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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

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. <u>Approval of Minutes</u> June 8, 2017

Approve

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.

Please SILENCE electronics during the meeting



1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). 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. Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Approve Fiscal Year 2018 Action would: (1) Approve increasing the dollar amount of eleven (11) legal services contracts to cover anticipated fiscal year 2018 (FY18) expenses; and (2) Ratify one legal services contract amendment with approved firm. 7. Fiscal Year 2018 Transportation Development Act Claim Adopt/Approve Action would adopt Resolution Nos. 17-10, 17-11, and 17-12 approving fiscal year 2018 Transportation Development Act Article 4.0, 4.5, and 8.0 claims. 8. Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards Informational and Payments San Diego Metropolitan Transit System (MTS) Task Order Contract Amendment 9. Approve Approval for Old Town Transit Center West Improvements Project Action would authorize the Chief Executive Officer (CEO) to approve Amendment No. 2 to Work Order 13.18 for MTS Doc. No. G1493.0-13 with Kimley-Horn & Associates Inc. to perform Design-Engineering Services for the Old Town Transit Center West (OTTC West) Improvements Project ("Project"). 10. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Receive/ Ratification of Actions Taken by the SD&AE Board of Directors at its Meetings on Ratify July 11, 2017 Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information; and (2) ratify actions taken by the SD&AE Board at its quarterly meeting on July 11, 2017. 11. This number not used. 12. Euclid Drainage Cleanup - Award Work Order Under a Job Order Contract **Approve** Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7501-01, under MTS Doc. No. PWL182.0-16 with Herzog Construction, Inc. (Herzog), for the provision of services, materials, and equipment for the removal and disposal of debris within the channel near the Euclid Avenue Trolley Station. 13. Banking Services and Purchasing Card Program - Contract Award Approve Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1982.0-17, with JP Morgan Chase Bank (JP Morgan), to provide banking services and a purchasing card program for a five (5) year term with four (4) one year options. 14. On-Call Communications and Low Voltage Systems Wiring Services - Contract Approve Amendment Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No.

15. <u>On-Call Card Access Reader Installation, Maintenance and Repair Services - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No.

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No PWG168.1-15 with Electro Specialty Systems (ESS) for \$171,312.64.

PWG170.1-15 with Communication Wiring Specialists, Inc. (CWS) for \$289,224.78.

Approve

16. Job Order Contract (JOC) On-Call General Electrical, Traffic Signal and Communications Construction Services - Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG238.0-17 (SANDAG Doc. No. 5007502) with Select Electric, Inc., for the provision of on-call job order general electrical contracting services such as communications, traffic lights, traffic signalization and synchronization systems, and related civil construction improvements work for a three-year agreement.

Approve

17. <u>Investment Report - May 2017</u>

Informational

18. <u>Approval of Appointment to Fill Vacant Budget Development Committee Seat for 2017</u>

Approve

Action would approve the appointment of Board Member Mary Salas to the Budget Development Committee for the remainder of 2017.

19. <u>On-Call Construction Management and Engineering/Inspection Services - Master Agreements Award/Ratification</u>

Approve

Action would ratify the Chief Executive Officer's (CEO) execution of: (1) Partial Assignment of San Diego Association of Governments (SANDAG) Solicitation Capacity for On-Call Professional and Technical Construction Management and Engineering Services to MTS (MTS Doc. No. G2023.0-17); and (2) On-Call Construction Management and Engineering/Inspection Services (CM) Master Agreements with seven (7) prime consulting firms.

20. Courthouse Station Construction Management Services - Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order 1
MTS Doc. G2019.0-17 with Simon Wong Engineering, Inc. for the Courthouse
Station Construction Management Services, contingent upon the approval of
Agenda Item No. 19 (On-Call Construction Management and Engineering/Inspection
Services – Master Agreements Award/Ratification).

Approve

CLOSED SESSION

24. a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6 Agency: San Diego Trolley, Inc. ("SDTI")

Possible Action

Agency-Designated Representative: Jeff Stumbo

<u>Employee Organization</u>: Public Transit Employees Association (Representing Train Operators, Mechanics, Servicepersons and Clerical Staff at SDTI)

b. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6 Agency: San Diego Transit Corporation ("SDTC")

Possible Action

Agency-Designated Representative: Jeff Stumbo

<u>Employee Organization</u>: Amalgamated Transit Union, Local 1309 (Representing Bus Operators and Clerical Staff at SDTC)

CLOSED SESSION - CONTINUED

c. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6

Agency: San Diego Trolley, Inc. ("SDTI")

Agency-Designated Representative: Jeff Stumbo

Employee Organization: Transit Enforcement Officers Association (Representing

Code Compliance Inspectors)

d. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8

<u>Property</u>: The San Diego and Arizona Eastern Railway Company (SD&AE) Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to

Plaster City) in San Diego and Imperial Counties

Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers,

General Counsel; and Tim Allison, Manager of Real Estate Assets

Negotiating Parties: Baja California Railroad, Inc. (BJRR)

Under Negotiation: Price and Terms of Payment under Desert Line Lease and

Operating Agreement

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. <u>Public Hearing for Transit Optimization Plan Major Service Changes (Denis Desmond)</u>

Possible Action

Possible

Action

Possible

Action

Action would: 1) receive a report on proposed major service changes; 2) receive public testimony; and 3) provide direction to staff for any changes prior to approval at a later Board of Directors meeting.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

45. Fare Collection Update (Sharon Cooney)

Informational

46. <u>Operations Budget Status Report for May 2017 (Mike Thompson)</u>

Informational

60. Chairman's Report

Informational

61. Chief Executive Officer's Report

Informational

- 62. Board Member Communications
- 63. Additional Public Comments Not on the Agenda

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.

- 64. Next Meeting Date: August 17, 2017
- 65. <u>Adjournment</u>

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS 1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

MINUTES

June 8, 2017

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased].

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:00 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Ms. Bragg moved to approve the minutes of the May 11, 2017, MTS Board of Directors meeting. Ms. Cole seconded the motion, and the vote was 12 to 0 in favor with Mr. Cunningham, Mr. McClellan and Ms. Zapf absent.

3. Public Comments

Martha Welch – Ms. Welch commented on the Orange Line ending at American Plaza instead of Santa Fe Depot. She stated that the bus bench on 10th Avenue and F Street has been removed. She commented that there are no bathrooms for riders, only for bus drivers. She stated that there are no benches on Broadway for the Rapid buses.

David Rodger – Mr. Rodger commented that San Diego is tourist city and MTS has been lacking in promoting public transit to tourists. He said that MTS is missing the tourist market and more research and effort needs to go into marketing to the tourists.

Chris Real – Mr. Real commented that he tried taking the bus to Fort Rosecrans Cemetery, but there was no service to that location on weekends. He found out that the Route 84 is at risk of being cut and requested that the route stay in service so people can easily access Fort Rosecrans.

CONSENT ITEMS

6. <u>Investment Report - April 2017</u>

7. <u>Job Order Contract (JOC) - On-Call General Building and Facilities Construction - Contract</u> Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL234.0-17 (SANDAG Doc. No. 5007503) with ABC Construction Company, Inc. (ABC), for the provision of on-call job order general building and facilities construction services agreement for a three-year period.

- 8. <u>San Diego Transit Corporation (SDTC) Gas Detection Upgrade Contract Award</u>
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB217.017 with Clean Energy, a California Corporation, for gas detection upgrades at the two SDTC locations, Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD).
- 9. Printing and Delivery of Take One Notices Contract Award
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1987.0-17
 with Neyenesch Printers, Inc., for printing and delivery of Take One notices for five (5) base years with two (2) 1-year options, exercisable at MTS's sole discretion.
- 10. San Diego Trolley, Inc. (SDTI) Wheel Truing Pit Construction Changes
 Action would: (1) Ratify Construction Changes for Change Order 001 to MTS Doc. No.
 PWL209.0-16, with Western Rim Constructors, Inc. (WRC) for \$98,584.76, which was
 previously issued under the Chief Executive Officer's (CEO) authority, for the Wheel Truing Pit
 construction; and (2) Authorize the CEO to execute Construction Change Order 002 to MTS
 Doc. No. PWL209.0-16, with WRC for \$95,433.26, for work associated with dewatering the
 wheel truing pit, adding concrete and other miscellaneous changes.
- 11. On-Call General Civil Construction Services Contract Amendment
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL204.116 with ABC Construction Company, for an increase to the contract value.
- 12. <u>Bus Tires for Contract Services Contract Award</u>
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0670.0-17 with Daniels Tire Service for the purchase of 216 tires for 40ft Standard Low Floor Buses and 270 tires for 60ft Articulated Buses.
- 13. Green Line Traction Power Substation Rehabilitation Services: Mass Electric Construction Contract Change Orders

 Action would: (1) Ratify Change Order Nos. 2 5 to MTS Doc. No. PWL183.0-16 which were previously approved under the Chief Executive Officer's (CEO) approval authority; and (2) Authorize the CEO to execute change orders as necessary for the Mass Electric Construction contract (MTS Doc. No. PWL183.0-16) up to \$495,411.00 with Mass Electric Construction (MEC) Company to modify transformer to rectifier bus bar connection, add negative pullboxes for conduit reroute, replace feeder cables, and adjust for feeder cables variant.
- 14. <u>Job Order Contract (JOC) On-Call Railroad Signals, Overhead Catenary Systems and Track Work Construction Services Contract Award</u>
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL235.0-17 (SANDAG Doc. No. 5007506) with HMS Construction, Inc. (HMS), for the provision of on-call job order railroad signals, overhead catenary systems and track work construction services for a three-year agreement.
- 15. <u>Microsoft Licensing and Software Assurance Upgrade Contract Award</u>
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2008.0-17 with Crayon Software Experts, LLC for Microsoft Licensing and Software Assurance Upgrade for three years.

16. <u>Regional Transit Management System (RTMS) Expansion Hardware for Copley Park Division -</u> Sole Source Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0672.0-17 with Conduent Transport Solutions, Inc. (Conduent) for the purchase of RTMS related hardware and spare equipment for the Copley Park Division (Copley) RTMS expansion project.

17. <u>Sole Source Award to Drake Integrations for San Diego State University (SDSU) Tunnel Fire,</u> Life, Safety and Smoke Control System

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL237.0-17, a sole source agreement with Drake Integrations to procure, install, integrate and program a Distech Control Fire, Life, Safety and Smoke Control System at the SDSU station and tunnel.

18. <u>Contract Ratifications and Amendments for Federal Communications Commission (FCC)</u> Mandated 800 MHz Rebanding Services

Action would: (1) Ratify previous contract amendment G1738.1-15 with Ross & Baruzzini of \$82,282, previously issued under the Chief Executive Officer's (CEO) authority; (2) Authorize the CEO to execute amendment G1738.2-15 for Ross & Baruzzini to increase the total contract value by \$58,981, for a revised total contract value of \$291,193; and (3) Ratify previous contract amendment G1739.1-15 with Day Wireless Systems of \$53,810, previously issued under the CEO's authority.

Action on Recommended Consent Items

Mr. McWhirter moved to approve Consent Agenda Item Nos. 6 – 18. Mr. Roberts seconded the motion, and the vote was 13 to 0 in favor with Mr. Cunningham and Mr. McClellan absent.

CLOSED SESSION - PUBLIC COMMENT

Mitchel Beauchamp – Mr. Beauchamp commented on the Desert Line. He stated that present contractor has failed to meet milestones however the agreement has generated several million dollars, but no freight line is currently operating on the Desert Line. He commented that Baja Railroad lacks the stability that is needed to get the Desert Line back into operation. Mr. Beauchamp stated that the Mexican portion of the line continues to decrease in freight volume. He listed recent construction projects on the Mexican portion of the line that continue to waste money and slow down freight volume. He commented that at the western end of the line in San Ysidro, the trains are not crossing with US-certified operators and the maintenance standards are lacking. Mr. Beauchamp stated that he recommends the Board to continue researching Baja Railroad finances and their performance before making any decisions. He said to also consider the reality of international line operating under the onerous up front financial burden that has been placed on the line. He stated that he wants the record to show that he warned the Board about individuals associated with the illegal takeover of the Desert Line and this matter is just a continuation of poor decision making by the present administration and the Board.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 9:15 a.m.

a. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8

<u>Property</u>: The San Diego and Arizona Eastern Railway Company (SD&AE) Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties

Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General

Counsel; and Tim Allison, Manager of Real Estate Assets Negotiating Parties: Baja California Railroad, Inc. (BJRR)

<u>Under Negotiation</u>: Price and Terms of Payment under Desert Line Lease and Operating

Agreement

The Board reconvened to Open Session at 10:10 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

a. The Board received a report from negotiators and gave instructions.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. None.

REPORT ITEMS

45. Operations Budget Status Report for April 2017 (Mike Thompson)

Mr. Jablonski noted that MTS received the Government Finance Officers Association Award for Certificate of Achievement for Excellence in Financial Reporting for the eleventh year in a row. Mike Thompson, Director of Financial Planning and Analysis, provided a presentation on the operations budget status for April 2017. He reviewed the total operating revenues, total operating expenses and total operating variance. Lastly, Mr. Thompson discussed ongoing concerns including sales tax subsidy revenue, State of California budget, passenger levels and energy prices.

Action Taken

No action taken. Informational item only.

46. Transit Optimization Plan (TOP) Update (Denis Desmond)

Sharon Cooney, Chief of Staff, stated that staff has been conducting the TOP for the past year. She noted that there will be a public hearing during the July Board meeting to discuss some of the proposed service implementation plans. She stated that the public hearing will be have more detail on each proposal however the presentation today is only an update on the planning and

schedule of the TOP. Ms. Cooney reviewed the reasons as to why MTS is conducting a TOP at this time. She noted that the last significant update to the transit operating system was 2005-2007 with the Comprehensive Operations Analysis (COA). Since then, we had recession and service cuts; a weekend service COA; Rapid service implementation; and new travel options such as Uber and Lyft and lower gas prices. There are also new developments that will impact the system including the opening of South Bay Rapid in 2019; Mid-Coast Trolley Line in 2021; failure of Measure A; and SB 1 funds. Ms. Cooney stated that staff is tracking the repeal effort that is underway against SB 1 which would risk new funding. She also noted that system performance metrics are now trending downward and the transit industry standards generally look into updating their service plans every 10 years.

Denis Desmond, Manager of Planning, continued the presentation and reviewed the goals and strategies of the TOP. He discussed the details and results of the community survey and public outreach events. Mr. Desmond reviewed the market analysis for current housing and employment density; Regional Plan 2050 countywide projections; population and employment; high job to population ratios; low jobs to population ratios; intercity commute trends; senior density; youth density; college age density; minority density; low income density; zero vehicle households; population growth projections; and northbound pedestrian border crossings. He listed the key findings from the market analysis results. Mr. Desmond reviewed the service analysis results including historical service trends; ridership by time of day; weekday ridership; Saturday ridership; Sunday ridership; productivity; farebox recovery; and subsidy per passenger. He reviewed some of the key findings from the service analysis results. Mr. Desmond discussed the service implementation plan approach and concept development. Ms. Cooney noted that staff has also begun to research enhancing other services if the Board decides to do so. She stated that staff has been looking at the TOP as a zero expense plan. Mr. Desmond presented maps detailing the current frequent network versus the draft proposed frequent network. Lastly, he reviewed the vehicle assignment options and the TOP project schedule going forward.

Mr. Alvarez asked for clarification on dovetailed routes on the map. Mr. Desmond replied that dovetailed routes are when two or more routes are scheduled evenly in order to create a frequency.

Mr. Diaz inquired if we have market analysis results regarding tourists. Mr. Desmond replied that we generally have seasonal fluctuation from tourists and schools. He stated that there are certain routes that are used more frequently by tourists. Mr. Diaz asked if there is a way to promote service to tourists. Rob Schupp, Director of Marketing and Communication, noted that MTS provides service brochures to various places such as hotels, information centers, Balboa Park and Convention Center. He noted that there is an extensive effort to communicate with the tourist industry.

Mr. Donovan asked about Route 904 being included on the service frequency map. Mr. Desmond responded that Route 904 is a seasonal route and is on a year by year agreement with the City of Coronado.

Ms. Gomez inquired about the results of the low jobs to population ratios. Mr. Desmond replied that SANDAG recently completed an onboard survey and staff is currently reviewing the data which will contain origin addresses and job addresses for riders. Ms. Gomez asked if the Board

can be provided a detailed map of how routes are connected to different employment centers. Mr. Desmond replied that staff will provide more detail to show the overlay of the various routes.

PUBLIC COMMENTS

Jacqueline Brown – Ms. Brown commented on the proposed closure of Route 83. She provided a detailed description of the typical commute a housekeeper would have to take from the border without the Route 83 bus. She requested for the Route 83 to stay in service. A full transcript of Ms. Brown's statement is attached.

Louis Parmigiani – Mr. Parmigiani commented that he is disabled and relies on the Route 83 bus for his transit needs. He stated that there are a lot of people that ride this route. He asked for the Board to keep the Route 83 in service.

Patricia Paylor – Ms. Paylor commented on the Route 83 bus. She provided the Board with a full transcript of her comments. She stated that the discontinuation of Route 83 targets many low income people, seniors, disabled, and domestic workers. Ms. Paylor asked the Board to please read her letter. She said that bus service needs to be improved and not cancelled. She asked for this route to be re-examined to ensure it is not cancelled.

BOARD COMMENTS - Continued

Ms. Gomez asked if staff is evaluating the system mainly on frequency. Mr. Desmond replied that many factors are looked at in the market study. He said that increasing frequency and reducing travel time is an effective way of building ridership. Ms. Gomez commented on last mile solutions and stated that many people use their bikes to ride the last mile of their trip. She asked if it's possible to explore adding more bike racks on buses. Mr. Desmond replied that specific matter is not included in the TOP however this is an area where frequency really helps. He said that if frequency is higher, then there are more buses to carry more bikes.

Ms. Zapf commented on the proposed elimination of Route 84 in Point Loma. She asked for staff to continue evaluating this route and to consider modifying instead of eliminating the route.

Ms. Rios commented on the community survey and stated that it looked as if the south bay community was not as well represented. Mr. Desmond replied that there was fairly even representation around the county for the community survey. She also requested for additional information to be provided to her regarding the proposed changes in National City before the next Board meeting.

Ms. Cole commented that her district is actively working on adding more employment opportunities. She said that they will continue needing frequent service to accommodate her district and riders.

Ms. Bragg asked when the articulated buses would arrive in South Bay and which routes they will service. She also commented on Route 18 and the service it provides to various pain management centers and employment centers. She has requested for this route to be slightly modified in order to still serve the community. Mr. Desmond replied that the articulated buses will arrive in the fall over this year and they will serve routes 709 and 950.

Mr. Alvarez inquired about SB 1 funding and how that is being factored in to the TOP. Ms. Cooney replied that the TOP was originally a cost neutral project however staff is looking at potential service additions if funding becomes available and SB 1 is not repealed. Mr. Jablonski commented that we originally were going to proceed on a cost neutral basis. He said this process also helps identify our best options for increasing service. Staff is preparing information to see how we can apply additional funding in the future. He noted that these discussions will begin with the Budget Development Committee and then to the Board. Mr. Alvarez asked if the new funding will go towards new services or service enhancements in the TOP. Mr. Jablonski replied that the funding will likely go towards both new services and service enhancements recommended by the TOP.

Ms. Gomez inquired about the potential SB 1 repeal and what efforts are being made to lobby in favor of SB 1. Mr. Jablonski replied that this is the top priority of the California Transit Association which MTS is integrally involved in the effort.

Action Taken

No action taken. Informational item only.

47. Compass Cash (Stored Value) Update (Sharon Cooney)

Sharon Cooney, Chief of Staff, provided a brief update on Compass Cash, the stored value component of the fare collection system. She commented that we are planning to launch at the end of this month. She noted that depending on unforeseen challenges, there may be adjustments to the schedule however the target to launch will be the end of this month. Mr. Jablonski noted that there will be more field testing and final testing next week which will help determine the launch date.

PUBLIC COMMENT

Colin Parent – Mr. Parent commented on behalf of Circulate San Diego. He stated that they appreciate the effort of implementing stored value and are looking forward to the launch. He stated that they will be very public and encouraging once the product goes live to help promote Compass Cash.

Action Taken

No action taken. Informational item only.

60. Chairman's Report

There was no Chairman's report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's report.

Board of Directors – MINUTES June 8, 2017 Page 8 of 8

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

Gordon Rayner – Mr. Rayner commented on Route 10. He recommended adding another bus to the route to help with congestion issues. He also commented on advertising on buses and trolleys. He stated that the advertising is not pleasing to look at and people are not able to see out to enjoy the views. He recommended removing the advertising because they are likely not helping to increase ridership especially with tourists.

Janice Goldman – Ms. Goldman commented that she had an accident five years ago involving the trolley. She said that she wanted to speak to the Board to ask them to settle her claim directly. She stated that in 2012, a malfunction with the trolley door and negligence of the driver caused the accident. She stated that she did not receive requested footage and pictures of the accident. Ms. Goldman said that when she did request the footage, she was told by General Counsel that too much time had gone by and the footage was no longer available on the system. She stated that she is asking for \$300,000 and that she had originally asked for \$100,000.

64. Next Meeting Date

The next regularly scheduled Board meeting is July 20, 2017.

65. Adjournment

Chairman Mathis adjourned the meeting at 11:27 a.m.

/s/ Harry Mathis	
Chairperson	
San Diego Metropolitan Transit System	
Filed by:	Approved as to form:
/s/ Julia Tuer	/s/ Karen Landers
Clerk of the Board	General Counsel
San Diego Metropolitan Transit System	San Diego Metropolitan Transit System

Attachments: Roll Call Sheet

Email copy of public comment testimony re: Route 83 (provided after meeting)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS ROLL CALL

MEETING OF (DATE):				CALL TO ORDER (TIME): 9:00 a.m.			
RECESS:				RECONVENE:			
CLOSED SESSION: 9:15 a.m.			-	RECONVENE:	10:10 a.m.		
PUBLIC HEARING:				RECONVENE:			
ORDINANCES AD	OPTED	-		ADJOURN:	11:28 a.m.		
BOARD MEMBEI	R	(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)		
ALVAREZ	×	(Cate)		9:00 a.m.	11:28 a.m.		
ARAMBULA	\boxtimes	(Mendoza)		9:00 a.m.	11:28 a.m.		
BRAGG	×	(Spriggs)		9:00 a.m.	11:28 a,m.		
COLE	×	(Cate)		9:00 a.m.	11:28 a.m.		
CUNNINGHAM		(Mullin)		9:30 a.m.	11:05 a.m.		
GOMEZ	×	(Cate)		9:00 a.m.	11:28 a.m.		
HALL	⊠	(TBD)		9:00 a.m.	11:28 a.m.		
MATHIS				9:00 a.m.	11:28 a.m.		
MCCLELLAN		(Goble)					
MCWHIRTER	×	(Arapostathi	s) 🗆	9:00 a.m.	11:28 a.m.		
RIOS		(Sotelo-Solis	s) 🗆	9:00 a.m.	11:28 a.m.		
ROBERTS	\boxtimes	(Cox)		9:00 a.m.	11:00 a.m.		
SALAS		(Diaz)	\boxtimes	9:00 a.m.	11:28 a.m.		
SANDKE		(Donovan)	×	9:00 a.m.	11:28 a.m.		
ZAPF	×	(Cate)		9:08 a.m.	11:28 a.m.		

SIGNED BY THE CLERK OF THE BOARD:

CONFIRMED BY THE GENERAL COUNSEL:

Julia Tuer

From: Jaki Brown <jaki_moviegirl@live.com>

Sent: Friday, June 09, 2017 6:09 AM

To: Julia Tuer

Cc: ppaylor@klinedinstlaw.com

Subject: The proposed closure of the #83 Bus

9 June 2017

Dear Julia,

I was the first speaker during the Public's forum at the MTS Board Meeting. I arrived at 8am to make sure I was first. I spoke about the #83 bus and wanted to have copies of my speech to leave at the desk near the enter/exit door for you, the Chairman, and the other Board members after I gave my speech.

My printer decided to break down the day before, thus I am sending it via email to you. In hindsight I think sending an email will make it easier for you to distribute to the Chairman, and your fellow Board members.

I am also able to add several points that were not in my speech. I was concerned about whether I was speaking within the 3 minute time frame. (I was at the podium about one minute and 30 seconds...I timed myself using what I remembered from my condensed version.)

Good morning Mr. Chairman and Board members. My name is Jacqueline Brown and I am a #83 bus rider that commutes to The Meeting Place Clubhouse.

One of my colleagues was here several weeks ago, or whenever the last Public forum was held. She spoke about the members that commuted to The Meeting Place on the #83 bus and how it would affect them if it were discontinued. I am here to talk about the commute to work without the

1

number #83 bus.

I would also like for each of you to suspend looking at me as I am and allow me to be Maria Torres from Tijuana.

4:30am

I am at the Border check point in Tijuana. I am waiting in a very, very long line of people that need to cross into the United States.

5:45am

I am now waiting for the Blue line trolley to America Plaza. The wait for the trolley that I now know the schedule is on time as this the end and start of that line. Time is crucial to my getting to work by 8am. (By the way, it took me 10 - 15 minutes to walk from the Tijuana side of the border to the Blue line trolley to America Plaza.)

6:50 am

I have reached America Plaza. I cross the street and walk through the tunnel at Santa Fe Depot that leads to the trolleys. I wait for the Green line trolley to Santee. It is running 10 minutes late. My heart is starting to race because it looks like I will probably be late for work.

7:20am

I exit the trolley at the Old town Metro station. I sprint off the trolley to get to the Eastbound #10 bus. Before getting to that side of the station I must first navigate with a crowd going down stairs. (A good number of them.) I walk as fast as I can through a tunnel and now climb stairs going up. The one thing I know about the #10 bus is that it is on time as this is the beginning and end of all the buses here and the rest stop. The big *if* is will I be on time to get the bus I need to Mission Hills where I work.

7:35am

I have now exited the #10 at the Goldfinch stop. I must walk at a brisk pace as I have a 15 - 20 minute walk with a hill ahead of me.

7:55am

I arrive at my employers home where I work as a housekeeper.

The MTS Express bus is another alternative, but the \$4.50 each way or \$9 a day is a big chunk out of my paycheck.

Thank you Mr. Chairman and Board members.

Julia, I timed this speech and it came in under 3 minutes.

Best Regards,

Jacqueline "Jaki" Brown

p.s. There are numerous housekeepers that work in Mission Hills that my new commute will be the same for them. (There are a few of the ladies that live in Chula Vista or another community not far from the Tijuana border.) Most of them are in their 40's and 50's and have worked for their employers sometimes less or more than 25 years and are like family members.

What they will not be able to do is walk as *briskly* to the trolley or bus as I do each day. And frankly, I don't know that a few years from now whether or not the commute will be a challenge for me. The workday for the majority of the ladies begins at 8am with the rest starting at 9am. Why am I advocating for them, they've *all* become friends of mine. I think going to the Public forums and standing before the Chairman and Board members, if they could, might be intimidating for them.

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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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 <u>must be filled out and submitted in advance of the discussion of your item</u> 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. <u>Subjects of previous hearings or agenda items may not again be addressed under General Public Comments</u>.

(PLEASE PRINT)

DATE	7/20/17				
Name	Martha Welch				
Address	901 F S+ + 4111				
Telephone	619-704-5835938				
Email	marshawelch 69a ychoo. L				
Organization Represented					
Subject of Your Remarks	Bollroom				
Regarding Agenda Item No.					
Your Comments Present a Position of:	SUPPORT 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.

3	

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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4	

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(PLEASE PRINT)

DATE	2017-07-20					
Name	5 clive Richard					
Address	5153 La Dorna St, San Diego, CA					
Telephone	619,867,7649					
Email	5-clive@hotmail.com					
Organization Represented						
Subject of Your Remarks	Misc.					
Regarding Agenda Item No.						
Your Comments Present a Position of:	SUPPORT OPPOSITION					

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3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	7/20/17
Name	£ Sharlenc Ornelas
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	Trolley
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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3

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(PLEASE PRINT)

DATE	July 20, 2017					
Name	2 ucat spene Kurlan					
Address	S831 Aster Meadow Pl.					
Telephone	760-331-9840					
Email	lucasgenek Ogmatt, com					
Organization Represented						
Subject of Your Remarks	extending transf to Gimel Valle					
Regarding Agenda Item No.	Heneral Public Comment					
Your Comments Present a Position of:	SUPPORT OPPOSITION					

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(PLEASE PRINT)

DATE	7-201-17					
Name	Many m. Lytle (mary Lytle)					
Address	3744 mt. Black burn The 50					
Telephone	858-277-7127					
Email	Tomm one, 486 SAT. RA, COM					
Organization Represented	Mone-except for people with lin has					
Subject of Your Remarks	At America Disza Rathen Then Synte					
Regarding Agenda Item No.	" MOI O'S TR THE MINE !					
Your Comments Present a Position of:	SUPPORT OPPOSITION					

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

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

INCREASED AUTHORIZATION FOR LEGAL SERVICE CONTRACTS TO PAY PROJECTED EXPENSES IN FISCAL YEAR 2018

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors:

- 1) Approve increasing the dollar amount of eleven (11) legal services contracts to cover anticipated fiscal year 2018 (FY18) expenses; and
- 2) Ratify one legal services contract amendment with approved firm.

Budget Impact

Sufficient funding has been programmed to pay these expenses in the current operating and capital budgets. The departments from which these expenses are drawn include: Risk & Claims, Real Estate, General Counsel, Human Resources, and the San Diego & Arizona Eastern Railway (SD&AE)

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 December 8, 2011, the Board established a panel of qualified law firms to assist MTS, San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC) with various legal matters on an as-needed basis. Thereafter, MTS began contracting with eighteen of the approved firms for designated amounts. The firms provide different specialties of law, such as tort liability, workers' compensation, employment practices,



real estate, environmental, etc. Eleven of these firms will require contract increases to pay current and anticipated legal expenses in FY18. Rather than coming to the Board individually with each firm when the contract balance runs low, staff now requests Board approval on an annual basis at the start of each fiscal year.

The contract increases are based upon each firm's current caseload, the likelihood that a particular case may go to trial, and anticipated future litigation assigned to these firms in the current fiscal year. The following table includes the contracts needing Board approval to increase the dollar amount for legal services contracts for FY18:

#	Firm Name	Contract/ Amendment No.	Current Contract Amount	Proposed Increase Amount	Total Contract Amount*	Attachment
1	Parker Straus LLP	G1423.10-12	\$820,000	\$150,000	\$970,000	А
2	Mark H. Barber (Law Offices of)	G1426.8-12	\$500,000	\$75,000	\$575,000	В
3	Michael Ripley (Law Offices of)	G1428.7-12	\$780,000	\$200,000	\$980,000	С
4	Environmental Law Group	G1429.5-12	\$150,000	\$60,000	\$210,000	D
5	Paul Plevin Sullivan & Connaught	G1430.9-12	\$1,010,000	\$200,000	\$1,210,000	E
6	Ryan Carvalho & White	G1432.9-12	\$750,000	\$100,000	\$850,000	F
7	Trovillion, Inveiss & Demakis, APC	G1433.9-12	\$440,000	\$70,000	\$510,000	G
8	Wheatley Bingham & Baker	G1434.8-12	\$1,960,000	\$125,000	\$2,085,000	Н
9	Laughlin, Falbo, Levy & Moresi, LLP	G1455.8-12	\$340,000	\$70,000	\$410,000	I
10	Liedle, Lounsbery, Larson & Lidl, LLP	G1490.9-13	\$1,080,000	\$650,000	\$1,730,000	J
11	Manning & Kass, Ellrod, Ramirez, Trester, LLP	G1491.7-13	\$190,000	\$60,000	\$250,000	К
		Totals	\$8,020,000	\$1,710,000	\$9,730,000	

Reflects the total contract value, including FY18 increases described in the chart above.

Today's action would also ratify increase to one contract authorized by the CEO in FY17. The following table includes one legal services contract needing Board ratification for current and future legal expenses through FY18.

#	Firm Name	Contract/ Amendment No.	Current Contract Amount	Amended Amount	Total Contract Amount	Attachment
1	Best, Best & Krieger, LLP	G1422.9-12	\$550,000	\$100,000	\$650,000	L

Therefore, staff is requesting that the Board of Directors: (1) approve increasing the dollar amount of eleven (11) legal services contracts; and (2) ratify one legal services contract with approved firm for current and future legal expenses through FY18.

