it would run every 30 minutes or it would be the last trolley before it turned into once an hour.
92071	Santee	El Cajon	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Reducing transfers	I don't know if I can keep riding the trolley if I have to wait longer with more transfers. It has already been a pain lately. I might just go back to driving. We also need late night trolley service to East County, like midnight.

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92120	SDSU	It can vary, most of the time it is closer to downtown or UTC, occasionally I go to east county.	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	<p>For special events, it would be helpful to extend the copper line to 12th & Imperial (via Orange Line route) for petco park and to the Stadium station. An alternative to the copper line would be to run the Green Line trolleys to Santee only twice every hour every day like how it usually is on Sundays, and have the other 2 trolleys terminate at El Cajon or Arnele Ave.</p> <p>If the Copper Line goes into effect, it would be helpful to extend it to Lakeside parallel to the SR-67 with stops at Magnolia Ave (possibly at Mast Blvd, serving Santana High School), Winter Gardens Blvd (at Woodside Ave), and at the end of the freeway (between Maplevue St and Lauel St). At that stop, the Lakeside Community Center is only a few blocks away, and on the other side of Maplevue St is a park and ride lot, Lakeside Rodeo Arena, and El Capitan High School. This extension would have some potential because of high school students taking the trolley to school, and to go to football and basketball games at either high school on this route, and residents in North Santee and Lakeside would have faster access than the bus to El Cajon Transit Center. Development projects along the extension would be helpful to boost ridership. If Copper Line is approved, MTS should propose an infill station on the Orange and Green Lines between El Cajon and Amaya Dr. stations. The potential in fill station would be located by the intersection of Murray Drive and Water Street. The station would have high potential for ridership because of Grossmont High School and the other side of Water and Murray. and a few nearby restaurants, motel, Massage Therapy, and realty training.</p>
92122	UC San Diego Central Campus	UTC	Bus	Trolleys are on time;Trolleys run frequently	<p>Not a regular rider of the orange/green line, but the benefits look good. I would propose to take a look at the extended wait time for orange/green line riders that would theoretically continue their journey with the new copper line. If the extended wait is small, solid plan.</p>
92071	Santee	Gaslamp Quarter	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys provide more service to East County	
92109	Balboa	Santa Fe	Biking	Trolleys run frequently	<p>I don't go that way on the trolley, but it seems like a great idea to have 1 trolley that goes back and forth for that portion of 3 stops.</p>

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91942	70th St	Old Town	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Would love to see later evening service - we'd ride more often.
92071	Santee	Old Town	I get a ride from family	Reducing transfers	El Cajon station is not safe at night to wait for a transfer to get to Santee. And it will make the commute to Santee even longer.
91942	Grantville	SDSU	bus & walk	Trolleys provide late evening service;Trolleys run frequently	Perhaps this new line will improve service, but not significantly. It adds a transfer, and with the track remaining single, it can never run frequently enough to be convenient and successful. We need ambitious public transit projects. The blue line extension was costly but not ambitious. It carries few passengers, slowly, to stations too far apart. You need the political courage to replace traffic lanes with rail.
92071	Santee	City College	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	This would be a great idea to add the Copper Line.
92101	12th and imperial	12th and imperial	Bus	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	
92115	SDSU	Rio Vista	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	Great idea and will provide consistency throughout the m system.

