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Agenda

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

9:00 a.m.

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least two working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - December 12, 2013 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. Elect Vice Chair, Chair Pro Tem, and Committee Appointments (Sharon Cooney) Elect
Action would: 1) elect a Vice Chair and a Chair Pro Tem for 2014;
2) consider the nominating slate proposed by the Ad Hoc Nominating Committee for the appointment of representatives to MTS committees for 2014 and vote to appoint representatives to those committees; and 3) approve the creation of an Ad Hoc Committee for Taxicab Contract Negotiations and vote to appoint representatives to that Committee.

Please SILENCE electronics
during the meeting

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



CONSENT ITEMS

- | | | |
|-----|---|--------------------|
| 6. | <u>Investment Report - November 2013</u> | Informational |
| 7. | <u>MTS Code Compliance eForce Records Management System (RMS) - Hardware Purchase</u>
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to MSA Systems for the acquisition of MC75A Enterprise Digital Assistants (EDA's), Biometric Fingerprint Readers, Zebra RW420 Mobile and GX420 Desktop Printers, Rechargeable Batteries and Charging Stations and 3 years of Maintenance for the EDA's and Printers as described in MSA Systems Quote No. CM-121813-0057. | Approve |
| 8. | <u>Project Engineer Position</u>
Action would authorize the CEO to add one (1) Project Engineer to the FY14 budget, increasing the total Full Time Equivalent (FTE) position from 0 to 1. | Approve |
| 9. | <u>Purchase and Installation of Cisco Voice-Over Internet Protocol (VoIP) Phone System</u>
Action would authorize the CEO to issue a purchase order to AT&T for the purchase of equipment and installation of a Cisco Voice-Over Internet Protocol (VoIP) phone system for the MTS South Bay Bus Maintenance Facility (SBBMF). This project will connect this facility into the MTS agency-wide phone and data communications system. This procurement would be under the County of Merced's Contract No. 2009177. | Approve |
| 10. | <u>SD100 Operator Seat Replacements - Contract Award</u>
Action would authorize the CEO to execute MTS Doc. No. L1153.0-13 with Gillig, LLC, for the purchase of One Hundred Four (104) SD100 Operator Seat Replacements. | Approve |
| 11. | <u>Construction Management On-Call Services for SD&AE Right of Entry Permits and Right-Of-Way Issues</u>
Action would ratify previous actions (Work Order Nos. 11.02 and 11.02.01) and authorize the CEO to execute Work Order No. 11.02.02 to MTS Doc. No. G1386.0-11 with PGH Wong Engineering, Inc. | Ratify/
Approve |
| 12. | <u>Semiannual Uniform Report of Disadvantaged Business Enterprise Awards or Commitments and Payments</u> | Informational |
| 13. | <u>Trash Disposal, Green Waste and Recycling Services - Contract Award</u>
Action would authorize the CEO to 1) execute MTS Doc. No. G1654.0-14 with Daily Disposal Services, Inc. for the provision of trash disposal, and green waste and recycling services for a two (2)-year base period with three (3) one-year option terms, (for a total of five years); and 2) exercise each option year at the CEO's discretion. | Approve |

CONSENT ITEMS - CONTINUED

- | | | |
|-----|--|--------------------|
| 14. | <u>CommVault Back-Up Project - Contract Award</u>
Action would authorize the CEO to execute MTS Doc. No. G1682.0-14 (in substantially the same format as Attachment A), with Nth Generation Computing, Inc., on a sole-source basis, for the provision of software, equipment, and professional installation services for the CommVault Backup Project. | Approve |
| 15. | <u>On Board Video Surveillance System for the San Diego Transit Corporation - Contract Amendment</u>
Action would 1) ratify Amendment Nos. 1 through 5 to MTS Document No. B0521.0-09 with Apollo Video Technology which were previously approved under the CEO's approval authority for a total cost of \$92,528.89; and 2) authorize the CEO to execute Amendment No. 6, MTS Doc. No. B0521.6-09 with Apollo Video Technology to install additional wireless access points at the Imperial Avenue Division for increased video download volume and upgrade up to 131 transit buses from older Integrian cameras and cabling to improved Apollo Video System cameras and cabling for a total cost of \$387,435.48. | Ratify/
Approve |
| 16. | <u>Rescission of the Amended and Restated Joint Exercise of Powers Agreement creating the City of San Diego/MTDB Authority and Dissolution of the City of San Diego/MTDB Authority</u>
Action would adopt Resolution Number 14-1 rescinding the Amended and Restated Joint Exercise of Powers Agreement creating the City of San Diego/MTDB Authority and authorizing the dissolution of the City of San Diego/MTDB Authority. | Approve |
| 17. | <u>Wireless Infrastructure Project Phase 3(a) - Sole Source Purchase Order Award</u>
Action would authorize the CEO to issue a purchase order to AT&T DataComm, Inc., on a sole-source basis, for the provision of equipment and professional installation services for Phase 3(a) of the MTS's Wireless Infrastructure Project. | Approve |

CLOSED SESSION

24. None.

NOTICED PUBLIC HEARINGS

- | | | |
|------|--|--------------------------------|
| 25a. | <u>Public Hearing for Major 2014 Service Changes (Denis Desmond)</u>
Action would 1) receive public testimony; and 2) provide direction to staff for any changes prior to approval at a later Board of Directors meeting | Receive/
Possible
Action |
| 25b. | <u>Public Hearing of Necessity to Adopt a Resolution of Necessity for Easement Acquisition of Assessor's Parcel Nos. 550-500-23, City of San Diego, 555-011-17, City of National City, 571-090-12, City of Chula Vista, 576-523-04, City of Lemon Grove, owned by the Union Pacific Railroad (Tim Allison)</u>
Action would 1) receive public testimony; and 2) adopt Resolution of Necessity No. 14-2 by a two-thirds vote approving the full acquisition of Assessor's Parcel Nos. (APN) 550-500-23, 555-011-17, 571-090-12, and 576-523-04; and find that; a) the public interest and necessity require the project; b) the project is planned or located in a manner that will be the most compatible with the greatest public good and the least private injury; c) the acquisition of the property is necessary for the project; and d) an offer of just compensation has been made to the property owner; and 3) authorize staff to proceed with condemnation proceedings to acquire the subject parcel. | Adopt/
Approve |

DISCUSSION ITEMS

- | | | |
|-----|--|------------------------------|
| 30. | <u>Metropolitan Transit System Ten Year Review (Paul Jablonski)</u>
Action would receive a report on the Metropolitan Transit System's last ten years. | Possible
Action |
| 31. | <u>Security Services Agreement - Exercise Option Years and Contingency Spending Authority (Larry Marinesi)</u>
Action would 1) authorize the Chief Executive Officer (CEO) execute MTS Doc. No. G1299.0-10 to exercise Option Years 1 and 2 under with Universal Protection Service (UPS) for the provision of security services for fiscal years 2015 and 2016; and 2) ratify and amend the contract to authorize additional spending of \$98,959.10 in FY 13. | Approve/
Ratify/
Amend |

REPORT ITEMS

- | | | |
|-----|---|---------------|
| 45. | <u>Chargers Football 2013 Year-End Summary (Tom Doogan)</u> | Informational |
| 46. | <u>Operations Budget Status Report for November 2013 (Mike Thompson)</u> | Informational |
| 60. | <u>Chairman's Report</u> | Informational |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Informational |
| 62. | <u>Chief Executive Officer's Report</u> | Informational |
| 63. | <u>Board Member Communications</u> | |
| 64. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
| 65. | <u>Next Meeting Date:</u> February 20, 2014 | |
| 66. | <u>Adjournment</u> | |

MEETING OF THE BOARD OF DIRECTORS FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS)

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

December 12, 2013

MINUTES

BOARD MEETING

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:04 a.m. A roll call sheet listing Board member attendance is attached.

Distinguished Service Award

Mr. Mathis introduced bus driver Vernie Ellison. A video was featured where Mr. Ellison was driving and a blind woman had mistaken the road (Clairemont Drive) for the sidewalk. Mr. Ellison stopped and exited his bus and diverted the woman back onto the sidewalk to safety. He was commended for his quick actions and putting his self at risk to help others. Mr. Mathis and Mr. Jablonski presented Mr. Ellison with a distinguished service award.

Chief Executive Officer Announcement

Mr. Jablonski announced that as part of the Blue Line Rehabilitation MTS had been working with the Navy to construct a transit center in National City at the 8th Street stop that is the southern entrance to the 32nd Street base. After two years of working on the project construction would commence the following week. During this two year period MTS worked with local, State and Federal agencies to begin the project.

32. Taxicab Administration Contract Renewal (TAKEN OUT OF ORDER)

Ms. Emerald made a motion to postpone the item to the January 16, 2014 Board meeting to give the City of San Diego additional time for further detailed review of the contract. Ms. Cole seconded the motion and the vote was 14-0 in favor with Mr. Roberts absent.

2. Approval of Minutes

Ms. Bragg moved to approve the minutes of the November 14, 2013, MTS Board of Directors meeting. Ms. Cole seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

3. Public Comments

John L. Wood – Mr. Wood commented that he wanted to know when MTS would dig the tunnel at Lemon Grove and advised the crossing gates are going down too soon before

the trolley arrives and after it stops. He asked if the bells on the crossing gates could be silenced at North and Broadway since there is a high-rise affordable living complex at this location. He asked regarding the handicap ramps in the middle of the Lemon Grove Depot for access to the store and that something needs to be done regarding the rails and asphalt between the platforms as people cross the tracks to get to the fare machines there is a possibility someone could trip and hurt themselves.

Miguel Aguirre – Mr. Aguirre advised he manages the McDonald's trolley station at the pedestrian ports of entry San Ysidro border. He stated he was there to discuss the SYPS Agreement. He previously requested assistance to point out deficiencies in the agreement. The use of the property taken by eminent domain has been changed considerably and is now being used in a manner to compete against the owners who the property was taken from and does not believe this is fair practice. The contract promised there would be a \$600K gross projection per year in income. The previous ten years ACE had been averaging \$200K in gross sales and he doubts this and states the contract is not performing as promised and is damaging to the business community. Palm trees are being chopped down to make room for additional kiosks competing with the community and property owners. The public restrooms being installed will be neglected and vandalized and will not be maintained which will not be a positive image at the national gateway from Mexico. The changes will impact mobility and the pedestrian flow of those coming in behind McDonald's and vehicles is not working as there are children and elderly people. The property is not being used as intended and there should be a performance audit conducted.

Michelle Krug – Ms. Krug stated there was not enough disability seating on the buses and there are numerous situations where young people won't give up their seat to a disabled rider. The drivers will not ask the riders to see whether or not they carry disabled passes. She asks that upper management empower the drivers so that they feel they can request to view rider's passes to confirm disability status. She commented the 962 bus arrives once every hour and she often misses the trolley at her connection. She asks that the bus be told to wait for the trolley so the passengers have a chance to board the trolley. Mr. Jablonski commented that seats can be designated, but people can not be kicked out of the seats. He stated that they are looking at new policy, possibly implementing an ordinance that gives drivers more authority to tell riders to move out of seats not designated for their status.

Mary Jane Caulder – Ms. Caulder stated with regard to route 14 four signs are up stating the route might be discontinued and this sign is about to fall off at the 70th Street transit center. At stops by schools there is no signage advising of route changes. Disabled and senior riders often do not have access to internet to find out about route changes and stated that she requested that MTS place notices at public libraries.

4. Appointment of MTS Chairperson

Mr. Mathis excused himself from the meeting. Mr. McClellan advised the Executive Committee had recommended reappointment of Mr. Harry Mathis to another term as Chairperson for MTS.

Action Taken

Ms. Bragg moved to receive a recommendation from the Executive Committee regarding the appointment of Harry Mathis as the MTS Chairperson. Mr. Ovrom seconded the motion, and the vote was 13 to 0 in favor with Mr. Roberts and Mr. Mathis absent.

CONSENT ITEMS

6. Bus Operator Uniforms - Contract Award

Action would authorize the Chief Executive Officer (CEO) to: (1) execute MTS Doc. No. B0600.0-13 with Kingsbury Uniforms, Inc. for the provision of bus operator uniforms for a three-year base period with 2 one-year optional terms (for a total of 5 years); and (2) exercise each option year at the CEO's discretion.

7. Investment Report - October 2013

8. Building C Backup Electrical Power Generator - Contract Award

Action would authorize the CEO to execute MTS Doc. No. PWL150.0-14 with Global Power Group, Inc. to procure and install a 400 kW, 500 KVA backup electrical power generator at MTS's Building C LRV Maintenance Facility.

9. General Engineering and Real Estate Services for MTS Right of Entry and Right-of-Way Issues

Action would ratify previous actions and authorize the CEO to execute Work Order No. 13.01.02 to MTS Doc. No. G1496.0-13 with RailPros, Inc.

10. Drug and Alcohol Collection, Testing, and Administration Services - Contract Award

Action would authorize the CEO to: (1) execute MTS Doc. No. G1550.0-13 with Drug Testing Network, Inc. for the provision of drug and alcohol collection, testing, and administration services for a two-year base period and 3 one-year optional terms, exercisable at MTS's sole determination, for a total of five years; and (2) exercise each option year at the CEO's discretion.

11. Independent Auditing Services - Contract Award

Action would authorize the CEO to: (1) execute MTS Doc. No. G1513.0-13 with Pun and McGeady, LLP for the provision of independent auditing services for a five-year base period with 3 one-year option terms (for a total of 8 years); and (2) exercise each option year at the CEO's discretion.

12. Actuarial Services for the San Diego Transit Corporation (SDTC) Pension Plan - Contract Award

Action would authorize the CEO to: (1) execute MTS Doc. No. G1650.0-14 with Cheiron for the provision of actuarial services for the SDTC pension plan for a

five-year base period and 5 one-year option terms exercisable at MTS's sole determination; and (2) exercise each option year at the CEO's discretion.

13. Railroad Bridge Inspection Services - Contract Award

Action would authorize the CEO to execute MTS Doc. No. PWL147.0-13 with J.L. Patterson for the provision of railroad bridge inspection services for five years (beginning on February 1, 2014, and ending on January 31, 2019).

14. Regional Transportation Management System (RTMS) Radio Tower at Mt. Soledad Station, Naval Base Point Loma - Site Lease Amendment

Action would authorize the CEO to execute MTS Doc. No. B0513.2-09 with the Department of the Navy to continue the lease of MTS's Mt. Soledad Signal Station site for five years.

Action on Consent Item 6 through 14

Mr. Alvarez moved to approve Consent Items 6 through 14. Ms. Cole seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. San Diego Transit Corporation Employee Retirement Plan's Actuarial Valuations as of July 1, 2013

Larry Marinesi, Chief Financial Officer introduced Robert McCrory of Cheiron, Inc. He and his team discussed current status and plan cost, plan normal cost by benefit, plan cost by source, plan cost history, plan funding history and history of active membership. He reviewed the plan future, projected total contribution rate, projected total contribution rate and projected funded ratio. Mr. Marinesi provided further explanation regarding the projected total contribution rate. Mr. McCrory explained actuarial funding and discussed SDTC funding policies including CAAP classification as applied to SDTC, the present plan, and required disclosures.

The Board members asked questions and discussion ensued.

Action Taken

Ms. Bragg moved to receive the San Diego Transit Corporation (SDTC) Employee Retirement Plan's actuarial valuation as of July 1, 2013, and adopt the pension contribution rate of 39.147 percent for SDTC's pension plans in fiscal year 2015. Mr. Ovrom seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

31. Regional Transportation Management System (RTMS) Back-Office Upgrade and Contract Bus Fleet Expansion

Bill Spraul, Chief Operating Officer of Transit, provided background information and discussed challenges of the existing system and the end goal of the project. He provided a process overview, overview of the recommended system and explained the estimated project schedule.

Ms. Salas asked if this was a request for proposals (RFP) or a sole source procurement. Mr. Spraul advised it was a Sole Source with ACS as the other 50% of service has RTMS currently equipped on buses. If they did not use ACS the cost of the project could potentially double. Ms. Salas asked if MTS looked at how much it would cost to service the entire system and how would MTS know if another vendor could not do it for the price or look at different technologies to provide the service. Mr. Spraul stated the equipment is proprietary. Ms. Salas stated we often get trapped into a specific vendor where new systems and technologies could possibly be out there to provide better and more cost effective service.

Mr. Jablonski advised that the initial RFP had taken place more than a decade prior and pre-dates his position at MTS. If MTS were to go to another vendor the price would be starting from scratch with new software, etc. and rebuilding the entire system for the entire fleet and would likely cost close to \$30M. MTS does make sure the sole source agreement is not price gauging so this is an add-on to an existing system to expand it to the rest of the fleet. MTS decided on this platform a number of years ago and it is a logical sequence to extend it to the rest of the fleet.

Action Taken

Mr. Cunningham moved to execute MTS Doc. No. G1544.0-13 with ACS Transport Solutions, Inc. (ACS) to purchase, install, test and verify, and warranty Regional Transportation Management System (RTMS) equipment, hardware, software, and back-office equipment for the MTS Bus, MTS contracted bus, and NCTD fleets Mr. McClellan seconded the motion, and the vote was 13 to 0 in favor with Ms. Salas abstaining and Mr. Roberts absent.

REPORT ITEMS

45. Fiscal Year 2013 Final Budget Comparison

Mike Thompson, Budget Manager provided a FY 2013 final budget review including comparison of operations to budget, comparison of non operating revenue to budget and contingency reserve.

Action Taken

No action taken. Taken as an informational item.

46. Operations Budget Status Report for October 2013

Mike Thompson, Budget Manager, provided a financial review of the comparison to

budget – October 31, 2013 – FY2014 including operating revenue, personnel and outside costs, total operating revenue less expenses and on-going concerns.

Action Taken

No action taken. Taken as an informational item.

60. Chairman's Report

None.

61. Audit Oversight Committee (AOC) Chairman's Report

None.

62. Chief Executive Officer's Report

Mr. Jablonski apologized for not being present at the November Board meeting. He had three recent trips paid for by parties other than MTS. The first was a quick trip to Tucson to be part of a peer review to make recommendations for improvement of that transit system. The 2nd was with the Transit Cooperative Research Board and as a member of the TOPS Committee, this Committee decides on all transit research for the upcoming year met in Washington, D.C. The last and final trip was for two days for the APTA Executive Committee meeting in Sarasota, FL. It was an important meeting as it finalized APTA's national position on re-authorization for the next year for transit programs. MTS was able to get its points in with respect to infrastructure and funding. MTS will ask Congress for a healthy funding appropriation in the next year.

63. Board Member Communications

Ms. Rios thanked the Board for the time and effort relating to the 8th Street Transit Center. Mr. Jablonski stated this center will help facilitate transfers.

Ms. Cole stated the 7th annual holiday trolley entertainment series would be kicked off Monday, December 9th at the Euclid Trolley station and for 2 weeks local musicians will be sharing their talents with the Orange Line riders and thanked MTS Staff and the Jacobs Center for Neighborhood Innovation and Coca Cola for their support of this holiday themed event and personally invited the Board members and public to the performances that run until December 23rd.

Ms. Emerald stated that the City of San Diego approved their State and Federal legislative agendas and they include several transit related projects including a lobbying for aggressive support of the Mid-Coast project. She stated that on Saturday there would be an information fair regarding the Affordable Healthcare Act and people can get additional information and assistance in signing up for more affordable insurance.

Mr. Cunningham advised Poway would have its Holiday Celebration on December 14, 2013 from 6:00 p.m. to 10:00 p.m. in Old Poway Park with the steam engine and Santa.

64. Additional Public Comments on Items Not on the Agenda

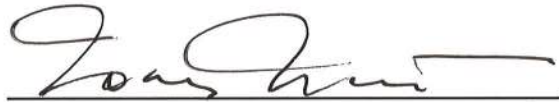
None.

65. Next Meeting Date

The next regularly scheduled Board meeting is January 16, 2014.

66. Adjournment

Chairman Mathis adjourned the meeting at 10:22 a.m.



Chairperson
San Diego Metropolitan Transit System

Filed by:



Office of the Clerk of the Board
San Diego Metropolitan Transit System
System

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit

Attachments: 1. Roll Call Sheet

METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): December 12, 2013 CALL TO ORDER (TIME): 9:04 a.m.

RECESS: N/A RECONVENE: N/A

CLOSED SESSION: N/A RECONVENE: N/A

PUBLIC HEARING: N/A RECONVENE: N/A

ORDINANCES ADOPTED: N/A ADJOURN: 10:22 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Cole) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
BRAGG	<input checked="" type="checkbox"/> (Bilbray) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
EMERALD	<input checked="" type="checkbox"/> (Cole) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
EWIN	<input type="checkbox"/> (Arapostathis) <input checked="" type="checkbox"/>	9:04 a.m.	10:22 a.m.
GASTIL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
GLORIA	<input type="checkbox"/> (Cole) <input checked="" type="checkbox"/>	9:04 a.m.	10:22 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:04 a.m.	10:22 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		
SALAS	<input checked="" type="checkbox"/> (Ramirez) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.
ZAPF	<input checked="" type="checkbox"/> (Cole) <input type="checkbox"/>	9:04 a.m.	10:22 a.m.

SIGNED BY THE CLERK OF THE BOARD: 

CONFIRMED BY THE GENERAL COUNSEL: 



THE CITY OF SAN DIEGO

COUNCILMEMBER SCOTT SHERMAN

SEVENTH DISTRICT

January 7, 2014

Mr. Harry Mathis
Chairman
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

RE: MTS Proposed Elimination of Bus Route 14

Dear Mr. Mathis:

I am writing to voice my strong opposition to the closing of MTS Bus Route 14, which services the District 7 neighborhoods of Allied Gardens, Grantville, San Carlos and Del Cerro. My office has received a high volume of correspondence from impacted residents regarding this closure.

As you are aware, Route 14 serves as a resource to seniors who utilize transportation to get to and from Kaiser Hospital, District 7 businesses, and other parts of the community. This is also the only route that serves Allied Gardens, Del Cerro, and San Carlos. If Route 14 is eliminated, MTS would be increasing traffic in an already heavily congested area, instead of encouraging increased public transportation ridership.

In addition, Grantville will undergo a major transformation in the upcoming year. The City Council will be voting on a master plan amendment for the community this summer, which will likely change its composition. Moreover, the Council has approved plans for ArchRock and Riverbend, two very large communities located along Mission Gorge Avenue, and it is anticipated that over 1,500 new units will be constructed. The discontinuation of the only viable public transportation option in the area will have a detrimental impact on this region and will further eliminate the only direct public transportation service to the MTS Trolley System. In a time where we need to work together to encourage public transportation, I believe suspending this route will do the opposite.

I appreciate your time and consideration regarding this matter. Please contact me directly at (619) 236-6677 or ScottSherman@sandiego.gov should you have any questions.

Yours in Service,

Scott Sherman
Councilmember – District 7

Ruta	Descripción de propuesta
15	Será remplazada por el Rapid C en Mid-City. Paradas en El Cajon Blvd y Oregon St., 33rd St y 59th St. serán brindadas solo por las rutas 1 y/o 6.
20	Terminal norteña será Rancho Bernardo Transit Station en lugar de Del Lago Transit Station. Servicio entre el centro de San Diego y Kearny Mesa brindará servicio cada 15 minutos durante la hora pico entre semana y todos los viajes brindarán servicio a Fashion Valley. Viajes de la ruta 20 los domingos ya no brindarían servicio a Hillcrest. Servicio entre Rancho Bernardo y Del Lago sería proporcionado por Rapid A. <i>(Note que la nueva Rapid A proporcionará una alternativa a muchos pasajeros actualmente haciendo viajes más largos en la ruta 20.)</i>
210	La ruta 210 viajará por Hwy. 163 en lugar de I-15 y SR-94. Servicio en I-15 entre el centro de San Diego y City Heights será remplazado por el nuevo Rapid A. La ruta 210 será reducida de cinco viajes de ida y vuelta a cuatro los días de entre semana.*
810	La ruta 810 sería remplazada por la nueva ruta Premium Express Px-1. Cada viaje brindará servicio a Escondido Transit Center, Del Lago Transit Station y el centro de San Diego. La ruta Px-1 operará aproximadamente cada 15 minutos, solo en horas pico de los días de entre semana, con tarifa en efectivo para adultos de \$5.00. El Rancho Bernardo Transit Station fuera brindado servicio por la ruta Premium Express Px-2.*
820, 850, 860	Las rutas 820, 850 y 860 todas serían remplazadas por la nueva ruta Premium Express Px-2. Cada viaje de la ruta Px-2 brindaría servicio a Rancho Bernardo Transit Station, Sabre Springs/Peñasquitos Transit Station y el centro de San Diego, pero ningún "desvío" vecindario. La ruta Px-2 operaría aproximadamente cada 15 minutos, solo en horas pico de los días de entre semana, con tarifa en efectivo para adultos de \$5.00. Servicio local entre Poway y Sabre Springs/Peñasquitos Transit Station sería ofrecido por la ruta 844.
844	Reconfigurada para viajar de este-oeste a lo largo de Poway Rd. entre la vuelta Garden/Floral y el Sabre Springs/Peñasquitos Transit Station. Operará aproximadamente cada 30 minutos en los días de entre semana, y cada 60 minutos en los sábados, con tarifa en efectivo para adultos de \$2.25. Servicio limitado pasará por la escuela preparatoria Poway y a lo largo de Espola Rd. y Twin Peaks Rd. Servicio a Rancho Peñasquitos Blvd. fuera ser proporcionado por la ruta 20. Servicio más cercano a la escuela preparatoria Mt. Carmel sería la ruta 20 en Carmel Mountain Rd. y Rancho Peñasquitos Blvd.*
845	La ruta sería extendida al norte en Midland Road al parque Old Poway. La vuelta pegada a Garden Road sería añadida a la ruta 844 en lugar.*
880	La ruta 880 sería descontinuada y parcialmente remplazada por la nueva Rapid B. Financiamiento para la ruta 880, actualmente proporcionada por el constructor de 45 Ranch, se acaba en el año 2014.
921	La terminal oeste cambiará a UTC en lugar de UCSD. Servicio entre UTC y UCSD será proporcionado por Rapid B, el SuperLoop y las rutas 30, 41 y 150.
950	Esta ruta Express en periodo de prueba entre Otay Mesa y Iris Trolley sería convertida en una ruta regular (no en periodo de prueba).
960	Cambia en Kearny Mesa para brindar servicio por Balboa Ave., Convoy St. y Clairemont Mesa Blvd. entre I-15 y I-805.* Servicio entre las plazas transitas de City Heights y Clairemont Mesa Blvd. será proporcionado todo el día en la ruta Rapid A, con paradas en Ruffin Road, Overland Avenue y Complex Drive. Pasajeros viajando entre Euclid Trolley Station y Kearny Mesa Transit Center podrán transferir entre la ruta 960 y Rapid A en las plazas transitas de City Heights.
964	Cambia para realizar todos los viajes por Mira Mesa Transit Station. La ruta entre Black Mountain Rd. y Alliant University cambia para viajar por Mira Mesa Blvd. y Scripps Ranch Blvd. en lugar de Carroll Canyon Rd.* Operará aproximadamente cada 30 minutos, solo en los días de entre semana.

NOTA: todos los números de ruta y designaciones son sujetos a cambiar antes de la implementación.

Route	Description of Proposal
15	To be replaced by the Rapid C in Mid-City. El Cajon Blvd. stops at Oregon St., 33rd St., and 59th St. will be served only by Routes 1 and/or 6.
20	Northern terminal would be Rancho Bernardo Transit Station instead of Del Lago Transit Station. Service between Downtown and Kearny Mesa would operate every 15 minutes during weekday peak hours, and all trips would serve Fashion Valley. Sunday Route 20 trips would no longer serve Hillcrest. Service between Rancho Bernardo and Del Lago would be provided on Rapid A. <i>(Note that the new Rapid A will provide an alternative to many riders currently making longer trips on Route 20.)</i>
210	Route 210 would travel via Hwy. 163 instead of I-15 & SR-94. Service on I-15 between Downtown and City Heights would be replaced by the new Rapid A. Route 210 would be reduced from five weekday round trips to four round trips.*
810	Route 810 would be replaced by new Premium Express Route Px-1. Every trip would serve the Escondido Transit Center, Del Lago Transit Station, and Downtown. Route Px-1 service would be approx. every 15 minutes, weekday peak hours only, with an adult cash fare of \$5.00. The Rancho Bernardo Transit Station would be served by Premium Express Route Px-2 instead.*
820, 850, 860	Routes 820, 850, and 860 would all be replaced by new Premium Express Routes Px-2. Every route Px-2 trip would serve Rancho Bernardo Transit Station, Sabre Springs/Peñasquitos Transit Station, and Downtown, but no service into neighborhoods. Route Px-2 service would be approx. every 15 minutes, weekday peak hours only, with an adult cash fare of \$5.00. Local service in between Poway and Sabre Springs/Peñasquitos Transit Station would be offered on Route 844.
844	Reconfigured to operate east-west along Poway Rd. between the Garden/Floral loop and the Sabre Springs/Peñasquitos Transit Station. Service would be approx. every 30 minutes all-day on weekdays, and every 60 minutes on Saturdays, with an adult cash fare of \$2.25. Limited service would pass Poway High School and along Espola Rd. and Twin Peaks Rd. Service to Rancho Peñasquitos Blvd. would be provided on Route 20. Service closest to Mt. Carmel High School would be Route 20 at Carmel Mountain Rd. and Rancho Peñasquitos Blvd.*
845	Route would be extended north on Midland Road to the Old Poway Park. The loop off Garden Road would be added to Route 844 instead.*
880	Route 880 would be discontinued and partially replaced by new Rapid B. Funding for Route 880, currently provided by the developer of 45 Ranch, runs out in 2014.
921	The western terminal would change to UTC instead of UCSD. Service between UTC and UCSD and would be provided by Rapid B, the SuperLoop, and Routes 30, 41, and 150.
950	This trial Express route between Otay Mesa and Iris Trolley would be made a regular (non-trial) route.
960	Changes to operate all trips via the Mira Mesa Transit Station. The routing between Black Mountain Blvd. instead of Carroll Canyon Rd.* Service would be approx. every 30 minutes, all-day on weekdays only.

NOTE: All route numbers and designations are subject to change prior to implementation.

AUDIENCIA PÚBLICA PARA CAMBIOS SIGNIFICATIVOS PROPUESTOS DEL 2014



PUBLIC HEARING FOR PROPOSED MAJOR 2014 SERVICE CHANGES

A mediados del año 2014, nuevos servicios de autobús MTS Rapid en el área Mid-City y a lo largo del corredor de la autopista 15 ofrecerán servicio más frecuente y rápido, nuevas estaciones y casetas únicas, prioridad en semáforos y nuevos autobuses articulados.

El Rapid en Mid-City (Rapid C) reemplazará la ruta 15 entre el centro de San Diego y SDSU, por medio de Park y El Cajon Blvds. El nuevo servicio Rapid entre Escondido y el centro de San Diego (Rapid A) proporcionara servicio los siete días de la semana, y el Rapid entre Rancho Bernardo y UCSD (Rapid B) brindará servicio durante la hora pico entre semana.

MTS también está proponiendo cambios a otras rutas en el sistema, detallado en **la tabla al seguir**. La mayoría de los cambios tomarían efecto a mediados del año 2014.

MTS quiere su aporte

Miembros del público son invitados a proporcionar sus opiniones sobre cualquiera de las propuestas detalladas al seguir. La junta directiva de MTS considerará todo la aportación pública antes de tomar una decisión. Hay varias maneras para ofrecer comentarios:

- Testimonio publicó en la **AUDIENCIA PÚBLICA el jueves 16 de enero del 2014, 9:00 a.m.**
1255 Imperial Ave., 10th Floor (en el 12th & Imperial Transit Center en el centro de San Diego)
- Línea directa telefónica: (619) 595-4912 (correo de voz)
- Correo electrónico: **mts.planning@sdmnts.com**
- Correo. Envíe a: MTS Public Hearing Comments, 1255 Imperial Ave., Suite 1000, San Diego, CA 92101

Ruta	Descripción de propuesta
Rapid A	Nuevo servicio Rapid entre el centro de San Diego-Escondido Transit Center, por City Heights, Kearny Mesa, Mira Mesa Transit Station, Sabre Springs/Peñasquitos Transit Station, Rancho Bernardo Transit Station, Del Lago Transit Station.* Operará aproximadamente cada 15-30 minutos, 7 días de la semana, con tarifa en efectivo para adultos de \$2.50. Esto proporcionará una alternativa mas rapida y mas frecuente a muchos pasajeros que actualmente hacen viajes más largos en la ruta 20.
Rapid B	Nuevo servicio Rapid entre Rancho Bernardo Transit Station y UCSD, por Sabre Springs/Peñasquitos Transit Station, Mira Mesa Transit Station. Paradas intermedias también se hacen en puntos importantes a lo largo de Mira Mesa Blvd. y La Jolla Village Drive.* Operará aproximadamente cada 15-30 minutos, solo en horas pico de los días de entre semana, con tarifa en efectivo para adultos de \$2.50.
Rapid C (Mid-City)	Nuevo servicio Rapid entre el centro de San Diego y SDSU; reemplaza la ruta 15 y brinda servicio a El Cajon Blvd. y Park Blvd. (incluyendo una parada en el zoológico).* Operará aproximadamente cada 10-15 minutos, 7 días de la semana, con tarifa en efectivo para adultos de \$2.25.
Nueva ruta Express	Nueva ruta Express entre Normal Heights y City College Trolley Station, por Adams Ave., Washington St., y Hwy. 163. Se extendería en el extremo este de Adams Ave. a la plaza tránsito de la autopista 15 en City Heights. Operaría aproximadamente cada 30 minutos, solo en horas pico de los días de entre semana, con tarifa en efectivo para adultos de \$2.50. Esto fuera realizado como ruta en periodo de prueba por hasta 12 meses.*
14	La ruta 14 fuera ser descontinuada debido a la baja cantidad de pasajeros y productividad. Servicio alternativo sería disponible a algunas áreas por la Green Line o las rutas 1, 13, 18, 115, y 854.

In mid-2014, new MTS Rapid bus services in the Mid-City area and along the Interstate 15 corridor will offer higher frequency, faster service, unique new stations and shelters, priority at traffic signals, and new articulated buses.

The Rapid in Mid-City (Rapid C) will replace Route 15 between Downtown and SDSU, via Park and El Cajon Blvds. The new Rapid service between Escondido and Downtown (Rapid A) will operate seven days a week, and the Rapid between Rancho Bernardo and UCSD (Rapid B) will operate during weekday peak hours.

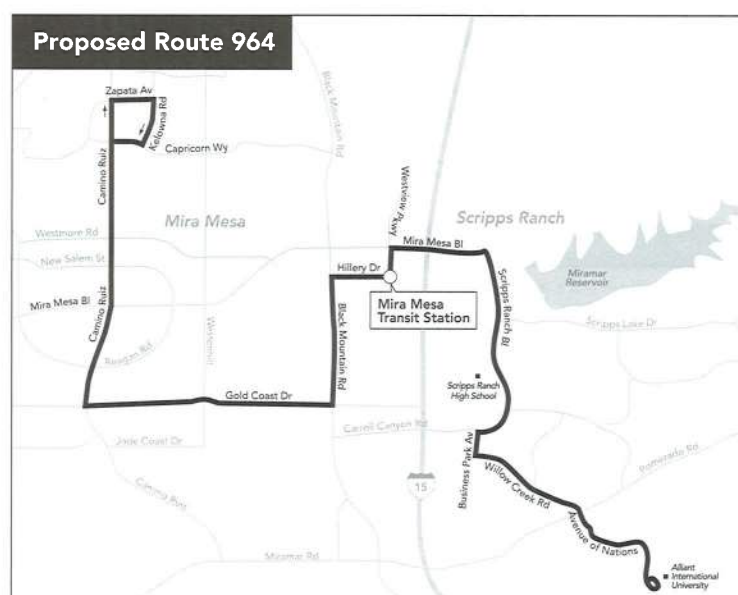
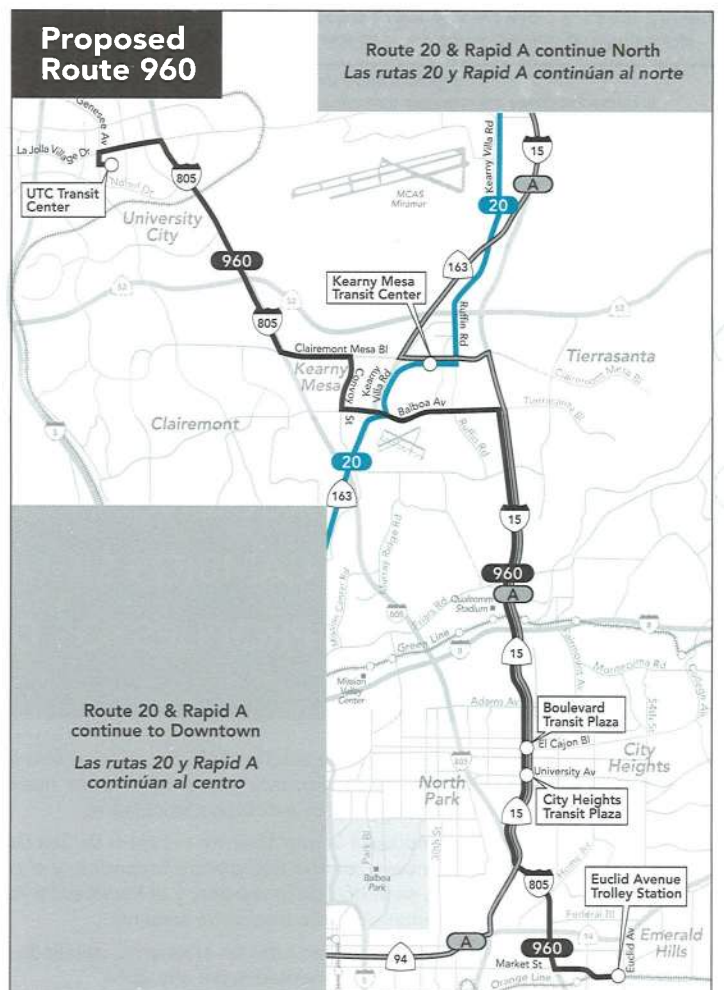
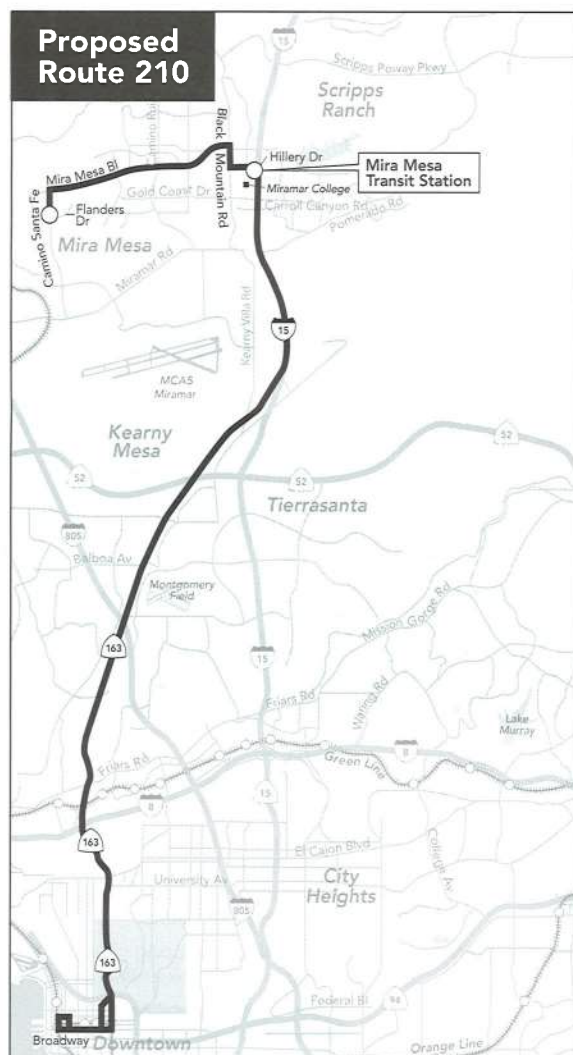
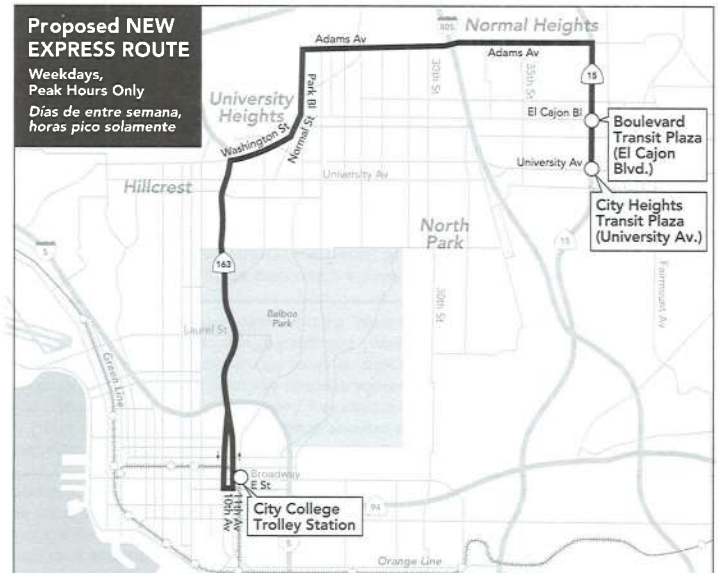
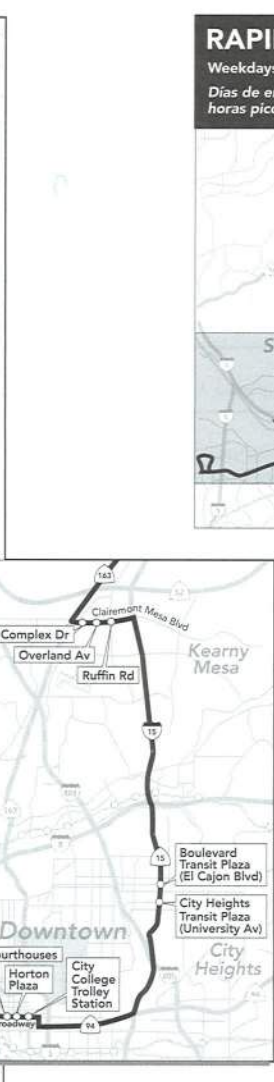
MTS is also proposing changes to other routes in the system, outlined in the **chart below**. Most changes would take effect in mid-2014.

MTS Wants Your Input

Members of the public are invited to provide input on any of the proposals detailed below. The MTS Board of Directors will consider all public input prior to making a decision. There are several ways to provide comments:

- Public Testimony at the **PUBLIC HEARING Thursday, January 16, 2014, 9:00 a.m.**
1255 Imperial Ave., 10th Floor (at the 12th & Imperial Transit Center in Downtown San Diego)
- Telephone Hotline: (619) 595-4912 (voicemail)
- E-Mail: **mts.planning@sdmnts.com**
- U.S. Mail. Send to: MTS Public Hearing Comments, 1255 Imperial Ave., Suite 1000, San Diego, CA 92101

Route	Description of Proposal
Rapid A	New Rapid service between Downtown San Diego-Escondido Transit Center, via City Heights, Kearny Mesa, Mira Mesa Transit Station, Sabre Springs/Peñasquitos Transit Station, Rancho Bernardo Transit Station, Del Lago Transit Station.* Service will be approx. every 15-30 minutes, seven days a week, with an adult cash fare of \$2.50. This will provide a faster and more frequent all-day alternative to many riders currently making longer trips on Route 20.
Rapid B	New Rapid service between Rancho Bernardo Transit Station and UCSD, via Sabre Springs/Peñasquitos Transit Station, Mira Mesa Transit Station. Intermediate stops also made at major points along Mira Mesa Blvd. and La Jolla Village Drive.* Service will be approx. every 15-30 minutes, weekday peak hours only, with an adult cash fare of \$2.50.
Rapid C (Mid-City)	New Rapid service operating between Downtown and SDSU; replaces Route 15 and serves El Cajon Blvd. and Park Blvd. (including a stop at the Zoo).* Service will be approx. every 10-15 minutes, seven days a week, with an adult cash fare of \$2.25.
New Express Route	New Express Route between Normal Heights and City College Trolley Station, via Adams Ave., Washington St., and Hwy. 163. Extends on east end from Adams Ave. to Freeway 15 transit plaza in City Heights. Service would be approx. every 30 minutes, weekday peak hours only, with an adult cash fare of \$2.50. <i>This would be operated as a trial route for up to 12 months.*</i>
14	Route 14 would be discontinued due to low ridership and productivity. Alternative service to some areas would be available on the Green Line or Routes 1, 13, 18, 115, and 854.



MTS assures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency program or activity. To request additional information on MTS nondiscrimination obligations or to file a complaint against MTS, please write to MTS General Counsel, 1255 Imperial Ave., Suite 1000, San Diego, 92101 or log on to www.sdmts.com.

Public Comments, AI #25, 16 January 2014

Date	Route	Comment	Method
ROUTE 14			
9/19/2013	14	I am understanding of the desire to cancel Route 14 but concerned that alternative service is not readily available. If possible, it would be extremely helpful to extend Route 1A from 70th Street Trolley Station to Lake Murray Blvd. to cover the loss of Route 14. Route 1A would be more useful than Route 14 because it serves El Cajon Blvd. rather than Mission Valley; it makes more sense to transfer to the Trolley at 70th Street if destined for Mission Valley. Alternatively, please consider extending Route 11 (via Montezuma Road) to Lake Murray Blvd. as a way to maintain service in this area. Again, like the 1A, it would be more useful than the 14 because it runs on/near El Cajon Blvd.[2191]	email
9/21/2013	14	Can no longer go to work if Route 14 is cut. [2205]	
9/24/2013	14	Senior to use get around allied gardens. Can longer drive. Need it to get up and down the hill. [2215]	email
9/27/2013	14	Bus driver told me there is a proposal to cancel Route 14. Serves Allied Gardens. Taken bus numerous times. Kaiser to San Diego State. Counted 17 people getting on the bus that day. All people going to SDSU. Shame we can't reach historic monument. Closest stop 115 or Kaiser hospital. 1-mile walk. [2218]	email
9/27/2013	14	Ride bus all the time. I don't want it to be inconvenient for anyone that rides this bus. [2217]	
9/30/2013	14	Pray and hope Rt 14 still will be running. [2222]	email
9/30/2013	14	I'm disabled. And my only independent method is this transport. [2223]	email
9/30/2013	14	Stadium Arms apartments. Manager of apartments. A lot of our tenants do not have cars and they take bus up to stores (Windmill Farms) and school Patrick Henry. Eight people have asked her to call on her behalf. [2214]	email
10/1/2013	14	Please keep bus. Is the only way I can get to work. [2234]	
10/2/2013	14	Live on Montezuma and work on Baltimore. I would have to add time to my trip. (Spanish) [2231]	email
10/2/2013	14	Calling about the cancellation of Route 14. Excommunicating a whole community. [2239]	email
10/2/2013	14	Go to 9 - 3. Do not have transportation if you stop the bus. Service important to me. Use service for long time. Wont be able to travel to work. [2221]	email
10/2/2013	14	I do need this bus to be in this area. Only bus in our area (Allied Gardens). [2230]	email
10/2/2013	14	I have two children that are both disabled. On top of Zion hill. Constantly going to Kaiser for their condition. See people go to SDSU. Depend to from Allied Gardens to Kaiser. Would be detrimental to a lot of handicap people. Why are you cancelling this route? Bad enough this route not used on weekends. Does not run every 15 min. Runs every hour. It runs 14 times a day. I can't see the big advantage of discontinuing this route. You should add more service. [2229]	email
10/2/2013	14	Keep Bus Route 14! I use it 3 times a week from Allied Gardens to Lake Murray and Baltimore. I work out at the Challenge Center on Lake Park Way. Don't discontinue 14! Many students from SDSU use route 14. [2225]	email
10/2/2013	14	Live in Allied Gardens. Important to me to get of Allied Gardens. Know there are students and seniors who use route. [2236]	email
10/2/2013	14	Please keep Route 14 bus line going to allied gardens area. Very difficult for us who are seniors. [2227]	email
10/2/2013	14	Don't cancel route 14 (Spanish) [2238]	email
10/2/2013	14	Use it Mon. - Fri. to get back and forth to work. [2228]	email
10/2/2013	14	Would be bad a idea, especially for our Seniors. Steep road. [2232]	email
10/3/2013	14	I have three children that take the bus from Allied Gardens to Del Cerro. They would have to walk, take another bus, and take Trolley. Please reconsider. Maybe not running as frequently. [2245]	email
10/3/2013	14	Rancho Mission Hill. Please do not discontinue Route 14. [2241]	
10/4/2013	14	I take the Route 14 every day. Work on Lake Murray Blvd. This route is very necessary. [2252]	email
10/4/2013	14	I take bus every day. This would change my life. I would have to figure out another way. For me I can figure out another way however there are a lot of elderly people that cannot drive. Please do not discontinue. [2247]	email
10/4/2013	14	I take route 14 every week day, so the discontinuation of this route would negatively impact my life. This route is very important to me because it connects me to the rest of the SDMTS network of transportations. This is the only public transportation available to the people in this neighborhood of La Mesa, so I would not be the only person affected by this change. In fact, the people who usually ride this route are the young and the elderly. Basically, anyone who can't drive for a variety of reasons. The service for the 14 is so infrequent that anyone who could can afford to avoid it already do so. By canceling this route, you are affecting the people who need public transportation the most. Finally, the only other bus that service near the area is the 854. If you are going to cancel the 14, maybe you need to consider increasing the frequency of the 854 and expanding its route to keep some level of service in the area. [2304]	email
10/4/2013	14	Please do not discontinue. I really depend on this route to get me to my job. Consider an alternative. Appreciate you listening to my concerns. [2250]	email
10/4/2013	14	Please do not discontinue. Very important to us. [2249]	email
10/4/2013	14	Please reconsider discontinuing the Route 14. Especially around Mission Road as it is very steep. I am concerned about seniors and children. [2246]	email
10/7/2013	14	Even though I live in the area and I am a transit advocate, the majority of the community does have vehicle access, and the existing hourly schedule and routing does not offer any type of useful access. It should definitely be discontinued. Funding for this route should go toward longer hours on other routes. I highly support late-night transit service in mid-city. With real-time arrival information available, the funding for extending service can come from lower frequencies from daytime off-peak. PLEASE extend hours until at least 2:30 am Sat and Sun so that drunk people in downtown and North Park aren't driving home. [2306]	email
10/7/2013	14	I go to school to Lewis Middle School. I'm a homeless youth. My shelter pays for my pass. Please, please, please continue route 14. Thank you. [2258]	email
10/7/2013	14	My kid uses this bus to commute to school. (Spanish) [2255]	email
10/7/2013	14	I use this route a lot. Its the only route that brings me to my job. What can i do to prevent Route 14 from being discontinued. [2254]	email
10/8/2013	14	My suggestion is to route the #14 via Friars to Zion, to waring, left arnelo, left on Jackson, and take Mission Gorge to Santee instead of taking the Route 115. Much needed route especially around Rancho Mission Road. Please reconsider. [2260]	email

Date	Route	Comment	Method
10/8/2013	14	We really need the Route 14 I ride it to work. Please keep the route 14. [2264]	phone
10/9/2013	14	Not a good idea to remove rt 14. Uses it to go to Kaiser. (Spanish) [2267]	phone
10/9/2013	14	Wants the 14 bus not to be discontinued. Has only one leg and uses it to go to the trolley. [2269]	phone
10/9/2013	14	Worried about Route 14 being discontinued. She uses it at least 3 times a week. Please keep route 14. [2266]	phone
10/10/2013	14	I urge you to consider the number of Rt 14 passengers who depend on it daily: These include students from elementary, middle and high schools, as well as SDSU. In addition, Kaiser patients depend upon it for medical appointments. I myself constantly use it for grocery shopping, library visits, medical appointments, and connection to the trolley. Many disabled persons also use the #14. It would be a great hardship to be without the #14 bus.[2309]	email
10/10/2013	14	I take Bus 14 everyday during the week to take my son to preschool in the morning and pick him in the afternoon using this bus as well, as it drops us off directly in front of the preschool. It has been a huge help to have this bus running this route, as the bus drivers operating it have all been so helpful and kind. If it makes any difference, instead of just outright discontinuing this route, why not use a smaller bus? Have it run every 30 minutes during peak hours in the morning and afternoon, every hour after the peak times, and keep it not running on weekends and not running after 6 on weekdays. People do still ride this bus everyday, it would be a huge disservice to the patrons who ride this bus to have it discontinued. [2310]	email
10/10/2013	14	My concern with the cancellation of the route is that many riders are elderly, I can only speak for the portion of the route between the 70th Street Trolley Station and Lake Murray at Baltimore. The hill is very difficult to walk for the elderly, I myself have a difficult time with it ever since I broke my ankle a few years ago I rely on the 14 to take me up the hill. My hope is that the route can be saved, perhaps by using one of the smaller busses, or by adjusting another route (like the 1A) to continue up the hill. Please don't cancel it completely for those people who rely on it. [2311]	email
10/10/2013	14	Uses the route frequently. Protests the route being canceled. [2273]	phone
10/11/2013	14	She would have no way to get to work and back home if route is discontinued. She rides it everyday and does not agree with the route being discontinued. She needs the route to get to work to be able to provide for her family. [2275]	phone
10/11/2013	14	So how are the people that need bus route 14 supposed to get anywhere? I have kids that have to ride public transportation, they get to Grantville and then what? it is bad enough that it only runs once an hour. Can't you just replace the bus with one of the small ones? [2313]	email
10/13/2013	14	Please do not cancel Route 14. Do the people who make these fateful decisions for the rest of us ever ride the buses? Or, more to the point in my case, have they ever tried walking up Zion Avenue carrying 40 lbs. of groceries? This is a densely populated area and to leave us without bus service is not right. Cancellation would effectively halt my visits to Lake Murray and medical appointments in the San Carlos area. It takes me 55 minutes uphill walk to Navajo for the 115, and I am getting too old for that, Surely you can cut back somewhere else. My suggestion would be to use the smaller buses, similar to the ones now used on Route 18, instead of the enormous black gas guzzlers. It was bad enough when Route 14 was shortened and the service was reduced to every hour. Please reconsider the fact that discontinuing Route 14 would be a grave disservice to senior Allied Gardens Residents. [2471]	other
10/14/2013	14	It would be devastating for her for the route 14 to be discontinued. She cares for someone that depends on her getting to them. Suggests only running it during the peak hours [2277]	phone
10/14/2013	14	Lives on Zion and goes to Albertsons to get her bus pass. She is disabled and rides the route to church. It is inconvenient to take this route away. It would be the wrong thing to do. [2278]	phone
10/14/2013	14	Please do not eliminate this route. She needs it for her job. Suggests a shorter daily schedule. [2279]	phone
10/15/2013	14	While Route 14 is under used at this time, it also has critical deficiencies that make it that way. They should be corrected and route 14 enhanced rather than eliminated. 1. It runs once a hour from Lake Murry Blvd and Baltimore Blvd. Route 854 now also runs once an hour from Lake Murry Blvd and Baltimore Blvd to the trolley station. But they leave approximately 3 minutes apart. Rather they should rotate now that Route 854 runs an express route every other bus so that a bus leaves the Lake Murry and Baltimore Blvd intersection to the trolley every half hour instead of 2 buses leaving approximately at the same time once an hour. 2. Bus 14 doesn't go far enough up lake Murry Blvd. Rather it should travel up Lake Murry Blvd to Jackson Blvd and intersect with route 115. It should then make a right down Jackson Blvd which has no service and travel to Park Way Dr which parallels Fletcher Parkway and make a right and stop at Kaiser La Mesa and give bus access to and from the Cosco Shopping Center as well. Which doesn't exist at this time, and is a major deficit in my opinion. 3. If route 14 is eliminated there will be no service along Waring Road to SDSU or to Kaiser Hospital which I also think is a mistake. 4. If these simple changes were made especially to the Kaiser La Mesa complex and Cosco center to the Trolley I think you would find a great increase in the utilization of route 14 and it would provide a greatly enhanced service to La Mesa residents. [2318]	email
10/16/2013	14	Called before: She really needs route 14 to go to her job. She knows other disabled people that depend on this route. Suggests using shuttle buses or reducing the route to peak hours. [2286]	phone
10/16/2013	14	I am a senior citizen who no longer drives an automobile. I live in Allied Gardens an am dependent upon Route 14 to get me to and from work at SDSU, as well as run errands in the Grantville area. I also use the 14 to connect with the trolley at the Grantville station. I am writing to let you know that eliminating Route 14 would impose a considerable hardship on me. I hope you will keep the 14 running. I hope that my views expressed here will be present to whatever MTS group will be making this important decision. [2321]	email
10/16/2013	14	Please don't cancel route 14. A lot of people ride this route. Had different people talk on the phone that use the route. They use it to go to work in Mission Valley. [2285]	phone
10/16/2013	14	I use route 14 every Monday, Wednesday, and Friday. Many others use it too. Do not discontinue it. I travel from Zion and Waring to Lake Murray and Baltimore to work out at a gym. Don't stop running this bus route 14! Thanks. [2320]	email
10/16/2013	14	Rides this route to work everyday. She needs that bus to stay in service. Please keep the route going. [2288]	phone
10/16/2013	14	She needs route 14 to go to work. She knows 2 disabled people that also use this bus to go to kaiser and to SDSU. Please consider other options. [2287]	phone
10/16/2013	14	Unacceptable to remove the route 14. Is a daily rider. It would leave him stranded and would have to walk a considerable distance. He is disabled. [2290]	phone