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachments: A. Draft MTS Doc. No. G1423.10-12

B. Draft MTS Doc. No. G1426.8-12

C. Draft MTS Doc. No. G1428.7-12

D. Draft MTS Doc. No. G1429.5-12

E. Draft MTS Doc. No. G1430.9-12

F. Draft MTS Doc. No. G1432.9-12

G. Draft MTS Doc. No. G1433.9-12

H. Draft MTS Doc. No. G1434.8-12

I. Draft MTS Doc. No. G1455.8-12

J. Draft MTS Doc. No. G1490.9-13

K. Draft MTS Doc. No. G1491.7-13

L. MTS Doc. No. G1422.9-12



MTS Doc. No. G1423.10-12 LEG 491 (PC 50633)

Parker Strauss, LLP Mr. David C. Skyer Partner 501 West Broadway, Suite 1600 San Diego, CA 92101

Dear Mr. Skyer:

Subject: AMENDMENT NO. 10 TO MTS DOC. NO. G1423.0-12; LEGAL SERVICES – GENERAL

AND TORT LIABILITY

This shall serve as Amendment No. 10 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Continue to represent and defend MTS, SDTC, and SDTI in tort liability matters in accordance with the terms and conditions as stated on MTS Doc No. G1423.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$150,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$970,000. 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	David C. Skyer, Attorney David C. Skyer, APC
JULY2017.G1423.10-12.PARKERSTRAUSS.LEGAL.doc	Date:

Cc: S. Lockwood, K. Landers, C. Aquino, Procurement File



July xx, 2017 MTS Doc. No. G1426.8-12 LEG 491 (PC 50633)

Law Offices of Mark H. Barber Mr. Mark H. Barber Managing Attorney/Owner 2727 Camino del Rio South, Suite 220 San Diego, CA 92108

Dear Mr. Barber:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1426.0-12; LEGAL SERVICES – WORKER'S

COMPENSATION

This shall serve as Amendment No. 8 to our agreement for the legal services as further described below.

SCOPE

Continue to provide legal services – worker's compensation in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1426.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$75,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$570,000. 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	Mark H. Barber Law Offices of Mark H. Barber
IIII Y2017 G1426 8-12 MARK H. BARBER doc	Date:

Cc: K. Landers, S. Lockwood, A. Liebengood, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1428.7-12 LEG 491 (PC 50633)

Michael E. Ripley Mr. Michael Ripley Attorney/Proprietor 12520 High Bluff Dr., Suite 110 San Diego, CA 92130

Dear Mr. Ripley:

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. G1428.0-12; LEGAL SERVICES – GENERAL

AND TORT LIABILITY

This shall serve as Amendment No. 7 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Continue to represent and defend MTS, SDTC, and SDTI in tort liability matters in accordance with the terms and conditions as stated on MTS Doc No. G1428.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$200,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$980,000. 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	Michael E. Ripley, Attorney/Proprietor Michael E. Ripley
JULY2017.G1428.7-12.M.RIPLEY.LEGAL.doc	Date:

Cc: S. Lockwood, K. Landers, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1429.5-12 LEG 490 (PC 50121)

Environmental Law Group LLP, Varco & Rosenbaum Ms. Linda C. Beresford Attorney 225 Broadway, Suite 1900 San Diego, CA 92101-3542

Dear Ms. Beresford:

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. G1429.0-12; LEGAL SERVICES -

ENVIRONMENTAL & REAL ESTATE

This shall serve as Amendment No. 5 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Contractor shall continue to provide general legal advice and services for all areas of MTS operation in accordance with the terms and conditions of the original agreement, MTS Doc No. G1429.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$60,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$210,000. 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	Linda C. Beresford, Attorney Environmental Law Group LLP, Varco & Rosenbaum
G1429.5-12.ENV.LAWGROUP.7.2017	Date:

Cc: S. Lockwood, K. Landers, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1430.9-12 LEG 491 (PC 50633)

Paul, Plevin, Sullivan, and Connaughton, LLP Mr. J. Rod Betts Partner 101 W. Broadway, 9th Floor San Diego, CA 92101

Dear Mr. Betts:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1430.0-12; LEGAL SERVICES – LABOR AND

EMPLOYMENT, ADA, CIVIL RIGHTS AND PUBLIC

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide legal services – labor and employment, ADA, civil rights and public entity law in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1430.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$200,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$1,210,000. This amount shall not be exceeded without prior 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	J. Rod Betts Paul, Plevin, Sullivan and Connaughton, LLP
JULY2017.G1430.9-12.PAULPLEVIN.doc	Date:

Cc: K. Landers, J. Stumbo, S. Lockwood, B. Shannon, J. DeVault, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1432.9-12 LEG 491 (PC 50633)

Ryan Carvalho & White LLP Mr. Norman Ryan Attorney 3636 Nobel Dr., Suite 200 San Diego, CA 92122-1063

Dear Mr. Ryan:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1432.0-12; LEGAL SERVICES – GENERAL

LIABILITY, LABOR EMPLOYMENT, CONSTRUCTION AND INSURANCE LAW

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

STATEMENT OF WORK

Contractor shall continue to provide legal services – general liability, labor and employment law, construction and insurance law in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1432.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$100,000. The total value of this contract including this amendment shall remain the same in the amount of \$850,000. This amount shall not be exceeded without prior 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	Norman Ryan, Attorney Ryan Carvalho & White LLP
JULY2017.G1432.9-12.RYANMERCALDO.LEGAL.doc	Date:

Cc: K. Landers, S. Lockwood, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1433.9-12 LEG 490 (PC 50633)

Trovillion, Inveiss and Demakis, APC Ms. Nicole Demakis Partner 1010 Second Ave., Suite 1600 San Diego, CA 92101

Dear Ms. Demakis:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1433.0-12; LEGAL SERVICES – WORKER"S

COMPENSATION

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide legal services – worker's compensation in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1433.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$70,000. The total value of this contract including this amendment shall remain the same in the amount of \$510,000. This amount shall not be exceeded without prior 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	Nicole Demakis Trovillion, Inveiss and Demakis, APC
JULY2017.G1433.9-12.TROVILLIONINVEISSDEMAKIS.doc	Date:

Cc: K. Landers, S. Lockwood, A. Liebengood, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1434.8-12 LEG 491 (PC 50633)

Wheatley Bingham & Baker, LLP Mr. Roger P. Bingham Partner 462 Stevens Ave., Suite 109 Solana Beach, CA 92075

Dear Mr. Bingham:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1434.0-12; LEGAL SERVICES – GENERAL &

TORT LIABILITY

This shall serve as Amendment No. 8 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide legal services – general & tort liability in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1434.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$125,000. The total value of this contract including this amendment shall remain the same in the amount of \$2,085,000. This amount shall not be exceeded without prior 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	Roger P. Bingham Wheatley Bingham & Baker, LLP
JULY2017.G1434.8-12.WBB.doc	Date:

Cc: K. Landers, S. Lockwood, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1455.8-12 LEG 491 (PC 50633)

Laughlin, Falbo, Levy & Moresi LLP Ms. Marijo Kuperman, Esq. Managing Partner 600 B Street, Suite 2300 San Diego, CA 92101

Dear Ms. Kuperman:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1455.0-12; LEGAL SERVICES - WORKER'S

COMPENSATION

This shall serve as Amendment No. 8 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide legal services – worker's compensation in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1455.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$70,000. The total value of this contract including this amendment shall remain the same in the amount of \$410,000. This amount shall not be exceeded without prior 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	Marijo Kuperman Laughlin, Falbo, Levy & Moresi LLP
LMARQUIS-CL CL-G1455.8-12.LAUGHLINFALBO 7.2017	Date:

cc: K. Landers, S. Lockwood, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1490.9-13 LEG 491 (PC 50633)

Liedle, Lounsbery, Larson & Lidl, LLP Mr. Matthew J. Liedle Managing Partner 12520 High Bluff Dr., Suite 200 San Diego, CA 92130

Dear Mr. Liedle:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1490.0-13; LEGAL SERVICES – GENERAL

LIABILITY, LABOR AND EMPLOYMENT LAW, CONSTRUCTION CONTRACTS AND

CLAIMS, AMERICANS WITH DISABILITIES ACT (ADA), AND CIVIL RIGHTS

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

SCOPE

Continue to provide legal services – general liability, labor and employment law, construction contracts and claims, Americans with Disabilities Act (ADA), and civil rights in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1490.0-13.

SCHEDULE

There shall be no change to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$650,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$1,730,000. 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	Matthew J. Liedle, Managing Partner Liedle, Lounsbery, Larson & Lidl, LLP
JULY2017.G1490.9-13.LLLL.doc	Date:

Cc: K. Landers, S. Lockwood, E. Abutan, A. Monreal, C. Aquino, Procurement File



MTS Doc. No. G1491.7-13 LEG 491 (PC 50633)

Manning & Kass, Ellrod, Ramirez, Trester, LLP Ms. Marguerite Lieu Jonak Partner
One Battery Park Plaza, 4th Floor
New York, NY 10004-1475

Dear Ms. Jonak:

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. G1491.0-13; LEGAL SERVICES – GENERAL

LIABILITY, WORKER'S COMPENSATION, LABOR AND EMPLOYMENT LAW.

CONSTRUCTION CONTRACTS AND CLAIMS, AMERICANS WITH DISABILITIES ACT

(ADA), CIVIL RIGHTS, CRIMINAL LAW, AND REAL ESTATE

This shall serve as Amendment No. 7 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide legal services – general liability, worker's compensation, labor and employment law, construction contracts and claims, Americans with Disabilities Act (ADA), civil rights, criminal law, and real estate in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1491.0-13.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This amendment shall authorize additional costs not to exceed \$60,000. The total value of this contract including this amendment shall remain the same in the amount of \$250,000. This amount shall not be exceeded without prior 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		Marguerite Lieu Jonak Manning & Kass, Ellrod, Ramirez, Trester, LLP
JULY2017.G1491.7-13.MANNING&KA	ASS.doc	Date:

Cc: K. Landers, S. Lockwood, E. Abutan, A. Monreal, C. Aquino, Procurement File



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

May 24, 2017

MTS Doc. No. G1422.9-12 LEG 491 (PC 50633)

Best Best & Krieger, LLP Mr. Bruce W. Beach **Equity Partner** 655 West Broadway, 15th Floor San Diego, CA 92101

Dear Mr. Beach:

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. G1422.0-12; LEGAL SERVICES - ALL AREAS OF MTS OPERATION

This shall serve as Amendment No. 9 to our agreement for the legal services as further described below.

SCOPE

Contractor shall continue to provide general legal advice and services for all areas of MTS operation in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1422.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$100,000 for legal services The total value of this contract including this amendment shall be in the amount of \$650,000. 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,

Paul C. Jablonski 🥀 Chief Executive Officer

LMARQUIS-CL CL-G1422.9-12 BBK CAQUINO 052417 Agreed:

Bruce W Beach

Best Best & Krieger,

rua W. Dea

cc: K. Landers, S. Lockwood, E. Abutan, A. Monreal, C. Aquino, Procurement File

1255 Imperial Avenue, Sulte 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropo Itan Trans I System (MTS) is a California public agency comprised of San Diego Transil Corp San Diego Trolley Inc., and San Diego and Arizona Eastern Ruiway Company (nonprofit public benefit enrocrations). MTS is the laxicab administrator for seven cities

MTS mamber agencies include the cities of Chura Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lerron Grove, National City, Poway, San Diego, Santee, ai dithe County of San Diego.



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Agenda Item No. $\frac{7}{2}$

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

FISCAL YEAR 2018 TRANSPORTATION DEVELOPMENT ACT CLAIM

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 17-10 (Attachment A), 17-11 (Attachment B), and 17-12 (Attachment C) approving fiscal year (FY) 2018 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.

Budget Impact

The FY 2018 TDA claims would result in the approval of \$94,437,807 in TDA funds for MTS to be utilized in the fiscal year 2018 operating and capital budgets.

DISCUSSION:

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. The San Diego Association of Governments (SANDAG), as the designated Regional Transportation Planning Agency, is responsible for the allocation of TDA funds to the region's cities, the County, and transit operators. At its February 24, 2017, meeting, the SANDAG Board of Directors approved the San Diego County Auditor's estimate of \$144,655,804 for the fiscal year 2018 TDA apportionment.

A Master Memorandum of Understanding (MOU) exists between SANDAG, MTS, and the North County Transit District (NCTD) with respect to the functions and responsibilities transferred to SANDAG as a result of Senate Bill 1703 (Peace, 2003). Pursuant to the MOU, both transit agencies transfer TDA funding to SANDAG annually to pay for the administrative and planning functions that transferred to SANDAG as a result of the consolidation. The MOU is updated as circumstances change. For fiscal



year 2018, \$1,863,771 in funding will remain with SANDAG for transferred administrative and planning functions.

TDA allocations are authorized under three separate articles of the law. Article 4 funds are used to provide general public transit services. Article 4.5 funds are designated for community transit services, and pursuant to SANDAG Board Policy No. 027, are allocated within the San Diego region to support paratransit services required by the Americans with Disabilities Act (ADA). Article 8 funds support specialized services such as express bus and ferry services.

A total of \$94,437,807 is estimated to be allocated to MTS for fiscal year 2018. This includes \$88,902,280 in TDA Article 4.0 claims, \$58,560,516 of which will fund operating activities, and the remaining \$30,341,764 will fund the capital improvement program; \$4,775,437 in Article 4.5 claims to fund the MTS Access/CTS Paratransit services; and \$760,090 in Article 8.0 claims to fund the ferry/commuter express services.

Therefore, staff recommends that the MTS Board of Directors adopt Resolution No. 17-10 (Attachment A), 17-11 (Attachment B), and 17-12 (Attachment C) approving fiscal year (FY) 2018 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachments: A. Resolution No. 17-10

B. Resolution No. 17-11C. Resolution No. 17-12

San Diego Metropolitan Transit System

Resolution No. 17-10

Resolution Approving Fiscal Year 2018 Transportation Development Act, Article 4.0

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2018 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2018 TDA Article 4.0 MTS TDA claim of \$88,902,280; \$58,560,516 of the 4.0 TDA claim will be used for operating activities, and the remaining \$30,341,764 will be used to fund capital.

PASSI vote:	ED AND ADOPTED by the Boa	ard of Directors this <u>20th</u> day of <u>July</u> 2017, by the following
	AYES:	
	NAYS:	
	ABSENT:	
	ABSTAINING:	
Chairperson	etropolitan Transit System	
Filed by:	eropolitari Fransit System	Approved as to form:
Clerk of the Bo	oard etropolitan Transit System	Office of the General Counsel San Diego Metropolitan Transit System

San Diego Metropolitan Transit System

Resolution No. 17-11

Resolution Approving Fiscal Year 2018 Transportation Development Act, Article 4.5

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2018 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2018 TDA Article 4.5 MTS TDA claim of \$4,775,437. The allocation will be used to fund the MTS Access/CTS Paratransit services.

PASSED AND ADOPTED by the Board of Directors this 20th day of July 2017, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board

Office of the General Counsel

San Diego Metropolitan Transit System

San Diego Metropolitan Transit System

San Diego Metropolitan Transit System

Resolution No. 17-12

Resolution Approving Fiscal Year 2018 Transportation Development Act, Article 8.0

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2018 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2018 TDA Article 8.0 MTS TDA claim of \$760,090. The allocation will be used to fund the ferry/commuter express services.

Clerk of the Board San Diego Metropolitan Transit System	Office of the General Counsel San Diego Metropolitan Transit System
Filed by:	Approved as to form:
Chairperson San Diego Metropolitan Transit System	
ABSTAINING:	
ABSENT:	
NAYS:	
AYES:	
PASSED AND ADOPTED by the Board vote:	of Directors this <u>20th</u> day of <u>July</u> 2017, by the following



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

SEMIANNUAL UNIFORM REPORT OF DISADVANTAGED BUSINESS ENTERPRISE (DBE) AWARDS AND PAYMENTS

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

As a Federal Transit Administration (FTA) grantee, San Diego Metropolitan Transit System (MTS) complies with the federal regulations set forth in 49 CFR Part 26 regarding participation by DBEs in the U.S. Department of Transportation (DOT) Program.

I. Goals of MTS's DBE Program

The goals of MTS's 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:
- 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.



II. MTS's DBE Triennial Overall Goal

The DBE regulations requires MTS to prepare DBE Triennial Overall Goals based upon the number of ready, willing, and able DBE-certified contractors available to bid on certain categories of MTS's federally assisted procurements. For the current triennial reporting period (October 1, 2015, to September 30, 2018), MTS has a race-neutral program with an aspirational triennial overall goal of **3.75%** DBE participation on federally funded contracts.

III. Participation by certified DBEs

For purposes of reporting DBE participation to the FTA, MTS may only count participation by <u>certified</u> DBE contractors. In order to be certified as a DBE through the California Unified Certification Program (CUCP), contractors must:

- have a majority owner who is socially and economically disadvantaged (Native Americans, African Americans, Hispanics, Asian-Pacific, Subcontinent Asian Americans and women are currently presumed to be socially and economically disadvantaged by the DOT); and
- (2) the majority owner must have a personal net worth of less than \$1,320,000; and
- (3) the business must be a **small business** and, for most types of businesses, have average annual gross receipts less than **\$23,980,000**.

Per DOT DBE Regulations MTS *may not* count participation from certified minority owned businesses (MBE), disabled veteran owned businesses (DVBE), women owned businesses (WBE), small businesses (SB) or lesbian gay bisexual transgender owned businesses (LGBTBE) toward meeting its DBE Triennial Overall Goal.

IV. Race-Neutral Measures to Increase DBE Participation

A race-neutral DBE program means that there are no contract specific goals or advantages provided to DBE contractors. Successful bidders are chosen using raceneutral means, generally through a low-bid or best-value procurement process.

To increase DBE participation on MTS's federally assisted procurements, MTS conducts outreach to DBEs and other small businesses in an effort to inform them of upcoming MTS procurements and provides assistance in overcoming limitations such as the inability to obtain bonding or financing. The following are some of the race-neutral measures MTS has implemented:

- outreach to past and current MBEs, DVBEs, WBEs, SBs and LGBTBEs to discuss the benefits of DBE certification and what qualifications are necessary to become DBE certified, as some may already qualify;
- 2. outreach to past and current DBEs, MBEs, DVBEs, WBEs, SBs and LGBTBEs requesting that they register on PlanetBids so they can receive automatic notification of upcoming MTS formal procurements;
- for those informal procurements in which MTS must seek out three (3) bids, MTS will request at least one (1) bid from a DBE, MBE, DVBE, WBE, SB or LGBTBE, if such a contractor is available to perform the work; and

4. attend and actively promote small business conferences and programs to alert DBEs, MBEs, DVBEs, WBEs, SBs or LGBTBEs of upcoming MTS procurements.

V. <u>Federally Funded Procurements</u>

MTS generally reserves federal funds for transit vehicle procurements, transit facility improvements, and state-of-good-repair vehicle or system preventative maintenance projects. Only contracts awarded and paid by MTS using federal funds (or a portion of federal funds) are reported to the FTA per DOT DBE Regulations.

VI. Summary of Semi-Annual DBE Report Findings (Federal Funds Only)

The FTA Semi-Annual Report for October 1, 2016 to March 31, 2017 is the third of six reports in the current triennial period. For this reporting period, MTS *exceeded* its DBE Triennial Overall Goal of 3.75% for both contracts awarded and contracts completed. MTS achieved **19.07%** DBE participation for contracts awarded and 16.63% for contracts completed.

The main reason for why MTS was able to meet its DBE Triennial Overall Goal during this reporting period was due to awarding large, multi-year contracts to a DBE.

DBE Contractor	Services	Contract Amount
NMS	Janitorial service	\$3,990,618.63
Management		(80% Fed Funded)
NMS	Anti-graffiti	\$575,602.90
Management	window film	(80/% Fed Funded)

It should also be noted that MTS is beginning to see that DBE and other small business firms met at outreach events are submitting proposals on MTS procurements. At outreach events, MTS explains the types of materials and services we procure, how firms can get notified of upcoming procurements, and adds firms to MTS's Bidder List. These measures have increased the number of DBEs and other small businesses submitting bids or proposals, which further increases the chances they will be awarded a procurement through either low bid or best value.

	Federal Contrac	Federal Contract Awards/Commitments											
REPORTING PERIOD	Total Federal \$\$	<u>DBE \$\$</u>	DBE %	<u>vs</u> 3.75%									
Federal Funds: Oct 1, 2016 to Mar 31, 2017	\$19,827,518.60	\$3,781,098.94	19.07%	+15.32%									

		Federal Contracts Completed (Actual Payments)										
REPORTING PERIOD	Total Federal \$\$	<u>DBE \$\$</u>	DBE %	<u>vs</u> 3.75%								
Federal Funds: Oct 1, 2016 to Mar 31, 2017	\$2,695,738.52	\$448,373.56	16.63%	+12.88%								

VII. Summary of DBE Participation (Local Funds Only)

MTS generally uses local and state funds for capital projects, administrative costs and other operating expenses (e.g., marketing expenses, land management, office supplies). Some small construction projects are completed by MTS using Job Order Contracts originally awarded as part of SANDAG's construction contacting program. Most of these MTS small construction projects are paid using local and state funds.

	Local Co	ntract Awards/Com	mitments
REPORTING PERIOD	Total \$\$	<u>DBE \$\$</u>	DBE %
Local Funds: Oct 1, 2016 to Mar 31, 2017	\$72,689,411.31	\$1,830,067.76	2.52%

	Local Contra	cts Completed (Actu	ıal Payments)
REPORTING PERIOD	Total \$\$	<u>DBE \$\$</u>	DBE %
Local Funds: Oct 1, 2016 to Mar 31, 2017	\$53,003,382.63	\$950,455.68	1.79%

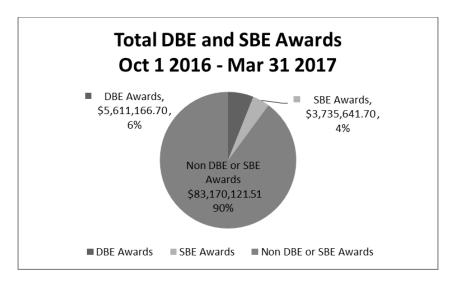
VIII. Summary of DBE, WBE, MBE, DVBE, LGBTBE and SB Participation for all Contracts (Regardless of Funding Source)

Although MTS cannot report to the FTA the participation of MBE, DVBE, WBE, SB and LGBTBE (together referred to as SBEs) for its FTA DBE Semi Annual Report, MTS does record the participation of these businesses to gauge the success of its program to foster small business participation. Of particular note this reporting period is the award of a large, multi-year contract to a WBE.

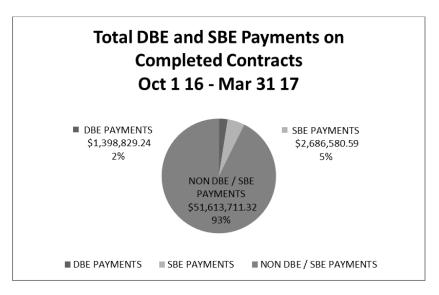
WBE Contractor	Services	Contract Amount
Medical	ADA Paratransit	\$1,683,196.03
Transportation	certification	(100% Locally
Management	services	Funded)

MTS encourages the participation of SBEs on all of its contracts, no matter the funding source. MTS's DBE and small business participation rates for the reporting period, using both local and federal funds, were as follows:

	A	ALL Contract Aw	ards/Com	mitments	
REPORTING PERIOD	Total \$\$	DBE \$\$	DBE %	<u>SBE \$\$</u>	SBE %
Total Funds: Oct 1, 2016 to Mar 31, 2017	\$92,516,929.91	\$5,611,166.70	6.07%	\$3,735,641.70	4.04%



	All C	Contracts Complet	ed (Actual	Payments)	
REPORTING PERIOD	Total \$\$	<u>DBE \$\$</u>	DBE %	<u>SBE \$\$</u>	SBE %
Total Funds: Oct 1, 2016 to Mar 31, 2017	\$55,699,121.15	\$1,398,829.24	2.51%	\$2,686,580.59	4.82%



/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachments: A. History of Semi-Annual Reports for Contracts Awarded

B. History of Semi-Annual Reports for Contracts Completed

MTS History of DBE Semi Annual Reports

	Contract Awards/Commitments****																
	DBE GOAL	REPORTING PERIOD	TOTAL DOLLARS AWARDED (fed & local)	Total DBE \$\$	Total DBE <u>%</u>	Total SBE \$\$	Total SBE <u>%</u>	Total Federal \$\$	<u>Federal DBE \$\$</u>	Federal DBE %	Federal SBE \$\$	Federal SBE %	Total Local \$\$	Local DBE \$\$	Local DBE <u>%</u>	Local SBE \$	LOCAL SBE %
FFY13		Oct 1 12 to Mar 31 13	\$ 20,565,498.83	\$ 812,417.51	3.95%	\$ 157,030.00	0.76%	\$ 18,372,446.95	\$ 759,369.25	4.13%	\$ 62,535.00	0.34%	\$ 2,193,051.88	\$ 53,048.26	2.42%	\$ 94,495.00	4.31%
11113		Apri 1 13 to Sept 30 13	\$ 34,460,457.63	\$ 898,221.82	2.61%	\$ 1,200,261.58	3.48%	\$ 15,870,139.09	\$ 898,221.82	5.66%	\$ 877,362.58	5.53%	\$ 18,590,318.54	\$ -	0.00%	\$ 322,899.00	1.74%
FFY14	4.1%	Oct 1 13 to Mar 31 14	\$ 30,396,564.63	\$ 1,045,587.65	3.44%	\$ 778,423.64	2.56%	\$ 24,982,372.54	\$ 1,041,961.65	4.17%	\$ 679,320.38	2.72%	\$ 5,414,192.09	\$ 3,626.00	0.07%	\$ 99,103.26	1.83%
11114	4.1/0	Apri 1 14 to Sept 30 14	\$ 36,667,958.68	\$ 2,901,661.10	7.91%	\$ 1,412,502.45	3.85%	\$ 22,871,104.47	\$ 2,699,042.86	11.80%	\$ 1,151,923.37	5.04%	\$ 13,796,854.21	\$ 202,618.24	1.47%	\$ 260,579.08	1.89%
FFY15*		Oct 1 14 to Mar 31 15	\$ 406,896,924.96	\$ 115,969.00	0.03%	\$ 2,073,475.82	0.51%	\$ 60,000,489.70	\$ -	0.00%	\$ 352,186.97	0.59%	\$ 346,896,435.26	\$ 115,969.00	0.03%	\$ 1,721,288.85	0.50%
LLIID		Apri 1 15 to Sept 30 15	\$ 23,961,456.64	\$ 1,032,738.82	4.31%	\$ 1,066,325.73	4.45%	\$ 3,006,532.71	\$ 89,113.74	2.96%	\$ 134,572.59	4.48%	\$ 20,954,923.93	\$ 943,625.08	4.50%	\$ 931,753.14	4.45%
FFY16**		Oct 1 15 to Mar 31 16	\$ 63,883,438.52	\$ 298,902.02	0.47%	\$ 2,929,504.04	4.59%	\$ 4,094,298.13	\$ 11,859.89	0.29%	\$ 246,645.99	6.02%	\$ 59,789,140.39	\$ 287,042.13	0.48%	\$ 2,682,858.05	4.49%
LLIIO	3.75%	April 1 16 to Sept 30 16	\$ 32,178,592.14	\$ 976,115.34	3.03%	\$ 996,434.97	3.10%	\$ 6,418,545.41	\$ 255,760.97	3.98%	\$ 148,325.08	2.31%	\$ 25,760,046.73	\$ 720,354.37	2.80%	\$ 848,109.89	3.29%
FFY17***		Oct 1 16 to Mar 31 17	\$ 92,516,929.91	\$ 5,611,166.70	6.07%	\$ 3,735,641.71	4.04%	\$ 19,827,518.60	\$ 3,781,098.94	19.07%	\$ 196,188.57	0.99%	\$ 72,689,411.31	\$ 1,830,067.76	2.52%	\$ 3,539,453.14	4.87%
FFY16-18	3.75%	Oct 1, 2015 thru Sept 30, 2018 (6 semi-annual reports - in progress)	\$ 188,578,960.57	\$ 6,886,184.06	3.65%	\$ 7,661,580.72	4.06%	\$ 30,340,362.14	\$ 4,048,719.80	13.34%	\$ 591,159.64	1.95%	\$158,238,598.43	\$ 2,837,464.26	1.79%	\$ 7,070,421.08	4.47%

^{*}In FY15, MTS began reporting the breakdown of how many federal dollars and how many local/state dollars were awarded and spent on each individual contract.*

^{**}In FY16, MTS began using SAP which is capable of accurately reporting more expense procurements than previously was allowed using prior systems.**

^{***}In FY17, MTS began using the U.S. Small Business Administration Database, which provides a listing of Small Businesses. This Database tracks firms in which revenues and/or number of employees do not exceed the NAICS code's small business size standards.***

^{***}Transit Vehicle Procurements (bus, trolley) from Transit Vehicle Manufacturers (TVM) are not included in this Report per DOT DBE Regulations. TVMs have their own DBE Program, Goals and Reporting requirements. Inventory procurements are also not included.

Only at time an inventory item is issued from store room will the federal/local breakdown be known, not at the time of purchase. ***

MTS History of DBE Semi Annual Reports

									Contracts Completed (Actual Payments)****								
	DBE GOAL	REPORTING PERIOD	TOTAL DOLLARS COMPLETED (fed & local)	<u>DBE \$\$</u>	DBE %	<u>SBE \$\$</u>	SBE %	Total Federal \$\$	Federal DBE \$\$	Federal DBE <u>%</u>	Federal SBE \$\$	Federal SBE <u>%</u>	Total Local \$\$	Local DBE \$\$	Local DBE %	Local SBE \$\$	Local SBE %
FFY13		Oct 1 12 to Mar 31 13	\$ 4,101,792.33	\$ 206,245.24	5.03%	\$ 75,180.00	1.83%	\$ 2,407,395.30	\$ 84,745.24	3.52%	\$ 6,135.00	0.25%	\$ 1,694,397.03	\$ 121,500.00	7.17%	\$ 69,045.00	4.07%
11113		Apri 1 13 to Sept 30 13	\$ 13,663,022.32	\$ 319,170.50	2.34%	\$ 46,176.20	0.34%	\$ 7,977,919.62	\$ 319,170.50	4.00%	\$ 2,771.20	0.03%	\$ 5,685,102.70	\$ -	0.00%	\$ 43,405.00	0.76%
FFY14	4.1%	Oct 1 13 to Mar 31 14	\$ 13,649,354.70	\$ 293,289.20	2.15%	\$ 135,927.37	1.00%	\$ 6,823,674.29	\$ 292,533.65	4.29%	\$ 115,167.05	1.69%	\$ 6,825,680.41	\$ 755.55	0.01%	\$ 20,760.32	0.30%
FF114	4.1%	Apri 1 14 to Sept 30 14	\$ 17,416,560.55	\$ 3,910,674.11	22.45%	\$ 701,129.62	4.03%	\$ 8,885,583.71	\$ 3,768,706.60	42.41%	\$ 14,654.00	0.16%	\$ 8,530,976.84	\$ 141,967.51	1.66%	\$ 686,475.62	8.05%
FFY15*		Oct 1 14 to Mar 31 15	\$ 4,358,155.38	\$ 10,891.00	0.25%	\$ 1,290,954.40	29.62%	\$ 1,209,954.09	\$ -	0.00%	\$ 40,960.72	3.39%	\$ 3,148,201.29	\$ 10,891.00	0.35%	\$ 1,249,993.68	39.71%
LL112		Apri 1 15 to Sept 30 15	\$ 204,192,796.67	\$ 309,784.63	0.15%	\$ 379,786.82	0.19%	\$ 47,336,783.90	\$ -	0.00%	\$ 44,373.93	0.09%	\$ 156,856,012.77	\$ 309,784.63	0.20%	\$ 335,412.89	0.21%
FFY16**		Oct 1 15 to Mar 31 16	\$ 5,768,931.07	\$ 26,502.82	0.46%	\$ 591,017.84	10.24%	\$ 1,206,599.18	\$ 3,916.70	0.32%	\$ 344,129.82	28.52%	\$ 4,562,331.89	\$ 22,586.12	0.50%	\$ 246,888.02	5.41%
LL 1.10	3.75%	April 1 16 to Sept 30 16	\$ 30,343,223.50	\$ 1,505,492.73	4.96%	\$ 522,113.41	1.72%	\$ 2,300,973.59	\$ 493,660.84	21.45%	\$ 126,072.16	5.48%	\$ 28,042,249.91	\$ 1,011,831.89	3.61%	\$ 396,041.25	1.41%
FFY17***		Oct 1 16 to Mar 31 17	\$ 55,699,121.15	\$ 1,437,850.27	2.58%	\$ 2,049,699.71	3.68%	\$ 2,695,738.52	\$ 448,373.56	16.63%	\$ 111,959.85	4.15%	\$ 53,003,382.63	\$ 989,476.71	1.87%	\$ 1,937,739.86	3.66%
FFY16-18	3.75%	Oct 1, 2015 thru Sept 30, 2018 (6 semi-annual reports - in progress)		\$ 2,969,845.82	3.23%	\$ 3,162,830.96	3.44%	\$ 6,203,311.29	\$ 945,951.10	15.25%	\$ 582,161.83	9.38%	\$ 85,607,964.43	\$ 2,023,894.72	2.36%	\$ 2,580,669.13	3.01%

^{*}In FY15, MTS began reporting the breakdown of how many federal dollars and how many local/state dollars were awarded and spent on each individual contract.*

^{**}In FY16, MTS began using SAP which is capable of accurately reporting more expense procurements than previously was allowed using prior systems.**

^{***}In FY17, MTS began using the U.S. Small Business Administration Database, which provides a listing of Small Businesses. This Database tracks firms in which revenues and/or number of employees do not exceed the NAICS code's small business size standards.***

^{***}Transit Vehicle Procurements (bus, trolley) from Transit Vehicle Manufacturers (TVM) are not included in this Report per DOT DBE Regulations. TVMs have their own DBE Program, Goals and Reporting requirements. Inventory procurements are also not included.