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92117	Santee	SDSU	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Used to take the trolley from Santee to SDSU nearly every day for 6 years. Occassionally would get left at Gillespie field when the trolley was behind schedule. It was scary because sometimes it would happen late at night and I would be alone. There was no security at Gillespie Field and it's pretty barren so it was a little scary as a young college woman (18yo-22yo) to be left at that station after dark. Also, the trolley frequently ran late from Santee to SDSU and it was stressful since I was late for work and classes sometimes due to the trolley skipping the santee station
92040	Santee, sometimes Amaya, El Cajon Transit Center	Santee	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	Please consider extending the line to Lakeside. The bus to El Cajon Transit Center takes too long and driving to Santee is the best option, but if you don't have a car (which most riders probably do not), those of us in Lakeside are left out of public transportation, except the one bus, which also doesn't have enough buses on weekends and holidays.
92104	City College	VA Medical Center	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92106	Old Town	Downtown	Walking	Trolleys are on time	I see the need for this change operationally but I am concerned that Copper Line travelers would have to pay again at El Cajon to board the Green/Orange line. The 8% number of Green Line riders is probably a bit disingenuous as looks to include all Green Line riders. What's important here is the percentage of people arriving at El Cajon are going beyond. Does the Copper line have more than one car load at any time?? Those with handicaps may not like this change as it takes an additional off and on. After Old Town was built, MTS stopped free transfers, which kind of negates the purpose of a connecting hub. It would appear three single units would be needed for the Copper line service unless 4 minute turns are scheduled at both end points.
91901	Amaya	SDSU & Stadium	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	Please consider additional service between SDSU and Grossmont. That service ends in the evening too early.

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92111	El cajon, spring street, and Morena Linda vista	el cajon, spring street, morena linda vista	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	I think this will be a good thing. The transfer from east bound green line to southbound orange line at grossmont should be adjusted with this change. The are scheduled to arrive at the same time. If orange could leave 2 or 3 minutes later it would be an easier connection. Also weekend connections to the green line coming and going to el cajon do not line up with 44, 120, or 41. I have to wait 20 minutes each way. They line up with the train that only goes to the stadium.
91977	Lemon Grove Trolley Depot		Bus	Trolleys are on time	MTS Copper Line Trolley Public Input. Before the decision to change the existing Green and Orange Trolley Lines, please share that this new Copper Line Trolley is essentially a "re-naming issue" to clarify where the overlap of the Green Line and Orange Line ends rather than a need for a new construction. If this proposal is implemented, please remember to change ALL the existing trolley maps and signage, as well as the printed schedules on the buses, and the other sources of tourist information, such as the California Welcome Center, and local visitor's information centers in Balboa Park and elsewhere. Also, other cities outside of San Diego should be notified of updates, and tour guidebooks should be edited, such as the 2024 Fodor's Travel Guide for San Diego. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 (Please submit this input on my behalf, since I may not be able to attend the in-person meetings for the East County community)
92154	Palm Ave.	City College	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	Wouldn't be more of a hassle to transfer to go to Santee, instead of going straight threw?
92111	Fashion Valley	Fenton Marketplace	Bus	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	
92071	Santee	Depends on my destination changes mostly from day to day	Power wheelchair	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	This is going to make it more difficult getting on and off the trolley. The ramps don't always work properly to get on and off and the seats at the handicap area don't always go up and stay up properly to allow for a proper room and traveling.

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92117	Clairemont Drive Station	UC San Diego Central Campus Station	Bus	Trolleys provide early morning service;Trolleys run frequently;Trolleys provide more service to East County	I am in favor of more trolley support for the outer edges of the county. I would ask for early morning service to be included (4am or earlier) to support service industry workers traveling for early morning shifts.
92040	El Cajon	12th and Imperial OR Santee	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	Please, please, please add a Lakeside Trolley Station! The bus service ends early, doesn't extend into the night, and only comes once an hour when I need to take the bus. The bus service also doesn't stop in Santee, the next town over -- it only goes to El Cajon. If this is an "Extender," please Extend to Lakeside!
95814				Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	This idea seems short sighted. Riders who board and alight at any of the stops from Santee through El Cajon should receive a one seat ride to downtown SD, since those riders are the ones who probably want to drive anyway. Now you want to make them transfer which further incentivizes driving... If you have to sometimes turn trains at Gillespie, wouldn't it make more sense to just have a standby train and extra board operator somewhere along the line to allow a "run as directed" trip instead of splitting the lines up, since this plan assumes you'll be paying an operator anyway to run back and forth all day between 4 stations? Alternatively you could just add a few minutes to the schedule to account for the actual time it takes for the trains to run the route, to avoid them having to be short turned. Also - for those people who are color blind, the copper looks a lot like either green or orange. Please for the love of god pick a different color. Maybe a maroon red or a yellow? Or a brown?
91915		Stadium	Driving and parking	Trolleys are on time	Reliability is important to get people to go on public transport