Date	Route	Comment	Method
10/16/2013	14	Voting to keep route 14 in service. [2283]	phone
10/17/2013	14	It is a very much needed route. Roads can be very steep and a hardship on senior. Please keep route 14. [2292]	phone
10/17/2013	14	Lives on Waring and Zion. Getting rid of the bus will cause her to have to walk to walk up and down Zion. Please do not take away the Route 14. It will be a financial hardship and an inconvenience to her. [2294]	phone
10/18/2013	14	Take into account that not only the passengers but also the community loses by removing this route. (Spanish) [2296]	phone
10/18/2013	14	I have a disabled daughter who uses Route 14 to get to and from work. If the route is going to be eliminated after the first of the year, can you tell me if there is another bus route that is going to take over that area or are you just discontinuing any service to the Allied Gardens area? [2326]	email
10/18/2013	14	I was devastated to hear RT #14 might be eliminated. We are a community of Senior Citizens who desperately need bus service to get to our regular destinations of: Kaiser Hospital, Kaiser Medical Offices, Von's and Windmill Farms Grocery Stores, CVS Drug Store, and most importantly to the Green Line Trolley. We have no other means of transportation. I would have to walk more than one mile to the nearest RT #13. What worries me even more, is returning from grocery shopping with a full grocery cart and having to walk UP Zion for OVER A MILE. The RT #14 has enabled me to stay active and accomplish my errands. Our first desire would be to keep RT #14. If that's not feasible, PLEASE consider some other type of bus with a "kneeling" feature or some kind of lift or ramp. [2327]	email
10/18/2013	14	It is a much needed route, please do not discontinue it especially for Rancho Mission Road. It is a hardship for seniors and the handicapped. Consider making it every half hour to increase ridership. [2300]	phone
10/21/2013	14	Don't make significant changes or eliminate Route 14. This is the route my handicapped dad takes to participate in activities, such as regular trips to the Challenge Center, shopping centers, doctors appointments and even family activities when someone is unable to transport his large wheelchair. My dad had a stroke at the age of 47 as a result of working hard at three jobs to support his family. Even though his physical capabilities are a mere fraction of what they were before, his access to the bus allows him still participate in the community and support his family. My dad will sometimes take the bus to buy his oldest daughter, coffee so that she can keep studying. While that may seem like a minor thing, it is a just a small example or how important the bus is to him. If his access to the bus was reduced or eliminated he would lose what very little independence and sense of self he has. Please do not take this away from him. [2330]	email
10/21/2013	14	Disappointed to see that the Route 14 will be discontinued. At least a part of that route serves areas that are not served by other transit (whether bus or trolley). Would it be possible to continue the Route 14 but using smaller buses (I've seen them on other routes, I think the 18 and/or 88)? Or to extend the Route 13 past Kaiser Hospital, up to SDSU? Are there not any other alternatives besides eliminating that route altogether? What about children who attend schools served by that route? The Route 14 has gone from half-hourly service to hourly; please do not eliminate it altogether. [2329]	email
10/21/2013	14	Keep bus # 14 on Allied gardens. Her husband is disabled and uses it frequently to go to therapy and to get around. [2303]	phone
10/21/2013	14	Opposes the idea to discontinue route 14. It is her only transportation from El Cajon Blvd up Parkway Dr. to get to Kaiser. [2301]	phone
10/22/2013	14	It is criminal to discontinue this service. Consider extending the 13. [2308]	phone
10/23/2013	14	It would be real hardship if the 14 went away. It is hard to walk from where she lives at near 70th & El Cajon to the Library or to SDSU. It would be nice to be able to keep the bus. [2335]	phone
10/24/2013	14	He catches this bus everyday to go to work. It would be an inconvenience if you took this bus route away and would want it to keep going. Suggests putting one of the small buses on the route. [2336]	phone
10/24/2013	14	Keep it going to the school and the hospital, maybe SDSU. It would be a hardship for a lot of kids to take it away. Make it 15 minutes or something like that. [2338]	phone
10/24/2013	14	Many passengers rely on this bus to get to Kaiser Hospital and the Benjamin branch of the Public Library. In the afternoon, I see school children taking this bus, so I believe the entire neighborhood would be negatively affected if service were lost to this area. Please find another way to continue bus service to this area if the Route 14 must be discontinued. [2334]	email
10/24/2013	14	She rides the bus all the time everyday twice a day. She is concerned that there will not be a bus anymore in that area to take her son to school. She uses it to go grocery shopping and a lot of other things. Please call back. [2337]	phone
10/25/2013	14	Calling about the route 14. [2340]	phone
10/25/2013	14	It's a very important route for himself and a lot of people he knows. For anyone going to 70th St Trolley it is quite a walk. The bus makes a big difference. [2339]	phone
10/29/2013	14	He uses Route 14 to go to work. He'd hate for us to cut it off. He uses it to go to State and Zion and Warring [2346]	phone
10/30/2013	14	I'm writing to encourage you to please continue Route 14 service in La Mesa. I just moved to this area and as counting on this route to take me to its various destinations (i.e., Del Cerro and Allied Gardens). I don't own a car or a bike, so the bus is my only source of transportation. Also, Route 14 is a "nice" ride in that passengers don't encounter the rougher, more urban-type problems on this line. [2344]	email
10/31/2013	14	I have three asthmatic children who ride the bus #14. I was informed by them that you will be discontinuing the route. This is very upsetting to me. I am a single parent trying to make ends meet and I cannot afford any other means of transportation for my 3 kids attending Patrick Henry High. We live down below in Allied Gardens. The school is 3.7 miles away from the home and school transportation is not offered because it is the nearest neighborhood school. The school is on a very steep hill and my children depend on the bus route 14 to get there. I have to work and I am unable to take them and/or bring them back home. I work in the ICU at UCSD and I work late hours until 8pm, well over the time they come out of school. Losing route #14 would be detrimental to my children's health and would put them at risk/danger. As it is now the trip from our home is complicated to get to Patrick Henry. They must walk and take two different buses or the trolley and it takes over an hour the commute. If Route #14 would be eliminated life will only become more complicated. Please reconsider DO NOT eliminate Route #14. My children will have to walk on this dangerous, curvy road and the weather is NOT forgiving sunny/super-hot or cold/rainy/windy. The walk alone from Waring Road to Park Ridge Road is 1.7 miles long uphill/downhill. PLEASE PLEASE reconsider your decision. Walking two miles to the nearest bus is unacceptable. [2470]	other
10/31/2013	14	Lives in Allied Gardens. He is disabled. He was astounded to hear that route 14 will be discontinued. Please reconsider. [2348]	phone

Date	Route	Comment	Method
11/1/2013	14	This route is important. I and a lot of people take it to 24hr fitness. He also assists in the Mission and also uses it to other places that the route goes by. Please keep the route going. [2349]	phone
11/1/2013	14	Took the bus yesterday. She takes it from time to time. She is concerned. She uses it to go to the library. She is a senior citizen. She would have to walk about a mile uphill to go to the library. Suggests a small bus like on the route 18. Yesterday she took the bus and there was a woman with a cart, and older man with a walker, and a man in a wheelchair. Other people also rode the route. [2350]	phone
11/2/2013	14	Please DO NOT discontinue the route 14. I am a 58 year old, non-driving woman who grew up on Waring Rd. in Allied Gardens using the bus for transportation. My adult son now lives in that same house also using the bus for his transportation. MTS claims that the ridership is low and unproductive. Of course it is! A route that runs only once an hour (which means it doesn't connect well with other routes), doesn't run into Allied Gardens past 7:15pm, and doesn't run at all on the weekends does not promote confidence in its riders. If you have to discontinue the 14, I personally think it would be a good idea to extend the current route 13 beyond Kaiser Hosp., up Waring Rd., and out to La Mesa as the current 14 does, or at least to SDSU where one can get access to many other routes. EVERY 30 MIN. with good community outreach and consistency in your service over time ridership will improve. [2352]	email
11/3/2013	14	Concerned about the possible discontinuation of the route 14. They really need this bus. [2357]	email
11/4/2013	14	He rides the bus every day to go to work. It is the only transportation he has from Allied Gardens. He would truly appreciate his input be taken into consideration. [2359]	email
11/4/2013	14	Her two children ride the 14 to and from school every day. She hopes that it doesn't get shut down because she doesn't know how she will get her kids to school. [2360]	email
11/4/2013	14	Please do not discontinue route 14. It is a very necessary route especially for seniors. Possibly reroute route 14. He'd hate to see it gone. [2358]	email
11/6/2013	14	Keep route 14 going. Don't stop. It is a good service. Use a shorter bus. [2362]	email
11/6/2013	14	She would like to have this bus. She uses it everyday. She is an exchange student. It would be a great help if bus 14 is there. [2363]	email
11/8/2013	14	Don't discontinue route 14. She would have miles to walk to get to the nearest bus stop or trolley. [2367]	email
11/8/2013	14	Uses route 14 everyday. It is the only route that goes through Allied Gardens. It would be bad if it was discontinued. He would have to walk a lot to get to the nearest bus stop to get to work. [2365]	email
11/8/2013	14	She doesn't think it's fair for those that travel out to Lake Murray. People don't have cars to get back and forth. Do not discontinue. At least have a shuttle bus to get people out there that work or live out there. [2366]	email
11/13/2013	14	He understands the route 14 has low ridership, but he would like to see it stay. Suggested a smaller bus. [2370]	email
11/13/2013	14	Rides the route 14 often, and does not want it to be discontinued. [2369]	email
11/14/2013	14	Against removal of route 14. (Spanish) [2371]	email
11/15/2013	14	I am a member of the Allied Gardens Community Council and am concerned about rumors that MTS is planning to discontinue Route 14—the only bus service through the College area to Allied Gardens and the Grantville Trolley. [2386]	email
11/15/2013	14	Uses route 14, and says it would be extremely inconvenient for him if the route was cancelled. [2373]	email
11/16/2013	14	I have learned that you are considering discontinuing Bus route 14. This is the only public transportation in the Allied Gardens area. I plead with you not to abandon this area for public transportation. [2388]	email
11/16/2013	14	My son uses route 14 to get to Mission Gorge to get to work. Shutting this route down will have a major impact on him. He does not own a car and the bus is convenient for his commute. [2389]	email
11/17/2013	14	I live at the top of the hill on ZION and already have absolutely no way of getting up and down that hill already on Saturday and Sunday. It's extremely inconvenient and I can't even go anywhere on the weekend because of it. I have sciatica and problems in my knee from an injury. I absolutely can't walk that hill (I've tried and dealt with awful pain for the next 2 days afterward). I would rather you didn't subject me and many like me that live in this area to that awful hill... PLEASE reconsider. [2390]	email
11/21/2013	14	I work downtown and commute by riding Bus Route 14 every day to connect to the Green Line Trolley. Both in the morning and evening there are a number of people commuting on this bus line. In many cases, they do not have any other means of transportation and discontinuing this bus route would be detrimental to their livelihood. The next closest bus route walking distance is over a mile away. Please re-consider your proposed change for Route 14. [2392]	email
12/3/2013	14	Lee McClenaghan Route 14 Supporter [2395]	email
12/4/2013	14	Please keep route #14! I use it to go from 70th St. and El Cajon Blvd. to S.D.S.U. three days a week and it is the only bus that goes across I-8 to Parkway Drive where my eye doctor's office is. You tried to get rid of route #81 and found that you had to bring part of it back as the #14 and I am sure you'll have to bring it back if you stop it this time because I know that I am not the only person with a disability that relies on that route for their transportation! One of my acquaintances relies on it more than I do because it is hard for her to walk long distances and the #14 is the closest bus route. S.D.S.U. Students who live on Lake Murray Blvd. will have to move if route #14 is discontinued. I hope this is a viable way to comment on this because I won't be able to go to the meeting. [2397]	email
12/4/2013	14	Uses Route 14 to get to work and would be affected if it was removed. Wants a call back to voice her concerns. [2411]	phone
12/5/2013	14	RE: Ending route 14. We already have hour long waits for buses that don't make connections and don't run on weekends. Big Oil lobbyists killed our downtown trolley system in the '50's, and I'd swear there still killing us today. America's Finest City has one of America's lousiest transit systems. [2398]	email
12/9/2013	14	Uses Route 14 every other day and would not like it to be discontinued. [2414]	phone
12/17/2013	14	Rides 14 regularly, is disabled, and would have no other way to reach his house from the Grantville Station. Also sees numerous children riding the route that are perhaps unaware of this proposal. Would like the discontinuation to be reconsidered. [2415]	phone

Date	Route	Comment	Method
1/5/2014	14	I have disabilities that have prevented me from driving for 22 years. February 3, 2014 I will have been working at Lewis Middle School in the cafeteria for 8 years. I catch the 14 at Zion by Crawford Kaiser Medical Center at 9:05am and get off at Waring Road/Greenbrier. I get home by catching the 14 on Waring at Greenbrier, headed south, at 1:20pm (Monday through Friday). Due to previous changes (reductions) in frequency of schedule times, and elimination of weekend/holiday service, I have adapted by doing recycling next to Albertsons on Waring Road, and trips to Windmill Farms on Del Cerro Blvd., when I get off work, before I go home, again using Route 14. If the Route 14 is discontinued, I will no longer be able to get to the school where I work, or to Windmill Farms Market, or to do my recycling next to Albertsons on Waring Road. I was first told of this potential change in mid-September, and the printed info sheet that should be available on the buses was never there until Tuesday, January 7, 2014. I have been telling people at the Zion at Crawford and Waring at Greenbrier bus stops about this proposed change and every one of them has been shocked and concerned because their use of the 14 is the only way available to meet their needs. Please don't leave us with no way to get to the places we go using the 14 route. [2463]	email
1/7/2014	14	Lives on Rancho Mission Rd. Route 14, she doesn't want the route discontinued. She uses it to take her daughters to the doctor. Her daughter also uses it to take her kids to school. Says to consider using a smaller bus. (Spanish) [2431]	phone
1/8/2014	14	If Route 14 is discontinued, it would be impossible to take her children to school and get to work. She is a single mother with no car, and is asking for us to please reconsider. [2435]	phone
1/8/2014	14	This is ridiculous, this is the bus my elderly mom and children take to get home from the Grantville trolley, they will have to walk for several miles if you remove this route! Can't you just replace it with a smaller bus? [2445]	email
1/10/2014	14	There are individuals with disabilities that ride the route 14 bus, which passes right by our facility (fitness center for the disabled) on Lake Park Way in La Mesa. We are asking that this route not be discontinued. [2458]	email
1/10/2014	14	If you do away with the #14 bus route, How would we get from Grantville trolley station to Kaiser Permanente Vandevere office? Please consider this my public comment/ question. [2457]	email
1/10/2014	14	I take the Route 14 and pick it up at the library on Montezuma. Instead of cancelling the route, can we just have a small bus? I hope you will reconsider the removal and take my suggestion. You have a wonderful bus system. [2466]	phone
1/13/2014	14	I am a host family for international students and would like you to reconsider cancelling Route 14, or my students will not be able to get to school. [2474]	phone
1/13/2014	14	The central portion of Route 14 (between El Cajon Blvd at 70th St. and the Kaiser Hospital passes a public library, SDSU, another public library, and a school before reaching the hospital. These are all significant locations which should be served by public transit. When Route 14 was instituted it was scheduled to run every 30 minutes, which was reduced to once an hour in late summer, approximately 1 WEEK BEFORE SDSU WAS TO RETURN TO SESSION. The current proposal to cancel the route was also posted when SDSU is not in session. There are several options that could be implemented to improve the ridership situation on the route: Use the smaller size buses. Increase the frequency in the early morning and late afternoon. Adjust the eastern portion of the route, it could turn south at 70th St. terminating at an Orange Line trolley station or perhaps at the Joan Kroc Center. The route 1A could be extended to cover portion of the route east of the 70th St. trolley station. Adjust the western portion of the route. Perhaps it could be changed to run east on Mission Gorge Road. [2476]	email
1/14/2014	14	I live across the freeway in the College Area, near SDSU. Our neighborhood school track is Hardy Elementary > Lewis Middle > Henry High. Route 14 is the only bus route that serves Lewis Middle School, the Allied Gardens Recreation Center, and the Library. My kids took Route 14 every day to Lewis Middle School over the last 6 years, and I have an elementary school student who will be heading to Lewis in a few years as well. When you have young children only 10 or 11 years old taking the public bus to school for the first time, it is so very important to us as parents to have the bus stop near the school, as Route 14 currently does. If we lose this route, my future middle schooler will be forced to take Route 115 across the freeway and get off at a stop nearly ¾ miles away from school. That's like leaving a child in the middle of nowhere. They can't go home, and they still have a long walk before them to reach Lewis before 7:30am – on a dark winter morning or a rainy day, this is NOT A SAFE ENVIRONMENT FOR OUR YOUNG CHILDREN! Make safety a priority. Please reconsider this proposal. I urge you to keep the Lewis school drop off and pick up times intact or even improve on them (7:20am before school, 3:15pm after school, and 4:00pm late bus). [2475]	email
1/15/2014	14	I and many other regular #14 passengers, will be in great distress should this bus route be discontinued. Only in the last few weeks have notices been posted at bus stops and flyers available on the bus. There are, no doubt, many passengers who are unaware that their lives could be affected by a wrong decision. Preschool children to SDSU post-grads, along with disabled and senior citizens, rely on this bus. Without the #14, I would be unable to grocery shop, go to the library, connect with the trolley, get to medical and dental appointments, and so forth, which would create quite a hardship. It would be shameful to turn Allied Gardens a neighborhood with no public transportation! [2496]	email
1/15/2014	14	I am an avid rider if the #14 route, on my way to Montezuma several times weekly. This route saves 45 mins on my commute each way. Please do not take route #14. [2489]	email
ROUTE 880			
9/12/2013	880	I am a regular user of MTS 880 bus from 4S Ranch to Sorrento Valley. The changes proposed for 2014 route modifications will cause lot of pain to transfer buses if not 3 at least 2 times to get to work. It will not only increase the commute time, but it will also increase inconvenience and headache to shift buses. The ridership on 880 has grown enormously and it will continue to increase I future for sure. So making these changes without considering this is not a good idea. Also focusing on Downtown is one way of looking at transportation needs. Sorrento valley has grown enormously in the last few months and CALTRANS is enhancing exit ramps to handle the increase in traffic to help with the growth. On other hand MTS is trying to kill a service that has proved beneficial to several people as opposed to enhancing the experience for the route. If the outlined proposal for 2014 goes through, a lot of people will stop taking the bus service including me due to the enormous inconvenience that it would cause. I hope that the best and correct decision will be taking for commuters and to encourage more people to use buses helping us go green and reducing traffic on roads as well. [2159]	email

Date	Route	Comment	Method
9/12/2013	880	During the last three years I have been using the 880 route almost every-day. It is very convenient given that I can get to the bus stop either walking or via a very short commute at both ends. The proposal to change the route will force me and several people in my neighborhood to do the following: • Drive 5 miles to Rancho Bernardo transit station • Take one bus there and then transfer to another bus • Change the quality of the service. All together not only deteriorates the current commuter experience, but also I can clearly see that will extend my commute in 20 to 30 more minutes. Many of the commuters that shared the bus with me in a daily basis feel the same way. If you are attempting to improve the service for more ridership, this change will go the other direction and you may lose several riders. • In the last few years the ridership has increased and it will continue increasing given the construction of new homes in 4S and DelSur neighborhoods • Sorrento Valley has a major concentration of employers for the city with Qualcomm in top, but many more tech companies in the area. • Just from Qualcomm we have over 400 permanent employees who live in 4S and work in Sorrento Valley. There are many more on the adjacent neighborhoods like Del Sur, Rancho Bernardo, Poway. This type of commute does take away from the roads of San Diego several tens of cars every day. [2166]	email
9/12/2013	880	Qualcomm Employees are aware that there are plans of changing routes and eliminating 880 and replacing with rapid A and rapid B options but these changes are not going to be beneficial to almost every rider of 880. If One route would start from RB to Sorrento, express and looping the Sorrento buildings then maybe most of us will still be using the bus, but if it needs to transfer at Sabre Springs and then it will not be a premium and will be stopping like the public commuters bus, then ridership will be less and less. Please hear us as we are the riders of the 880bus route. If anything, more riders will also patronize the current 880 if the last bus schedule to leave 4S at about 8:55-9:00AM as opposed to currently 8:35. Monterey Ridge elementary school in 4s ranch allows non-ESS (Extended Stay) to get in at 8:40am and so parents would not be able to catch up with the 8:35 last bus. [2161]	email
9/12/2013	880	This change will greatly affect my current life and cause lots of inconvenience to commute to Qualcomm. I strongly suggest that you can reconsider this decision to keep this 880 route. The reason that MTS 880 will be discontinued is that there will be no funds from 4S ranch. I think we can have a discussion with the 4S development community about this issue. We keep paying lots of mello roos tax each year to establish our home in 4S ranch. If the bus schedule can be changed, there will be more people riding the bus. The later time, say 8:50 starting from 4S common pkwy, shall be better since more people are able to ride the bus after sending their children to school. Other changes which can reduce the expenses, I think, would be decrease the trips. Currently there are three trips in the morning and in the afternoon. I think we can decrease to two trips. [2162]	email
9/12/2013	880	Our family request to have MTS service to 4S Ranch. It is very convenient for us. Is this possible to have: • Morning/Evening at least 2 buses to RB Transit Station from/to 4S Ranch • Rapid Route B from RB Transit Station through Mira Mesa Transit to Sorrento Valley and UTC/UCSD [2165]	email
9/12/2013	880	I heard that we will cut of bus from 4s ranch for MTS 880. That is really bad news, I ride MTS 880 when I moved to 4s ranch. And MTS 880 play an important role for me to choose 4s ranch other than script ranch, park village, etc. Now the ride is part of my life. If possible, I really hope I can ride MTS 880 in future as it does today. [2155]	email
9/12/2013	880	I am a long time daily #880 commuter from RB to Sorrento Mesa. My current door-to-door morning commute time is 40 minutes, about 10 minutes longer than driving. Even if MTS extends the northern terminus of Rapid-B to RB, I expect my morning transit time will double. The impact of the changes on my afternoon commute are less severe since that commute is already long due to congestion on Mira Mesa Blvd. I recommend several changes to your current plan for Rapid-B (1) Maintain route off Mira Mesa Blvd. through Sorrento Mesa. (2) Move the northern terminus to Del Lago Transit Center. (3) Increase the number of morning and afternoon buses. (4) Move the northern terminus of #845 to 4S Ranch. (5) Do not stop at Sabre Spring Transit Center. The proposed Px-1,2 routes are positive for riders driving to transit centers and traveling downtown. The Rapid-A routes are positive for many riders of #20 to/from North County. Unfortunately, the route changes for everyone else can be very negative. MTS should expect most existing commuters walking to/from removed suburban stops will resume driving private vehicles. [2156]	email
9/12/2013	880	Please consider the following alternative solution. • Morning/Evening at least 2 buses to RB Transit Station from/to 4S Ranch • Rapid Route B from RB Transit Station through Mira Mesa Transit to Sorrento Valley and UTC/UCSD. [2158]	email
9/12/2013	880	I regularly take the MTS 880 bus to work. It usually works out to 3 times a week. Qualcomm is still actively expanding and building on the Sorrento Mesa. I cannot imagine that more public transportation is not being emphasized by the city as Qualcomm grows. As for the new plans, I'm not much of a fan. I will probably try the new routes, but am skeptical that those that currently ride it will not. We have some people that enjoy riding the bus so much that they still have to walk up to a quarter mile to reach their building. I know that if you increase their walk any more (i.e. dropping them off at Mira Mesa Blvd.), they may decide to stop taking the bus. One thing that I do hope is that there will be buses more often. The main reason that I drive at all is that I have to leave earlier or later than the bus. If they had more than 3 buses, I would take it more. Unfortunately, I have only heard that more buses will run more often on the downtown route and nothing about the Sorrento Mesa route. I would like to suggest that perhaps instead of going down Mira Mesa Blvd. Perhaps the Rapid B can go down 56 from Sabre Springs, loop around Sorrento Mesa and head to UTC. We all know that the emphasis has always been on downtown (810) routes. That is where the business and government district resides and it makes sense to support it. However, [the] city and MTS needs to start recognizing that Sorrento Mesa is THE major high tech center of the city. Not just Qualcomm, although we do employ the majority of the people, but other companies that are coming to this area. MTS has never really wanted to support an East/West route. That thought process of needs to change.[2164]	email
9/13/2013	880	I have been using route 880 to commute from 4s ranch to work for the last couple of years. The proposed changes from 2014 will increase my commute time to the point where it would not make sense for me to use MTS anymore. Please consider continuing the existing MTS 880 route from 4s ranch to Sorrento valley with at least 2 morning/evening buses. [2168]	email
9/13/2013	880	It is unfortunate that MTS is going to discontinue express service (Route 880) sometime in 2014. It was very convenient and made commuting very relaxing and stress free. [2169]	email

Date	Route	Comment	Method
9/16/2013	880	I am a MTS 880 rider, living in 4S Ranch. Almost every workday, I took the bus to office at Sorrento Valley. I have been enjoying riding the bus ever since it started back in 2009. This is one of the best benefits living in 4S Ranch for me. I was shocked to learn that the MTS 880 bus service would be discontinued. To make matter worse, the proposed Rapid transit bus service did not address the needs of 4S Ranch residents at all, not even to mention it did not offer the same route coverage. Having rapid transit service along I-15 is certainly a big achievement in improving public transportation. But it must take the current MTS 880 riders, 4S Ranch residents' needs into consideration. By cutting off 880, it leaves no public transportation service into the 4S Ranch community it increases the commute time to Sorrento valley from 4S Ranch. Most of current 880 riders work at Qualcomm in Sorrento Valley. The convenience and commute time are the most important factors determining whether to take public transportation or not. By talking to many of riders of the proposed change, majority of them are planning to stop taking the bus and go back to drive as there is no way the rapid bus service is going to offer what 880 does in terms of the convenience and commute time In order to continue serve 4S Ranch residents and Sorrento valley, the followings are must: Morning/Evening at least 2 buses to RB Transit Station from/to 4S Ranch Rapid Route B starts from RB Transit Station through Mira Mesa Transit to Sorrento Valley and UTC/UCSD, offering minimum one stop among Qualcomm building. As we all know, Sorrento Mesa is the major high tech center of the city. Not only just Qualcomm, although we do employ the majority of the people, but many other companies that are coming to this area. [2175]	email
9/17/2013	880	I live in 4S ranch and I have been riding MTS 880 since Jan 2013 to commute to my work (Qualcomm Morehouse Campus). This route has significantly improved my commute. If 880 is cancelled, I will no longer be using MTS and instead will have to drive. Currently proposed plan requires me to drive to Rancho Bernardo and make a bus change at Mira Mesa which is highly inconvenient and defeats the purpose of efficient transport from home to work. In worst case scenario, I may consider using MTS if Rapid B is extended to Rancho Bernardo but most likely cancelling route 880 will prevent me from using public transport. I strongly support continuation of route 880. [2181]	email
9/17/2013	880	Greatly concerned that MTS is planning to cancel the 880 in 2014. For the last two years I have been using it regularly to commute for work, although I used it sporadically since its start. I consider it one of the greatest services considering how difficult it is to envision a truly practical public transportation work commute in this city. I would like to join other co-riders in an effort to be outspoken and try to get the current route to continue. The alternative plan, which no longer would be an express route nor service Del Sur/4S Ranch area, would heavily impact commute time and render the service impractical. [2178]	email
9/17/2013	880	I am writing about the potential cancellation of MTS Route 880. The current plan to replace with RAPID A and RAPID B will discourage a lot of the current 880 passengers from using public transit since it will be more convenient to drive our cars. At a minimum, I think we need the following: 1) 1 RAPID bus from Rancho Bernardo transit station to Sorrento Mesa 2) 3-4 stops in Sorrento Mesa since majority of passengers are QCOM employees [2182]	email
9/17/2013	880	I'm now using express bus 880 between RB and UTC, and would probably end up using Route B. I would like to see the route extended north to RB transit. This would make a better connection to RB/Poway on bus 845. It also would provide a better Park&Ride option for people living in 4S Ranch and working at Qualcomm [2183]	email
9/17/2013	880	I am a current resident of 4S Ranch and frequently ride the MTS 880 bus to my workplace (CareFusion) in Sorrento Valley. I am very concerned with the recent MTS proposal changes to eliminate the 880 bus for FY2014, since I rely on this service as my primary commuting option 4 days out of the workweek. Please consider keeping this service available for 2014, or if possible, keeping at least one AM route and at least one PM route available. I will adjust my work schedule accordingly. [2180]	email
9/19/2013	880	I live in 4S ranch and I take MTS 880 to work almost every day. I'm very happy with the bus, and I'm seeing more and more people inside or even outside of Qualcomm are taking the bus too! I have friends who are going to move to 4S ranch JUST BECAUSE THERE'S 880 that can take them to work. The proposed new bus plan that I have received will definitely discontinue my bus commuting to work. The reason I'm taking MTS 880 is not only because it can take us to work, but because it is convenient. The follow scenario will happen to every 4S ranch resident if they want to take the proposed bus plan to work: 1. Drive to RB transit station. This is the first big concern, IF I DRIVE, why would I bother to take another bus. 2. Transit at Sabre Spring. Second concern, how long am I going to wait there? What if I miss the bus? 3. Too many stops at Mira mesa. This can easily add 10-20 mins on the trip. 4. Get off the bus, but where is it? Probably I will have to walk another 10-15 mins to get to my building? So adding all those concerns, the new plan will add too much time on my commuting, and much more hassle. I would prefer drive myself, or carpool with my friends who are taking MTS 880 too right now. I hope we can keep the current MTS 880 as is.[2190]	email
9/19/2013	880	I work at Qualcomm and I am frequent rider on MTS 880 route for commuting between to work. MTS major changes for new RAPID A and B routes in mid-2014 will have a lot of impact on my commute time. Even RAPID A and B routes are similar to current 880 route, there are several inconvenience will cause me not taking MTS buses for commuting to work anymore. 2. There are a lot riders from 4S Ranch on MTS 880 route and the ridership is continuing growing. If 880 route stops and the riders are continuing to taking the bus, there might not be enough parking spaces in RB Transit Station. We probably will drive straight to work instead of taking RAPID B route buses. 3. Most of current MTS 880 route bus riders work at Qualcomm, but looks like RAPID B route buses don't have stops circulating Qualcomm buildings. We won't take RAPID B route buses for commuting to work since the commute time increases more with the transfers between RAPID A and RAPID B as well as the walk/shuttle time to the buildings we worked. I have some suggestion for the new RAPID B route, 1. Changing on RAPID B route at origin, keep same as MTS 880 route originate from 4S Ranch, at least one stop. Also MTS need to find solution for parking spaces if parking is full with increased riders on RB Transit Station. 3. Changing on RAPID B route in Sorrento Valley, keep same as MTS 880 route to circulate Qualcomm buildings in order to keep current riders. 4. If RAPID B route cannot keep same as MTS 880 route to circulate Qualcomm buildings, then follow MTS 921 route to have stops close to major Qualcomm buildings. Hope my suggestions could be considered and be implemented on RAPID B route in mid-2014, then I will be more happier than ever to continue use MTS buses services that cut my spending on gasoline and maintenance on the car, also save the environment in the meantime.[2192]	email

Date	Route	Comment	Method
9/30/2013	880	I have lived in North Poway, and commuted to Sorrento Valley on the 880. Over the years, the Sorrento Valley area has grown to become the High-Tech and Bio-Tech hub of San Diego. Traffic to this area has become extremely congested in spite of SANDAG's efforts to widen freeways and improve access corridors. The only real solution to the problem is to provide public transportation that meets commuters' needs. The route 880 service meets this need for people commuting from 4S Ranch, Rancho Bernardo, North Poway, Carmel Mountain, and even Escondido by transfer from the route 810 service. I see riders every day who use the current service to get from 4S Ranch to the RB Transit Station and transfer to the route 810 service to downtown. Also, the proposed new routes would require riders to transfer at least once, and would not make stops in the "Sorrento Mesa" business area. It is my observation that this area represents at least 90% of the current ridership of the 880. The transfer and having to walk as much as a mile from Mira Mesa Blvd to our offices would make the commute time so long that it would no longer be a practical alternative to driving. I work at Qualcomm, and we have a mail-list community of over 100 route 880 riders who communicate regularly about the value of the service, encourage new riders, and discuss the impact of these proposed changes. It is my opinion that MTS needs to <u>improve</u> service to the Sorrento Valley area, not degrade it if we hope to attract enough ridership to make an impact on the ever worsening traffic congestion in the area. I have heard from MTS that they hope to attract riders destined to UCSD, but it seems short sighted to alienate the current, devoted riders in hopes of an unknown market. Currently, there are seldom more than 3 or 4 riders who continue on from Sorrento Valley to UTC or UCSD. I believe that in order to maintain, and hopefully expand the current route 880 ridership, MTS needs to: • Continue to offer service from 4S Ranch to the RB Transit Station (this is probably half of the current ridership) • Continue service from the RB Transit Station to UTC via the Sorrento Valley business area • Continue to loop through the Sorrento Valley business area (instead of stopping only on Mira Mesa Blvd as proposed) • Improve the reliability of transfer connections • Add WiFi service on the commuter buses [2212]	email
9/30/2013	880	I have been riding the MTS 880 bus to and from work for almost 3 years. I have learnt recently that MTS plans to cancel 880 starting mid 2014. Every morning I walk to the 4S Commons Center to catch 880. While in the beginning there was light ridership in 880, I have observed rather large growth of commuters riding 880 to work, mainly Qualcomm employees like myself. In my observation, we have typically between 15 to 30 riders per bus, most paying monthly pass at \$100 per month like me. I understand MTS proposed some new route but the new route I studied require me to drive to the RB Transit center. I am concerned about parking at the RB transit center as well. I would like to request you to keep MTS 880. [2207]	email
12/3/2013	880	Thank you for the opportunity to provide our opinions. I have been an 880 Premium Express rider for over 3 years, riding from RB Transit Station to Pacific Mesa Blvd. in Sorrento Valley every weekday. My concerns about the proposed changes are: 2. Where is the stop in Sorrento Valley? It may end up being many blocks away from my workplace, especially if there is only one stop. [2208]	email
1/3/2014	880	I have been riding the 880 for 3 years 5 days a week. I board at RB Transit and at Barnes Canyon Road / Lusk Blvd. It is roughly a mile walk to my office - which takes 10-15 minutes. Although it is inconvenient and faster to drive I take the bus to save money, reduce traffic congestion, and reduce pollution. The new proposed route for Rapid B does not stop anywhere near my office. The "potential" stop on Morehouse Drive is not a compromise as it offers nothing. If Rapid B does not stop on Barnes Canyon / Lusk Blvd I will stop taking the bus and start driving myself to work. [2418]	email
1/9/2014	880	Conducted a survey of Route 880 riders: + 85% take the bus 4-5 times a week + 63% get on at 4s Ranch, 35% get on a RB TC + 37% get off at Pacific Center at Pacific Heights, 30% Pacific Center at McKellar, 20% at Barnes Canyon and Lusk + 93% of the people do not take the Qualcomm shuttle after getting off the bu + People board the bus at similar places to where the alight the bus + 85% would not take the bus under the proposal, 10% might, and 5% would + More people would take the bus if it entered the buisness park * Mirrors previous Route 880 comments (2440)	email
1/10/2014	880	Last year we were informed by SDMTS that Route 880 will be replaced in 2014 by a new "Rapid B" bus service. The new route fails to meet the needs of probably 80% of the current riders (those that exit the morning buses in Sorrento Valley). SDMTS has ignored virtually all the previous feedback from 880 riders, I'm asking for your help to be better heard. The following bullet points are my feedback to SDMTS. • SDMTS is planning to replace route 880 with Rapid B. The only justification from SDMTS is that 4S Ranch developer money is running out. I start my commute at 4S Ranch, I understand the reality of financial necessities, and I am willing to catch the bus at the RB transit center. But no justification has been given for dropping the stops around Pacific Heights Blvd and Pacific Center Blvd, where nearly all riders exit the bus. • Bus 880 riders have provided significant feedback to SDMTS on the impact of the change to Rapid B. The only feedback that has been incorporated is to start Rapid B at Rancho Bernardo instead of Sabre Springs • Current 880 route through Sorrento Valley is Mira Mesa Blvd to Pacific Heights Blvd to Pacific Center Blvd to Lusk Blvd to Barnes Canyon Rd to Scranton Rd to Mira Mesa Blvd. An alternate route that will save a few minutes and accommodate most current riders: Mira Mesa Blvd to Pacific Heights Blvd to Barnes Canyon Rd to Scranton Rd to Mira Mesa Blvd. o Alternate the Rapid B buses so that one goes directly down Mira Mesa Blvd and the next runs the current 880 Sorrento Valley route. In order to keep the buses on roughly the same total transit time, the direct route could continue all the way to UCSD, while the alternating bus would go only as far as UTC. The so-called replacement of Route 880 with Rapid B is a failure to achieve the mission, as an estimated 80% of current riders will abandon mass transit.[2440]	email
1/15/2014	880	Please do not remove route 880 to 4S Ranch. If you do at least 10 people will have to drive since they can not walk to Camino Del Norte and Bernardo Center Drive, since that is where the 20 stops, and it takes a half hour to 40 minutes walk from 4S Ranch Parkway and Rancho Bernardo Drive since I have done it a few times, but workers will not be able to due to their time constraints at work. You could make a new route that goes the same way as the 880 (only from Racho Bernardo Transit Station) and either call it PX4 and maybe the 847 and have it run at least 3 times in the morning and three times in the evening from Rancho Bernardo Transit Station to 4S Ranch Commons. [2499]	email

Date	Route	Comment	Method
1/15/2014	880, Rapid B	I work at Qualcomm, currently in the San Diego Tech Center just off of Scranton, but previously in Qualcomm building Q at Lusk and Pacific Center Blvd. Personally, I have no serious issues with the proposed Rapid B route given that the stop at Mira Mesa Blvd and Scranton won't be that much further from my office than the current stop at Scranton and Mira Sorrento Pl. The increased frequency - even with it only covering peak hours - will give me increased flexibility. However, a significant percentage of the riders currently on the 880 route work near one of the two stops along Pacific Center Blvd - mostly in the Qualcomm buildings near those stops. I know that several have expressed concern about having to walk to that area from Mira Mesa road. As a frequent walker in the area I know that the hill along Lusk from Mira Mesa to Pacific Center can be a bit daunting for people who are out of shape, and that the walk takes a notable amount of time. So, I would urge the MTS to consider a slight alteration of the Rapid B to better service the current Route 880 users who work near or along Pacific Center. Alternately, ensure that there is a connection using the existing 972 Coaster shuttle or similar; or work with the major companies in the area to provide transit during peak hours. [2487]	email
OTHER PROPOSALS			
9/30/2013	15	The bus (15) that stops at Lincoln & Washington (in San Diego) is the closest bus stop to my residence! SDMTS and SANDAG did not ask for input on changing the route for bus (15). The bus (15) route changes next year (2014). I am disabled - I will have to walk up the STEEP INCLINE on Washington to get to the bus (bus 15 - new route - in 2014) or walk over to University (in San Diego)! The changes (bus 15) are great if you live in the suburbs, I don't live in the suburbs. [2189]	email
10/23/2013	15	I would like to add my strong support the change to bus 15's route to use Park Blvd with stops at the zoo and Navy hospital. Many people work at the Zoo, but as there is only one current bus that services the zoo (route 7), it is awkward and untimely to try to make the connection from any other bus route. I, personally, would use the bus to commute from home (North Park) to the zoo should this proposed service change be implemented. [2400]	email
10/12/2013	20	I am ok with Route 20's northern Terminal being RB Transit Station. Just keep the existing route to that Terminal be the same and not change that. I live near Bernardo Center drive, and it helps me get to school and other places I need to go. Also, there are people working in the tech companies on Bernardo Center and West Bernardo. [2315]	email
1/7/2014	210	I take the 210 to work in the morning. Even on days when it had ran behind, I still managed to get to work on time. Now, MTS wants to stop having the 210 go through City Heights. Instead give us this rapid bus that comes from farther out then the Mira Mesa area. This means there would be an increase chance of that so called "rapid" bus being behind. Which means having to leave even earlier in the morning just to get to work on time. There was nothing wrong with the way the 210 route. I also see that the 15 is to be replaced by another "rapid" bus. I don't know why anyone would think it is more convenient to take two buses to get downtown. Instead of just walking a few blocks to get to the 15 and take that bus downtown. There is truly no real justification for changing this bus route at all. I would rather sit on the 7 bus for forty minutes, then inconvenience myself trying to catch that rapid bus. [2439]	email
1/6/2014	810	I ride the 810 from Escondido to downtown San Diego for work. Thank you for the proposed Px-1 route. It is an improvement for me. I would like to see later return times from downtown to escondido in the afternoon so I can socialize after work. Shoshana Aguilar. [2421]	email
1/7/2014	810	I currently ride the 810 MON-FRI at the RB Transit at 5:17 AM and return on 810 at Kettner at 2:50 PM, going back to RB. Will the times change? I don't see you mention anything about time. I need to be downtown (at Kettner) by 6:55 AM which I can do using the current schedule. However, I am unaware of the time change for Premium Express Px-2. I don't see the scheduled times. [2429]	email
9/16/2013	820	I would prefer there to be no changes to the current schedule with the exception of adding a couple of routes in the early afternoon in the event of needing to get home earlier. Having the 820 go through Poway is much more convenient than having to ride another bus, changes buses, and then get on the trolley once in downtown. [2176]	email
10/2/2013	820	Currently ride the 820 from Poway to Downtown. I would have to take the Route 844 that would go directly from Sabre Springs Station. My concern is how often the Route 844 would run. How will the Px-2 run? Will there be more stops? [2240]	email
9/19/2013	844	I'm wondering what the chances are that the new Sabre Springs Transit Station will be put to good use by adding a route across the 56. My office moved from Downtown to Del Mar Heights eight years ago (about the time the 56 was completed), and I've been waiting for transit service ever since. [2188]	email
1/8/2014	844	Changes are good, at least we will have a full use of the parking structure at Sabre Springs/Penasquitos station. Sabre Springs/Penasquitos station is the focus of my discussion since I will be using it the most. I live in Poway and plan to use bus route 844. Want to see that transfer ticket is free to cash passengers riding Route 844 from Poway to PQ/Sabre Springs station to catch Px-2 downtown and vice-versa. - Hoping that Compass card holders park free using the card as the day pass for parking validation. Hoping that self-service Compass purchase/reload machine or an attendant is available at the Sabre Springs/Penasquitos station. [2443]	email
1/13/2014	844	With the proposed route change on 844 Loop, are you keeping the current bus stop at the corner of Springbrook Drive & Poway Road en route to/from Sabre Springs/Penasquitos Transit Station? And what would be the new schedule? [2462]	email
9/30/2013	845	Keep the 845 at 30 minutes daily and not 30 minutes at rush hour and 60 minutes during non rush hour times. I do like that the proposed 845 would run at hourly schedule on Saturdays rather than at every 90 minutes. [2213]	email
9/13/2013	850	I am a regular commuter of express bus 850. This is pertaining to the proposed changes next year and bus 850 will definitely will be affected. I work along 5th Ave between Upas and Brooke St and we are not on a regular 8am-5pm working hours, and sometime we have to work later to meet deadlines. My concern is if I missed the 850 bus and decided to take the 20, how can I possibly be able to get into my car parked at Sabre Spring/Rancho Penasquitos Station? I don't have any one to drive me to the transit station just to pick up my car. [2172]	email
10/17/2013	850	PLEASE don't remove 850 from Carmel Mtn. Rd. It has been a huge benefit. If removed, riders who don't have a vehicle will be stranded. Also many more cars will be put on the road going to consolidated bus centers. I REALLY hope you will reconsider and please keep 850 on Carmel Mtn. Road servicing the existing bus stops. [2322]	email
10/17/2013	850	Stopping the 850 will upset hundreds of people that live in the low income area and also those that cannot drive. to expect them o ride the 20 will add 3-4 hours daily to their commute. [2291]	phone

Date	Route	Comment	Method
11/25/2013	850	I had heard from a fellow rider that there was an upcoming change coming to the Route 850. I went online and found indeed there were changes coming and the public hearings had already taken place. I currently have a 5 to 7 minute walk to the bus stop. When the change is implemented it will become a 30 minute commute, by car. I'll give up the Cuca stop, if you would consider having a one pick up spot at Freeport. There should be plenty of parking for the people that drive to their stop locations. [2394]	email
1/15/2014	850	I've been riding the 850 MTS commuter bus for around 15 years, and this proposal is to completely eliminate all stops along Carmel Mountain Road/Penasquitos Blvd, forcing all riders to travel to the Sabre Springs Park and ride to pick up their bus to downtown San Diego. This is a terrible idea. You are forcing every single rider, to drive out of our neighborhoods all the way to Sabre Springs to find our bus. That's what 300 trips up & back? And you're giving us the option of taking 2 different buses to get over to Sabre Springs? I and the other riders happen to walk from our homes to the bus stop in our neighborhood. So we all have to start driving again or add an extra hour a day in commute time? There is no benefit to your \$100 per month paying customers of the 850 bus. None, unless you include "unique new stations and shelters". Please, do not do this. You are forcing us back into our cars and adding to our commute time and cost of driving. Please let us keep our 850 bus route as is. You listened to us last time when you wanted to eliminate, and didn't, some of our (and my) stops, which made us very happy of your service. [2494]	email
1/15/2014	860	It is my understanding that MTS is proposing that the premium express buses (routes 810, 820, 850, and 860), no longer go into neighborhoods and only make stops at transit centers including the center that is under construction at Sabre Springs. I utilize the Route 860 bus for my commute on occasion and normally get off the bus by the intersection of Rancho Carmel Drive and Carmel Mtn. Road. I have a disability and use a mobility scooter. I have some concerns if the only available stop for the Route 860 is the Sabre Springs transit center. There are no other buses which depart the transit center, which means if a commuter needs to get to the Rancho Carmel Drive and Carmel Mtn. Road area and did not have a car they will need to walk (or in my case ride my scooter) more than 1.5 miles to get to the residential areas near the intersection. Rancho Carmel Drive near the transit center to Carmel Mtn. Road is not well-lit with street lights in many areas. This means that in the winter, the bus will not be an option for me unless I decide to transverse Rancho Carmel Drive in the dark, which I feel unsafe doing. [2490]	email
10/12/2013	921	I would like to express a concern on the proposal to change the western terminal for Route 921 from UCSD to UTC. Although there are alternatives for getting from UTC to the UCSD area, my observation is that there are a lot of people who board / deboard along La Jolla Village Drive going to the Mira Mesa area. Changing the western terminal would force an additional connection for many people who use this service. [2316]	email
12/31/2013	921	I am a daily commuter and patron of the 921 mts bus. I encourage you to reconsider the change to the 921 bus route. I currently take the 921 to UCSD from mira mesa for both work and school. I work at a laboratory at the moment and I use the bus to get to campus well before 6 when I have the opportunity to finish my lab work before attending classes until 6:00pm. Adding this small change will undoubtedly throw off my schedule. Please reconsider changing the route. [2417]	email
1/7/2014	921	Route 921 and Route 31 need a different change. The 921 and 31 should stop at the Sorrento Valley Coaster station. Now that Amtrak makes several stop here a day, this should be a no-brainer. It should also travel southbound on I-5 to UTC. The service should also be run 7 days a week. It is better to have a smaller span of service, as long as it is provided 7 days a week. [2430]	phone
1/8/2014	921	UCSD Student - The 921 bus is extremely helpful and allows me to commute to UCSD in a quick and timely manner. Without the route, it would become difficult for me to go to and from UCSD. Please DO NOT change its route. I also know of other students attending UCSD and living in Mira Mesa who use the 921 bus as their only means of transportation to UCSD. Having to change buses would take more time out of their already hectic schedules due to the fast pace and demanding quarter system of UCSD. They would have to wake up earlier and lose valuable sleep and study time waiting for both the 921 bus and another bus that would take them from UTC to UCSD. Please keep transportation to UCSD one less problem for us students. [2449]	email
1/8/2014	921	I am one of several riders who currently take the 0545 route 921 bus to UCSD. Using the current time schedule, we would arrive at UTC to late to make connections for a 0620 arrival at UCSD. We need this arrival time in order to avoid being late for a 0630 work start time. Please consider allowing the 0545 route 921 to make the current complete loop. Others can take an earlier bus to compensate for the extra time needed for the transfer at UTC; we can not unless you run an earlier departure bus from Mira Mesa. [2448]	email
1/8/2014	921	Please do not change the schedule/ route of the 921 bus. Coming from Mira Mesa, I know of a hefty amount of individuals that rely on the 921 bus to get from Mira Mesa to UCSD and to have the route stop at UTC would only prove an inconvenience. Since it takes about an hour to get from those two points, it'd be even more worrisome to have to wait for another bus. Furthermore, individuals working in the VA hospital on campus would also be displeased at having the 921 route changed. [2447]	email
1/9/2014	921	Please consider the following proposal on Bus Route 921: Changing western terminal to UTC would be a good decision since 'UCSD -UTC' section is served by many other buses like 30, 41, 150. In bus route 921, we badly need extension of the hours of service. Presently, the East-bound last bus leaves at 7:15 pm which is too early. Could you consider addition of two more buses at 8 pm and 9 pm from both ends? Savings from trimming 'UTC-UCSD' portion may be good enough to support the additional cost. [2450]	email
1/9/2014	921	Freshman at UCSD. Part of the reason why I chose to attend UCSD was its proximity to where I live (Mira Mesa), and the options I could take in commuting to school. Like many other students, workers, and patients that may need a direct route to the campus or medical center, I find the proposed changes to the 921 bus route as an inconvenience to our daily commutes. UCSD already offers bus stickers so that we may have minimal hindrances to our transportation around San Diego, and to reroute the 921 to UTC would potentially eliminate our ability to board that bus (or any bus, for that matter) to school. Additionally, this proposed change would promote stress and an even greater struggle to all commuters, as an added transfer would take an even greater amount of time to get to class. As a commuting student trying to save as much time and money as possible, most of us have to wake up much earlier than the typical student to catch the right bus. For these reasons, I strongly urge the council in keeping the 921 bus route as is, and even provide an express bus directly to Mira Mesa at least once between 8pm and 9pm so that commuting students from Mira Mesa may have a chance to participate in organizations and extracurricular activities (which usually have meetings in the evenings). This late bus would be a tremendous help to commuting students who wish to get more involved. [2454]	email

Date	Route	Comment	Method
1/13/2014	921	As a daily user of line 921, I am strictly against the proposed changes to the line. The starting point at UCSD is very important to many UCSD employees and students. Getting from and to Mira Mesa during rush hour already requires an extensive amount of time, which would get delayed unnecessarily by having to take an already overfilled bus to UTC, and then wait for the connecting bus. Most passengers of 921 use bus stops between UTC and UCSD, it is crucial these stops will continued to get serviced by 921. [2478]	email
1/15/2014	921	We use MTS 921 to commute to UCSD on a daily basis. We travel from Mira Mesa to UCSD. The timings and terminus works very well for us and a lot of other folks who go from our area to UCSD and VA hospital. Changing this route will be inconvenient. As a parent of young college going teens I feel this route and terminus is very safe for travel and gives me peace of mind. Request for the route to remain as is. [2493]	email
1/9/2014	950	I take Route 950 every day from Otay to Iris and I would really like this route to become a permanent route. [2465]	phone
1/12/2014	950	Please record my vote to make Route 950 a regular rather than a trial route. Thank you for counting my vote. (Spanish)	email
9/11/2013	960	Please do not Route 960 from everyone. This is a very important route that many people use. In the morning I ride the route 960 on University Avenue (I-15) and the bus seems to be filled with many people going to work or school. This route is very efficient not only for me but for many other people that do not have a car and rely on public transportation. I recently moved from the Downtown area to the County Operation Center on Overland Avenue and being so far away from home this route helps me get home faster. I have a 7 month old son and getting home the fastest and easiest way is what I want the most. Please take in consideration on how important this route is for many. [2157]	email
11/25/2013	960	More buses can serve this area of Balboa Ave., especially during the evening. Many students are walking and it is not safe at this time of night. Says that there is a demand for more service by these students in this area. [2382]	email
1/15/2014	960	I just want to tell you how grateful I am to ride Bus Route 960...6:08AM I takes me to work express no problem. But, with the proposed new route...I think you did not take into consideration people that gets off in between. I meant, people that gets off Kearny Villa Road. So, this is my proposal: First proposal: From Balboa, turn right to Kearny Villa Road and then left to Clairemont Mesa and then proceed to the proposed route. Second proposal: Put a new "bus stop" on the corner of Balboa and Kearny Villa Road and then proceed to the proposed route. [2495]	email
9/16/2013	964	Let me understand clear about route 964 split, u meant: from Mira Mesa transit center one bus from MM Center to A. University and other bus from MM Center to Camino Ruiz that where I lived beside north Camino Ruiz so route from MM Center to south Black Mtn to Gold Coast to north Camino Ruiz ? OR MM center to north black mtn road to West Mira Mesa to North Camino Ruiz? which routes?? just in my mind :) Next question Mira mesa transit Center will have 4 buses service such as 20, 31, 921 and 964 all same time arrive and same time depart? or maybe different times? for example, my work in West Bernado drive and take bus 20 to arrive MM TC at 3:00pm and 964 will depart at 3:05pm to Camino Ruiz[2173]	email
9/30/2013	964	I would like to suggest adding Saturday to the 964 schedule when the proposed route changes are implemented next year. There is no bus service north of Mira Mesa Blvd. on weekends. [2209]	email
1/8/2014	965	Rides 965 every day, disabled, vision impaired. Asking why there are no flyers on the 965 for the public hearing. Says that they should have been on the bus months ago. [2433]	phone
8/27/2013	150, 210, 921	Bidirectional service is absolutely necessary given that you have significant employment and residential centers on both ends of the route. Beyond that, I have a few suggestions to improve this route: 1. Combine (through-route) the Route 150 peak-hour runs with the UCSD Rapid. This would offer one-seat rides between downtown and Sorrento Mesa/Mira Mesa, and would help mitigate for the loss of trips on the #210. Off-peak runs and tripper service could continue operating between UTC/VA and Old Town/downtown only. 2. Extend the route to Escondido, or at least RB, to provide a one-seat ride between those areas and Sorrento Mesa/Mira Mesa and UCSD/UTC. *Premium Express: While deadheading saves driver time over making all stops, it does seem like a better idea to run in-service non-stop to the origin on reverse trips. This is currently done on route 20D trips, and would offer riders the opportunity to travel reverse peak with minimal time cost. This would be useful for Premium Express riders who find themselves leaving work early, or other riders who happen to have a reverse commute (such as downtown to RB). It does seem like the change would reduce the size of the route and provide faster service to UCSD/UTC from the east side of downtown, so it definitely seems worthwhile to me. I'm excited about the new service, though I do think a few tweaks could make it work better for many. [2142]	phone
9/3/2013	18, 44, 921, 960	Give Rancho Pen Boulevard to 844 and have 844 end at Paseo Cardiel & Carmel Mountain. Reroute 20 northern end on SR 56 from Rancho Pen Boulevard to Black Mountain Road and on Black Mountain from Hillery to State Route 56. Northbound route would use former 921 route on Westview and Galvin. The Sabre Springs branch could go all the way to Rancho Carmel and Innovation. 30 minute service Garden Road to Poway & SS Boulevard. Hourly service on the branches. Sabre Springs Branch as route 844A. Have Route PX1 stop at Sabre Springs to UCSD Rapid. I know the 300s belong to North County, but we could call the premium route from Escondido 310 and let NCTD operate it. Call the PX2 a 230. Route 960: Retain short line trips as route 960A to Kearny Mesa (trips which currently interline with route 27 would originate their first route 27 westbound trip at Balboa and Ruffner stop.) [2135]	phone
10/11/2013	20, 850	Called before, same concerns for the route 850 & 20 being canceled. She cannot drive and does not know how she will get downtown to her place of employment. [2274]	phone
10/11/2013	20, 850	Resident of Penasquitos. Travels to downtown. 2k new apartments on Penasquitos Dr would use the 850 & 20 to take us to sabre springs. She has no way to get from penasquitos drive to sabre springs transit station. She cannot drive a car. She is upset that these routes would be removed. [2263]	phone
10/18/2013	20, 850	There was no information posted on the 20 or 850 regarding the proposal changes or the forums about Rancho Penasquitos. Not everyone uses it are federal workers and get free passes. She would have to have a car to transport her to a parking structure, that is not what public transportation is about. People on a budget will be penalized due to this type of system. Everyone's daily time will be increased on the 20. "The 20 doesn't drop off on 4th or 5th, it drops off on 10th where there are drug dealers and prostitutes". [2295]	phone