Only at time an inventory item is issued from store room will the federal/local breakdown be known, not at the time of purchase. ***



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

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) TASK ORDER CONTRACT AMENDMENT APPROVAL FOR OLD TOWN TRANSIT CENTER WEST IMPROVEMENTS PROJECT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to approve Amendment No. 2 to Work Order 13.18 for MTS Doc. No. G1493.0-13 with Kimley-Horn & Associates Inc. to perform Design-Engineering Services for the Old Town Transit Center West (OTTC West) Improvements Project ("Project").

Budget Impact

The funding for Work Order 13.18 Amendment No. 2 (\$149,445.21) is allocated under MTS Capital Improvement Project (CIP) for MTS Fiscal Year 2018, Capital Improvement Project Budget No. 3006007702. With this amendment, the total value of Kimley-Horn Task Order 13.18 will increase to \$288,445.21.

DISCUSSION:

The bus facilities on the west side of the OTTC West are constrained by limited capacity and in need of refurbishment after nearly 20 years of service. The ability to add service on some of our highest ridership routes is limited by a lack of bus bays. Multiple routes share bays, and standby buses for west side routes are inefficiently staging on the east side. During peak times, buses are circling through the center while waiting for an available bay. Additionally, many of the amenities, equipment, and furnishings, first installed in 1996, are beyond their useful life after nearly twenty years of very heavy passenger use.



MTS has initiated a capital improvement project to upgrade certain elements of the entire transit center, with an added focus on OTTC West towards improving capacity and operational efficiency. The first phase of the project will refurbish and replace the amenities most in need. Phase 2 of the project will design and construct improvements to amenities and capacity, specifically at OTTC West. These upgrades are anticipated to include increasing bus bay capacity, improving pedestrian access, repairing or replacing the remaining facilities which are beyond their useful life (not already covered in Phase I). The upgrades will also update pavement markings and traffic signage, station lighting, shelters and passenger waiting areas, next-arrival signage, and wayfinding signage and station maps.

On July 16, 2015 (Al 8), the Board authorized Task Order 13.18 with Kimley-Horn & Associates Inc. for \$139,000 (907 labor hours) to perform design work through final design. Through the design process it was discovered that additional permits would be required and additional design approval work would need to be performed to satisfy permit requirements. Phase 1 of the project has been completed. The design work for Phase 2 is at approximately 60%.

Amendment No. 1 to Task Order 13.18 added additional legal terms to the task order but did not change the scope or cost.

This Amendment No. 2 to Task Order 13.18 for \$149,445.21 (1058 labor hours) will allow MTS to satisfy all outstanding permitting needs and complete the final design process.

The Scope of Work for Amendment No. 2 consists of the following tasks:

- Task 1 Urban Design Advancement
- Task 2 (not used)
- Task 3 Drainage Study
- Task 4 Water Quality Study
- Task 5 Engineering Design 90 percent
- Task 6 Engineering Design Final
- Task 7 Engineering Design Bid-Ready
- Task 8 Caltrans Coordination and Project Permit Services
- Task 9 City of San Diego Project Development Review
- Task 10 Design Services During Construction

The anticipated schedule for Phase 2 is for design and engineering work to continue through October 2017. Improvements designed under this Scope of Work would begin construction in FY2018 with carryover FY2017 CIP funding.

Today's action would also extend the term of Task Order 13.18 through June 30, 2018.

/s/ Paul C. Jablonski Paul C. Jablonski Chief Executive Officer

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

Attachment: A. Draft Work Order No. 13.18.2 (Amendment No. 2 to MTS Doc. No. G1493.0-13)

July 7, 2017 MTS Doc. No. G1493.0-13 Work Order No. 13.18.02

Mr. Dennis Landaal Contract Project Manager Kimley-Horn & Associates 401 B Street, Suite 600 San Diego, CA 92101

Dear Mr. Landaal:

Subject: MTS DOC. NO. G1493.0-13, AMENDMENT 2 TO WORK ORDER 13.18; GENERAL ENGINEERING SERVICES OLD TOWN TRANSIT CENTER WEST IMPROVEMENTS

This letter shall serve as Amendment 2 to our agreement for Work Order 13.18 to MTS Doc. No. G1493.0-13, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide general engineering services for Old Town Transit Center West Improvements, in accordance with the attached Scope of Services (Attachment A).

SCHEDULE

The Scope of Services, as described above, shall extend through May 31, 2018.

PAYMENT

The Payment for this Amendment 2 shall be based on actual costs in accordance with the attached Fee Proposal (Attachment B), not to exceed \$150,000 without prior authorization. The total Work Order amount including all amendments to date is \$289,000. General engineering services will incorporate prevailing wage requirements where applicable as attached in Attachment C, Prevailing Wage (Attachment C).

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	Dennis Landaal
Chief Executive Officer	Kimley-Horn & Associates, Inc.
LMARQUIS-CL	Date:
CL-G1493.0-13.WO13.18.02.KIMLEYHORN.TALLISO	N.061417

Attachment(s): A - Scope of Services

B - Fee Proposal C - Prevailing Wage

Work Order No.: 13-18 Amendment #2

Attachment A

WORK ORDER TITLE: Old Town Transit Center (OTTC) West Improvements

Develop 90%/Final/Bid-Ready construction and supporting documents (e.g. design studies, plans, opinion of probable construction costs, specifications) and City, Caltrans approvals for the Old Town Transit Center Expansion.

I. Proposed Scope of Amendment

Design Studies:

- Urban Design Advancement The Consultant will coordinate with project stakeholders to obtain
 final decisions on the visual elements of the project prior to the start of final design for those project
 elements. Final decisions for each element will be documented in a Design MOU for use in
 preparing Final PS&E.
 - 1.1. Urban Design Advancement
 - Ticket vending machines/PCIDs
 - Signage/Wayfinding information
 - Paving types within the OTTC limits
 - Site furnishings within the OTTC limits
 - Restroom Facilities
 - Security requirements
 - Security infrastructure specifications (Data services/duct banks)
 - Station recorder vs. data link to central server
 - Fiber/Communications to OTTC Comm Facilities
 - Site Lighting fixtures
 - Lighting/Electrical power requirements and conduit sizing
 - Electrical service and metering
 - Water supply requirements
 - Water service and metering

Meeting Materials (includes up to two rounds of revisions):

- OTTC layout exhibit
- Paving types exhibit
- Site furnishing exhibits displaying product types, colors, materials and finishes with recommendations for existing and proposed products
- 1.2. Material samples for selection of materials, colors and finishes for Landscape and Irrigation Concept Design

The Consultant will:

- Develop a preliminary Landscape Concept for the approved OTTC site plan. The landscape concept will adhere to the City of San Diego and the State of California Water Efficient Landscape Regulations and ordinances and California State Building code requirements in effect at the time of work order execution.
- Develop a preliminary Irrigation Concept Plan for the approved OTTC site plan. The concept plan will look at initial irrigation design feasibility, systems coordination. This initial submittal will include:

Page 1 of 6 C-70240 – Rev 01/07

Work Order No.: 13-18 Amendment #2

Attachment A

Meetings:

• Up to 2 meetings with MTS regarding Urban Design Advancement concepts including a discussion regarding warranties, maintenance and operations.

Meeting Materials:

- Landscape Concept Rendering,
- Plant Palette/Landscape materials Exhibit,
- Preliminary locations of point of connections (meters, back flow preventers, controllers, power supply)
- 1.3. OTTC Communication and Electrical The Consultant will coordinate with MTS to identify the appropriate communications and electrical improvements for the OTTC. The following will be performed by the Consultant:
 - Identify OTTC electrical/communications conduit needs, for example
 - 1. Station Lighting
 - 2. Fare Technology (PCIDs and TVMs)
 - 3. CCTV Cameras
 - 4. VMS Signs
 - 5. Video Surveillance System
 - 6. Payphones
 - Layout electrical/communications conduit, communications cabling and electrical wiring
 - Prepare load calculations
 - Develop Electrical Service Panel Schedule and sub-panel circuit breaker designations and load calculations
 - Coordinate with MTS to develop communication layouts
 - Identify and develop network equipment designation and device connection details

The Consultant assumes:

- Wide Area Network (WAN) design will not be required
- Items assumed to be furnished and installed by others: CCTV Cameras and associated equipment, network switch, VMS sign panels, PCID units, and TVM's.
- 1.4. Lighting Photometric Calculations Study -- The Consultant will:
 - Prepare a photometric analysis of the proposed preliminary lighting layout within the limits of the OTTC. The analysis will be prepared to assist with the appropriate placement of safety lighting and pedestrian lighting. The photometric study will include the evaluation of up to four (4) different lighting fixtures, or lighting configurations. The average, maximum and minimum horizontal footcandle measurements will be included in the photometric study. The photometric calculation will then be evaluated and compared with the standard lighting levels per MTS design guidelines.
- 2. TASK NUMBER NOT USED.
- 3. Drainage Study Only (No Hydromodification Design Assumed Required) A drainage study will be prepared for the project to analyze and size the proposed drainage infrastructure. The drainage

Page 2 of 6 C-70240 – Rev 01/07

Work Order No.: 13-18 Amendment #2

Attachment A

study for the City of San Diego and Caltrans will include the following sections; Introduction, methodology, hydrologic and hydraulic analysis, conclusions/recommendations. The study will be prepared in accordance with the agency's standard for the preparation of drainage studies in effect at the time of execution of this work order.

The Consultant will:

- Attend up to 3 meetings with the City of San Diego and Caltrans to discuss the final design
 of the proposed system prior to DSD / Caltrans review. Each meeting is assumed to last up
 to 3 hours (with 2 Consultant attendees) including preparation time for agendas, graphics,
 sign-in sheets, and meeting summary preparation, QC review, and email distribution.
- Prepare drainage basin mapping
- Calculate hydraulic capacity, peak flow rates, and estimation of proposed pipe and inlet sizes
- Submit a draft Drainage Study to MTS.
- Submit final Drainage Study to MTS for final review and approval to submit to the City of San Diego for project development review.
- Submit the final Drainage to the City of San Diego for project development review.

This task assumes:

- Significant changes to the preliminary concepts that were approved by the agency during the preliminary design/environmental phase of the project will not be required.
- Drainage studies will further refine the concepts already prepared and approved by the agencies.
- 4. Water Quality Study The Consultant will update the Water Quality Study prepared during the environmental phase of the project for the City of San Diego. The update to the Water Quality Technical Report will be based on the preliminary concepts that were approved by the agencies during the preliminary design/environmental phase of the project.

The Consultant will:

- Coordinate and process the WQTR through the City of San Diego only and it is assumed no coordination with the Regional Board is required.
- Update report to show the implementation of the previously approved water quality treatment concepts for each section of the project.
- Submit a draft WQTR to MTS at the 90% level of plans completion.
- Submit final WQTR to MTS for final review and approval to submit to the City of San Diego for project development review.
- Submit the final WQTR to the City of San Diego for project development review.
- Provide up to three review cycle submittals for the WQTR.

This task assumes:

- Significant changes to the preliminary concepts that were approved by the agency during the preliminary design/environmental phase of the project will not be required.
- The Water Quality Technical Reports will further refine the concepts already prepared and approved by the agencies.
- Comments on the reports will be minor and not require significant changes to the overall concept of the water quality treatment that was previously approved.

Page 3 of 6 C-70240 – Rev 01/07

Work Order No.: 13-18 Amendment #2

Attachment A

STORM WATER DATA REPORT (SWDR) - Consultant shall prepare a Storm Water Data Report per Caltrans standards in place at the time of execution of this work order. This task assumes that only new impervious area will be required to be treated and that 100% treatment for the increased impervious area could be a combination of treatment of existing and proposed pavement to achieve 100% equivalent treatment for the project.

5, 6, & 7. Engineering Design (90%, Final & Bid Ready Construction Packages) – Supersedes Task 6 and 7 of Work Order 13-18. These tasks will advance OTTC Improvements through the Concept Development stage of completion and Draft PS&E (90% complete) and Final PS&E (100% complete). ~\$25K

In addition, the consultant will prepare preliminary dry utility system design alignments based on improvement plans and existing condition base plan for the removal, relocation, undergrounding, and new service systems required to meet the project's dry utility requirements. Final plans will be the responsibility of the respective utility owner.

A. Plan Features

- a. Plan format (i.e. title sheet and sheet borders) will be in a MTS format with local jurisdiction signature blocks (including the improvements in Caltrans R/W). Standard notes for the local jurisdiction and MTS will be included.
- b. Horizontal control Design will generally include computed centerlines with horizontal control based on station-and-offset values. Non-linear project elements such as station site plans will rely on dimensions between project features and a table of coordinates at key locations.
 - The scale of plan sheets are anticipated to be the city standard of 1"=40' for less detailed plans (e.g. signing and striping, temporary water pollution control) and 1"=20' for more detailed plans (e.g. station layouts, ramp improvements, precise grading).

The Consultant will provide bid package development and support services, for the tasks identified below, up to the level of effort identified in the section entitled "Bid Construction Package" in Attachment B. Bid phase services are not included in this amendment.

- Incorporate review comments to the Final Construction Plans submittal and prepare "Bid-Ready" plan sets for MTS Procurement to advertise project.
- Incorporate review comments to the Final Construction Specifications submittal and prepare "Bid-Ready" specifications for MTS Procurement to advertise project.
- Incorporate review comments to the Final Construction Cost Estimates submittal and prepare "Bid-Ready" construction cost estimates for MTS Procurement Department to advertise project.
- QC "Bid-Ready" PS&E Package and submit "Bid-Ready" bid packages to MTS Contracts
 Department for advertisement.

The Consultant will submit improvement plans for Caltrans, and City of San Diego review and comment at the 90% and final levels of completion. Review comments from the 90% plan submittal will be addressed in the final plans preparation effort. The Consultant will meet with MTS, Caltrans, and the City of San Diego to resolve conflicting and unclear comments (one meeting for each submittal). The Consultant will incorporate review comments, as appropriate, into the plans, so they are reflected in the

Page 4 of 6 C-70240 – Rev 01/07

Work Order No.: 13-18 Amendment #2

Attachment A

next scheduled submittal. After receipt of all 90% review comments, the Consultant will submit final plans for approval.

8. COORDINATION AND PROJECT PERMIT SERVICES:

Agency coordination will include:

- Caltrans Task 8
- City of San Diego Task 9

8.1 Caltrans Encroachment Permit Process – The Consultant will develop supporting Caltrans documentation in support of the Project Encroachment Permit process. It is assumed that a separate Landscape Maintenance Agreement will not be required and is therefore excluded from this scope of work.

The Consultant will perform the following subtasks to support MTS's request for an Encroachment Permit to construct improvements on Old Town Transit Center.

8.5.1 Initiating Permit Process

The Consultant will develop and submit to Caltrans a project initiation submittal package upon completion of the 90% Plans and Specification reviewed by MTS. The submittal package will include:

- Letter of Intent addressed to Deputy District Director of Traffic Operations (Consultant to develop as part of this task)
- Standard Encroachment Permit Application (Consultant to complete as part of this task)
- Location map (Consultant to develop as part of this task)
- Cost Estimate for Improvements within Caltrans R/W
- Project and Construction Schedule
- Layout Plan showing the proposed improvements

8.5.2 Review Submittals based on "Project Funded by Public Agencies"

The Consultant will prepare two rounds of submittals (i.e. review cycles) of the following package:

- Project Plans with Special Provisions (100% Plans) (14 copies)
- Transportation Management Plan (14 Copies)
- Drainage Report, Traffic Handling Plans, Construction Staging Plans (14 copies)
- Mandatory Design Exception Fact Sheets (i.e. 11' lanes)
- Environmental Review (Record of Completion)
- Storm Water Data Report (Short Form)
- Geotechnical Technical Memorandum
- Right of Way and Maintenance Exhibit
- Storm Water Pollution Control Plan

This task assumes each submittal to require four weeks of review time by Caltrans' functional groups.

Page 5 of 6 C-70240 – Rev 01/07

Work Order No.: 13-18 Amendment #2

Attachment A

8.5.3 Final Submittal for Permit Processing

The Consultant will prepare a final submittal of the following package:

- Approved Set of Project Plans and Specifications (14 copies)
- Approved Reports in Review Submittal Package (4 sets of each report)
- Inspection Fee Deposit (provided by MTS staff)
- 9. City of San Diego Project Development Review The Consultant will submit draft final construction plans (MTS approved) and related storm drainage and water quality reports to the City of San Diego for Project Development Review. The Consultant will enter City review comments and Consultant responses from each submittal review into a comment log for documentation. The Consultant will meet with MTS to go over the City comments and verify MTS concurrence with Consultant responses (assume 1 meeting x 3 submittals x 2 hours x 2 documents (plans and reports)). The Consultant will meet with the City to resolve conflicting and unclear comments. The Consultant will incorporate City review comments, as appropriate, so they are reflected in the next submittal to the City (assume 4 meetings x 3 submittals x 1 hours x 2 documents (plans and reports)). This scope of services assumes 3 rounds of review and comment to obtain City approval of the plans and the drainage and water quality documents. This scope also assumes that City comments will be cosmetic in nature and not require redesign work. The consultant will perform the project development review process for up to 3 rounds of review and comment on each deliverable document or up to the level of effort identified in Attachment B.

Upon approval by the City, the Consultant will prepare signed and sealed mylar bid set plans for signature by the City Engineer.

Upon completion of the City's approval process, the Consultant will prepare the final Notice of Intent and SWPPP report, and post the applicable documents to the State Board's SMARTS website.

Assumptions:

City requested betterment of City facilities will not be required or added to the project after submittal of the final design plans for City project development review. The Consultant will provide these services up to the level of effort identified in Attachment B.

10. Construction Support Services – Consultant will provide up to 100 hours for technical engineering resource staff support services to MTS on an as needed basis to assist MTS staff with the activities relating to OTTC West improvements. Consultant will provide the support services described above to MTS on a time and materials basis to the extent budgeted in Attachment B.

Page 6 of 6 C-70240 – Rev 01/07

Work Order Estimate Summary

MTS Doc. No. G1493.0-13

Work Order No. 13-18 Amend#2

Attachment: B

Work Order Title: Old Town Transit Center (OTTC) West Improvements

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Old Town Transit Center	\$149,445.21
2			

Totals = \$149,445.21

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	1	Urban Design Advancement	104.0	\$15,068.94
2	2	Task Number not Used		
3	3	Drainage Study	99.0	\$12,430.25
4	4	Water Quality Study	169.0	\$21,182.65
5	5	Engineering Design - 90%	301.0	\$45,284.32
6	6	Engineering Design - Final	113.0	\$15,164.24
7	7	Engineering Design - Bid Ready	47.0	\$6,917.16
8	8	Caltrans Coordination and Project Permit Services	45.0	\$7,546.85
9	9	City of San Diego Project Development Review	80.0	\$11,834.45
10	10	Design Services During Construction	100.0	\$14,016.35

Totals = 1,058.0 \$149,445.21

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If App	(If Applicable, Select One)		t One)				
DBE	DVBE	SBE	Other	Consultant	Labor Hrs	Total Costs	
				Kimley-Horn and Associates	864.0	\$119,092.99	
				Aguirre and Associates	32.0	\$7,218.84	
				Ninyo and Moore	162.0	\$23,133.38	

Totals = 1,058.0 \$149,445.21

ATTACHMENT C Prevailing Wage

Prevailing Wage

A. PUBLIC WORK

Work performed by Contractor and Subcontractor in accordance with this Contract may be a public work under California Labor Code, 1720, et seq. All public work projects are subject to compliance monitoring and enforcement by the Department of Industrial Relations (DIR).

The following requirements listed in this section apply to any bid or proposal submitted on or after March 1, 2015 and any contract for public work entered into on or after April 1, 2015:

A contractor or subcontractor shall not be qualified to bid on, be listed in a bid or proposal subject to the requirements of Public Contract Code, 4104, or engage in the performance of any contract for public work unless currently registered and qualified by the DIR to perform a public work project pursuant to Labor Code, 1725.5. (Labor Code, 1771.1 subd. (a)).

MTS will not accept a bid or enter into any contract or subcontract without proof of the Contractor and Subcontractor's current registration to perform public work pursuant to Labor Code, 1725.5. (Labor Code, 1771.1 subd. (b)). If a contract is entered into with an unregistered contractor or subcontractor, the contract shall be subject to cancellation, but shall not be voided solely for failure to comply with Labor Code, 1725.5 or 1771.1.

If an unregistered contractor submits a bid that is authorized by Business and Professions Code, 7029.1 or by Public Contract Code, 10164 or 20103.5, it will not be violation of Labor Code, 1771.1 so long as the contractor is registered at the time the contract is awarded.

If by inadvertent error an unregistered subcontractor is listed in a bid proposal, it shall not be grounds for filing a bid protest or grounds for considering the bid nonresponsive, provided that any of the following apply: 1) subcontractor is registered at bid opening; 2) within 24 hours after the bid opening, the subcontractor is registered and has paid the penalty registration fee; or 3) the subcontractor is replaced by another registered subcontractor pursuant to Public Contract Code, 4107.

To register with the DIR, use the following link:

http://www.dir.ca.gov/Public-Works/PublicWorks.html.

B. PREVAILING WAGE

(1) Payment of Prevailing Wage

If work performed under this Contract is a public work, state prevailing wages may be applicable. When applicable, the Contractor shall pay its employees the general prevailing rate of wages as determined by the Director of the DIR for all public works projects (See Labor Code, 1771, 1774).

It is the sole responsibility of Contractor to ensure that all workers who perform work pursuant to this Contract are paid the correct rate of prevailing wages. This includes ensuring compliance with the requirements relating to the employment and payment of prevailing wage to apprentices, in accordance with Labor Code, 1777.5. Noncompliance with state prevailing wage regulations may be subject to penalties, as prescribed in Labor Code, 1775, 1776, 1813 and 1815.

If Contractor will receive federal funds, this Contract may also be subject to the payment of prevailing wages pursuant to the Davis-Bacon Act, 40 U.S.C. 3141 et seq., and other federal laws. When working on a federally funded project, Contractor shall ensure that all

workers entitled to the payment of prevailing wages receive the higher of the applicable State or federal prevailing wage.

MTS has obtained from the Director of the DIR general prevailing wage determinations for the locality in which work is being performed. These determinations are on file and available at MTS' offices located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, and are available from the DIR on the internet at http://www.dir.ca.gov//DLSR/PWD/. Federal prevailing wage rates are available from the U.S. Department of Labor on the internet at www.access.gpo.gov.

(2) <u>Certified Payroll</u>

If work performed under this Contract is a public work, each Contractor and Subcontractor shall comply with Labor Code, 1776 regarding maintaining accurate payroll records. This includes certifying the payroll records and making the certified payroll records available for inspection or furnishing upon request.

(3) Job Site Notice

For all public work contracts awarded on or after January 1, 2015, the prime contractor shall post a notice at each job site stating prevailing wage rates will be enforced in accordance with 8 CCR 16451 subd. (d). In addition, the prime contractor shall post a notice at each job site of the applicable DIR prevailing wage rates in accordance with Labor Code, 1773.2.

Labor Compliance

Before invoicing MTS, the successful Prime Contractor shall provide a copy of the invoice and an original copy of the labor compliance documents to MTS Labor Compliance Consultant for review and approval to the following address:

Teresa Gonzalez-White 3439 Via Beltran San Diego, CA 92117

For questions regarding Prevailing Wage, please contact Teresa Gonzalez-White at (619) 518-1821 or by e-mail at towhite@sprintmail.com.



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

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

SAN DIEGO AND ARIZONA EASTERN (SD&AE) RAILWAY COMPANY QUARTERLY REPORTS AND RATIFICATION OF ACTIONS TAKEN BY THE SD&AE BOARD OF DIRECTORS AT ITS MEETING ON JULY 11, 2017

RECOMMENDATION:

That the Board of Directors:

- receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports (Attachment A) for information; and
- 2) ratify actions taken by the SD&AE Board at its quarterly meeting on July 11, 2017.

Budget Impact

None.

DISCUSSION:

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV and Museum, have provided operations reports during the second guarter of 2017 (Attachment A).

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachment: A. Copy of Final Meeting Materials from 7/11/2017 SD&AE Meeting











SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

A NEVADA NONPROFIT

1255 IMPERIAL AVE., STE. 1000 SAN DIEGO, CA 92101-7490 (619) 231-1466

BOARD OF DIRECTORS
PAUL JABLONSKI, CHAIRPERSON
MATT DOMEN
JARED GOOCH

OFFICERS

PAUL JABLONSKI, PRESIDENT MATT DOMEN, SECRETARY ERIN DUNN, TREASURER

LEGAL COUNSEL KAREN LANDERS

AGENDA

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

July 11, 2017

9:00 a.m.

Executive Committee Room James R. Mills Building 1255 Imperial Avenue, 10th Floor

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 five working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

ACTION RECOMMENDED

Approval of the Minutes of April 18, 2017
 Action would approve the SD&AE Railway Company Minutes of April 18, 2017.

Approve

2. Statement of Railway Finances (Erin Dunn)

Informational

3. Report on San Diego and Imperial Valley (SD&IV) Railroad Operations (Matt Domen)

Informational

4. Report on Pacific Southwest Railway Museum (Diana Hvatt)

Informational

5. Report on the Desert Line

Informational

 Proposed Revisions to MTS Board Policy No. 12 (Ownership and Operation of the San Diego and Arizona Eastern Railway) (Karen Landers) Approve

Action would approve the proposed revisions to MTS Policy No. 12 (Ownership and Operation of the San Diego and Arizona Eastern Railway) and forward a recommendation to the MTS Board of Directors for final approval and adoption of the policy.

7. Real Property Matters (Tim Allison)

a. Summary of SD&AE Documents Issued Since April 18, 2017

Informational

b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.9(d)(1) CHRIS REIMER v. THE CITY OF NATIONAL CITY, ET AL., SCSC CASE NO. 37-2015-00038580-CU-PO-CTL

Possible Action

8. Board Member Communications

9. Public Comments

10. Next Meeting Date: October 10, 2017

11. Adjournment

MINUTES

BOARD OF DIRECTORS MEETING OF THE SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

April 18, 2017

A meeting of the Board of Directors of the San Diego & Arizona Eastern (SD&AE) Railway Company, a Nevada corporation, was held at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, on April 18, 2017, at 9:00 a.m.

The following persons, constituting the Board of Directors, were present: Paul Jablonski, Matt Domen, and Jared Gooch. Also in attendance were members from:

San Diego Metropolitan Transit System:

Tim Allison, Karen Landers, Wayne Terry,

Shiela Dilavre

Pacific Southwest Railway Museum:

Dave Tomeraasen, Diana Hyatt, James Caestecker

Pacific Imperial Railroad, Inc.:

Victor Constantino

SD Freight/Burlington No. Santa Fe:

John Hoegemeier

Mintz Levin:

Antony Nash

1. Approval of Minutes

Mr. Domen moved to approve the Minutes of the January 17, 2017, SD&AE Railway Board of Directors meeting. Mr. Jablonski seconded the motion, and it was unanimously approved.

Ms. Landers noted that the agenda format has been revised going forward akin to the MTS Board agenda wherein items for review do not require a "motion to receive" but instead are informational items.

2. Statement of Railway Finances

Shiela Dilayre (sitting in for Erin Dunn) reviewed the Statement of Railway Finances for the period ending February 28, 2017 (attached to the agenda item).

Action Taken

Informational item only. No action taken.

3. Report on San Diego & Imperial Valley Railroad (SD&IV) Operations

Matt Domen reviewed the SD&IV Periodic Report for activities for the first quarter of 2017 (attached to the agenda item). Mr. Jablonski commended SD&IV on coming up on its 20th year of injury-free reporting to the FRA.

Action Taken

Informational item only. No action taken.

4. Report on Pacific Southwest Railway Museum Operations

Diana Hyatt introduced Dave Tomeraasen, Pacific Southwest Railway Museum (PSRM) Board Treasurer. Ms. Hyatt reviewed PSRM's 1st quarter report (attached to the agenda item).

Mr. Jablonski stated that he has been getting e-mails from an organization that is conducting an on-line petition for the Carrizo Gorge Scenic Railroad. This group is petitioning MTS Board Chair Harry Mathis to allow train service through the Carrizo Gorge. Ms. Landers noted for the record that MTS has no association with this organization—no requests have ever been approved, and it has no rights through this area. Mr. Jablonski added that the petition is being generated through Change.Org, and five people have signed the petition. Mr. Jablonski forwarded the e-mail to Diana Hyatt so that she can follow up with the organization.

Action Taken

Informational item only. No action taken.

5. Report on the Desert Line

a. Report on the Desert Line

Karen Landers gave an update on the status of Desert Line activities. She stated that last Thursday, the MTS Board of Directors formally consented to an assignment of the Pacific Imperial Railroad (PIR) Desert Line lease to International Transportation Associates (ITA), which is an entity created by Baja Rail. The bankruptcy court has been overseeing the sale of PIR's assets—one of which is its interest in the Desert Line lease. This is essentially the master lease and the obligations and rights for the last ten miles; PIR previously subleased the first 60 miles to Baja Rail. The MTS Board and all parties have signed a consent approval. Ms. Landers stated that it is her understanding that yesterday was the last day for anyone to object with the bankruptcy court. Ms. Landers is waiting for formal confirmation from PIR and Baja Rail that the transaction has closed.

Victor Constantino with PIR stated that he will forward the final determination from the judge to Ms. Landers.

Ms. Landers clarified that for all intents and purposes, Baja Rail and/or its entity ITA is now in control of the PIR lease. The transfer of any other PIR assets is pending the court's final determination. Ms. Landers stated that MTS will be working with Baja Rail to negotiate an amended and restated lease agreement. Currently, there is a sublease and master lease, which will be merged into one agreement directly with Baja Rail. The time lines will also be addressed in the new lease. The current time line for the entire line to be completed is by December 2018. Given the current delays of the bankruptcy and other issues, that time line is no longer realistic. The new lease and time lines will go to the MTS Board of Directors for approval possibly at the May 2017 meeting or no later than the June 2017 meeting.

Ms. Landers reported that plans submitted by Baja Rail will be reviewed by MTS's engineer, Dan Davis. MTS has given Mr. Davis a list of specific information needed. At this point, the goal is to initially go bridge-by-bridge starting with Bridge 66 (just east of the Museum) first because that will open up all the way to Jacumba. All of the materials that will be used must meet MTS's standards before installation. Ms. Landers noted that

there has been a delay because she has requested that Baja Rail get an environmental attorney-issued opinion. Ms. Landers added that it is believed that the work on the bridges includes repair and replacement and is accepted under CEQA, but she wants Baja Rail to have an independent CEQA attorney provide that opinion.