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92120	Old Town	Grantville	Biking	Trolleys are on time;Trolleys run frequently	I frequently ride the green line in Mission Valley and have dealt with late trains. Hopefully the Copper line change can increase reliability on the rest of the green line. I also think we need to increase green line frequency, especially between SDSU and Old Town.
92071	Santee	Convention Center, OLT, Petco Park	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	There have been many times where we have been left stranded at Gillespie. If this prevents that, we're for it!
92021	El Cajon Transit Center	Courthouse station	Bus	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
91941	Grossmont Transit Center	Old Town	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Good idea. Can we get a bus from Avocado Road to a trolley station?
92071	Santee	Fashion Valley	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	I'm concerned for riders with mobility issues making this extra transfer. Private restrooms near publictransportation stations are often locked. When will MTS start addressing this basic need?

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92101	courthouse and seaport village	park and market and old town	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Per the proposal the copper will run every 15 minutes which given its short run and limited stops will likely stay on time... but if it is a link to commonly delayed orange and green will the copper wait for them or just take off on time even though there is literally no one boarding since no one has showed up yet? if that's the case green riders will not be happy because it no longer continues east. This solution already adds time to a green riders commute since they now have to change in el cajon and if the copper leaves leaves the flat it will be counter productive. so question is will the copper run times be somewhat flexible to wait and collect passengers or a rigid schedule that could possibly make things worse.
92106	Old Town	Santa Fe Depot	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	Please have a copper line trolley return from Santee at 3am on Saturdays as that would allow me to use transit when going to events.
92120	Grantville	Old Town	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	I support the proposal for the Copper Line and believe that it truly would help increase reliability for the rest of the network. I myself have experienced issues around the El Cajon area when I have travelled there and agree that the idea of a smaller service for the lesser used East County area is necessary for an improved service. I would also like to see the Copper Line potentially expanded past Santee to areas such as Lakeside and Lakeview. I really appreciate that the MTS is looking at ways to improve service to their network!
91941	La Mesa Village	SDSU	Walking	Reducing transfers	This proposal would help some but a better idea would be to extend this copper line to Grossmont and then make the orange and green lines into true circulars, each running in the opposite circle. That would make it so that all of La Mesa and Lemon Grove could get to SDSU and Mission Valley with no need to transfer. The transfer from Orange to Green at Grossmont is what turns what should be a short commute into an hour long ordeal.
92114	Euclid station.	All	Walking	Trolleys are on time;Reducing transfers;Trolleys provide more service to East County	Will the Santee trolley ever go further east?? Lakeside? Barona casinos?? El Cajon or Santee loop line trolley??

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92101	Convention Center	UCSD Central campus	Walking	Trolleys are on time;Trolleys run frequently	

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92127	UC San Diego Health - La Jolla	Old Town	Bus	Trolleys provide late evening service;Trolleys run frequently;Reducing transfers	The Copper Line is a good idea for service reliability. However, only every 15 minutes is too infrequent. If we are being required to transfer then please run more frequently, at least every 10 mins. Or have guaranteed time transfers.
92108-1806	Mission San Diego	SDSU	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
92114	UC San Diego Health La Jolla	32 & Commercial	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	I would greatly appreciate a copper line. To help me catch orange line.
92071	Santee	Fashion	Driving and parking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92701	Santee	12th & Imperial	Bus	Trolleys provide early morning service;Trolleys provide late evening service;Reducing transfers	This is a terrible idea. The transfer itself will be unreliable and will add extra time to an already long journey from Santee. It will cause people to have to cross tracks in one of the directions. If the problem is there is a single track along Cuyamaca Street, then fix that - double the track even if it means reducing car traffic. Please do not inconvenience transit riders further - who are trying to do the right thing by taking transit.
92021	El Cajon Transit Center	Old Town	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	