Date	Route	Comment	Method
9/3/2013	20, 921, 960, 964	Route 960: Add stop at Stonecrest Plaza. Trips on route 960 which presently turn as route 928 at Complex would terminate Stonecrest and originate first 928 trip either north or southbound from Stonecrest. El Cajon Blvd: Retain designation as route 15. Unrelated but simultaneously related. Route 20: Upper half of route with a non-zero number: if you are keeping the route express fare though the majority of the route through RB, Carmel Mountain Ranch, RP is mostly urban rather than express (there are the freeway "tails" to Del Lago and Mira Mesa but there should be urban fare if travelling entirely within the non-express portions of the route (between RB and Rancho Pen) and express for full route trips or trips involving one of the "freeway service tails". Route 964: Upgrade western end to full sized buses and call it route 38. Route 964 would serve Scripps Ranch only. Restore Sunday service on route 921 using the savings from trimming the western terminus back to UTC. Reroute to UTC via Sorrento Valley station and Genesee Avenue, so that Scripps/Thornton Hospitals and Shiley stations can be served. UCSD Rapid use Scranton to Carroll Canyon to new BRT DAR fly-under. [2134]	phone
9/10/2013	20, 960	I have heard about some proposed changes that could affect the 20 and the 960 which come to Overland/Clairemont Mesa where the County Operations Center is which is a large campus. I am a County Employee and there are a lot of County Employees that use the 20 and the 960. Also the public who uses the services here use those routes as well. I have heard that the 960 could be cut to only go to Balboa Ave and 805 as their last stop and no longer go to Overland. That would cause a great hardship to a lot of people who come to this area to do business or to work. The 960 and the 20 are crowded buses and a lot use their services. To cut this would be counterproductive to a lot of people who ride the bus every day. I have read about some type of rapid bus service but it makes no sense if you go from 1 bus to 2 or from 2 buses to 3 because of it. That would be like taking one bus 60 blocks. Then it gets fragmented (for faster service?) and now you have to take one bus for 20 blocks, switch to another bus for another 20 blocks and then one more for the last 20 blocks. Sure the buses would run more often but it would be faster to just go on one bus and take it 60 blocks. Having to transfer multiple times and waiting in between makes it more cumbersome. We are not like LA in that everything is close together. We are more spread out. So to cut service like the 960 to stop at Balboa and 805 as the last stop is a remote place. Overland and Clairemont Mesa Blvd is more centrally located and really should be the "hub" for connecting buses. At least Complex drive. There are a lot of County Employees that are concerned because this could impact them. A lot would be forced to drive their cars since it won't be convenient any longer to use public transportation. [2163]	email
9/18/2013	820, 860	I live in Mira Mesa but have been taking the 820/860 Premium Express routes from Sabre Springs to downtown since 2008. I was so excited to see the Transit Station and Direct Access Ramps being constructed in Mira Mesa because I thought the Mira Mesa station would be added to the premium express routes. I see on the proposed routes that is not the case. [2331]	email
10/4/2013	844, 845	The 845 bus should continue running every 30 minutes during the peak and off peak hours because there are a lot of people that live in RB and Pomerado Road. I feel like the 845 should continue with it's normal routing. As far as Saturday service goes I like the fact that the 844 and 845 would run every hour on Saturdays if they do run on Saturdays it would be nice if the last bus would be 7:00 or 7:30 so that everyone that goes out and about won't have to rush to make the 6:00 bus currently. I can't wait to ride the Rapid buses. [2305]	email
10/2/2013	844, 860	My main concern is with parking at Sabre Springs. With this proposal all of the 820 would have to park there and the 860 route. Most people will not take the 844 there if they have a car. I used to take the 844/5 and it is never on time. Most days I walk from the Naval hospital to the stop at 11th and B but if the rapid C would stop at the hospital I know many people would use it, I would if it was raining. The non-peak times route does not look like it's an express, multiple stops equal more time. [2226]	email
9/3/2013	844, 964	Route 964: Add the west end of the line to the northern leg of route 20. Run route 964 from Miramar Station to Scripps Ranch Only. 843/844: 843 - Run route from Floral/Garden to Carmel Mt. Ranch via Poway Rd, Sabre Springs Parkway, and Rho Carmel Dr terminating at Innovation. The 844 branch would terminate across from the Ralphs Plaza on Pas Montrail & Carmel Mtn Road. [2138]	phone
10/14/2013	860, Rapid A	The increased frequency up and down I-15 sounds very good as do some new buses (though the current premium buses I take on line 860 seem to be very nice). [2317]	email
1/6/2014	921, 960	1. Route 921. A huge percentage of riders get on this bus at UCSD for destinations along Mira Mesa. Making them go to UTC first on the already crowded 201/202 seems like an unnecessary additional trip and increased likelihood of missed rides. Please reconsider. 2. Route 960. I would recommend a stop at Clairemont Mesa/Convoy to facilitate transfer to other routes in the area. [2422]	email
9/3/2013	Px-1&2	Same thing with PX1: Call it a 310 Express (all trips go in or out of service in Escondido). Add a stop at either Sabre Springs or Mira Mesa to connect with M. Mesa Blvd. Line. Operate 1-15 Line as a two-operator line (buses entering or leaving service at N End would be NCTD and those beginning or leaving service downtown would be SDTC. [2137]	phone
1/7/2014	Px-1&2	I have been using the SDMTS Premium Express Service 820 from Poway to Downtown for more than 2 years now. I love this service & would like to thank you for providing this service! I picked up a notice today on the bus that has "Proposed Major 2014 Service Changes" & thought of sharing the following inputs from my side. As per the proposal, The Premium Express Route 820 would be replaced by new Routes PX-1 & PX-2. Although I understand & appreciate the proposed consolidation of routes & increase in the frequency, this service seems to be missing the "New Transit Station at Mira Mesa". There are several people who live in Mira Mesa / Scripps Ranch area that have to travel up north (in opposite direction) to Sabre Springs Transit Station to take this service right now. This wastes us a lot of time & efforts. If the "Mira Mesa Transit Station" is included in either OR both of these new routes PX-1 & PX-2, I assure you that many a people would be delighted to take these routes. When we heard of the new transit station at Mira Mesa, we were very excited thinking that this would be added to the premium service route. [2425]	email
10/9/2013	Px-1, Rapid A	I currently commute from Downtown Escondido to Naval Medical Center San Diego. I take Route 810. I ride my bicycle to Escondido transit center and then ride again from 10th/B to the hospital. This arrangement has worked well unless my work hours deviate from the bus schedule in which case I have to drive as there are no transit options outside the express bus hours. Overall, the changes seem positive. I am hoping that the proposed px-1 would run roughly the same times as the current 810, with Rapid A running later hours so that if I miss the last px-1, I will not be stranded without a way home and have an additional option. Furthermore, I hope that bicycle access will also be a consideration in this process as without being able to bring my bike, it would not be feasible to get from 10th/B to the naval hospital. [2307]	email
11/15/2013	Rapid (general)	Says she is from San Francisco and the proposed BRT route looks good, but will not know until she tries it. [2374]	email

Date	Route	Comment	Method
11/29/2013	Rapid (general)	Does not want the Rapids implemented. Would rather have the money used for additional service. Also wants the employees and board members of MTS to ride transit for a month. [2406]	phone
9/16/2013	Rapid A	I rode the MTS 810 express for 4 years and had a great experience. I worked downtown for Semptra. I switched locations to work for SDG&E at Century Park and would ride the MTS bus again if there was an express route from Del Lago to Kearny Mesa. It looks like Rapid A is going to pass through Kearny Mesa, but is still pretty far from Century Park, SDG&E headquarters. Is it possible the route could pass by SDG&E? I know other of my co-workers would ride again too.[2446]	email
10/10/2013	Rapid A	Lives in North County in Escondido. Approves of the new Rapid 110%. Please run the Rapid all day. [2271]	phone
1/8/2014	Rapid A	Lives on El Cajon Blvd. between 805 and 15. In order to get to Stonecrest shopping center on Friars and 805, he has to go to Fashion Valley first, which takes an hour and a half. Why can't there be a stop at Friars Road for the Rapid A? This is a major destination point because of the 24 hour Walmart. [2434]	phone
1/8/2014	Rapid A	I live in Carmel Mountain Ranch and needing to go to downtown via public transit from time to time (and not always during the work week at peak hours), your proposed Rapid A sounds very good ! Taking Bus 20 from Highland Ranch Road all the way to downtown is such an ordeal, that I avoid it whenever I can, and as a result miss numerous engagements at or near downtown that I would otherwise like to have attended. I particularly like your proposing service with Rapid A every 15-30 minutes seven days a week-- I very much hope that won't be changed when you finalize things. In my opinion, it's frequency and rapidity that makes taking the bus or other public transit a real alternative to driving--the next best thing to having the Trolley coming up to Carmel Mountain Ranch, which I hope will happen some day. [2432]	email
1/9/2014	Rapid A	I am riding a bus now for about two years. What I discovered that not all of "Park & Ride" parking is comfortable to leave a car. For example, Penasquitos -- the businesses around it taken the space before I come drive in. As a result, I do not have a space to park or it is in a very dirty place at the back of it, where no lights, or it is filthy as dumpster space. Sometime I have to leave that parking and go to Mira Mesa and I go to the next one behind The Home Depot, that one is convenient but sometime it gets full as well. 2. I work from 9 to 6 and live in Poway, however, nothing from Poway is convenient for me because I could not get a ride back home after 6:30 pm, unless I go thru RB. It will be rather a very long trip. 3. I loved your bus lines 820 & 850 unfortunately did not work for me because I come home after six and could not be downtown at 6:05 to catch my last bus. That is sad that you will discontinue those lines instead of extending the hours after 6:00 pm. 4. Also, nothing work for me to go to Old Town from Poway. That bus # 20 takes forever and I do not see any new lines that will be going there. 5. I tried all, going downtown, still 20 is best but is so long and 20 Express skips Fashion Valley. If I take I half an hour earlier I will be at the same time at work as just taken the next regular bus going thru Fashion Valley. The problem with 20 Express is it is making so many stops as the regular bus, that is pathetic, I know you are changing route 20 and that is a good idea. The route was too long and I have taken only half of it. 6. I would ride the bus longer only if I could go to work and it will not take me more than an hour, otherwise I will buy a new car. Lastly, I have to cross the 15th freeway every morning to take #20 bus, every morning that is the problem because freeway gets packed and it take some-time. I would like to be able to take a bus from Poway or Sabre Springs, which you will have Rapid A bus, I hope there will be plenty of parking for me in the morning. [2451]	email
1/9/2014	Rapid A	I reside in Orange, CA. M-F for the last 12 months I've driven to the Oceanside Transit Center and taken the Coaster to Old Town to the Green Line to Rio Vista Station; I then get onto MTS Route 18, taking it to Camino Del Rio North; All of this is done under the one single monthly pass! I am planning to relocate to the Escondido area in the near future, and I would say that I am "ALL IN" with any "rapid" bus service that would operate 7 days a week going from Escondido to San Diego Downtown and in-between. San Diego County's commitment to public transportation is a great value to residents, visitors, and tourists alike. I promote it to the public whenever I can, on the trains, trolleys, and at the transportation centers, notably, the Old Town station, which always has tourists milling around. I always keep spare trolley pocket maps in my pocket to hand out when the opportunity arises. [2452]	email
1/11/2014	Rapid A	The new rapid A route combined with the sprinter will get me within 3 miles of my workplace Rancho Bernardo. That's doable, but hard since there is basically no bus service in Rancho Bernardo / Scripps Ranch / 4S Ranch area. If I didn't have to walk or lug a bike each way, I would take the bus on a daily basis. If you could run a big loop bus around to all the various large companies (perhaps asking them all to help sponsor the bus); it would be possible to reach 10,000's of employees. Companies to approach include Northrop Grumman, HP, BAE Systems, Nokia, Broadcom, Scrips, 4S Ranch Chamber of Commerce, Rancho Bernardo Chamber of Commerce. Perhaps the PATCH news website could give you a good listing of the companies. [2459]	email
1/11/2014	Rapid A	Just wanted to provide my input on the proposed changes on Rapid A route: great change! Thank you! [2460]	email
1/13/2014	Rapid A	If the proposed addition of Rapid A runs frequently throughout the day, that will provide a better option for getting to the Mid-City area without needing to go to either Fashion Valley or Downtown. This would be a good thing. Good connections with the #1 route at the I-15 stop would be greatly appreciated since the Rapid option replacing the 15 will no longer service some of the current stops along El Cajon Blvd. A Disabled, Working Customer [2479]	email
1/15/2014	Rapid A	I live in Rancho Bernardo and much improvement is needed for faster service to downtown, especially on weekends when a lot of events take place. We do not have the benefit of a Coaster train or trolley service in North County. Any rapid service you can provide to easily access downtown on the weekend from North County will be much appreciated. [2488]	email
11/15/2013	Rapid A, 210	I work for the City of San Diego. I live in Mira Mesa and work downtown. For the last five years I've been driving up to Sabre Springs to catch the 820/860 premium express buses. So I was very disappointed to read the proposed routes and see that not much is changing for Mira Mesa. The only direct route downtown will still be the 210. The Rapid A route will go through City Heights so that's not an attractive option time wise. I believe many people who work downtown would take advantage of the nicer premium express buses even if they had to pay a little more. [2384]	email
1/15/2014	Rapid A, Rapid B	By implementing this proposed change you are forcing all users to drive/opt to park, and then ride. When the current situation reflects quite a few riders picking up the bus at different locations surrounding the centers. A lot of times the bus has more riders on board before those riders getting a ride from the center. You are not encouraging people to walk to the infrastructures already in place around the routes to catch a bus but to actually have more people driving. The service you provide for express routes should encompass all aspects/areas in getting people to use the bus service. [2492]	email

Date	Route	Comment	Method
12/9/2013	Rapid B	Requesting the following alternative solution to removing 880 express • Continuous connectivity to RB Transit Station from/to 4S Ranch • Rapid Route B from RB Transit Station through Mira Mesa Transit to Sorrento Valley and UTC/UCSD[2401]	email
12/20/2013	Rapid B	I do not see a Rapid B planned stop at Mira Mesa Blvd and Pacific Heights Blvd. I work at Qualcomm in one of the many buildings near the Pacific Heights/Pacific Center Blvd area. We are building two more buildings here and expanding the # of people in this area greatly. We have a significant workforce in this area with a lot of large buildings already. To gain access to the bus given your current plans, we would have to hike all the way to the Lusk bus stop. If you could stop at Pacific Heights, that would save a long walk. And you might gain access to a lot of riders in our area. I don't have the numbers handy, but I imagine probably ½ of our workforce works off of Lusk and the other half is going to be along the Pacific Heights area. I know most people don't get into work early here, but I do. [2404]	email
12/24/2013	Rapid B	At first I was very excited that RAPID B is being planned from University City to Poway, then I was very disappointed to see that it was for weekday peaks only. [2416]	email
1/5/2014	Rapid B	I think there is more of a demand UCSD/UTC to the I-15 corridor than is currently being provided by MTS. I would look at running Rapid B Mira Mesa-UCSD/UTC during the midday in addition to the peak hours. Possibly look at only running selected trips to Rancho Bernardo with most trips operating to Mira Mesa only. Rapid A, as part of an I-15 BRT route, should run comparable span and schedule to the San Diego Trolley. That is, service should operate every 15 minutes not just on weekdays (all day) but during the peak portion of the weekends as well, with no worse than 30 minute service otherwise, and operate a span of service from 5 a.m. to midnight as the Trolley currently does. The shorter travel times and direct connection to Sprinter on the north have a great potential to make NE SD County more accessible, especially considering limited Coaster service. Passengers from the I-15 freeway stations will not ride out of direction to go Downtown when Rapid A is available. I have no objection to "Rapid C" operating on Park, as it provides an easier to understand route for riders as well as a high frequency connection between the Green Line and the Rapid A/I-15 BRT. Long term the PX-1 and PX-2 services should be modified to operate only what is necessary. Many of these riders can use Rapid A and likely will do so for the lower fare.[2420]	email
1/15/2014	Rapid B	I would be very interested in using the proposed Plan B bus to commute to work from Sabre Springs. I am currently working at Torrey View Court. My company has a shuttle service from the coaster station that I could take advantage of. I would ask that a stop at the Coaster Station be included. [2491]	email
1/10/2014	Rapid B, 880	I am a weekday commuter who has used 880 for the past 4 years, from Rancho Bernardo to Sorrento Valley. I'm very happy to see that proposed route Rapid B will commence at Rancho Bernardo. Would love to see the addition of intermediate stops within Sorrento Valley, rather than just along Mira Mesa Blvd. The majority of 880 riders disembark along Pacific Heights, Barnes Canyon, etc. I fear that some of these riders may decide the new route is not acceptable to them as they'll have to walk a good distance to get to their offices. Might want to keep in mind that these tech workers (Qualcomm, etc.) willingly pay \$100/month for their bus passes and if they choose not to use the bus anymore, that revenue goes away. Would like to see the stopover times at Sabre Springs and Mira Mesa stations be as short as possible. Very happy to see proposed route Rapid A 7-day service from Rancho Bernardo to Downtown - I will definitely use this route on weekends occasionally. [2456]	email
10/24/2013	Rapid B, 921	I currently ride route 921 daily to work. 1. Rapid B stops in Sorrento Mesa: A lot of people work in Sorrento Mesa. On my east-bound commute in the mornings, more than half of the 921 passengers get off in Sorrento Mesa. Your proposed Rapid B only stops on Mira Mesa at Lusk and Mira Mesa at Steadman in Sorrento Mesa. Currently the busiest stops on route 921 are Scranton at Morehouse, Barnes Canyon at Lusk, and Barnes Canyon at Pacific Heights. Please consider adding stops on Mira Mesa at Scranton and/or Mira Mesa at Pacific Heights. 2. Possible 921 route change in Sorrento Mesa: Many people who get off the 921 along Scranton Rd. and Barnes Canyon Rd. in Sorrento Mesa head "away" from Mira Mesa Blvd. Since Rapid B will run straight down Mira Mesa Blvd., it won't benefit these people unless they want to significantly increase their walking time. Therefore, please do not change the routing of 921 in Sorrento Mesa. 3. Possible 921 terminus at UTC mall: Many people travel between UCSD and Mira Mesa, myself included. This is currently a one-seat ride. Terminating the 921 at UTC will make this a two seat ride and increase total travel time for people. This will be a degradation of service. Please maintain the current 921 terminus at UCSD since Rapid B is not an alternative due to its rush hour-only scheduling and limited stops. 5. 921 frequency: Will 921 frequency be affected? Right now it only runs every 30 minutes and a further reduction in frequency would be bad. The following are questions which I had previously submitted and are not addressed in the latest update to your proposal online: 6. Will Rapid bus service run on a schedule with timepoints? Rapid buses on the LA Metro start their trips on a schedule but then run as quickly as possible. The buses do not dwell at any stops if they are ahead of schedule because there is no posted schedule. This also works because their Rapid buses run frequently enough (usually every 10 minutes or better) that passengers don't have to worry about excessive waiting for a bus. [2332]	email
1/15/2014	Rapid B, 921	* Rapid B While the plan looks good in general, I am concerned that there seems to be no convenient transfer point between the Rapid B and the SuperLoop (or 30/150) between UCSD and Mira Mesa. While there is a stop at Genesee @ La Jolla Village Drive, this will require riders to walk through the Westfield UTC property or cross several busy streets to transfer. While one can obviously transfer at UCSD, this would mean considerable backtracking if one's start/end point is in between UCSD and UTC (i.e. La Jolla Colony). Also, while the 921 and 880 currently diverge from Mira Mesa Blvd to serve Sorrento Valley office parks (mostly for Qualcomm employees), it seems the Rapid B will stay on Mira Mesa Blvd. While this may make sense from a route speed perspective, I hope you have considered the effect on pedestrian traffic flow in the area and the potential for a drop in ridership (particularly among current 880 riders) with the need to walk further and cross busy Mira Mesa Blvd. * 921 While I understand the desire to eliminate duplicative service, ending the 921 at UTC rather than UCSD will introduce an additional transfer for anyone going there who is not near a Rapid B stop or is traveling off-peak. While transfers may work OK when the routes in question are frequent, the 921 currently runs on an every 30 minute schedule - which would make missing a transfer painful. As such, I would be concerned about truncating the route as-is. [2497]	email
11/22/2013	Rapid C	Lives behind Park Blvd and is concerned if this will replace the route 7. She normally gets on at Park and University [2381]	email
1/6/2014	Rapid C	He likes the Rapid C, but it is old news. Buses should have diesel fuel because they often run out of gas in St. Louis, when they are traveling from San Diego to New York. [2428]	phone
1/8/2014	Rapid C	She is not able to make the public hearing, but is very excited about the Mid-City Rapid. She travels to downtown regularly and would definitely use the service. [2436]	phone

Date	Route	Comment	Method
1/10/2014	Rapid C	I am just curious about why the service changes May occur. I'm neither for it or against it. Before I can make that decision I just like to know why the change. The route that concerns me is, "rapid c" . I just need an explanation is all [2455]	email
1/6/2014	Rapid C, 1, 11	I live in Normal Heights. I love the idea of the Rapid C going down El Cajon Blvd. I do want to address the decision to create a new express route that runs down Adams. I don't really like this decision because I would not be able to utilize this service. The times that I go downtown are not during the rush hour. I just don't think it would be a very productive route. I think the better option would have been to split route 11 in half in downtown. The routing of the southern half would stay the same and then the northern half would take the routing of that express route up the 163 to Washington St to Park Blvd to Adams Ave ending at SDSU. I also believe that plan extended the route 1 to Downtown via 1st Ave. Going with this plan would give a fast alternative to the Rapid for Normal Heights residents going downtown who don't want to go by the zoo and downtown schools all day long. From an operating stand point, I think splitting the 11 would help to better serve the neighborhoods on both halves (as evidenced by the Sunday reductions where only the southern half was served). You be able to schedule the southern half of the route at the frequency that is best for those neighborhoods without having to run that same on the northern half where it may not be as productive. Also, it just makes sense to have the 1 go downtown since most people transfer to a route that goes downtown after they get off the 1. And, with this routing change of the 11, there would be less buses going down the highly congested University Ave. [2419]	email

Date	Route	Comment	Method
COMMENTS RELATED TO IDEAS NO LONGER PROPOSED			
10/7/2013	11	Allt 1 for Route 11 My vote. Also bring back Sunday Rt 11 to SDSU ! [2256]	email
9/10/2013	11	Concerned about the proposed changes for Bus 11 when the Rapid C line opens. Of the three proposed plans for Bus 11, I support Plan A, or a modified version of it. Plans B and C have one very good feature – cutting Bus 11 into two routes. I think we all understand how on a very long route, lateness can snowball. So cutting the route into two routes meeting downtown makes good sense for improving on-time performance. The elements of Plans B and C that concern me come from what seems to me to be a confusion between the role of a local bus, such as Bus 11, and the role of an express route, such as the current Bus 15 and the Rapid C line that will replace it. I have lived along Bus 11 in Hillcrest, in University Heights, and now for the last seven years in Kensington. I work at SDSU, and I do not drive. While going back and forth along Bus 11 I have paid taxes for twenty years, raised a child, buried a parent, and written four books. As I said, I now live in Kensington, but I do most of my shopping in Hillcrest, and because of Bus 11 they (Hillcrest) remain part of my local neighborhood even though I have moved east. That is what I want to stress about the current Bus 11 route – it is a local route that connects and enriches a chain of pedestrian-oriented neighborhoods (as in their different ways Bus 7 and Bus 2 do as well). Bus 11 connects SDSU, Kensington, Normal Heights, the northern part of North Park, University Heights, Hillcrest, Banker's Hill / Pill Hill, and Balboa Park, before it reaches downtown and heads east again. In sum, I like the idea of cutting Bus 11 into two routes, as Plans B and C suggest, but otherwise I think we should stick with Plan A, and maintain proper and frequent local bus service on the current Bus 11 route. I cannot see what the logic is for degrading local service on Adams Ave. and in Hillcrest, and cutting the two sets of neighborhoods off from each other, simply because the express route 15 on El Cajon Blvd. is being replaced by a faster way to get downtown. If there is a problem having Bus 11 on the stretch of Park Blvd. with the new rapid transit lanes, then Bus 11 could be rerouted to use Normal Street or (on Sunday mornings during Farmer's Market) Washington Street and Fourth or First Avenue. Edward Beasley. [2149]	email
9/3/2013	11	I ride the 11 to and from work daily and from what I have read so far I may prefer Alternative A out of the three proposals. I definitely do not like the other two but Alternative A makes absolutely no sense. It say's two stops will be eliminated at places the bus does not even go near. I get on at Park Blvd and Polk Street. On that stretch between Park at Adams it stops at University at Park, Polk at Park, Howard at Park, El Cajon Blvd at Park, Monroe & Park and Madison at Park. This is all you say about Alternative A: ALTERNATIVE A: • No changes to existing Routes 1 or 11. The bus stops at Washington/Lincoln & Normal/Campus would be discontinued. The problem is that it does not stop at those two stops and does not even cross those streets. The only problem I have with alternative B is that it is to vague. I used to work up in Sorrento Valley and using public transit was a nightmare. The bus that ran down Mira Mesa Blvd did not run throughout the middle of the day so if I had a doctors appointment I would need to take the whole day off because there was no way to get to work otherwise. I eventually quit that job because of the transit situation. I do not want to see something similar happen here on the 11 route. Respectfully, George McGinnis [2144]	email
10/7/2013	11	I vote for splitting 11 but it needs to go to the ballpark/library & not end at Horton Plaza. Those are 2 major destination points! Also don't eliminate the 15 stops at Campus/Ed Ctr or MD streets. Our community voted against your #15 rapid improvements because of all the disruption and \$400k+ to save 10 minutes of time overall. [2251]	email
1/9/2014	11	If we run a bus every hour, how are people supposed to get to school, work, etc. The Route 11 flies by bus stops on Adams Ave and doesn't pick up the passengers. [2437]	phone
9/26/2013	11	I live near Park Blvd and University Avenue and frequently take the Route 11 bus to my job downtown and to Hillcrest. I rely on Route 11's regular 15-minute frequency to get to my job. Please do not reduce this to every half hour. This would be a great inconvenience. Because I board the bus at Park & University, creating a downtown express service via Highway 163 means serving fewer riders (those not near Washington Street) and less-frequent service for non-express users like me. However, I do like the idea of splitting Route 11 into a northern route and southern route. The current Route 11 is far too long, and any delays either in the northern or southern portions mean delays for everyone along the entire route. Splitting the route into two portions would mean more reliable and faster service for both northern and southern users. The northern route should keep its current routing. I do not like the proposal to end Route 11 at City College, as I would have to transfer buses to get to my job at the Federal Courthouse downtown. But having a northern and southern route terminate near Horton Plaza would be more centrally located and convenient. Lindsay Fong [2206]	phone
9/6/2013	1, 11	Live in Cathedral Arms building. Would like to keep Route 1 & 11 to run as they are. Routes stop in front of building. [2148]	email
9/6/2013	1, 11	More dependent on Route 11 then 1. Mostly go shopping in Hillcrest vicinity. Sometimes go as far as 5th Ave. Would appreciate it if those routes remained intact. [2147]	email

Date	Route	Comment	Method
9/4/2013	1, 11, MCR	As a senior with some mobility issues, I am very interested in the changes you proposed to make to our bus service which, at present, serves my needs perfectly. After reviewing the website, I have the following questions and concerns. My preference would be Alternative A, which leaves in place lines 1 and 11 which come regularly and stop where I need to get off without the necessity for long walks to get to my destinations after I leave the bus. One of the reasons I have chosen to live in this location is because of the bus service and my ability to independently go where I need to for appointments and shopping with ease and without having to wait for a long time (especially true when the temperature reaches highs like today's). Alternative B would not work well for me. teh bus route is split and it appears the nearest route 11 would be on Washington Street...not an easy walk for folks with arthritis, COPD or other aging issues, especially when there is shopping or other items to carry. Alternative C would not work for me or many of the other older people in my building. It greatly compounds the difficulty of getting around by dividing good bus service into two routes and altering the northern part of the route. It appears there would no longer be a convenient bus stop at Park and University for route 11 and would require a long walk from the nearest bus stop (Washington Street) in order to get home. This is especially difficult for older folks with shopping bags or who need a walker in order to get around. As for the so-called Rapid Routes, there is no indication how often they would run or where the limited stops would be. Walking 2-3 blocks from a limited bus stop to my destination doesn't work for me and will only get worse as I age. It again appears that you are making it harder for seniors to use the bus systems. The meeting I attending we were told the rate of ridership would ride from 4,000 per day to 14,000 per day. I don't believe that for a nanosecond. And, if it were true, the congestion in the area would be horrible!!! We are already suffering from having our sidewalks torn up for a month already and making them narrower. I don't see how a couple of motorized wheelchairs or walkers are going to traverse the new sidewalk and leave any space for those of us who are still more mobile and able to walk...sometimes with a cart full of groceries or items from a Costco run. It's definitely a case of something that was not broken being 'fixed' because someone manged to get some money to spend. Enough already!!!![2200]	outreach
9/17/2013	MCR	In my opinion, I like Alt. A 1st choice and Alt. B 2nd choice since I like it when the routes don't change too much and I like how 15 is replaced by a new rapid route. [2194]	outreach
9/18/2013	MCR	Alternative B (like express) [2193]	outreach
9/4/2013	MCR	Alternative A sounds best if the schedule changes don't exceed 20 minutes between buses.[2198]	outreach
10/21/2013	MCR	I have watched with some interest the ripping up of Park Blvd. I have some questions: 1. The existing Routes 1 and 11 serving this area have a high proportion of seniors and disabled patrons. Since the Rapid C vehicles will run in dedicated lanes in the center of Park Blvd. from University to El Cajon, seniors and others with limited mobility will face hazards making their way to and from the two stops along this stretch. What measures are proposed to allow riders to board and exit the vehicles and to make their way safely to and from the sidewalks? 2. How will patrons transfer from the old routes to Rapid C? [2262]	email
9/10/2013	20, 120	I take route 20 from Mira Mesa & Black Mountain Road to Kearney Mesa Transit station to the 120. How will the changes be on the split route 20???? I catch the 120 at Kearney Mesa transit station to go to Sharp Memorial Hospital. How will I be able to get to work if you make a split route 20???? I think the way route 20 is set up now is great. I am able to get to Sharp Memorial in 70 minutes. It avoids the highway into Clairemont Mesa Blvd. Please leave the 20 route the way it is now. I will probably have trouble getting to Sharp Memorial Hospital from Mira Mesa if you change things. Also, improve holiday service on the 20 & 120[2160]	email

Date	Route	Comment	Method
COMMENTS UNRELATED TO PROPOSALS			
9/18/2013		I would appreciate a few buses travelling from the east county (Alpine area) to downtown and Kearny Villa Road. -- Jim [2186]	email
9/18/2013		I would like to see central dispatching on the routes to prevent bus bunching. [2195]	outreach
10/14/2013		Owens property on University West of Park Blvd. Construction might be affecting his property. Wants some explanation on the construction and wants to know what to expect. [2280]	phone
11/23/2013	SBAY	I live in Rolling Hills Ranch and have tried to use public transportation to La Jolla as I work on the Thornton Hospital campus. It takes me over 2 hours using straight bus /trolley/buses service, so I drive. Occasionally I drive to E street and trolley from there, most often I park in Old town and use the 150/202 combo, which is great unless I get there too late in the morning and there is not enough parking. I wonder if you would consider an express bus that leaves from Otay Ranch Town Center and goes directly to downtown maybe to the 12 and Imperial or to Old Town? If you market it I bet lots of us Eastside/Southbay communities would utilize it. I would really like to give up my car for work. San Diego is sadly behind other metro cities in providing public transport. [2393]	email
10/3/2013		Bus is great for planning in freeway downtown. Especially in University. I'm here at 37th and University. I'm not sure about 15, get down faster. I don't care about Route B anyway, I don't go to school. Especially for school. Parking lot. [2242]	email
10/14/2013	Rapid (general)	Call during business hours M-Fi. Inquiring about the Rapid planning and wants more details about how it will be funded, etc. [2276]	phone
12/6/2013	Rapid (general)	Calling again about the announcement flyers on the buses. Would like them to remain on the bus longer. [2412]	phone
12/4/2013	Rapid (general)	Now calling to mention that the flyers are too hard to see, and should be posted in a more visible location on the bus. [2410]	phone
11/29/2013	Rapid (general)	Would like all of the buses to have the public announcements about the Rapids instead of just the routes affected. Would also like to extend the public commenting period. [2407]	phone
9/12/2013	MCR	Why were the pre-pay ticket kiosks eliminate from the Rapid C plans. These pre-pay tickets were promised to the community as a part of the Rapid Bus. Without them, boarding time will be much slower. Furthermore, the appeal of the Rapid Bus acting like a trolley will be gone. Please reply and let me know why the pre-pay ticket kiosks have been eliminated and are not being installed as promised.[2154]	email
9/30/2013	20	Either way you are going to do what you want to anyway's. So what is the difference if I put my input. I did write and asked some questions about the 20 route. You did not reply what so ever. What kind business are you? [2219]	email
11/19/2013	20	Gets picked up on Caramel Mtn Rd on the 20 going Northbound to Rancho Bernardo to transfer to the 845. There is a 7 minute gap from when the 20 arrives to when the 845 leaves. He says the 20 is often late and he misses this connection. [2376]	email
1/8/2014	210	Will parking be available at the Mira Mesa Transit Center, and when will it become operational for the 210 bus route? [2444]	email
1/15/2014	Rapids	I wanted to comment regarding the planned public hearing for the proposed service changes. While I appreciate that you are holding a public hearing for riders and other concerned residents to voice their concerns in person, I can't help but feel like the time/date of the hearing (Thursday at 9am) is inconvenient to anyone who works full-time, particularly those who don't work near downtown and/or take transit. Though it may be convenient for staff/contractors and/or less costly for MTS, and it may work for some riders, it does not work well at all for the vast majority of the population that works during the day. As your ultimate mission is to provide transit as a public service to residents of the San Diego region, I'd ask that you work to better serve your riders by offering a formal public hearing at a time more convenient for the majority of us who work during the day. [2498]	email



THE CITY OF SAN DIEGO

COUNCILMEMBER SCOTT SHERMAN

SEVENTH DISTRICT

January 7, 2014

Mr. Harry Mathis
Chairman
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

RE: MTS Proposed Elimination of Bus Route 14

Dear Mr. Mathis:

I am writing to voice my strong opposition to the closing of MTS Bus Route 14, which services the District 7 neighborhoods of Allied Gardens, Grantville, San Carlos and Del Cerro. My office has received a high volume of correspondence from impacted residents regarding this closure.

As you are aware, Route 14 serves as a resource to seniors who utilize transportation to get to and from Kaiser Hospital, District 7 businesses, and other parts of the community. This is also the only route that serves Allied Gardens, Del Cerro, and San Carlos. If Route 14 is eliminated, MTS would be increasing traffic in an already heavily congested area, instead of encouraging increased public transportation ridership.

In addition, Grantville will undergo a major transformation in the upcoming year. The City Council will be voting on a master plan amendment for the community this summer, which will likely change its composition. Moreover, the Council has approved plans for ArchRock and Riverbend, two very large communities located along Mission Gorge Avenue, and it is anticipated that over 1,500 new units will be constructed. The discontinuation of the only viable public transportation option in the area will have a detrimental impact on this region and will further eliminate the only direct public transportation service to the MTS Trolley System. In a time where we need to work together to encourage public transportation, I believe suspending this route will do the opposite.

I appreciate your time and consideration regarding this matter. Please contact me directly at (619) 236-6677 or ScottSherman@sandiego.gov should you have any questions.

Yours in Service,

Scott Sherman
Councilmember - District 7

PUBLIC HEARING - COMMENTS REGARDING PROPOSED MAJOR 2014 SERVICE CHANGES

We have some comments and concerns regarding the proposed major service changes and routing that would particularly impact Route 20 and the Premium Express Buses.

The most obvious omission is that none of the proposed Rapid Routes will serve Fashion Valley, Mission Valley, or Old Town Transit Centers, which are primary hubs to and from which the majority of route 20 passengers connect to other transportation (the vast majority connect to buses or the green line trolley at Fashion Valley). Please consider the transportation needs of commuters who work and shop in the Mission Valley area. Under the proposed service changes, no premium express or Rapid transit options will be available to serve the Mission Valley/Fashion Valley area.

Also, none of the Rapid Routes appear to serve the residential areas of Rancho Penasquitos, which is the community where most route 20 passengers board. If your goal of introducing Rapid route A is to provide an alternative to redirect passengers from route 20 onto Rapid A, the rapid bus will need to serve Carmel Mountain Ranch and Rancho Penasquitos since the majority of bus passengers do not have automobiles and therefore would be unable to reach the Sabre Springs or Rancho Bernardo Transit Centers.

The elimination of Premium Express Route 880 is of particular concern since these buses provide the only transportation that is available in the 4S Ranch and Del Sur areas. Many of the route 880 passengers are recent immigrants from India and Asia who do not have drivers licenses and do not own automobiles, therefore they will have no way to reach the Rancho Bernardo Transit Center to utilize alternative transportation routes.

The combined number of households in the area of 92127 that lack access to public transportation is approximately 12,000 homes (4S Ranch, Del Sur, Black Mountain Ranch, Torrey Highlands). This has become a tremendously densely populated area filled with young families who would benefit from having bus service availability.

Please consider extending bus service southbound along Camino del Norte and Camino del Sur to connect into route 20.

Please consider extending the hours during which route 921 operates. Currently, the final eastbound run departs UCSD at 7:15 p.m. on weekdays. This route operates near full capacity on each run and should be expanded to run at least one hour later into the evening to allow students and commuters the opportunity to enroll in night classes.

Thank you for your consideration.

5 JANUARY 2014

BOARD OF DIRECTORS
MTS PUBLIC HEARING
JANUARY 16, 2014

RE: DISCONTINUATION OF ROUTE 14

I HAVE DISABILITIES THAT ^{HAVE} PREVENTED ME FROM DRIVING FOR 22 YEARS.

FEBRUARY 3, 2014 I WILL HAVE BEEN WORKING AT LEWIS MIDDLE SCHOOL, IN THE CAFETERIA, FOR 8 YEARS.

MONDAY-FRIDAY { I CATCH THE #14 AT ZION BY CRAWFORD KAISER MEDICAL CENTER AT 9:05 AM AND GET OFF AT WARING ROAD/GREENBRIER. I GET HOME BY CATCHING THE #14 ON WARING AT GREENBRIER, HEADED SOUTH, AT 1:20 PM.

DUE TO PREVIOUS CHANGES (REDUCTIONS) IN FREQUENCY OF SCHEDULE TIMES, AND ELIMINATION OF WEEKEND/HOLIDAY SERVICE- I HAVE ADAPTED BY DOING RECYCLING NEXT TO ALBERTSONS ON WARING ROAD, AND TRIPS TO WINDMILL FARMS MARKET ON DEL CERRO BLVD, WHEN I GET OFF WORK, BEFORE I GO HOME, AGAIN USING ROUTE 14.

mead

5 JANUARY 2014

IF THE ROUTE 14 IS DISCONTINUED
I WILL NO LONGER BE ABLE TO
GET TO THE SCHOOL WHERE I WORK,
OR TO WINDMILL FARMS MARKET, OR
TO DO MY RECYCLING NEXT TO
ALBERTSONS ON WARING ROAD.

I WAS FIRST TOLD OF THIS
POTENTIAL CHANGE IN MID SEPTEMBER
AND THE PRINTED INFO SHEET THAT
SHOULD BE AVAILABLE ON THE
BUSES WAS NEVER THERE UNTIL
TUESDAY, JANUARY 7, 2014.

I HAVE BEEN TELLING PEOPLE AT
THE ZION AT CRAWFORD AND
WARING AT GREENBRIER BUS STOPS
ABOUT THIS PROPOSED CHANGE AND
EVERY ONE OF THEM HAS BEEN
SHOCKED AND CONCERNED BECAUSE
THEIR USE OF THE #14 IS THE ONLY
WAY AVAILABLE TO MEET THEIR NEEDS

PLEASE DON'T LEAVE US WITH
NO WAY TO GET TO THE PLACES WE
GO USING THE #14 ROUTE.

SINCERELY KATHERINE MILLS

619 285-9160

Mead

5026 Old Cliffs Road
San Diego, CA 92120

(619) 582-1716

October 13, 2013

Metropolitan Transit System
Customer Service
1255 Imperial Avenue
San Diego, CA 92101

Re: Route No. 14

Dear Sir or Madam:


Please, please, do not cancel Route 14.

Do the people who make these fateful decisions for the rest of us ever ride the buses? Or, more to the point in my case, have they ever tried walking up Zion Avenue carrying 40 lbs. of groceries? This is a densely populated area and to leave us without bus service is not right. Cancellation would effectively halt my visits to Lake Murray and medical appointments in the San Carlos area. It takes me 55 minutes up-hill walk to Navajo for the 115, and I am getting too old for that.

Surely you can cut back somewhere else. For instance, what about the 13 running every 20 minutes instead of every 15 minutes? Do all the other routes make a profit? My suggestion would be to use the smaller buses, similar to the ones now used on Route 18, instead of the enormous black gas guzzlers. My understanding was that state funds have been restored for public transportation, so why the further cutbacks now? It was bad enough when Route 14 was shortened and the service reduced to every hour.

Please consider the fact that discontinuing Route 14 would be a grave disservice to senior Allied Gardens residents.

Very truly yours,


Shirley I. Warner

Re: Discontinuation of Route 14

I wish to protest the discontinuation of Route 14. I realize it is heavily subsidized with taxpayer dollars. We residents of Allied Gardens are taxpayers. What are we expected to do when we are deprived of all public transportation? Allied Gardens is a huge, hilly, area, and for us older residents it will be impossible to get around, especially for those who are dependent on walkers and wheelchairs. It is unconscionable that such a heavily residential area should be without bus service.

When MTS was forced to reduce service because of budget cuts from Sacramento, Route 14 was changed from an intelligent route from Fashion Valley to Grossmont to a route that goes along the San Diego River where there are not residences and therefore no riders. Also from Del Cerro to SDSU there are no residences. Of course ridership would decrease. The service was reduced to hourly which can ruin a person's day if one misses the bus.

I have suggested the use of smaller buses, similar to the ones used on Route 18, but have received no response to that suggestion. Another suggestion would be to extend one of the Route 13 buses to SDSU so at least we could get around. Routes 1, 13, 18, 115 and 854 are not alternatives. They are miles away, as is the Green Line.

Please reconsider the discontinuation. Thank you.

Shirley Warner

1/16/14

Albany
Atlanta
Brussels
Denver
Los Angeles
Miami
New York

McKenna Long & Aldridge^{LLP}

300 South Grand Avenue • 14th Floor
Los Angeles, CA 90071
Tel: 213.688.1000
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Northern Virginia
Orange County
Rancho Santa Fe
San Diego
San Francisco
Seoul
Washington, DC

MICHAEL H. WALLENSTEIN
(213) 687-2110

EMAIL ADDRESS
mwallenstein@mckennalong.com

December 19, 2013

VIA OVERNIGHT MAIL

Clerk of the Board
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Re: (Amended) Notice of Hearing on the Intent to Adopt Resolution of Necessity
Traction Power Sub-Stations Project
Resolution of Necessity Hearing, January 16, 2014

Dear Sir or Madam:

This office represents Union Pacific Railroad Company ("Union Pacific") in the above-referenced matter. We are in receipt of the Amended Notice of Hearing on the Intent of the Metropolitan Transit System ["MTS"] to Adopt Resolution of Necessity regarding the MTS' proposed acquisition of easements on four separate parcels owned by Union Pacific – APN Nos. 576-523-04, 550-500-23, 555-011-17 and 571-090-12 (the "Property") – mailed to Union Pacific on or about December 6, 2013 (the "Notice"). This letter shall constitute Union Pacific's Request to Appear and to be heard at the January 16, 2014, hearing of the Board of MTS to object to the adoption of the Resolution of Necessity contemplated in the Notice.

Union Pacific objects to the adoption of the Resolution of Necessity on the grounds that the proposed Project – the construction of Traction Power Sub-Stations and associated appurtenances and access roads on Union Pacific's corridor property – is not planned or located in the manner that will be most compatible with the greatest public good and the least private injury. This objection is specifically addressed, although not necessarily limited, to the extent that the proposed Project, or any portions thereof, may interfere with the use of, and/or right to use, the Property by Union Pacific's existing lessees and/or licensees and/or others holding easement or similar rights to Union Pacific's property, including, but not limited to, those rights held by SDG & E. The installation of the substations and fencing will also substantially interfere with future corridor uses of the Property in most of the locations.

Although it has been provided with certain prints and plat maps, Union Pacific has not seen a proposed easement agreement or specific plans for the proposed Project and therefore

Clerk of the Board
San Diego Metropolitan Transit System
December 19, 2013
Page 2

cannot be assured that the Project will not interfere with the rights of Union Pacific's existing lessees and licensees or other's with rights to use the Property.

Likewise, Union Pacific has not received a copy of the Proposed Resolution of Necessity. Please forward a copy at your earliest convenience.

Union Pacific hereby reserves the right to present additional written and/or oral objections at any time prior to, or at, the Hearing.

Very truly yours,



Michael H. Wallenstein
Attorney for Union Pacific Railroad Company

MHW:kl

cc: Bruce E. Beach (via e-mail: bruce.beach@bbklaw.com)



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

2014 Transit Conference Interest

Please complete the below survey to indicate the APTA conferences you would like to attend in 2014. Indicating interest in a conference means that we will contact you when preliminary conference materials are received. At that time you may decide if you wish to attend.

This form should be returned to Nikki Machado, Clerk of the Board. If you wish to fax this form later, please fax it to Nikki at 619-234-3172.

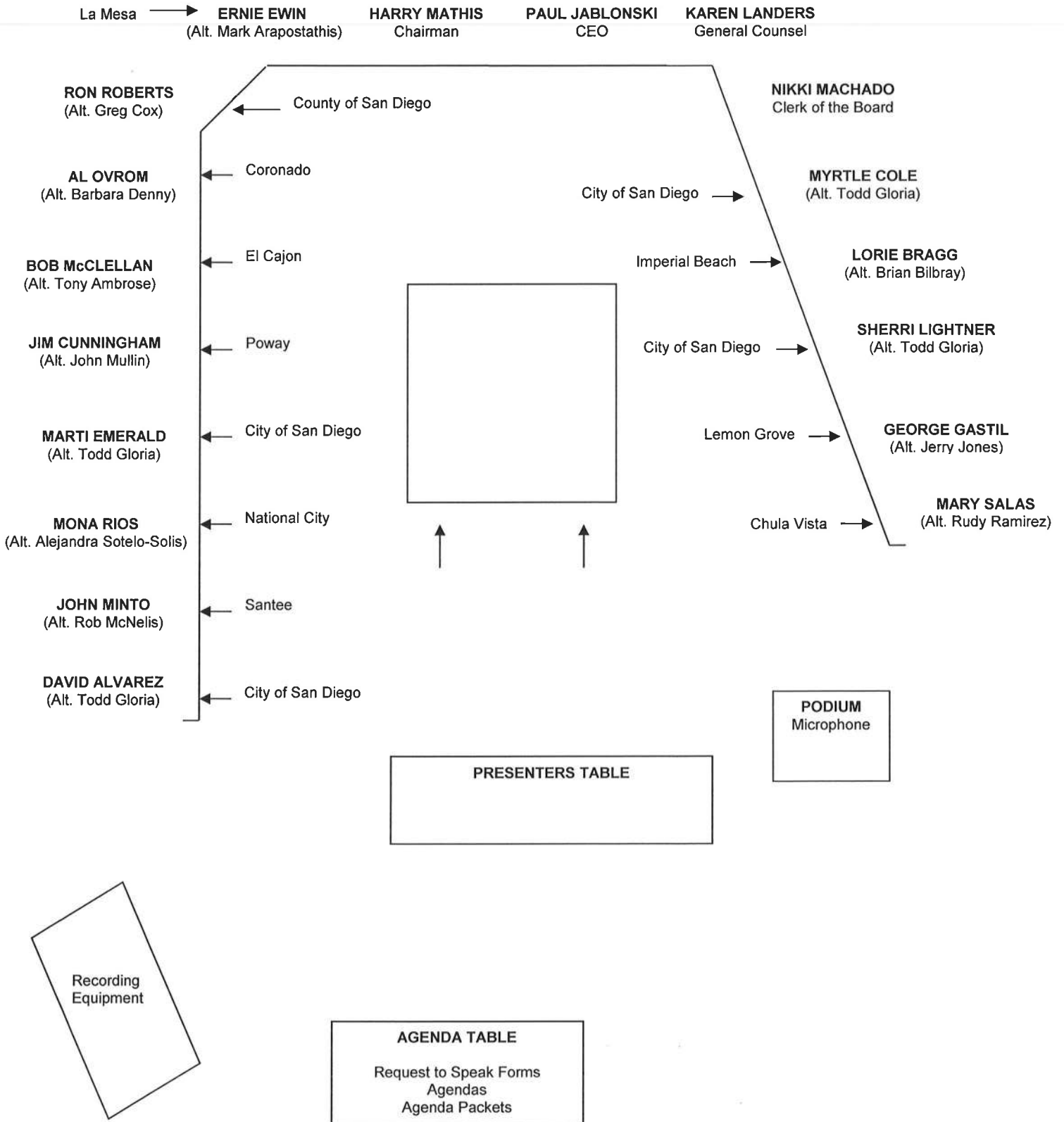
Name: _____

Conference	Dates	Location	Interested
APTA Legislative Conference	March 9 – 11 (Sun – Tues)	Washington, D. C.	_____
APTA Bus & Paratransit Conf.	May 4 – 7 (Sun – Wed)	Kansas City, MO	_____
APTA Rail Conference	June 15 - 18 (Sun – Wed)	Montréal, QC	_____
APTA Board Members Seminar	July 19 - 22 (Sat – Tues)	Cleveland, OH	_____
APTA Annual Meeting	Oct. 12 - 15 (Sun – Wed)	Houston, TX	_____

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MTS BOARD OF DIRECTORS SEATING CHART





AGENDA ITEM NO.

3

14

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	1/16/13		
Name	Lorraine M Leighton		
Address	745 E. Bradley Ave #96		
Telephone	0		
Organization Represented	Disabled Public		
Subject of Your Remarks	RT 14 ETC.		
Regarding Agenda Item No.	H- 25 A		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

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(PLEASE PRINT)

DATE	17 January 2014			
Name	Melinda Jane May Janeczek			
Address	P.O. Box 12- 1866			
Telephone	(619) 239-1365			
Organization Represented	myself.			
Subject of Your Remarks	various			
Regarding Agenda Item No.				
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619/231-1466
FAX 619/234-3407

Agenda Item No. 4

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

ELECT VICE CHAIR, CHAIR PRO TEM, AND COMMITTEE APPOINTMENTS
(SHARON COONEY)

RECOMMENDATION:

That the Board of Directors:

1. elect a Vice Chair and a Chair Pro Tem for 2014;
2. consider the nominating slate (Attachment A) proposed by the Ad Hoc Nominating Committee for the appointment of representatives to MTS committees for 2014 and vote to appoint representatives to those committees; and
3. approve the creation of an Ad Hoc Committee for Taxicab Contract Negotiations and vote to appoint representatives to that Committee.

Budget Impact

None.

DISCUSSION:

Public Utilities Code Section 120100 requires the Board of Directors, annually at its first meeting in January, to elect a Vice Chair who shall preside in the absence of the Chair. Policies and Procedures No. 22, "Rules of Procedure," also provides for the election of a Chair Pro Tem to serve in the absence of the Chair and Vice Chair. In 2013, Mr. Ron Roberts served as Vice Chair, and Mr. Ernie Ewin served as Chair Pro Tem.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

The Vice Chair and Chair Pro Tem nomination and election procedures pursuant to Robert's Rules of Order are as follows:

1. The Chairman of the Board opens the agenda item.
2. The Chairman requests nominations from the floor. Nominations do not require a second.
3. The Chairman closes the nominations.
4. The Chairman invites the candidate(s) to address the Board for 3 minutes.
5. The Chairman asks for any Board discussion.
6. The Chairman calls for the vote on each motion for each candidate.
7. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.

In addition, each year the Board makes appointments to the various committees, including the Executive Committee, the Audit Oversight Committee, the Budget Committee, the Ad Hoc Public Security Committee, the Joint Committee on Regional Transit (JCRT), the Taxicab Committee, the Los Angeles-San Diego Rail Corridor Agency (LOSSAN), the Accessible Services Advisory Committee (ASAC), the Airport Authority Advisory Committee, the SANDAG Board, and SANDAG committees. Membership of the Executive Committee is dictated by Board Policy 22. Similarly, membership on the Audit Oversight Committee is dictated by Board Policy 22 which designates all members of the Executive Committee as members of the Audit Oversight Committee but allows the appointment of other Board members to that Committee at the Board's discretion. Board Policy 22 requires the Executive Committee to appoint the representative and alternate to the SANDAG Transportation Committee at its first meeting in January. The Executive Committee appointed Mr. Harry Mathis and Mr. Al Ovrom (alternate) on January 9.