Ms. Landers stated that Baja Rail is eager to get started, and MTS is trying to accommodate the work as soon as possible. She added that there are other things that are needed that can be worked on concurrently. Ms. Landers reported that things are moving along, and Baja Rail has made a significant investment—especially by purchasing the asset out of the bankruptcy. She expects that Baja Rail will move diligently to get to the point of operations.

Action Taken

Informational item only. No action taken.

b. <u>Identification and Disposal of Abandoned Personal Property / Rolling Stock on the</u> Desert Line

Ms. Landers stated that MTS has authorized Baja Rail to go out and clean up at Jacumba Depot area. Additionally, train cars and equipment have been there since 2012 when a lease was formally issued to PIR, and there are no good records of who put them there or when. Ms. Landers stated that for efficient freight operations to begin, any unnecessary items need to be removed. There are no records of lease or storage agreements for this equipment, so they've been stored without MTS's express consent and without paying any storage fees. Ms. Landers explained that it is necessary to give notice to people who may claim an ownership interest. She added that Ms. Hyatt and others from the Museum provided a list (see attachment to the agenda item) last year of some of the items that they were aware of that are on the line.

Ms. Landers asked that the Board be aware and authorize staff to go through a process to send out a notice to anyone who would relay that they would like to be notified, such as the people who are associated with Carrizo Gorge Railway. She added that they would have 30 days to submit a claim with proof of ownership and a plan to remove the rolling stock by June 1. There is a caveat because some of the items are further out on the rail; due to the embargo on the line, no one should go out and traverse the rails to get their items. Before anyone removes any items from the property, they need to have MTS's consent and agreement. For items on the line that cannot be moved by truck, a plan will have be devised to allow removal by the owner once the rail is accessible and the items can be removed expeditiously.

Ms. Hyatt noted a correction to Attachment A. The two SD&AE box cars are only at Campo House Track (they are listed as being at Jacumba as well).

Public Speaker – Antony Nash

Mr. Nash stated that he represents Gary Sweetwood who will claim some of the equipment listed—specifically the locomotives. Mr. Nash provided his business card and asked to be sent a notice regarding the process that Ms. Landers mentioned previously. He also asked to interface to understand exactly what SD&AE will be requiring in terms of evidence of ownership and a plan to remove equipment as his client believes that he owns many of the pieces of equipment.

Ms. Landers reiterated that it will be a formal process that will follow rules related to abandoned property, but it is also "come as you go." She stated that submittal of a claim of ownership will be required and information related to the claim. If no one else makes a claim for the same property by the deadline and there is no dispute as to ownership during that period, then plans could be made for removal. She added that if someone else did make a claim to the same property, a resolution would have to be determined. The end goal is to identify any property claimed by a third party and how to remove it. If no one makes an ownership claim, then the property in question could be owned by SD&AE (but it is not assumed). SD&AE would be authorized to decide what to do with the property. Ms. Landers clarified for Mr. Nash that May 18, 2017, is the deadline to make a claim.

Ms. Landers clarified the process of identifying potential third parties who may own property. She stated that she is open to any suggestions. She reached out to former parties of Mr. Sweetwood. Discussion ensued, and it was decided that Mr. Gooch would make contact with Union Pacific (UP) and Ms. Landers would make contact with Ed Kravitz to notify them regarding identifying potential third parties who may own property. Ms. Hyatt suggested putting a publication in one of the industry magazines. Ms. Landers will send a notice to the Secretary of State Web site as the registered agent for service for Carrizo Gorge Railway Company. She added that Mr. Sweetwood may also have suggestions as to whom to contact. It was noted that there are three locomotives owned by PIR that are not on the list.

Ms. Landers agreed with Mr. Domen that as to the June 1 removal deadline, the assets that can be trucked off of the line will be done so expeditiously. She added that the deadline date may be flexible within reason. She clarified that MTS does have a right to assess storage fees; however, Ms. Landers is proposing that if a third party can prove ownership and make a plan to remove assets as soon as possible, then storage fees could be waived. Ms. Landers added that if someone made a claim of ownership after the asset was auctioned off, then all storage fees and the cost of auction would be recovered before turning over any proceeds.

Mr. Jablonski stated that storage fees could be attached but could be waived if deemed acceptable to SD&AE upon disposition of the assets.

Mr. Domen stated that some of the locomotives on the line have been leaking. He questioned whether SD&AE would have to cover the cost of any clean-up. Ms. Landers responded that currently any clean-up that is necessary is covered under the lease with Baja Rail. She stated that an assessment of the clean-up should be made. Ms. Landers and MTS staff will be going on a site visit to Campo and Jacumba on Friday. She extended an invitation to anyone who would like to accompany staff on this visit.

Action Taken

Mr. Domen moved to approve authorizing staff to take all necessary and appropriate steps to identify and remove abandoned property on the Desert Line. Mr. Jablonski seconded the motion, and it was unanimously approved.

6. Real Property Matters

a. Summary of SD&AE Documents Issued Since January 17, 2017

Tim Allison noted that since the January 17, 2017, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- <u>S200-16-643:</u> Right of Entry Permit to the Earth Mechanics, Inc. to perform geotechnical studies for the Bayshore Bikeway Segment 8B in Chula Vista.
- <u>S200-17-644:</u> Right of Entry Permit to San Diego Charter Co. for running shuttle service from the Spring Street Trolley Station.
- <u>S200-17-645:</u> Right of Entry Permit to Park N Play for running shuttle service from the Spring Street Trolley Station.
- <u>S200-17-654:</u> Right of Entry Permit to SC Valley Engineering, Inc. to perform storm drainage repair in the City of El Cajon.
- <u>S200-17-655</u>: Right of Entry Permit to Vailston Company, Inc. for sidewalk repair in the City of San Diego along the Orange Line in the Encanto neighborhood.

Action Taken

Informational item only. No action taken.

b. Easement for Street Improvements for the City of La Mesa

Tim Allison gave a PowerPoint presentation. He explained the City of La Mesa's improvements along Spring Street south of Interstate 8 in La Mesa. He showed easements that are thought to have been historically granted to public agencies that had control over the area. He pointed out the areas that are covered under existing easements. He explained that instead of trying to find the historical documents, it was decided that it would be easier to grant an easement to cover the sidewalk and retaining-wall improvements requested by the City of La Mesa. Mr. Allison showed the area that would be covered by a new easement. He stated that today's action would be to approve an easement for the areas that should have already been covered by easements but that staff was unable to locate.

Board members discussed concerns regarding major safety issues associated with adding a sidewalk at grade next to a busy freeway off-ramp, which would also allow pedestrians to cross railroad tracks without having any railroad crossing gates or signage upgrades approved by the California Public Utilities Commission (CPUC). Board members agreed that those safety measures would have to be incorporated before they would approve any easements in this location. Wayne Terry added that he relayed that message a recent meeting with City of La Mesa staff. He stated that the City of La Mesa and the CPUC were interested in incorporating a pedestrian crossing at grade adjacent to the original crossing and add a pedestrian gate as well as a push gate as an improvement to the original crossing. Mr. Terry's advice to the CPUC was to submit a formal General Order 88-B application for a new crossing but the CPUC

representative indicated that the Commission would not approve it. Discussion followed regarding current pedestrian access and signage.

Action Taken

Mr. Domen moved to approve issuing an easement to the City of La Mesa for sidewalk and retaining-wall improvements along Spring Street contingent upon the MTS CEO's satisfaction regarding the resolution of all necessary safety enhancements/ improvements related to pedestrian crossings. Mr. Jablonski seconded the motion, and it was unanimously approved.

c. Licenses for Aerial Fiber East of Campo

Tim Allison reviewed AT&T's request for licenses for aerial fiber-crossing within the SD&AE right-of-way east of Campo. He added that the poles exist and the plan is to overlap new fiber to the existing lines because the capacity is running low. Mr. Allison stated that the action would grant an amended/restated license for aerial telephone and fiber lines.

Action Taken

Mr. Domen moved to approve licenses for aerial fiber-crossing within the SD&AE right-of-way east of Campo. Mr. Jablonski seconded the motion, and it was unanimously approved.

d. Campo Indian Band Renewable Energy Project

Mr. Allison presented this item for direction from the Board regarding a proposal by Archer Cleantech, Inc. (Archer) and the Campo Band of Mission Indians (Campo) for a renewal-energy project on Campo lands, which would require routing a private transmission line through existing Desert Line right-of-way. Mr. Allison introduced Paul Blaha with Archer and Marcus Cuero with the Campo Tribal Council. Mr. Allison stated that the SD&AE Board was presented a few years ago with a similar request from a company called Soitec; however, that project was never completed. He stated that this current project has a lot of momentum and would include wind and solar energy. Mr. Allison added that the parties wanted to find out if SD&AE was amenable to such a project before putting forth a lot of money. Mr. Blaha defined the areas noted on the attachment to the agenda item. Mr. Allison discussed the areas on the attachment where Baja Rail may potentially operate, which would require that there be certain agreements in place in regard to engineering and any necessary regulatory actions. He added that staff wants to have the ability to negotiate with Archer through the regulatory process.

Discussion followed regarding the location of the proposed aerial lines and potential issues in relation to the proximity of the railroad. Mr. Blaha discussed next steps, which include applying to join a CAL ISO Study by April 30 that—if approved—would give Archer permission to study the project further and work through engineering scenarios.

Mr. Jablonski stated that he does not have any problem with further studies, but he has concern with a one-sided study; he would want to know if there were any downsides that may not be recognized. Mr. Allison responded that could be part of the action, and Dan Davis could be brought in to conduct a study (that Archer would need to fund).

Mr. Blaha confirmed for Ms. Landers that the CAL ISO Study is a requirement for the connectivity, which would be basically at or near the right-of-way. The connectivity is not a physical connection, but it is something that needs to be studied. He also clarified that Archer has already confirmed the feasibility of the project to be the best solution and is satisfied with the economic potential.

Ms. Landers stated that we would need to scope out the questions that we have from a railroad standpoint regarding studies and funding. Mr. Jablonski added that an agreement would be necessary before proceeding. Mr. Allison stated that the value would need to be determined as well during negotiations. Mr. Blaha acknowledged a request from Mr. Jablonski to look into the economics of using conduit. Mr. Jablonski reiterated the need to understand any of the downsides to the project. Ms. Landers added that consideration must also be given to any future double-tracking and the fact that there would need to be enough room in the right-of-way to operate.

Action Taken

Informational item only. No action taken.

7. Board Member Communications

Ms. Landers confirmed for Board members that Baja Rail will attend future meetings and give quarterly reports.

8. Public Comments

There were no additional public comments.

Next Meeting Date

The next meeting of the SD&AE Railway Company Board of Directors is on July 11, 2017.

10. Adjournment

The meeting was adjourned at 10:05 a.m.

2017-4-18 SDAE Minutes.doc

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Agenda Item No. 2

San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors Meeting

July 11, 2017

SUBJECT:

STATEMENT OF RAILWAY FINANCES

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a financial report for the , period ending May 31, 2017.

Budget Impact

None.

DISCUSSION:

Attached are SD&AE's financial results for the period ending May 31, 2017.

As of May 31, 2017, fiscal year-to-date revenues are \$992,000 favorable to budget primarily due to the Desert Line Lease revenue not included in the budget.

Fiscal year-to-date expenses are \$10,000 favorable to budget due to favorable variances in Personnel Costs and Outside Services, which is partially offset by \$71,000 in past-due property taxes.

The Net Income for the period ending May 31, 2017, was \$869,000.

Attachment: SD&AE Operating Statement for period ending May 31, 2017

SD&AE Operating Statement FY2017-16

1.0		100		-				- Manual	FY 2	016
	Q1	Actual	Q2 Actual	Q3 Actual			YTD Budget	Variance	Q1 - Q4 Actual	Variance
B					(Apr - May)	(Jul - May)	(Jul - May)		(Jul - May)	
Revenues		0.000	. 40.000		A 0.005	e 20.004	e 00.007	e (2.962)	\$ 7,400	\$ 15,424
Right of Entry Permits	\$	3,000	\$ 12,999	\$ 3,600	\$ 3,225	\$ 22,824	·	\$ (3,863)		
Lease Income		19,103	19,019	24,311	14,471	76,904	68,366	8,538	73,784	3,120
Desert Line Lease									040.007	
Revenue	2	250,000	250,000	250,000	166,667	916,667		916,667	916,667	-
Operator Income - SD&IV 1% Freight Fee		8,500	8,500	25,487	6,200	48,687	23,000	25,687	28,903	19,784
Misc. Revenue (Cure of Default - DL lease assignment)		-	-		45,000	45,000	-	45,000		45,000
Total Revenue		280,603	290,518	303,398	235,563	1,110,081	118,053	992,028	1,026,754	83,327
Expenses										r dan winder
Personnel Costs		2,752	4,347	6,959	5,744	19,802	41,080	21,278		10,938
Outside Services		14,059	1,830	39,826	79,708	135,424	195,260	59,836		(109,675)
Risk Management		3,762	4,177	3,744	2,195	13,877	13,976	99	13,517	(360)
Misc. Operating Expenses		1,146		-	71,000	72,146	1,146	(71,000	693	(71,453)
Total Expense		21,719	10,354	50,529	158,647	241,249	251,462	10,213	70,699	(170,550)
Net Income/(Loss)	\$	258,884	\$280,163	\$252,869	\$ 76,916	\$ 868,832	\$(133,409)	\$1,002,241	\$ 956,055	\$ (87,223)
Reserve Balance July 1, 2016	\$1,	581,452	-	unium III.	man Hamester					
Allocated Interest Earnings - Estimated		9,167	-							
Operating Profit/(Loss) - YTD		868,832								
Less Desert Line Lease Revenue		(916,667)								
Reserve Balance as of May 31, 2017	_	542,784	-							
Reserve Dalattue as Of Itilay 31, 2017	₽4;	,042,704								

San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors Meeting

July 11, 2017

SUBJECT:

REPORT ON SAN DIEGO AND IMPERIAL VALLEY (SD&IV) RAILROAD OPERATIONS

RECOMMENDATION;

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

Attachment: Periodic Report for the 2nd Quarter of 2017



SD&AE Board C/O MTS 1255 Imperial Avenue, Suite 1000 San Diego, California 92101 June 22, 2017

Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company activities of interest for the 2nd Quarter of 2017 are listed as follows:

1. Labor

At the end of June 30, 2017 the San Diego & Imperial Railroad had 9 employees:

- 1 General Manager
- 1 Trainmaster
- 1 Manager Marketing & Sales
- 1 Office Manager
- 1 Mechanical Manager
- 1 Maintenance of Way Employee
- 3 Train Service Employees

2. Marketing

Volume in the 2nd Quarter had a 39% decrease as compared to the same quarter in 2016. Bridge traffic into Mexico had a 57% decrease due to the loss of LPG traffic to modal competition. Traffic terminating or originating on the SDIY was up 28% versus last year due to additional traffic handled at the San Ysidro transload facility.

3. Reportable Injuries/Environmental

Days through year to date, June 30, 2017, there were no FRA Reportable injuries or Environmental incidents on the SDIV Railroad.

Days FRA Reportable Injury Free: 7392

4. Summary of Freight

	2017	2016	2015
Total rail carloads that moved by SDIY Rail Service in the quarter.	981	1601	1030
Total railroad carloads Terminating/Originating Mexico in the quarter.	549	1263	687
Total railroad carloads Terminating/Originating El Cajon, San Diego, National City, San Ysidro, California in the quarter.	432	338	343
Total customers directly served by SDIY in the quarter	10	11	12
Regional Truck trips that SDIY Railroad Service replaced in the quarter	2943	4803	3090

Respectfully,

Matt Domen

General Manager

San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors Meeting

July 11, 2017

SUBJECT:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: Not submitted in time for mail-out

San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors Meeting

July 11, 2017

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REPORT ON THE DESERT LINE

RECOMMENDATION:

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That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: Not submitted in time for mail-out

San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors Meeting

July 11, 2017

SUBJECT:

PROPOSED REVISIONS TO MTS BOARD POLICY NO. 12 (OWNERSHIP AND OPERATION OF THE SAN DIEGO AND ARIZONA EASTERN RAILWAY) (KAREN LANDERS)

RECOMMENDATION:

That the SD&AE Board of Directors approve the proposed revisions to MTS Policy No. 12 (Ownership and Operations of the San Diego and Arizona Eastern Railway) and forward a recommendation to the MTS Board of Directors for final approval and adoption of the policy.

Budget Impact

None.

DISCUSSION:

MTS staff is proposing updates to Board Policy No. 12, "Ownership and Operation of the San Diego and Arizona Eastern Railway Company". The purpose of the modifications is to update the policy to reflect the current freight operators and related business practices in particular for the Desert Line.

Attachment: Proposed Revisions to Policy No. 12 (red-line version)



Policies and Procedures

No. 12

SUBJECT: 2/12/04/7/20/2017

Board Approval:

OWNERSHIP AND OPERATION OF THE SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY

PURPOSE:

To establish a method for handling matters relating to the management, operations, administration, and property of the San Diego and Arizona Eastern (SD&AE)-Railway Company, (SD&AE).

BACKGROUND:

TheIn 1979, the San Diego Metropolitan Transit System (MTS) purchased SD&AE as a means of assuring right-of-way for actual and proposed light rail transit (LRT) projects. FreightAs required by federal law, MTS is responsible for maintaining freight service is continued by contract overon portions of the SD&AE right-of-way-by RailTex, Inc., MTS does not directly operate freight service. Instead, through its subsidiary, San Diego Imperial Valley Railroad Company, Inc. (collectively referred to as "SD&IV"). MTS also lease or operating agreements, MTS contracts with San Diego Trolley, Inc. for passenger service out freight service rights and obligations to third party railroads.

Ownership and Control. SD&AE is a nonprofit <u>public benefit</u> corporation registered in the State of Nevada. MTS is the sole <u>ewnermember</u> of the SD&AE. <u>SD&AE is an exempt organization under Internal Revenue Code section</u> 501(c)(3). SD&AE has no separate staff or employees. MTS provides all staff resources for the benefit of SD&AE. The MTS Board of Directors has appointed the MTS Chief Executive Officer as the President of SD&AE. Unless otherwise



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit. Corporation and San Diego Trolley, Inc., nouprolit 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 Artzona Eastern Railway Company.

MTS mamber agencies include: City of Chula Vista, City of Corporado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lamon Grove, City of National City, City of Poway, City of San Diego, City of San Diego.

stated herein, matters for SD&AE should comply with applicable MTS Board Policies covering MTS actions and authority.

- 2. Freight Operations, Carrier Contracts.
 - a. Main Line (12th & Imperial to San Ysidro), Orange Line, and Coronado Branch: Through an "Agreement for the Operation of Freight Service and Control through Management," dated March 8, 1984, <u>as amended</u>, SD&AE and MTS centracted<u>contract</u> with RailTexSan Diego & Imperial Valley Railroad (SD&IV) to operate freight service over the SD&AE<u>Main Line</u>, Orange Line and to manage the SD&AE. RailTex, Inc., with the consent of MTS, assigned its contract to SD&IV.Coronado Branch. The Coronado Branch is not currently operational.
- Transit Passenger Operations. The agreement between SD&AE, MTS, and RailTex for the operation of freight service excludes passenger operations. Where trackage is jointly used by passenger and freight operations the agreement states, "MTS, through San Diego Trolley, Inc., shall have exclusive dispatching control, previded that reasonable provisions shall be made for orderly, scheduled freight service during nighttime "window" or such other times acceptable to San Diego Trolley, Inc. so as not to unreasonably interfere with the Operating Company's obligation to maintain effective freight service."

 b. Desert Line. Through an agreement dated December 21, 2012, as amended, MTS and SD&AE contracted with Baja California Railroad, Inc. (BJRR) to operate freight service and maintain the Desert Line.

- c. Substitution of Freight Contractors. From time to time, through negotiation or through exercise of contractual or legal rights, an individual freight contractor may be replaced. SD&IV and BJRR are collectively referred to in this Policy No. 12 as the "Freight Contractors". In the event SD&IV or BJRR are replaced as a freight contractor on an MTS railroad line, the replacement contractor shall be considered a "Freight Contractor" under this Policy No. 12.
- Transit Passenger Operations. MTS has expressly reserved the right to operate passenger services on the SD&AE right-of-way. MTS currently operates passenger service on the Main Line and the Orange Line portions of the SD&AE right-of-way. Because the Main Line and Orange Line trackage is jointly used by freight and passenger operations, the Federal Railroad Administration (FRA) has imposed a temporal separation between freight (heavy rail) and trolley (light rail) services. Freight is provided with an absolute block of track usage nightly. MTS and SD&IV may agree to revise the absolute block days and / or times by mutual agreement so long as it is compliant with federal law.
- Management of the SD&AE Board of Directors. The Board of Directors of SD&AE is composed of three members: a representative of MTS, to be selected by MTS (currently the Chief Executive Officer or his designated representative) and two representatives of SD&IV, to be selected by SD&IV. In the event that SD&IV defaults with regard to freight operations, MTS (as the owner of the SD&AE) has the right to remove SD&IV directors on the SD&AE Board and

replace them with MTS directors. SD&IV-provides management for SD&AE. It is contemplated that SD&AE will function as a land-holding company as opposed to acting as an operatorthe Freight Contractors. As set forth below, the role of the SD&AE Board of Directors is to advise and consult with MTS regarding proposed projects or uses that may impact both freight and passenger services, and to authorize the SD&AE President to take certain actions. As the sole member / owner of SD&AE, the MTS Board of Directors may directly approve actions and projects affecting SD&AE right-of-way or other assets and liabilities.

 SD&AE Business Operations. It is contemplated that SD&AE will function as a land-holding company as opposed to acting as a railroad operator.

POLICY:

1. <u>Management Relationships—Freight Operations.</u> MTS has no immediate involvement in the day-to-day management of freight operations by SD&IV-its Freight Contractors. All matters concerning freight shippers, the quality of freight service, the maintenance of the freight right-of-way, freight operator labor and freight management will be handled by SD&IV-the Freight Contractors, and all problems relating thereto will be referred thereto by MTS without action.

The foregoing notwithstanding, as a public agency, MTS may be subject to criticism by the public for freight operations conducted over the SD&AE right of-way. MTS can be expected to request certain actions or make certain recommendations to SD&IVthe Freight Contractors to preserve a positive quality of freight service and community confidence in MTS and SD&IVthe Freight Contractors. MTS will in such instances endeavor:

- (a) to work with SD&IVFreight Contractors;
- (b) To identify SD&IV or BJRR as the action agent in all public communications and actions; and
- only in extreme cases involving public safety or dereliction of service responsibility seek direct action from the Boards of Directors of SD&AE and/or MTS.
- Management Relationships—Joint Operations and Right-of-Way Matters. As the owner of SD&AE, MTS will have the final decision in all matters involving joint operation and right-of-way. The decires needs of SD&IV as freight operator the Freight Contractors and the decires of San Diego Trolley, Inc. as transitMTS trolley passenger operator operations will, at all times, be given full consideration. Through SD&AE, MTS may take actions affecting the operational status of the joint passenger/freight corridors (actual or proposed) and the physical status of all corridors only with. Subject to the full prior knowledge and consent of MTS. Such Freight Contractors contractual rights, such actions will may include but not be limited to:

- (a) The granting, changing, or canceling of easements and other rights affecting the right-of-way.
- (b) Changes in scheduled freight operations, equipment, and maintenance that might impact passenger operations, safety, and service.
- (c) The negotiation and agreement with local government entities and agencies on matters concerning grade crossings, street improvements or changes, bicycle paths, pedestrian access, and public safety.
- (d) The location, construction, and content of advertising structures.
- (e) The review of adjacent improvements (subdivisions, rezonings, construction of industrial facilities and shopping centers, recreational facilities, etc.) that might impact passenger operations directly or indirectly through constraints imposed on passenger or freight operations. SD&IVThe Freight Contractors shall work with the MTS staff in all matters where the SD&AE is the legal entity entering agreements, granting rights, making concessions, reviewing proposals, or otherwise interacting with the community.

In the event that MTS staff and SD&IV staff are unable to reach an agreement, the matter, with

3. SD&AE Board action, will be referred to the MTS Board of
Directors and the SD&IV Board of Directors for resolution within the
scope and authority legally residing with the various parties to the
dispute.

SD&AE Board Meetings.

3. SD&AE Monitoring by MTS.

- (a) Participation on Board. Board membership on the SD&AE gives MTS management a direct line of communication on all significant matters relating to the SD&AE.
- (b) Quarterly Reports to MTSSD&AE Board. OnSD&AE Board meetings are scheduled on a quarterly basis, SD&IV management is required to. At each SD&AE Board meeting, the Freight Contractors shall report items of significance as they affect the SD&IV and its operations to SD&AE, MTS or the obligations under the Freight Contractors' agreements with MTS.
- (c) Monthly Review-Reports to SD&AE Board. MTS staff willand the Freight Contractors shall confer with SD&IV-staff on a regular basis, such conferences to include a review of on the following areas of concern, and report on such items at each SD&AE Board meeting:
 - (1) Cash-flow problems/financial status.

- (2) Requests for changes, additions, deletions of easements and other rights affecting the right-of-way, and physical assets of the SD&AE.
- (3) Maintenance of way activities.
- (4) Customer complaints.
- (5) Schedule adherence/problems.
- (6) Freight moved.
- (7) Customers gained/lost.
- (8) Capital investment activities.
- (9) Marketing efforts.
- (10) Labor relations/employment level.
- (11) Community relations—noise, crossings, accidents, repair upgrading requests, easements/property requests.
- (12) Results of Federal Railroad Administration (FRA)/Public Utilities Code (PUC) Inspections.
- (13) Other areas of concern.
- (d) MTS or its representatives shall have the unrestricted right at all reasonable times to inspect and audit the physical properties, books, and records of SD&AE and the SD&IV, and the physical properties, books, and records of the freight and transit operators, which are pertinent to SD&AE freight and/or transit operations.

Audits, reviews, and/or inspections will be conducted at least once a year.

PROCEDURES:

1. Matters Related to Freight Operations. All inquiries, requests, complaints, and suggestions concerning freight operations received by MTS will routinely be referred to SD&IVthe Freight Contractors by MTS. SD&IVFreight Contractors' management will, to the extent possible and subject to limitations of this policy and the written agreementagreements between the parties, resolve the matter directly with the initiator without participation by MTS. MTS will not be or become an ombudsman in freight matters. However, public safety or other public considerations may indicate require MTS involvement from time to time; for example, as a mediator or communications conduit. The delicate balance required is to show MTS acting responsibly and constructively while not undermining the authority of SD&IVthe Freight Contractors as the action agent.

- 2. <u>Matters Related to Joint Operations and Right-of-Way Considerations</u>. All inquiries, requests, complaints, suggestions, and actions to be taken with regard to transit passenger operations and joint-track operations will be referred to San Diego Trelley, IncMTS.
- Processing Applicante Applications Affecting SD&AE or MTS Property. All
 applications and requests relating to SD&AE or MTS property will be referred to
 MTS staff for initial review, recommendation, and processing:
 - (a) All applications that seek rights to construct items such as utilities, drainage structures, roadway improvements/widening, signs, or freight leads will be reviewed by MTS staff.
 - (1) All applications that may affect other SDTI or SD&IVFreight
 Contractor operations will be referred in writing by MTS staff to
 SDTI and SD&IVFreight Contractors with replies in writing
 requested by a specific date.
 - (2) Applications viewed favorably by the applicable staffs shall be referred to the Board of Directors of SD&AE for implementation and final endorsement by the MTS Board of Directors or the Board's designatedesignee.
 - (3) Where appropriate, general counsel for MTS and the MTS insurance consultant will review proposed actions and comments and/or make recommendations.
 - (4) Where circumstances dictate expedited handling, the MTS Chief Executive Officer may, with consent of SD&IV management, grant a temperary right of entry if(4) For routine right-of-entry permits or revocable real property rights, the SDAE President may execute real property permits and agreements upon a determination that the applicant's activity will not be detrimental to freight and/or transit operations and/or safety. All permits or agreements issued shall be reported at the next scheduled SD&AE Board meeting.
 - (5) All final agreement documents between SD&AE and/or SD&IV management and applicants will be reviewed by MTS general counsel General Counsel before execution. Such agreements will utilize standard forms and conditions where possible.
 - (6) MTS staff will maintain a log of all applications. Staff will ensure that prompt action is taken at each step so that applications may be promptly processed.
 - (7) MTS shall establish and charge applicants fees for such processing, based upon the actual costs incurred, as determined by the Director of Engineering and Construction. Such fees shall

be waived when the applicant is SD&IV-or SDTIMTS Board Policy No. 50.

- 4. Use of Fees Paid by SD&IV and Railway Museum. Such fees shall be reserved by MTS in a rail improvement fund and made available to SD&AE for such capital improvements and other rail uses as may, from time to time, be recommended by SD&IV and approved by MTS. Monies existent in this rail improvement fund shall be invested in accordance with MTS's applicable statutes and the interest earned on the invested money shall accrue to the fund. Those fees paid by the Railway Museum shall be used on capital improvements and other rail uses within the areas or properties licensed for museum use.
- 4. Ratification of SD&AE Actions by MTS Board. All reports and actions taken by the SD&AE Board shall be presented for ratification at the next scheduled MTS Board meeting.

POLICY.12.OWNERSHIP OPERATION SDAE RAILWAY CO

Original Policy adopted on 1/14/80. Policy revised 2/28/83. Policy revised 10/18/84. Policy revised 6/25/92. Policy revised/renumbered on 2/12/04. Policy revised on 7/20/17.

San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors Meeting

July 11, 2017

SUBJECT:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE APRIL 18, 2017

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Since the April 18, 2017, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- <u>\$200-16-657</u>: Right of Entry Permit to the City of La Mesa for its Flag Day Parade.
- <u>S200-17-658</u>: License agreement with Pacific Bell for aerial fiber crossings east of Campo in San Diego County.
- <u>S200-17-660</u>: Right of Entry Permit to West Coast General Co. for construction of the North Avenue Crossing in the City of Lemon Grove.
- <u>S200-17-661</u>: Right of Entry Permit to Kunzik & Sara Construction, Inc. for construction adjacent to the right-of-way south of Wagner on Marshall Avenue in the City of El Cajon.
- <u>S200-17-662:</u> Right of Entry Permit to the San Diego County Bicycle Coalition for the 2017 Bike the Bay event.
- <u>\$200-17-663:</u> Right of Entry Permit to the Navy SW Morale Welfare & Rec for the 30th Annual Bay Bridge Run.



Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

Number not used.











Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

EUCLID DRAINAGE CLEANUP – AWARD WORK ORDER UNDER A JOB ORDER CONTRACT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7501-01 (in substantially the same format as Attachment A), under MTS Doc. No. PWL182.0-16, with Herzog Construction, Inc. (Herzog), for the provision of services, materials, and equipment for the removal and disposal of debris within the channel near the Euclid Avenue Trolley Station.

Budget Impact

The total cost for this work order will not exceed \$159,016.71 inclusive of a direct cost of \$157,426.54 and the contractor share of administrative fees totaling \$1,590.17. Total administrative fees are \$4,229.85 (contractor share \$1,590.17 and MTS share \$2,639.68). Funding will be from the fiscal year (FY) 2018 Capital Improvement Project (CIP) number 2005007203, OL Tie Replacement.

DISCUSSION:

In September 2015, the MTS Board of Directors authorized the CEO to execute MTS Doc. No. PWL182.0-16 with Herzog, for the provision of as-needed railroad construction services that include, but not limited to, main track rehabilitation, replacement, grade crossing repairs, special track work, environmental, and storm water pollution prevention projects located in or near the railroad right of way.

This project would remove all sediment, vegetation, trees, trash, rocks, and other debris from the concrete-lined drainage channel adjacent to the Euclid Avenue Trolley Station. The channel is within the railroad right of way, located north of the trolley platform and south of the bus bay. The removal will take place in the channel 40 feet east of the most







easterly pedestrian bridge, and 13 feet west of the most westerly pedestrian bridge, for a total length of 438 linear feet.

Therefore staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC7501-01 (in substantially the same format as Attachment A), under MTS Doc. No. PWL182.0-16 with Herzog Construction, Inc., for the provision of services, materials, and equipment for the removal and disposal of debris within the channel near Euclid Avenue Trolley Station.