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92115	SDSU	Grossmont	Bus	Trolleys are on time;Trolleys run frequently	
92071				Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92071	Santee	SDSU	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	In order for this to work the transfer needs to be optimized at El Cajon. Also the 15 minute service should continue all the way until close, and the departures and arrivals at El Cajon for Green and Orange should be staggered when the 30 minute period begins to provide multiple options to downtown. If done correctly this could provide better service returning to East County, currently the Orange Line train arrives just after the Green Line in the 30 minute service period which requires a 25 minute wait and forces people returning to Santee to ride the long way back since they have to wait anyway. Make sure last Copper Line train connects to last Orange and Green Line trains. Have the transfer be fairly tight in the morning, when there is less traffic, but allow for 5-8 minutes in the afternoon of slack to allow for train congestion.
92119	Grossmont	Santa Fe	Driving and parking	Trolleys run frequently	I'm in favor of the proposal. I hope this helps the commuting folks of El Cajon; Santee & East County better utilize public transportation.

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92139	8th Street	12th and Imperial	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	
85281	Santa Fe Depot	Old Town	Either bus or driving/parking	Trolleys are on time;Trolleys run frequently	I only visit the area, but the anticipated benefits to the Green and Orange Lines make this new shuttle service a welcome change.
92020	El Cajon	El Cajon	Bus	Trolleys are on time;Trolleys run frequently	
92071	Santee Town Center	Clairemont Drive Station	Walking	Trolleys are on time;Trolleys run frequently	I don't mind the transfer as long as the schedule are designed to make connections smooth and short. Besides, I would prefer more frequency over the capacity (3 cars train)

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91977	Lemon Grove		Bus and walking	Trolleys are on time;Reducing transfers	Please consider overnight construction to minimize daytime schedule interruptions. Please also consider minimizing the time to completion of the project. There was a notification flashing across the estimated time of arrival LED screens that announced that there would be a detour on the Orange Line between downtown and Encanto/62nd Street starting this weekend, May 18 and May 19, 2024. San Diego MTS recently had disaster recovery from a "flood" that occurred January 2024. This FEMA response included repairing the tracks on the Orange Line. Please confirm that this project is not a redundancy, and that the existing trolley tracks are already safe and do not need further replacement. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 P.S.- Please also share that bus-shuttle detours tend to delay commuters by at least one hour, and that this is an added inconvenience for travelers.
92103	Little Italy		Biking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	This seems like a great proposal for the health of the overall system. Reliability is important, and hopefully this also allows for more frequency on the green and orange line in the future. The extra transfer for East county residents is less than ideal, but the increased reliability for them should hopefully more than offset the transfer pain. Hopefully the copper line schedule will be synced with the green and orange line, so that passengers can immediately transfer without waiting. This would greatly minimize the pain.
92128				Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	
92092	UCSD	UCSD	Walking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	The future of San Diego depends upon reliable public transportation to all of the city's various communities. A future without reliable, efficient transition is no future at all. I urge the committee to move forward with the Copper Line into a brighter future.
92120	Alvarado	SDSU	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I take the Green line trolley nearly every day. It is difficult to be anywhere past 10pm, as the last trolley that goes past SDSU leaves there at 10:45pm. Having longer, more frequent evening service would be much appreciated. Additionally, trolleys arriving at Alvarado (towards 12th & Imperial) are often late, and transferring to the Orange line at Grossmont can also take more than the 15min headways that these lines run on. I am 100% in favor of the Copper line being introduced. It cannot come soon enough.