The Ad Hoc Nominating Committee recommends that the Board create an Ad Hoc Committee for Taxicab Contract Negotiations, and to appoint members of the Board to serve on the Committee.

The nomination and election procedures pursuant to Robert's Rules of Order are as follows:

1. The Chairman of the Board opens the agenda item.
2. The Ad Hoc Nominating Committee makes a report and calls for a motion on the nominating slate.
3. The Chairman requests additional nominations from the floor. Nominations do not require a second.

4. The Chairman closes the nominations.
5. The Chairman invites the candidate(s) to address the Board for 3 minutes.
6. The Chairman asks for any Board discussion.
7. The Chairman calls for the vote on each motion for each candidate. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Proposed MTS Nominating Slate for 2014

2014 SLATE OF MTS COMMITTEES AND OUTSIDE AGENCY APPOINTMENTS

Accessible Services Advisory Committee (ASAC)	Lorie Bragg – Chair
Airport Authority Advisory Committee	Harry Mathis – Committee Representative Ron Roberts - Alternate
Ad Hoc Public Security Committee	Jim Cunningham – Committee Representative Harry Mathis – Committee Representative John Minto -- Committee Representative David Alvarez – Committee Representative Mona Rios– Committee Representative
Audit Oversight Committee	Ernie Ewin – Committee Representative Harry Mathis – Committee Representative Ron Roberts – County Representative (Alternate: Greg Cox) Sherri Lightner – City of San Diego Representative (Alternate: Marti Emerald) Al Ovrom– South Bay Representative (Alternate: Lorie Bragg) Jim Cunningham – East County Representative (Alternate: Bob McClellan)
Budget Development Committee	Harry Mathis – Committee Representative Bob McClellan– Committee Representative Ron Roberts – Committee Representative Myrtle Cole – Committee Representative John Minto– Committee Representative
Executive Committee	Harry Mathis – Chair Ron Roberts – County Representative- Vice Chair (Alternate: Greg Cox) Sherri Lightner – City of San Diego Representative (Alternate: Marti Emerald) Al Ovrom– South Bay Representative (Alternate: Lorie Bragg) Jim Cunningham– East County Representative (Alternate: Bob McClellan)
Joint Committee on Regional Transit (JCRT)	Jim Cunningham – Committee Representative Harry Mathis – Committee Representative George Gastil – Committee Representative
Los Angeles - San Diego Rail Corridor Agency (LOSSAN)	Ernie Ewin – Committee Representative Mona Rios – Alternate
SANDAG Board	Harry Mathis -- Advisory Representative Al Ovrom – Alternate
SANDAG Regional Planning Committee	Mona Rios - Committee Representative Al Ovrom– Alternate
SANDAG Transportation Committee	Harry Mathis – Committee Representative Al Ovrom – Alternate (Chosen by the Executive Committee January 9)
Taxicab Advisory Committee	Myrtle Cole – Chair Bob McClellan – Alternate
Ad Hoc Committee for Taxicab Contract Negotiations	TBD



AGENDA ITEM NO.

4

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	JANUARY 16		
Name	MICHEL ANDERSON		
Address	2531 STATE STREET SUITE 6		
Telephone	(619) 232-0045 SD 92101		
Organization Represented	SAN DIEGO TRANSPORTATION ASSN.		
Subject of Your Remarks	SUPPORT APPOINTMENT OF AD HOC COMM		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

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Agenda Item No. 6

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

INVESTMENT REPORT – November 2013

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of MTS investments as of November 30, 2013. The combined total of all investments has decreased from \$222.6 million to \$205.9 million in the current month. This \$16.7 million decrease is attributable to expenditure of \$18.4 million for acquisition of capital assets, \$1.9 million principal payment for the POB's, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects and debt service, which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Investment Report for November 2013



**San Diego Metropolitan Transit System
Investment Report
November 30, 2013**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	16,153,533	16,153,533	0.00%
Total Cash and Cash Equivalents	<u>-</u>	<u>16,153,533</u>	<u>16,153,533</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	8,224,707	-	8,224,707	N/A *
San Diego County Investment Pool				
Proposition 1B TSGP grant funds	6,221,402	126,356	6,347,758	
Total Cash - Restricted for Capital Support	<u>14,446,109</u>	<u>126,356</u>	<u>14,572,465</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	18,155,040	38,996,657	57,151,697	0.263%
Total Investments - Working Capital	<u>18,155,040</u>	<u>38,996,657</u>	<u>57,151,697</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	39,324,838	-	39,324,838	
Rabobank -				
Payment Undertaking Agreement	78,692,891	-	78,692,891	7.69%
Total Investments Restricted for Debt Service	<u>118,017,729</u>	<u>-</u>	<u>118,017,729</u>	
Total cash and investments	<u>\$ 150,618,878</u>	<u>\$ 55,276,546</u>	<u>\$ 205,895,424</u>	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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Agenda Item No. 7

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

MTS CODE COMPLIANCE eFORCE RECORDS MANAGEMENT SYSTEM (RMS) –
HARDWARE PURCHASE

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to issue a Purchase Order to MSA Systems for the acquisition of MC75A Enterprise Digital Assistants (EDA's), Biometric Fingerprint Readers, Zebra RW420 Mobile and GX420 Desktop Printers, Rechargeable Batteries and Charging Stations and 3 years of Maintenance for the EDA's and Printers as described in MSA Systems Quote No. CM-121813-0057 (in substantially the same format as Attachment A).

Budget Impact

The total cost of the new Code Compliance RMS, including three years of system maintenance is \$187,280.61 and is broken down as follows:

EDA's, Fingerprint Readers, Printers, Chargers, Batteries	\$152,280.80
Taxes	\$12,182.46
Shipping & Handling	\$595.00
3-year Warranty, Maintenance and Technical Support	\$22,222.35
TOTAL:	\$187,280.61

This purchase would be funded by FY 14 CIP 11322 (CCI Handheld Units) in the amount of \$165,058.26 and FY 14 IT Operations (Account #661-53910) in the amount of \$22,222.35.

CIP 11322 (approved in FY 14 CCI Handheld Units)	\$165,058.26
3-Year Service & Support (FY 14 Operations Account 661-53910)	\$22,222.35
TOTAL:	\$187,280.61



DISCUSSION:

On April 18, 2013, the Board of Directors authorized the sole source contract award for MTS's Code Compliance Records Management System to Intellichoice Inc. (doing business as eFORCE). The purpose of this purchase is to better support MTS' Fare and Law Enforcement activities by replacing the existing TransitWatch system which is outdated and unmaintainable.

The purchase of these EDA's, Fingerprint Readers, Printers and ancillary hardware is in support of this initiative and would provide the hardware components of the new system supporting the fare and law enforcement activities of Code Compliance staff.

On November 14, 2013, the Board of Directors authorized the purchase of this hardware from CDWG at a total cost of \$189,379.32. However after placing the order, MTS was advised that following their renewal with GSA Schedule 70 (see below) per the FTA, CDWG were no longer able to supply the EDA's or Printers.

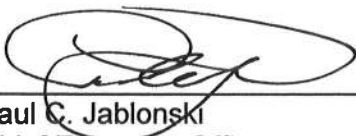
We have identified an alternative supplier, MSA systems, who are still able to supply the hardware under GSA Schedule 70 at a slightly lower cost of \$187,280.61 and are therefore requesting approval to award the contract to them instead.

The stated equipment is being acquired through the use of the Federal Government's General Services Administration's (GSA's) Cooperative Purchasing Program, Federal Supply Schedule 70, Information Technology Contracts. This schedule is commonly referred to as "GSA Schedule 70" or "IT Schedule 70."

The authority that allows MTS to procure through this method is referenced as follows: The Federal Transit Administration (FTA) Circular 4220.1F, Third Party Contracting Guidance (for recipients of Federal assistance), Chapter V, Section 6 (b) Limited Use of Federal Supply Schedules, describes the recipient's ability to utilize this method to procure goods. Subsection (1) specifies Information Technology and references the recipient to GSA Schedule 70 and the GSA Web site for further information. Within the Web site is additional information that verifies that the contracts within Schedule 70 have been competed and prices determined are fair and reasonable.

The FTA's Best Practices Procurement Manual (BPPM) also references the authority to purchase information technology equipment in the discussion section of Chapter 1.3.3.5, Inter-Governmental Agreements, Joint Procurements and Piggybacking.

In addition to following this procedure, MTS staff also obtained Independent Cost Estimates from one or more other sources to ensure that prices were fair and reasonable. All prices exceeded those quoted by MSA Systems.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. MTS Systems Quote No. CM-121813-0057



MSA Systems, Inc.
1340 S De Anza Blvd., Suite 103
San Jose, CA 95129-4644
Tel: 408-252-9000
Fax: 408-252-9900

SALES QUOTE		
Quote#	Issue	Expires
CM-121813-0057	12/18/2013	1/18/2014

Quotation Prepared For:	SHIP TO:	Account Manager	Source	Inside Support
San Diego MTS		Shadi Gholami		CM
Gary H Dexter (619) 238-0100 x6599 gary.dexter@sdmts.com		SHIP VIA		
		Ground unless otherwise specified		
		PAYMENT TERMS		
		Prepaid		

SPECIAL INSTRUCTIONS

ID	Part Number	Description	Qty	List Price	Client Unit Price	Client Extended Price
1	MC75A8-P4FSWQRA9WR	SYMBOL MC75A8 TERM WLP-VZ/BB/CAM/256	45		\$ 1,999.00	\$89,955.00
2	MC7XFPR-01R	SYMBOL BIOMETRIC FINGERPRINT READER	45		\$ 424.43	\$19,099.35
3	CRD7X00-401CES	SYMBOL 4 SLOT CRADLE F/ MC70/MC75	14		\$ 299.00	\$4,186.00
4	SAC7X00-400CES	SYMBOL 4 SLOT BATTERY CHARGER	14		\$ 196.39	\$2,749.46
5	SSB-MC75XX-30	SYMBOL 3YR SVC F/START BRON MC75	45		\$ 332.82	\$14,976.90
6	BTRY-MC7XEAB00	SYMBOL 1.5X LI-ION BATT 3600MAH	45		\$ 65.98	\$2,969.10
Printer						
7	R4D-0UBA000N-00	ZEBRA RW420 4" B/W DT 203 USB SER BT	45		\$ 606.77	\$27,304.65
8	AK18618-1	ZEBRA RW 420 POWER STATION KIT	14		\$ 275.00	\$3,850.00
9	AK17463-005	ZEBRA RW420 FOUR CELL LI-ION BATT	7		\$ 85.00	\$595.00
10	ZA0-RW41-2C0	ZEBRA 2YR STD PLUS WTY COMP RW420	45		\$ 156.81	\$7,056.45
11	GX42-102410-000	ZEBRA GX420 TT 203DPI USB/SER/ENET	3		\$ 524.08	\$1,572.24
12	ZA0-GSER-2C0	ZEBRA 2YR ZEBRACARE DEPOT EXT WTY	3		\$ 63.00	\$189.00
GSA #GS-35F-0538Y California certified Small Business 37978						
TERMS AND CONDITIONS						

- The Customer hereby places an order for and agrees to purchase the above items per the Terms listed below.
- Price: The above price does not include sales, excise, use, value added tax (vat) and other taxes, levies or fees now in effect or hereafter levied by reason of this transaction. Customer shall pay all such taxes, levies and fees. The Products are being sold hereunder F.O.B., place of shipment. Customer is liable for all shipping, media and insurance charges for the Products. All payments shall be made in United States dollars.
- Payment terms: Invoices not paid within the specified Payment Terms period will incur a 1.5% fee per month. The Customer shall incur a \$50 fee for each check returned due to insufficient funds. The Customer shall pay for all collection costs, including attorney fees and penalties as a result of not adhering to the payment terms.
- Warranties: We make no warranty, expressed or implied, or indemnity relating to the Products. We assign all warranties, indemnities, and service features relating to the Products directly to Customer.
- Returns: Software, parts, cables, printer consumables (labels, ribbons, and print heads), TEC and Fujitsu/ICL products are not returnable. All DOA requests must be made within 5 days of receipt; all other RMA requests must be made within 10 days of receipt. All returns/exchanges will incur a minimum restocking fee of 10-25% (varies by manufacturer and condition) or \$50, whichever is more.

The following criteria must be met: (a) All returned items must have a valid Return Authorization prior to return - product received without an RMA number or an expired RMA number will be returned unopened, (b) all original manufacturer's packaging (both inside and outside) must be returned, (c) NO writing on any boxes, (d) all manuals, cables, warranty cards, static bag, etc must be included; just as you received them and (e) all product must be clean and without scratches or usage marks of any kind. Credit will be issued only after inspection. Items opened and used are NOT returnable under any condition.
- The terms of this quote supercede any customer terms and conditions.
- This quotation supercedes any previous written or oral quotations from us. Due to the nature of our industry, pricing and availability are subject to change without notice, therefore, this quotation expires 30 days from the date shown above

Services (Non Taxable)	
Service Contracts (Non Taxable)	\$22,222.35
Software	
Equipment	\$152,280.80
Subtotal	\$174,503.15
CA Sales Tax	\$12,182.46
Freight additional	\$595.00
Total:	\$187,280.61



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Agenda Item No. 8

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

PROJECT ENGINEER POSITION

RECOMMENDATION:

That the Board of Directors authorize the CEO to add one (1) Project Engineer to the FY14 budget, increasing the total Full Time Equivalent (FTE) position from 0 to 1.

Budget Impact

Approximately \$120,000.00 in salary and benefits which will be charged to capital projects within the Capital Improvement Program (CIP)

DISCUSSION:

Due to the large amount of current and scheduled projects within the CIP, a Project Engineer is necessary to support and manage these capital projects. The Project Engineer, who would be placed in Range #11 (\$80,093 to \$127,869) will work for the Manager of Capital Projects and alongside the Systems Engineer in the Rail Division.

The Project Engineer will be responsible for managing the following three projects: upgrades to the Green Line Station Public Announcement equipment, installing and/or replacing the existing Visual Message Signs on the Green Line from Old Town to Santee, and the installation of new fiber optic network switches and communication cabinets from Grossmont to Santee.

Hiring a dedicated Project Engineer is recommended to lower the cost of project management, to speed project delivery, to better coordinate between internal MTS departments, and to gain a more thorough understanding of the technology, which will be useful when maintaining the systems in the future.



The cost of the position will be charged against the capital projects on which the Project Engineer performs work.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



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Agenda Item No. 9

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

PURCHASE AND INSTALLATION OF CISCO VOICE-OVER INTERNET PROTOCOL
(VoIP) PHONE SYSTEM

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to issue a purchase order to AT&T for the purchase of equipment and installation of a Cisco Voice-Over Internet Protocol (VoIP) phone system for the MTS South Bay Bus Maintenance Facility (SBBMF). This project will connect this facility into the MTS agency-wide phone and data communications system. This procurement would be under the County of Merced's Contract No. 2009177.

Budget Impact

The total cost of the new equipment and professional installation services would not exceed \$108,755.02 (as reflected below). This project would be paid for with funds from SANDAG Project 1201513 through an inter-agency Purchase Order.

CUCM Unity CCX:	\$ 9,000.00
Gateway Router:	\$ -
IP Phones:	\$ 17,616.17
SRST Router:	\$ 8,136.85
Cisco Emergency Responder:	\$ 861.00
Switches:	\$ 23,140.20
Fax Server-Analog-MISC:	\$ 2,030.20
Installation:	\$ 42,500.00
California Sales Tax (8.00%):	\$ 4,862.76
Freight/Delivery Charge:	\$ 607.84
	Subtotal: \$108,755.02
Less Trade-In Value (MTS Equipment):	\$ -
	TOTAL: \$108,755.02



DISCUSSION:

Information Technology determined that the current MTS phone system is inadequate to meet the ongoing needs of the agency and is installing the Cisco Voice-Over Internet Protocol (VoIP) phone system as a replacement.

This project will expand the on-going Cisco Voice-Over Internet Protocol (VoIP) phone system installation work to include the South Bay Bus Maintenance Facility (SBBMF). MTS staff will manage the procurement and installation of all equipment to ensure quality and consistency throughout the agency. All costs to perform this work will be reimbursed through the SANDAG South Bay Bus Maintenance Facility construction project.

Per Federal Transit Administration (FTA) Circular 4220.1F, Page V-2 Section 4, the FTA encourages recipients and sub recipients to enter into state and intergovernmental agreements for procurements of property or services.

As a public agency and an FTA grantee, MTS has the ability to purchase network infrastructure hardware and professional installation services using competitively bid state or local government procurement contracts. MTS intends to utilize the County of Merced Contract No. 2009177 with AT&T Datacomm, Inc. The quote for stated pricing is based on Fast-Open Contracts Utilization Services (FOCUS), which is California's only nationwide, local government-to-government purchasing program created to allow cities, counties, schools, special districts, and other public entities to acquire technology products and services at competitive rates.

Staff recommends utilizing the FOCUS agreement through the County of Merced to purchase the hardware, software, and professional services to support this project so that it can be completed within the allotted time frame.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



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Agenda Item No. 10

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

SD100 OPERATOR SEAT REPLACEMENTS – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1153.0-13 (in substantially the same format as Attachment A) with Gillig, LLC, for the purchase of One Hundred Four (104) SD100 Operator Seat Replacements.

Budget Impact

The total amount of \$296,049.60 would be funded under MTS FY 14 capital budget CIP 11332-0200.

DISCUSSION:

MTS Policy No. 52 governing procurement of goods and services requires a formal competitive bid process for procurements exceeding \$100,000.

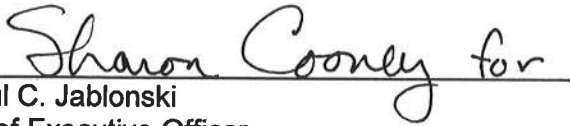
On August 29, 2013, MTS issued an Invitation for Bids (IFB). Four (4) bids were received and opened publicly on the due date of November 06, 2013. After a review of all bids for responsiveness and responsibility Gillig, LLC was determined to be the lowest responsive and responsible bidder at \$296,049.60.

<u>Bidder</u>	<u>Bid</u>
1. Gillig LLC	\$296,049.60
2. Muncie	\$314,701.20
3. NABI	\$316,338.26
4. Neopart	\$326,581.20



The current seats are original seats and have been in service since 1994. Because of their age, their parts are no longer in production and must be specially fabricated at great expense. Further, existing seat adjustment mechanisms are worn and have become increasingly problematic and less ergonomic for both operators and LRV maintenance staff.

Therefore, staff recommends that the Board authorize the CEO to execute MTS Doc. No. L1153.0-13 (in substantially the same format as Attachment A) with Gillig, LLC for the procurement of (104) SD100 Operator Seat Replacements.

A handwritten signature in cursive script that reads "Sharon Cooney for". The signature is written in dark ink and is positioned above a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. L1153.0-13

DRAFT

STANDARD PROCUREMENT AGREEMENT

L1153.0-13
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2014, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: GILLIG, LLC Address: 25800 ClawiterForm of Business: Corporation Hayward, CA 94545
(Corporation, partnership, sole proprietor, etc.)Telephone: 510-785-1500Authorized person to sign contracts: Chuck O'Brien Vice President
Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS goods and services, as follows:

One Hundred Four (104) SD100 Operator Replacement Seats, as set forth in the Scope of Work (attached as Exhibit A), Gillig, LLC's Bid (attached as Exhibit B), and in accordance with the Standard Services Agreement, including the Standard Conditions Services (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

This contract term is for one (1) year effective February 1, 2014 through January 31, 2015.

The total amount of this contract shall not exceed \$296,049.60 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$296,049.60	11332-0200	FY14

By: _____
Chief Financial Officer Date

(____ total pages, each bearing contract number)

**MEETING OF THE METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS**

January 16, 2014

SUBJECT:

**CONSTRUCTION MANAGEMENT ON-CALL SERVICES FOR SD&AE
RIGHT-OF-ENTRY PERMITS AND RIGHT-OF-WAY ISSUES**

RECOMMENDATION:

That the Board of Directors ratify previous actions (Work Order Nos. 11.02 and 11.02.01) and authorize the Chief Executive Officer (CEO) to execute Work Order No. 11.02.02 to MTS Doc. No. G1386.0-11 (in substantially the same format as Attachment A) with PGH Wong Engineering, Inc.

Budget Impact

Work Order No. 11.02.02 would authorize an additional \$50,000 in spending from the San Diego and Arizona Eastern Land Management Department Professional Services Account Code (771-53114).

DISCUSSION:

MTS requires Construction Management on-call services for various land management issues, including right of entry permit inspections and other related services.

On March 24, 2011, the Board accepted an assignment of \$500,000 in capacity for an On-Call Engineering Services Contract with PGH Wong Engineering, Inc. from SANDAG. SANDAG awarded the \$10 million master contract with PGH Wong after a competitive procurement process. The contract with PGH Wong expires on May 31, 2016.

Under this contract, MTS staff issues individual work orders to PGH Wong to support various departments and/or projects. Depending on the individual services provided, costs are billed to the Land Management Department budget and/or Capital Improvement Project budgets. Costs associated with non-MTS projects are recovered by the payment of right-of entry permit fees or cost-recovery design-review deposits.

MTS Policy No. 52 (Procurement of Goods and Services) gives the CEO the authority to enter into contracts up to \$100,000 on behalf of MTS. For on-call/as-needed engineering contracts, work orders for specific categories of services are issued by the CEO. Once a work order exceeds \$100,000 in spending, Board ratification and authority for additional spending under that work order is needed.



Currently, there are 4 open work orders with PGH Wong:

<u>WORK ORDER</u>	<u>CURRENT AMOUNT</u>	<u>PROPOSED INCREASE</u>
Work Order 1 (General Construction Support – MTS-owned Right of Way)	\$75,000	-
Work Order 2 (General Construction Support – SD&AE-owned Right of Way)	\$100,000	\$50,000
Work Order 3 (Labor Compliance Support Services)	\$25,000	-
Work Order 4 (Roadway Worker Safety Protection Training)	\$75,000	-
Total Outstanding Work Orders:	\$275,000	\$325,000

Today's action would ratify the existing spending and increase the authority for Work Order 2 from \$100,000 to \$150,000 (Attachment A).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Work Order No. 11.02.02 to MTS Doc. No. G1386.0-11 (w/o attachments)

DRAFT

January 2, 2014

MTS Doc. No. G1386.0-11
Work Order No. 11.02.02

Mr. Clifford S. M. Wong
Contract Project Manager
PGH Wong Engineering, Inc.
182 2nd Street, Suite 500
San Francisco, CA 94105

Dear Mr. Wong:

Subject: MTS DOC. NO. G1386.0-11, AMENDMENT NO. 2, TO WORK ORDER 11.02; GENERAL CONSTRUCTION SUPPORT SERVICES FOR SD&AE RIGHT OF ENTRY PERMITS AND RIGHT-OF-WAY ISSUES

This letter shall serve as Amendment No. 2 to our agreement for professional services under the General Construction Support Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide general construction support services for inspection, technical review and permit compliance coordination of SD&AE right of entry permits and related right-of-way issues in accordance with the attached Scope of Services (Attachment A and B).

SCHEDULE

The Scope of Services, as described above, shall extend through May 31, 2016, if all options to the Master Contract are exercised.

PAYMENT

Payment shall be based on actual costs, not to exceed \$50,000 without prior authorization, for a total work order amount of \$150,000.

If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Clifford S. M. Wong
PGH Wong Engineering, Inc.

Date: _____

Attachments: Attachment A - Scope of Services
Attachment B - Fee Proposal

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 12

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

SEMIANNUAL UNIFORM REPORT OF DISADVANTAGED BUSINESS ENTERPRISE
AWARDS OR COMMITMENTS AND PAYMENTS

RECOMMENDATION:

That the Board of Directors receive the Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards or Commitments and Payments.

Budget Impact

None.

DISCUSSION:

As a Federal Transit Administration (FTA) grantee, MTS complies with the federal regulations set forth in Title 49 of the Code of Federal Regulations Part 26 regarding participation by DBEs in the U.S. Department of Transportation (DOT) Program. The DBE regulations requires MTS to prepare DBE goals based upon the number of ready, willing, and able DBE-certified contractors available to bid on certain categories of MTS procurements.

The goals of the DBE program are:

1. to ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. to create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. to ensure that the DBE program is narrowly tailored in accordance with applicable law;



4. to ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. to help remove barriers to the participation of DBEs in DOT-assisted contracts;
6. to assist the development of firms that can compete successfully in the marketplace outside of the DBE program; and
7. to provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs.

For the current triennial reporting period (October 1, 2012, to September 30, 2015), MTS has a race-neutral program with an aspirational goal of 4.1% DBE participation.

A race-neutral DBE program means that no special quotas or advantages are provided to DBE contractors. Instead, MTS conducts outreach to DBE and other contractors in an effort to inform them of upcoming MTS procurements. Successful bidders are chosen using race-neutral means generally through a low-bid or best-value procurement process.

For purposes of reporting DBE participation rates to the FTA, MTS may only count participation by certified DBE contractors. Contractors with only a women, disabled veteran, or minority-owned certification do not qualify for DBE reporting. Certified DBE contractors must (1) have a woman or minority as a majority owner, and (2) meet specified income limits for both the business and the majority owner.

Summary of Semiannual DBE Report Findings (Federal Funds Only)

The current FTA semiannual reporting period runs from April 1, 2013, to September 30, 2013. For projects using federal funds, there were a total of 63 contracts that were entered into during the reporting period (Attachment A) and 36 contracts that were completed during the reporting period (Attachment B).

REPORTING PERIOD	Contract Awards/Commitments			Goal
	Total Federal \$\$	DBE \$\$	DBE %	vs 4.1%
Apr 1, 2013 to Sep 30, 2013	\$15,870,139.09	\$898,221.82	5.66%	+1.56%

REPORTING PERIOD	Contracts Completed (Actual Payments)			Goal
	Total Federal \$\$	DBE \$\$	DBE %	vs 4.1%
Apr 1, 2013 to Sep 30, 2013	\$7,977,919.62	\$319,170.50	4.00%	-0.1%

The MTS History of DBE Semi Annual Reports (Attachment C) shows MTS DBE participation from Federal Fiscal Year 2004 to present. For the current FTA Triennial reporting period, MTS's cumulative DBE attainment is 4.84% for Contract Awards/Commitments and 3.89% for Contracts Completed, both of which are on-track with MTS's 4.1% goal.

Local Funds

MTS generally reserves federal funds for capital projects and state-of-good-repair vehicle or system maintenance projects. MTS uses local and state funds for MTS administrative costs and other operating expenses (e.g., marketing expenses, land management, office supplies). SANDAG is responsible for most of the MTS-related construction projects. Some small construction projects are completed by MTS using Job Order Contracts originally awarded as part of SANDAG's construction contracting program. Only contracts awarded and paid by MTS using federal funds (or a portion of federal funds) are reported to the FTA under the DBE reporting obligation. In addition, the FTA only calculates the realization of DBE firms. The FTA does not record the realization of minority or women-owned firms that do not meet the DBE personal and business income limits. Such firms are identified as "WBE" and "MBE" firms in the attached MTS reports. No DBE or non-DBE WBE or MBE firms were identified during this reporting period.

MTS's participation rates for the reporting period, using local funds, were as follows:

REPORTING PERIOD	Contract Awards/Commitments		
	Total \$\$	DBE \$\$	DBE %
Local Funds: Apr 1, 2013 to Sep 30, 2013	\$18,590,318.54	\$0	0%

REPORTING PERIOD	Contract Completed		
	Total Local \$\$	DBE \$\$	DBE %
Local Funds: Apr 1, 2013 to Sep 30, 2013	\$5,685,102.70	\$0	0%


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Semiannual DBE Report Spreadsheet 4/1/13-9/30/13 – Contracts Awarded
B. Semiannual DBE Report Spreadsheet 4/1/13-9/30/13 – Contracts Completed
C. History of Semiannual DBE Reports (FY 2004 to Present)

MTS Semi-Annual DBE Report
Contracts Awarded April 1, 2013 to September 30, 2013
(excluding: Real Property, revenue, \$0, Transit Vehicle Manufacturers, and inter-agency agreements)

Att. A, AI 12, 1/16/14

	Doc #	Organization	Subject	Amount	Funding Source	Local	DBE	SBE/MBE/ WBE/DBE	DBE reported	Day	Completion	FTA
	FEDERAL FUNDS											
1	L1032.3-12	SIEMENS INDUSTRY, INC.	ADDITION OF 2 REAR ACCESS DOORS - TRACTI	\$32,257.50	12817-0200	N	N	N	\$0.00	4/9/2013		Y
2	L1032.4-12	SIEMENS INDUSTRY, INC.	ADDITIONAL COST FOR CRANE SERVICES	\$11,672.50		N	N		\$0.00	4/9/2013		Y
3	G1521.0-13	NTH GENERATION COMPUTING	2 HP NODE ARRAYS HARDWARE/SOFTWARE SUPPO	\$799,591.38	11307/661-53910	Y	N	N	\$0.00	4/17/2013	12/31/2018	Y
4	L1100.0-13	COMPLETE COACH WORKS CORP.	BUFFER/COUPLER OVERHAUL SERVICES	\$3,214,664.00	11304	N	N	N	\$0.00	4/19/2013		Y
5	B0530.1-10	GOODYEAR TIRE AND RUBBER CO.	EXERCISE OPTION YR 1 - ADD NEW TIRE SIZE	\$77,585.57	315-54410	N	N	N	\$0.00	4/25/2013	6/30/2014	Y
6	L1032.5-12	SIEMENS INDUSTRY, INC.	ADDITIONAL COST FOR CRANE SERVICES	\$11,672.50		N	N		\$0.00	4/26/2013		Y
7	L1052.0-12	SIEMENS INDUSTRY, INC.	42 HIGH SPEED CIRCUIT BREAKER KITS	\$301,990.41		N	N		\$0.00	5/8/2013		Y
8	B0598.0-13	EF ENTERPRISES	IN-PLANT AND DELIVERY INSPECTIONS	\$19,505.00		N	Y		\$19,505.00	5/9/2013	5/1/2014	Y
9	L1147.0-13	ALTEC INDUSTRIES	2 BUCKET TRUCKS	\$319,315.36		N	N		\$0.00	5/2/2013		Y
10	G1481.2-12	ACS TRANSPORT SOLUTIONS	RTMS SYSTEMS, HARDWARE SOFTWARE INSTALL	\$5,039.76	11290-0200	N	N	N	\$0.00	5/13/2013	3/14/2014	Y
11	B0545.2-11	AXLE TECH	AMEND TO GROUP A	\$5,994.81		N	N		\$0.00	5/14/2013	11/30/2015	Y
12	B0599.0-13	AMERITRAN SERVICES	IN-PLANT AND DELIVERY INSPECTIONS	\$9,770.00		N	N		\$0.00	5/22/2013	6/30/2014	Y
13	L1025.1-12	NMS MANAGEMENT INC	AMEND 1 INCREASE FUNDS DUE TO VANDALISM	\$463,546.32	356-54510	Y	Y	DBE	\$463,546.32	5/28/2013		Y
14	B0593.0-13	NEOPART, LLC	SUPPLY BRAKE LININGS AND PADS	\$139,490.96	31254510	N	N		\$0.00	6/3/2013	5/31/2018	Y
15	L1032.6-12	SIEMENS INDUSTRY, INC.	TAX ADJUSTMENT	\$29,445.69	12817-0200	N	N		\$0.00	6/5/2013		Y
16	G1133.2-08	SECTRAN SECURITY	AMEND 2 ARMORED TRANSPORTATION	\$22,000.00	922-53910	N	N		\$0.00	6/7/2013	6/30/2013	Y
17	B0594.0-13	CALIFORNIA TRILLION	CAPITAL & O&M SERVICES	\$5,054,896.00	11482-1000	N	N		\$0.00	6/13/2013	3/1/2019	Y
18	PWL146.0-13	TRI-SIGNAL INTEGRATION	FIRE ALARM TESTING AND MAINTENANCE	\$24,370.00	331-53710	Y	N		\$0.00	7/3/2013	2/28/2018	Y
19	G1546.0-13	ROSS & BARUZZINI	CONSULTING SERVICES	\$75,000.00	11290-0800	N	N		\$0.00	7/8/2013	5/31/2014	Y
20	G1546.1-13	ROSS & BARUZZINI	INCREASE CONSULTING SERVICES	\$140,800.00	11290	N	N		\$0.00	7/11/2013	5/31/2014	Y
21	L1016.2-11	KLD LABS	WHEEL SCANNING MACHINE	\$22,373.00	11309-0200	N	N	N	\$0.00	7/15/2013		Y
22	G1529.0-13	GIRO, INC.	HASTUS SCHEDULING SYSTEM UPGRADE	\$1,390,945.00	11311	N	N		\$0.00	7/18/2013	6/30/2016	Y
23	L1032.7-12	SIEMENS INDUSTRY, INC.	CHANGE SCHEDULE INCREASE LIMIT	\$256,569.47	12817-0200	N	N		\$0.00	7/30/2013		Y
24	G1422.1-12	BEST BEST & KRIEGER	INCREASE CONTRACT AMOUNT	\$175,000.00		Y	N		\$0.00	8/6/2013	12/31/2016	Y
25	G1551.0-13	SCHAFER CONSULTING	ERP CONSULTING SERVICES	\$78,000.00	11307-0800	N	Y	33925	\$78,000.00	8/21/2013	12/31/2013	Y
26	B0602.0-13	ARC OF SAN DIEGO	INTERIOR BUS CLEANING	\$663,952.81	312/322-53615	Y	N		\$0.00	9/12/2013	3/31/2017	Y
	PO NUMBER	Organization	Subject	AMOUNT	Funding Source		DBE				DATE	FTA
27	3404	NTH GENERATION COMPUTING	NETSHELTER SX 42U ENCLOSURE	\$2,771.20	11307-1500		N				4/17/2013	Y
28	3407	HEAVILAND ENTERPRISES INC.	CONSULTING SERVICES	\$720.00	12824-0800		N				4/26/2013	Y

MTS Semi-Annual DBE Report
Contracts Awarded April 1, 2013 to September 30, 2013
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29	3414	INDUSTRIAL DISTRIBUTION GROUP	PAD LOCKS	\$4,957.21	12817-0200	N				5/16/2013	Y
30	3416	UNITED RENTALS NORTHWEST	LIGHT TOWER RENTAL FOR 10 WEEKS	\$1,468.54	12824-0800	N				5/17/2013	Y
31	3428	REDFIELD'S LOCK & KEY	RIM CYLINDERS AND REKEY LOCKS	\$2,174.16	12812-0200	N				5/28/2013	Y
32	3407	HEAVILAND ENTERPRISES	CONSULTING SERVICES	\$1,440.00	12824-0800	N				5/29/2013	Y
33	3437	GOODYEAR	TIRES	\$70,477.92		N				6/6/2013	Y
34	3441	ESRI	ENTERPRISE STD SOFTWARE & LICENSE	\$25,920.00	11345-1500	N				6/11/2013	Y
35	3463	SALVADOR BARAJAS	ON CALL TRANSLATION SERVICES	\$2,992.00	53114	N				7/5/2013	Y
36	3474	HSQ TECHNOLOGY	SERVER RACK	\$1,275.00	11325-0200	N				8/1/2013	Y
37	PW001090	KONE ELEVATOR	NEW FLOORING FV STATION	\$3,671.32	11299-200	N				8/13/2013	Y
38	PW001091	KONE ELEVATOR	NEW FLOORING QUALCOMM STATION	\$3,671.32	11299-200	N				8/13/2013	Y
39	3495	AT&T	EQUIPMENT & SERVICES WIRELESS PILOT	\$51,700.00	11341	N				9/4/2013	Y
40	3496	MANDLI COMMUNICATIONS INC	MOBILE LIDAR DATA COLLECTION	\$26,500.00	11345-0200	N				9/9/2013	Y
41	3502	CDW GOVERNMENT INC	HP CTO	\$15,383.28	11345	N				9/13/2013	Y
42	3514	CDW GOVERNMENT INC	APC RACK AND NETSHELTER	\$3,054.24	11345	N				9/27/2013	Y
	Work Order #	Organization	Subject	Amount		DBE	WSE/MBE	DBE		Day	ETA
43	PWL134.0-12.06.1	HERZOG CONSTRUCTION, INC.	8TH ST BRIDGE 6 MONTH MONITORING	\$16,555.35				\$0.00		4/10/2013	Y
44	PWL134.0-12.12	HERZOG CONSTRUCTION, INC.	MTS RAIL YARD REPAIRS	\$12,406.63				\$0.00		4/10/2013	Y
45	PWL134.0-12.14	HERZOG CONSTRUCTION, INC.	REPLACEMENT OF 2 JOINT BARS	\$18,406.81				\$0.00		4/10/2013	Y
46	G1245.0-09.09	KIMLEY-HORN & ASSOC.	ENGINEERING SVCS 12TH/IMP BUS BAY	\$66,100.00				\$0.00		4/11/2013	Y
47	PWL135.0-12.07	ABC CONSTRUCTION, INC.	BUS DRIVEWAY PAVING	\$631,207.16				\$0.00		4/22/2013	Y
48	G1493.0-13.01	KIMLEY-HORN ASSOCIATES INC.	ON-CALL ENGINEERING GENERATOR	\$29,000.00				\$0.00		5/1/2013	Y
49	G1493.0-13.02	KIMLEY-HORN ASSOCIATES	ON-CALL ENGINEERING SERVICES	\$22,700.00				\$0.00		5/1/2013	Y
50	G1493.0-13.03	KIMLEY-HORN ASSOCIATES, INC	ON-CALL ENGINEERING REAL ESTATE SUP	\$20,000.00	DBE SUB - WIGGANS GROUP INC	Y		\$18,000.00		5/1/2013	Y
51	PWL134.0-12.19	HERZOG CONSTRUCTION, INC.	PAVING REPLACEMENT	\$53,118.60				\$0.00		6/5/2013	Y
52	PWL132.0-11.10.4	SOUTHLAND ELECTRIC, INC.	SDSU FIBER OPTIC CABEL INSTALL	\$8,078.96				\$0.00		6/7/2013	Y
53	G1494.0-13.01.1	PACIFIC RAILWAY ENTERPRISES	ORANGE LINE PRINT VERIFICATION	\$319,170.50		Y	34587-36200	\$0.00		7/10/2013	Y
54	PWL134.0-12.20	HERZOG CONSTRUCTION, INC.	ORANGE LINE TRACK WELDING	\$2,829.27				\$0.00		7/24/2013	Y
55	PWL135.0-12.13	ABC CONSTRUCTION, INC.	OLD TOWN FENCE REPLACEMENT	\$14,319.30				\$0.00		7/29/2013	Y
56	PWL135.0-12.05	ABC CONSTRUCTION, INC.	MTS STATION MONUMENT SIGN	\$274,178.14				\$0.00		8/15/2013	Y
57	PWL135.0-12.06	ABC CONSTRUCTION, INC.	BUILDING A HVAC UPGRADE	\$267,217.70				\$0.00		8/15/2013	Y
58	PWL135.0-12.14	ABC CONSTRUCTION, INC.	QUALCOMM CONTROLER'S BOOTH REPAIRS	\$4,562.99				\$0.00		8/15/2013	Y
59	PWL135.0-12.15	ABC CONSTRUCTION, INC.	5TH AVE BRT CONDUIT	\$91,525.99				\$0.00		9/17/2013	Y

MTS Semi-Annual DBE Report
Contracts Awarded April 1, 2013 to September 30, 2013
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60	PWL135.0-12.07.1	ABC CONSTRUCTION, INC.	REINFORCED CONCRETE PAVEMENT	\$47,698.33					\$0.00		9/20/2013	Y
61	PWL135.0-12.09	ABC CONSTRUCTION, INC.	REPLACE CAMERA SYSTEM IAD AND KMD	\$188,444.31					\$0.00		9/20/2013	Y
62	PWL135.0-12.10	ABC CONSTRUCTION, INC.	REPLACE 2 ROOFTOP HVAC UNITS IAD	\$143,994.82					\$0.00		9/20/2013	Y
63	G1496.0-13.01.01	RAILPROS, INC.	ON-CALL ENGINEERING SERVICES	\$75,000.00					\$0.00		9/23/2013	Y
FEDERAL FUNDS TOTAL				\$14,870,139.08								
DBE FEDERAL FUNDS				\$898,221.82								
% DBE FUNDS				5.66%								

	Doc #	Organization	Subject	Amount	Funding Source	Local	DBE	SBE/MBE/ WBE/DVBE	DBE reported	Day	Completion	ETA
LOCAL FUNDS												
1	G1433.2-12	TROVILLION, INVEISS AND DEMAKI	AMENDMENT 2 FOR LEGAL SERVICES WORKERS C	\$30,000.00	633/923/922/903- 52550/52551	Y	N	N	\$0.00	4/12/2013	12/31/2018	N
2	G1325.2-10	RAEL & LETSON	EXERCISE FINAL OPTION - OPBE VALUATION	\$26,000.00	902-53114	N	N		\$0.00	4/22/2013	5/27/2014	N
3	G1426.1-12	MARK H BARBER	AMEND 1 FOR LEGAL SERVICES WORK COMP	\$25,000.00		Y	N		\$0.00	4/24/2013	12/31/2016	N
4	G1146.4-08	ENTERPRISE FLEET MANAGEMENT	AMENDMENT 4-LEASE AUTOMOBILES 3 YR OPTIO	\$2,657,836.00	902-59615	Y	N		\$0.00	5/7/2013	6/30/2016	N
5	L1092.1-13	PROGRESS RAIL SERVICES	AMEND FOR SALES TAX CHANGE	\$13,500.00		N	N		\$0.00	5/31/2013		N
6	G1497.0-13	SECTRAN SECURITY	ARMORED TRANSPORTATION SERVICES	\$665,401.80	661-53910	N	N		\$0.00	5/31/2013	6/30/2020	Y
7	G1507.0-13	ADARIDE.COM, LLC	PROVIDE ADA CERTIFICATION	\$1,332,972.55		N	N		\$0.00	6/13/2013	6/30/2023	N
8	G0867.14-03	MOTOROLA INC	POST WARRENTY MAINTENANCE SERVICES	\$896,857.09	50661-53910	Y	N		\$0.00	6/17/2013	6/30/2014	N
9	L1111.1-13	CUBIC TRANSPORTATION SYSTEM	AMEND FOR TAX ADJUSTMENT	\$1,059.00	11331-0200	Y	N		\$0.00	7/1/2013		N
10	G1193.3-08	COZEN O'CONNOR ATTORNEYS	INCREASE FOR LEGAL SERVICES	\$20,000.00	50761-53110	Y	N		\$0.00	7/11/2013	1/18/2014	N
11	B0563.4-11	TRAPEZE SOFTWARE GROUP	ANNUAL MAINTENANCE RENEWAL	\$102,800.00	661-53910	N	N		\$0.00	7/18/2013	6/30/2014	N
12	G1430.2-12	PAUL PLEVIN	INCREASE CONTRACT AMOUNT	\$150,000.00		Y	N		\$0.00	7/29/2013	12/31/2016	N
13	G1432.2-12	RYAN MERCALDO	INCREASE CONTRACT AMOUNT	\$180,000.00		Y	N		\$0.00	7/30/2013	12/31/2016	N
14	G1426.2-12	MARK H BARBER	INCREASE CONTRACT AMOUNT	\$120,000.00		Y	N		\$0.00	7/31/2013	12/31/2016	N
15	G1428.2-12	MICHAEL RIPLEY	INCREASE CONTRACT AMOUNT	\$90,000.00		Y	N		\$0.00	7/31/2013	12/31/2016	N
16	G1434.1-12	WHEATLEY	INCREASE CONTRACT AMOUNT	\$325,000.00		Y	N		\$0.00	8/2/2013	12/31/2016	N
17	G1490.1-13	LIEDLE LOUSBERY	INCREASE CONTRACT AMOUNT	\$100,000.00		Y	N		\$0.00	8/2/2013	12/31/2016	N
18	G1491.1-13	MANNING & KASS	INCREASE CONTRACT AMOUNT	\$35,000.00		Y	N		\$0.00	8/2/2013	12/31/2016	N
19	G1423.2-12	DAVID C SKYER	INCREASE CONTRACT AMOUNT	\$170,000.00		Y	N		\$0.00	8/2/2013	12/31/2016	N
20	G1455.1-12	LAUGHLIN FALBO	INCREASE CONTRACT AMOUNT	\$60,000.00		Y	N		\$0.00	8/7/2013	12/31/2016	N
21	G1552.0-13	HOLIDAY BOWL	ADVERTISING	\$1,175.00	551-53114	Y	N		\$0.00	8/9/2013	12/31/2013	N

MTS Semi-Annual DBE Report
Contracts Awarded April 1, 2013 to September 30, 2013
(excluding: Real Property, revenue, \$0, Transit Vehicle Manufacturers, and inter-agency agreements)

22	B0572.2-12	ISS FACILITIES SERVICES, INC.	UTC SUPERLOOP MAINTENANCE	\$103,754.44	53920-840	Y	N		\$0.00	8/15/2013	8/31/2014	N
23	G1433.3-12	TROVILLION	INCREASE CONTRACT AMOUNT	\$100,000.00		Y	N		\$0.00	8/20/2013	12/31/2016	N
24	G1631.0-13	MASABI	MOBILE TICKETING SYSTEM PILOT	\$13,860.00	902-53910	N	N		\$0.00	8/20/2013	8/12/2014	N
25	G1528.0-13	INTELLICHOICE, INC.	CODE COMPLIANCE SOFTWARE	\$7,758,273.00	11322-1500	N	N		\$0.00	8/22/2013	8/14/2016	N
26	G1425.2-12	LIEBMAN QUIGLEY	INCREASE CONTRACT AMOUNT	\$55,000.00		Y	N		\$0.00	8/30/2013	12/31/2016	N
27	G1299.3-10	UNIVERSAL PROTECTION SERVICES	AMEND TO ADD FUNDS	\$2,225,777.00	420-53510	N	N		\$0.00	9/5/2013	6/30/2014	N
28	G1502.0-13	TAXI RESEARCH PARTNERS	TAXICAB FARE STANDARDIZATION	\$99,627.50	761-53910	N	N		\$0.00	9/9/2013		N
29	G1656.0-14	NTH GENERATION COMPUTING, INC.	ENTERPRISE SERVER INFRASTRUCTURE	\$279,494.00	11311-1500	Y	N		\$0.00	9/25/2013	9/11/2014	N
30	L1053.0-12	HITEC ENTERPRISES	9005 GEARBOXES FOR SD-100	\$413,904.00	352-54510	N	N		\$0.00	7/1/2013		N
	PO NUMBER	Organization	Subject	AMOUNT	Funding Source		DBE				DATE	ETA
31	3396	L&L PRINTERS	2013 REGIONAL TRANSIT MAP	\$3,203.28	553-53750		N				4/3/2013	N
32	3397	S&A SYSTEMS INC	DEVICE MANAGER	\$1,606.60	661-54920		N				4/8/2013	N
33	3400	MOTOROLA SOLUTIONS INC	PORTABLE DIGITAL RADIOS	\$9,620.45	420-54990		N				4/9/2013	N
34	3401	CDW GOVERNMENT INC	APPLE MBP AND APPLCARE	\$2,597.22	661-54930		N				4/12/2013	N
35	3402	ACS TRANSPORT SOLUTIONS INC	PROGRAM 12 GARMIN GPS UNITS	\$1,770.00	10-661-53910		N				4/15/2013	N
36	3403	CDW GOVERNMENT INC	WIRLESS DESKTOP, ADOBE CREATIVE CLO	\$664.26	661-54930		N				4/15/2013	N
37	3405	MADDEN CONSTRUCTION	WALL BOARD REPAIRS	\$977.40	11325-0800		N				4/23/2013	N
38	3406	AT&T	NORTEL EXPRESS SUPPORT	\$8,736.00	661-53910		N				4/29/2013	N
39	3408	HSQ TECHNOLOGY CORP	ILON INTEGRATION AND TOUCH SCREENS	\$18,287.00	11325-0200		N				4/30/2013	N
40	3409	AT&T	LC & SC CABLE	\$410.59	661-54930		N				5/2/2013	N
41	3410	DELL COMPUTER CORP	OPTIPLEX 9010, P2012H WIDESCREEN	\$26,193.10	661-54930		N				5/3/2013	N
42	3415	IACCESS	HID PROXIMITY II CARDS	\$2,754.00	711-53750		N				5/13/2013	N
43	3420	CDW GOVERNMENT INC	ADOBE PROFESSIONAL CRUCIAL 4 GB DIMM AND WD BLUE 250GB	\$1,704.00	551-54920		N				5/21/2013	N
44	3421	CDW GOVERNMENT INC	HIGHER POWER SUPPLIES INC	\$820.51	661-54920		N				5/21/2013	N
45	3418	SAN DIEGO READER	AIR CURTAIN FPM MODEL 24 FULL PAGE COLOR ADS 52 WEEKS	\$830.52	513-53630		N				5/21/2013	N
46	3419	PIXEL PRODUCTIONS	VIDEO PROJECT PROPOSAL	\$2,140.00	10551-53114		N				5/22/2013	N
47	3423	TRAFFIC MANAGEMENT INC	SIGNS, BANDING, BRACKETS, & CLIPS	\$3,131.31	50840-53920		N				5/22/2013	N
48	3424	CDW GOVERNMENT INC.	APC 17IN RACK AND NETSHELTER	\$2,987.24	11339-1000		N				5/23/2013	N
49	3425	CDW GOVERNMENT INC.	CISCO SMARTNET ANNUAL SUPPORT SUBSCRIPTION	\$1,904.06	661-53910		N				5/28/2013	N
50	3426	HERSHEY TECHNOLOGIES	CURRENCY/BILL COUNTER MODEL	\$2,440.00	661-53910		N				5/28/2013	N
51	3427	CUMMINS		\$668.00	513-54910		N				5/29/2013	N
52	3431						N					

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53	3432	NTH GENERATION COMPUTING	HP 8GB LW B-SERIES AND CABLES	\$198.60	11315-0200
54	3429	WEST COAST SIGNS	QUALCOMM SIGNAGE IMPROVEMENTS	\$14,729.54	551-53910
55	3430	ADVERTISING CONCEPTS INC	.05 HAND SANITIZER	\$6,489.00	551-53750
56	3434	CALHOUN TECHNOLOGIES	BLC 10GB SR SFP+OPTIONS	\$1,120.00	11315-1500
57	3435	CALHOUN TECHNOLOGIES	LRM SFP FACTORY SEALED	\$6,653.44	11315-1500
58	3433	DELL COMPUTER CORP	OPTIPLEX 9010	\$15,975.06	11348-1500
59	3436	SAN DIEGO ELECTRIC WORKS	ELECTRICAL EVALUATION	\$700.00	661-53910
60	3438	CDW GOVERNMENT INC	HEADSET AND CABLE	\$3,121.20	11348-1500
61	3439	MONOPRICE INC	TV WALL MOUNT	\$100.16	641-53430
62	3440	CDW GOVERNMENT INC	SHARP LC, 60 INCH LED	\$1,344.24	641-53430
63	3442	CITY ELECTRIC WORKS	INSTALL 3 JUNCTION BOXES	\$790.00	66153910
64	3445	ORACLE CORP	ORACLE DATABASE	\$4,661.95	661-53910
65	3448	L&L PRINTERS	TROLLEY AND BUS BANKS	\$2,930.04	553-53750
66	3449	ANDERSON & BRABANT	APPRaisal FOR FAIRMONT AVE	\$4,000.00	791-53114
67	3446	THE DATA GROUP OF COMPANIES	MTS QUALCOMM BROCHURE	\$3,969.00	551-53750
68	3450	URBAN CORPS OF SAN DIEGO	CACTUS PARK CLEAN UP	\$5,290.00	791-53114
69	3454	SOLARWINDS INC	UPGRADES SAM LICENSE	\$2,999.00	661-54930
70	3455	CDW GOVERNMENT INC	HP CLJ ENTERPRISE 500	\$1,574.06	11348-1500
71	3457	DISPLAYS2GO	COMMERCIAL TV	\$869.19	551-54930
72	PW001088	PREMIER ROOFING CA INC	MTS QUALCOMM CONTROL STATION	\$6,526.00	11200-1000
73	3452	SHI INTERNATIONAL CORP	SAP BUSINESS OBJECTS 1ST YR MAINT.	\$53,559.78	661-53910
74	3453	SCREENVISION	60 ON SCREEN CINEMA ADS	\$6,918.00	551-53114
75	3456	DELL COMPUTER CORP	DELL LATITUDE E 6430	\$18,512.27	11312-0200
76	3458	CALHOUN TECHONOLOGIES	10 GBASE-SR	\$4,720.00	11315-1500
77	3459	CDW GOVERNMENT INC	CISCO SMART NET EXTENDED SERVICES	\$4,779.50	661-53910
78	3460	CDW GOVERNMENT INC	SYMANTEC PROTECTION	\$3,050.00	661-53910
79	3461	HERSHEY TECHNOLOGIES	ELECTRONIC DOCUMENT EMAIL INTEGRATI	\$9,600.00	11200-1500
80	3462	CDW GOVERNMENT INC	EDGE MEMORY 6 GB 2X4	\$809.19	661-54930
81	3464	REPUBLIC MOVING & STORAGE	3 PHASE MOVE FOR REMODEL	\$7,020.00	11348
82	3387	THE WELCH COMPANY INC	FURNITURE FOR 9TH FLOOR	\$20,906.54	11200-0200
83	3465	THE WELCH COMPANY	NEW RECEPTION DESK 10TH FLOOR	\$9,799.00	11200-0200
84	PW001089	COMMUNICATION WIRING SPECIALIS	600 HRS CABLING SERVICES	\$39,983.25	661-53910
85	3467	KERNAN CONSULTING	SPLUNK JUMPSTART PROGRAM	\$895.00	661-53910
86	3468	MOBILITY XE ADVANCED BUNDLE	AT&T	\$10,946.25	11312
87	3469	DELL COMPUTER CORP	LAPTOP KEYBOARD MOUSE	\$1,441.03	

N				5/30/2013	N
N				5/31/2013	N
N				5/31/2013	N
N				6/3/2013	N
N				6/3/2013	N
N				6/4/2013	N
N				6/5/2013	N
N				6/7/2013	N
N				6/7/2013	N
N				6/7/2013	N
N				6/12/2013	N
N				6/18/2013	N
N				6/19/2013	N
N				6/19/2013	N
N				6/21/2013	N
N				6/21/2013	N
N				6/27/2013	N
N				6/27/2013	N
N				6/27/2013	N
N				7/1/2013	N
N				7/1/2013	N
N				7/1/2013	N
N				7/1/2013	N
N				7/1/2013	N
N				7/1/2013	N
N				7/3/2013	N
N				7/3/2013	N
N				7/5/2013	N
N				7/8/2013	N
N				7/9/2013	N
N				7/9/2013	N
N				7/15/2013	N
N				7/16/2013	N
N				7/16/2013	N