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachment: A. Draft Work Order MTSJOC7501-01

JOB ORDER CONTRACT WORK ORDER

		PWL182.0-16
		CONTRACT NUMBER
		MTSJOC7501-01
		WORK ORDER NUMBER
THIS AGREEMENT is entered into this California by and between San Diego Metropolitagency, and the following, hereinafter referred to	an Transit System ('	2017, in the state of "MTS"), a California public
Name: Herzog Construction, Inc. 120	_ Address: <u>37</u>	760 Kilroy Airport Way Suite
Form of Business: Corporation		Long Beach, CA 90806
(Corporation, partnership, sole proprietor, etc.)	Telephone:	(562) 595-7414
	Gene Chimits	Project Manager
	Name	Title
Pursuant to the existing Job Order Contract (Norder to Contractor to complete the detailed Streakdown for the Scope of Work (attached applicable to this Work Order (attached as Exhibit Pursuant to the SANDAG JOC Contract Section	Scope of Work (atta as Exhibit B.), and oit C.)	ached as Exhibit A.), the Cost the subcontractor listing form
deducted. MTS will pay both the Contractor (1% license fee.		
The total cost for this work order will not ex \$157,426.54 and a 1% Gordian Group license fe		inclusive of a direct cost of
TOTAL PAYMENTS TO CONTRACTOR SHALL	NOT EXCEED \$15	<u>57,426.54</u>
SAN DIEGO METROPOLITAN TRANSIT SYST	EM CONTRA	CTOR AUTHORIZATION
By:Chief Executive Officer	Firm:	
Approved as to form:	By:	nature
By:Office of General Counsel	Title:	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 157,426.54 200	5007203	2018
_		
Chief Financial Officer		Date
(total pages, each bearing contract number	and work order nur	nber)



Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

BANKING SERVICES AND PURCHASING CARD PROGRAM – CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1982.0-17, (in substantially the same format as Attachment A) with JP Morgan Chase Bank (JP Morgan), to provide banking services and a purchasing card program for a five (5) year term with four (4) one year options.

Budget Impact

The total cost of this agreement will not exceed \$650,961.60 for the base years and \$540,769.44 for all option years for a total not to exceed award of \$1,191,731.04 over the entire term of the agreement. This contract will be locally funded under Budget Account 902010-579900.

DISCUSSION:

MTS's current banking agreement with JP Morgan, MTS Doc. No. G1413.0-13, expires on October 31, 2017. Under the existing agreement, JP Morgan has provided banking services and a purchasing card program to MTS for the past five years. The existing banking services include management of five accounts with various restrictions depending on the account type, the processing of large volumes of armored car cash deposits each day as well as providing robust online services and a purchasing card program with adequate controls. Recent enhancements that accompanied the implementation of SAP have expanded MTS's service needs to include direct transmissions for Automated Clearing House payments as well as positive pay protection on paper disbursements.

Furthermore, the replacement agreement will include all of the existing and expanded services as well as allow for possible future enhancements as the banking industry continues to focus on paperless solutions and enhanced cyber security.









MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for acquisitions exceeding \$100,000.

On January 31, 2017, prior to the release of the Request for Proposals (RFP), MTS contacted the following small and local banks in order to notify and encourage them to participate in the potential award opportunity:

- 1. Bank Of Hope
- 2. Cathay Bank
- 3. Pacific Commerce Bank
- 4. East West Bank
- Hanmi

On February 2, 2017, MTS issued the Request for Proposals (RFP) for Banking Services and two (2) proposals were received on the due date of March 17, 2017, as follows:

- 1. JPMorgan Chase Bank
- 2. Wells Fargo Bank

Both submissions were deemed responsive and responsible.

A selection committee, consisting of representatives from MTS Finance, Trolley Revenue Operations, and Transit Support Services, met and scored the proposals based on the following:

1.	Financial Stability	15%
2.	Conversion Plan, Qualifications/Relevant Experience, and	25%
	Ability to Provide All Services	
3.	Customer Service	30%
4.	Community Reinvestment Act (CRA)	5%
5.	Cost and Price	<u>25%</u>
		Total 100%

After the initial evaluation of proposals received, the evaluation panel determined it would be in MTS's best interest to interview both proposers as they were determined to be within the competitive range. Following interviews of both proposers, MTS requested revised technical and cost proposals and the panel re-evaluated the revised submissions per the RFP requirements.

The following table represents the proposers' final scores and rankings following the interviews and evaluation of revised technical and cost proposals:

BANKING SERVICES				
PROPOSER NAME	TOTAL AVG. TECH. SCORE	COST SCORE	TOTAL SCORE (TECH + COST)	RANKING
JP MORGAN CHASE	69.85	18.73	88.58	1
WELLS FARGO	55.00	25.00	80.00	2

Staff then negotiated with JP Morgan Chase to reduce the overall Not to Exceed (NTE) amount for the entire term of the Agreement including an increase to the earnings credit allowance from .55% to .65%. As a result, the total cost of this project was reduced by \$37,108.80, from the originally proposed \$1,228,839.84 to a downward adjusted \$1,191,731.04 and the earnings credit allowance of .65% is further expected to result in a lower overall agreement cost.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G1982.0-17, (in substantially the same format as Attachment A) with JPMorgan Chase Bank (JPMorgan) for the provision of Banking Services, for a five (5) year term with four (4) one year options, exercisable at MTS's sole determination.

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. G1982.0-17

G1982.0-17 CONTRACT NUMBER

STANDARD	SERVICES AGREEMENT
----------	--------------------

360			
FILE/PO NUMBER(S	ì		

THIS AGREEMENT is entered into thisbetween San Diego Metropolitan Transit Sy hereinafter referred to as "Contractor":	_ day of2 vstem ("MTS"), a California	017, in the State of California by and public agency, and the following,
Name: <u>JPMorgan Chase Bank</u>		Broadway Ste. 840
Form of Business: <u>Corporation</u> (Corporation, partnership, sole proprietor, etc.)	<u>San L</u>	<u>Diego, CA 92101</u>
Telephone: <u>949-833-4061</u>	Email Address:	Kerwin.p.deese@jpmorgan.com
Authorized person to sign contracts: Kerwin P.	<u>Deese - Vice President Relat</u> Name	ionship Mgr. Government Banking Title
The attached Standard Conditions are part services and materials, as follows:	of this Agreement. The Co	ontractor agrees to furnish to MTS
JPMorgan Chase Bank shall provide MTS with Work (attached as Exhibit A), the Negotiated C Standard Services Agreement, including the State The contract term is for up to a nine (9) year exercisable at MTS's sole discretion. The base 2022 and Option Years 1 through 4 shall be effective total contract award amount shall not exce	Cost Proposal (attached as E andard Conditions Services (a ar period with [five (5) year period shall commence on No ective November 1, 2022 thro	xhibit B), and in accordance with the attached as Exhibit C). base and four (4) one-year options] ovember 1, 2017 through October 31, ugh October 31, 2026, if exercised.
years (1 through 4) for a total not to exceed amo		,
SAN DIEGO METROPOLITAN TRANSIT SYST	EM CONTRACTOR AU	THORIZATION
By:Chief Executive Officer	Firm:	
Approved as to form:	By:Sid	gnature
By:Office of General Counsel		
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$1,191,731.04	579900-902010	2017-2022
Ву:		
Chief Financial Officer		Date
(XX total pages, each bearing contract number)	SA-SERVICES (REV 2/22/2017) DATE



Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

ON-CALL COMMUNICATIONS AND LOW VOLTAGE SYSTEMS WIRING SERVICES - CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG170.1-15 with Communication Wiring Specialists, Inc. (CWS) for \$289,224.78 (Attachment A).

Budget Impact

The new value of this agreement will not exceed \$782,924.78 (\$493,700+\$289,224.78). Funding for fiscal year 2018 is included in the Information Technology (IT) department operating and maintenance budget. Funding for future fiscal years will be included in the IT department's operating budget (661010 - 571250) as follows:

Year	Original	Amendment 1
	Agreement	
Base Year 1 (FY16)	80,627	
Base Year 2 (FY17)	80,627	
Base Year 3 (FY18)	82,283	
Option Year 1 (FY19)	82,283	289,224.78
Option Year 2(FY20)	83,940	
Option Year 3 (FY21)	83,940	
Total	493,700	
New Overall Total (Base + Option years)	782	2,924.78



DISCUSSION:

MTS uses CWS to provide both routine, urgent communications and voltage wiring services. Services include new wiring installations, maintenance and repair to support MTS networks and equipment. Services also support data storage and servers, network switches and routers, desktops and laptops, printers, back office systems including the fare system, centralized train control (CTC), telephones, internet access and variable message signs (VMS).

On September 17, 2015 the MTS Board approved MTS Doc. No. PWG170.0-15 with CWS, competitively solicited through a Request for Proposals, for three base years and three option years, exercisable at MTS's sole discretion for \$493,700.

From 2015 to date, MTS has seen an increase in service needs due to the implementation of the Next Train Arrival (NTA) project. During implementation of the project, it was determined that issues related to the inaccurate display of real time information at some stations was due to problems with the existing network cabling which had to then be replaced.

Additional projects are now approved which will require CWS services. These projects include the cabling to support network equipment relocation, a technology refresh for Centralized Train Control, as well as an extension of fiber along the Green Line.

Due to the increased services, from contract execution on October 1, 2015 to May 31, 2017, the actual contract usage has exceeded the previously approved amount for the base years by \$80,340.22, a monthly difference between actual usage and authorized spend of \$4,017.01. Based on this additional usage, from June 1, 2017 though the end of the base years on September 31, 2018, the anticipated additional cost is \$64,272.17. For the three (3) optional years from October 2018 to September 2021, the anticipated additional amount is \$144,612.39.

Based on this increased usage, staff recommends adding funds to the existing agreement so that work can continue on the current and upcoming projects through September 30, 2021.

The table below summarizes the proposed amendment:

	Usage	Spend	Difference
Average Monthly	\$10,735.93	\$6,718.92	4,017.01
Contract Period (October 1, 2015 to May 31, 2017)	\$214,718.55	\$134,378.33	\$80,340.22
Remaining Base Years' 16 Months (June 1, 2017 to September 2018; \$4,017.01 x 16 months)			\$64,272.17
3 Optional Years (October 2018 to September 2021; \$4,017.01 x 36 months)			\$144,612.39
	\$289,224.78		

Therefore, staff recommends that the San Diego MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG170.1-15 (in substantially the same format as Attachment A) with Communication Wiring Specialists (CWS) for \$289,224.78.

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachment: A. MTS Doc. No. PWG170.1-15

July 20, 2017 MTS Doc. No. PWG170.1-15

Eric Templin Communication Wiring Specialists, Inc. 8909 Complex Drive, Suite F San Diego, CA 92123

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. PWG170.0-15; ON-CALL COMMUNICATION AND LOW VOLTAGE SYSTEMS WIRING SERVICES

This shall serve as Amendment No. 1 to our agreement for On-Call Communication and Low Voltage Systems Wiring Services as further described below.

SCOPE OF SERVICES

There shall be no changes to the scope of services of this agreement.

SCHEDULE

There shall be no changes to the schedule provision of this agreement.

PAYMENT

As a result of this amendment the contract amount is increased by \$289,224.78. The new contract total is amended from \$493,700 to \$782,924.78 for both base and option years. Contractor shall not exceed this amount without MTS' written approval.

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	Eric Templin Communication Wiring Specialists, Inc.
LMARQUIS-CL PWG170.1-15.CWS.DSINGLETON.062117	Date:

cc: J. Saul, Contract File



Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

ON-CALL CARD ACCESS READER INSTALLATION, MAINTENANCE AND REPAIR SERVICES - CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG168.1-15 with Electro Specialty Systems (ESS) for \$171,312.64 (Attachment A).

Budget Impact

The new value of this agreement will not exceed \$467,772.64. Funding is through each respective department's annual operating and maintenance budgets. The system-wide annual budgeted amounts will not exceed the following:

Year	Original	Amendment 1
	Agreement	
Base Year 1 (FY16)	47,220	
Base Year 2 (FY17)	48,860	
Base Year 3 (FY18)	48,860	
Option Year 1 (FY19)	49,960	171,312.64
Option Year 2(FY20)	49,960	
Option Year 3 (FY21)	51,600	
Total	296,460	
New Overall Total (Base + Option years)	46////64	



DISCUSSION:

MTS has access control hardware that includes over 140 card access readers with controllers at 17 locations throughout San Diego County. When installation, maintenance or repair services are required, MTS utilizes ESS to provide the services.

On September 17, 2015, the MTS Board of Directors approved MTS Doc. No. PWG168.0-15 with ESS, competitively solicited through a Request for Proposals, for three base years and three option years, exercisable at MTS's sole discretion for \$296,460.

From 2015 to date, MTS has seen an increase in card access service requests in projects such as the new MTS East County Bus Maintenance Facility, relocation of the MTS Transit Store, rehabilitation of the San Ysidro Freight Yard and the new MTS UTC Bus Terminal.

In addition to the above projects, future services are required to replace the old and obsolete access control hardware at various MTS facilities and properties.

Due to the increased services, from contract execution on October 1, 2015 to April 30, 2017, the actual contract usage has exceeded the previously approved amount for the base years by \$45,207.50, a monthly difference between actual usage and authorized spend of \$2,379.34. Based on this additional usage, from May 1, 2017 though the end of the base years on September 31, 2018, the anticipated additional cost is \$40,448.82. For the three (3) optional years from October 2018 to September 2021, the anticipated additional amount is \$85,656.32.

Based on this increased usage, staff recommends adding funds to the existing agreement so that work can continue on the current and upcoming projects through September 30, 2021.

The table below summarizes the proposed amendment:

	Usage	Spend	Difference
Average Monthly	\$6,364.69	\$3,985.35	\$2,379.34
Contract Period (October 1, 2015 to April 30, 2017)	\$120,929.17	\$75,721.67	\$45,207.50
Remaining Base Year's 17 Months (May 1, 2017 to September 2018; \$2,379.34 x 17 months)			\$40,448.82
Three (3) Optional Years (October 2018 to September 2021; \$2,379.34 x 36 months)			\$85,656.32
	\$171,312.64		

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG168.1-15 (in substantially the same format as Attachment A) with Electro Specialty Systems (ESS) for \$171,312.64.

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachment: A. MTS Doc. No. PWG168.1-15

July 20, 2017 MTS Doc. No. PWG168.1-15

Daniel Brault Electro Specialty Systems (ESS) 7940 Convoy Court San Diego, CA 92111

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. PWG168.0-15; CARD ACCESS READER MAINTENANCE AND REPAIR ON-CALL SERVICES

This shall serve as Amendment No. 1 to our agreement for Card Access Reader Maintenance and Repair On-Call Services as further described below.

SCOPE OF SERVICES

There shall be no changes to the scope of services of this agreement.

SCHEDULE

There shall be no changes to the schedule provision of this agreement.

PAYMENT

As a result of this amendment the contract amount is increased by \$171,312.64. The new contract total is amended from \$296,460 to \$467,772.64 for both base and option years. Contractor shall not exceed this amount without MTS' written approval.

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	Daniel Brault Electro Specialty Systems (ESS)		
LMARQUIS-CL PWG168.1-15.ESS.DSINGLETON.062117	Date:		

cc: J. Saul, T. Nguyen, Contract File



Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

JOB ORDER CONTRACT (JOC) ON-CALL GENERAL ELECTRICAL, TRAFFIC SIGNAL AND COMMUNICATIONS CONSTRUCTION SERVICES – CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG238.0-17 (SANDAG Doc. No. 5007502) (in substantially the same format as Attachment A) with Select Electric, Inc., for the provision of on-call job order general electrical contracting services such as communications, traffic lights, traffic signalization and synchronization systems, and related civil construction improvements work for a three-year agreement.

Budget Impact

The total value of these agreements will not exceed \$2,000,000.00. Funding will be included in the budget of each project for which a task order will be issued under this agreement.

DISCUSSION:

Job Order Contracting (JOC) is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement. A catalog of specific construction tasks with pre-set unit prices is provided to potential bidders who submit competitive bids for a multiplier, or unit price Adjustment Factor, that will be applied to the pre-set unit prices. Once contractors are selected, the total price for a specific project will be the sum of all pre-set unit prices required for that specific project, multiplied by their respective adjustment factors. This is an efficient procurement tool as it eliminates the time consuming processes inherent in the typical project acquisition approach.



MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for procurements exceeding \$100,000.

In September 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC general electrical, traffic signal and communications construction services. MTS took the opportunity to enter into a joint solicitation with SANDAG to more efficiently procure JOC related services as well as utilize the economies of scale.

On October 26, 2016, after conducting price reasonableness analyses and reviewing all bids received for responsiveness and responsibility, staff determined that Select Electric, Inc., presented the lowest responsive and responsible unit price adjustment factor.

Today's action authorizes award of this on call contract to Select Electric, Inc. However, no specific project or spending is authorized. Individual projects/task orders will be processed according to the signature authority set forth in Board Policy No. 41 (e.g. task orders under \$100,000 will be approved by the CEO; task orders over \$100,000 will require Board approval).

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Document No. PWG238.0-17 (in substantially the same format as Attachment A) with Select Electric, Inc. for the provision of on-call job order contract general electrical, traffic signal and communications construction services for a three-year agreement.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. PWG238.0-17



STANDARD SERVICES AGREEMENT

		CONTRACT NUMBER		
		FILE NUMBER(S)		
THIS AGREEMENT is entered into this day of _ between San Diego Metropolitan Transit System, a Calif hereinafter referred to as "Contractor":				
Name: Select Electric, Inc.	Address:	2790 Business Park Drive		
Form of Business: Corporation		Vista, CA 92081		
(Corporation, partnership, sole proprietor, etc.)	Telephone:	(619) 673-8647		
Authorized person to sign contracts: Brooks Roffey Nam		President Title		
The attached Standard Conditions are part of this a services and materials, summarized as follows:	agreement. The	Contractor agrees to furnish to MTS		
Provide Job Order Construction (JOC) services as descr Special Provisions, Bid Summary, Construction Task Ca Standard Conditions Services (attached as Exhibit B) an This contract shall be effective August 1, 2017 through J	talog and Techni d Federal Requir	cal Specification (attached as Exhibit A)		
The total cost of this contract shall not exceed \$2,000,00	•			
SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONT	RACTOR AUTHORIZATION		
By:Chief Executive Officer	Firm:			
Approved as to form:	Ву:	Signature		
By:Office of General Counsel	Title:			
AMOUNT ENCUMBERED BU	IDGET ITEM	FISCAL YEAR		
\$To be encumbered on JOC				
By:				
Chief Financial Officer		Date		
(total pages, each bearing contract number)				



Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

INVESTMENT REPORT - MAY 2017

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of May 31, 2017. The combined total of all investments has decreased month to month from \$105.1 million to \$104.3 million. This \$0.8 million decrease is attributable to \$1.8 million in capital expenditures, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects.

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

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachment: A. Investment Report for May 2017



San Diego Metropolitan Transit System Investment Report May 31, 2017

	Restricted		Uı	Unrestricted		Total	Average rate of return	
Cash and Cash Equivalents								
JP Morgan Chase - concentration account				26,065,727		26,065,727	0.00%	
Total Cash and Cash Equivalents				26,065,727		26,065,727		
Cash - Restricted for Capital Support								
US Bank - retention trust account San Diego County Investment Pool		2,303,606		-		2,303,606	N/A*	
Proposition 1B TSGP grant funds		4,439,801		444,055		4,883,856		
Total Cash - Restricted for Capital Support		6,743,407		444,055		7,187,462		
Investments - Working Capital								
Local Agency Investment Fund (LAIF)		11,323,891		59,714,656		71,038,547	0.925%	
Total Investments - Working Capital		11,323,891		59,714,656		71,038,547		
Total cash and investments	\$	18,067,298	\$	86,224,438	\$	104,291,736		



Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

APPROVAL OF APPOINTMENT TO FILL VACANT BUDGET DEVELOPMENT COMMITTEE SEAT FOR 2017

RECOMMENDATION:

That the Board of Directors approve the appointment of Board Member Mary Salas to the Budget Development Committee for the remainder of 2017.

Budget Impact

None.

DISCUSSION:

On May 11, 2017, Board Member John Minto announced that he would no longer be a member of the MTS Board of Directors (Board). John Minto was appointed to the 2017 Budget Development Committee (BDC) on January 19, 2017. His departure from the Board created a vacant seat on the BDC. As a result, Chairman Harry Mathis asked Board Member Mary Salas to fill the vacant BDC seat for the remainder of 2017 pending the approval of the Board.

/s/ Paul C. Jablonski

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. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

ON-CALL CONSTRUCTION MANAGEMENT AND ENGINEERING/INSPECTION SERVICES – MASTER AGREEMENTS AWARD / RATIFICATION

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors ratify the Chief Executive Officer's (CEO) execution of:

- Partial Assignment of San Diego Association of Governments (SANDAG)
 Solicitation Capacity for On-Call Professional and Technical Construction
 Management and Engineering Services to MTS (MTS Doc. No. G2023.0-17);
 and
- 2) On-Call Construction Management and Engineering/Inspection Services (CM) Master Agreements with seven (7) prime consulting firms (Attachment B).

Budget Impact

The total aggregate value of Master Agreements will not exceed \$3,000,000.00, without prior authorization from the Board. Funding and budget allocations will be controlled and monitored per work order issued under the each Master Agreement.

DISCUSSION:

As part of its MTS-led capital infrastructure projects, MTS needs CM services to provide onsite owner representation in construction management, engineering and inspection. In order to timely accommodate projects, staff determined that the best method for procuring such services would be to enter into on-call, five year agreements with several prime consulting firms (and their designated sub-consultants) with the expertise that may be needed in an MTS project. On a project or task basis, staff will determine which on-call consultant should be awarded the work order, consistent with state and federal law.









From time to time, MTS and SANDAG coordinate procurements for services that may be of need to each agency. This can take the form of a joint procurement, or by making sure the lead agency has the right to assign some of the solicited capacity to MTS.

In early 2016, SANDAG completed a procurement process and entered into agreements with seven (7) CM firms to provide on-call CM services. MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for acquisitions exceeding \$100,000. The policy requires MTS to award the contracts to the most highly rated offeror(s), in accordance with the Cal. Gov. Code §§ 4525 et seq. and the Brooks Act, if federally funded. The solicitation and award process used by SANDAG for these services is compliant with MTS Policy No. 52 and included language permitting assignment of a portion of the contracts to MTS.

On June 7, 2017, SANDAG assigned \$3,000,000 in collective capacity for its On-Call CM services contracts to MTS. The list of qualified firms is as follows¹:

- AECOM Technical
- Caltrop Corporation
- CH2M Hill, Inc.
- DHS Consulting, Inc

- EPC Consultants, Inc.
- PGH Wong Engineering
- Simon Wong Engineering

Following the assignment of On-Call CM capacity, the CEO executed Master Agreements directly with each prime consultant firm, which will allow MTS to issue work orders on a project or task basis to each firm. Individual work orders will include such items as a statement of work, period of performance, pricing, deliverable(s), schedule, DBE considerations, and any other essential commitments and provisions that support MTS operations and future CM needs.

Today's action ratifies the assignment of capacity from SANDAG and the award of oncall contracts to the seven (7) qualified firms (see Attachment B). However, no specific project or spending has been authorized. Individual projects/work orders will be processed according to the signature authority set forth in Board Policy No. 41 (e.g. work orders under \$100,000 will be approved by the CEO; work orders over \$100,000 will require Board approval).

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachments: A. Proposed List of Qualified Prime Construction Management Firms

B. Master Agreement List

-

¹ For a full list of the prime consultants' designated sub-consultants, see Attachment A.

Prime Contractor	
AECOM Technical Services, Inc.	Construction Management and Engineering Services
Sub-Contractors	
Cogstone Resource Management, Inc.	Environmental and resource agency permit compliance, archaeological/paleontological surveys, record search, mitigation planning, construction monitoring
CPM Partners	Construction Management services including Resident Engineering, Inspection, Document/Project Controls, Construction Administration, Cost Estimating, Scheduling and Claims
Global Signals Group, Inc. (GSG)	Signal engineering, construction, inspection and project management, constructability reviews
DHS Consulting, Inc.	Construction Management, Inspection and Project Administration
Dudek	Environmental Monitoring
Hunter Pacific Group Jacobs Project Management Co.	Cost estimating, Value engineering Contract QA, field inspection, transportation inspection, field office engineering, and administration, project scheduling, contract dispute assistance and resolution, constructability reviews, NPDES compliance, traffic handling support, management systems integration, job site safety, systems start-up and testing, and independent cost estimating
Leighton Consulting, Inc.	Material testing and inspection, hazardous materials services, geotechnical services
MTGL, Inc.	Material Testing and Sampling.
Nimbus Software, Inc.	Electronic document control and business intelligence expertise, construction project and document management
RailPros, Inc.	Field & Transit Inspection / FOA/ Constructability Reviews/ NPDES/ Doc Mgmt Sys Integration / System Start-Up and Testing
Rincon Consultants, Inc.	Storm water compliance, environmental and resources agency permit compliance, contaminated hazardous waste assessment, and other services, such as cultural and biological resource services
RT Engineering & Associates (RTEA)	Construction management, engineering, inspection, public outreach, utility coordination & environmal mitigations, field office administration, constructability reviews
Safework, Inc.	Safety management, construction inspection and administration services, transit inspection, field office administration, constructability reviews, labor compliance, auditing
San Dieguito Engineering, Inc.	Quality assurance / FOA/ Scheduling/ Const. Review / Surveying/ Doc Mgmt System Integration
Sequoia Consultants, Inc.	Field Inspection / Materials Testing
Stack Traffic Consulting, Inc. (STC)	Construction Engineering, Construction Inspection, Construction Management, Transit Inspection, Constructability review
Towill, Inc.	Constructability reviews/ surveying
Vali Cooper & Associates, Inc.	Construction management and inspection, contract dispute and resolution, constructability reviews, NPDES compliance, auditing
Virginkar & Associates, Inc.	Construction management & inspection, Transit inspection, construction reviews, systems start-up and testing
Xorail, Inc.	Communication and signal design and construction management systems start-up and testing

Prime Contractor	
Caltrop Corporation	Construction Management and Inspection Services
Sub-Contractors	
C.A. Wehsener Engineering, Inc.	Electrical and System construction management.
	Construction management, construction QA,
	inspection/resident engineering, administration, claims
CHAM Hill Inc	analysis, contract dispute resolution, project controls
CH2M Hill, Inc.	(scheduling, constructability reviews, (NPDES), system start-up
	testing, geotechnical services, traffic handling support,
	environmental and resource agency
	Project and construction management, resident engineering,
Consultant Engineering, Inc.	field office administration, and field inspection, and
	construction cost estimating
David Evans and Associates, Inc. (DEA)	Land surveying
Dynamic Engineering Services, Inc. (DESI)	Construction management
	Construction management, construction inpection, structures
Ghirardelli Associates, Inc. (GAI)	inspection, office engineering, and contract administration
Gonzalez-White Consulting Services	Labor compliance
Group Delta Consultants, Inc.	Geotechnical engineering, materials testing and observations,
,	Quality assurance testing
Helix Environmental Planning, Inc.	Environmental construction monitoring and compliance,
	regulatory permitting and environmental planning
La Salle Solutions, LLC	Field inspections, field office engineering, contract quality
	control/assurance
Leighton Consulting, Inc.	Materials testing and inspection, hazardous materials services
Mendoza and Associates	Construction inspection and structures inspection
Minnali Engineering Corporation	Construction management
	Materials Sampling and Testing, Material/Product Plant
MTGL, Inc.	Inspection, Geotechnical Services, and Geotechnical Support
	(Bore Hole Drilling)
Ninya 9 Maara	Geotechnical, Materials Testing and Inspection, Hazardous
Ninyo & Moore	Materials, and Environmental Consulting services
Nove Comices	Geotechnical engineering, materials testing, special inspection,
Nova Services	and non-destructive testing
Dacific Bailway Enterprises Inc. (DDE)	Railroad signal and communication systems design,
Pacific Railway Enterprises, Inc. (PRE)	programming, inspection and consulting services
RailPros, Inc.	On-Call constuction management services
Railway Surveyers and Engineers (RSE)	Engineering services, surveying, and mapping
PT Engineering 9: Associates (PTEA)	Construction management, engineering inpection, public
RT Engineering & Associates (RTEA)	outreach, utility coordination and environmental mitigations
Safework, Inc.	Construction management and safety services
Stack Traffic Consulting, Inc. (STC)	Construction engineering, construction inspection,
<u> </u>	Construction management
STV, Inc.	Multi-disciplinary engineering
Simon Wong Engineering	Construction management and inspection, Public relations,
	Bridge design engineering, and Structural design engineering
Systra Engineering	Systems engineering, signaling, construction management,
- /	inspection
Xorail, Inc.	Signal, communication and PTC design, construction
Moran, nic.	management

Prime Contractor	
CH2M Hill, Inc.	Prime consultant, overall project/ task manager. Field inspection, office engineering, claims analysis, project controls, system start-up and testing, site safety, geotechnical support, construction quality assurance, and other support services
Sub-Contractors	
Aguirre & Associates Amec Foster Wheeler E & I, Inc.	Surveying, construction staking Materials testing services
Falcon Engineering Services, Inc.	Construction management, field inspection, construction quality assurance
Hill International, Inc.	Sub- Const. Quality Assurance; Field Inspection; CM/GC Independent Estimates; Site Safety, Labor Compliance
Katz & Associates, Inc. Construction relations, community outreach Management, Public Affairs, Public Participa	
La Salle Solutions, LLC Field inspections, field office engineering, contract control/assurance	
Ninyo & Moore	Geotechnical, Materials Testing and Inspection, Hazardous Materials, and Environmental Consulting services
Pacific Railway Enterprises, Inc. (PRE)	Railroad signal and communication systems design, programming, inspection and consulting services
TranSystems Corporations (TranSystems)	Engineering, design, planning for rail, transit, transportation

Prime Contractor		
EPC Consultants, Inc.	Construction management	
Sub-Contractors		
	Construction Management services including Resident	
CPM Partners	Engineering, Inspection, Document/Project Controls,	
CPIVI Partifiers	Construction Administration, Cost Estimating, Scheduling and	
	Claims	
Ghirardelli Associates, Inc. (GAI)	Construction management, construction inspection, structures inspection, office engineering, and contract administration	
Kal Krishnan Consulting Services, Inc. (KKCS)	Construction management services	
Mendoza and Associates	Construction inspection and structures inspection	
Railway Surveyers and Engineers (RSE)	Engineering services, surveying, and mapping	
DT Funcionagina () Associatos (DTFA)	Construction management, engineering inpection, public	
RT Engineering & Associates (RTEA)	outreach, utility coordination and environmental mitigations	

Prime Contractor		
PGH Wong Engineering, Inc.	Project Management, Construction QA, Field Inspection, Transit Inspection, Field Office Engineering, Field Office Administration, Project Scheduling, Contract Dispute Assistance, System Testing & Startup, Constructability Reviews, and Construction Management Software	
Sub-Contractors		
Berggren Land Surveing & Mapping, Inc. dba Berggren & Associates	Surveying and Construction Staking	
CPM Partners Cruz Estrella CADD & Drafting Services	Project Control Services CADD and Drafting Services	
Dudek	Environmental and Engineering Services	
Gonzalez-White Consulting Services Harris & Associates, Inc.	Field Office Administration and Labor Compliance Construction QA, Field Inspection, Field Office Engineering, Field Office Administration, Constructability Reviews, Storm Water Monitoring & Compliance (NPDES), and Traffic Handling Support	
Infrastructure Engineering Corporation	Field Inspection, Field Office Engineering, Field Office Administration, Resident Engineering, and Constructability Reviews	
MTGL, Inc.	Materials Sampling and Testing, Material/Product Plant Inspection, Geotechnical Services, and Geotechnical Support (Bore Hole Drilling)	
Ninyo & Moore	Materials Sampling and Testing, Material/Product Plant Inspection, Geotechnical Services, and Geotechnical Support (Bore Hole Drilling)	
Pacific Railway Enterprises, Inc. (PRE)	Signal Inspections	
Safework, Inc.	Safety Compliance	
Stack Traffic Consulting, Inc. (STC)	ITS, Traffic Signals and Grade Crossings	
Prime Consultant		
DHS Consulting, Inc.	Professional and technical construction management and engineering services	
Sub Consultants		
Allied Geotechnical Engineering, Inc.	Geotechnical engineering & geology	
C.A. Wehsener Engineering, Inc. CPM Partners	Construction management and inspection Construction Management services including Resident Engineering, Inspection, Document/Project Controls, Construction Administration, Cost Estimating, Scheduling and Claims	
Dynamic Engineering Services, Inc. (DESI)	Construction management	
ECORP Consulting, Inc.	Environmental compliance	
Leighton Consulting, Inc.	Materials testing and inspection, hazardous materials services	
Parsons Transportation Group	Construction management services	
RailPros, Inc.	On-Call constuction management services	
Rosanna M. Lacarra (dba LaRoc Environmental)	Storm Water Compliance	
Simon Wong Engineering	Construction management and inspection, public relations, bridge design engineering, and structural design engineering	