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92115	SDSU		Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys provide more service to East County	If this can bring all the positive outcomes it's made to create I am 100% behind it!!! It's a creative way to help solve the issues that the Orange and especially Green line face in regards to the single tracking issue. I think having the Green line stop at El Cajon TC at night instead of SDSU would be amazing too as it would provide access to park-and-ride stations such as 70th St, Grossmont, etc to be able to get off at later in the evening. Having this Copper line exist also gives way to possible expansion of the system in the future with the creation of new stations in East County/El Cajon on the Copper Line which would be very exciting!! Overall I think this is a fabulous idea and I hope it gets approved so we can start reaping the benefits come this fall!!
92064	City College	El Cajon	Bus	Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	More security esp during AM/PM commute Please build a trolley or bus connection between Santee to Poway
92071	Santee Transit Center	Santee Transit Center	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	I'm speaking on behalf of members of the ADA who are disappointed that MTS discontinued the El Nopal st. To Second st. Loop on the 832 bus route a number of years ago. Ever since then disabled people have to walk long distances just to reach a bus stop. Some live over a mile away.
92116	Rio Vista	VA Medical Center	Bus	Trolleys provide late evening service;Trolleys run frequently	As someone who rides the Green Line regularly, I think this is a great idea. Frequent and reliable service is a huge priority for improving the experience on the trolley, and although I more often commute on the western portion on the Green Line, on trips to East County I have encountered problems with missing transfers and unreliable service. While double tracking the whole East County section would be a better long term solution, the Copper Line would address many of the issues at a fraction of the cost. Would it be possible to increase Green Line service frequency to 7.5 minutes if this was implemented? It would also be really nice to have more frequent evening service on the Green Line.
91978	Amaya Spring Street	Santee	Biking	Reducing transfers;Trolleys provide more service to East County	I would like the green line to straight through to Santee without stopping at El Cajon.

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92020	Amaya Drive	Linda Vista	Walking	Trolleys run frequently;Trolleys provide more service to East County	Hello I am a big fan of the Copper Line, but I would like clarification for why it would not just run from Grossmont until Santee and help reduce all issues with two lines running parallel with the Green and Oragne which is something I have to frequently address and help others out with is how we have two different lines in this same area that run on the same tracks and instead if we just had the Copper Line in this region it can even eventually expand more towards Lakeside/Poway and the other sections of East County with proper planning and envisioning for a well organized future.
92071				Reducing transfers	The Copper Trolley should go from Santee Station to the Grossmont Station. From there the people can board the Green Line or Orange Linen, which go on different tracks. It would reduce transfers, reduce the Orange and Green Line travel time, increase the number of Trolley runs, better use of employees covering of an area, and better use of the Copper Trolley carrying capacity.
5968 Swift Ct	Old town			Reducing transfers	For me personally, I think this is a great idea. My only problem with this is that if I want to go from Old town to Santee, with the copper line, I would have to transfer from the green line to a copper line trolley. What I would do is keep the green line and orange line how it is and just add the copper line to increase service from El Cajon to Santee. The second option is to extend the orange line to Santee, which will increase Santee service. All in all, great proposal, but I don't think a transfer in El Cajon is a great idea.