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88	3470	CDW GOVERNMENT INC.	SYMATIC VAULT STORAGE MAINTENANCE	\$3,775.00	661-53910	N				7/19/2013	N
89	3472	LEARNSOFT	COMPUTER TRAINING COURSES	\$15,000.00	5711-53430	N				7/29/2013	N
90	3475	CDW GOVERNMENT INC.	ADOBE CREATIVE 6 LICENSE	\$2,143.43	661-54910	N				8/8/2013	N
91	3476	CDW GOVERNMENT INC.	PANASONIC 50 PRO	\$1,089.00	661-54930	N				8/8/2013	N
92	3477	AMERICAN PUBLIC TRANSPORTATION	TRAINING PARTNERSHIP EQUIPMENT RACK AND CONTROLLER	\$60,000.00	902-59110	N				8/8/2013	N
93	3483	HSQ TECHNOLOGY	HAVIS DOCKING STATION AND POWER	\$5,798.00	11325-0200	N				8/19/2013	N
94	3486	DELL COMPUTER CORP	VIDEO FOR LIBRARY	\$8,169.76	11312	N				8/29/2013	N
95	3487	PIXEL PRODUCTIONS	LATITUDE LAPTOP	\$2,040.00	551-53114	N				8/29/2013	N
96	3488	DELL COMPUTER CORP	CISCO 5 AP	\$1,293.75	661-54930	N				8/29/2013	N
97	3489	CDW GOVERNMENT INC	BLACKBERRY ENTERPRISE SUPPORT	\$5,167.80	661-54930	N				8/29/2013	N
98	3490	CDW GOVERNMENT INC	ROLL UP DOORS	\$1,379.00	661-53910	N				8/29/2013	N
99	PW001092	VINYARD DOORS INC	BOBCAT EXCAVATOR	\$36,680.40	11294	N				8/29/2013	N
100	3491	MIRAMAR BOBCAT	RIDE-ON AND WALK ALONG SCRUBBER	\$63,309.60	11355-0200	N				8/30/2013	N
101	3492	TENNANT SALES & SERV CO	BTO APPLE MP	\$27,338.86	11335	N				9/3/2013	N
102	3498	CDW GOVERNMENT INC	OPTIPLEX AND MONITORS	\$9,969.72	661-54930	N				9/10/2013	N
103	3497	DELL COMPUTER CORP	SOFTWARE SUPPORT AND EQUIPMENT	\$30,967.09	661-54930	N				9/13/2013	N
104	3503	KRONOS INC	LOGITECH	\$12,363.74	50661-53910	N				9/16/2013	N
105	3504	CDW GOVERNMENT INC	INTERACTIVE CONTENT LICENSE	\$916.92	661-54930	N				9/17/2013	N
106	3505	FOUR WINDS INTERACTIVE	ROCKER ARM MODIFICATION	\$5,996.76	551-53114	N				9/20/2013	N
107	3506	MADDEN CONSTRUCTION INC.	HARDWARE SUPPORT	\$491.88	11329-0200	N				9/20/2013	N
108	3507	FUSION STORM	ISOPROX CARDS	\$55,804.81	661-53910	N				9/23/2013	N
109	3510	IACCESS INC	IT SUPPORT SERVICES	\$2,781.00	71153750	N				9/25/2013	N
110	3511	QUANTUM CORPORATION	RADIO INSTALLATION	\$1,847.00	661-53910	N				9/26/2013	N
111	3512	DAY WIRELESS SYSTEMS	ZIPPERED ID HOLDER	\$1,048.81	10971-53910	N				9/27/2013	N
112	3513	GREEN PEARLE INTERNATIONAL		\$2,992.44	551-53750	N				9/27/2013	N
						DBE	WBE/MBE	DBE		Day	MTA
113	G1492.0-13.01	PARSONS BRINCKERHOFF, INC.	ON-CALL ENGINEERING SVCS TRANSIT SH	\$8,300.00				\$0.00		4/3/2013	N
114	G1386.0-11.01.01	PGH WONG ENGINEERING	AMENDMENT 1	\$50,000.00				\$0.00		7/8/2013	N
115	G1386.0-11.02.01	PGH WONG ENGINEERING	AMENDMENT 1	\$75,000.00				\$0.00		7/8/2013	N
116	G1386.0-11.04.01	PGH WONG ENGINEERING	AMENDMENT 1	\$50,000.00				\$0.00		7/8/2013	N
117	PWL134.0-12.22	HERZOG CONSTRUCTION, INC.	CARD READER FOR TAXI ADMIN	\$14,832.56				\$0.00		7/30/2013	N
118	G1495.0-13.01	PGH WONG	ON-CALL ENGINEERING SERVICES	\$6,000.00				\$0.00		8/1/2013	N
LOCAL FUNDS TOTAL				\$18,590,318.54							
DBE LOCAL FUNDS				\$							
DBE LOCAL %				0.00%							

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Doc #	Organization	Subject	Amount	Funding Source	Local	DBE	SBE/MBE/WBE/VBE	DBE reported	Status	Day	Completion	FTA
FEDERAL FUNDS												
1	B0521.2-09	APOLLO VIDEO TECHNOLOGY	AMENDMENT FOR DVR ENCLOSURES	\$11,073.00		N	N		EXEC	1/17/2012	4/1/2013	Y
2	B0521.1-09	APOLLO VIDEO TECHNOLOGY	AMENDMENT TO REPLACE INTEGRIAN CAMERA	\$14,400.00	11184	N	N	\$0.00	EXEC	1/11/2011	4/1/2013	Y
3	B0521.0-09	APOLLO VIDEO TECHNOLOGY	ONBOARD BUS VIDEO SURVEILLANCE SYSTEM	\$4,357,502.08	11184	N	N	\$0.00	EXEC	8/12/2010	4/1/2013	Y
4	L0883.4-09	SIEMENS INDUSTRY, INC.	GTO FIRING BOARDS FOR SD-100 LRV	\$346,125.33	11216-0200	Y	N	\$0.00	EXEC	7/12/2012	6/30/2013	Y
5	G1435.0-12	MACRO CORPORATION	CONSULTANT SERVICES FOR RTMS	\$197,866.00	11290	N	N	\$0.00	EXEC	4/2/2012	6/30/2013	Y
6	L0950.0-10	PACIFIC WOOD PRESERVING CO.	RAIL ROAD TIES	\$194,400.27		N	N	\$0.00	EXEC	6/17/2010	6/30/2013	Y
7	G1149.0-08	ADA RIDE.COM, LLC	PARATRANSIT CERTIFICATION SERVICE	\$929,098.62		N	N	\$0.00	EXEC	7/17/2008	6/30/2013	Y
	PO NUMBER	Organization	Subject	AMOUNT	Funding Source		DBE			DATE	Completed	FTA
8	3404	NTH GENERATION COMPUTING	NETSHELTER SX 42U ENCLOSURE	\$2,771.20	11307-1500		N			4/17/2013	4/17/2013	Y
9	3405	MADDEN CONSTRUCTION	WALL BOARD REPAIRS	\$977.40	11325-0800		N			4/23/2013	4/23/2013	Y
10	3407	HEAVILAND ENTERPRISES INC.	CONSULTING SERVICES	\$720.00	12824-0800		N			4/26/2013	4/26/2013	Y
11	3414	INDUSTRIAL DISTRIBUTION GROUP	PAD LOCKS	\$4,957.21	12817-0200		N			5/16/2013	5/16/2013	Y
12	3416	UNITED RENTALS NORTHWEST	LIGHT TOWER RENTAL FOR 10 WEEKS	\$1,468.54	12824-0800		N			5/17/2013	5/17/2013	Y
13	3428	REDFIELD'S LOCK & KEY	RIM CYLINDERS AND REKEY LOCKS	\$2,174.16	12812-0200		N			5/28/2013	5/28/2013	Y
14	3407	HEAVILAND ENTERPRISES	CONSULTING SERVICES	\$1,440.00	12824-0800		N			5/29/2013	5/29/2013	Y
15	3437	GOODYEAR	TIRES	\$70,477.92			N			6/6/2013	6/6/2013	Y
16	3441	ESRI	ENTERPRISE STD SOFTWARE & LICENSE	\$25,920.00	11345-1500		N			6/11/2013	6/11/2013	Y
17	3463	SALVADOR BARAJAS	ON CALL TRANSLATION SERVICES	\$2,992.00	53114		N			7/5/2013	7/5/2013	Y
18	PW001090	KONE ELEVATOR	NEW FLOORING FV STATION	\$3,671.32	11299-200		N			8/13/2013	8/13/2013	Y
19	PW001091	KONE ELEVATOR	NEW FLOORING QUALCOMM STATION	\$3,671.32	11299-200		N			8/13/2013	8/13/2013	Y
20	3496	MANDLI COMMUNICATIONS INC	MOBILE LIDAR DATA COLLECTION	\$26,500.00	11345-0200		N			9/9/2013	9/9/2013	Y
21	3502	CDW GOVERNMENT INC	HP CTO	\$15,383.28	11345		N			9/13/2013	9/13/2013	Y
22	3514	CDW GOVERNMENT INC	APC RACK AND NETSHELTER	\$3,054.24	11345		N			9/27/2013	9/27/2013	Y
	Work Order #	Organization	Subject	Amount			DBE	WBE/MBE	DBE reported	Day	Complete	FTA
23	PWL134.0-12.12	HERZOG CONSTRUCTION, INC.	MTS RAIL YARD REPAIRS	\$12,406.63					\$0.00	4/10/2013	4/10/2013	Y
24	PWL134.0-12.14	HERZOG CONSTRUCTION, INC.	REPLACEMENT OF 2 JOINT BARS	\$18,406.81					\$0.00	4/10/2013	4/10/2013	Y
25	PWL135.0-12.07	ABC CONSTRUCTION, INC.	BUS DRIVEWAY PAVING	\$631,207.16					\$0.00	4/22/2013	4/22/2013	Y
26	PWL134.0-12.19	HERZOG CONSTRUCTION, INC.	PAVING REPLACEMENT	\$53,118.60					\$0.00	6/5/2013	6/5/2013	Y
27	PWL132.0-11.10.4	SOUTHLAND ELECTRIC, INC.	SDSU FIBER OPTIC CABLE INSTALL	\$8,078.96					\$0.00	6/7/2013	6/30/2013	Y
28	G1484.0-13.01.1	PACIFIC RAILWAY ENTERPRISES	ORANGE LINE PRINT VERIFICATION	\$319,170.50		Y	34587-36200	\$0.00		7/10/2013	7/10/2013	Y
29	PWL134.0-12.20	HERZOG CONSTRUCTION, INC.	ORANGE LINE TRACK WELDING	\$2,829.27					\$0.00	7/24/2013	7/24/2013	Y
30	PWL135.0-12.13	ABC CONSTRUCTION, INC.	OLD TOWN FENCE REPLACEMENT	\$14,319.30					\$0.00	7/29/2013	7/29/2013	Y

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31	PWL135.0-12.05	ABC CONSTRUCTION, INC.	MTS STATION MONUMENT SIGN	\$274,178.14				\$0.00	8/15/2013	8/15/2013	Y
32	PWL135.0-12.06	ABC CONSTRUCTION, INC.	BUILDING A HVAC UPGRADE	\$267,217.70				\$0.00	8/15/2013	8/15/2013	Y
33	PWL135.0-12.14	ABC CONSTRUCTION, INC.	QUALCOMM CONTROLLER'S BOOTH REPAIRS	\$4,562.99				\$0.00	8/15/2013	8/15/2013	Y
34	PWL135.0-12.15	ABC CONSTRUCTION, INC.	5TH AVE BRT CONDUIT	\$91,525.99				\$0.00	9/17/2013	9/17/2013	Y
35	PWL135.0-12.07.1	ABC CONSTRUCTION, INC.	REINFORCED CONCRETE PAVEMENT	\$47,698.33				\$0.00	9/20/2013	9/30/2013	Y
36	PWL134.0-12.06.1	HERZOG CONSTRUCTION, INC.	8TH ST BRIDGE 6 MONTH MONITORING	\$16,555.35				\$0.00	4/10/2013	9/30/2013	Y
FEDERAL FUNDS TOTAL				\$7,977,919.62							
DBE FEDERAL FUNDS				\$319,170.50							
% DBE FUNDS				4.00%							

LOCAL FUNDS													
	Doc #	Organization	Subject	Amount	Funding Source	Local	DBE	SBE/MBE/WBE/DBE	DBEreported	Status	Day	Completion	ETA
1	PWL150.0-14	GLOBAL POWER GROUP, INC.	BUILDING C BACKUP GENERATOR	\$349,612.48	11342-1000	Y	N		\$0.00	EXEC	12/18/2013	4/16/2013	N
2	G1325.1-10	RAEL & LETSON	OPEB ACTUARIAL VALUATION SERVICES	\$25,000.00	902-53114	N	N	N	\$0.00	EXEC	3/9/2012	5/27/2013	N
3	G1400.2-12	RICOH USA, INC.	ADDITIONAL 80 HOURS FOR XTENDER PROJECT	\$11,120.00	711-53910	Y	N	N	\$0.00	EXEC	8/16/2012	5/31/2013	N
4	G1476.0-12	SD SHERIFFS DEPARTMENT	REGIONAL COMMUNICATION SYSTEM NETWORK	\$46,800.00	202-59610	Y	N	N	\$0.00	EXEC	7/25/2012	6/25/2013	N
5	G1133.2-08	SECTRAN SECURITY	AMEND 2 ARMORED TRANSPORTATION	\$22,000.00	922-53910	N	N		\$0.00	EXEC	6/7/2013	6/30/2013	N
6	G1133.1-08	SECTRAN SECURITY, INC.	CONTRACT EXTENSION	\$61,600.00	922-53910 923-53720	N	N	N	\$0.00	EXEC	9/5/2012	6/30/2013	N
7	G0867.13-03	MOTOROLA	REGIONAL TRANSIT MANAGEMENT SYSTEM	\$1,260,887.52	50661-53910	Y	N	N	\$0.00	EXEC	12/28/2011	6/30/2013	N
8	L0964.0-10	RESCUE ROOTER	PLUMBING SVCS 3 YRS SDTI	\$81,351.00		Y	N		\$0.00	EXEC	6/10/2010	6/30/2013	N
9	B0572.0-12	ISS FACILITY SERVICES, INC.	UTC SUPERLOOP BUS STOP MAINT	\$100,458.94	31253610	Y	N	N	\$0.00	EXEC	7/16/2012	6/30/2013	N
10	G0856.18-03	GIRO, INC.	CONTINUANCE OF ANNUAL SUPPORT SVCS HASTU	\$143,447.00	661-53910	N	N	N	\$0.00	EXEC	7/12/2012	6/30/2013	N
11	G1013.0-06	CAPORICCI & LARSON	INDEPENDENT AUDITING SERVICES	\$2,718,197.00			N	N	\$0.00	EXEC	8/1/2006	6/30/2013	N
	PO NUMBER	Organization	Subject	AMOUNT	Funding Source		DBE				DATE	Completed	ETA
12	3396	L&L PRINTERS	2013 REGIONAL TRANSIT MAP	\$3,203.28	553-53750		N				4/3/2013	4/3/2013	N
13	3397	S&A SYSTEMS INC	DEVICE MANAGER	\$1,606.60	661-54920		N				4/8/2013	4/8/2013	N
14	3400	MOTOROLA SOLUTIONS INC	PORTABLE DIGITAL RADIOS	\$9,620.45	420-54990		N				4/9/2013	4/9/2013	N
15	3401	CDW GOVERNMENT INC	APPLE MBP AND APPLECARE	\$2,597.22	661-54930		N				4/12/2013	4/12/2013	N
16	3402	ACS TRANSPORT SOLUTIONS INC	PROGRAM 12 GARMIN GPS UNITS	\$1,770.00	10-661-53910		N				4/15/2013	4/15/2013	N
17	3403	CDW GOVERNMENT INC	WIRLESS DESKTOP, ADOBE CREATIVE CLO	\$664.26	661-54930		N				4/15/2013	4/15/2013	N
18	3406	AT&T	NORTEL EXPRESS SUPPORT	\$8,736.00	661-53910		N				4/29/2013	4/29/2013	N
19	3408	HSQ TECHNOLOGY CORP	ILON INTEGRATION AND TOUCH SCREENS	\$18,287.00	11325-0200		N				4/30/2013	4/30/2013	N
20	3409	AT&T	LC & SC CABLE	\$410.59	661-54930		N				5/2/2013	5/2/2013	N
21	3410	DELL COMPUTER CORP	OPTIPLEX 9010, P2012H WIDESCREEN	\$26,193.10	661-54930		N				5/3/2013	5/3/2013	N

MTS Semi-Annual DBE Report
Contracts Completed April 1, 2013 to September 30, 2013
(excluding: Real Property, revenue, \$0, Transit Vehicle Manufacturers, utilities and Inter-agency agreements)

22	3415	IACCESS	HID PROXIMITY II CARDS	\$2,754.00	711-53750
23	3418	HIGHER POWER SUPPLIES INC	AIR CURTAIN FPM MODEL	\$830.52	513-53630
24	3420	CDW GOVERNMENT INC	ADOBE PROFESSIONAL	\$1,704.00	551-54920
25	3421	CDW GOVERNMENT INC	CRUCIAL 4 GB DIMM AND WD BLUE 250GB	\$820.51	661-54920
26	3419	SAN DIEGO READER	24 FULL PAGE COLOR ADS 52 WEEKS	\$19,008.00	551-53114
27	3423	PIXEL PRODUCTIONS	VIDEO PROJECT PROPOSAL	\$2,140.00	10551-53114
28	3424	TRAFFIC MANAGEMENT INC	SIGNS, BANDING, BRACKETS, & CLIPS	\$3,131.31	50840-53920
29	3425	CDW GOVERNMENT INC.	APC 17IN RACK AND NETSHELTER	\$2,987.24	11339-1000
30	3426	CDW GOVERNMENT INC.	CISCO SMARTNET	\$1,904.06	661-53910
31	3427	HERSHEY TECHNOLOGIES	ANNUAL SUPPORT SUBSCRIPTION	\$2,440.00	661-53910
32	3431	CUMMINS	CURRENCY/BILL COUNTER MODEL	\$668.00	513-54910
33	3432	NTH GENERATION COMPUTING	HP 8GB LW B-SERIES AND CABLES	\$198.60	11315-0200
34	3429	WEST COAST SIGNS	QUALCOMM SINAGE IMPROVEMENTS	\$14,729.54	551-53910
35	3430	ADVERTISING CONCEPTS INC	.05 HAND SANITIZER	\$6,489.00	551-53750
36	3434	CALHOUN TECHNOLOGIES	BLC 10GB SR SFP+OPTIONS	\$1,120.00	11315-1500
37	3435	CALHOUN TECHNOLOGIES	LRM SFP FACTORY SEALED	\$6,653.44	11315-1500
38	3433	DELL COMPUTER CORP	OPTIPLEX 9010	\$15,975.06	11348-1500
39	3436	SAN DIEGO ELECTRIC WORKS	ELECTRICAL EVALUATION	\$700.00	661-53910
40	3438	CDW GOVERNMENT INC	HEADSET AND CABLE	\$3,121.20	11348-1500
41	3439	MONOPRICE INC	TV WALL MOUNT	\$100.16	641-53430
42	3440	CDW GOVERNMENT INC	SHARP LC, 60 INCH LED	\$1,344.24	641-53430
43	3442	CITY ELECTRIC WORKS	INSTALL 3 JUNCTION BOXES	\$790.00	66153910
44	3445	ORACLE CORP	ORACLE DATABASE	\$4,661.95	661-53910
45	3448	L&L PRINTERS	TROLLEY AND BUS BANKS	\$2,930.04	553-53750
46	3449	ANDERSON & BRABANT	APPRAISAL FOR FAIRMONT AVE	\$4,000.00	791-53114
47	3446	THE DATA GROUP OF COMPANIES	MTS QUALCOMM BROCHURE	\$3,969.00	551-53750
48	3450	URBAN CORPS OF SAN DIEGO	CACTUS PARK CLEAN UP	\$5,290.00	791-53114
49	3454	SOLARWINDS INC	UPGRADES SAM LICENSE	\$2,999.00	661-54930
50	3455	CDW GOVERNMENT INC	HP CLJ ENTERPRISE 500	\$1,574.06	11348-1500
51	3457	DISPLAYS2GO	COMMERCIAL TV	\$869.19	551-54930
52	PW001088	PREMIER ROOFING CA INC	MTS QUALCOMM CONTROL STATION	\$6,526.00	11200-1000
53	3452	SHI INTERNATIONAL CORP	SAP BUSINESS OBJECTS 1ST YR MAINT.	\$53,559.78	661-53910
54	3453	SCREENVISION	60 ON SCREEN CINEMA ADS	\$6,918.00	551-53114
55	3456	DELL COMPUTER CORP	DELL LATITUDE E 6430	\$18,512.27	11312-0200
56	3458	CALHOUN TECHNOLOGIES	10 GBASE-SR	\$4,720.00	11315-1500
57	3459	CDW GOVERNMENT INC	CISCO SMART NET EXTENDED SERVICES	\$4,779.50	661-53910
58	3460	CDW GOVERNMENT INC	SYMANTEC PROTECTION	\$3,050.00	661-53910
59	3461	HERSHEY TECHNOLOGIES	ELECTRONIC DOCUMENT EMAIL INTEGRATI	\$9,600.00	11200-1500
60	3462	CDW GOVERNMENT INC	EDGE MEMORY 6 GB 2X4	\$809.19	661-54930
61	3464	REPUBLIC MOVING & STORAGE	3 PHASE MOVE FOR REMODEL	\$7,020.00	11348

N				5/13/2013	5/13/2013	N
N				5/21/2013	5/21/2013	N
N				5/21/2013	5/21/2013	N
N				5/21/2013	5/21/2013	N
N				5/22/2013	5/22/2013	N
N				5/22/2013	5/22/2013	N
N				5/23/2013	5/23/2013	N
N				5/28/2013	5/28/2013	N
N				5/28/2013	5/28/2013	N
N				5/28/2013	5/28/2013	N
N				5/29/2013	5/29/2013	N
N				5/30/2013	5/30/2013	N
N				5/31/2013	5/31/2013	N
N				5/31/2013	5/31/2013	N
N				6/3/2013	6/3/2013	N
N				6/3/2013	6/3/2013	N
N				6/4/2013	6/4/2013	N
N				6/5/2013	6/5/2013	N
N				6/7/2013	6/7/2013	N
N				6/7/2013	6/7/2013	N
N				6/7/2013	6/7/2013	N
N				6/12/2013	6/12/2013	N
N				6/18/2013	6/18/2013	N
N				6/19/2013	6/19/2013	N
N				6/19/2013	6/19/2013	N
N				6/21/2013	6/21/2013	N
N				6/21/2013	6/21/2013	N
N				6/27/2013	6/27/2013	N
N				6/27/2013	6/27/2013	N
N				6/27/2013	6/27/2013	N
N				7/1/2013	7/1/2013	N
N				7/1/2013	7/1/2013	N
N				7/1/2013	7/1/2013	N
N				7/1/2013	7/1/2013	N
N				7/1/2013	7/1/2013	N
N				7/3/2013	7/3/2013	N
N				7/3/2013	7/3/2013	N
N				7/5/2013	7/5/2013	N

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Contracts Completed April 1, 2013 to September 30, 2013
(excluding: Real Property, revenue, \$0, Transit Vehicle Manufacturers, utilities and Inter-agency agreements)

62	3387	THE WELCH COMPANY INC	FURNITURE FOR 9TH FLOOR	\$20,906.54	11200-0200	N				7/8/2013	7/8/2013	N
63	3465	THE WELCH COMPANY	NEW RECEPTION DESK	\$9,799.00	11200-0200	N				7/9/2013	7/9/2013	N
64	PW001089	COMMUNICATION WIRING SPECIALIS	600 HRS CABLING SERVICES	\$39,983.25	661-53910	N				7/9/2013	7/9/2013	N
65	3467	KERNAN CONSULTING	SPLUNK JUMPSTART PROGRAM	\$895.00	661-53910	N				7/15/2013	7/15/2013	N
66	3468	MOBILITY XE ADVANCED BUNDLE	AT&T	\$10,946.25	11312	N				7/16/2013	7/16/2013	N
67	3469	DELL COMPUTER CORP	LAPTOP KEYBOARD MOUSE	\$1,441.03		N				7/16/2013	7/16/2013	N
68	3470	CDW GOVERNMENT INC.	SYMATIC VAULT STORAGE MAINTENANCE	\$3,775.00	661-53910	N				7/19/2013	7/19/2013	N
69	3472	LEARNSOFT	COMPUTER TRAINING COURSES	\$15,000.00	5711-53430	N				7/29/2013	7/29/2013	N
70	3474	HSQ TECHNOLOGY	SERVER RACK	\$1,275.00	11325-0200	N				8/1/2013	8/1/2013	N
71	3475	CDW GOVERNMENT INC.	ADOBE CREATIVE 6 LICENSE	\$2,143.43	661-54910	N				8/8/2013	8/8/2013	N
72	3476	CDW GOVERNMENT INC.	PANASONIC 50 PRO	\$1,089.00	661-54930	N				8/8/2013	8/8/2013	N
73	3477	AMERICAN PUBLIC TRANSPORTATION	TRAINING PARTNERSHIP	\$60,000.00	902-59110	N				8/8/2013	8/8/2013	N
74	3483	HSQ TECHNOLOGY	EQUIPMENT RACK AND CONTROLLER	\$5,798.00	11325-0200	N				8/19/2013	8/19/2013	N
75	3486	DELL COMPUTER CORP	HAVIS DOCKING STATION AND POWER	\$8,169.76	11312	N				8/29/2013	8/29/2013	N
76	3487	PIXEL PRODUCTIONS	VIDEO FOR LIBRARY	\$2,040.00	551-53114	N				8/29/2013	8/29/2013	N
77	3488	DELL COMPUTER CORP	LATITUDE LAPTOP	\$1,293.75	661-54930	N				8/29/2013	8/29/2013	N
78	3489	CDW GOVERNMENT INC	CISCO 5 AP	\$5,167.80	661-54930	N				8/29/2013	8/29/2013	N
79	3490	CDW GOVERNMENT INC	BLACKBERRY ENTERPRISE SUPPORT	\$1,379.00	661-53910	N				8/29/2013	8/29/2013	N
80	PW001092	VINYARD DOORS INC	ROLL UP DOORS	\$36,680.40	11294	N				8/29/2013	8/29/2013	N
81	3491	MIRAMAR BOBCAT	BOBCAT EXCAVATOR	\$63,309.60	11355-0200	N				8/30/2013	8/30/2013	N
82	3492	TENNANT SALES & SERV CO	RIDE-ON AND WALK ALONG SCRUBBER	\$27,338.86	11335	N				9/3/2013	9/3/2013	N
83	3495	AT&T	EQUIPMENT & SERVICES WIRELESS PILOT	\$51,700.00	11341	N				9/4/2013	9/4/2013	N
84	3498	CDW GOVERNMENT INC	BTO APPLE MP	\$9,969.72	661-54930	N				9/10/2013	9/10/2013	N
85	3497	DELL COMPUTER CORP	OPTIPLEX AND MONITORS	\$30,967.09	661-54930	N				9/13/2013	9/13/2013	N
86	3503	KRONOS INC	SOFTWARE SUPPORT AND EQUIPMENT	\$12,363.74	50661-53910	N				9/16/2013	9/16/2013	N
87	3504	CDW GOVERNMENT INC	LOGITECH	\$916.92	661-54930	N				9/17/2013	9/17/2013	N
88	3505	FOUR WINDS INTERACTIVE	INTERACTIVE CONTENT LICENSE	\$5,996.76	551-53114	N				9/20/2013	9/20/2013	N
89	3506	MADDEN CONSTRUCTION INC.	ROCKER ARM MODIFICATION	\$491.88	11329-0200	N				9/20/2013	9/20/2013	N
90	3507	FUSION STORM	HARDWARE SUPPORT	\$55,804.81	661-53910	N				9/23/2013	9/23/2013	N
91	3510	IACCESS INC	ISOPROX CARDS	\$2,781.00	71153750	N				9/25/2013	9/25/2013	N
92	3511	QUANTUM CORPORATION	IT SUPPORT SERVICES	\$1,847.00	661-53910	N				9/26/2013	9/26/2013	N
93	3512	DAY WIRELESS SYSTEMS	RADIO INSTALLATION	\$1,048.81	10971-53910	N				9/27/2013	9/27/2013	N
94	3513	GREEN PEARLE INTERNATIONAL	ZIPPERED ID HOLDER	\$2,992.44	551-53750	N				9/27/2013	9/27/2013	N
	Work Order #	Organization	Subject	Amount		DBE	WBE/MBE	DBE reported		Day	Complete	FTA
95	G1386.0-11.01.01	PGH WONG ENGINEERING	AMENDMENT 1	\$50,000.00				\$0.00		7/8/2013	5/31/2013	N
96	PWL134.0-12.22	HERZOG CONSTRUCTION, INC.	CARD READER FOR TAXI ADMIN	\$14,832.56				\$0.00		7/30/2013	7/30/2013	N
	LOCAL FUNDS TOTAL			\$5,685,102.70								
	DBE LOCAL FUNDS			\$								
	DBE LOCAL %			0.00%								

MTS History of DBE Semi-Annual Reports								
GOAL	REPORTING PERIOD	Contract Awards/Commitments			Contracts Completed (Actual Payments)			
		Total Federal \$\$	DBE \$\$	DBE %	Total Federal \$\$	DBE \$\$	DBE %	
FY 04	Oct 1 03 to Mar 31 04	\$ 68,933,772.00	\$ 3,789,506.00	5.50%	\$ 253,216.00	\$ 67,220.00	26.55%	
	Apr 1 04 to Sept 30 04	\$ 1,019,427.00	\$ 22,298.00	2.19%	\$ -	\$ -	n/a	
FY 05	Oct 1 04 to Mar 31 05	\$ 15,427,536.00	\$ 258,655.00	1.68%	\$ 88,441,868.00	\$ 10,158,403.00	11.49%	13.80%
	Apr 1 05 to Sept 30 05	\$ 7,309,808.00	\$ 626,128.00	8.57%	\$ 53,609,229.00	\$ 821,053.00	1.53%	
FY06	Oct 1 05 to Mar 31 06	\$ 16,025,156.00	\$ 1,231,189.00	7.68%	\$ 7,041,539.00	\$ 898,523.00	12.76%	2.30%
	Apr 1 06 to Sept 30 06	no report	no report	n/a	no report	no report	n/a	
FY07	Oct 1 06 to Mar 31 07	\$ 249,875,613.13	\$ 40,700.00	0.02%	\$ 35,600.00	\$ 35,600.00	100.00%	1.60%
	Apr 1 07 to Sept 30 07	\$ 14,531,851.03	\$ 144,000.00	0.99%	\$ 1,182,111.63	\$ -	0.00%	
FY08	Oct 1 07 to Mar 31 08	\$ 41,995,633.95	\$ -	0.00%	\$ 5,057,656.55	\$ -	0.00%	3.60%
	Apr 1 08 to Sept 30 08	\$ 29,945,298.82	\$ 30,000.00	0.10%	\$ 6,158,102.32	\$ -	0.00%	
FY09	Oct 1 08 to Mar 31 09	\$ 55,246,022.46	\$ -	0.00%	\$ 60,644,404.46	\$ -	0.00%	1.60%
	Apr 1 09 to Sept 30 09	\$ 23,987,652.82	\$ 135,836.00	0.57%	\$ 7,013,082.98	\$ 135,836.00	1.94%	
FY 10	Oct 1 09 to Mar 31 10	\$ 3,008,808.00	\$ -	0.00%	\$ 4,011,752.00	\$ -	0.00%	1.72%
	Apr 1 10 to Sept 30 10	\$ 170,230,393.00	\$ 12,000.00	0.01%	\$ 19,397,031.00	\$ 12,000.00	0.06%	
FY 11	Oct 1 10 to Mar 31 11	\$ 11,545,746.55	\$ -	0.00%	\$ 16,092,041.86	\$ -	0.00%	12.6%
	Apr 1 11 to Sept 30 11	\$ 22,286,323.98	\$ 3,550,437.92	15.93%	\$ 7,766,822.30	\$ 3,690,492.22	47.52%	
FY 12	Oct 1 11 to Mar 31 12*	\$ 154,463,950.06	\$ 1,460,173.40	0.95%	\$ 11,459,415.06	\$ 4,800.00	0.04%	
	Oct 11 to Mar 12 w/o Veolia contract	\$ 17,415,594.11	\$ 1,460,173.40	8.38%	n/a	n/a	n/a	
	Apr 1 12 to Sept 30 12	\$ 10,678,545.64	\$ 30,254.07	0.28%	\$ 12,002,553.56	\$ 25,334.07	0.21%	
FY 13	Oct 1 12 to Mar 31 13	\$ 18,372,446.95	\$ 759,369.25	4.13%	\$ 2,407,395.30	\$ 84,745.24	3.52%	4.1%
	Apr 1 13 to Sept 30 13	\$ 15,870,139.09	\$ 898,221.82	5.66%	\$ 7,977,919.62	\$ 319,170.50	4.00%	

Cumulative Averages (Previous Triennial Period)								
October 1, 2010 to September 30, 2012								
FedFY 11&12	12.6%	excluding Veolia contract	\$ 61,926,210.28	\$ 5,040,865.39	8.14%	\$ 47,320,832.78	\$ 3,720,626.29	7.86%
		Including Veolia contract*	\$ 198,974,566.23	\$ 5,040,865.39	2.53%	\$ 47,320,832.78	\$ 3,720,626.29	7.86%

* DBE % reported to FTA is the number including the Veolia Contract

Cumulative Averages (Current Triennial Period)								
October 1, 2012 to September 30, 2015								
Fed FY13-15	4.1%	thru September 30, 2013 (2 semi-annual reports)	\$ 34,242,586.04	\$ 1,657,591.07	4.84%	\$ 10,385,314.92	\$ 403,915.74	3.89%



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San Diego, CA 92101-7490
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Agenda Item No. 13

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

TRASH DISPOSAL, GREEN WASTE AND RECYCLING SERVICES – CONTRACT
AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to

1. execute MTS Doc. No. G1654.0-14 (in substantially the same format as Attachment A) with Daily Disposal Services, Inc for the provision of trash disposal, and green waste and recycling services for a two (2)-year base period with three (3) one-year option terms, (for a total of five years); and
2. exercise each option year at the CEO's discretion.

Budget Impact

The total cost shall not exceed \$717,282.36 as follows:

	SDTI 380-53720	SDTC 331-53710	*Taxi Admin 761-53910	Total
Base Year 1	\$98,688.76	\$32,219.52	\$1,980.00	\$132,888.28
Base Year 2	\$102,516.96	\$33,186.00	\$2,039.40	\$137,742.36
Option Year 1 (Year 3)	\$106,827.84	\$34,181.52	\$2,100.48	\$143,109.84
Option Year 2 (Year 4)	\$111,222.96	\$35,246.40	\$2,163.48	\$148,632.84
Option Year 3 (Year 5)	\$116,384.60	\$36,303.72	\$2,220.72	\$154,909.04
	\$535,641.12	\$171,137.16	\$10,504.08	\$717,282.36

*One of the Taxi locations, Taxi Administration Building (1501 National Avenue) is shared by MTS Taxi staff and San Diego Association of Governments (SANDAG) staff.



The total is \$8,019.72 for the five years. Contractor will invoice each agency 50% (or \$4,009.86) for the five years. Should either agency leave the location pickup still continues and the remaining agency assumes 100% of the monthly payments. (SANDAG is billed under 791-53910 Land Management).

DISCUSSION:

MTS Policy No. 52 governing procurement of goods and services requires a formal competitive bid process for procurements exceeding \$100,000.

On September 17, 2013, MTS issued an Invitation for Bids (IFB). On November 15, 2013, three bids were received and publicly opened.

During the public bid opening, Daily Disposal Services, Inc. was deemed the apparent low bidder at \$669,732.64. During the subsequent responsiveness and responsibility analysis, MTS staff discovered calculation errors on the bids submitted by Daily Disposal and Waste Management. The initial bids and corrected bids are summarized below:

<u>Bidder</u>	<u>*Initial Bid</u>	<u>**Corrected Bids</u>
1. Daily Disposal Services, Inc	\$669,732.64	\$717,282.36
2. Allied Waste Management	\$755,503.02	\$755,503.24
3. Waste Management	\$880,166.99	\$971,998.27

Based on the above summary Daily Disposal Services, Inc. was still the lowest responsive and responsible bidder at \$717,282.36.

Therefore, staff recommends that the Board authorize the CEO to execute MTS Doc. No. G1654.0-14 (in substantially the same format as Attachment A) with Daily Disposal Services, Inc, for the provision of trash disposal, and green waste and recycling services for a two (2)-year base period with three (3) one-year option terms (for a total of five years) and exercise each option year at the CEO's discretion.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. G1654.0-14
B. Bid Summary

DRAFT

STANDARD SERVICES AGREEMENT

G1654.0-14
 CONTRACT NUMBER
380-53720; 331-53710; 761-53910
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2014, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Daily Disposal Services, Inc Address: 12637 Vigilante Road

Form of Business: Corporation Lakeside, CA 92040
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 877-243-4766, ext. 1138

Authorized person to sign contracts: Christine Elias Regional Sales Manager
 Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide trash disposal, green waste and recycling services as set forth in the Scope of Work (attached as Exhibit A), Daily Disposal Services, Inc.'s Bid (attached as Exhibit B) and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C) and Federal Requirements (attached as Exhibit D).

This contract term is for up to a two (2)-year base period and three (3) 1-year option terms, exercisable at MTS's sole discretion, for a total of five years. Base period shall be effective February 1, 2014 through January 31, 2016 and option years shall be effective February 1, 2016 through January 31, 2019, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$270,630.64 for the base years and \$446,651.72 for the option years, for a total not to exceed \$717,282.36 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____ Chief Executive Officer		Firm: _____	
Approved as to form:		By: _____	
By: _____ Office of General Counsel		Signature	
		Title: _____	
AMOUNT ENCUMBERED		BUDGET ITEM	FISCAL YEAR
Base years (1 and 2)		\$270,630.64	
Option years (3 through 5)		\$446,651.72	
Total		\$717,282.36	
		380-53720; 331-53710; 761-53910;	FY 14 - FY 19

\$ _____

By: _____
 Chief Financial Officer Date

(____ total pages, each bearing contract number)

A-1

ATTACHMENT B

BID SUMMARY

TRASH DISPOSAL, GREEN WASTE AND RECYCLING SERVICES, MTS Doc. No. G1654.0-14

SDTI - Hauling service costs		SDTI - Disposal Fees for 40 cubic yard dumpsters		Locations
Base Year 1	\$ 52,571.76	Base Year 1	\$ 46,117.00	Yard C, 1535 Newton Avenue, San Diego, 92101
Base Year 2	\$ 54,630.96	Base Year 2	\$ 47,886.00	
Option Year 1 (Year 3)	\$ 56,769.84	Option Year 1 (Year 3)	\$ 50,058.00	
Option Year 2 (Year 4)	\$ 58,992.96	Option Year 2 (Year 4)	\$ 52,230.00	Palm Street Station, 2340 Palm Avenue, San Diego, 92154
Option Year 3 (Year 5)	\$ 61,299.60	Option Year 3 (Year 5)	\$ 55,085.00	
TOTAL	\$ 284,265.12	TOTAL	\$ 251,376.00	Baltimore & Fletcher lot, 8755 Fletcher Pkwy, La Mesa, 91942
TOTAL YEARS 1 TO 5		\$535,641.12		

SDTC - Hauling service costs		Locations
Base Year 1	\$ 32,219.52	Imperial Avenue Division (IAD), 100 16th Street, San Diego, 92101
Base Year 2	\$ 33,186.00	
Option Year 1 (Year 3)	\$ 34,181.52	
Option Year 2 (Year 4)	\$ 35,246.40	Keamy Mesa Division (KMD), 4630 Ruffner Street, San Diego, 92111
Option Year 3 (Year 5)	\$ 36,303.72	
TOTAL YEARS 1 TO 5	\$ 171,137.16	

TAXI - Hauling service costs		Locations
Base Year 1	\$ 1,980.00	1501 National Avenue, San Diego, 92113
Base Year 2	\$ 2,039.40	
Option Year 1 (Year 3)	\$ 2,100.48	
Option Year 2 (Year 4)	\$ 2,163.48	1601 Newton Avenue, San Diego, 92113
Option Year 3 (Year 5)	\$ 2,220.72	
TOTAL YEARS 1 TO 5	\$ 10,504.08	

The Taxi Administration Building (1501 National Avenue) is shared by MTS Taxi staff and San Diego Association of Governments (SANDAG) staff. The total is \$8,019.72 over the 5 years with each agency's share at \$4,009.86 (50%). Should either agency leave the location pickup services will still continue with the other agency assuming 100% of the monthly payments.

Summary per Agency (5 year total)		Summary for all Agencies per year	
SDTI	\$ 535,641.12	Base Year 1	\$ 132,888.28
SDTC	\$ 171,137.16	Base Year 2	\$ 137,742.36
TAXI	\$ 10,504.08	Option Year 1 (Year 3)	\$ 143,109.84
CONTRACT TOTAL	\$ 717,282.36	Option Year 2 (Year 4)	\$ 148,632.84
		Option Year 3 (Year 5)	\$ 154,909.04
		TOTAL	\$ 717,282.36



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Agenda Item No. 14

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT: COMMVAULT BACKUP PROJECT – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1682.0-14 (in substantially the same format as Attachment A), with Nth Generation Computing, Inc., on a sole-source basis, for the provision of software, equipment, and professional installation services for the CommVault Backup Project.

Budget Impact

The total cost of this Agreement is a not-to-exceed \$291,884.90, as follows:

CommVault Software	\$176,360.00
Equipment:	\$ 67,576.00
Sales Tax (8%)	\$ 4,922.24
Freight/Delivery Charge:	\$ 286.66
Subtotal	\$249,144.90
Professional Services:	\$ 42,740.00
TOTAL:	<u>\$291,884.90</u>

This project is funded under MTS Capital Improvement Program (CIP) project number 11315.

DISCUSSION:

The amount of data routinely archived by the MTS has grown exponentially and has exceeded available capacity. The CommVault Backup Project will replace the existing back-up solution used by MTS with a High Availability (HA) solution that will adequately meet current needs, as well as, provide for future expansion.

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This sole source award is recommended due to the very specialized, very unique, highly complex, and technical nature of MTS's requirements. Nth Generation Computing has implemented several solutions directly related to this project in the recent past. Those solutions include the HP C7000 Chassis Blade System and the HP 3PAR 7400 Storage Area Network (SAN) System. These recent implementations of highly technical equipment implemented in High Availability Mode, and their subsequent integration into the very complex MTS network environment requires a very detailed level of knowledge that can be gained only through a contractor's thorough, long term and continuous immersion in the MTS's networked environment. For this reason a contractor with no familiarity with MTS's networked environment and its associated equipment would easily take several months to attain Nth Generation's level of knowledge at significant costs to the Agency. Having recently worked directly in the MTS networked environment, with equipment that is directly related to this current procurement, Nth Generation is very well positioned to allow MTS to achieve its objectives with this procurement economically and without the need for additional time and expense that can be expected from a separate competitive procurement that may yield a different contractor.

Therefore, staff recommends that the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1682.0-14 (in substantially the same format as Attachment A), with Nth Generation Computing, Inc., on a sole-source basis, for the provision of software, equipment, and professional installation services for the CommVault Backup Project.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. MTS Doc. No. G1682.0-14

DRAFT

STANDARD SERVICES AGREEMENT

G1682.0-14
 CONTRACT NUMBER
 CIP 11315
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2014, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Nth Generation Computing, Inc. Address: 17055 Camino San Bernardo

Form of Business: Corporation San Diego, CA 92127
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 858-451-2383

Authorized person to sign contracts: Joyce Russell Chief Financial Officer
 Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS the following:

CommVault Software, equipment and professional installation as described in Nth Generation Proposal dated December 27, 2014, (attached as Exhibit A), the MTS Standard Services Agreement, Standard Conditions (attached as Exhibit B), and the Federal Requirements (attached as Exhibit C).

Payment Terms: 100 percent of Payments will be made after formal acceptance of complete and operational system by MTS.

This is a firm-fixed price contract for a total not to exceed \$291,884.90

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$291,884.90	CIP 11315	FY14

By: _____
Chief Financial Officer Date

(____ total pages, each bearing contract number)



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Agenda Item No. 15

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT: ON BOARD VIDEO SURVEILLANCE SYSTEM FOR THE SAN DIEGO TRANSIT CORPORATION – CONTRACT AMENDMENT

RECOMMENDATION:

That the Board of Directors:

- 1) ratify Amendment Nos. 1 through 5 to MTS Document No. B0521.0-09 (Attachment A) with Apollo Video Technology which were previously approved under the CEO's approval authority for a total cost of \$92,528.89; and
- 2) authorize the Chief Executive Officer (CEO) to execute Amendment No. 6, MTS Doc. No. B0521.6-09 (in substantially the same format as Attachment B) with Apollo Video Technology to install additional wireless access points at the Imperial Avenue Division for increased video download volume and upgrade up to 131 transit buses from older Integrian cameras and cabling to improved Apollo Video System cameras and cabling for a total cost of \$387,435.48.

Budget Impact

Amendment Nos. 1 through 5 total \$92,528.89 and Amendment No. 6 totals \$387,435.48 for a grand total of \$479,964.37. In addition to the Contract Amendments, the Use Tax rate has decreased from 8.75% to 8% which has an estimated net reduction to the project of \$46,860.19. Funding for this project is provided through CIP 11184 (Bus Video Cameras), CIP 11344 (CCTV – New Buses) and 311-53910 (Transit Operations).

With a net increase of \$433,104.18, the Board Approved project approval will increase from \$4,357,502.08 to \$4,790,606.26.



DISCUSSION:

Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000.

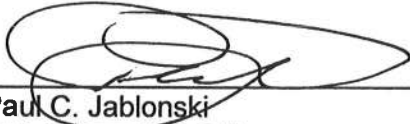
On July 15, 2010, the MTS Board of Directors authorized the CEO to execute MTS Doc No. B0521.0-09 with Apollo Video Technology to procure On-Board Video Surveillance Equipment, supporting back-office systems, transit site wireless network equipment, and installation for approximately 544 MTS transit buses.

Subsequent Amendments to the Contract are listed as follows and were approved under the CEO's authority.

Doc #	Amend #	Description	Amount	Date
B0521.1-09	1	Replace Integrian driver area camera with Apollo camera	\$15,660.00	12/22/2010
B0521.2-09	2	Add 27 DVR Enclosures, 2xViM Servers (El Cajon and Chula Vista) and Install	\$11,698.66	12/22/2011
B0521.3-09	3	Non-Disclosure Agreement; Apollo future technology	\$0	07/05/2012
B0521.4-09	4	Adjust issued Contract value to Apollo – USE TAX paid directly to CA BOE; Adjust USE TAX payable; Exchange Integrian DVRs for Apollo DVRs for credit; re-allocate installations from 60-ft buses to 40-ft buses; add exterior street side camera to all buses	\$37,255.01	07/27/2012
B0521.5-09	5	Additional 67 exterior street-side cameras to complete fleet installations beyond the initial value of the Contract	\$27,915.22	08/17/2012
Total			\$92,528.89	

The on board video surveillance project has provided significant support to staff in investigating customer complaints, vehicle accidents, criminal cases and claims / lawsuits. The proposed contract amendment will allow more efficient downloading of video and replace older cameras with the Apollo technology successfully used on MTS's fixed-route fleet.

Therefore, staff recommends that the Board of Directors ratify Amendment Nos. 1 through 5 and authorize the CEO to execute Amendment No. 6 in order to install additional wireless access points at the Imperial Avenue Division for increased video download volume and upgrade up to 131 transit buses from older Integrian cameras and cabling to improved Apollo Video System cameras and cabling.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A Contract B0521.0-09 Amendments 1 through 5
 B Contract B0521.0-09 Amendment No. 6

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December 22, 2010

ORIGINAL

MTS Doc. No. B0521.1 -09
OPS 960.06

Mr. Rodell Notbohm
General Manager
Apollo Video Technology
14148 NE 190th Street
Woodinville, WA 98072

Dear Mr. Notbohm:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0521.0-09- MOBILE ON BOARD VIDEO
SURVEILLANCE SYSTEM

In accordance with Article 2 "Changes," of the Standard Conditions Procurement MTS Doc No. B0521.0-09, MTS amends the Agreement to incorporate the following changes.

This Amendment shall consist of removing the existing "position three" Integrian Camera from 150 MTS owned buses and replacing with the following:

<u>QTY</u>	<u>MODEL</u>	<u>DESCRIPTION</u>	<u>Unit Price</u>	<u>Ext. Price</u>
150	RR-CIR225	Camera, IR Illumination, Day/Night Color w/Audio Recording, 2.5mm Lens	\$82.50	\$12,375.00
150	RR-ICCA15	Camera Cable Assembly, Video, Power & Audio, 15'	\$13.50	\$2,025.00
150	RR-CEIR	Camera Enclosure, Vandal-Resistant Enclosure	\$0.00	<u>\$0.00</u>
Total:				\$14,400.00

See Attachment A, attached herein, for a listing of buses which require the position three camera replaced.

SCHEDULE

There is no change to the schedule of this Agreement.

PAYMENT

As a result of this Amendment, the total contract price has increased by \$14,400.00 from \$4,357,502.08 to \$4,371,902.08

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All other conditions remain unchanged. If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Administrator at MTS. The other copy is for your records.

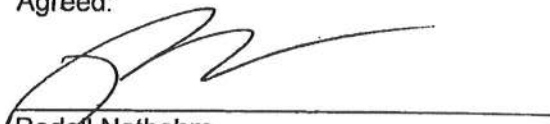
Sincerely,



Paul C. Jablonski
Chief Executive Officer

CBROWN-CL
CL-B0521.1-09.APOLLOVIDEOTECHNOLOGY.JMILLER

Agreed:



Rodell Notbohm
Apollo Video Technology

Date: 01/07/2011

Attachment: Attachment A, List of Buses Requiring "Position Three" Camera Replacement
Attachment B, Apollo's Quote #10127



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December 22, 2011

ORIGINAL

MTS Doc. No. B0521.2 -09
OPS 960.06

Apollo Video Technology
Mr. Rodell Notbohm
General Manager
14148 NE 190th Street
Woodinville, WA 98072

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. B0521.0-09- MOBILE ON BOARD
VIDEO SURVEILLANCE SYSTEM

In accordance with Article 2 "Changes," of the Standard Conditions Procurement MTS Doc No. B0521.0-09, MTS amends the Agreement to incorporate the following changes:

This Amendment shall consist of providing twenty-seven (27) DVR security enclosures as per Apollo Video Technology (Apollo) change order request reference# 111039 (attached) which also includes installation by Apollo, and for installation labor for two ViM servers as per Apollo change order request reference# 111041 (attached). The ViM servers will be installed at the MTS "El Cajon" and "Chula Vista Transit" locations.

Details of the changes are as follows:

<u>QTY</u>	<u>MODEL</u>	<u>DESCRIPTION</u>	<u>Unit Price</u>	<u>Ext. Price</u>
2	Dell PowerEdge R710	Servers for El Cajon and Chula Vista Transit locations	\$0	\$0
2	Software Licenses	RR-ViM1 (Vehicle Information Management) Software, Licensed for 100 Vehicles or less, El Cajon and Chula Vista Transit locations.	\$0	\$0
2	Installations	Eight (8) Hours of on-site installation labor to install server, software and networking, and miscellaneous hardware at El Cajon and Chula Vista Transit locations. Price includes twenty-four (24) month warranty.	\$1,500.00	\$3,000.00
27	RR-ENV	Secured DVR Enclosures	\$299.00	\$8,073.00

Total: \$11,073.00

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SCHEDULE

There is no change to the schedule of this Agreement.

PAYMENT

As a result of this Amendment, the total contract price has increased by \$11,073.00 from \$4,371,902.08 to \$4,382,975.08. Applicable California use tax will be paid by MTS directly to the California Franchise Tax Board.

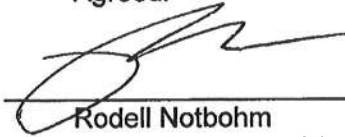
All other conditions remain unchanged. If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Administrator at MTS. The other copy is for your records.

Sincerely,



Paul C. Jablonski
Chief Executive Officer

Agreed:



Rodell Notbohm
General Manager / Apollo Video
Technology

Date: 01/10/2012

Attachment A: Apollo Change Order Request Reference# 111039

Attachment B: Apollo Change Order Request Reference# 111041

Contract Support – SOverton 12-22-11
CL - B0521.2-09 Apollo Video Technology SReed

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ORIGINAL

July 5, 2012

MTS Doc. No. B0521.3 -09

Apollo Video Technology
Mr. Rodell Notbohm
General Manager
14148 NE 190th Street
Woodinville, WA 98072

Subject: AMENDMENT NO. 3 TO MTS DOC. NO. B0521.0-09- MOBILE ON BOARD VIDEO SURVEILLANCE SYSTEM

In accordance with Article 2 "Changes," of the Standard Conditions Procurement MTS Doc No. B0521.0-09, MTS amends the Agreement to incorporate the following changes.

This Amendment shall consist of the addition of a Nondisclosure Agreement between MTS and Apollo Video Technology as per Attachment A.

SCHEDULE

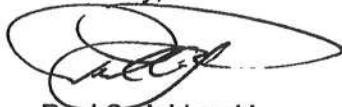
There is no change to the schedule of this Agreement.

PAYMENT

There is no change to the total contract price of this Agreement.

All other conditions remain unchanged. If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Specialist at MTS. The other copy is for your records.

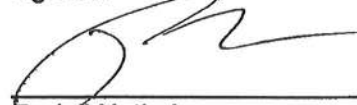
Sincerely,



Paul C. Jablonski
Chief Executive Officer

LMARQUIS-CL
CL-B0521.3-09.APOLLOVIDEOTECH.SREED.070512

Agreed:



Rodell Notbohm
General Manager / Apollo Video Technology

Date: 07/17/2012

Attachment: Attachment A, Nondisclosure Agreement





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San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

July 27, 2012

MTS Doc. No. B0521.4-09

Apollo Video Technology
Mr. Rodell Notbohm
General Manager
14148 NE 190th Street
Woodinville, WA 98072

Subject: AMENDMENT NO. 4 TO MTS DOC. NO. B0521.0-09; MOBILE ON BOARD VIDEO SURVEILLANCE SYSTEM

In accordance with Article 2 "Changes," of the Standard Conditions Procurement MTS Doc No. B0521.0-09, MTS amends the Agreement to incorporate the following changes.

The purpose of this Amendment is to document credits applied by Apollo Video Technology (Apollo); reorganize the remaining balance of equipment installations to be provided under contract B0521.0-09; adjust the total contract value issued to Apollo by deducting the applicable use-tax.

Apollo has removed and retained 150 digital video recording units (DVRs) from MTS's previous (transit bus fleet) on-board video surveillance system, in exchange for a \$2000.00 credit per unit for a total of \$300,000.00. MTS has received and applied the full amount of these credits against Apollo invoices.

As of the date of this Amendment, the remaining available funds are \$570,969.24. This amount is derived by adding the balance of unused funds associated with lines series 2 and 4 of Option Year Three, credit for DVRs, and other miscellaneous unused funds from the remainder of this contract.

This balance will be utilized for obtaining and providing the necessary equipment and labor, combined with equipment already obtained but not yet installed, to install Apollo on-board video surveillance systems on fifty-three (53) 40-ft transit buses as per Apollo Quotation # 120713 (see Attachment A) for the amount of \$399,938.00. MTS confirms that all line items contained on Quotation # 120713 are consistent with the prices, equipment, and services as outlined in Contract B0521.0-09.

In addition, MTS will coordinate with Apollo staff to schedule and install street-side exterior cameras on MTS buses with existing Apollo on-board video surveillance systems. Based on the unit cost of \$392.00 per bus, this Amendment, once executed by both parties, authorizes the installation of a street-side exterior camera on 436 MTS buses. This additional camera will operate with the existing on-board video surveillance equipment and include the same warranty, function, and purpose as described in the original contract B0521.0-09. MTS authorized staff will select and schedule installations with Apollo's authorized staff or agent.