	Construction management and inspection, contract dispute
Vali Cooper & Associates, Inc.	and resolution, constructability reviews, NPDES compliance,
	auditing

Prime Consultant		
Simon Wong Engineering	Prime, Construction Management, Field and Transit Inspection, Engineering, and Administration, Constructability Reviews, Stormwater Compliance, Construction Program, Project and Document Management System Integration Cost Estimating, Contract Dispute Assistance, Scheduling, Job Site Safety	
Sub Consultants		
Allied Geotechnical Engineering, Inc.	Materials Sampling and Testing, Plant/Source Inspection, Geotechnical Services, Geotechnical Support (Bore Hole Drilling)	
C.A. Wehsener Engineering, Inc.	Construction Management, Field and Transit Inspection, Engineering, and Administration, Constructability Reviews, Job Site Safety, Systems Startup and Testing, Independent Cost Estimating	
Caltrop Corporation	Construction Management, Field and Transit Inspection, Engineering, and Administration, Constructability Reviews, Stormwater (NPDES) Compliance, Labor Compliance, Material/Product Plant and Source Inspection, Project Scheduling, Contract Dispute Assistance, Construction Program, Project and Document Management System Integration, Records and File Auditing, Independent Cost Estimating	
CASC Engineering and Consulting	Storm Water Compliance	
CH2M Hill, Inc.	Construction Management, Transit and Field Inspection, Constructability Reviews, Stormwater Compliance, Job Site Safety, Systems Start-up and Testing, Env/Resource Agency Permit Compliance, Contam/ Hazardous Waste Assessment, and Independent Cost Estimating	
Destination Enterprises	Signal Inspection Services	
DHS Consulting, Inc.	Construction Management, Field Inspection, Engineering, Administration, Constructability Reviews, Stormwater Compliance, Scheduling, Contract Dispute Assistance	
Dudek	Constructability Reviews, Stormwater Compliance, Environmental and Resource Agency Permit Compliance, Contaminated/ Hazardous Waste Assessment	
EPC Consultants, Inc.	Construction Management, Field Inspection, Engineering, and Administration, Constructability Reviews, Scheduling, Contract Dispute Assistance, Independent Cost Estimating	
Gannett Fleming, Inc.	Construction Management, Transit Inspection, Field Engineering, Scheduling, Contract Dispute Assistance and Resolution, Constructability Reviews, Systems Startup and Testing	
Global Signals Group, Inc. (GSG)	Construction Management, Field and Transit Inspection, Engineering, and Administration Services, Scheduling, Constructability Reviews, Systems Startup and Testing	

Gonzalez-White Consulting Services	Labor Compliance Services
Jacobs Project Management Co.	Signal Engineering and Inspection
	Special Inspection, Materials Sampling and Testing, Plant/Source Inspection, Geotechnical Services (Bore Hole
Kleinfelder, Inc.	Drilling), Job Site Safety, Environmental and Resource Special Inspection, Materials Sampling and Testing, Plant/Source Inspection, Geotechnical Services,
Leighton Consulting, Inc. Lenska Aerial Images, Inc.	Geotechnical Support (Bore Hole Drilling), Contaminated/ Photo and Video Documentation
LKG-CMC, Inc. Louis Berger Group, Inc.	Records and File Auditing, Construction Field Administration Services Surveying and Construction Staking
Minnali Engineering Corporation	Construction Management, Field Inspection, Engineering, and Administration, Constructability Reviews, and Stormwater Compliance
Pacific Railway Enterprises, Inc. (PRE)	Construction Management, Transit Inspection, Field Engineering, Constructability Reviews, Systems Startup and Testing
Parsons Transportation Group	Construction Management, Field and Transit Inspection, Engineering, and Administration, Constructability Reviews, Stormwater Compliance, Scheduling, Contract
Project Professionals Corporation (PPC)	Construction Management, Field Inspection, Engineering, and Administration, Contract Dispute Assistance, Constructability Reviews, Labor Compliance, Construction Construction Management, Field Inspection, Engineering, and Administration Services, Constructability Reviews,
S2 Engineering, Inc.	Scheduling, Contract Dispute Assistance, Labor
Soteria Company, LLC	System Safety and Security Certification Support, Start-up and Rail Activation
Tierra Data, Inc.	Environmental and Resource Agency Permit Compliance
Towill, Inc.	Surveying and Construction Staking
T.Y. Lin International	Construction Management, Field Inspection, Engineering, and Administration, Constr. Reviews, Scheduling, Contract Dispute Assistance, Labor Compliance, Construction Program, Project

Construction Management Master agreement List

G2015.0-17	5/2/2017	AECOM Technical Services SANDAG Agreement No. 5007800
G2016.0-17	5/2/2017	Caltrop Corporation SANDAG Agreement No. 5007801
G2017.0-17	5/2/2017	CH2M Hill, Inc SANDAG Agreement No. 5007802
G2018.0-17	5/2/2017	PGH Wong Engineering, Inc SANDAG Agreement No. 5007803
G2019.0-17	5/2/2017	Simon Wong Engineering SANDAG Agreement No. 5007804
G2021.0-17	5/2/2017	DHS Consulting, Inc. SANDAG Agreement No.5007806
G2022.0-17	5/2/2017	EPC Consultants SANDAG Agreement No. 5007807
G2023.0-17	5/2/2017	SANDAG - Master Solicitation Capacity for on-Call Professional & Technical CM & Eng. Serv



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Agenda Item No. 20

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

July 20, 2017

SUBJECT:

COURTHOUSE STATION CONSTRUCTION MANAGEMENT SERVICES - WORK ORDER AGREEMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order 1 MTS Doc. G2019.0-17 (in substantially the same format as Attachment A) with Simon Wong Engineering, Inc. 1 for the Courthouse Station Construction Management Services, contingent upon the approval of Agenda Item No. 19 (On-Call Construction Management and Engineering/Inspection Services – Master Agreements Award/Ratification).

Budget Impact

The value of this agreement will not exceed \$656,137.54 and is funded through the MTS Capital Improvement Project budget account 2004007503.

DISCUSSION:

On March 12, 2015, the Board of Directors approved Resolution No. 15-5 authorizing the CEO to submit an application for a proposed downtown Courthouse Station Project to provide expanded capacity on the MTS trolley system. In May 2017, a contract to construct the project was awarded to West Coast General/HMS Construction, a Joint Venture for both Schedule A, Courthouse Station and Schedule B, curb extensions on the north side of C Street.

MTS requires construction management services for the overall planning, coordination, and control of this project from beginning through completion (collectively "CM Services"). The proposed Work Order 1 CM Services include the following:









Simon Wong Engineering, Inc. is a wholly-owned subsidiary of Kleinfelder.

¹²⁵⁵ Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

- Project/Task Order Manager
- Resident Engineer
- Scheduling Engineer
- Civil Inspector(s)
- Electrical/Communications Inspector
- Traffic/Railroad Signal Inspector
- Overhead Catenary System (OCS) Inspector
- Fire/Life Safety Systems Inspector
- Safety Coordinator
- SWPPP Inspector
- Source Inspector(s)
- Materials Sampling and Testing Engineer and Tester

As set forth in Agenda Item No. 19, following a competitive procurement by the San Diego Association of Governments (SANDAG), MTS was assigned up to \$3,000,000 in on-call CM Services capacity (MTS Doc. No. G2023.0-17) and executed on-call master agreements with seven qualified firms. Consistent with MTS procurement processes, on May 1, 2017, MTS issued a request for proposals to four of the qualified on-call CM Services firms, for Courthouse Station construction project management services and evaluated for the best qualified proposal. Proposals were ranked as follows:

FIRM NAME	SCORE	RANK
SIMON WONG	67.33	1
PGH WONG	59.00	2
CALTROP	55.33	3
CH2	51.33	4

MTS entered into negotiations with Simon Wong regarding the price for the Work Order 1 resulting in the following amounts:

Work Order 1 – Schedule A	560,207.91
Work Order 1 – Schedule B	95,929.63
TOTAL	656,137.54

Therefore, staff recommends that the Board of Directors authorize the CEO to execute Work Order 1 MTS Doc. G2019.0-17 (in substantially the same format as Attachment A) with Simon Wong Engineering, Inc. for the Courthouse Station Construction Management Services, contingent upon the approval of Agenda Item No. 19 (On-Call Construction Management and Engineering/Inspection Services – Master Agreements Award/Ratification).

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. G2019.0-17 Work Order 01

July 20, 2017 MTS Doc. No. G2019.0-17.1

Work Order No. 01

Mr. Hank Gentile Project/Task Order Manager Simon Wong Engineering, Inc. 5761 Copley Drive Suite 100 San Diego, CA 92111

Dear Mr. Gentile:

Subject: MTS DOC. NO. G2019.0-17, WORK ORDER 01, COURTHOUSE STATION CONSTRUCTION MANAGEMENT SERVICES – WORK ORDER AGREEMENT

This letter shall serve as our agreement for Work Order 01 to MTS Doc. No. G2019.0-17.1, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide construction management and inspection staff for the Orange Line Terminal Courthouse Station project, Schedule A & B work, in accordance with MTS and SANDAG policies and procedures. Please see Attachment A, Scope of Services, for a detailed summary of the services to be provided.

SCHEDULE

Notice to Proceed + 210 Days

PAYMENT

Please see Attachment B, Negotiated Fee Proposal for Schedule A & B.

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	Hank Gentile Kleinfelder Simon Wong Engineering
	Date:

Attachments: A - Schedule A & B Scope of Services

B - Schedule A & B Negotiated Fee Proposal



WORK ORDER TITLE: ORANGE LINE TERMINAL COURTHOUSE STATION (SCHEDULE A) MTS Doc. No. XXXXXX

I. PROJECT DESCRIPTION

Construction of the new Orange Line Terminal Courthouse Station in downtown San Diego on C Street between State and Union Streets. This station will provide direct access to the new 22-story courthouse building, help relieve congestion at the Santa Fe Depot station, and improve overall service to the downtown area.

Schedule A portion of the work is on the south side of C Street and includes construction of the new station, track, railroad signals, catenary, communications system, site improvements, and all ancillary items associated with this work.

II. EXPECTED RESULTS

Provide construction management and inspection staff for the Orange Line Terminal Courthouse Station project, Schedule A work, in accordance with MTS and SANDAG policies and procedures. Provide the following positions:

- Project/Task Order Manager
- Resident Engineer
- Scheduling Engineer
- Civil Inspector(s)
- Electrical/Communications Inspector
- Traffic/Railroad Signal Inspector
- Overhead Catenary System (OCS) Inspector
- Fire/Life Safety Systems Inspector
- Safety Coordinator
- SWPPP Inspector
- Source Inspector(s)
- Materials Sampling and Testing Engineer and Tester

III. SCOPE OF WORK

Provide construction management and inspection services including, but not limited to, resident engineering, civil inspection, electrical/communications inspection, traffic and railroad signal inspection, fire/life safety systems inspection, and quality assurance material sampling and testing. These services will be conducted in accordance with the Master On-call Agreement, the SANDAG Construction Manual, this scope of work, and the contract documents.

1.0 Project/Task Order Manager

Project/Task Order Manager (Kleinfelder|Simon Wong)

Project/Task Order Manager shall supervise, review, and monitor the Consultant's personnel and closely monitor the task order authorization and expiration date versus actual progress to ensure the task order authorization and expiration date are not exceeded.

Page 1 of 6 MTS Doc No. XXXXX-XX



- 1. Ensure that the field team is trained in the skills that are needed to manage each particular task;
- 2. Assign personnel to complete the required task order as specified;
- 3. Administer personnel action, coordinate personnel matters with MTS' Contract Manager.
- 4. Review monthly invoices prior to submission to MTS.

2.0 Engineering and Inspection Services (Kleinfelder|Simon Wong)

Resident Engineer (Part Time)

The Resident Engineer will be responsible for administering the contract. Other duties may include:

- 1. Communication with the Contractor and other stakeholders;
- 2. Chairing and providing minutes for weekly progress meetings;
- 3. Coordination with MTS operations and maintenance staff;
- 4. Coordination with utility company staff to facilitate existing utility relocations;
- 5. Coordination with private property owners as necessary;
- 6. Cooperating with MTS' public information officer as necessary;
- 7. Developing and maintaining the project files;
- 8. Preparing weekly statement of working days;
- 9. Providing oversight of inspectors and reviewing inspector's daily diaries;
- 10. Reviewing and assisting client with progress payments;
- 11. Negotiating and administering change orders;
- 12. Coordinating the review of material submittals and shop drawings;
- 13. Investigation of field issues and responding to Requests for Information (RFIs);
- 14. Reviewing and commenting on field issues;
- 15. Preparation of monthly progress reports;
- 16. Reviewing baseline and progress schedule updates;
- 17. Supervision of QA sampling and testing and QA surveying staff;
- 18. Reviewing the Contractor's red line as-builts;
- 19. Preparing documentation necessary for Project Closeout.

Scheduling Engineer (Kleinfelder|Simon Wong)

- 1. Review and comment on the Contractor's CPM baseline schedule, the Contractor's monthly CPM schedule updates, and perform independent Time-Impact Analysis if necessary.
- 2. Analyze and assess project schedule to determine if concurrent delays exist; provide all services required to review and analyze the project's Critical Path Method (CPM) schedules, and provide comments for response to disputes.

Field Inspectors - Civil, Station, Track, Electrical/Communications, Traffic Signal, Railroad Signal, Overhead Catenary System, and Fire/Life Safety System (Kleinfelder|Simon Wong, CA Wehsener)

Inspectors shall perform intermittent quality assurance inspection of the work to verify Contractor compliance with the contract documents. Tasks include:

- 1. Quality Assurance Inspection of the Contractor's work. The inspector shall do the following:
 - a. Review the contractual requirements in the contract documents;

Page 2 of 6 MTS Doc No. XXXXX-XX



- b. Complete daily inspection reports noting contractor's equipment, personnel, materials, quantities, relevant conversations, and pertinent decisions made;
- c. Immediately report problems and questions to the Resident Engineer;
- d. Assist in reviewing and responding to RFI's;
- e. Assist in preparing independent cost estimates for contract change orders;
- 2. On change orders that are time and material (Extra Work at Force Account), keep a daily record of contractor's equipment, labor, and material on Tentative Agreements;
- 3. Take daily site photographs;
- 4. Inspect work equipped with approved hard hat, safety vest, long pants, and proper footwear;
- 5. Verify through intermittent quality assurance inspections that work and materials installed on the project meet the requirements of the Conformed Plans, Special Provisions, Standard Specifications, and change orders, as applicable. Arrange for material tests for soils, concrete, hot mix asphalt, and other materials incorporated in the work. Identify non-compliant work to the Contractor and report to the Resident Engineer;
- 6. Maintain accounting of daily quantities of contract bid item or change order work performed. On a monthly basis, coordinate with the Resident Engineer and the Contractor to determine quantities and/or percentages to be included for payment in the monthly progress payment;
- 7. If observed work does not meet contract or change order requirements, prepare and submit Non-Conformance Report (NCR) to the Resident Engineer. Confirm NCR is corrected and documented with photographs and narrative if necessary. Confirm time, equipment and materials used to correct NCRs are not charged to the contract or change order work;
- 8. Attend the weekly progress meetings or other meetings when requested by the Resident Engineer;
- 9. Monitor the construction progress with the approved construction schedule and advise the Resident Engineer of inconsistencies or non-conformance with critical path activities;
- 10. Monitor and review construction staking set by the Contractor's surveyor. Receive copies of surveyor's staking notes;
- 11. Maintain a set of redline contract drawings to reflect as-built conditions and any field changes. Include accurate location and depths of new and existing utilities encountered. On a monthly basis, review the redline contract drawings with the Resident Engineer to assist in preparing as-built drawings;
- 12. When work is substantially complete, develop a punch list and conduct follow-up final inspections with the Resident Engineer and MTS representatives. Document the Contractor's completion of punch list items of work;
- 13. Assist the Resident Engineer in project closeout activities;

Safety Coordinator (Kleinfelder|Simon Wong)

- 1. Perform periodic visits to project site and offer any recommendations for enhancing safety;
- 2. Assist in reviews of safety related submittals;

SWPPP Inspector (Kleinfelder|Simon Wong)

- 1. Provide periodic quality assurance inspection of BMP implementation as directed by MTS;
- 2. Provide SWPPP compliance assistance as directed by MTS;

Source Inspector (Kleinfelder|Simon Wong)

- 1. Travel to fabrication locations and perform periodic source inspection;
- 2. Provide inspection reports to the RE;

Page 3 of 6 MTS Doc No. XXXXX-XX



3.0 Materials Sampling and Testing (Kleinfelder)

This work shall consist of performing material sampling and testing to verify conformance with the plans and specifications. Material testers shall be capable of assisting in all aspects of material testing and source inspection. Sampling and testing frequencies shall be as directed by the contract documents and/or MTS' Project Manager. Tasks include:

- 1. Perform R-value and relative compaction testing of subgrade materials;
- 2. Perform field sampling and testing of crushed aggregate base, AC, and PCC concrete;
- 3. Perform other testing as requested by the Resident Engineer or MTS;
- 4. Prepare reports summarizing tests and observations of the subgrade preparation and crushed aggregate base placement;
- 5. Provide supervision of materials testers by a Registered Civil Engineer. The project engineer will review all reports and test results, attend site meetings as requested, and review all billing. Test reports shall be prepared and distributed to the Resident Engineer. Suspect or failing test results will be reported to the Resident Engineer as soon as the relevant data or results are available.
- 6. Prepare and distribute daily field reports of materials sampling and testing.

IV. PERIOD OF PERFORMANCE

July 24, 2017 - March 31, 2018

V. DELIVERABLES

- a. Inspection reports, inspection daily diaries, and pay estimates in accordance with MTS procedures;
- b. Maintain project records in accordance with MTS procedures or Caltrans categorical filing system;
- c. Project photography;
- d. Monthly update reports with photo pages;
- e. Material testing and specialty inspection report;
- f. Project "red-line" as-builts;
- g. Final project records. Complete set of construction files to be submitted per MTS' direction;
- h. Project closeout report;

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

TaskBegin/End DatesConstruction Management ServicesNTP to 2/28/18Project Closeout/Final Records TransmittalFinal Estimate + 1 Month

Page 4 of 6 MTS Doc No. XXXXX-XX



B. Milestones/Deliverables Schedule

Milestone/Deliverable	Due Date	
Inspector Daily Report	Daily	
Resident Engineer Report	Weekly	
Change Order Preparation	As Needed	
Monthly Construction Report	Monthly	
Project Close-Out Report/As-Builts	Final Estimate + 1 Month	

VII. MATERIALS TO BE PROVIDED BY MTS AND/OR THE OTHER AGENCY

- 1. Project plans, special provisions, and standard specifications;
- 2. Applicable permits;
- 3. Flagging personnel for work alongside MTS right-of-way;
- 4. MTS Roadway Worker training (if necessary) for personnel working alongside MTS right-of-way;

VIII. SPECIAL CONDITIONS

- 1. Per MTS, Contractor will manage SWPPP compliance.
- 2. Consultant's work includes periodic job-site safety reviews and investigations when requested by MTS. In no event shall these responsibilities relieve the construction contractor from his responsibilities as the primary party responsible for job site safety. Neither Consultant, MTS, nor other Agency is to be considered as the Controlling Employer of the Contractor's workers.
 - MTS agrees that, in accordance with generally-accepted construction practices, the construction contractor will be required to assume sole and complete responsibility for job site conditions during the course of construction of the Project, including safety of all persons and property, and that this requirement shall be made to apply continuously and not be limited to normal working hours. Consultant shall not have control over or charge of, and shall not be responsible for, construction means, methods, techniques, sequences, or procedures, as these are solely the responsibility of the construction contractor.
- 3. KLF|SWE team to perform intermittent inspection of MTS Job Order Contract (JOC) for SDG&E underground relocation work. MTS to handle weekly meetings, ongoing issues, progress payments, change orders, project acceptance, and closeout of the JOC contract.
- 4. Billing rates to utilize the Home Office Multiplier as work will be conducted out of KLF|SWE's office, not an MTS-provided field office.

IX. MTS ACCEPTANCE OF SERVICES:

Firm shall not be compensated at any time for unauthorized work outside of this Work Order. Firm shall provide notice to MTS' Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Firm provides final service(s) or final work product(s) which are found to be unacceptable due to Firms and/or Firms subcontractors negligence

Page 5 of 6 MTS Doc No. XXXXX-XX



and thus not 100% complete by MTS' Project Manager, Firm shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right

to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

Monthly progress payments shall be based on hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Firm shall only be compensated for actual performance of services and at no time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

X. <u>DEFICIENT WORK PRODUCT:</u>

Throughout the design and/or implementation phases associated with the services rendered by the Firm, if MTS finds any work product provided by Firm to be deficient and the deficiently delays any portion of the project, Firm shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:

- Paying applicable delay fees,
- Revising provided documents,

At no time will MTS be required to correct any portion of the Firms deficient work product and shall bear no costs or burden associated with Firms deficient performance and/or work product.

XI. DELIVERABLE REQUIREMENTS

Firm will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct. MTS reserves the right to request a change in the format if it doesn't satisfy MTS's needs. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Firm to any third party.

Firm shall provide with each task, a work plan showing the deliverables schedule as well as other relevant date needed for Firm's work control, when and as requested by MTS.

Firm's computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard and customary electronic storage. Firm shall maintain backup copies of all data conveyed to MTS.

Firm shall provide MTS with hard copy or electronic versions of reports and/or other material as requested by MTS.

XII. ADDITIONAL INFORMATION

None.



WORK ORDER TITLE: ORANGE LINE TERMINAL COURTHOUSE STATION (SCHEDULE B) MTS Doc. No. XXXXXX

I. PROJECT DESCRIPTION

Construction of the new Orange Line Terminal Courthouse Station in downtown San Diego on C Street between State and Union Streets. This station will provide direct access to the new 22-story courthouse building, help relieve congestion at the Santa Fe Depot station, and improve overall service to the downtown area.

Schedule B portion of the work is on the north side of C street and includes demolition, traffic signal relocations, new sidewalks, ADA ramps, curbs, curbs & gutters, asphalt and concrete pavement, and all ancillary items associated with this work.

II. EXPECTED RESULTS

Provide construction management and inspection staff for the Orange Line Terminal Courthouse Station project, Schedule B work, in accordance with MTS and SANDAG policies and procedures. Provide the following positions:

- Project/Task Order Manager
- Resident Engineer
- Civil Inspector(s)
- Electrical/Communications Inspector
- Traffic Signal Inspector
- Safety Coordinator
- SWPPP Inspector
- Materials Sampling and Testing Engineer and Tester

III. SCOPE OF WORK

Provide construction management and inspection services including, but not limited to, resident engineering, civil inspection, electrical/communications inspection, traffic signal inspection, and quality assurance material sampling and testing. These services will be conducted in accordance with the Master On-call Agreement, the SANDAG Construction Manual, this scope of work, and the contract documents.

1.0 Project/Task Order Management

Project/Task Order Manager (Kleinfelder|Simon Wong)

Project/Task Order Manager shall supervise, review, and monitor the Consultant's personnel and closely monitor the task order authorization and expiration date versus actual progress to ensure the task order authorization and expiration date are not exceeded.

- 1. Ensure that the field team is trained in the skills that are needed to manage each particular task;
- 2. Assign personnel to complete the required task order work as specified;
- 3. Administer personnel action, and coordinate personnel matters with MTS' Contract Manager.
- 4. Review monthly invoices prior to submission to MTS.

Page 1 of 6 MTS Doc No. XXXXX-XX



2.0 Engineering and Inspection Services (Kleinfelder|Simon Wong, CA Wehsener)

Resident Engineer (Part-Time)

The Resident Engineer will be responsible for administering the contract. Other duties may include:

- 1. Communication with the Contractor and other stakeholders;
- 2. Chairing and providing minutes for weekly progress meetings;
- 3. Coordination with MTS operations and maintenance staff;
- 4. Coordination with utility company staff to facilitate existing utility relocations;
- 5. Coordination with private property owners as necessary;
- 6. Cooperating with MTS' public information officer as necessary;
- 7. Developing and maintaining the project files;
- 8. Preparing weekly statement of working days;
- 9. Providing oversight of inspectors and reviewing inspector's daily diaries;
- 10. Reviewing and assisting client with progress payments;
- 11. Negotiating and administering change orders;
- 12. Coordinating the review of material submittals and shop drawings;
- 13. Investigation of field issues and responding to Requests for Information (RFIs);
- 14. Reviewing and commenting on field issues;
- 15. Preparation of monthly progress reports;
- 16. Reviewing baseline and progress schedule updates;
- 17. Supervision of QA sampling and testing and QA surveying staff;
- 18. Reviewing the Contractor's red line as-builts;
- 19. Preparing documentation necessary for Project Closeout.

Field Inspectors - Civil, Electrical/Communications, and Traffic Signal (Kleinfelder|Simon Wong, CA Wehsener)

Inspectors shall perform intermittent quality assurance inspection of the work to verify Contractor compliance with the contract documents. Tasks include:

- 1. Quality Assurance Inspection of the Contractor's work. The inspector shall do the following:
 - a. Review the contractual requirements in the contract documents;
 - b. Complete daily inspection reports noting contractor's equipment, personnel, materials, quantities, relevant conversations, and pertinent decisions made;
 - c. Immediately report problems and questions to the Resident Engineer;
 - d. Assist in reviewing and responding to RFI's;
 - e. Assist in preparing independent cost estimates for contract change orders;
- 2. On change orders that are time and material (Extra Work at Force Account), keep a daily record of contractor's equipment, labor, and material on Tentative Agreements;
- 3. Take daily site photographs;
- 4. Inspect work equipped with approved hard hat, safety vest, long pants, and proper footwear;
- 5. Verify through intermittent quality assurance inspections that work and materials installed on the project meet the requirements of the Conformed Plans, Special
- 6. Provisions, Standard Specifications, and change orders, as applicable. Arrange for material tests for soils, concrete, hot mix asphalt, and other materials incorporated in the work. Identify non-compliant work to the Contractor and report to the Resident Engineer;

Page 2 of 6 MTS Doc No. XXXXX-XX



- 7. Maintain accounting of daily quantities of contract bid item or change order work performed. On a monthly basis, coordinate with the Resident Engineer and the Contractor to determine quantities and/or percentages to be included for payment in the monthly progress payment;
- 8. If observed work does not meet contract or change order requirements, prepare and submit Non-Conformance Report (NCR) to the Resident Engineer. Confirm NCR is corrected and documented with photographs and narrative if necessary. Confirm time, equipment and materials used to correct NCRs are not charged to the contract or change order work;
- 9. Attend the weekly progress meetings or other meetings when requested by the Resident Engineer;
- 10. Monitor the construction progress with the approved construction schedule and advise the Resident Engineer of inconsistencies or non-conformance with critical path activities;
- 11. Monitor and review construction staking set by the Contractor's surveyor. Receive copies of surveyor's staking notes;
- 12. Maintain a set of redline contract drawings to reflect as-built conditions and any field changes. Include accurate location and depths of new and existing utilities encountered. On a monthly basis, review the redline contract drawings with the Resident Engineer to assist in preparing asbuilt drawings;
- 13. When work is substantially complete, develop a punch list and conduct follow-up final inspections with the Resident Engineer and MTS representatives. Document the Contractor's completion of punch list items of work;
- 14. Assist the Resident Engineer in project closeout activities;

Safety Coordinator (Kleinfelder|Simon Wong)

- 1. Perform periodic visits to project site and offer any recommendations for enhancing safety;
- 2. Assist in reviews of safety related submittals;

SWPPP Inspector (Kleinfelder|Simon Wong)

- 1. Provide periodic quality assurance inspection of BMP implementation as directed by MTS;
- 2. Provide SWPPP compliance assistance as directed by MTS;

3.0 Materials Sampling and Testing (Kleinfelder)

This work shall consist of performing material sampling and testing to verify conformance with the plans and specifications. Material testers shall be capable of assisting in all aspects of material testing and source inspection. Sampling and testing frequencies shall be as directed by the contract documents and/or MTS' Project Manager. Tasks include:

- 1. Perform R-value and relative compaction testing of subgrade materials;
- 2. Perform field sampling and testing of crushed aggregate base, AC, and PCC concrete;
- 3. Perform other testing as requested by the Resident Engineer or MTS;
- 4. Prepare reports summarizing tests and observations of the subgrade preparation and crushed aggregate base placement;
- 5. Provide supervision of materials testers by a Registered Civil Engineer. The project engineer will review all reports and test results, attend site meetings as requested, and review all billing. Test reports shall be prepared and distributed to the Resident Engineer. Suspect or failing test results will be reported to the Resident Engineer as soon as the relevant data or results are available. 4

Page 3 of 6 MTS Doc No. XXXXX-XX



6. Prepare and distribute daily field reports of materials sampling and testing.

IV. PERIOD OF PERFORMANCE

July 1, 2017 – July 31, 2017

V. DELIVERABLES

- a. Inspection reports, inspection daily diaries, and pay estimates in accordance with MTS procedures;
- b. Maintain project records in accordance with MTS procedures or Caltrans categorical filing system;
- c. Project photography;
- d. Monthly update reports with photo pages;
- e. Material testing and specialty inspection report;
- f. Project "red-line" as-builts;

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Task	Begin/End Dates		
Construction Management Services	NTP to 7/31/17		

B. Milestones/Deliverables Schedule

Milestone/Deliverable	Due Date	
Inspector Daily Report	Daily	
Resident Engineer Report	Weekly	
Change Order Preparation	As Needed	
Monthly Construction Report	Monthly	

VII. MATERIALS TO BE PROVIDED BY MTS AND/OR THE OTHER AGENCY

- 1. Project plans, special provisions, and standard specifications;
- 2. Applicable permits;
- 3. Flagging personnel for work alongside MTS right-of-way;
- 4. MTS Roadway Worker training (if necessary) for personnel working alongside MTS right-of-way;

VIII. SPECIAL CONDITIONS

1. Per MTS, Contractor will manage SWPPP compliance.



- 2. Consultant's work includes periodic job-site safety reviews and investigations when requested by MTS. In no event shall these responsibilities relieve the construction contractor from his
- 3. responsibilities as the primary party responsible for job site safety. Neither Consultant, MTS, nor other Agency is to be considered as the Controlling Employer of the Contractor's workers.
 - MTS agrees that, in accordance with generally-accepted construction practices, the construction contractor will be required to assume sole and complete responsibility for job site conditions during the course of construction of the Project, including safety of all persons and property, and that this requirement shall be made to apply continuously and not be limited to normal working hours. Consultant shall not have control over or charge of, and shall not be responsible for, construction means, methods, techniques, sequences, or procedures, as these are solely the responsibility of the construction contractor.
- 4. KLF|SWE team to perform intermittent inspection of MTS Job Order Contract (JOC) for SDG&E underground relocation work. MTS to handle weekly meetings, ongoing issues, progress payments, change orders, project acceptance, and closeout of the JOC contract.
- 5. Billing rates to utilize the Home Office Multiplier as work will be conducted out of KLF|SWE's office, not an MTS-provided field office.

IX. MTS ACCEPTANCE OF SERVICES:

Firm shall not be compensated at any time for unauthorized work outside of this Work Order. Firm shall provide notice to MTS' Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Firm provides final service(s) or final work product(s) which are found to be unacceptable due to Firms and/or Firms subcontractors negligence and thus not 100% complete by MTS' Project Manager, Firm shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

Monthly progress payments shall be based on hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Firm shall only be compensated for actual performance of services and at no time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

X. DEFICIENT WORK PRODUCT:

Throughout the design and/or implementation phases associated with the services rendered by the Firm, if MTS finds any work product provided by Firm to be deficient and the deficiently delays any portion of the project, Firm shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:

Page 5 of 6 MTS Doc No. XXXXX-XX



- Paying applicable delay fees,
- Revising provided documents,

At no time will MTS be required to correct any portion of the Firms deficient work product and shall bear no costs or burden associated with Firms deficient performance and/or work product.