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92071	Santee Transit Center	Old Town Transit Center	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys provide more service to East County	<p>I fail to see how the proposed Copper Line achieves it's stated goals while the possibility for any transfer can end up delayed for roughly the same unforeseeable reasons. On top many occasions, I've witnessed trolleys leaving their stations early, and have even missed trolleys that shouldn't have left at the time of pertinent arrivals. To the extent that local traffic is a problem, MTS might want to consider the possibility of additional construction, perhaps something resembling the ramp between the El Cajon and Arnele Stops (assuming there can't possibly be any viable construction plans to have the Green and Orange Lines diverge before Grossmont Transit Center, in the eastward direction).</p> <p>If MTS can't be bothered to bring the Orange Line back to Santee for Courthouse trips and prevent transfer-related delays (people on a transfer-less trip are going to be stuck during delays anyway), then it should start 24-hour Green and/or Orange Line service from Downtown stations to as close to the end of any eastward line as possible (at least terminating at SDSU during overnight hours, but preferably beyond). At least then East County residents can spend less time waiting for the trolleys in the late night/very early morning hours and walk shorter distances to get home (possibly 10-20 miles over many hours vs. maybe 3-6 miles in perhaps 2 hours and actually make it home with the assistance of Downtown-centric trolleys). To the extent noise is a problem with this proposal, I fail to see why horns, bells, and speakers can't have their volumes reduced to car horn levels (assuming trolley noises travel farther than car horns do).</p>
92071	Santee Town Center	Santee Town Center	Electric Soccer	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	<p>To the chair of SDMTS Stephen Whitburn, and fellow members of the board . First off I want to thank y'all for your service for SDMTS, as a normal rider of the trains/buses both by San Diego Transit and Transdev (East County&South Bay) I really thought this copper line would be disappointing, however after speaking to a gentleman Brent from this amazing company, I feel this would be a great addition to the light rail our county operates. I feel it would benefit both us the people who ride along with the train operators who barely get any breaks down here in Santee. I believe it's time for a change and this copper line would be a great addition to the trolley map. I believe with this will bring benefits for us riders and will increase ridership by 9% to 15% daily. I would like to say however a lot of people have been voicing for the airport to be the next big extension for the trolley which I hope will happen due to Salt Lake UTA Trax does so with their Green Line. I'm not trying to get off topic however so as I've stated I believe firmly this will be a great investment into the system with the copper line being a great asset to the company/ community. I would like to thank Sharron Conney for her role as CEO (Rip Paul Jablonski Former CEO) and I'd love to thank you Stephen Whitburn, for filling the role in which the former chair (name hidden for legal reasons) lacked. I thank y'all at SDMTS everyday and I can't wait to see what happens. I hope I'm able to be there to speak this if not please read this or respond via email to me terrenceleonard2021@gmail.com thank you and God bless you all.</p>

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92120	Grantville	Hazard Center	Walking	Trolleys are on time;Trolleys run frequently	The Copper Line should have a higher frequency. 7-10 minutes would be more acceptable.
92071	Green & Blue Line	Green Line	Walking	Trolleys provide early morning service;Reducing transfers;Trolleys provide more service to East County	Hi, I like the idea of a copper line but are there or will there ever be plans to extend either the green or copper line the opposite way to maybe UTC or the VA? I now currently have to take two trolleys green then blue lines around a two hour trip just to get from Santee to the VA. I know I may be a minority voice but I believe this could tremendously alleviate traffic in on the 52 freeway and help commuters choose MTS more often than their own private vehicles. Thank you for your time.
92037	Executive Dr (Blue Line)	Old Town Transit Center (for transfers)	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I often ride the green line near downtown for concerts and events, so it's frustrating that it doesn't run later. If the installation of the copper line allows for an extension of hours for the green line, I fully support it!
92122	Nobel Drive	Old Town Transit Center	Driving and parking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	I support this change because it means that the Green Line will become more reliable.
92111	Old Town		Rideshare	Trolleys provide late evening service;Trolleys run frequently	I am in favor of this proposal.

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92020				Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	Orange Line is also impacted by the downtown traffic signal, which in turn impact green line, so this line gets both ends hit by delays. A trolley that breaks down on the copper will cause a further disruption on the orange and green lines. Why not just try to run trains every 10 minutes instead of 15 minutes?
92071	Gillespie Field trolley station	Aranle trolley station	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	There needs to be a better walk path to trolley stations and out of trolley station pedestrian walks more safer walks long distance and short distance. Thank you
92071	0	0	Driving and parking	Trolleys provide late evening service	Less crime I don't want Santee to become like los Angeles and bringing more crime and homeless people which trolley and bus bring to any area
92071	Santee	Various	Driving and parking	Reducing transfers	To force a transfer to all riders at El Cajon is unfair to the three stations east of El Cajon. It's unnecessary and increases costs by hiring additional staff. Santee is the end of the line and should remain so, uninterrupted.