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Equipment consists of:

- Model No. RR-CT-SS-540 Camera, High Resolution Color Vandal Resistant Exterior Teardrop Color, Street-Side Orientation with a unit price of \$291.00.
- Model No. RR-ICC/ICCA Camera Cable Assembly, Video & Power / Video, Power and Audio with a unit price of \$27.00.
- Labor and Installation of additional exterior camera with a unit price of \$74.00.

SCHEDULE

There is no change to the schedule of this Agreement.

PAYMENT

The original value indicated in the issued contract was inclusive of sales/use tax. The correct value issued to Apollo should have indicated only the direct amounts payable to Apollo. The original contract value issued to Apollo was \$4,357,502.08. The corrected contract value as well as values for Amendments, 1, 2, 3, and this Amendment (4) are corrected as follows:

Contract B0521.0-09	\$4,079,771.16
Amendment 1	\$ 14,400.00
Amendment 2	\$ 11,073.00
Amendment 3	No Change
Amendment 4	No Change
Total Corrected Contract Value	<u>\$4,105,244.16</u>

All other conditions remain unchanged. If you agree with the above, please sign below, and return the document marked "Original" to the Contract Specialist at MTS. The other copy is for your records.

Sincerely,



Paul C. Jablonski
Chief Executive Officer

Agreed:



Rodell Notbohm
General Manager / Apollo Video Technology

LMARQUIS-CL

CL-B0521.4-09.APOLLOVIDEOTECH.SREED.072612

Date:

August 6, 2012

Attachment: Attachment A, Apollo Quotation # 12073



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ORIGINAL

August 17, 2012

MTS Doc. No. B0521.5-09

Apollo Video Technology
Mr. Rodell Notbohm
General Manager
14148 NE 190th Street
Woodinville, WA 98072

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. B0521.0-09- MOBILE ON BOARD VIDEO
SURVEILLANCE SYSTEM

In accordance with Article 2 "Changes" of the Standard Conditions Procurement MTS Doc No. B0521.0-09, MTS amends the Agreement to incorporate the following changes.

The purpose of this Amendment is to purchase 67 exterior street-side cameras, cables, and installation labor as per attached Apollo Quotation 120819, to be added to existing MTS buses with Apollo Video on-board video surveillance systems as provided under contract B0521.0-09.

SCHEDULE

There is no change to the schedule of this Agreement.

PAYMENT

As a result of this Amendment, the total contract price has increased by \$26,264.00 from \$4,105,244.16 to \$4,131,508.16.

All other conditions remain unchanged. If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Administrator at MTS. The other copy is for your records.

Sincerely,

Paul G. Jablonski
Chief Executive Officer

LMARQUIS-CL
CL-B0521.5-09.APOLLOVIDEOTECH.SREED.081612

Agreed:

Rodell Notbohm
General Manager / Apollo Video Technology

Date: 09/04/2012

Attachment: Apollo Quotation # 120819

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DRAFT

January 16, 2014

MTS Doc. No. B0521.6 -09

Apollo Video Technology
Mr. Rodell Notbohm
General Manager
14148 NE 190th Street
Woodinville, WA 98072

Subject: AMENDMENT NO. 6 TO MTS DOC. NO. B0521.0-09- MOBILE ON BOARD VIDEO
SURVEILLANCE SYSTEM

In accordance with Article 2 "Changes," of the Standard Conditions Procurement MTS Doc No. B0521.0-09, MTS amends the Agreement to incorporate the following changes.

The purpose of this Amendment is to purchase and install four (4) additional Wireless Access Points at the Imperial Avenue Division facility as per Apollo Quotation 130251C (see Attachment A) and to upgrade up to one hundred thirty-one (131) transit buses with Apollo video equipment to replace older Integrian video equipment as per Apollo Quotation 120911B (see Attachment B).

PAYMENT

As a result of this Amendment, the total contract price has increased by \$369,209.00 from \$4,131,508.16 to \$4,500,717.16.

All other conditions remain unchanged. If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Administrator at MTS. The other copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Rodell Notbohm
General Manager / Apollo Video Technology

Date: _____

Attachment: A Apollo Quotation # 130251C
B Apollo Quotation # 120911B

Quotation #: 130251C

Date: 1/2/2014
Payment Terms: Net 30 w/ Signed PO
Sales Rep: Derek White

San Diego MTS
1255 Imperial Avenue, Ste 1000
San Diego CA 92101

Tel: -
Fax/Email: -

Cisco Add-On Option*:

Line	Qty	Model	Description	Unit Price	Ext. Price
1	1	-	Labor	\$18,000.00	\$18,000.00
2	1	-	Materials	\$11,900.00	\$11,900.00
3	4	-	Cisco Aironet 3502e Wireless Access Point	\$1,157.00	\$4,628.00
4	4	-	Cisco SMARTnet Extended Service Agreement - 3 Years (Includes existing Cisco Network at IAD and 4 New Wireless Access Points)	\$518.00	\$2,072.00
Subtotal:					\$36,600.00

***Cisco Option Includes:**

- Initial and Post Site Survey with Heat Maps to customer
- Extend current Antenna higher than originally installed - one on Wash Bay and one outside of Service Bay.
- Qty. 12, 10' TWS400 RPTF to RPTM Cable Extension
- Fiber for Building -Service BAY
- Qty. 2 Media Converter, 1000Base-T to 1000Base-LX Single-Mode SC Fiber Converter (20km/12.4miles)
- Qty. 4, Fiber Conn., SC Unicam, SM, Ceramic, SPC Polish
- Qty. 300, Fiber, 6 Strand SM
- Conduit to house CAT6 and Fiber MM Cables
- Qty. 1,000, Cable, Media 6, 4 Pair, 24 AWG, OSP Rated, Category 6 Cable - BLACK
- Qty. 700, EMT 3/4 inch conduit sold by foot
- Qty. 1, Misc. Poles, Mounts, Conduit Extras
- Qty. 48, Clamps for 3/4" EMT
- Qty. 50 EMT COUPLER-3/4"
- Patch Cords CAT6
- Qty. 16, Patch Cord, 3' Blue, CAT6
- Qty. 8, Patch Cord, 5' Blue, CAT6
- Misc Hardware
- Qty. 14, Surface Box, 2 Port (Biscuit), White
- Qty. 14, Jack, For Wap Connections to each Surface Box (2) Per WAP
- Qty. 3, Coax Seal Tape for Weather Proofing
- Antenna and Enclosures Hardware Parts
- 1 site that needs fiber and electrical power at enclosure
- Qty. 1, 14x12x6 nema 4x Encl-6 holes for pass through cables
- Qty. 1, MIMO Omnidirection Antenna 2.4 and 5 GHZ RPTNC Connectors *TerraWave Solutions M6060060MO1D3602O Model*
- Qty. 1, Power Receptacal for Nema enclosure 115VAC -2 Outlets
- Qty. 6, RPTNC Female / RPTNC Male (RA) 18"
- Qty. 6, Lighting Arrestor 0-6ghz
- Qty. 6, 10' TWS400 RPTF to RPTM Cable Extension
- 3 sites that need enclosures
- Qty. 3, 12x10x6 MIMO Nema Enclosure
- Qty. 3, MIMO Patch Antenna 2.4 and 5 GHZ RPTNC Connectors *TerraWave Solutions M6060060MP13602 Model, Comes with Bracket for adjusting Angle of antenna*
- Qty. 18, RPTNC Female / RPTNC Male (RA) 18"
- Qty. 18, Lighting Arrestor 0-6ghz
- Qty. 18, 10' TWS400 RPTF to RPTM Cable Extension
- Qty. 1, Electrician Sub for Power to One Device 115vac

Apollo Video Technology
24000-35th Avenue Southeast - Bothell, WA 98021
Toll Free: 888.288.8721; Tel: 425.483.7100; Fax: 425.483.7200
www.apollovideo.com

Scope of Work:

1. Provide SiteSurvey with Initial Heat Map-Initial - Before Installation of any new hardware.
- 2A. Extend the current Antenna up 6 feet from current location located on Wash Bay. Install longer Antenna cables x 6 from the current WAP to the newly raised antenna.
- 2B. Extend the current WAP up 6 feet from current location on outside of Service Bay. Install longer antenna cables x 6 from the current WAP to the newly raised antenna.
3. Install 3 New Patch Antenna
4. Install 1 New Omni Directional Antenna
5. Install 4 New CISCO WAP ---WAP provide by Apollo Video.
6. Run Fiber (6 Strand, SM, indoor outdoor rated) with Media Converters to the new Omni Directional Antenna located on Service Bay Building.
7. Provide Electrical Power for line item number 4.
8. Run CAT6 indoor/outdoor cable within conduit to each WAP. Teldata to provide Conduit for all new CAT6 and FIBER cable Runs.
9. Provide outdoor enclosures to house the WAP-QTY 4
10. Weather Proof all connections exposed to weather on cable connection points.
11. Teldata will configure all new APs to work with existing network.
11. Provide a POST SiteSurvey with a new Heat Map - After Installation of new hardware.

The RoadRunner system Includes:

- Standard 3-year DVR warranty / 1-year all other components (extended warranty options are available upon request)
- Unlimited technical support at no additional charge
- License-free RASplus™ and HDPlayer™ software with lifetime updates at no additional charge

Prices and terms are guaranteed for 30 days. Freight charges, installation charges and taxes (if applicable) are additional and may not be included in this quotation. All returns are subject to a 20% re-stocking fee.

**Quotation #: 120911B**

Date: 9/17/2013
 Payment Terms: Net 15 w/ Signed PO
 Sales Rep: Derek White

San Diego Metropolitan Transit System
 1255 Imperial Avenue, Ste 1000
 San Diego CA 92101

Tel: -
 Fax/Email: -

Line	Qty	Model	Description	Unit Price	Ext. Price
1	131	RR-C236	Camera, High Resolution Color w/ Audio, 3.6mm lens	\$183.00	\$23,973.00
2	131	RR-CMIRS6	Camera Mount, 6" Swivel Mount for RR-CIR2 / RR-C2 Series Cameras	\$43.00	\$5,633.00
3	131	RR-CSRIR25	Camera, Color Ruggedized Adjustable Sphere, High Resolution, IR Illumination Interior/Exterior	\$254.00	\$33,274.00
4	131	RR-CIR225	Camera, IR Illumination Day/Night Color w/ Audio Recording, 2.5mm lens	\$183.00	\$23,973.00
5	262	RR-CIR236	Camera, IR Illumination Day/Night Color w/ Audio Recording, 3.6mm lens	\$183.00	\$47,946.00
6	393	RR-CEIR	Camera Enclosure, Vandal-Resistant Enclosure for RR-CIR2 / RR-C2 Series Cameras	\$27.00	\$10,611.00
7	131	RR-CT-CS-540	Camera, Vandal Resistant Interior/Exterior Teardrop Color, High Res, CurbSide	\$323.00	\$42,313.00
8	131	RR-ICCA45	Camera Cable Assembly, 45' Audio/Video/Power	\$30.00	\$3,930.00
9	262	RR-ICC25	Camera Cable Assembly, 25' Video/Power	\$30.00	\$7,860.00
10	131	RR-ICC30	Camera Cable Assembly, 30' Video/Power	\$30.00	\$3,930.00
11	131	RR-ICC45	Camera Cable Assembly, 45' Video/Power	\$30.00	\$3,930.00
12	131	RR-ICC65	Camera Cable Assembly, 65' Video/Power	\$30.00	\$3,930.00
13	131	-	Removal of Existing Cameras, Installation of Above-Listed (Total of 6) Cameras	\$528.00	\$69,168.00
14	131	-	Extended Warranty - 3 Years for Above-Listed Equipment	\$99.00	\$12,969.00
15	131	-	On-Site Warranty - 3 Years for Above-Listed Equipment	\$299.00	\$39,169.00
Subtotal:					\$332,609.00

The RoadRunner system Includes:

- Standard 3-year DVR warranty / 1-year all other components (extended warranty options are available upon request)
- Unlimited technical support at no additional charge
- License-free RASplus™ and HDPlayer™ software with lifetime updates at no additional charge

Prices and terms are guaranteed for 30 days. Freight charges, installation charges and taxes (if applicable) are additional and may not be included in this quotation. All returns are subject to a 20% re-stocking fee.



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Agenda Item No. 16

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

RESCISSION OF THE AMENDED AND RESTATED JOINT EXERCISE OF POWERS
AGREEMENT CREATING THE CITY OF SAN DIEGO/MTDB AUTHORITY AND
DISSOLUTION OF THE CITY OF SAN DIEGO/MTDB AUTHORITY

RECOMMENDATION:

That the Board adopt Resolution Number 14-01 (Attachment A) rescinding the Amended and Restated Joint Exercise of Powers Agreement creating the City of San Diego/MTDB Authority and authorizing the dissolution of the City of San Diego/MTDB Authority.

Budget Impact

None.

DISCUSSION:

Effective September 28, 1987, MTS (also known as the San Diego Metropolitan Transit Development Board or "MTDB") and the City of San Diego created the City of San Diego/MTDB Authority ("Authority") by entering into a joint exercise of powers agreement. The Authority was created for the purpose of financing construction of public capital improvements, including public transit systems and related transportation facilities and services. In 1993, the Authority issued \$19,515,000 in 30-year lease revenue bonds to fund the Old Town Light Rail Transit Extension project ("1993 Bonds"), secured by two MTS-owned properties: a portion of the Old Town trolley right-of-way and a portion of the MTS maintenance yard located at 1535 Newton Avenue. Through this financing method, the City committed to repaying the bonds. In 2003, the joint powers authority refunded (refinanced) the bonds, then at a principal amount of \$15,255,000 ("2003 Bonds").

In 2013, the 2003 Bonds were refunded in full and refinanced by the City of San Diego's Public Facilities Financing Authority's issuance of \$43,245,000 in lease revenue bonds

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



("PFFA Bonds"). On March 21, 2013, the MTS Board approved the City's refunding and refinancing of the 2003 Bonds into the PFFA Bonds, and agreed to pledge MTS property as collateral for the bond portion associated with the 2003 Bonds (estimated at \$8,500,000). City continues to pay all costs related to the PFFA Bonds.

Because the Authority is no longer the issuer of the bonds for the Old Town Light Rail Transit Extension project, the Authority has no assets or liabilities, and there is no foreseeable need for MTS and/or the City of San Diego to use the Authority as a method to finance future projects, it is proposed that the Authority be dissolved.

By adopting Resolution 14-1 (Attachment A), the Board will formally rescind the agreement creating the Authority and authorize MTS staff to take all actions necessary to terminate and/or dissolve the Authority.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Resolution No. 14-1

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 14-1

A RESOLUTION OF THE SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD AUTHORIZING THE RESCISSION OF THE AMENDED AND RESTATED JOINT EXERCISE OF POWERS AGREEMENT CREATING THE CITY OF SAN DIEGO/MTDB AUTHORITY BY AND BETWEEN THE CITY OF SAN DIEGO AND THE SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD, AND THE DISSOLUTION OF THE CITY OF SAN DIEGO/MTDB AUTHORITY PURSUANT TO SECTION 32 OF THE AMENDED AND RESTATED JOINT EXERCISE OF POWERS AGREEMENT CREATING THE CITY OF SAN DIEGO/MTDB AUTHORITY.

WHEREAS, pursuant to Articles 1, 2, 3, and 4 of Chapter 5 of Title 1, Division 7 of the Government Code of the State of California, the City of San Diego (City) and the San Diego Metropolitan Transit Development Board (MTDB) formed the City of San Diego/MTDB Authority (Authority) by entering into an agreement (as amended and restated, JPA Agreement) for the purpose of financing the construction of public capital improvements, including public transit systems and related transportation facilities and services; and

WHEREAS, the City and MTDB continue to be the only Members of the Authority; and

WHEREAS, the Authority previously issued its \$19,515,000 "1993 Lease Revenue Bonds (San Diego Old Town Light Rail Transit Extension)" (1993 Bonds) pursuant to a Trust Indenture dated as of August 1, 1993 (1993 Indenture); and

WHEREAS, the Authority refinanced the 1993 Bonds by issuing its \$15,255,000 "2003 Lease Revenue Refunding Bonds (San Diego Old Town Light Rail Transit Extension Refunding)" (2003 Bonds) pursuant to a Trust Indenture dated as of May 1, 2003 (2003 Indenture); and

WHEREAS, the City, the City of San Diego, solely in its capacity as the designated successor agency to the Redevelopment Agency of the City of San Diego (Successor Agency), and the Housing Authority of the City of San Diego (Housing Authority) have entered into a

Third Amended Joint Exercise of Powers Agreement Creating the Public Facilities Financing Authority of the City of San Diego, to allow the Public Facilities Financing Authority of the City of San Diego, a California joint exercise of powers authority (PFFA), to continue to provide, among other activities, assistance to the City in financing the construction and/or acquisition of public capital improvements through the issuance of bonds; and

WHEREAS, the 2003 Bonds were refunded in full by PFFA's issuance of its \$43,245,000 "Lease Revenue Bonds and Lease Revenue Refunding Bonds, Series 2013A (Capital Improvement Projects and Old Town Light Rail Extension Refunding)" (2013A Bonds); and

WHEREAS, pursuant to Section 32 of the JPA Agreement, the JPA Agreement may be rescinded and the Authority terminated by written consent of all Members provided that there are no outstanding bonds or other debt or lease obligations of the Authority; and

WHEREAS, the Authority currently has no outstanding bonds or other debt or lease obligations; and

WHEREAS, PFFA is capable of fulfilling the purpose for which the Authority was originally formed, rendering the Authority's continued existence unnecessary; and

WHEREAS, both the City and MTDB have determined and established that it is in both of their best interests to rescind the JPA Agreement and terminate the Authority; NOW, THEREFORE,

BE IT RESOLVED, by the Board of Directors of the San Diego Metropolitan Transit Development Board, that the Chief Executive Officer for MTDB or his designee is authorized and directed to take appropriate measures to rescind the JPA Agreement and terminate the Authority.

BE IT FURTHER RESOLVED, that the Chief Executive Officer for MTDB or his designee is authorized and directed to file or cause to be filed with the California Secretary of State's Office a notification of the termination of the Authority.

BE IT FURTHER RESOLVED, that the Chief Executive Officer for MTDB or his designee is authorized and directed to prepare and file such other documents and take such other action as may be necessary and advisable in connection with the termination of the Authority.

BE IT FURTHER RESOLVED, that the Chief Executive Officer for MTDB or his designee is authorized, empowered, and directed to execute and deliver in the name of and on behalf of the Authority such deeds, assignments, or other instruments of transfer as may be deemed necessary or proper and is further authorized, empowered, and directed to do any and all acts and things necessary to carry out, perform, implement, and consummate the above-described rescission of the JPA Agreement and termination of the Authority.

PASSED AND ADOPTED by the Board of Directors this _____ day of _____, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System
System

Office of the General Counsel
San Diego Metropolitan Transit



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Agenda Item No. 17

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2013

SUBJECT:

WIRELESS INFRASTRUCTURE PROJECT PHASE 3(a) – SOLE SOURCE
PURCHASE ORDER AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to issue a purchase order to AT&T DataComm, Inc., on a sole-source basis, for the provision of equipment and professional installation services for Phase 3(a) of the MTS's Wireless Infrastructure Project.

Budget Impact

The total cost of this Agreement is a not-to-exceed \$263,120.00, as follows:

Professional Services: \$ 263,120.00

TOTAL: \$ 263,120.00

This project is funded by Proposition 1B under MTS Capital Improvement Program (CIP) project number 11341.

DISCUSSION:

This recommended sole source award is under the County of Merced's Fast Open Contract Utilization Services (FOCUS) Contract Number 2009177.

To unify its numerous wireless coverage "islands" into a homogenized and fully integrated wireless network MTS launched a three-phased Wireless Infrastructure Project which began in September 2013. Prior to this project MTS had numerous stand-alone systems that rely on a variety of wireless components and capabilities to upload and download configuration data, passenger data, fare data, video data, and the like. In all cases, the wireless component for each of these systems was implemented as a

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stand-alone "island" of wireless coverage for that specific system only. The proliferation of these wireless coverage "islands" has resulted in coverage conflicts, difficulty in managing wireless infrastructure, and inability to leverage established wireless coverage for other purposes.

For easier project management, the Project was divided in three (3) phases (Discovery, Pilot Program, and Implementation) with the material needs of each phase dictated by the nature and extent of work completed in the preceding phase.

In September 2013, MTS initiated Phase 1 of the project. It included the development and design of a proof of concept as well as a survey of possible pilot sites. Phase 1 is now complete. In November 2013, MTS entered Phase 2 of the project. Phase 2 covered the consolidation of the existing wireless infrastructure in high-availability mode, and the installation and testing of wireless functionalities at 12th & Imperial, Kearny Mesa Division, and one pilot trolley station. Phase 2 is nearing completion.

For a more efficient and effective project management, Phase 3 has been further broken in two. Phase 3(a) includes the surveying of the remaining trolley stations, 4 bus yards, and 1 trolley maintenance yard. Phase 3(b) will build out the remainder of all the sites surveyed as part of Phase 3(a) but not installed during that phase.

This sole source award to AT & T Datacomm is recommended due to the very complex and highly technical nature of MTS's requirements. While a separately held competitive procurement is possible there is a high risk that a selected contractor, outside of AT&T, will lack the familiarity, and therefore, the immediately needed technical expertise to effectively assist MTS to achieve its end goals. To allow another contractor to fully gain familiarity with wireless needs unique to the MTS will require a substantial duplication of costs that may not be recovered through competition. Similarly, a selected contractor, other than AT&T, may elect to supply equipment not necessarily compatible with those installed in Phase 1 or Phase 2, resulting in a hybrid system. In both cases MTS can expect to incur significant additional costs if it is to have a fully productive wireless system in place.

Therefore, staff recommends that the Board of Directors authorize the Chief Executive Officer (CEO) to issue a purchase order to AT&T DataComm, Inc., on a sole-source basis, for the provision of equipment and professional installation services for Phase 2 of the MTS's Wireless Infrastructure Project.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



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Agenda Item No. 25a

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

PUBLIC HEARING FOR MAJOR 2014 SERVICE CHANGES (DENIS DESMOND)

RECOMMENDATION:

That the Board of Directors:

1. receive public testimony; and
2. provide direction to staff for any changes prior to approval at a later Board of Directors meeting

Budget Impact

Net operating subsidies for on-going operations of the new Rapid services are to be reimbursed by San Diego Association of Governments (SANDAG) out of TransNet funds. Implementing all of the changes as proposed is anticipated to have an annual positive budget impact of \$170,000, due to savings from Route 14 and the Premium Express routes offsetting the costs of expanded feeder services.

DISCUSSION:

SANDAG anticipates a mid-2014 completion of two major "Rapid" bus projects that will be operated by MTS, offering frequent and faster service to higher-amenity stations utilizing new articulated buses. The Mid-City Rapid will offer service between Downtown San Diego and SDSU, via Park and El Cajon Boulevards, replacing existing Route 15. The I-15 BRT route will operate between Downtown San Diego and the Escondido Transit Center, with a peak-hour overlay route between the I-15 corridor, Sorrento Mesa, and UCSD. Benefits of the Rapid services include transit signal priority, real-time arrival signs, enhanced passenger shelters, and fewer stops.



The MTS Planning Department evaluated how existing services in the corridors could be adjusted to improve connectivity with the Rapids. A series of initial proposals were developed and presented to passengers for feedback and reaction in summer and fall of last year. Using this input, solicited at in-person outreach events and on-line, recommendations have been finalized for Board consideration at this Public Hearing.

Recommendations related to the implementation of the Rapid Services are:

Rapid A: Downtown San Diego-Escondido Transit Center, via City Heights, Kearny Mesa, Mira Mesa Transit Station, Sabre Springs/Peñasquitos Transit Station, Rancho Bernardo Transit Station, Del Lago Transit Station.

Rapid B: Rancho Bernardo Transit Station-UCSD, via Sabre Springs/Peñasquitos Transit Station, Mira Mesa Transit Station. Intermediate stops also made at major points along Mira Mesa Blvd. and La Jolla Village Dr.

Rapid C: Downtown-SDSU; replaces Route 15 and serves El Cajon Blvd. & Park Blvd.

New Express Route: New Express route would offer weekday rush-hour service between City Heights, Normal Heights and City College Trolley Station, via Adams Ave., Washington St., and Hwy. 163. The route would be operated as a trial for up to 12 months.

Route 15: To be replaced by the Rapid C in Mid-City. El Cajon Blvd. stops at Oregon, 33rd, and 59th will be served only by Routes 1 and/or 6. Service on Washington St. and Normal St. would be partially replaced by the new express route.

Route 20: Northern terminal would be Rancho Bernardo Transit Station instead of Del Lago Transit Station. Service between Rancho Bernardo and Del Lago would be provided on Rapid A. Service between Downtown and Kearny Mesa would operate every 15 minutes during weekday rush hours, and all trips would serve Fashion Valley. Sunday Route 20 trips would no longer serve Hillcrest.

Route 210: Route 210 would travel via Hwy. 163 instead of I-15 & SR-94. Service on I-15 between Downtown and City Heights would be replaced by the new Rapid A. Route 210 could be reduced from five daily round trips to three or four round trips to reflect reduced capacity needed as a result of City Heights passengers being accommodated on Rapid A.

Route 810: Route 810 would be replaced by new Premium Express Route Px-1. Every trip would serve the Escondido Transit Center, Del Lago Transit Station, and Downtown. The Rancho Bernardo Transit Station would be served by Premium Express Route Px-2 instead.

Route 820: Routes 820, 850, and 860 would all be replaced by new Premium Express Route Px-2. Every Route Px-2 trip would serve Rancho Bernardo Transit Station, Sabre Springs/Peñasquitos Transit Station, and Downtown, but no neighborhood "tails." Local service in between Poway and Sabre Springs/Peñasquitos Transit Station would be offered on Route 844.

Route 844: Reconfigured to operate east-west along Poway Rd. between the Garden/Floral loop and the Sabre Springs/Peñasquitos Transit Station. Limited service of four trips per day would be provided along the Twin Peak Road/Espola Rd./Pomerado Rd. loop, including Poway High School, as Route 845A. Service to Rancho Peñasquitos Blvd. would be provided on Route 20. Service to Mt. Carmel High School would be discontinued, though nearby service would remain available on Route 20.

Route 845: Route would be extended north on Midland Rd. to the Old Poway Park area. The loop off Garden Rd. would be added to Route 844 instead. Limited service of four trips per day would be provided along the Twin Peaks Rd./Espola Rd./Pomerado Rd. loop as Route 845A.

Route 850: Routes 820, 850, and 860 would be replaced by new Premium Express Route Px-2. Every Route Px-2 trip would serve Rancho Bernardo Transit Station, Sabre Springs/Peñasquitos Transit Station, and Downtown, but no neighborhood "tails." Local service along Carmel Mountain Rd. would be provided on Route 20, with connections to the Rapid A and B routes at the Mira Mesa and Rancho Bernardo Transit Stations.

Route 860: Routes 820, 850, and 860 would be replaced by new Premium Express Route Px-2. Every Route Px-2 trip would serve Rancho Bernardo Transit Station, Sabre Springs/Peñasquitos Transit Station, and Downtown, but no neighborhood "tails."

Route 880: Route 880 would be discontinued and partially replaced by new Rapid B. Funding for Route 880, currently provided by the developer of 4S Ranch, runs out in 2014.

Route 921: The western terminal would change to UTC instead of UCSD. Service between UTC and UCSD and would be provided by Rapid B, the SuperLoop, and Routes 30, 41, and 150. The eastern terminal would change to the new Mira Mesa Transit Center.

Route 960: Changes in Kearny Mesa to operate via Balboa Ave., Convoy St., and Clairemont Mesa Blvd. between I-15 and I-805. Service between the City Heights transit plazas and Clairemont Mesa Blvd. will still be provided, all-day on Rapid A route, with stops at Ruffin Rd., Overland Ave., and Complex Street. Riders traveling between Euclid Trolley Station and the Kearny Mesa Transit Center could transfer between Route 960 and Rapid A at the City Heights transit plazas.

Route 964: Changes to operate all trips via the Mira Mesa Transit Station. The routing between Black Mountain Rd. and Alliant University changes to operate via Mira Mesa Blvd. and Scripps Ranch Blvd. instead of Carroll Canyon Rd.

Other changes recommended by staff at the Public Hearing are:

Route 14: Route 14 remains MTS' lowest performing regular, fixed route by most measures in Board Policy 42. At one time offering service seven days a week from Old Town to Grossmont, it has been reduced in length and service levels since its inception in 2005 to try to improve productivity and efficiency and reduce costs. Route 14 now only operates hourly on weekdays, between Grantville and Lake Murray Blvd., via Allied Gardens, Del Cerro, and SDSU.

Previous cuts have reduced costs; however, subsidy per passenger, farebox recovery, and passengers per hour remain on the bottom of MTS routes. With levels of service already low, there are few options for further reductions, and none that staff believe would improve performance to near that of similar MTS routes.

This proposal has generated the most comments from the public (most in opposition) in the period leading up to the Public Hearing, primarily due to the loss of service along Zion Ave. and Waring Rd. in Allied Gardens.

Route 950: Route 950 was begun as a trial Express route between Otay Mesa and Iris Trolley in September 2013, as a supplement to local Route 905 service. Growth at the Otay Mesa Port of Entry has spurred consistent ridership gains on Route 905, with ad-hoc tripper service often required to meet the demand. With a majority of passengers travelling directly between the border and Iris Trolley Station, Route 950 was begun as a faster, non-stop service via the recently-completed SR-905 freeway.

The new route has proven to be very popular, with many riders targeting their border crossing time to catch a Route 950 trip, and trips often with full loads. The service is carrying an average of 74 riders per revenue hour, exceeding other express routes in the MTS system. Some existing eastbound afternoon Route 905 trips will be converted to Route 950 trips at the end of this month.

Staff believes that the popularity and performance of new Route 950 warrants making it a regular (non-trial) MTS route. Board Policy 42 requires Board action for a route to be made permanent within its 12-month trial period.

Title VI

Transit agencies that are implementing a new fixed-guideway project are required by the FTA to conduct a service and fare equity analysis prior to the beginning of revenue operations. Proposed changes to connecting and feeder services are to be included in the analysis. The purpose of this study would be to determine if there are any adverse impacts, as defined by MTS Board Policy 42, that would result from implementation of the service. That analysis is currently underway, and will be provided to the Board prior to its vote on the approval of the recommendations. A preliminary review of the effects does not reveal any potentially adverse impacts. The net impacts of changes proposed for Routes 14 and 950 will be presented as a separate analysis, as they are unrelated to the implementation of the fixed-guideway Rapid routes.

California Environmental Quality Act (CEQA)

CEQA requires agencies to prepare and certify an environmental impact report on a project that it proposes to implement that may have a significant effect on the environment (or to adopt a negative declaration if the project will not have a significant effect).

Any CEQA-required documentation for the Rapid routes to be implemented in 2014 would be covered within the following documents prepared by SANDAG and CalTrans during the development stages of these projects:

- Downtown San Diego Bus Rapid Transit Stations, SANDAG: Mitigated Negative Declaration, September 2013

- Mid-City Rapid Bus Project, SANDAG: Mitigated Negative Declaration, November 2008, addendum February 2012
- State Route 15 Mid-City Bus Rapid Transit Project, CalTrans: Mitigated Negative Declaration, June 2011
- Interstate 15 Managed Lanes Project, CalTrans: Mitigated Negative Declaration, March 2003
- Interstate 15 Express Lanes Mira Mesa/Scripps Ranch Direct Access Ramp Project, CalTrans: Finding of No Significant Impact, March 2009

However, certain activities are exempted from the requirements of CEQA, including implementation of or increases in transit services on existing roads and highways (Public Resource Code § 21080 (6)(10)). The package of proposals for Board consideration at today's Public Hearing represents a net increase of approximately 81,000 annual revenue hours and 1,496,000 annual revenue miles in transit service along existing highway and road rights-of-way, thereby exempting the elements of these proposals from further examination under CEQA.

Staff will make adjustments to these proposals as necessary based on Board member and public comment at this Public Hearing. Final recommendations will be brought to the Board of Directors in February 2014 for approval. That meeting will also include the results of the Title VI Service Equity Analysis for the Board's consideration prior to approval of the proposals. Changes approved at that time will be phased in as the associated Rapid projects are completed. The earliest changes would take place in June 2014.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com



AGENDA ITEM NO.

25a

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

/

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	January 16, 2014		
Name	Jose Melendez		
Address	1127 N. Barranca Ave, Covina CA 91722		
Telephone	(626) 966-1676		
Organization Represented			
Subject of Your Remarks	844 / 845		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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AGENDA ITEM NO.

25a.

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
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(PLEASE PRINT)

DATE	1-16-14		
Name	Carrie Winder		
Address	13804 Via Rimini		
Telephone	858 6033854		
Organization Represented			
Subject of Your Remarks	850 route change		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

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AGENDA ITEM NO.

25a.

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

3

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(PLEASE PRINT)

DATE	Jan 16, 2013		
Name	Daniel Perry		
Address	10268 Lone Dove St SD		
Telephone	858-312-5452		
Organization Represented	self		
Subject of Your Remarks	Rapid B 880 Rider		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25a

14

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

4

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(PLEASE PRINT)

DATE	No Show		
Name	Aaron Seavey		
Address	2787 E St. Apt 208 San Diego, CA 92102		
Telephone	(619) 755-1479		
Organization Represented	Self		
Subject of Your Remarks	Rt 14 about		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25a. 14

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

5

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(PLEASE PRINT)

DATE	1-16-14
Name	Tejennia Hargrove (Gina)
Address	4881 Rolando Court SD, CA 92115
Telephone	(619) 623-9537
Organization Represented	San Diego State University
Subject of Your Remarks	Keep Route 14
Regarding Agenda Item No.	25a
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25a.

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

6

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(PLEASE PRINT)

DATE	
Name	BILL SMOOT
Address	14020 CAMINITO ALMENDAS SD CA
Telephone	858 733 1146
Organization Represented	NONE
Subject of Your Remarks	PROPOSED ROUTE 850 CHANGES
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	01/16/2014			
Name	Mary Jane Caulder			
Address				
Telephone				
Organization Represented				
Subject of Your Remarks				
Regarding Agenda Item No.	Route 14			
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25A

14

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

8

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(PLEASE PRINT)

DATE	1-16-14
Name	MARY ELLEN HNATUSKO
Address	2847 Escala Circle
Telephone	619-521-0346
Organization Represented	—
Subject of Your Remarks	Proposed discontinuation Bus #14
Regarding Agenda Item No.	25A
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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Handout

AGENDA ITEM NO.

25a.

14

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

9

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(PLEASE PRINT)

No Show

DATE	9/16/14		
Name	Shirley Warner		
Address	5026 OLD CHIFFS ROAD SAN DIEGO CA 92120		
Telephone	619-582-7116		
Organization Represented	None		
Subject of Your Remarks	Route 14		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25a

14

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE					
Name	Melinda Jane May Janecsek				
Address					
Telephone					
Organization Represented					
Subject of Your Remarks					
Regarding Agenda Item No.					
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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14



AGENDA ITEM NO.

25a

14

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

11

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(PLEASE PRINT)

DATE	1-16-14	1-16-14
Name	Deborah Cook	Deborah Cook
Address	5525 Shasta Lane, #205, La Mesa CA 91942	
Telephone	(619) 466-2044	
Organization Represented	La Mesa Community	
Subject of Your Remarks	Route 14	
Regarding Agenda Item No.	25A	
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

25a

14

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	11/16/2014	11/16/2014
Name	Greta Dahamel	Greta Dahamel
Address	5570 Lake Park Way	5570 Lake Park Way
Telephone		619-249-1253
Organization Represented		La Mesa community
Subject of Your Remarks		Change to route
Regarding Agenda Item No.		25a
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

25A

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	16 JAN 2014		
Name	DOUG GROVER		
Address	PO Box 910598 San Diego CA		
Telephone	858.658.3275		
Organization Represented	self		
Subject of Your Remarks	elimination of Express Service ^{Rancho} Remedio SERVICE CHANGES		
Regarding Agenda Item No.	25		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

25a.

1d

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

B14

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(PLEASE PRINT)

DATE	1/16/14
Name	PETER VOSTER
Address	4574 CAMPUS AVE
Telephone	(619) 294-9468
Organization Represented	Myself
Subject of Your Remarks	Route #14 - To Be Discontinued
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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14



AGENDA ITEM NO.

25A

14

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

15

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(PLEASE PRINT)

DATE	2014-01-16			
Name	S Clive Richard			
Address	5153 La Dorna St, San Diego			
Telephone	615-867-7049			
Organization Represented	Self			
Subject of Your Remarks				
Regarding Agenda Item No.				
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

25A

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	1-16-14
Name	Ken Given
Address	16590 Pennock St. SD.
Telephone	858-673-1562
Organization Represented	QUALCOMM
Subject of Your Remarks	Route 880
Regarding Agenda Item No.	4
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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2014 Major Service Change Proposals **PUBLIC HEARING**

MTS Board of Directors
January 16, 2014



RAPID: NEW MODE, 3 NEW ROUTES

- New “RAPID” branding
- New stations, shelters & transit centers
- Higher frequency and span
- Faster service
- Electronic next-arrival signs
- Park-and-Rides (I-15)
- Transit signal priority
- New articulated buses
- Operations 100% subsidized by TransNet = stability of funding & service levels
- SuperLoop was our first experience of Rapid-style amenities



***Rapid*: Related Service Changes**

- *Rapid* is expected to attract new riders and increase interest in transit
- Proposals were developed to significantly improve existing route services to add value for riders
- Goals for these other route changes
 - *maximize region's investment in new routes and infrastructure (similar to an LRT extension)*
 - *leverage new services to improve network and attract riders to all MTS services within existing resources*



3



RELATED SERVICE CHANGES: RIDER OUTREACH

- Draft concepts presented to the public for feedback
- Outreach effort in September 2013
 - Objective to collect input prior to final planning process and official Public Hearing
 - 11 posted 'formal' outreach events at transit centers and bus stops along affected corridors
 - Other ad-hoc outreach at bus stops as needed
 - Information sent to over 30 community, advocacy, and other interested organizations
 - Webpage on www.sdmts.com
 - On-line survey with over 200 responses
 - Comments accepted via comment card, email, telephone hotline, and mail



4



PROPOSED MAJOR CHANGES

Two primary areas potentially impacted by non-Rapid changes:

- Mid-City/Uptown
 - Hillcrest
 - University Heights
- I-15 North Corridor
 - Mira Mesa
 - Rancho Peñasquitos
 - Poway
 - Rancho Bernardo/4S Ranch



5



MID-CITY RAPID



6



MID-CITY IMPACTS

Mid-City Rapid replaces Rt. 15, discontinuing 163 service between Mid-City and Downtown, and to Washington St.

Riders asked for feedback on several different alternatives.

Recommendations:

- No major changes to Routes 1 or 11
- Implement new trial express route between Adams Ave. and City College Trolley Station via Washington St. and Hwy. 163
 - Restores service lost from Rt. 15
 - Connects Adams Ave. corridor to hub at City College and to Rapid stations in City Heights
 - Travel time from Adams/30th-Broadway reduced from 35 min. to 15 min.



7



PROPOSED NEW TRIAL EXPRESS ROUTE



8



I-15 RAPID

• Route A

- Escondido-Downtown,
via Del Lago, Rancho Bernardo,
Sabre Springs, Mira Mesa,
Kearny Mesa, City Heights
- All-day, 7 days/week
- Frequencies:
Weekdays 15/30 minutes
Weekends 30 minutes

• Route B

- Rancho Bernardo-UCSD,
via Sabre Springs, Mira Mesa,
Sorrento Mesa, La Jolla Village Dr.
- Weekday, peak-only
- Frequency: 15 minutes



9



ROUTE 20

Three current roles:

Regional North-South trips
between Downtown and
North I-15 corridor

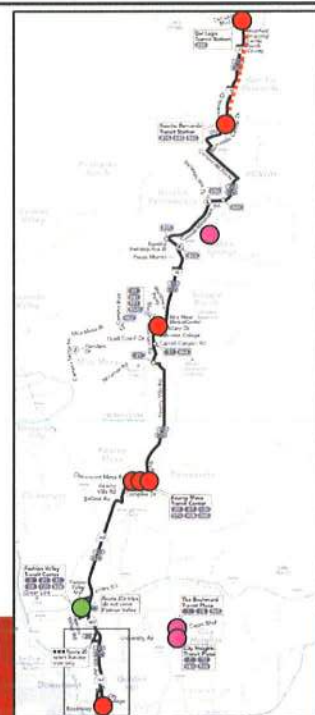


Hwy 163 corridor Express: bridges
Downtown, Fashion Valley (Green
Line), and Kearny Mesa



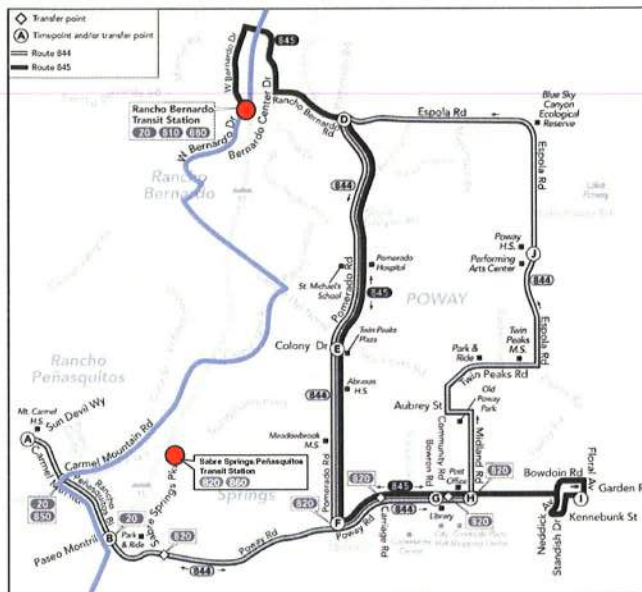
Local distribution north of
Kearny Mesa:

Ruffin Rd, Black Mtn Rd, Rancho
Peñasquitos Bl, Carmel Mtn Rd,
Camino del Norte, W Bernardo Dr



10

CURRENT ROUTES 844 & 845 (and Rt. 20)

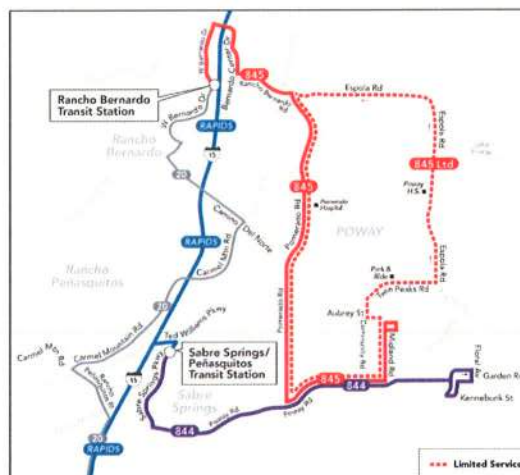


11



I-15 BRT RECOMMENDATIONS

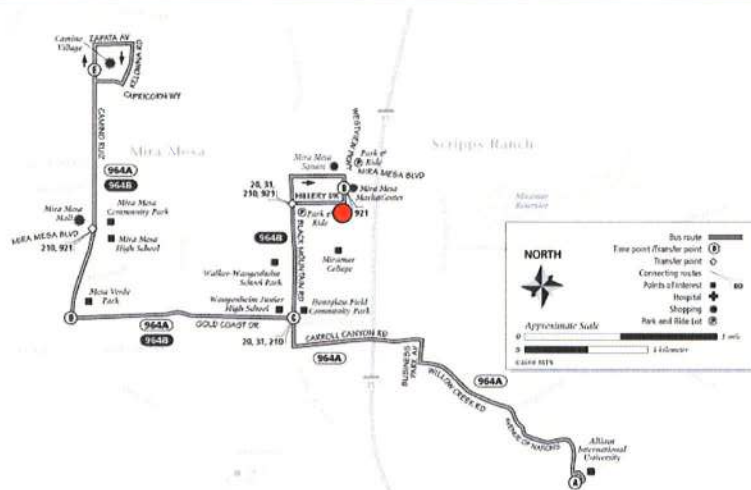
- **Route 20**
 - End at RB instead of Del Lago
 - 15-min service between Downtown, FVTC, Kearny Mesa for Green Line connections
 - Schedule adjustments
- **Route 844**
 - Restructure to east-west across Poway Rd. to SSPTS
 - Some service near schools
 - Northern Espola Rd. disc.
 - Service every 30 min. Mon-Sat
- **Route 845**
 - Schedule adjustments
 - Midland Rd. service



12



CURRENT ROUTE 964



13



I-15 BRT RECOMMENDATIONS

- **Route 964**
 - Restructure to center at Mira Mesa Transit Center
 - Revised routing along Scripps Ranch Blvd.
 - Weekdays only
 - 30 minute frequency
- **Route 921**
 - Western terminal at UTC instead of UCSD
 - Eastern terminal at Mira Mesa Transit Center



14



ROUTE 210 RECOMMENDATION

- Original consideration for discontinuation, with Premium Express stopping at Mira Mesa instead. Challenges:
 - Uncertainty about loads and capacity on Premium Express routes
 - Time penalty for Premium Express riders from North I-15
 - Higher fare for Rt. 210 riders
 - Transfer required with Rt. 921
- Current proposal to retain modified Rt. 210:
 - Route change to 163 instead of 15/94 (no City Heights)
 - Accesses I-15 on Hillery DARs (instead of via Black Mountain Rd.)
 - 3-4 daily round trips instead of 5
 - Possible savings of a peak bus, and any cost savings potentially reinvested in I-15 RAPID feeder service



15



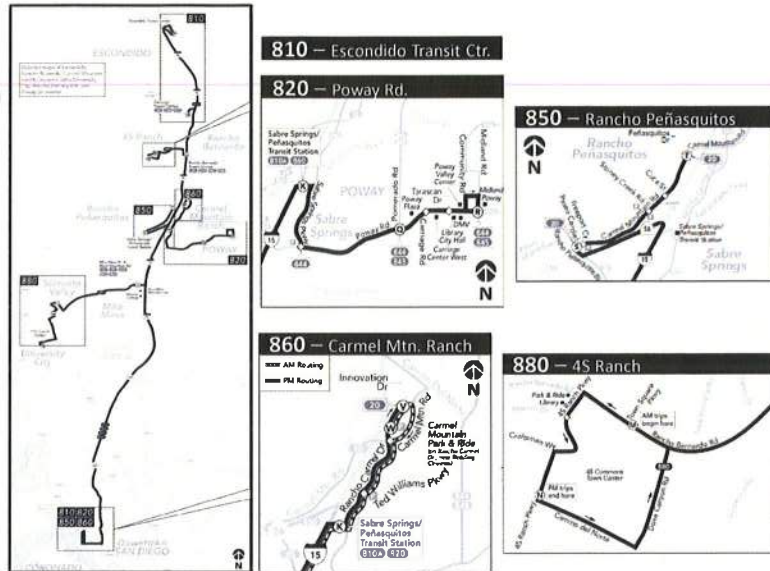
ROUTE 960 RECOMMENDATION



16



Current Premium Express Routes

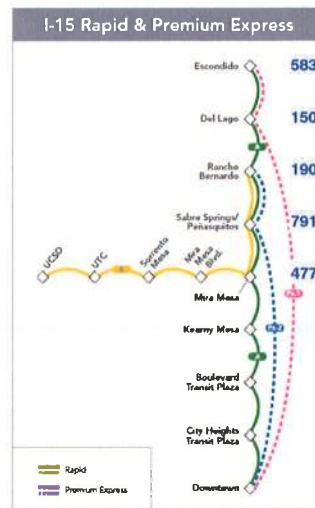


17



PREMIUM EXPRESS RECOMMENDATIONS

- Route 810 replaced by **Route Px-1**
 - Escondido, Del Lago only
 - LOS similar to current
- Routes 820, 850, 860 replaced by **Route Px-2**
 - Serves only RBTS and Sabre Springs/Peñasquitos TS
 - Tails into neighborhoods discontinued (Poway Rd., Rancho Carmel Dr., Carmel Mtn. Rd.)
 - Current loads average 17-19 per trip (57 seat bus)
 - Combined headway proposed at ~15 minutes, depending on demand and resources
- Route 880 discontinued
 - 4S Ranch funding runs out in 2014
 - New Rapid service across Mira Mesa Blvd.



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PREMIUM EXPRESS ROUTE 880

- Connects 4S Ranch to RB Transit Station, Mira Mesa Bl., Sorrento Mesa, and UTC
 - 4S Ranch development mitigation required transit fund
 - Community decided on express service - **Route 880** started in 2009
 - Board directed a hearing and notice for discontinuation when funds run out; 4S Ranch funding will be exhausted in **mid-2014**
 - Continuing the service requires new \$106K annual MTS subsidy
-
- New Rapid service across Mira Mesa Blvd. to start in 2014
 - Recommendation to leverage Rapid service: connect Park and Ride at RBTS to Mira Mesa, Sorrento Mesa (MM Blvd.), and UTC

- 95 average weekday passengers
- \$106K annual subsidy
- 16.5 pass./hr.
(Prem. Exp. Avg. = 21.3)



19



Sorrento Mesa



20

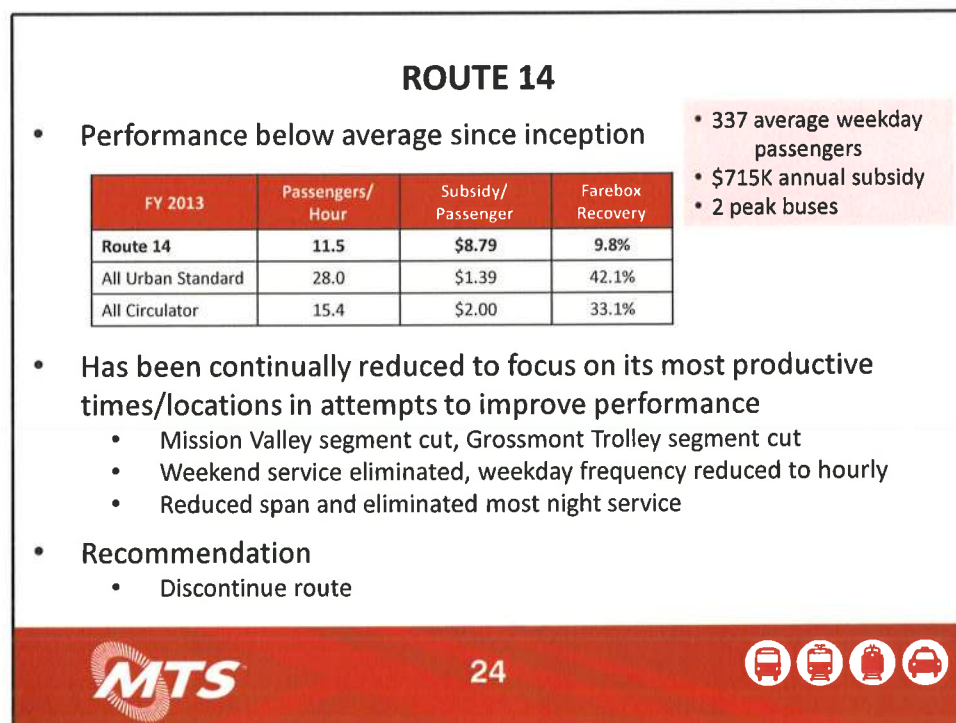
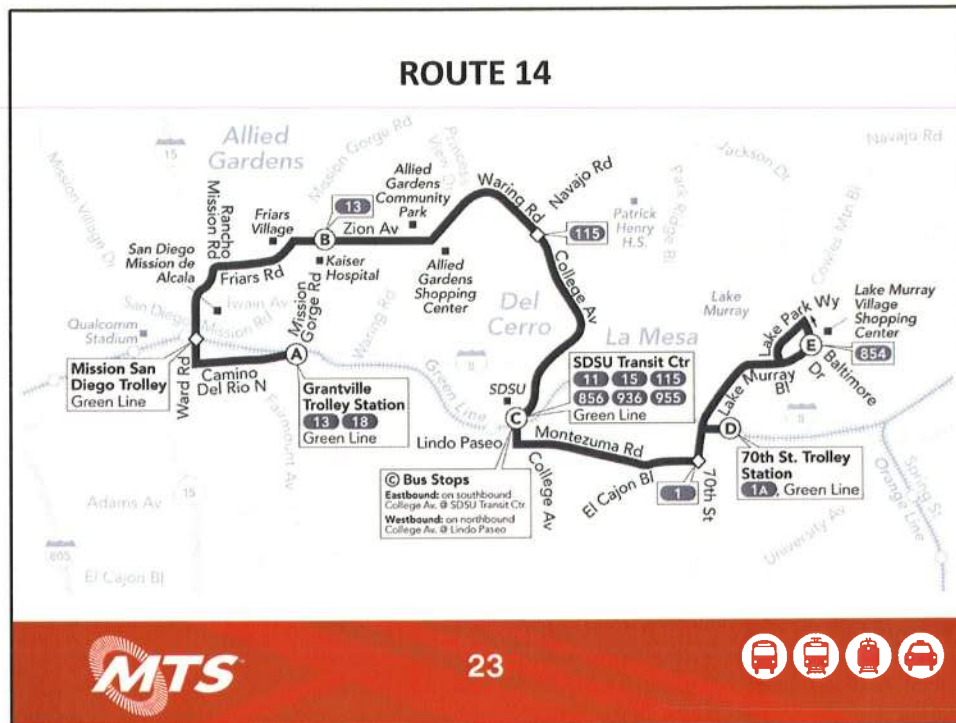


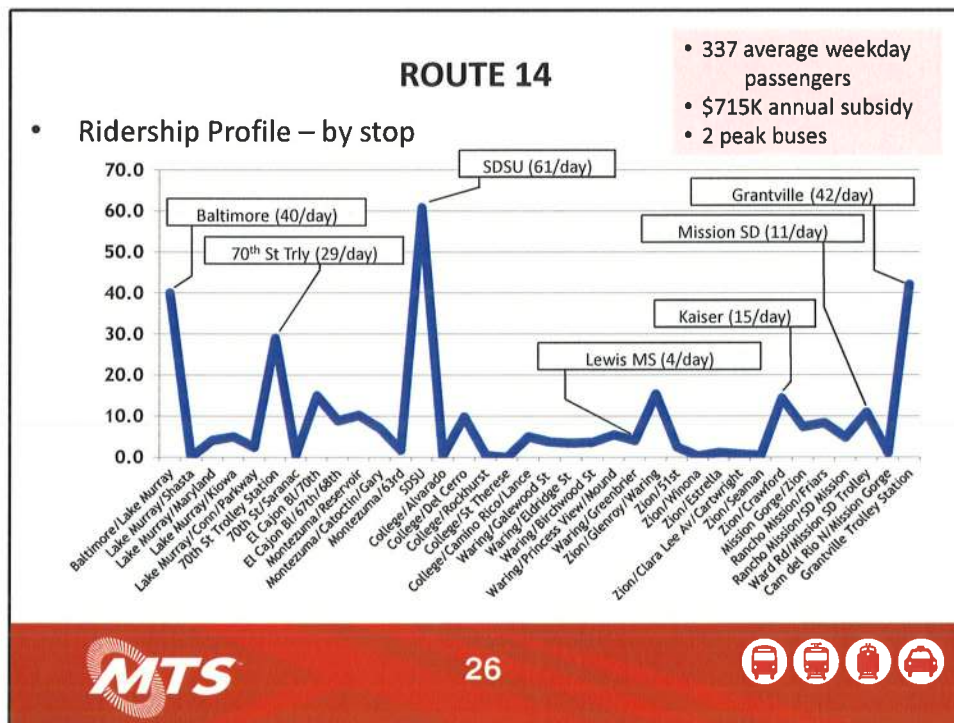
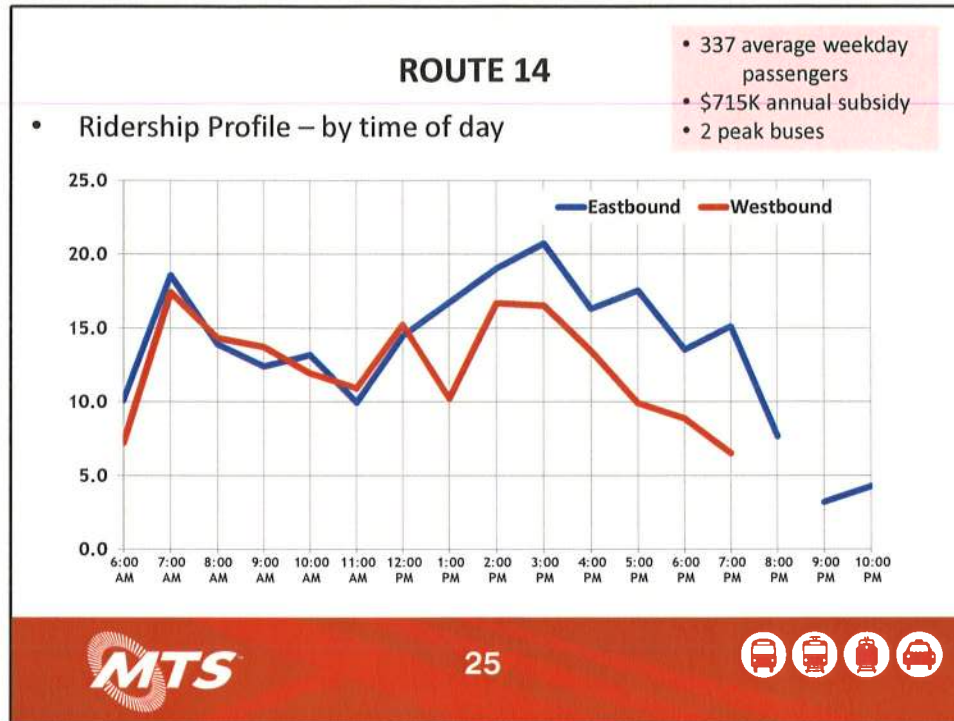


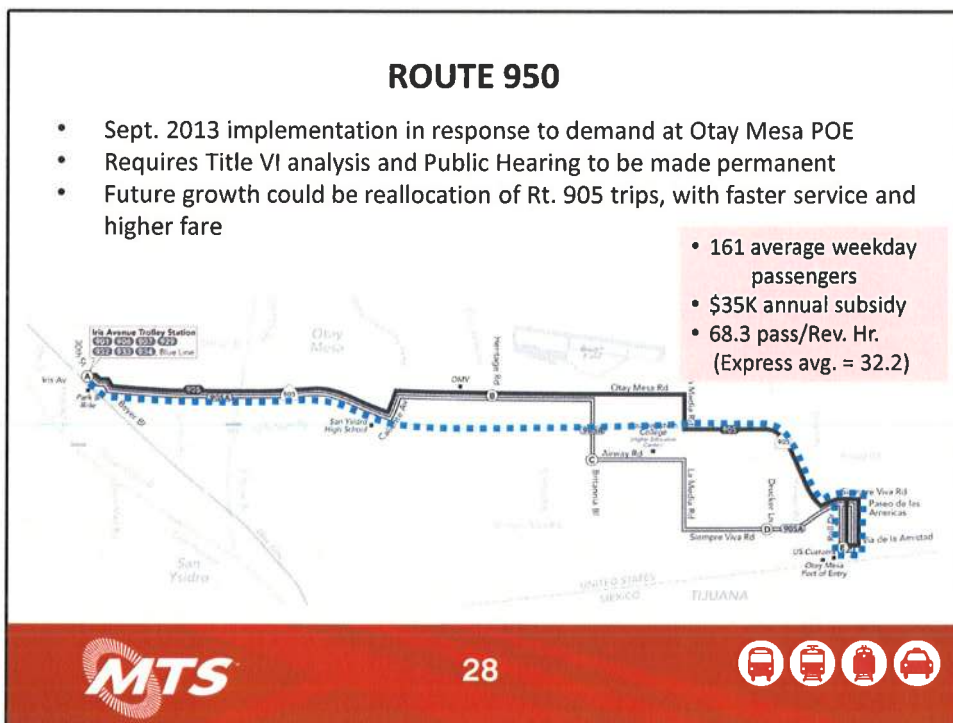
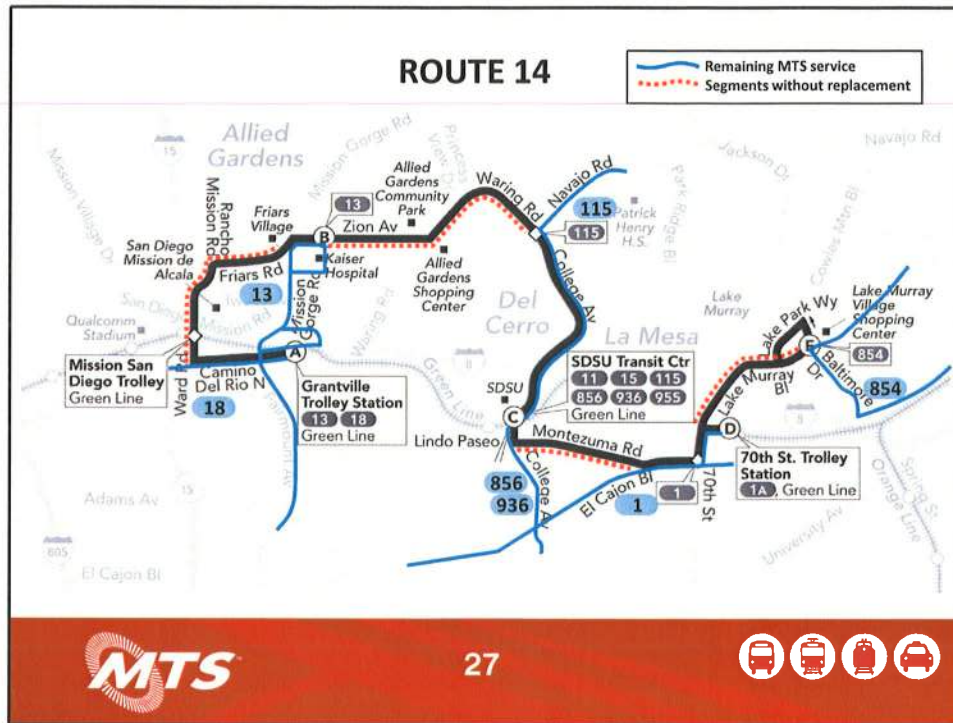
OTHER ROUTES

- Route 14 (Grantville-La Mesa)
 - Recommendation: Discontinue route
- Route 950 (Otay Mesa-Iris Trolley Express)
 - Recommendation: Make trial route permanent

The slide features a red footer bar with the MTS logo, the number 22, and four transit mode icons (bus, trolley, train, car).