XI. DELIVERABLE REQUIREMENTS

Firm will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct. MTS reserves the right to request a change in the format if it doesn't satisfy MTS's needs. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Firm to any third party.

Firm shall provide with each task, a work plan showing the deliverables schedule as well as other relevant date needed for Firm's work control, when and as requested by MTS.

Firm's computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard and customary electronic storage. Firm shall maintain backup copies of all data conveyed to MTS.

Firm shall provide MTS with hard copy or electronic versions of reports and/or other material as requested by MTS.

XII. ADDITIONAL INFORMATION

None.

Work Order Estimate Summary

Work Order Title: MTS Orange Line Courthouse Station Construction Management and Inspection Services (Schedule A)

Project No: CIF

CIP 2004007503

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0270	Construction Management and Inspection Services	\$560,207.91

Totals = \$560,207.91

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	1	Project / Task Order Management	58.0	\$7,394.10
2	2	Engineering / Inspection	3,209.0	\$523,452.37
3	3	Materials Sampling and Testing	122.0	\$29,361.44

Totals = 3,389.0 \$560,207.91

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If Applicable, Select One)		If Applicable, Select One)		ct One)		
DBE	DVBE	SBE	Other	Consultant	Labor Hrs	Total Costs
			х	Kleinfelder Simon Wong Engineering*	2,172,0	\$366,763.36
		х		CA Wehsener Engineering	1,079.0	\$161,289.83
			х	Kleinfelder	122.0	\$29,361.44
Х				Destination Enterprises	16.0	\$2,793.28

Totals = 3,389.0 \$560,207.91

NOTES

- 1. * Simon Wong Engineering, Inc. (SWE), referred to as Kleinfelder|Simon Wong Engineering (KLF|SWE), is a wholly-owned subsidiary of Kleinfelder (KLF) and maintains an independent tax i.d. number and overhead rate. In order to capture the appropriate overhead rate for each legal entity, we are listing them separately.
- 2. Field inspection and materials testing rates have been adjusted as necessary to comply with prevailing wage DIR Determination SD-23-63-3-2016-1D which includes a predetermined increase on 7/1/17
- 3. Billing rates included in this cost proposal are based upon the base rates, overhead rates, profit, escalation, other direct costs (ODCs) and other terms included in the Fee and Payment Schedule incorporated into Contract 5007804 between SANDAG and Simon Wong Engineering.
- 4. Billing rates included in this cost proposal are based upon the rates that will go into effect on July 1, 2017. Actual billings for June 2017 will be based on the rates that are in effect July 1, 2016 through June 30, 2017.

ASSUMPTIONS

1. This cost proposal is based upon the project schedule dated 4/21/17 provided by MTS showing construction being complete in January 2018. Hour in February 2018 are for project close-out activities.

Work Order Estimate Summary

MTS Doc. No.	TBD	
Work Order No.	01	
Attachment:	B	

Work Order Title: MTS Orange Line Courthouse Station Construction Management and Inspection Services (Schedule B)

Project No: CIP 2004007503

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0270	Construction Management and Inspection Services	\$95,929.63

Totals = \$95,929.63

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	1	Project / Task Order Management	14.0	\$1,973.43
2	2	Engineering / Inspection	536.0	\$85,794.32
3	3	Materials Sampling and Testing	32.0	\$8,161.88

Totals = 582.0 \$95,929.63

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If Applicable, Select One)		Applicable, Select One)				
DBE	DVBE	SBE	Other	Consultant	Labor Hrs	Total Costs
			х	Kleinfelder Simon Wong Engineering*	430.0	\$70,371,35
		х		CA Wehsener Engineering	120.0	\$17,396,40
			х	Kleinfelder	32.0	\$8,161.88
Х				Destination Enterprises		

Totals = 582.0 \$95,929.63

NOTES

- 1. * Simon Wong Engineering, Inc. (SWE), referred to as Kleinfelder|Simon Wong Engineering (KLF|SWE), is a wholly-owned subsidiary of Kleinfelder (KLF) and maintains an independent tax i.d. number and overhead rate. In order to capture the appropriate overhead rate for each legal entity, we are listing them separately.
- 2. Field inspection and materials testing rates have been adjusted as necessary to comply with prevailing wage DIR Determination SD-23-63-3-2016-1D which includes a predetermined increase on 7/1/17.
- 3. Billing rates included in this cost proposal are based upon the base rates, overhead rates, profit, escalation, other direct costs (ODCs) and other terms included in the Fee and Payment Schedule incorporated into Contract 5007804 between SANDAG and Simon Wong Engineering.
- 4. Billing rates included in this cost proposal are based upon the rates that will go into effect on July 1, 2017. Actual billings for June 2017 will be based on the rates that are in effect July 1, 2016 through June 30, 2017.

ASSUMPTIONS

- 1. This cost proposal assumes that Schedule B work will commence July 1st and be complete by July 21st.
- 2. KLF|SWE team to perform intermittent inspection of MTS Job Order Contract for SDG&E underground relocation work. MTS to handle weekly meetings, ongoing issues, progress payments, change orders, project acceptance and closeout of the JOC contract.



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

Agenda Item No. 25

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

PUBLIC HEARING FOR TRANSIT OPTIMIZATION PLAN MAJOR SERVICE CHANGES (DENIS DESMOND)

RECOMMENDATION:

That the Board of Directors:

- 1) Receive a report on proposed major service changes as detailed in Attachment A;
- 2) receive public testimony; and
- provide direction to staff for any changes prior to approval at a later Board of Directors meeting.

Budget Impact

Proposed changes are designed to have a neutral impact on operating subsidies for ongoing operations. The Board will also be presented with an option for enhanced services that would have an annual impact of approximately \$2 million in additional operating subsidy.

DISCUSSION:

Ten years have passed since MTS completed the Comprehensive Operational Analysis (COA) that restructured bus services throughout the region. It is considered to be a best practice in the transit industry to conduct an overall review of the system approximately every ten years to ensure that the services currently provided are still meeting the demands of the market. Since that effort, MTS incorporated the services of National City Transit and Chula Vista Transit, implemented major budget-related reductions during the









recession, and began operation of five new Rapid services. More recently, MTS has experienced a loss of ridership and fare revenue since peaking in FY 2015.

Last fall, MTS embarked on the Transit Optimization Plan (TOP), a study to update the ten-year old COA. The drop in ridership and revenue typically leads to consideration of service cuts to match a reduced budget. Similar to the COA, the TOP takes a different approach by proposing a reallocation of resources, rather than a net reduction, with the ultimate goal of providing more service on routes and schedules with higher demand to spur new ridership growth. More riders would generate more fare revenue to help offset previous losses.

In September 2016, the Board awarded a consulting contract to Transportation Management and Design, Inc. (TMD) to assist with a market analysis, service analysis, and implementation plan with recommendations for service adjustments. TMD is one of the foremost consulting firms for transit service operations analyses, and was MTS's previous consultant for the COA.

The TOP began last fall with a survey of nearly four thousand riders and non-riders to gather information on mode choice, travel patterns, and preferences. This information was supplemented by a robust outreach campaign by MTS staff, and the market and service analyses by TMD. The goal of that effort was to gain insight on how well the system is working for riders, why they may be riding less than before, and what some of their challenges are in riding transit. Non-riders were asked why they do not use transit, and what alternative modes they use.

Nearly universally, riders and non-riders noted travel time and frequency as their most significant challenges for using transit. This result was the same as found during the COA, and is validated by studies done nationally. The longer travel times and lower availability of transit trips discourage more riders than any other factors, including fare levels, amenities, security, transfers, proximity to transit stops, and parking. Most proposals presented in the TOP are intended to offer net improvements to travel times by:

- Reinvesting resources from low-ridership routes to the busiest and highest demand corridors;
- 2) Streamlining routes away from out-of-direction movements; and
- 3) Restructuring long routes to improve reliability of service.

Some other recommendations include restoring services that were reduced during the recession, and making structural network adjustments that offer better connectivity between regional and local routes.

The initial direction of the TOP was to develop a subsidy-neutral alternative that would simply reallocate resources without saving money or increasing the budget. All saved resources would be reinvested into other higher-performing services. The Board will be presented an option that achieves this goal.

However, this strategy generated significant opposition when early proposals were fielded to the public in spring 2017, due to cuts that would be made to low-performing

neighborhood services that were seen as critical by their communities and riders. The savings generated by the reductions were also insufficient to make all of the improvements to high-performing services recommended in the TOP. To resolve these issues, the Board will also have an alternative that adds approximately \$2 million in subsidy to the budget. This option preserves some services initially proposed for discontinuation, and allows most of the frequency and structural improvements that are envisioned in the full TOP.

Over 100,000 printed Take One flyers were published with these recommendations and posted on board buses and trolleys. (Attachment B) Further details have also been made available to the public on the TOP website at www.sdmts.com/TOP, including turn-by-turn directions on all proposed routes, and maps for routes with significant routing changes.

Title VI

Transit agencies that are implementing major changes, as defined by their locally-developed policy (Board Policy 42 for MTS), are required by the Federal Transit Administration to conduct a service equity analysis to determine if there would be any adverse impacts to low-income or minority communities resulting from implementation of the changes. That analysis is currently underway, and will be provided to the Board prior to its vote on the approval of the recommendations, including any changes requested by the Board at the Public Hearing. A preliminary review of the effects does not reveal any potentially adverse impacts from the net of all major changes proposed under either the subsidy neutral or added-subsidy alternatives.

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). 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 TOP package of proposals for Board consideration at today's Public Hearing would represent either a minor net increase (subsidy neutral alternative) or larger increase in transit service along existing highway and road rights-of-way, thereby exempting the elements of these proposals from further examination under CEQA.

The attached table (Attachment A) summarizes recommendations under both the subsidy neutral and the added-subsidy alternatives. Staff will present details of each proposal in the Board report prior to public comment. The public was also invited to offer comments via other channels if they were unable to attend the public hearing. These methods were e-mail, telephone hotline, or U.S. Mail. The Board will receive a printed transcription of all related comments received through these methods since the Public Hearing was noticed. (Attachment C)

Adjustments to these proposals will be made as necessary, based on Board member and public comment at this Public Hearing. Staff will also request Board direction on the alternatives for subsidy impact, so that final recommendations can be brought to the

Board of Directors in September 2017 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 to minimize impacts to riders and operations. The earliest major changes would take place in January 2018.

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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

Attachments: A. Transit Optimization Plan Recommendations

B. Take One

C. Route Profile Sheets

D. Public Comments Received to Date (to be distributed at the Board Meeting)

		Attaciment A. Ai #25, 7/2
ROUTE	SUBSIDY NEUTRAL PROPOSAL	FULL T.O.P. PROPOSAL
1	Extend route to Fashion Valley; on east end, end all trips at La Mesa Blvd. Trolley Station (discontinue Route 1A variant to 70th St.). Grossmont segment would be covered by new Route 52.	Same
3	Increase Sunday frequency from every 60 to every 30 minutes.	Same, plus increase weekday base frequency from every 15 to every 12 minutes.
5	Increase weekday base frequency from every 15 to every 12 minutes.	Same
	End all trips on the east end at College Ave. (replace service to Downtown La Mesa with	
7	new Route 52). Also, operate peak service with a bi-directional 10 minute frequency	Same
	(instead of the current 12 minute frequency with 6-minute directional overlay)	Comp
8	Reduce non-summer weekday frequency from every 20 to every 30 minutes. Reduce non-summer weekday frequency from every 20 to every 30 minutes.	Same Same
9	Split route in Downtown into separate south (Route 11) and north (Route 12) routes.	Same
11*	Route 11's Downtown terminal would be the City College Transit Center. Frequencies and spans on each route remain similar to current.	Same
12*	New route would cover northern half of Route 11, operating between SDSU and 1st Ave./G St. in Downtown San Diego.	Same
13	Add afternoon peak trippers for enhanced capacity and frequency.	Increase weekday PM peak frequency from every 15 to every 12 minutes (approx. 2pm-6pm).
14	Adjust routing to operate between Kaiser Hospital and Grossmont T.C. Service to Grantville	
14	T.C. and along Rancho Mission Rd. would be discontinued.	
18	Discontinue route.	Service would be retained, but span of service would be reduced.
20	Route would be streamlined to use SR-163 and I-15 between Kearny Mesa T.C. and	Same
	Miramar College T.S. instead of Kearny Villa Rd. and Black Mountain Rd. Route would be streamlined to use SR-163 between Mesa College Dr. and Fashion Valley.	
25	Service to Health Center Dr. and Ulric St. would remain available on Route 120; service	Same
	along Comstock St. and Osler St. would be discontinued.	
27	Route would be streamlined to use Kearny Villa Rd. instead of Convoy St. between Balboa Ave. and Clairemont Mesa Blvd.	Same
	Increase weekday base frequency from every 30 to every 15 minutes. Also, service south	
35	of Newport Ave. would be replaced by an extended Route 923 on weekdays, and	Same
	discontinued on Saturdays. The northern terminal would be changed from Clairemont Square to Kearny Mesa T.C. by	
44	traveling east on Clairemont Mesa Blvd. instead of west. Corridor service along Clairemont	Same
	Mesa Blvd. would be replaced by a revised Route 105.	
50	Midday service would be discontinued, with bidirectional peak-only service. Additionally, the routing would be adjusted to cover the northern routing of current Route 105 between	Same
30	Clairemont Square and UTC.	Sume
	New route would replace the eastern portions of Routes 1 and 7, offering service between	
52*	University Ave./54th St. and Grossmont T.C., via University Ave., Allison Ave., and La Mesa Blvd. at a 30-minute frequency MonSat., and hourly on Sundays.	Same, but with a 30-minute frequency on Sundays.
	arta. at a 30 minute frequency mon. sati, and flourly off sandays.	Service would be retained, but would operate for 5-7 hours
83	Discontinue route.	during the midday only. Also, the segment into Hillcrest via
		Washington St. would be discontinued. Service would be retained as two round trips during peak
84	Discontinue route. MTS would review the ability to offer special event service to Fort	hours between Old Town T.C., SPAWAR Main Gate, and the
	Rosecrans National Cemetery on certain holidays.	Naval Base Pt. Loma Main Gate.
		Implement new route to replace Route 905 service to
85*		northeastern and southwestern Otay Mesa proposed for discontinuation. Service would operate hourly on weekdays
		only.
	The northern terminal would be changed from UTC to Kearny Mesa T.C. by traveling east	
	on Clairemont Mesa Blvd. instead of north to/from UTC. Service along northern Clairemont	
105	Mesa Blvd., southern Regents Rd., and Governor Dr. would be replaced during weekday peaks by a revised Route 50. Also, a service overlay along Clairemont Mesa Blvd. would	Same
	provide a 15-minute weekday frequency and 30-minute weekend frequency between	
	Kearny Mesa T.C. and Clairemont Square.	
120	Route would be streamlined to use Kearny Villa Rd. instead of Convoy St. and Kearny Mesa Rd. between Aero Dr. and Balboa Ave.	Same
204	Reduce weekday base frequency from every 15 to every 30 minutes, and discontinue weekend service.	Same
235	Increase weekday midday frequency from every 30 to every 15 minutes.	Same
237	Shorten route on the east end so all trips begin/end at Miramar College T.S.	Same
701	Restore Sunday service at hourly frequency.	Same
703	Replace this Sunday-only route with restored Sunday service on Routes 701, 704, and 709.	Same
704	Adjust routing from 4th St. to 3rd St., and from E St. to F St. Also, restore Sunday service between Palomar T.C. and Medical Center Ct. at hourly frequency.	Same
	section is along the and incured center et. at nouny frequency.	Increase weekday frequency from every 60 to every 30
707	No changes proposed.	minutes, replacing extended Route 709 trips along Eastlake
		Pkwy. Also, span of service would be increased to match
<u> </u>		current extended Route 709 trips.

		Attachment A: Al #25, //2
ROUTE	SUBSIDY NEUTRAL PROPOSAL	FULL T.O.P. PROPOSAL
709	Restore Sunday service at hourly frequency.	Same. Also, replace weekday extended Eastlake Pkwy. trips with enhanced service on Route 707 (service around Lakeshore Dr. would be disc.).
815	Increase weekday base frequency from every 30 to every 15 minutes; shorten route to end at E. Main St./Oakdale Ave.	
816	Streamline routing to Washington Ave. between Jamacha Rd. and El Cajon Transit Center.	Same
832	Streamline routing in Santee to skip the Los Ranchitos loop.	Same
834	Discontinue route.	Restructure current Route 834 into a weekday, counterclockwise, hourly loop from Santee Town Square, serving Cuyamaca St., Mast Blvd., West Hills Pkwy., Mission Gorge Rd., and Town Center Pkwy. Service along Mesa Rd. and Prospect Ave. would be discontinued.
838	New route replacing Route 864 east of East County Square. Service would be hourly 7	Same, but with an extended span of service.
	days/week, with a span of approximately 12 hours per day. Streamline route to use Bancroft Dr. instead of Kenwood Dr. to/from SR-94, and to use	
851	Sweetwater Rd. instead of Elkelton Blvd. Also, frequency would be adjusted to every 60 minutes all day.	Same
854/854X	All trips would be converted to Route 854x trips , with direct service every 30 minutes (on weekdays only) between Grossmont T.C and Grossmont College. Regular local Route 854 service would be replaced along Baltimore Dr. by an extended Route 14, and discontinued along Lake Murray Blvd. (but remain available north of Jackson Dr. on Route 115).	Same
856	Discontinue service to Rancho San Diego Village, and streamline route to stay on College Ave. (no deviation to College Grove Dr.).	Same
864/864X	Replace service east of East County Square with new Route 838. Also, streamline route to use East Main St. between Madison Ave. and Broadway.	Same
870	Discontinue route.	Same
	Discontinue route.	Same
874/875	Streamline route by discontinuing the Granite Hills segment.	Same
894	Discontinue Parkway Plaza service (still available via transfer to Routes 833 or 874/875).	Same
905	Revise routing to one variant operating every 30 min. on weekdays (60 min. on weekends), between Otay Mesa border and Iris T.C., via Siempre Viva Rd., La Media Rd., and Otay Mesa Rd. Service to northeastern and southwestern Otay Mesa would be discontinued.	Same, but the discontinued segments would be replaced by a new Route 85.
906/907	Increase Sunday frequency from every 30 to every 20 minutes to match Saturday.	Increase weekend frequency from every 20 or 30 to every 15 minutes.
923	Discontinue Saturday service; and, extend weekday service to Pt. Loma Ave./Sunset Cliffs Blvd. to replace Route 35 service south of Newport Ave.	Same
929	Northern terminal would be changed from City College T.C. to 12th & Imperial T.C.	Same
936	Streamline route to stay on College Ave. (no deviation to College Grove Dr.).	Same
944	Route would be restructured to serve Community Rd. and Hilleary Pl. instead of the Garden Rd. loop. Service east of Midland Rd. would be discontinued.	Same
945A	Discontinue route.	Retain route as-is.
950	Add span and increase frequency up to every 10 minutes during peak periods.	Same
955	Increase weekday base frequency from every 15 to every 12 minutes.	Same
962	Increase weekday base frequency from every 30 to every 15 minutes, and weekend frequency from every 60 to every 30 minutes. Also, streamline routing by using Paradise Valley Rd. east of Plaza Blvd., and replace local Paradise Hills service with new Route 969 or revised Route 963.	Same, but with increased span of weekday 15-minute frequency.
963	Discontinue route (or restructure to replace local portion of Route 962 instead of implementing Route 969).	Same
967	Discontinue route.	Maintain route at an hourly frequency on weekdays only, and streamline on the east end to loop via Euclid Ave., 4th Ave., Harbison Ave., and Division St. Service around the Mariposa Place loop would be discontinued.
968	Restructure route to travel south on Euclid Ave. to serve Plaza Bonita, instead of east on Paradise Valley Rd. Service to Bayview Hills would be discontinued, but remain accessible on Route 969 on Alleghany St. or Route 962 on Paradise Valley Rd.	Same
969*	Implement new route from 24th St. T.C. to replace local Route 962 service in Paradise Hills (Cumberland St., Reo Dr., Allegheny St.). Option to revise Route 963 from 8th St. T.C. instead.	Same
992	No changes proposed.	Increase weekend frequency from every 30 to every 15 minutes.
* * * .	numbers subject to change prior to implementation	

^{*} New route numbers subject to change prior to implementation.



PUBLIC HEARING FOR PROPOSED CHANGES

Post 6/26/17 - 7/20/17

MTS is proposing major changes to its transit services to improve efficiency, increase ridership, and reinvest resources where and when the most passengers benefit. This effort included more than 50 public outreach events, and is now culminating in final recommendations to be proposed to the MTS Board of Directors at a Public Hearing on July 20, 2017.

GET MORE INFORMATION AT sdmts.com/TOP

MTS will have a complete website dedicated to the proposed changes, including route maps and directional sheets for every route.

PROVIDE INPUT...

105

Members of the public are invited to provide input on the proposals, which are listed below. The MTS Board of Directors will not make a decision on these changes until public testimony is received and considered. Please review the proposed changes and, if you wish, provide comments for the Public Hearing using any of the following methods:

- Public Testimony at the PUBLIC HEARING: Thursday, July 20, 2017, 9:00 a.m.
 1255 Imperial Ave., 10th Floor (at the 12th & Imperial Transit Center) San Diego, CA 92101
- · Telephone Hotline: (619) 595-4912 (Voicemail)
- Email: mts.planning@sdmts.com
- · Web: sdmts.com/TOP, complete and submit the comment form.
- U.S. Mail: MTS Public Hearing Comments, 1255 Imperial Ave., Suite 1000, San Diego, CA 92101

Comments by telephone, email, website, or U.S. Mail must be received at MTS by 2:00 p.m. on Wednesday, July 19, 2017, for consideration by the Board at the Public Hearing.

PROPOSED SERVICE CHANGES:

The following routes don't have any proposals for major changes to be considered by the MTS Board of Directors at this Public Hearing: Routes 2, 4, 6, 10, 28, 30, 31, 41, 60, 88, 110, 115, 150, 201/202, 215, 280, 290, 705, 712, 833, 848, 855, 888, 891, 892, 901, 904, 916/917, 921, 928, 932, 933/934, 961, 964, 965, 972, 973, 977, 978.

NOTE: Some routes show an alternative proposal that retains or adds service. These alternatives will depend on available budget.

ROUTE	PROPOSAL (Changes would take effect in late 2017 through mid-2018.)						
1	Route would be extended from Hillcrest to Fashion Valley, via Sixth Ave., Highway 163, and Ho Circle. Route 1 service along 4th and 5th Avenues in Hillcrest would be discontinued, but the stops would remain served by Route 3. Route 1A service to 70th St. Trolley Station would be discontinued, with all trips ending at the La Mesa Blvd. Trolley Station instead. Continuing servi between Downtown La Mesa and Grossmont Transit Center via La Mesa Blvd. would be served by new Route 52.						
3	Increase Sunday service to 30-minute frequency. As an alternative, the Board may also consider increasing weekday service to a 12-minute frequency.						
5	Increase weekday service to 12-minute frequency.						
7	All Route 7 trips would operate between Downtown San Diego and University Ave./College Ave. only. Continuing service east of College Ave. into Downtown La Mesa via University Ave. would be served by new Route 52. Also, peak hour service would be adjusted to operate every 10 minutes in both directions (instead of every 6 or 12 minutes, depending on direction).						
8, 9	Adjust frequency to every 15 minutes every day during the summer, and to every 30 minutes Monday through Saturday in non-summer months.						
11	Route 11 would be split into two routes: The southern segment would remain Route 11, operatir between Skyline Hills and Downtown San Diego along the current alignment to Imperial Ave. In Downtown, Route 11 would use 10th and 11th Avenues between Imperial Ave. and the City Coll Transit Center. The northern segment would become Route 12, operating between Downtown as SDSU via the current routing. Hours and frequency would be similar to current service.						
12	New route number for the northern half of the current Route 11, operating between Downtown San Diego and SDSU via the current alignment. The routing in Downtown would be: southbour on Front St., left on Market St., and left on First Ave. to the terminal at First Ave./G St. Hours ar frequency would be similar to current service.						
13	Add weekday afternoon trippers for added service. As an alternative, the Board may also consider increasing weekday afternoon service to a 12-minute frequency.						
14	Route would be adjusted to operate between Kaiser Hospital and Grossmont Transit Center via Zion Ave., Waring Rd., College Ave., Montezuma Rd., 70th St. (no service into the 70th St. Trolle Station), Lake Murray Blvd., Baltimore Drive, and Fletcher Parkway. Service to the Grantville Transit Center, along Ward Rd. and Rancho Mission Rd., and into the 70th St. Trolley Station would be discontinued.						
18	Proposed for discontinuation. As an alternative, the Board may consider retaining this route with a reduced span of service.						
20	Routing would be streamlined between Kearny Mesa and Mira Mesa to use Freeways 15 and 160 instead of Ruffin Rd., Kearny Villa Rd. and Black Mountain Rd. Service along Black Mountain Rd. would remain available during weekday peak periods on Route 31.						
25	Route would be adjusted to use Highway 163 and Friars Rd. between Mesa College Drive and Fashion Valley. Local service between Mesa College Drive and Fashion Valley would remain on other routes as follows: Health Center Dr. on Route 120, Genesee Ave. on Routes 41 & 120, and Ulric St. on Route 120. Service on Comstock St. (west of Linda Vista Rd.) and Osler St. would be discontinued.						
27	Route would be adjusted to operate along Kearny Villa Rd. instead of Convoy St. between Balboa Ave. and Clairemont Mesa Blvd.						
35	Increase weekday service to 15-minute frequency. Service south of Newport Ave. would be replaced by an extended Route 923 to Point Loma Ave.						
44	The northern end of Route 44 would be realigned on Clairemont Mesa Blvd. to serve east of Convoy St. to the Kearny Mesa Transit Center (instead of west to Clairemont Square). Service on Clairemont Mesa Blvd. between Convoy St. and Clairemont Square would be covered by a revised Route 105.						
50	Route would be adjusted in Clairemont and University City to use Regents Rd. and Governor Drive. Route 50 midday service would be discontinued, but remain available on Routes 41 and 105.						
52	New Route 52 would replace eastern segments of Routes 1 and 7, operating between University Ave./54th St. and the Grossmont Transit Center via University Ave., Allison Ave., La Mesa Blvd. and Grossmont Blvd. 30-minute frequency Monday-Saturday, and 60 minutes on Sunday. As an alternative, the Board may consider also operating a 30-minute frequency on Sunday.						
83	Proposed for discontinuation. As an alternative, the Board may consider a limited weekday midday service that would exclude the Washington St. and Hillcrest segment (already served by Route 10).						
84	Proposed for discontinuation. As an alternative, the Board may consider a weekday peak hour route operating limited service between Old Town and SPAWAR Main Gate via Cañon St.						
105	Realign the northern end of Route 105 to operate east from Clairemont Square to the Kearny Mesa Transit Center, replacing Route 44 along Clairemont Mesa Blvd. The Route 105 segment between Clairemont Square and LTC would be replaced during peak hours by a realigned Route						

between Clairemont Square and UTC would be replaced during peak hours by a realigned Route 50. Also, service along Milton St. and Burgener Blvd. would be discontinued and operated via

120	Adjust routing in Kearny Mesa to remain on Kearny Villa Rd. (no service to Convoy St. or Kearny Mesa Rd.).						
204	Reduce weekday service to 30-minute frequency and discontinue weekend service.						
235	Increase weekday midday service to 15-minute frequency.						
237	All trips would terminate on the east end at the Miramar College Transit Station. Continuing service to/from Sabre Springs/Peñasquitos and Rancho Bernardo Transit Stations would remain available on Route 235.						
701	Add Sunday service at 60-minute frequency.						
703	Replace Route 703 with restored Sunday service on Routes 701, 704, and 709.						
704	Operate on 3rd Ave. instead of 4th Ave. north of Naples St., and use F St. instead of E St. to/fror the E St. Transit Center. Also, add Sunday service hourly between Palomar Transit Center and Sharp Hospital.						
707	No proposed changes. As an alternative, the Board may consider increasing service to a 30 minute frequency in conjunction with Route 709 changes.						
709	Proposed addition of Sunday service at 60-minute frequency. As an alternative, the Board may also consider replacing service north of Olympic Parkway along Eastlake Pkwy., Boswell Rd., and Lane Ave. with added Route 707 service. Service around Lakeshore Dr. would be discontinued.						
815	Increase weekday service to 15-minute frequency. Also, shorten route to end at E. Main St./ Madison Ave. instead of continuing north to Broadway.						
816	Route would be adjusted to operate along Washington St. between Jamacha Rd. and the El Cajon Transit Center instead of Main St./Douglas Ave.						
832	Service along the loop of El Nopal, Los Ranchitos Rd., and 2nd St. would be discontinued.						
834	Proposed for discontinuation. As an alternative, the Board may consider restructuring Route 834 to operate as an hourly loop from Santee Town Center via Cuyamaca St., Mast Blvd., West Hills Pkwy., and Mission Gorge Rd.						
838	New Route 838 would replace the eastern part of Route 864 east of East County Square (Los Coches Rd.). Between East County Square and Viejas Casino, Route 838 would follow the same alignment as current Route 864, operating hourly every day between approx. 7 a.m. and 7 p.m. As an alternative, the Board may consider operating Route 838 earlier and later in the day						
851	Route would be streamlined to operate to/from Highway 94 along Bancroft Dr. instead of Kenwood Dr. Also, service west of Hwy. 125 along Elkelton Blvd., would be discontinued, and weekday peak hour frequency would be reduced to 60 minutes.						
854	Discontinue regular Route 854 service via Baltimore Drive and Lake Murray Blvd. All Route 854 service would operate on the current Route 854x alignment via Highway 125, every 30 minutes on weekdays. Service to Baltimore Dr. would be available on realigned Route 14; service along Lake Murray Blvd. would remain available north of Jackson Dr. on Route 115. Saturday Route 85 service would be discontinued.						
856	Route 856 service to the Rancho San Diego Village area (Calle Verde and Via Mercado) would be discontinued. Minimal service to the area would remain available on Route 894. Also, Routes 856 and 936 would remain on College Ave. without turning through the College Grove Transit Center (which would still be accessible on Routes 916/917).						
864	Route would operate between El Cajon Transit Center and East County Square on all days. Continuing service to Alpine/Viejas would be available via a transfer with new Route 838 at East County Square. Route would also be streamlined in El Cajon to remain on Madison Ave. and E. Main St., rather than using 2nd St. and Broadway.						
864x	Route would be replaced with service on new Route 838.						
870	Proposed for discontinuation.						
871/872	Proposed for discontinuation. Service to the Granite Hills area would be discontinued, with the route using the current						
874/875	874A/875A routing along E. Main St. and Jamacha Rd. instead.						
894	Route 894 service to Parkway Plaza would be discontinued.						
	Route 905 would be realigned to a single variant (instead of 905A and 905B) via the current Route 905 alignment between the Otay Mesa border and Airway Rd./La Media Rd., then via La Media Rd. and Otay Mesa Rd. to/from the Iris Transit Center. Service to Britannia Blvd. and the western segment of Airway Rd., and to eastern Otay Mesa Rd. and Sanyo Rd., would be discontinued. Also, weekday frequency would be changed to 30 minutes all day. As an alternative, a new Route 85 would also be added to operate hourly on all days between the Otay Mesa border and Southwestern College (Otay), replacing portions of Routes 905A (Airway Rd. between La Media Rd. and Britannia Blvd.) and 905B (Otay Mesa east of La Media Rd., Sanyo Rd. and Heinrich Hertz Dr.)						
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THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST. To request this notice in an alternative format, please call (619) 231-1466. The Metropolitan Transit System operators adhere to a nondiscrimination policy with regard to both services and facilities. 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 sdmts.com.