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91977	Santee	SDSU, Convention Center	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	Not sure the new line will help out, especially if it is only one car. There are usually enough people at the Santee station to easily fill one car and leave people waiting. Running every 15 mins is great, except if you can't get on the cooper train you need to make your connection to the green or orange line. I'd suggest at least two cars maybe three.
92071	Santee trolley station	Euclid	Biking	Trolleys provide early morning service;Reducing transfers;Trolleys provide more service to East County	I am concerned on getting on the trolley at El Cajon with a bike.
91942	Grossmont (Morning) SDSU (Afternoon)	SDSU (Morning) Grossmont (Afternoon)	Bus	Trolleys are on time;Reducing transfers	The Copper Line should be a monorail.
92606	UC San Diego Central Campus		Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	

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92071	Gillespie Field	County Center	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	This is a terrible idea. You are taking a smooth and easy commute and making it more complicated. What we have now works and works well. You are just making life more difficult, as you normally do whenever you make a change.
91910	E Street	12th & Imperial	Bus	Trolleys are on time;Trolleys run frequently	Until the section of the proposed Copper Line segment is sufficiently double tracked, service delays will continue to disrupt the network. Although not an East County resident, I support the proposal whether I lived there or not, as the overall increase in reliability is crucial while it will still maintain service coverage to Santee. Thank you.
92017	susu	dd	Driving and parking	Trolleys are on time	
92040	Santee Trolley Square/ El Cajon Transit Center	Grossmont, Old Town, Fenton Parkway, Stadium	Bus	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	I have 2 main concerns. I am concerned about having to transfer from the Copper Line to the Green or Orange to get to where I need to go and the additional time that will take. In addition, I am concerned that there will be limited space on the Copper Line as the number of Trolley cars will be reduced to 1. I use MTS to access the community with students, some of which use wheelchairs, and the reduction in available space is worrisome.
92111	Linda Vista	Santee	Driving and parking	Trolleys are on time;Reducing transfers	The El Cajon transit center is under construction and does not provide easy access for those with mobility issues. Travel times to the Santee station would be better handled by changing the timing of the traffic lights through town; if that doesn't change then the new line will still be subject to the same delays and passengers will be even further inconvenienced with multiple changes in trolleys and additional wait times for transfers. The cost per rider for this change is disproportionate to the number of riders impacted versus the cost to implement. A better use of funds would be to focus on heavily used transit lines. It does not logically follow that a "trickle down" reliability timeline is sustainable. Traffic lights are timed and can be relied upon consistently. Humans are the unknown variable that usually cause delays.

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91901	Santee	Santee		Reducing transfers	<p>NO to a new Copper Line and making riders transfer.</p> <p>Your current Title VI analysis is deficient.</p> <p>Please see my complaint:</p> <p>https://drive.google.com/file/d/1VGBNsuu11Jgll-3kMV8EXFmO78Vrpjgh/view?usp=sharing</p> <p>[P.S. - Your feedback portal should allow for attachments!]</p>
	Arnele				<p>I want it to be quicker so people can go to places faster.</p>
92071	Santee				<p>I'm not in favor of the change because: 1. The transfer would be inconvenient for people travelling in and out of the four proposed Trolley stops (Santee, Gillespe Field, Arnele and El Cajon). With the new proposed Trolley car running every 15 minutes, it becomes up to a 15 minute wait, or delay, at any of those stations, to get to your destination. It would no longer be a constant running train like before, or a constant connection to all of the stops like before where teh Gren Line only stopped for about 10 seconds at each one. You would have to compensate for that be leaving 1 hour earlier in order to reach your destination on time. 2. If you do implement the change consider synchronizing the connecting bus departure intervals. Even with the recent rail improvements, the two transfers (Green Line to Gillespe Field, then shuttle to Santee) made my arrival in Santee times later than the connecting 832 bus departure interval. Either that, or it would be an automatic 3 mile walk home if I didn't want to wait that long. It wasn't like that before because the constant running Green Line to Santee train allowed for connection to the hourly bus departure intervals. And that only describes the commute going home. The commute going out of Santee, I would have to leave my house 1 hour earlier just to get through all of the transfers and arrive at my destination at time. 3. There's also a matter of safety to consider: You're considering operating on single Trolley car during the late night hours every 15 minutes. As a regular commuter I've seen transients aboard the train for just a place to sleep. What if someone or something smells bad, someone's drunk, ther's no air conditioning or heater, or someone wants to commit a crime. With only one Trolley car, (and you're expecting everyone to gather into the same</p>