BUDGET IMPACTS

- RAPID implementation is budget-neutral
(TransNet reimburses MTS the operating subsidies)
- Restructuring I-15 Express services saves \$566,000 in cost annually by eliminating tails and consolidating trips
- Net annual cost for Rapid feeder services is \$828,561
- Discontinuation of Route 14 saves \$718,000 of annual cost, much of it subsidy due to low farebox recovery
- Route 950 (Otay Mesa-Iris Express) service is \$112,095 in added annual cost; low subsidy makes budget impact much smaller



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**PUBLIC HEARING
COMMENTS**

*Comments received by
telephone, mail, and
e-mail, as of 1/15/14:*

Route	Total Comments
Rapid A	21
Rapid B	24
Rapid C (Mid-City)	14
14	133
15	9
20	8
210	3
810	4
820	5
850	10
860	6
Px-1 & Px-2	9
844 & 845	13
880	29
921	18
950	2
960	6
964	6



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TIMELINE

- Construction underway
- Summer 2013 Initial planning
- September: Rider outreach
- October-December:
Final Planning, Title VI Service Equity Analysis
- ➔ • January 2014: Public Hearing
- February: Board approval
- Mid-2014: Phased start-of-service



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RECOMMENDATION

- Conduct hearing and receive public testimony
- Provide direction to staff



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1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 25b

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

PUBLIC HEARING OF NECESSITY TO ADOPT A RESOLUTION OF NECESSITY FOR EASEMENT ACQUISITION OF ASSESSOR'S PARCEL NOS. 550-500-23, CITY OF SAN DIEGO; 555-011-17, CITY OF NATIONAL CITY; 571-090-12, CITY OF CHULA VISTA; 576-523-04, CITY OF LEMON GROVE; OWNED BY THE UNION PACIFIC RAILROAD (TIM ALLISON)

RECOMMENDATION:

That the Board of Directors:

1. receive public testimony;
2. adopt Resolution of Necessity No. 14-2 (Attachment A) by a two-thirds vote approving the full acquisition of Assessor's Parcel Nos. (APN) 550-500-23, 555-011-17, 571-090-12, and 576-523-04 and find that:
 - the public interest and necessity require the project;
 - the project is planned or located in a manner that will be the most compatible with the greatest public good and the least private injury;
 - the acquisition of the property is necessary for the project; and
 - an offer of just compensation has been made to the property owner; and
3. authorize staff to proceed with condemnation proceedings to acquire the subject parcels.



Budget Impact

The cost of purchase would come from the Orange / Blue Line TPSS Project (Project Code 12817)

DISCUSSION:

The new Low-Floor Vehicle System Upgrade Project requires additional traction power substations be constructed along the Orange and Blue Lines to provide additional power to the traction power system. Four sites owned by the Union Pacific Railroad have been identified as necessary for the project. The properties are located in the Cities of Lemon Grove, San Diego, National City, and Chula Vista.

California eminent domain law provides that a public entity may not commence an eminent domain proceeding until its governing body has adopted a Resolution of Necessity, which resolution may only be adopted after the governing body has given each party with an interest in the affected property, or their representatives, a reasonable opportunity to appear and be heard on the following matters:

1. The public interest and necessity require the project.
2. The project is planned or located in a manner that will be the most compatible with the greatest public good and the least private injury.
3. The interest in the property is necessary for the project.
4. An offer of just compensation has been made to the property owner.

The Public Interest and Necessity Require the Project

The Trolley Renewal Project is a system-wide rehabilitation and upgrade of the existing Trolley System. The project includes the purchase of new low-floor vehicles, the rehabilitation and retrofit of stations and transit centers throughout the system, new crossovers and upgraded signaling, replacement of the overhead catenary wire, track work and rail replacement, slope repair, and traction power substation replacement and rehabilitation.

The new low-floor trolley vehicles are planned to be deployed throughout the system, replacing the oldest trolley vehicles. These new cars consume more energy than the older models. The project team determined that additional traction power substations be constructed along the Orange and Blue Lines to provide additional power to the traction power system.

The Project is Planned or Located in a Manner that will be the Most Compatible with the Greatest Public Good and the Least Private Injury

The Traction Power Substation (TPSS) sites were chosen based on several considerations through the engineering design process.

One consideration is the connection point to the overhead catenary system (OCS). The Traction Power Substations are located generally every mile to provide power to the trolley. The substations need to be evenly spaced to avoid voltage issues related to line loss. The locations along the trolley line that serves the system best is a connection nearest to the electrical load gap in-between existing substations.

The sites chosen were within the current operating envelop of MTS and where adjacent to existing easements granted to MTS from the Union Pacific or adjacent to MTS fee ownership. There were no existing uses on the property that would be impacted.

The Interest in the Property is Necessary for the Project

All property interests will be acquired as easements.

The property, APN 576-523-04, in the City of Lemon Grove is a sliver property at Main Street and San Pasqual Street situated between Main Street and the MTS right-of-way. The MTS easement required is 2,580 square feet.

The second property, APN 550-500-23, is located at the Pacific Fleet Trolley Station at 32nd Street in the City of San Diego, as an extension of the MTS existing easement. This easement is to the south of the easterly platform consisting of 9,900 square feet. The property is used for the SDGE overhead transmission lines.

The third location, APN 555-011-17, is at the 8th Street Trolley Station in the City of National City. The property is similarly situated as the previous location on property used for the SDGE facilities and adjacent to the easterly station platform.

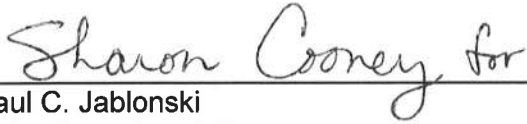
The fourth location, APN 571-090-12, is in the City of Chula Vista just north J Street on the easterly side of the MTS right-of-way. It has no known facilities on the property and is between the railroad and private residential property.

An Offer of Just Compensation Has Been Made to the Property Owner

MTS Policy No. 8, Acquisition of Real Property Interests, outlines the requirements for establishing fair market value for a property being considered for acquisition. It also outlines the process for acquisition considering current state and federal law. MTS is obligated to offer as just compensation at least fair market value and compensate the owner for other expenses, such as title and escrow fees.

Appraisals were prepared by James McNaughton, Jr., MAI, dated October 20, 2013, for APNs 550-500-23, 555-011-17, and 571-090-12, and a Waiver Evaluation was prepared by Mr. Chip Willett of RailPros, Inc. dated July 26, 2013, establishing the fair market

made an offer of just compensation to the property owner to purchase the easements based on the appraisals. Although a negotiated settlement may still be possible for the property cited above, it would be appropriate to commence the procedures to acquire the real property through eminent domain to ensure that access and the necessary property will be available to meet the critical time frames associated with the development of the project.

A handwritten signature in cursive script that reads "Sharon Cooney for". The signature is written in dark ink and is positioned above a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Resolution of Necessity No. 14-2

RESOLUTION NO. _____

[Assessor's Parcel Numbers 576-523-04, 550-500-23, 555-011-17 and 571-090-12]

**A RESOLUTION OF SAN DIEGO METROPOLITAN TRANSIT SYSTEM
DECLARING THAT THE ACQUISITION OF EASEMENTS OVER CERTAIN REAL
PROPERTY BY EMINENT DOMAIN IS NECESSARY FOR THE TRACTION POWER
SUB-STATIONS PROJECT.**

WHEREAS, San Diego Metropolitan Transit System ("MTS") proposes to acquire easements over certain real property for the purpose of constructing the Traction Power Sub-Stations Project ("Project") pursuant to the authority granted to MTS by Public Utilities Code sections 120240-120242 and Code of Civil Procedure sections 1240.110 and 1240.120; and

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, MTS scheduled a public hearing for Thursday, January 16, 2014, at 9:00 a.m. at MTS Headquarters located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, and gave to each person whose property is to be acquired and whose name and address appears on the last equalized county assessment roll, notice and a reasonable opportunity to appear at said hearing and be heard on the matters referred to in Code of Civil Procedure section 1240.030; and

WHEREAS, said hearing has been held by MTS, and each person whose property is to be acquired by eminent domain was afforded the opportunity to be heard on said matters; and

WHEREAS, MTS may now adopt a resolution of necessity pursuant to Code of Civil Procedure section 1240.040;

NOW, THEREFORE, BE IT RESOLVED BY THE Board of Directors of San Diego Metropolitan Transit System as follows:

Section 1. Notice and Hearing Compliance.

MTS has provided notice of this hearing as required by Code of Civil Procedure section 1245.235.

Section 2. Public Use.

The public use for which the real property is to be acquired is to install a Traction Power Sub-Station to provide the power needed for the newly acquired Low Floor Light Rail Vehicles that will run along the entire MTS Trolley System. MTS is authorized to acquire by eminent domain property necessary for such a purpose.

Section 3. Description of Property.

Attached and marked as Exhibits "A" and "B" are the legal descriptions and maps of the real property to be acquired by MTS, describing the general location of the property to be acquired as easements with sufficient detail for reasonable identification.

Section 4. Findings.

MTS hereby finds and determines the following:

- a. The public interest and necessity require the proposed project; and
- b. The proposed project is planned or located in the manner that will be the most compatible with the greatest public good and with the least private injury; and
- c. The property is necessary for the proposed project; and
- d. The offer required by Government Code section 7267.2 was made.

Section 5. Condemnation for a Compatible Use.

Some or all of the real property to be acquired is subject to easements and rights-of-way appropriated to existing public uses. The legal descriptions of these easements and rights-of-way are on file with MTS and describe the general location and extent of the easements and rights-of-way with sufficient detail for reasonable identification. The proposed use is a compatible use and will not unreasonably interfere with or impair the continuance of the public use now existing or reasonably expected to exist in the future. MTS is authorized to acquire the property subject to such existing public uses pursuant to Code of Civil Procedure section 1240.510.

Section 6. More Necessary Public Use.

Some or all of the real property affected by the interest to be acquired is subject to easements and rights-of-way appropriated to existing public uses. To the extent that the herein described use or uses will unreasonably interfere with or impair the continuance of the public use as it now exists or may reasonably be expected to exist in the future, MTS finds and determines that the herein described use or uses are more necessary than said existing public use. Counsel for MTS is authorized to acquire the herein described real property appropriated to such existing public uses pursuant to section 1240.610 of the California Code of Civil Procedure. Staff is further authorized to make such improvements to the affected real property that it determines are reasonably necessary to mitigate any adverse impact upon the existing public use.

Section 7. Further Activities.

Best Best & Krieger LLP, as special counsel to MTS, is hereby authorized to acquire the described real property in the name of and on behalf of MTS by eminent domain. Best Best & Krieger LLP is further authorized to institute and prosecute such legal proceedings as may be required. Best Best & Krieger LLP may take such steps as may be authorized and required by law, and make such deposits as may be required by order of the court, to permit the MTS to take possession of and use said real property at the earliest possible time. Best Best & Krieger LLP is

60007.00051\8427950.2

further authorized to correct any errors or to make or agree to non-material changes in the legal description of the real property that is deemed necessary for the conduct of the condemnation action, or any other proceedings or transactions required to acquire the subject real property.

PASSED AND ADOPTED, this ____ day of _____, 2014.

Chairperson
San Diego Metropolitan Transit System

AYES:

NAYS:

ABSENT:

ABSTAINING:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

EXHIBIT "A"

Orange Line Substation Easement
APN: 576-523-04

That portion of Lot 12 of the Partition of Ranch Mission of San Diego according to Partition Map there of in Superior Court Case No. 348 on file in the Office of the County Clerk of San Diego County, State of California, described as follows:

COMMENCING at the intersection of the Northwesterly line of a strip of land 22.50 feet in width granted to Southern Pacific Transportation Company described in Parcel 4 of grant deed recorded October 17, 1979 as File/Page No. 79-434064 of Official Records in said San Diego County and the centerline of Massachusetts Avenue as shown on Record of Survey No. 17103 recorded August 17, 2001 as File/Page No. 2001-0587666 of Official Records; thence Northeasterly along said Northwesterly line North 35°59'45" East 365.82 feet to the **POINT OF BEGINNING**;

1. thence continuing along said line North 35°59'45" East 121.67 feet to the Southeasterly prolongation of the Northeasterly line of San Pasqual Street according to Map No. 2744 recorded January 24, 1951 as File No. 10681 of Official Records of said San Diego County;
2. thence Southeasterly along said prolongation South 49°45'45" East 22.56 feet to the Southeasterly line of said 22.50 feet stripe of land;
3. thence southwesterly along said strip of land South 35°59'45" West 120.00 feet to a line that bears South 54°00'15" West from the **POINT OF BEGINNING**;
4. thence North 54°00'15" West 22.50 feet to the **POINT OF BEGINNING**;

Said land contains 2,719 square feet or 0.062 acres, more or less.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 6.

This legal description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: _____

John R. Berggren, L.S. 6000
License Expires 12/31/2014
Date: December 5, 2013



EXHIBIT "A"

Blue Line Substation Easement
APN: 550-500-23

A portion of land in the City of San Diego, County of San Diego, State of California, within a portion of Pueblo Lot 1167 of the Pueblo lands of said City of San Diego, described as follows:

COMMENCING at the most Southerly corner of Parcel 12 of Deed to San Diego & Arizona Eastern Railway Company recorded October 17, 1979 as File/Page No. 79-434062 of Official Records, said corner being along a line drawn parallel with and distant 17 feet Northeasterly, measured at right angles, from the center line of San Diego & Arizona Eastern Railway Company's main track (San Diego-San Ysidro) and a distance of 439.2 feet from the East line of 32nd Street as formerly existed 60 foot wide (said east line being parallel with and distant 30 feet Easterly, measured at right angles, from the West line of Pueblo Lot 1167);

1. Thence Southeasterly along said line drawn parallel with and distant 17 feet Northeasterly, measured at right angles, from the center line of San Diego & Arizona Eastern Railway Company's main track (San Diego-San Ysidro), South 50°12'13" East 300.00 feet;
2. Thence leaving said Southeasterly line North 39°47'47" East 33.00 feet to a line drawn parallel with and distant 33.00 feet Northeasterly from said parallel line;
3. Thence Northwesterly along said parallel line North 50°12'13" West 300.00 feet to the Southeasterly line of said Parcel 12;
4. Thence along said Southeasterly line South 39°47'47" West 33.00 feet to the **POINT OF BEGINNING**.

Said land contains 9,900 square feet or 0.227 acres, more or less.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 6.

This legal description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: _____

John R. Berggren, L.S. 6000
License Expires 12/31/2014
Date: June 28, 2013



EXHIBIT "A"

Blue Line Substation Easement
APN: 555-011-17

Those portions Blocks 185, Block 186 and Seventh Street, according to Map thereof No. 348 file October 2, 1882, in the Office of the County Recorder of San Diego County in the City of National City, County of San Diego, State of California, described as follows:

COMMENCING at the intersection of the Easterly line of a strip of land 100 feet in width lying equally 50 feet on each side of the original located center line of San Diego & Arizona Eastern Railway Company's main track (San Diego-San Ysidro) described in Parcel 1 of Exhibit "B" of Correction Deed to Southern Pacific Transportation Company recorded June 24, 1977 as File/Page No. 77-251950 of Official Records and the Northwestern line of 8TH Street (80 feet wide);

1. Thence Northwesterly along said Easterly line North 17°45'55" West 500.00 feet;
2. Thence leaving said Easterly line South 72°14'19" West 33.00 feet to the Easterly line of Parcel 19 of the exception property described in Exhibit "D" of said Correction Deed to Southern Pacific Transportation Company recorded June 24, 1977 as File/page No. 77-251950 of Official Records;
3. Thence Southeasterly along said Easterly line of Parcel 19, South 17°45'55" East 500.00 feet to the Northerly line of said 8TH Street;
4. Thence along said Northerly line North 72°14'19" East 33.00 feet to the **POINT OF BEGINNING**.

Said land contains 16,500 square feet or 0.379 acres, more or less.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 6.

This legal description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: _____

John R. Berggren, L.S. 6000
License Expires 12/31/2014
Date: June 28, 2013



EXHIBIT "A"

Blue Line Substation Easement
APN: 571-090-12

That portion of the Rancho de la Nacion, according to Map thereof No. 166 made by George S. Morrill, filed May 11, 1869 in the Recorder's Office of the County of San Diego, said land lies within the City of National City, County of San Diego, State of California, described as follows:

COMMENCING at the intersection of the Easterly line of the West 140 feet of the East Half of the West Half of Quarter Section 164 and the Northerly line of "J" Street being 40 feet Northerly at right angles from the Southerly line of the Northwest Quarter of said Quarter Section 164;

1. Thence Northwesterly along said Easterly line North $17^{\circ}51'47''$ West 350.00 feet;
2. Thence leaving said Easterly line South $72^{\circ}09'13''$ West 35.50 feet to the Easterly line of Parcel 42 of the exception property described in Exhibit "D" of Correction Deed to Southern Pacific Transportation Company recorded June 24, 1977 as File/Page No. 77-251950 of Official Records;
3. Thence Southeasterly along said Easterly line of Parcel 42, South $17^{\circ}49'08''$ East 350.00 feet to the Northerly line of said "J" Street;
4. Thence along said Northerly line North $72^{\circ}09'13''$ East 35.77 feet to the **POINT OF BEGINNING**.

Said land contains 12,471 square feet or 0.286 acres, more or less.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 6.

This legal description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: _____

John R. Berggren, L.S. 6000
License Expires 12/31/2014
Date: June 28, 2013

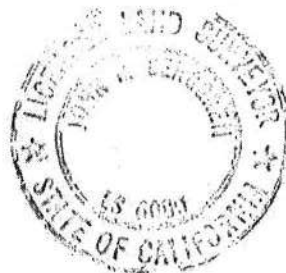
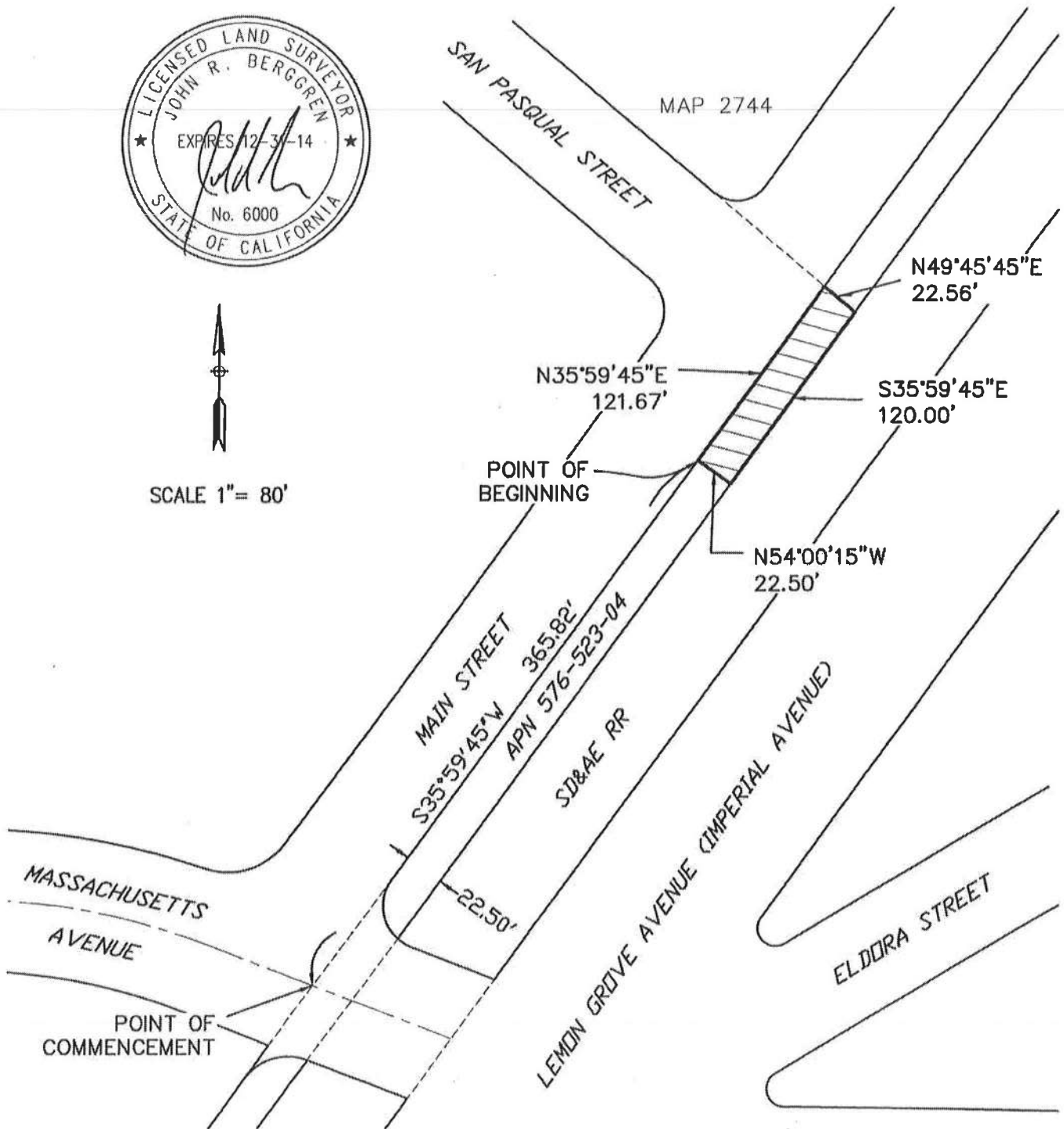


EXHIBIT "B"



SCALE 1" = 80'



SUBSTATION EASEMENT
AREA= 2,719 SF

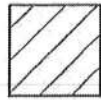
SHEET 1 OF 1



SAN PASQUAL SUBSTATION EASEMENT
APN 576-523-04

12/05/2013

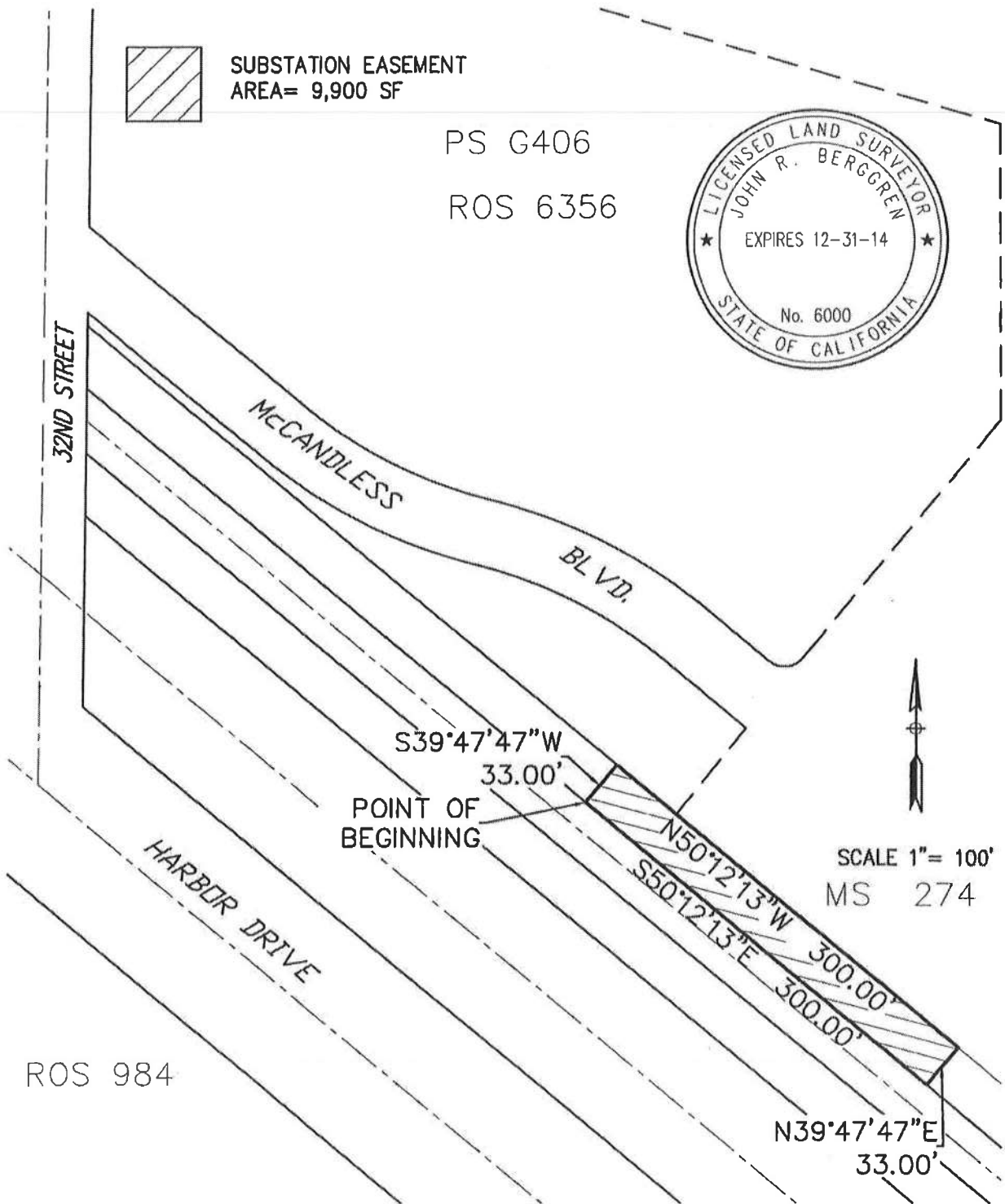
EXHIBIT "B"



SUBSTATION EASEMENT
AREA= 9,900 SF

PS G406

ROS 6356



SCALE 1" = 100'
MS 274

ROS 984

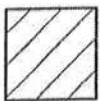
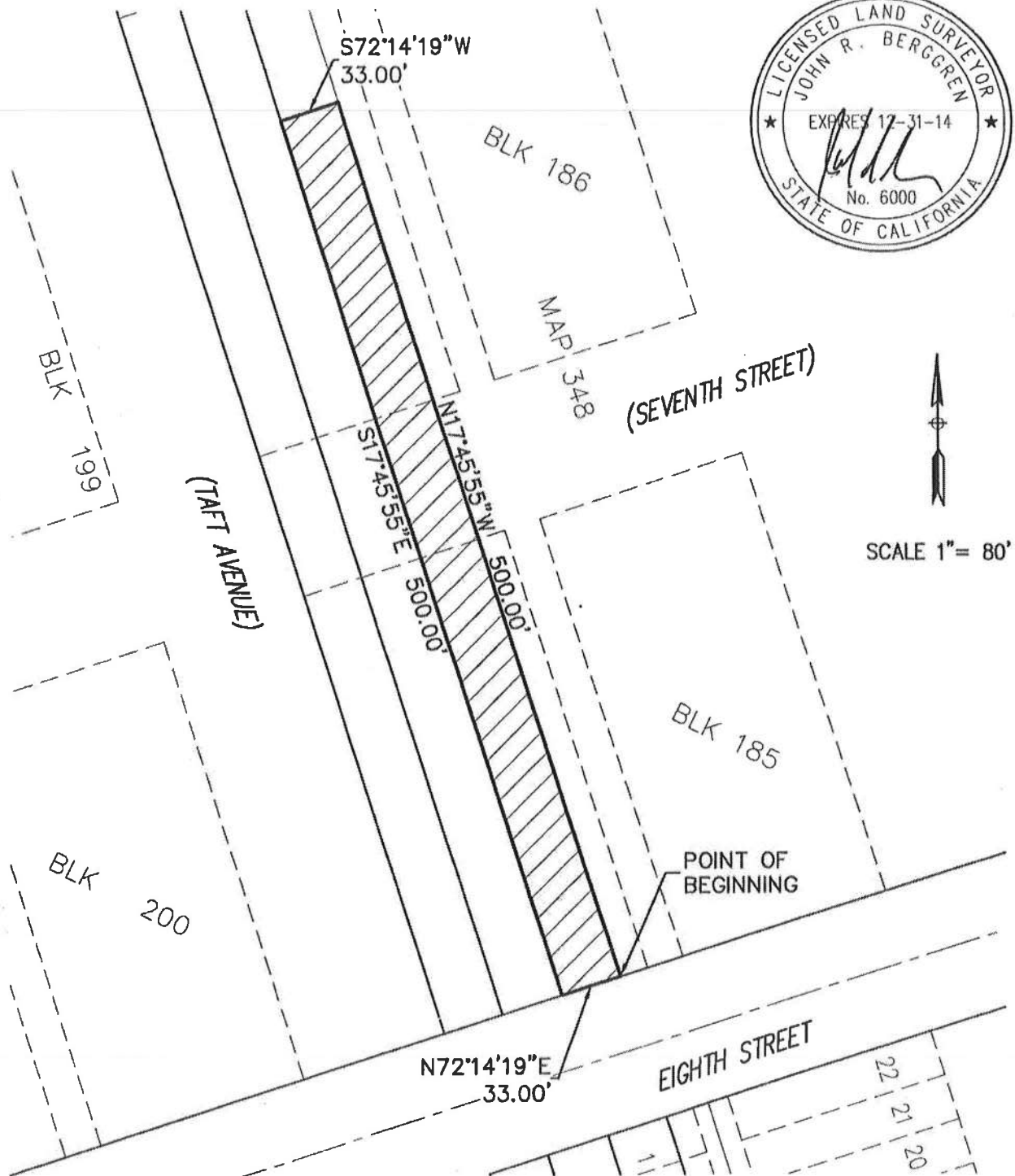
SHEET 1 OF 1



32ND STREET SUBSTATION EASEMENT
APN 550-500-23

06/28/2013

EXHIBIT "B"



SUBSTATION EASEMENT
AREA= 16,500 SF

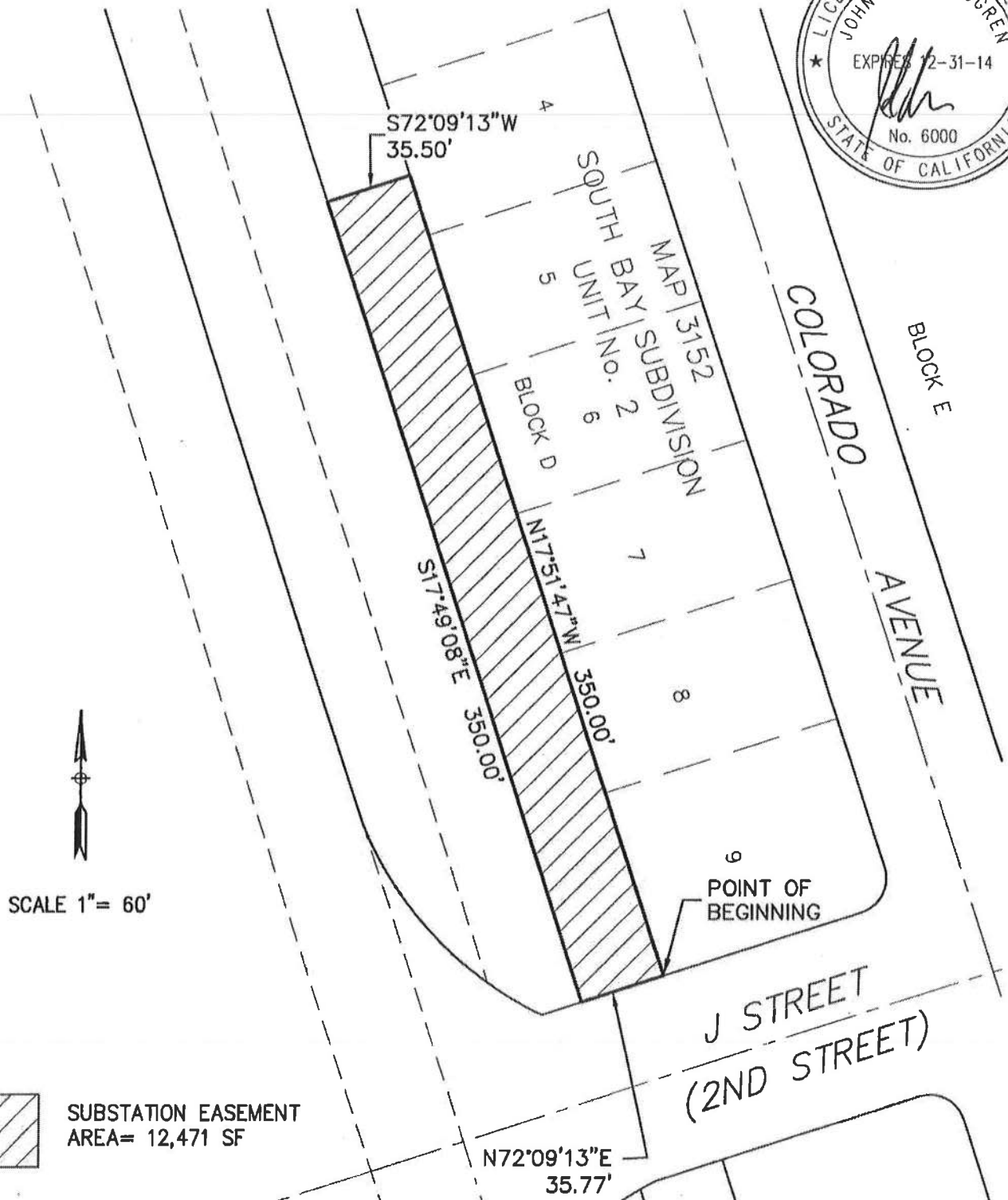
SHEET 1 OF 1



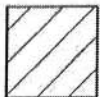
8TH STREET SUBSTATION EASEMENT
APN 555-011-17

06/28/2013

EXHIBIT "B"



SCALE 1" = 60'



SUBSTATION EASEMENT
AREA= 12,471 SF

SHEET 1 OF 1



J STREET SUBSTATION EASEMENT
APN 571-090-12

06/28/2013

Hearing of Necessity

Union Pacific Railroad

January 16, 2014



Adoption of a Resolution of Necessity

- The public interest and necessity require the project.
- The project is planned and located in a manner compatible with the greatest public good and the least private injury.
- The property is needed for the project.
- An offer of just compensation has been made to the owner of the property.



***“The public interest
and necessity
require the project.”***

Project:
Trolley Renewal
Project



Trolley Renewal Project

System wide rehabilitation and upgrade

- Purchase new low-floor vehicles
- Rehabilitation and retrofit of stations
- New crossovers and upgraded signaling
- Replacement of catenary wire
- Track work and rail replacement
- Slope repair
- Traction power substation rehabilitation
- New additional traction power substations



New Low-Floor Vehicles

- Additional 65 vehicles
- Consume more energy.
- Requires supplemental Traction Power Substations strategically placed along the orange and blue lines.



5

“The project is planned or located in a manner that will be the most compatible with the greatest public good and the least private injury.”

Site Selection

- Existing substation spacing creating areas of low power delivery
- Sites placed closest to these load-gap sites
- Sites chosen to be closest to current operating right of way



6

“Interest in the property is necessary for the project.”

- Interest being acquired - non-exclusive easements.
- Easements will be subject to any existing easements, leases, licenses, that may exist on the property.
- Will not interfere with the Existing SDG&E transmission lines straddling the tracks.



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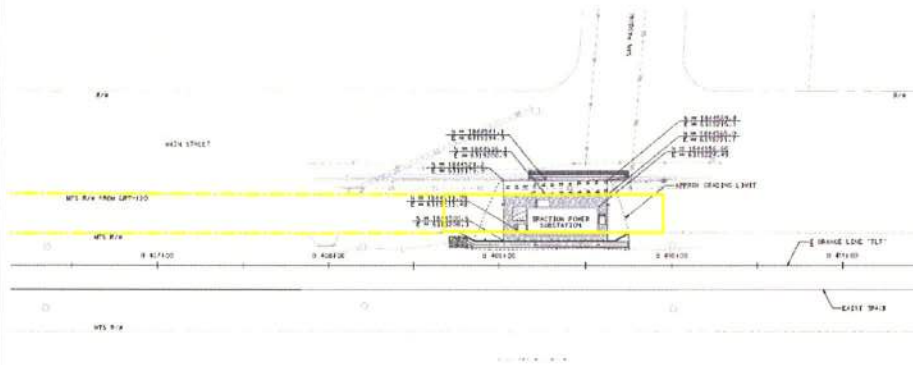
San Pasqual Street APN 576-523-04



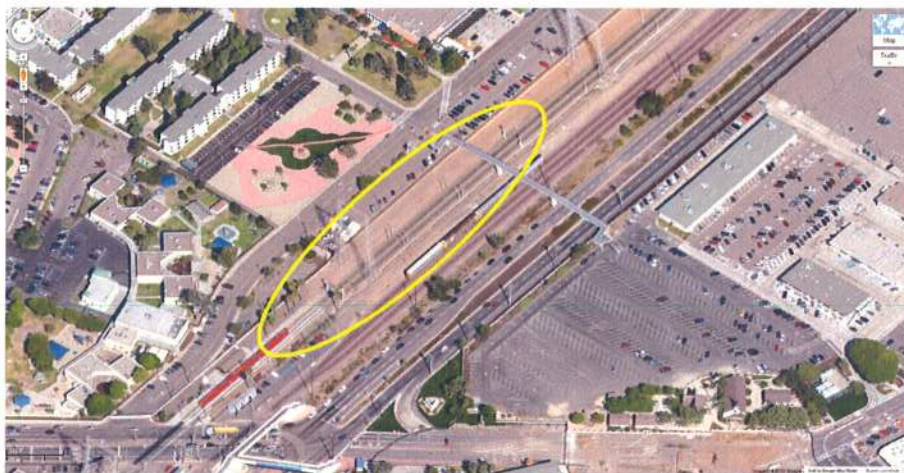
8

San Pasqual Layout

- **Easement area - 2,719 sf**

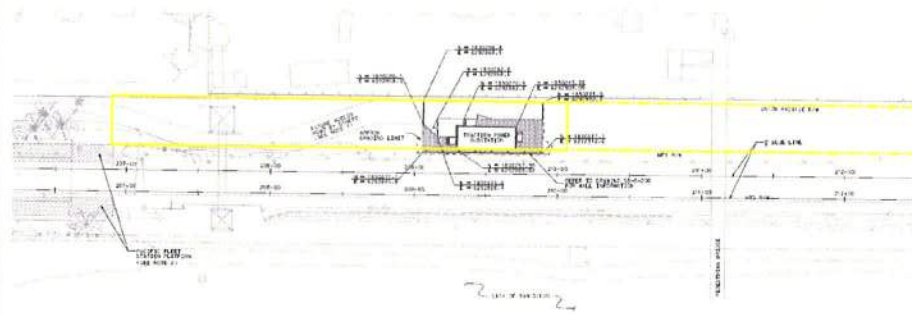


Pacific Fleet
APN 550-500-23



Pacific Fleet Layout

- Easement area – 9,900 sf

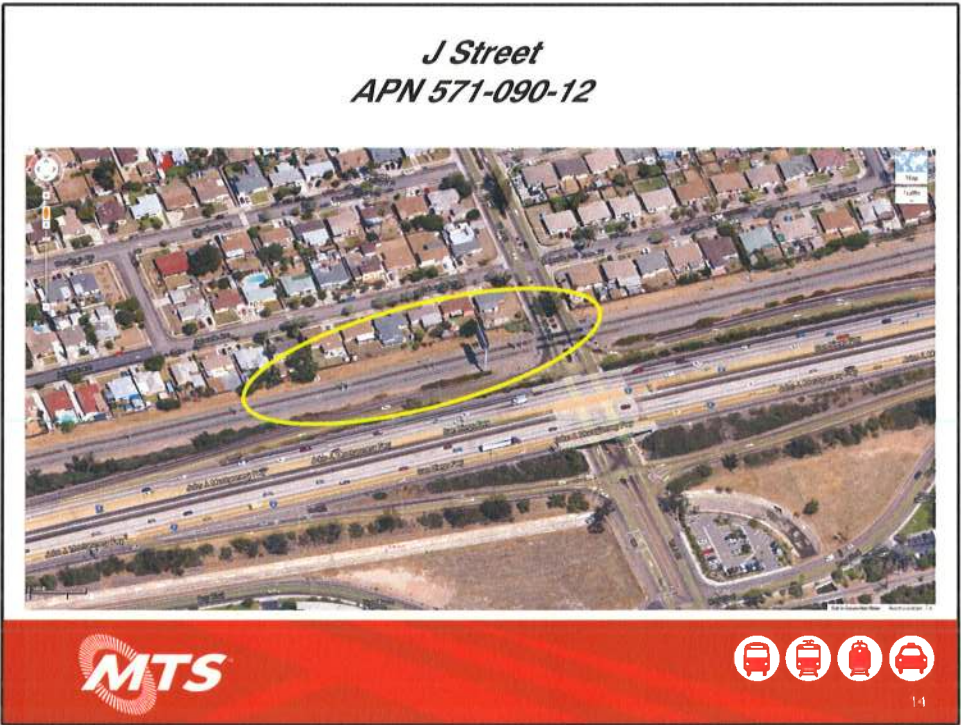
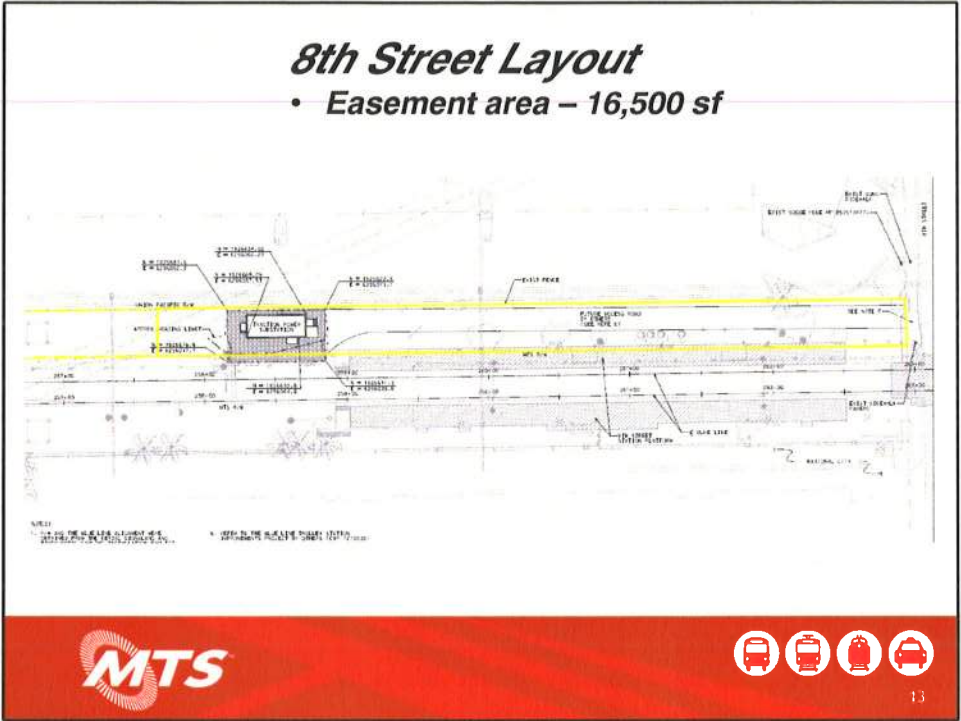


11

8th Street **APN 555-011-17**

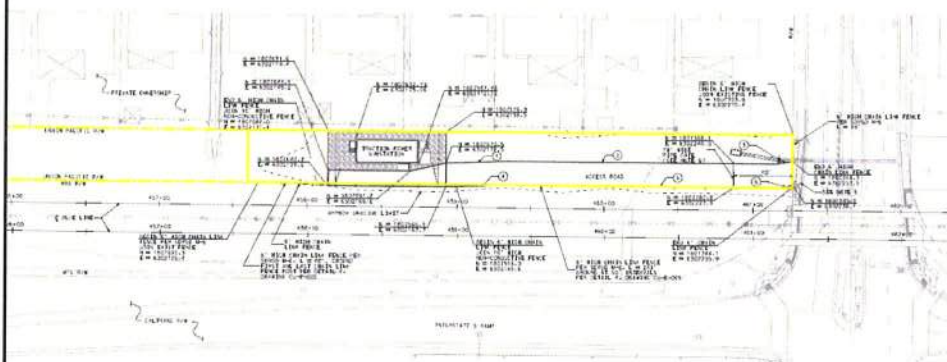


12



J Street Layout

- **Easement Area – 12,471 sf**



15

“An offer of just compensation has been made to the property owner.”

- MTS Policy 8, Acquisition of Real Property Interests
 - obligated by state and federal law to offer just compensation of at least fair market value plus expenses.
- Appraisals were prepared by James Naughton, Jr. (licensed and MAI certified) for the Pacific Fleet, 8th Street, and J Street Sites and a Waiver Evaluation was prepared for the San Pasqual Site.
- November 21, 2013 – latest offer of just compensation to the property owner.
- A negotiated settlement has not been reached.



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McKenna Long & Aldridge Letter

Letter from UP Attorneys – December 19, 2013

- Objections including interference with existing easements, leases and licenses (SDG&E); future corridor use impairment based on MTS use
- MTS response:
 - Proposed taking is for easements that are non-exclusive and subject to existing encumbrances
 - Access to SDG&E facilities and corridor is allowed based on engineering design of enclosures.
 - The UP has sold off its property keeping only remnant pieces and no longer has a linear corridor.



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Recommendation

- Open the public hearing, receive testimony, and close the hearing
- Approve a Resolution of Necessity No. 14-2, by a two-thirds vote, pertaining to the acquisition of Assessor Parcel Nos. 550-500-23, 555-011-17, 571-090-12, and 576-523-04
- Authorize staff to proceed with the condemnation



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Agenda Item No. **30**

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

METROPOLITAN TRANSIT SYSTEM TEN YEAR REVIEW (PAUL JABLONSKI)

RECOMMENDATION:

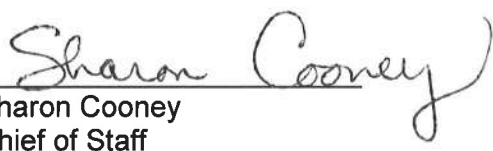
That the Board of Directors receive a report on the Metropolitan Transit System's last ten years.

Budget Impact

None at this time.

DISCUSSION:

Senate Bill 1703 (Peace) was signed into law in 2003 and was implemented by the end of that year with the consolidation of the roles and responsibilities of the San Diego Association of Governments with the transit planning and construction responsibilities of Metropolitan Transit System (MTS) and North County Transit District. Chief Executive Officer Paul Jablonski, who has also reached his tenth anniversary with the agency, will provide an overview of the agency's experience over the past ten years, from January 2004 to December 2013.



Sharon Cooney
Chief of Staff

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



Metropolitan Transit System 10 Year Review



Board of Directors
Executive Committee Meeting
January 9, 2014



Fiscal Year 2014: 10 Year Review

MTS in 2004

- Consolidation of MTDB with SANDAG
- Remaining operations in silos
 - Separate operating entities
 - Duplicate administrative functions
 - MTS consolidation initiated
- Underfunded Capital Program
 - 2005: 10 year capital needs study
 - \$780 Million unmet capital need
 - No funding identified



Fiscal Year 2014: 10 Year Review

MTS in 2004 (Continued)

- Aging Infrastructure
 - Trolley's Blue Line and U2 fleet approaching their 30th birthdays
 - Entire infrastructure needed to be rehabilitated
 - MTDB Board initiated low floor access policy but no funding available



Fiscal Year 2014: 10 Year Review

MTS in 2004 (Continued)

- Fixed Route bus fleet
 - 45% of fleet CNG, remainder diesel or gasoline
 - Preventive maintenance program non-existent
 - Average distance between road calls just 2,500 miles
 - Now 11,759
- Maintenance facilities well past their useful lives



Fiscal Year 2014: 10 Year Review

MTS in 2004 (Continued)

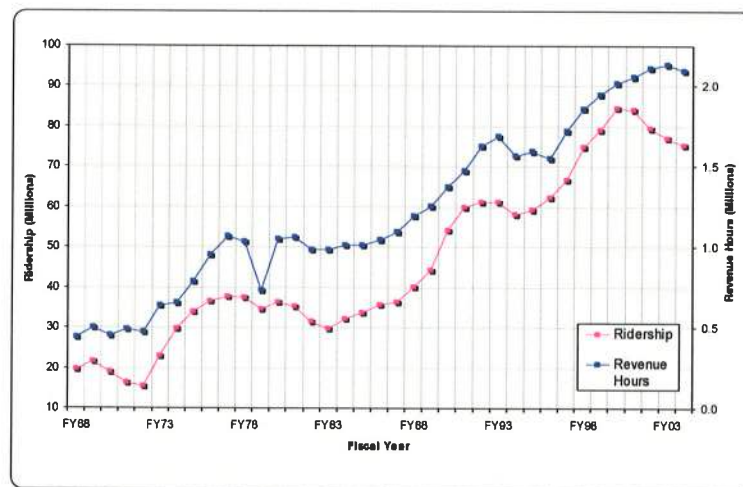
- High cost of bus operation driven by poor labor relations management
 - AB117 prevents any future contracting of SDTC routes
 - Underfunded SDTC pension - \$77.5M of pension obligation bonds
- Operating budget
 - Reserve funds in the operating budget
 - FY04 Budget \$15.4M
 - FY05 Budget \$8.2M, leaving a balance of \$12M (6.5% of operating budget)
 - Reliance on State Transit Assistance, \$5M in FY05
- A system in need of modernization on all fronts
- Poor performing operations leading to declining ridership
 - Utilizing more revenue miles than today, but carrying 25% less passengers



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Pre-COA Historical Ridership Trend



Fiscal Year 2014: 10 Year Review



Initial Steps

- Consolidation of MTS
 - Just one agency: MTS
 - Centralize administrative and planning functions
- Rebranding initiative
 - One system, color scheme, logo
- Moved functions back to MTS from SANDAG
- Comprehensive Operational Analysis (COA)
 - Dual purpose: To boost demand while cutting \$9 million in expenses
 - Created a demand-driven, network-based system
 - Eliminated the unproductive service
 - Created a basis for service analysis and future changes in the network based on productivity metrics
 - Implementation in 2006-2007
 - Result: average weekday ridership increased 9.6% from FY 2007 to FY 2008
 - Result: gained \$7 million in new revenue



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Fiscal Year 2014: 10 Year Review

Initial Steps - Continued

- Fiscal house in order
 - Fixing the budget - no reserves utilized in FY06
 - Capital program reform
 - Gained operating dollars for Mission Valley East from TransNet II
 - Revised enabling statute
 - Renamed MTS
 - Broadened procurement options
- Consolidated contract services
 - Formal negotiated procurement of fixed route services into one agreement
 - Economies of scale, saved \$19.4M over 7.5 year deal

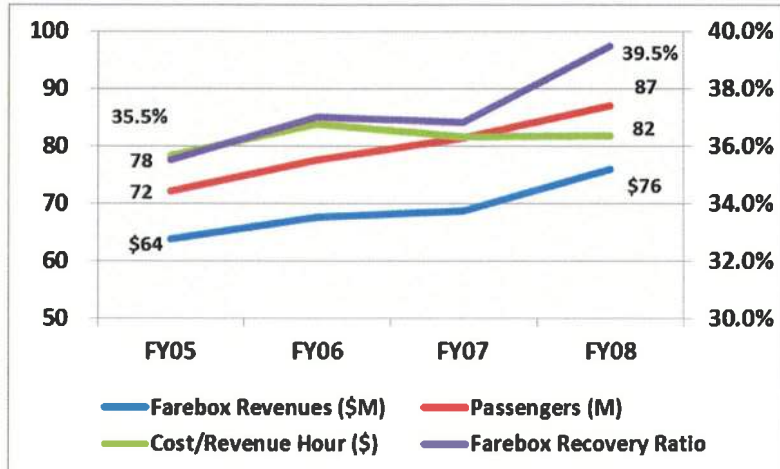


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Fiscal Year 2014: 10 Year Review

Results of Initial Steps (2005 - 2008)



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Fiscal Year 2014: 10 Year Review

Results of Initial Steps (2005 - 2008)

- Identification of funding for Trolley Renewal project
 - Passage of Prop 1B
 - Passage of Prop 1A
 - Included in TransNet Early Action Plan



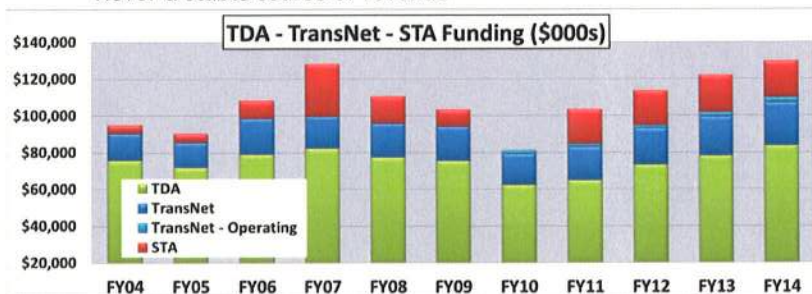
10



Fiscal Year 2014: 10 Year Review

Sales Tax Revenues Plummet

- TDA/TransNet
 - Began decline in FY08, bottomed out in FY10
 - FY14 finally back to FY07 levels (on a cash basis)
- STA
 - Cut in FY09, but returned in FY11
 - Never a stable source of revenue



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Fiscal Year 2014: 10 Year Review

MTS initiatives during recession

- Management personnel (\$5.1M annual savings)
 - 20% reduction of management positions from FY07 to FY11
 - Revised OT rules, only after 40 hours, not daily
 - Reduced sick/vacation accruals
 - Increased healthcare contributions (including retirees)
- Revenue
 - Restructured fares to eliminate transfers, eliminate trolley zones and implement the day pass
 - Passenger fare increases in July 2008, January 2009 and July 2009
 - Non-fare revenue enhancements
 - Master concessionaire, advertising, CNG credits, real estate optimization
- Service reductions
 - \$18M of expense reduction from 2008-2010
 - Major cut of under performing routes in June 2009
 - Reduced Sunday service in February 2010
 - Partially restored in June 2012



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Fiscal Year 2014: 10 Year Review

Building for the Future

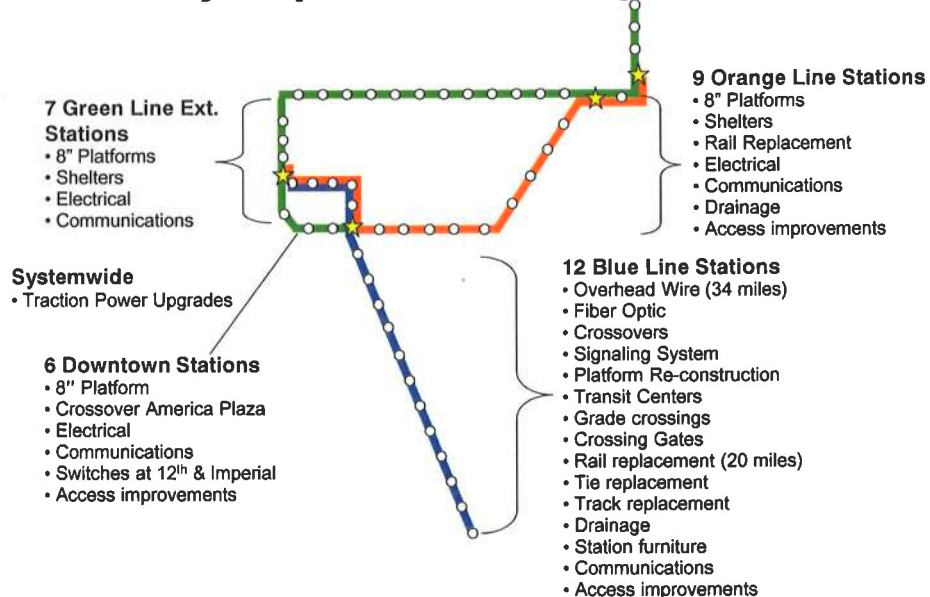
- Trolley Renewal Project
 - Reinvestment in transportation infrastructure
 - \$595 million in Trolley rehabilitation
 - \$148 million in goods movement improvements
 - MTS contributed \$235 million to the project
 - Prop 1B, Prop 1A, ARRA
 - Total transformation of Orange\Blue Line
 - Rebuilt station platforms accepting low-floor cars
 - New overhead electrical wire, shelters, track, switching, signals, grade crossings, TPSS
 - Realignment of Trolley System
 - Green Line extension to Bayside
 - System wide low floor cars by 2015
 - Board policy of 2005 realized within 10 years



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Trolley Improvement Map



Fiscal Year 2014: 10 Year Review

Building for the Future - Continued

Bus Fleet

- Stable fleet plan that replaces 50 Fixed Route buses per year
- Current average age of the fleet: 6.3 years old
- Average distance between mechanical failures: 11,759 miles
- Awarded 5 year contract to Gillig for up to 350 40-foot CNG buses in 2013
 - First order of 50 buses received in FY 2014
- Awarded 5 year contract to New Flyer for up to 165 CNG articulated buses in 2013
 - For TransNet projects (Mid-City Rapid, I-15 BRT, I-805 BRT)
 - Also to replace MTS diesel-powered buses
- 80% of the Fixed Route fleet runs on CNG
 - With an average cost per mile (\$0.41) less than half the diesel cost per mile (\$0.94)



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Fiscal Year 2014: 10 Year Review

Building for the Future - Continued

- South Bay Bus Maintenance Facility
 - Awarded Design-Build Contract to Whiting-Turner
 - Construction began in January 2013
 - New facility is expected to open Fall 2014



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East County Maintenance Facility

- East County Bus Maintenance Facility
 - Design-Bid-Build project
 - CNG station Design-Build contract awarded to Trillium in May 2013
 - Enables CNG fleet in East County
 - New facility is expected to open Spring 2015



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Paratransit Facility: Old and New

- Consolidated Paratransit and Mini-Bus Operation
 - Executed contracts with First Transit to operate ADA services (2010) and mini-bus services (2011)
 - Purchased centrally-located facility at Copley Park Place, San Diego
 - More than \$1 million annual operating savings
 - \$13 million cost versus \$25- \$30 million



2010

2011



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Fiscal Year 2014: 10 Year Review

Building for the Future - Continued

- Technology modernization
 - RTMS
 - Network infrastructure
 - Payroll system implementation
 - CTC and real time passenger information
 - Mobile app
 - Google transit/text messaging schedule information
 - Fiber optics
 - CCTV security cameras
 - Scheduling system
 - Fareboxes/TVMs
 - Compass Card



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Fiscal Year 2014: 10 Year Review

Fiscal Sustainability

- Personnel
 - Negotiated 14 contracts without labor stoppage
 - Operator raises most years
 - Work rule changes
 - Revised OT rules, only after 40 hours, not daily
 - Reduced Sick/Vacation accruals
 - Other work rules
 - Closed loopholes on FMLA and attendance abuse
 - Pension reform
 - Variable bond refinance and early pay off (\$38.8M)
 - Implemented defined contribution plan for new employees
 - Employee contributions across the board
 - IBEW Rail and TEOA contribution sharing formula



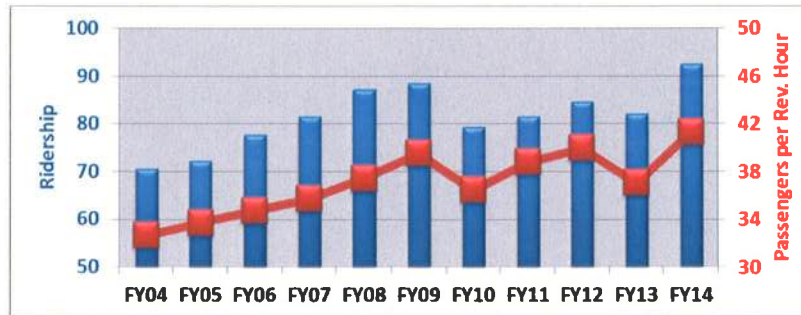
20



Fiscal Year 2014: 10 Year Review

Fiscal Sustainability - Continued

- Ridership
 - 31% increase in annual riders compared to FY04
 - Record high in FY14
- Passengers per Revenue Hour
 - 26% more productive than FY04



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Fiscal Year 2014: 10 Year Review

Fiscal Sustainability - Continued

- Passenger fares
 - Transit dependent ridership
 - Fares remained flat
 - Last fare increase in July 2009
 - Adjusted for inflation, the average fare has decreased by 16% from FY04 to FY14
- FY 2004 versus FY 2013
 - 3 million fewer revenue miles
 - Total annual passengers up by 20 million in FY14
 - Passengers per revenue hour up from 35.1 to 43.1
 - Farebox recovery up from 35% to 44%



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Fiscal Year 2014: 10 Year Review

North America's Outstanding Public Transit System - 2009

- Competed in category w/largest transportation systems
- Award based on 14 quantitative categories
- First time in APTA history that one agency's scores topped all 14 categories



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Fiscal Year 2014: 10 Year Review

San Diego Metropolitan Transit System
Operating Statistics Comparative

	Farebox Recovery	Cost per Rev Hour	Subsidy per Passenger
MTS Bus	39%	\$86.54	\$1.57
MTS Rail	56%	\$141.00	\$0.96
MTS Combined	44%	\$98.39	\$1.36
UTA (Utah)	24%	\$118.07	\$3.18
RTD (Denver)	30%	\$119.12	\$2.66
KING COUNTY (Wash.)	35%	\$154.01	\$2.78
SRTD (Sacramento)	25%	\$162.94	\$3.24
VTA (Santa Clara)	14%	\$199.92	\$5.67
TRI-MET (Portland)	30%	\$153.35	\$2.27

* Source: 2013 Operating Budget Documents or NTD 2012. Excludes Paratransit services



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Metropolitan Transit System 10 Year Review



Board of Directors
Executive Committee Meeting
January 9, 2014





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Agenda Item No. 31

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

SECURITY SERVICES AGREEMENT – EXERCISE OPTIONS YEARS AND
CONTINGENCY SPENDING AUTHORITY (LARRY MARINESI)

RECOMMENDATION:

That the Board of Directors:

1. authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1299.0-10 (in substantially the same form as Attachment A) to exercise Option Years 1 and 2 with Universal Protection Service (UPS) for the provision of security services for fiscal years 2015 and 2016; and
2. ratify and amend the contract to authorize additional spending of \$98,959.10 in FY 13.

Budget Impact

Expenses for FY 2015 are estimated at \$7,022,400.00 and FY 16 at \$7,324,800.00 for a total of \$14,347,200.00. These amounts will be incorporated into each fiscal year's operating budgets (420-53510 Security Services). The \$98,959.10 in additional spending in FY 13 was covered by available funds in the operating budget. The total value of this contract, beginning July 1, 2010, through June 30, 2016, is 39,802,392.10.

Recommendation by the Executive Committee

At its meeting on December 5, 2013, the Executive Committee recommended forwarding this agenda item to the Board of Directors for approval.



DISCUSSION:

On May 15, 2013, the Board approved an amendment to MTS's security services contract with UPS to update the authorized spending amounts to reflect increased security services requirements on the MTS system. The base term for the contract expires on June 30, 2014. Under the agreement and original Board approval on June 24, 2010, MTS has the authority to exercise two 1-year options, which offers MTS the ability to extend the contract through June 30, 2016, if it is to MTS's advantage. The contract terms and rates remain the same during the option years.

The North County Transit District (NCTD) recently completed a competitively negotiated procurement for security services. Because of existing market conditions, NCTD's costs are significantly higher than MTS's under the existing agreement between the MTS and UPS. Anticipating that a competitive procurement would yield similar results for MTS, staff believes that exercising Option Years 1 and 2 would be to MTS's economic advantage.

Therefore, staff recommends that the Board of Directors authorize the CEO to exercise Option Years 1 and 2 under MTS Contract No. G1299.0-10 with UPS for the provision of security services for fiscal years 2015 and 2016.

The action requested by the Board today would also ratify an additional \$98,959.10 in FY 13 spending that exceeded the estimates provided when the contract totals were updated in May 2013. The May 2013 estimates were based on six months of invoices received and processed for FY 13 security services. The invoices for actual security services incurred for the remaining six months of the fiscal year exceeded the estimate of \$6,567,426.28 by \$98,959.10, for a total FY 13 spending of \$6,666,385.38. This additional spending was within the CEO's \$100,000 authority to pay. Today's action would ratify this authorization and formally amend the contract to recognize the FY 13 authorized spending total.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. MTS Doc. No. G1299.4-10

January 16, 2014

MTS Doc. No. G1299.4-10
970.11

Mr. Steve Jones
Co-CEO/COO
Universal Protection Service
P.O. Box 10134
Pasadena, CA 91189-1034

Dear Mr. Jones:

Subject: AMENDMENT NO. 4 TO MTS DOC. NO. G1299.0-10; SECURITY SERVICES

This shall serve as Amendment No. 4 to our agreement for security services as further described below.

SCOPE

Continue to provide security services in accordance with the terms and conditions of the original agreement MTS Doc. No. G1299.0-10.

SCHEDULE

MTS hereby exercises Option Years 1 and 2 of the contract, extending the termination date for this agreement to June 30, 2016.

PAYMENT

This contract amendment shall authorize additional costs for the contract base period (FY 13) not to exceed \$98,959.10. The total value of this contract, including this amendment and the option years, shall be in the amount of \$39,802,392.10. This amount shall not be exceeded without written approval from MTS.

Please sign and return the copy marked "original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Steve Jones
Universal Protection Service

Date: _____

cc: B. Burke
E. DeGuzman
R. Atkinson
Procurement File

Metropolitan Transit System Security Services Contract Exercise Option Years

Board of Directors Meeting
January 16, 2014



1



Security Services Contract

- Awarded to Heritage Security Services
 - Competitive procurement (RFP)
 - 6 proposals received
 - Scoring based upon various factors: Price, Qualifications, Staffing Plan and Work Plan
 - Heritage received highest point total (94 of 100)
 - Contract approved by Board 6/24/2010
 - Universal Protection Services (UPS) purchased Heritage and contract assignment approved by CEO in May 2012.



2



Security Services Contract

- Contract Term
 - 4-year base period with two 1-year options
 - Base: July 1, 2010 to June 30, 2014
 - Option Year 1: July 1, 2014 to June 30, 2015
 - Option Year 2: July 1, 2015 to June 30, 2016



3



Security Services Contract

- May 2013
 - Board authorized additional funds for extra security patrols

		<i>May 2013 Updated Contract \$</i>	
FY11	Base	\$ 5,942,643	*
FY12	Base	6,049,364	*
FY13	Base	6,567,426	
FY14	Base	6,796,800	
FY15	Option	7,022,400	
FY16	Option	7,324,800	
Total Base + Option		<u>\$ 39,703,434</u>	

* Reflects actual expenses

- FY 2013 actuals totaled \$6,666,385.38 (\$98,959.10 over projection) and within CEO's \$100,000 authority.



4



Security Services Contract

- January 2014
 - Exercise Option Years 1 and 2

		January 2014 Updated Contract \$
FY11	Base	\$ 5,942,643
FY12	Base	6,049,364
FY13	Base	6,666,385
FY14	Base	6,796,800
FY15	Exercised Option	7,022,400
FY16	Exercised Option	7,324,800
Total Base + Option		<u>\$ 39,802,392</u>

- Ratify and amend contract authorizing additional spending in FY 2013



5



Security Services Contract

- Rate Comparison
 - UPS Armed Guard Rate (fully loaded)
 - Option Year 1: \$15.62
 - Option Year 2: \$15.98
 - NCTD recently completed procurement for Security Services
 - Armed Guard rates submitted
 - UPS: \$18.46
 - Allied Barton: \$26.73
 - G4S: \$28.48



6



Security Services Contract

- **Executive Committee Recommendation:**
 - Authorize the CEO to exercise Option Years 1 and 2 under MTS Doc. No. G1299.0-10 with Universal Protection Service for the provision of security services for fiscal years 2015 and 2016.
 - Ratify and amend contract to authorize additional spending of \$98,959.10 in FY 13.



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Metropolitan Transit System Security Services Contract Exercise Option Years

Board of Directors Meeting
January 16, 2014



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Agenda Item No. 45

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

MTS: CHARGERS FOOTBALL 2013 YEAR-END SUMMARY (TOM DOOGAN)

INFORMATION ONLY

Budget Impact

None.

DISCUSSION:

The 2013 season represented the 16th complete season that San Diego Trolley (SDTI) has provided special service to Chargers games at Qualcomm Stadium. 2013 also marked the ninth season for Green Line operations to Qualcomm Stadium providing direct service to the games from East County locations.

A handwritten signature in cursive script that reads 'Sharon Cooney for'.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



Chargers Football

2013 Year-End Summary

Board of Directors Meeting
January 16, 2014



LRT Service History

- 16th full season for LRT service to the stadium
(Mission Valley West opened late 1997)
- 9th year of Green Line service to the stadium
(Mission Valley East opened Mid 2005)
- 2nd season under current Green Line route from
downtown



LRT Service Overview

- Green Line operated 4-car trains for each weekend game
- 15-minute service extended between Santee and the stadium
- Shuttle service operated between Old Town and the stadium
- Mid-line trips operated beginning at the Hazard Center station eastbound and Grantville station westbound
- Additional trips operated from El Cajon to the stadium beginning 90 minutes before kickoff



3



Weeknight Games

- Four of the first five home games were scheduled on weeknights
- Major events occurring during peak service hours place a substantial burden on the entire system
- Number of passenger trips generated by these four games: 100,695
- New SD8 low floor vehicles provided more flexibility and better service levels



4



Attendance & Ridership

2013 figures compared to 2012 Season

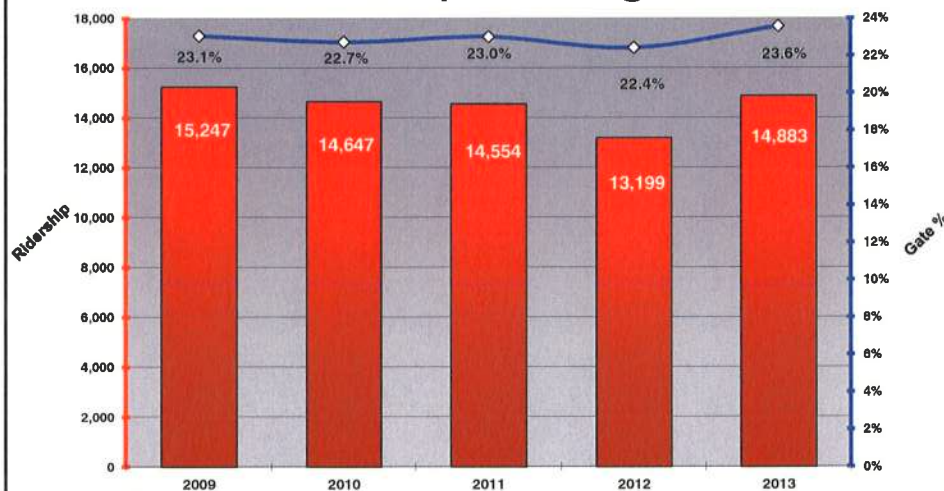
- Overall Stadium attendance up 7% (631,379)
- Overall Trolley ridership up 13% (148,827)
- Average Ridership = 14,880 (vs. 13,199 in 2012)
- Gate % = 23.6% (vs. 22.4% in 2012)



5



5-Year Ridership Averages



6



Ticket Sales Revenue

Season Summary

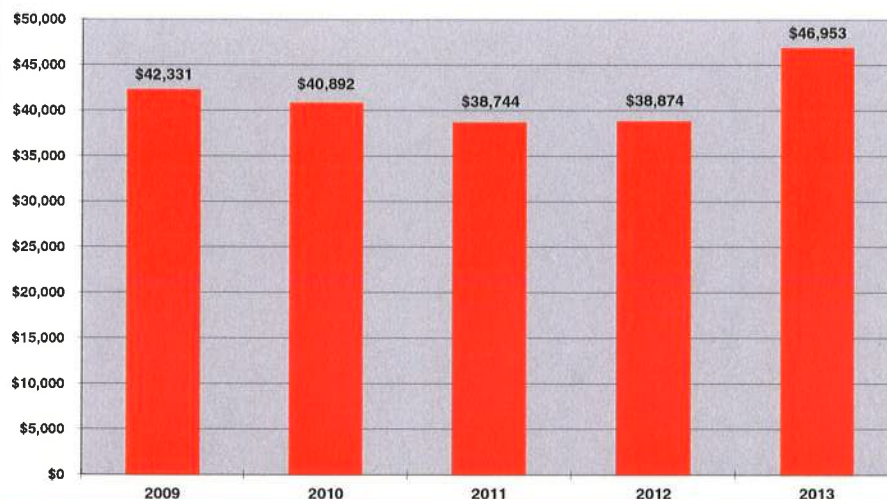
- Manual tickets sales were conducted at 11 locations between Old Town and El Cajon (same as in 2012)
- Sales were added mid-season at Santa Fe Depot and Gaslamp Quarter
- Ticket booth revenue was up 21% vs. 2012
- Inbound and outbound fare inspections conducted at stadium turnstiles for all games
- MTS mTicket smartphone app introduced



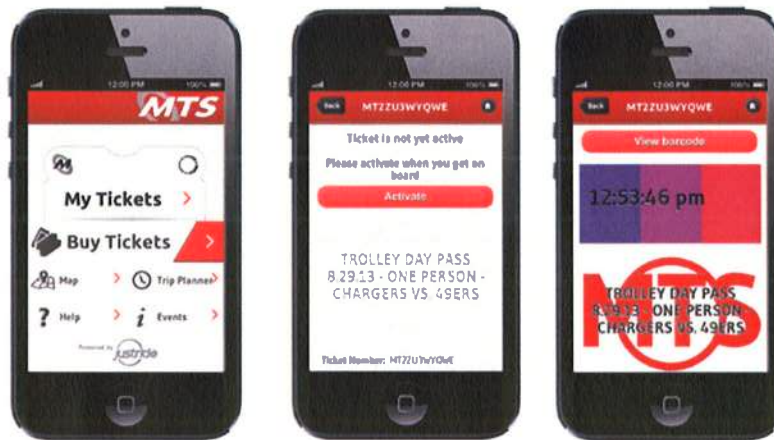
7



Ticket Booth Averages



MTS mTicket



MTS mTicket Express Lane



MTS mTicket (cont.)

mTicket use for 2013 Chargers Football

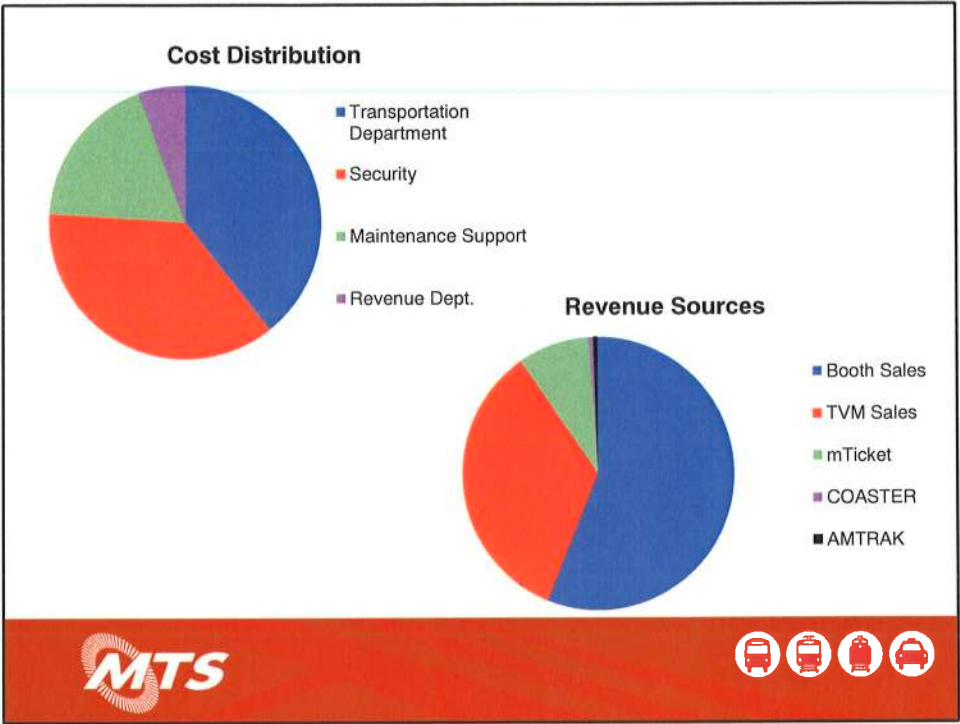
Over nine games, 10,484 Day Passes (\$57,660)
were sold via the mTicket Smartphone App



Cost Recovery Exercise

- One game was selected to provide comparison data for event operating expenses vs. revenue generated
- Variable operating costs included;
 - personnel hours
 - contract services
 - power consumption (car miles)
- Goal: To measure event service efficiencies
- Result: Variable costs for event service were more than offset by increased revenue







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Agenda Item No. **46**

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

January 16, 2014

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR NOVEMBER 2013 (MIKE THOMPSON)

INFORMATION ONLY

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's operating results for November 2013 compared to the fiscal year 2014 budget. Attachment A-1 combines the operations, administration, and other activities results for November 2013. Attachment A-2 details the November 2013 combined operations results and Attachments A-3 to A-8 present budget comparisons for each MTS operation. Attachment A-9 details budget comparisons for MTS Administration, and A-10 provides November 2013 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending November 2013, the MTS net-operating income favorable variance totaled \$1,968,000 (3.4%). Operations produced a \$544,000 (0.9%) favorable variance and the administrative/other activities areas were favorable by \$1,424,000.

MTS COMBINED RESULTS

Revenues. Year-to-date combined revenues through November 2013 were \$44,572,000 compared to the year-to-date budget of \$42,764,000 representing a \$1,808,000 (4.2%) favorable variance.

Expenses. Year-to-date combined expenses through November 2013 were



MTS COMBINED RESULTS

Revenues. Year-to-date combined revenues through November 2013 were \$44,572,000 compared to the year-to-date budget of \$42,764,000 representing a \$1,808,000 (4.2%) favorable variance.

Expenses. Year-to-date combined expenses through November 2013 were \$100,103,000 compared to the budget of \$100,262,000, resulting in a \$160,000 (0.2%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$48,760,000 compared to a budgetary figure of \$49,102,000, producing a favorable variance of \$343,000 (0.7%).

Outside Services and Purchased Transportation. Total outside services for the first five months of the fiscal year totaled \$32,547,000 compared to a budget of \$33,499,000, resulting in a favorable variance of \$952,000 (2.8%). This is primarily due to a favorable experience with repairs/maintenance costs within Operations and a favorable variance for other outside services within Administration.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$4,215,000 compared to a budgetary figure of \$3,702,000, resulting in an unfavorable expense variance of \$513,000 (-13.8%). This unfavorable variance is primarily due to revenue parts costs within Rail Operations.

Energy. Total year-to-date energy costs were \$10,997,000 compared to the budget of \$10,888,000 resulting in an unfavorable variance of \$109,000 (-1.0%).

Risk Management. Total year-to-date expenses for risk management were \$2,207,000, compared to the budget of \$1,791,000, resulting in an unfavorable variance totaling \$416,000 (-23.2%).

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$98,000 (-7.6%) unfavorable to budget, totaling \$1,378,000 through November 2013, compared to a budget of \$1,280,000.

YEAR-TO-DATE SUMMARY

The November 2013 year-to-date net-operating income totaled a favorable variance of \$1,968,000 (3.4%). These factors include favorable variances in passenger revenue, other operating revenue, outside services, and personnel costs, partially offset by unfavorable variances in materials costs, risk management costs, energy and general and administrative expenses.


Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 40,932	\$ 40,108	\$ 823	2.1%
Other Revenue	3,641	2,656	985	37.1%
Total Operating Revenue	\$ 44,572	\$ 42,764	\$ 1,808	4.2%
Personnel costs	\$ 48,760	\$ 49,102	\$ 343	0.7%
Outside services	32,547	33,499	952	2.8%
Transit operations funding	-	-	-	-
Materials and supplies	4,215	3,702	(513)	-13.8%
Energy	10,997	10,888	(109)	-1.0%
Risk management	2,207	1,791	(416)	-23.2%
General & administrative	978	888	(90)	-10.2%
Vehicle/facility leases	400	392	(8)	-2.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(0)	-	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 100,103	\$ 100,262	\$ 160	0.2%
Operating income (loss)	\$ (55,530)	\$ (57,498)	\$ 1,968	3.4%
Total public support and nonoperating revenues	748	751	(3)	-0.4%
Income (loss) before capital contributions	\$ (54,782)	\$ (56,748)	\$ 1,965	-3.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 40,932	\$ 40,108	\$ 823	2.1%
Other Revenue	439	244	195	80.0%
Total Operating Revenue	\$ 41,370	\$ 40,352	\$ 1,019	2.5%
Personnel costs	\$ 41,085	\$ 41,428	\$ 344	0.8%
Outside services	27,530	27,787	257	0.9%
Transit operations funding	-	-	-	-
Materials and supplies	4,210	3,689	(521)	-14.1%
Energy	10,681	10,598	(82)	-0.8%
Risk management	2,054	1,599	(455)	-28.5%
General & administrative	130	115	(15)	-12.9%
Vehicle/facility leases	282	281	(1)	-0.3%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	12,362	12,362	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 98,333	\$ 97,859	\$ (474)	-0.5%
Operating income (loss)	\$ (56,963)	\$ (57,507)	\$ 544	0.9%
Total public support and nonoperating revenues	1,467	1,487	(20)	-1.3%
Income (loss) before capital contributions	\$ (55,495)	\$ (56,020)	\$ 524	-0.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 11,692	\$ 12,130	\$ (437)	-3.6%
Other Revenue	2	4	(2)	-53.2%
Total Operating Revenue	\$ 11,694	\$ 12,134	\$ (440)	-3.6%
Personnel costs	\$ 27,227	\$ 27,498	\$ 271	1.0%
Outside services	678	773	95	12.3%
Transit operations funding	-	-	-	-
Materials and supplies	1,994	1,994	(0)	0.0%
Energy	2,356	2,373	17	0.7%
Risk management	1,444	807	(637)	-78.9%
General & administrative	42	63	21	33.6%
Vehicle/facility leases	128	124	(3)	-2.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	4,717	4,717	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 38,586	\$ 38,349	\$ (237)	-0.6%
Operating income (loss)	\$ (26,892)	\$ (26,215)	\$ (677)	-2.6%
Total public support and nonoperating revenues	(536)	(516)	(20)	3.9%
Income (loss) before capital contributions	\$ (27,428)	\$ (26,731)	\$ (697)	2.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 17,244	\$ 15,530	\$ 1,714	11.0%
Other Revenue	437	240	197	82.4%
Total Operating Revenue	\$ 17,680	\$ 15,769	\$ 1,911	12.1%
Personnel costs	\$ 13,289	\$ 13,379	\$ 90	0.7%
Outside services	1,631	1,445	(186)	-12.9%
Transit operations funding	-	-	-	-
Materials and supplies	2,214	1,692	(522)	-30.8%
Energy	4,742	4,351	(391)	-9.0%
Risk management	603	785	182	23.2%
General & administrative	88	43	(45)	-104.7%
Vehicle/facility leases	148	149	1	0.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	6,806	6,806	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 29,520	\$ 28,648	\$ (872)	-3.0%
Operating income (loss)	\$ (11,840)	\$ (12,879)	\$ 1,040	8.1%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (11,840)	\$ (12,879)	\$ 1,040	-8.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 10,003	\$ 10,392	\$ (388)	-3.7%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 10,003	\$ 10,392	\$ (388)	-3.7%
Personnel costs	\$ 221	\$ 188	\$ (34)	-17.9%
Outside services	17,559	17,939	380	2.1%
Transit operations funding	-	-	-	-
Materials and supplies	2	1	(1)	-73.6%
Energy	2,475	2,706	230	8.5%
Risk management	-	-	-	-
General & administrative	0	2	2	96.9%
Vehicle/facility leases	6	8	1	18.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	596	596	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 20,860	\$ 21,439	\$ 579	2.7%
Operating income (loss)	\$ (10,857)	\$ (11,047)	\$ 191	1.7%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (10,857)	\$ (11,047)	\$ 191	-1.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 864	\$ 865	\$ (1)	-0.1%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 864	\$ 865	\$ (1)	-0.1%
Personnel costs	\$ 57	\$ 61	\$ 4	6.4%
Outside services	5,057	5,027	(30)	-0.6%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	988	1,023	36	3.5%
Risk management	6	6	-	0.0%
General & administrative	0	4	4	89.3%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	174	174	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 6,282	\$ 6,296	\$ 14	0.2%
Operating income (loss)	\$ (5,418)	\$ (5,431)	\$ 13	0.2%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (5,418)	\$ (5,431)	\$ 13	-0.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 1,129	\$ 1,192	\$ (64)	-5.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,129	\$ 1,192	\$ (64)	-5.3%
Personnel costs	\$ 102	\$ 114	\$ 13	11.2%
Outside services	2,374	2,371	(3)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	0	2	2	91.5%
Energy	120	146	26	17.7%
Risk management	-	-	-	-
General & administrative	0	3	3	99.9%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	69	69	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 2,665	\$ 2,706	\$ 41	1.5%
Operating income (loss)	\$ (1,537)	\$ (1,514)	\$ (22)	-1.5%
Total public support and nonoperating revenues	1,914	1,914	-	0.0%
Income (loss) before capital contributions	\$ 377	\$ 400	\$ (22)	-5.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CORONADO FERRY
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	76	76	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
Total Operating Expenses	\$ 76	\$ 76	\$ -	0.0%
Operating income (loss)	\$ (76)	\$ (76)	\$ -	0.0%
Total public support and nonoperating revenues	90	90	-	0.0%
Income (loss) before capital contributions	\$ 14	\$ 14	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2014
NOVEMBER 30, 2013
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	3,045	2,250	796	35.4%
Total Operating Revenue	\$ 3,045	\$ 2,250	\$ 796	35.4%
Personnel costs	\$ 7,373	\$ 7,384	\$ 11	0.1%
Outside services	5,000	5,634	634	11.3%
Transit operations funding	-	-	-	-
Materials and supplies	4	10	6	62.0%
Energy	312	285	(27)	-9.4%
Risk management	147	181	34	18.9%
General & administrative	805	727	(79)	-10.8%
Vehicle/facility leases	118	111	(7)	-6.2%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(12,412)	(12,412)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 1,348	\$ 1,921	\$ 573	29.8%
Operating income (loss)	\$ 1,698	\$ 329	\$ 1,369	-416.3%
Total public support and nonoperating revenues	(720)	(737)	17	-2.3%
Income (loss) before capital contributions	\$ 978	\$ (408)	\$ 1,386	-339.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OTHER ACTIVITIES

CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2014

NOVEMBER 30, 2013

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	157	163	(6)	-3.6%
Total Operating Revenue	\$ 157	\$ 163	\$ (6)	-3.6%
Personnel costs	\$ 301	\$ 290	\$ (12)	-4.0%
Outside services	17	79	61	77.9%
Transit operations funding	-	-	-	-
Materials and supplies	1	3	2	79.6%
Energy	4	4	0	4.6%
Risk management	6	11	5	47.5%
General & administrative	42	45	3	7.6%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	50	50	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 422	\$ 483	\$ 61	12.6%
Operating income (loss)	\$ (265)	\$ (320)	\$ 55	17.2%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (265)	\$ (320)	\$ 55	-17.2%

Metropolitan Transit System FY 2014 - November 2013 Financial Review

MTS Board of Directors Meeting
January 16, 2014



1



COMBINED MTS TRANSIT OPERATORS COMPARISON TO BUDGET - NOVEMBER 30, 2013 - FY 2014 (in \$000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Fare Revenue	\$ 40,932	\$ 40,108	\$ 823	2.1%
Other Revenue	439	244	195	80.0%
Total Operating Revenue	\$ 41,370	\$ 40,352	\$ 1,019	2.5%



2



COMBINED MTS TRANSIT OPERATORS
COMPARISON TO BUDGET - NOVEMBER 30, 2013 - FY 2014
(in \$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 41,085	\$ 41,428	\$ 344	0.8%
Purchased Transportation	24,550	24,701	151	0.6%
Other Outside Services	2,980	3,085	106	3.4%
Energy	10,681	10,598	(82)	-0.8%
Other Expenses	19,038	18,046	(992)	-5.5%
Total Expenses	\$ 98,333	\$ 97,859	\$ (474)	-0.5%

Other Expenses:

- Risk Management: \$455K unfavorable variance
- Materials & Supplies: \$521K unfavorable variance

Other Outside Services:

- Engines & Transmissions: \$118K favorable variance



3



METROPOLITAN TRANSIT SYSTEM
COMPARISON TO BUDGET - NOVEMBER 30, 2013 - FY 2014
TOTAL OPERATING REVENUE LESS EXPENSES (\$000's)

Combined Net Operating Variance





MTS Operating Revenue	\$ 1,019	
MTS Operating Expenses	<u>(474)</u>	
Combined MTS Operators		\$ 544
MTS Administration / Other Activities		<u>1,424</u>
Total Combined Net Operating Variance		\$ 1,968
Variance Percentage		3.4%



4



METROPOLITAN TRANSIT SYSTEM
COMPARISON TO BUDGET - NOVEMBER 30, 2013 - FY 2014
ON-GOING CONCERNS

	FY14			
	Budget	YTD Actual	Projection	Status
Sales Tax Subsidy Revenue	\$390 M	\$194 M	\$382 M	
State of California Budget	\$21.1 M	\$4.3 M	\$21.1 M	
Passenger Levels	87.7 M	40.5 M	95.0 M	
Energy Prices				
CNG	\$ 0.83	\$ 0.77	\$ 0.83	
Diesel	\$ 3.42	\$ 3.32	\$ 3.32	
Gas	\$ 3.40	\$ 3.29	\$ 3.30	
Electricity	\$0.171	\$0.176	\$ 0.171	

 Positive  Holding  Negative





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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

January 16, 2014

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period December 7, 2013, through January 10, 2014.



EXPENSE CONTRACTS

Doc #	Organization	Subject	Amount	Day
B0594.1-13	CA TRILLIUM COMPANY	AMEND SCOPE FOR CNG FUELING EQUIPMENT	\$18,313.00	12/10/2013
B0609.0-14	HECTOR LOPEZ	TECATE BUS STOP	\$1,100.00	12/13/2013
G1594.0-13	TRIBOLOGIK CORPORATION	BUS OIL ANALYSIS SERVICES	\$96,857.50	12/16/2013
G1361.1-11	KEENAN & ASSOCIATES	EXERCISE YEAR 1	\$92,610.00	12/19/2013
G1676.0-14	JACOBS CENTER	HOLIDAY ENTERTAINMENT	\$5,000.00	12/19/2013
B0610.0-14	A TO Z ENTERPRISES DBA ROADONE	TOWING SERVICES	\$66,075.00	1/3/2014
G1497.1-13	SECTRAN SECURITY	ADDITION OF TRANSIT STORE	\$8,992.31	1/3/2014
PWB133.1-11	SOUTH COAST HEATING AND AIR	INCREASE AMOUNT DUE TO EMERGENCY SERVICE	\$6,700.00	1/9/2014

REVENUE OR NO - VALUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
B0518.1-09	DEPARTMENT OF THE NAVY	TRANSIT CENTER NAVAL AIR STATION	\$0.00	12/10/2013
B0608.0-14	SDG&E	EASEMENT FOR SOUTH BAY BUS MAINTENANCE	\$0.00	12/10/2013
G0259.6-94	GOODWILL INDUSTRIES	DONATION DROP BOXES	\$0.00	12/10/2013
L1184.0-14	JACOBS CENTER	ROE FOR 2013 HOLIDAY MUSIC ENERTAINMENT	\$0.00	12/10/2013
G1334.3-11	SOHAGI LAW GROUP	2 YR CONTRACT EXTENSION	\$0.00	12/13/2013
G1675.0-14	SAN DIEGO BLACK FILM FESTIVAL	IN-KIND PARTNERSHIP	\$0.00	12/16/2013
G1443.2-12	ROWLBERTO PRODUCTIONS	PARTNERSHIP WITH A TROLLEY SHOW	\$0.00	12/17/2013
L5263.0-14	SAN DIEGO FENCE COMPANY	ROE PERMIT - FENCE REPAIR	\$0.00	12/17/2013
L5759.0-14	FISHEL COMPANY	ROE NCTD PTC FIBER PROJECT	(\$2,500.00)	12/17/2013
L6698.0-14	SIMON WONG ENGINEERING	JROE PERMIT - CONST. MANAGEMENT	\$0.00	12/17/2013
G1674.0-14	O'FARRELL CHARTER SCHOOL	PRE-PAID BENEFIT PROGRAM	\$0.00	12/18/2013
G1362.1-11	KEENAN & ASSOCIATES	EXERCISE YEAR 1	\$0.00	12/19/2013
L5264.0-14	CITY OF SANTEE	GRANT DEED PROSPECT AND CUYAMACA	\$0.00	12/19/2013
M6708.0-14	RAMM SPORTS	ROE CROSS TRACKS AT FRIARS AND NAPA	(\$836.90)	12/19/2013
G1432.3-12	RYAN CARVALHO & WHITE	NAME CHANGE	\$0.00	12/27/2013

REVENUE OR NO - VALUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1655.0-14	CAL-SAFE	MOU TO DISPENSE FARE MEDIA TO STUDENTS	\$0.00	12/27/2013
L1032.8-12	SIEMENS INDUSTRY, INC.	LOCATION CHANGE	\$0.00	12/27/2013
L5756.0-14	UTILITY TREE SERVICE	JOINT ROE - SDGE TREE SERVICES	(\$1,000.00)	1/6/2014
L5757.0-14	SHIMMICK CONSTRUCTION	JOINT PERMIT - SANDAG TPSS IMPROVEMENTS	\$0.00	1/6/2014
S200-14-592	HDR ENGINEERING, INC.	DURABLE ROE	(\$1,000.00)	1/6/2014
G1364.1-11	RAEL & LETSON	EXERCISE OPTION YEAR 1	\$0.00	1/7/2014
G0930.17-04.30	SANDAG	TRANSNET OPERATIONS	(\$11,952.32)	1/8/2014
G1681.0-14	US DISTRICT COURT	COMPASS CARD	\$0.00	1/10/2014
G1683.0-14	CALIFORNIA COLLEGE	COMPASS CARD	\$0.00	1/10/2014
S200-14-593	RAMONA PAVING & CONST CORP	ROE - PORT ACCESS PROJECT	\$0.00	1/10/2014
S200-14-594	WEST COAST GENERAL CORP	ROE - SAN YSIDRO YARD IMPROVEMENT	\$0.00	1/10/2014

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
12/10/2013	DELL COMPUTER CORP	OPTIPLEX 9020	\$31,573.11
12/11/2013	ELECTRO SPECIALTY SYSTEMS	CCTV EQUIPMENT AND LABOR	\$1,755.66
12/12/2013	ULINE	STORAGE RACK	\$687.33
12/12/2013	SIGNA DIGITAL SOLUTIONS	COPIER MAINTENANCE AND REPAIR	\$10,000.00
12/17/2013	SOLARWINDS INC	SOLARWINDS IP ADDRESS	\$799.00
12/19/2013	SEVERIN MOBILE TOWING	TOWING SERVICES 8TH ST LOT	\$2,500.00
12/19/2013	ABC CONSTRUCTION	CCTV CONDUIT	\$4,940.00
12/23/2013	CDW GOVERNMENT, INC.	LCD TV, HARD DRIVES, GRAPHICS CARD	\$1,684.80
12/23/2013	CDW GOVERNMENT, INC.	CISCO EQUIPMENT	\$12,461.04
12/23/2013	DELL COMPUTER CORP	LAPTOP	\$2,207.02
1/7/2014	CBS RADIO	6 MONTH RADIO BUY	\$25,000.00
1/7/2014	BROADCAST COMPANY OF AMERICA	6 MONTH RADIO BUY	\$25,000.00
1/7/2014	KFMB	6 MONTH RADIO BUY	\$25,000.00

PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
1/7/2014	DELL COMPUTER CORP	DELL LATITUDE E7440	\$11,048.37

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G1246.0-09.12.2	DAVID EVANS & ASSOCIATES INC	ENGINEERING SERVICES BLDG A HVAC	\$8,031.30	12/5/2013
PWL132.0-11.08.1	SOUTHLAND ELECTRIC	FASHION VALLEY ELEVATOR HYDRAULIC	(\$5,619.97)	12/13/2013
G1386.0-11.05	PGH WONG	BUILDING C BACKUP GENERATOR MGMT	\$29,000.00	12/19/2013
G1496.0-13.01.02	RAILPROS, INC.	ROE AND REAL ESTATE GENERAL	\$100,000.00	12/31/2013
G1245.0-09.02.03	KIMLEY-HORN & ASSOCIATES	ENGINEERING SVCS	\$10,000.00	1/3/2014
G1328.0-10.04	PARSONS BRINKERHOFF	TITLE VI ANALYSIS 2014 RAPID/LOCAL	\$11,952.32	1/6/2014

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

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(PLEASE PRINT)

DATE	01/16/2014			
Name	Mary Jane Caulder			
Address				
Telephone				
Organization Represented				
Subject of Your Remarks	MTA Lack of info on transit res alerting security			
Regarding Agenda Item No.				
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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3. DISCUSSION OF AGENDA ITEMS

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Handout + map

AGENDA ITEM NO.

64

REQUEST TO SPEAK FORM

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2

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(PLEASE PRINT)

DATE	1-16-14	DOROTHY LAZENBY			
Name					
Address					
Telephone					
Organization Represented					
Subject of Your Remarks					
Regarding Agenda Item No.					
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION

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1-15-14

1st
PAGE

Proposal ~~for the~~ City of SAN DIEGO

center ← 255 Imperial, S.D. CA. 92101 ← center

Working with the San Diego Trolley & buses together we propose to have FREE accessibility for the public, tourists and nationalities to be able to use approximately (50) newly installed restrooms through out the city of S.D. as well as neighboring communities. NO ONE will have to pay to use any of these new restrooms.

This will generate more jobs for people, bringing down the unemployment scale. There will be (2) security guards for each restroom, which would also have handicap access. These restrooms will be open (7) days per wk. Along with buses and the trolleys. They will open the same time the buses and trolleys would start their schedules, but the shifts would end for the security guards and restroom crews according to the trolley ending times. There will be information available at every stop. These stops for the new restrooms will be on the blue line, green line, and orange line routes as well as Seaport Village, 5th Street Trolley station and Shelter Island - Cabrillo Monument.

Blue line - Barrio Logan, Harborside, Pacific Fleet, 8th Street station, 24th Street station, Bayfront & E Street station, H Street station, Palomar Street station, Palm Ave. Street station, Iris Ave. station, Beyer Blvd station, and San Ysidro loop.

Green line - Morena Linda Vista, Mission Valley Center, Rio Vista station, Fenton Pkwy station, Qualcomm station, 70th Street station, Grossmont Transit Center station, Gillespie Field station, Santee Town Center station.

2nd PAGE

4TH STREET STATION

ORANGE line - 25th Commercial, Euclid Ave,
Encanto / 62nd Street station, Lemon Grove Depot,
LA MESA Blvd.

Restroom CREWS will be responsible for cleaning as well as keeping bathrooms stocked w/ toilet paper, seat covers, soap dispensers. Toilet paper and seat covers will be locked. We would like motion sensitive facets installed as well as inside and outside lighting for restrooms as well. There will be hot as well as cold water.

Grews & Guards will start at min. wage. AFTER (90) days probation period there will be a raise. Lunch breaks will be (30) min only. Anyone caught taking more than 30 min will either be docked or terminated, possibly both, because there will be someone covering for you until you return. Restroom may not go unattended at any time. You will clock in and out for lunch breaks. You will not be compensated for unauthorized lost time. At anytime, starting a shift, lunch breaks, or ending a shift, for security Guards as well as Restroom Crew, if you

ARE CAUGHT clocking in or out for anyone besides yourselves you will be immediately terminated from your position.

FUNERAL LEAVE - Mother, Father, Brother or Sister you will be allowed, MAX. 30 days without losing your position.

MATERNITY LEAVE - (2) weeks MAX to recover - find child care except for medical complications signed by certified doctor.

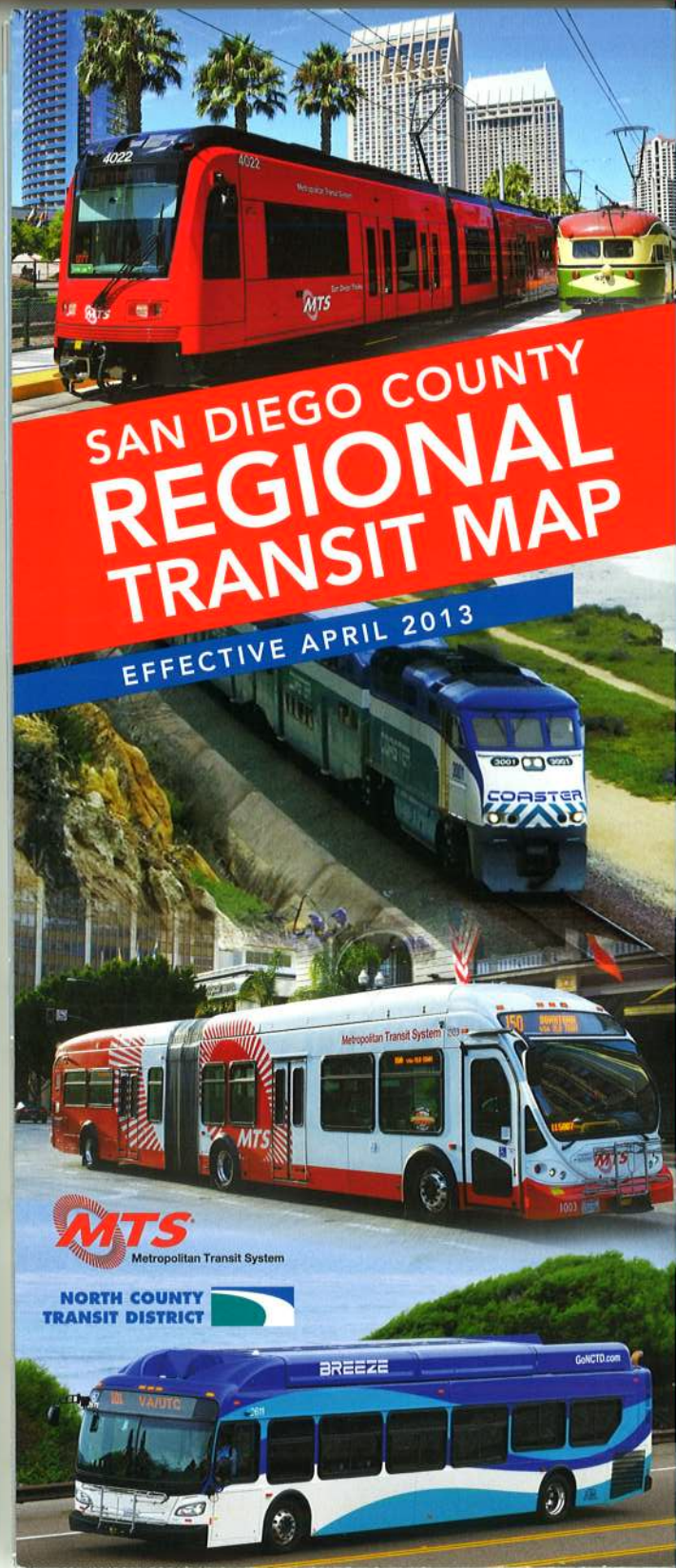
3rd PAGE

Sick leave - must be authorized by certified doctor. If not properly done with authorized paperwork signed and approved by ~~person~~ ^{doctor} you will not be compensated for time lost. Grounds for termination. No exceptions.

After one year of service, perfect attendance, no late days, there will be Employee Appreciation Day. Upon continuing with our employee staff for a second year you will receive paid vacation time and holiday pay. It will be mandatory that all employees will work holidays for the first year with the company. You will be paid time and a half on such holidays.

Changes Needed ASAP - 800 buses are needed to be handicap accessible. They are not, for wheelchairs, raised seats fall on riders arms and chairs when buses are in motion. On Southside of the MTS building where people w/ wheelchairs need to catch the GREEN LINE, vehicles should not be parked there. All vehicles parked there should be ticketed & impounded. Sanitation equipment and trash dumpsters need to be on the side of the road. This area should be handicap accessible at all times.

We hope the City of San Diego will approve and set in motion this plan and proposal to be completed & done by the middle of 2014 or no later than the end of 2014.



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(PLEASE PRINT)

DATE			
Name	Peter Warner		
Address			
Telephone			
Organization Represented			
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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