AVISO A LOS PASAJEROS

AUDIENCIA PÚBLICA SOBRE PROPUESTAS DE CAMBIOS SIGNIFICATIVOS

MTS está proponiendo cambios importantes a sus servicios de tránsito para mejorar la eficiencia, incrementar el número de pasajeros y reinvertir recursos donde más beneficie al pasajero. Este esfuerzo incluyó más de 50 eventos públicos y culminará con recomendaciones finales que serán propuestas a la junta directiva de MTS en una audiencia pública el 20 de julio de 2017.

OBTENGA MÁS INFORMACIÓN EN sdmts.com/TOP

MTS tendrá un sitio web dedicado a los cambios propuestos que tendrá mapas de las rutas y hojas direccionales para cada ruta.

BRINDE SU OPINIÓN...

Se le invita al público en general a brindar su opinión sobre las propuestas detalladas en la sección de "Propuestas al Cambio de Servicio" de este documento. La junta directiva de MTS considerará toda aportación pública antes de tomar una decisión. Se pueden ofrecer comentarios de las siguientes formas:

- Testimonio publicó en la AUDIENCIA PÚBLICA, el jueves 20 de julio del 2017, 9:00 a.m.
 1255 Imperial Ave., piso 10 (en el 12th & Imperial Transit Center en el centro de San Diego)
- · Línea directa telefónica: (619) 595-4912 (correo de voz)
- Nuestro sitio web: <u>sdmts.com/TOP</u>, incluye un formulario para comentarios en el enlace de los propuestas TOP.
- · Correo electrónico: mts.planning@sdmts.com
- Correo. Envie a: MTS Public Hearing Comments, 1255 Imperial Ave., Suite 1000, San Diego, CA 92101

Los comentarios por teléfono, correo electrónico, sitio web o correo deben ser recibidos por MTS antes de las 2:00 p.m. del miércoles, 19 de julio de 2017, para ser considerados por la junta directiva de MTS durante la audiencia pública.

PROPUESTAS AL CAMBIO DE SERVICIO:

Las siguientes rutas no tienen ninguna propuesta de cambio importante a considerar por la Junta Directiva de MTS en esta Audiencia Pública: Rutas 2, 4, 6, 10, 28, 30, 31, 41, 60, 88, 110, 115, 150, 201/202, 215, 280, 290, 705, 712, 833, 848, 855, 888, 891, 892, 901, 904, 916/917, 921, 928, 932, 933/934, 961, 964, 965, 972, 973, 977, 978.

NOTA: Algunas rutas muestran una propuesta alternativa que retiene o aumenta el servicio. Estas alternativas dependerán del presupuesto disponible.

RUTA	PROPUESTA (Los cambios tendrían efecto entre finales del 2017 y mediados del 2018.)					
1	Se extendería la ruta de Hillcrest a Fashion Valley, a través de 6th Ave., autopista 163, y Hotel Circle. El servicio de la Ruta 1 a lo largo de las avenidas 4ta y 5ta en Hillcrest sería descontinuado, pero las paradas seguirían recibiendo servicio por la Ruta 3. También el servicio de la Ruta 1A a 70th St. Trolley Station sería descontinuado y todos los viajes terminarían en La Mesa Blvd. Trolley Station. El servicio entre el centro de La Mesa y Grossmont Transit Center vía La Mesa Blvd. sería proporcionado por la nueva Ruta 52. Aumentaría el servicio de domingo a una frecuencia de 30 minutos. Como alternativa, la Junta Directiva también consideraría aumentar el servicio de lunes a viernes a una frecuencia de 12 minutos.					
3						
5	Aumentaría el servicio de lunes a viernes a una frecuencia de 12 minutos.					
7	Todos los viajes de la Ruta 7 operarían solamente entre el centro de San Diego y University Ave./ College Ave. Servicio al este de College Ave. hacia el centro de La Mesa a través de University Ave. sería proporcionado por la nueva Ruta 52. Además, el servicio de las horas pico se ajustaría para operar cada 10 minutos en ambas direcciones (en lugar de cada 6 o 12 minutos, dependiendo de la dirección).					
8, 9	Ajuste de frecuencia a cada 15 minutos todos los días durante el servicio de verano, y cada 30 minutos de lunes a sábado durante los demás meses.					
11	La Ruta 11 se dividiría en dos rutas: el segmento sur permanecería como la Ruta 11, que operaría entre Skyline Hills y el centro de San Diego a lo largo del tramo actual a Imperial Ave. En el centro la Ruta 11 usaría las avenidas 10 y 11 entre Imperial Ave. y City College Transit Center. El segmen norte se convertiría en la Ruta 12, que operaría entre el centro de San Diego y SDSU a través del tramo actual. El horario y la frecuencia serían similares al servicio actual.					
12	Nuevo número de ruta para el segmento norte de la actual Ruta 11, que operaría entre el centro de San Diego y SDSU a través del tramo actual. La ruta en el centro sería: yendo hacia el sur en Front St., a la izquierda en Market St., y la izquierda en First Ave. hacia la terminal en 1st Ave./G Street. El horario y la frecuencia serían similares al servicio actual.					
13	Se añadirían viajes extras en la tarde de lunes a viernes. Como alternativa, la Junta Directiva también consideraría aumentar la frecuencia de la tarde a 12 minutos de lunes a viernes.					
14	La ruta cambiaría para operar entre Kaiser Hospital y Grossmont Transit Center, via Zion Ave., Waring Rd., College Ave., Montezuma Rd., 70th St., Lake Murray Blvd., Baltimore Dr. y Fletcher Pkwy. El servicio a/desde Grantville Transit Center, a lo largo de Ward Rd. y Rancho Mission Rd. y dentro de la 70th St. Trolley Station sería descontinuado.					
18	Se descontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría mantener la ruta con un horario reducido.					
20	La ruta entre Kearny Mesa y Mira Mesa cambiaría y se utilizarían las autopistas 15 y 163 en lugar de Ruffin Rd., Kearny Villa Rd. y Black Mountain Rd. La Ruta 31 aún ofrecería servicio a lo largo de Black Mountain Rd. durante las horas pico de lunes a viernes.					
25	La ruta sería ajustada para utilizar la autopista 163 y Friars Rd. entre Mesa College Dr. y Fashion Valley. El servicio local entre Mesa College Dr. y Fashion Valley se mantendría y se proporcionarí en otras rutas de la siguiente manera: Health Center Dr. por la Ruta 120, Genesee Ave. por las Rutas 41 y 120, y Ulric St. por la Ruta 120. El servicio en Comstock St. (al oeste de Linda Vista Rd.) y Osler St. sería descontinuado.					
27	La ruta sería ajustada para operar a lo largo de Kearny Villa Rd. en lugar de Convoy St. entre Balboa Ave. y Clairemont Mesa Blvd.					
35	Se aumentaría el servicio de lunes a viernes a una frecuencia de 15 minutos. El servicio al sur de Newport Ave. sería reemplazado por una extensión de la Ruta 923 a Point Loma Ave.					
44	El extremo norte de la Ruta 44 sería realineado en Clairemont Mesa Blvd. y ofrecería servicio al este de Convoy St. terminando en Kearny Mesa Transit Center (en lugar de Clairemont Square que se encuentra hacía el oeste de Convoy St.). El servicio en Clairemont Mesa Blvd. entre Convoy St. y Clairemont Square sería cubierto por la Ruta 105 que también sería realineada.					
50	La ruta cambiaría en Clairemont y University City y operaría por Regents Rd. y Governor Drive. Además se descontinuaría el servicio de medio día en la Ruta 50, el servicio en la zona quedaría cubierto por las Rutas 41 y 105.					
52	La nueva Ruta 52 reemplazaría los segmentos orientales de las Rutas 1 y 7, operando entre la University Ave./54th St. y el Grossmont Transit Center, vía University Ave., Allison Ave., La Mesa Blvd. y Grossmont Blvd. con frecuencia de 30 minutos de lunes a sábado y 60 minutos el domingo. Como alternativa, la Junta Directiva consideraría una frecuencia de 30 minutos para los domingos.					
83	Se descontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría la opción de continuar la ruta con servicio limitado de mediodía de lunes a viernes el cual excluiría el segmento de Washington St. y Hillcrest (ya servido por la ruta 10).					
84	Se descontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría la opción de continuar la ruta con servicio limitado durante las horas pico de lunes a viernes, entre Old Town y SPAWAR Main Gate vía Cañon St.					
	Cambiaría el extremo norte de la Ruta 105 para operar al este desde Clairemont Square y terminar en Kearny Mesa Transit Center, reemplazando a la Ruta 44 a lo largo de Clairemont					

durante las horas pico por la Ruta 50 la cual también sería realineada. Además, el servicio a lo

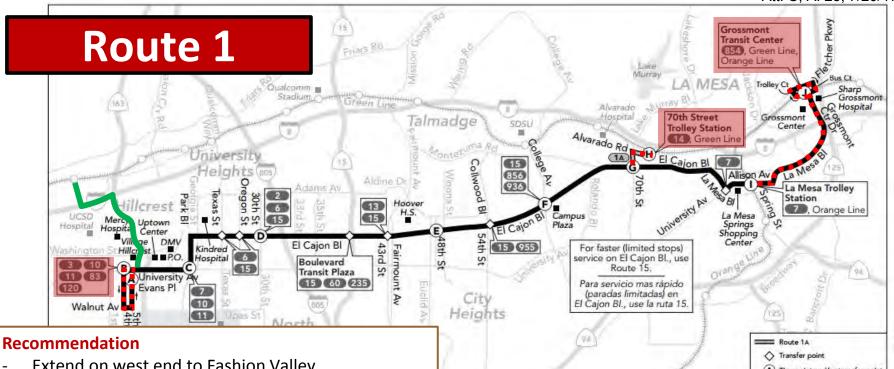
largo de Milton St. y Burgener Blvd. sería descontinuado y operaría vía Ingulf St. y Denver St.

Mesa Blvd. El segmento de la Ruta 105 entre Clairemont Square y UTC sería reemplazado

105

120	Cambiaría el tramo en Kearny Mesa para operar por Kearny Villa Rd. (sin servicio a Convoy St. o Kearny Mesa Rd.).						
204	Se reduciría el servicio de lunes a viernes a una frecuencia de 30 minutos, y se descontinuaría todo el servicio los fines de semana.						
235	todo el servicio los fines de semana. Aumentaría el servicio de mediodía de lunes a viernes a una frecuencia de 15 minutos.						
237	Todos los viajes en el extremo este comenzarían/terminarían en Miramar College Transit Station. El servicio hacia/desde las estaciones de tránsito Sabre Springs/Peñasquitos y Rancho Bernardo permanecería disponible en la Ruta 235.						
701	Se agregaría servicio de domingo con una frecuencia de 60 minutos.						
703	La ruta sería reemplazada con el servicio restaurado de domingo en las rutas 701, 704 y 709.						
704	Operaría en 3rd Ave. en lugar de 4th Ave. al norte de Naples St., y por F St. en lugar de E St. hacia/desde E Street Transit Center. Además, se agregaría servicio de domingo con frecuencia de 60 minutos entre Palomar Transit Center y Sharp Hospital.						
707	No hay cambios propuestos. Como alternativa, la Junta Directiva consideraría un aumento en el servicio a una frecuencia de 30 minutos en conjunto con cambios de la Ruta 709.						
709	Se agregaría servicio de domingo con una frecuencia de 60 minutos. Como alternativa, la Juni Directiva también consideraría la sustitución del servicio al norte de Olympic Parkway a lo largo de Eastlake Pkwy., Boswell Rd. y Lane Ave. con el servicio adicional en la Ruta 707. (Se descontinuaría el servicio en Lakeshore Dr.)						
Aumentaría el servicio de lunes a viernes a una frecuencia de 15 minutos. Ademá ruta en E. Main St./Madison Ave. en lugar de continuar hacia el norte hasta Broad							
816	La ruta se ajustaría para operar a lo largo de Washington St. entre Jamacha Rd. y El Cajón Transit Center en lugar de Main St./Douglas Ave.						
832	El servicio a lo largo del circuito de El Nopal, Los Ranchitos Rd., y 2nd St. sería descontinuado.						
834	Se descontinuaría todo el servicio. Como alternativa, la Junta Directiva consideraría la reestructuración de la ruta 834 para operar como un circuito de Santee Town Center con frecuencia de 60 minutos vía Cuyamaca St., Mast Blvd., West Hills Pkwy., y Mission Gorge Rd.						
838	La nueva Ruta 838 reemplazaría la parte al este de East County Square (Los Coches Rd.) de la Ruta 864. Entre East County Square y Viejas Casino, la Ruta 838 seguiría el mismo tramo que actualmente toma la Ruta 864 y operaría con frecuencia de 60 minutos entre aprox. 7 am y 7 pm. Como alternativa, la Junta Directiva también consideraría operar la Ruta 838 más temprano y más tarde en el día.						
851	La ruta cambiaría y operaría a/desde la autopista 94 a lo largo de Bancroft Dr. en lugar de Kenwood Dr. Además, se descontinuaría el servicio al oeste de la autopista 125 a lo largo de Elkelton Blvd., y se reduciría la frecuencia a 60 minutos en las horas pico.						
854	Se descontinuaría el servicio regular de la Ruta 854 a través de Baltimore Drive y Lake Murray Blvd. Todo el servicio de la Ruta 854 operaría en el tramo actual de la Ruta 854x a través de la autopista 125, cada 30 minutos de lunes a viernes. El servicio a Baltimore Dr. estaría disponible en la ruta 14 que también sería realineada; el servicio a lo largo de Lake Murray Blvd. estaría disponible al norte de Jackson Dr. cubierto por la Ruta 115. El servicio de sábado de la Ruta 854 sería descontinuado.						
856	Se descontinuaría el servicio de la Ruta 856 en el área de Rancho San Diego Village (Calle Verde y Via Mercado). El poco servicio al área permanecería disponible en la Ruta 894. Además, las rutas 856 y 936 permanecerían en College Ave., sin operar hacia College Grove Transit Center (el cual aún seguiría cubierto por las Rutas 916/917).						
864	La ruta operaría entre El Cajon Transit Center y East County Square todos los días. El servicio continuo a Alpine / Viejas estaría disponible transbordando a la nueva Ruta 838 en East County Square. El tramo de la ruta también cambiaría en El Cajón para utilizar Madison Ave. y E. Main St., en lugar de usar 2nd St. y Broadway.						
864x	La ruta sería reemplazada por el servicio de la nueva Ruta 838.						
870	Se descontinuaría todo el servicio.						
871/872	Se descontinuaría todo el servicio.						
874/875	El servicio al área de Granite Hills sería descontinuado, la ruta usaría el tramo actual de las Rutas 874A/875A a lo largo de E. Main St. y Jamacha Rd.						
894	El servicio de la Ruta 894 a Parkway Plaza sería descontinuado.						
905	La Ruta 905 cambiaría a una sola variante (en lugar de 905A y 905B) a través de la ruta actual entre la garita de Otay Mesa y Airway Road/La Media Road, y después operaria a través de La Media Road y Otay Mesa Road hacia/desde Iris Transit Center. El servicio hacia Britannia Blvd. y el segmento occidental de Airway Road, y al este de Otay Mesa Road y Sanyo Road serían descontinuados. Además, la frecuencia de lunes a viernes cambiaría a 30 minutos durante todo el día. Como alternativa, también se añadiría una nueva Ruta 85 para operar con frecuencia de 60 minutos entre la garita de Otay Mesa y Southwestern College (Otay). Esta reemplazaría porciones de las Rutas 905A (Airway Road entre La Media Road y Britannia Blvd.) y 905B (Otay Mesa Road al este de La Media Rd., Sanyo Rd. Y Heinrich Hertz Dr.).						
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906/907 923 929 936 944 945A 950	entre la garita de Otay Mesa y Airway Road/La Media Road, y después operaria a través de La Media Road y Otay Mesa Road hacia/desde Iris Transit Center. El servicio hacia Britannia Blvd. y el segmento occidental de Airway Road, y al este de Otay Mesa Road y Sanyo Road serían descontinuados. Además, la frecuencia de lunes a viernes cambiaría a 30 minutos durante todo el día. Como alternativa, también se añadiría una nueva Ruta 85 para operar con frecuencia de 60 minutos entre la garita de Otay Mesa y Southwestern College (Otay). Esta reemplara porciones de las Rutas 905A (Airway Road entre La Media Road y Britannia Blvd.) y 905B (Otay Mesa Road al este de La Media Rd., Sanyo Rd. Y Heinrich Hertz Dr.). Aumentaría el servicio de domingo a una frecuencia de 20 minutos. Como alternativa, la Junta Directiva también consideraría aumentar el servicio de sábado y domingo a cada 15 minutos. Se extendería la ruta en Ocean Beach a Point Loma Ave., reemplazando el servicio de la Ruta 35 al sur de Newport Ave. Además, el servicio de sábado sería descontinuado. La Ruta 929 terminaría en 12th & Imperial Transit Center en lugar de City College. El servicio hacia City College estaría disponible por medio del Trolley o las Rutas 11 y 901. Algunos viajes el la noche podrían extenderse a/desde Broadway en el centro de San Diego. Las Rutas 856 y 936 permanecerían en College Ave. sin operar hacia College Grove Transit Center (el cual aún seguiría cubierto por las Rutas 916/917). La ruta se ajustaría para servir Community Rd. y Hillery Place. Se descontinuaría el servicio al este de Midland Rd. (a lo largo del circuito de Garden Rd.). Se descontinuaría todo el servicio de la ruta 945A. (No se harían cambios a la ruta regular 945.). Como alternativa, la Junta Directiva consideraría mantener este servicio tal y como está. Se aumentaría el servicio de lunes a viernes para ofrecer una frecuencia de hasta 10 minutos en las horas pico de la mañana, y servicio más tarde en la noche yendo hacia la garita de Otay Mesa. Aumentaría el se						
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906/907 923 929 936 944 945A 950 955 962	entre la garita de Otay Mesa Na Airway Road/La Media Road, y después operaria a través de La Media Road y Otay Mesa Road hacia/desde Iris Transit Center. El servicio hacia Britannia Blvd. y el segmento occidental de Airway Road, y al este de Otay Mesa Road y Sanyo Road serían descontinuados. Además, la frecuencia de lunes a viernes cambiaria a 30 minutos durante todo el día. Como alternativa, también se añadiría una nueva Ruta 85 para operar con frecuencia de 80 minutos entre la garita de Otay Mesa y Southwestern College (Otay). Esta reemplazaria porciones de las Rutas 905A (Airway Road entre La Media Road y Britannia Blvd.) y 905B (Otay Mesa Road al este de La Media Rd., Sanyo Rd. Y Heinrich Hertz Dr.). Aumentaría el servicio de domingo a una frecuencia de 20 minutos. Como alternativa, la Junta Directiva también consideraría aumentar el servicio de sábado y domingo a cada 15 minutos. Se extendería la ruta en Ocean Beach a Point Loma Ave., reemplazando el servicio de la Ruta 35 al sur de Newport Ave. Además, el servicio de sábado sería descontinuado. La Ruta 929 terminaría en 12th & Imperial Transit Center en lugar de City College. El servicio hacia City College estaría disponible por medio del Trolley o las Rutas 11 y 901. Algunos viajes el la noche podrían extenderse a/desde Broadway en el centro de San Diego. Las Rutas 856 y 936 permanecerían en College Ave. sin operar hacia College Grove Transit Center (el cual aún seguiría cubierto por las Rutas 916/917). La ruta se ajustaría para servir Community Rd. y Hillery Place. Se descontinuaría el servicio al este de Midland Rd. (a lo largo del circuity Rd. y Hillery Place. Se descontinuaría el servicio de lunes a viernes para ofrecer una frecuencia de hasta 10 minutos en las horas pico de la mañana, y servicio de la ruta 945A. (No se harían cambios a la ruta regular 945.). Como alternativa, la Junta Directiva consideraría mantener este servicio tal y como está. Se aumentaría el servicio de lunes a viernes a una frecuencia de 15 minutos y a 30 minutos los fin						
906/907 923 929 936 944 945A 950 955 962 963	entre la garita de Otay Mesa y Airway Road/La Media Road, y después operaria a través de La Media Road y Otay Mesa Road hacia/desde iris Transit Center. El servicio hacia Britannia Blvd. y el segmento occidental de Airway Road, y al este de Otay Mesa Road y Sanyo Road serían descontinuados. Además, la frecuencia de lunes a viernes cambiaria a 30 minutos durante todo el día. Como alternativa, también se añadiría una nueva Ruta 85 para operar con frecuencia de 60 minutos entre la garita de Otay Mesa y Southwestern College (Otay). Esta reemplazaria porciones de las Rutas 905A (Airway Road entre La Media Road y Britannia Blvd.) y 905B (Otay Mesa Road al este de La Media Rd., Sanyo Rd. Y Heinrich Hertz Dr.). Aumentaría el servicio de domingo a una frecuencia de 20 minutos. Como alternativa, la Junta Directiva también consideraria aumentar el servicio de sábado y domingo a cada 15 minutos. Se extendería la ruta en Ocean Beach a Point Loma Ave., reemplazando el servicio de la Ruta 35 al sur de Newport Ave. Además, el servicio de sábado sería descontinuado. La Ruta 929 terminaría en 12th & Imperial Transit Center en lugar de City College. El servicio hacia City College estaria disponible por medio del Trolley o las Rutas 11 y 901. Algunos viajes er la noche podrían extenderse a/desde Broadway en el centro de San Diego. Las Rutas 856 y 936 permanecerían en College Ave. sin operar hacia College Grove Transit Center (el cual aún seguiría cubierto por las Rutas 916/917). La ruta se ajustaría para servir Community Rd. y Hillery Place. Se descontinuaría el servicio al este de Miclland Rd. (a lo largo del circuito de Garden Rd.). Se descontinuaría todo el servicio de la ruta 945A. (No se harían cambios a la ruta regular 945.) Como alternativa, la Junta Directiva consideraría mantener este servicio tal y como está. Se aumentaría el servicio de lunes a viernes para ofrecer una frecuencia de hasta 10 minutos en las horas pico de la mañana, y servicio más tarde en la noche yendo hacia la garita de Otay Mesa. Aumentaría el						

ESTA INFORMACIÓN ESTÁ DISPONIBLE EN DIFERENTES FORMATOS BAJO SOLICITUD. Para solicitar esta información en un formato diferente, por favor llame al (619) 231-1466. Los operadores del Metroplitan Transit System siguen una política que prohíbe la discriminación en cuanto a servicios e instalaciones. MTS garantiza que ninguna persona por motivos de raza, color de piel u origen nacional será excluida de participar en los servicios, se le negará disfrutar de sus beneficios ni será víctima de cualquier otro tipo de discriminación en ninguna actividad o programa de la agencia. Para solicitar información adicional sobre las obligaciones de MTS contra la discriminación o para presentar una denuncia contra MTS, favor de escribir al MTS General Counsel, 1255 Imperial Ave., Suite 1000, San Diego, 92101 o visitar la página sdmts.com.



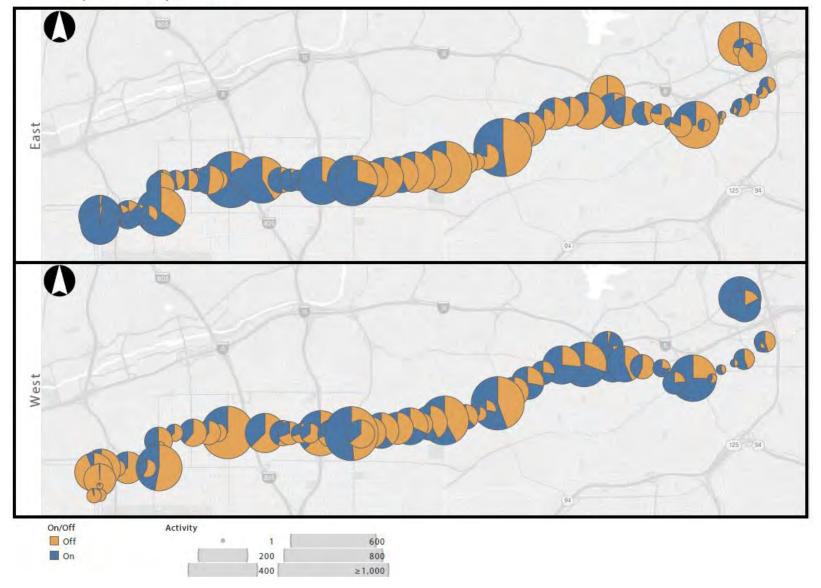
- Extend on west end to Fashion Valley.
 - Offers new connections at regional hub.
 - New service between Mid-City & Green Line.
- Eastern terminal for all trips moves to La Mesa Blvd. Station. (Discontinue 1A to 70th St. Trolley Station.)
 - Simplified pattern for all trips.
 - More service along El Cajon Blvd. corridor in La Mesa.
- Grossmont segment replaced by new Route 52.

Impacts

- Transfer required for through service towards Grossmont.
- East-end Green Line connection at 70th Street replaced with Orange Line at La Mesa Blvd.

		↑ Transfer point		enefor point		
2016	Wkdy.	Sat.		Sun.		
Current Freq.	15-30m 30m		30m)m	
Avg. Pass.	4,342	2,371		2,371 1,40		
Annual Passeng		1,320,669				
2016	Rt. 1	Category Average		O 1		
Pass./Rev. Hr.	27.3	31.2		31.2 28		
Subsidy/Pass.	\$0.90	\$1.76		\$1.90		
Fbx. Recovery	53.9%	36.5%		36.5% 35.2%		

Weekday Ridership Route 1







2016	Wkdy.	Sat.	Sun.
Current Freq.	11-15m	20m	30m
Avg. Pass.	3,814	2,241	1,349

Annual Passengers:

2016	Rt. 2	Category Average	All Bus Average
Pass./Rev. Hr.	31.8	31.2	28.8
Subsidy/Pass.	\$2.55	\$1.76	\$1.90
Fbx. Recovery	28.4%	36.5%	35.2%

Recommendation

- No proposed changes.

(Sunday adjustment made in June 2017.)



Madison Av

University Av

11 65 215 El Cajon Bl

North Park Community Park

North Park

Normal Heights

Heights

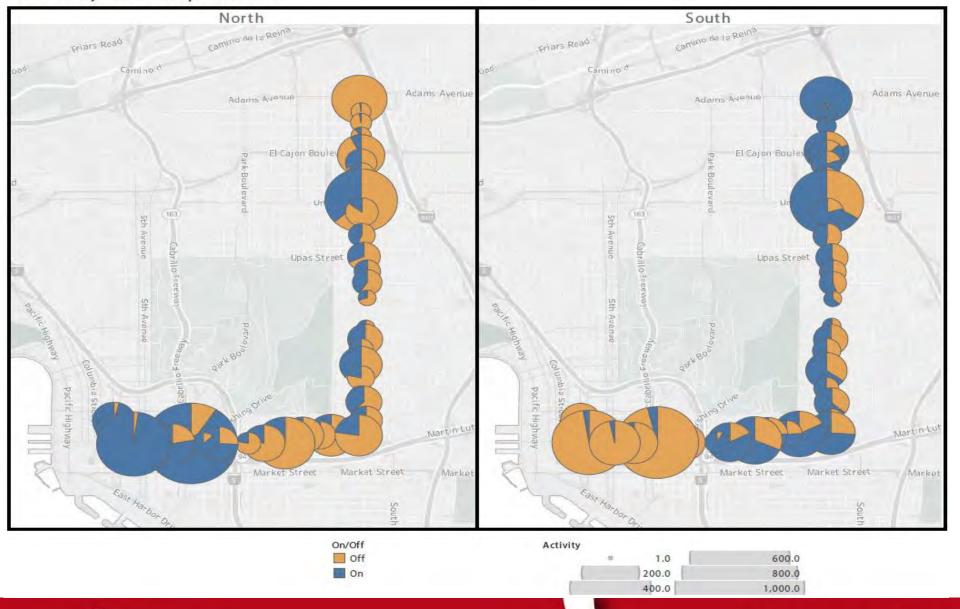
University Heights

DWW

rsity Av

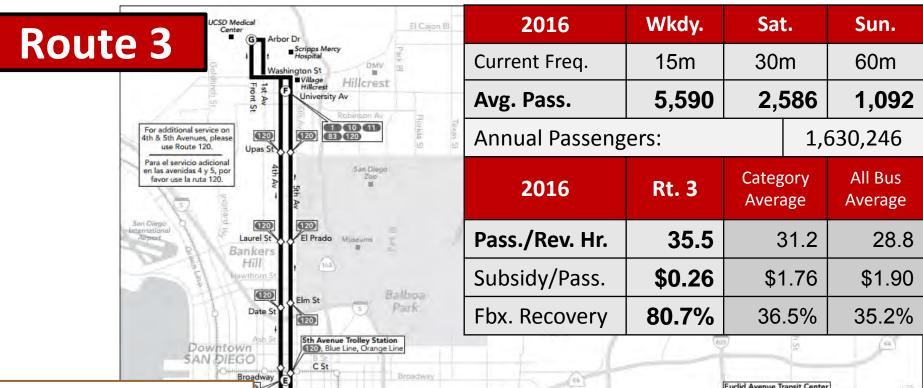
1,176,410

B St









Recommendation – Subsidy Neutral Alternative

 Increase Sunday frequency to 30 minutes.

Recommendation – Full T.O.P. Alternative

- Increase weekday base frequency to 12 minutes.
- Increase Sunday frequency to 30 minutes.

Impacts

 Better frequency = more travel options and flexibility.

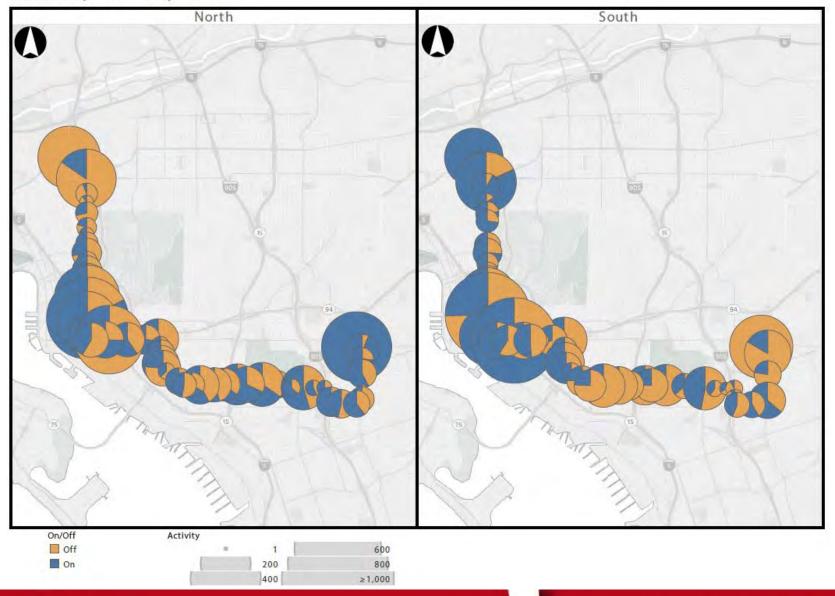






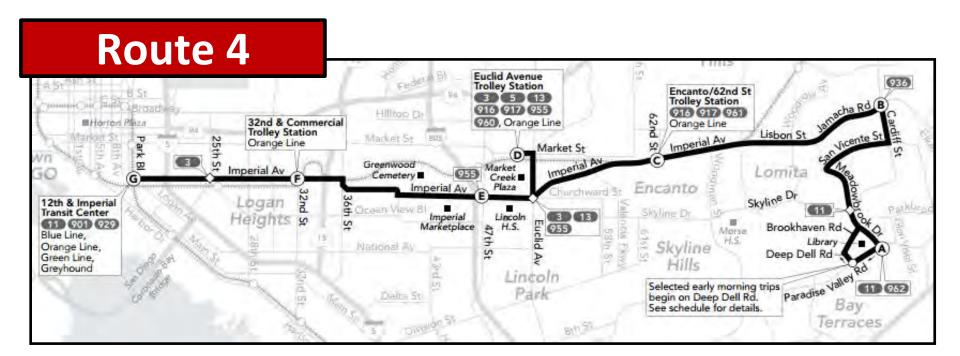












Recommendation

- No proposed changes.

2016	Wkdy.	Sat.		Sun.
Current Freq.	30m	30m		30-60m
Avg. Pass.	2,577	1,618		994
Annual Passeng	ers:			04,515
2016	Rt. 4	Category Average		All Bus Average

34.5

\$2.27

30.8%

24.0

\$1.64

38.9%

28.8

\$1.90

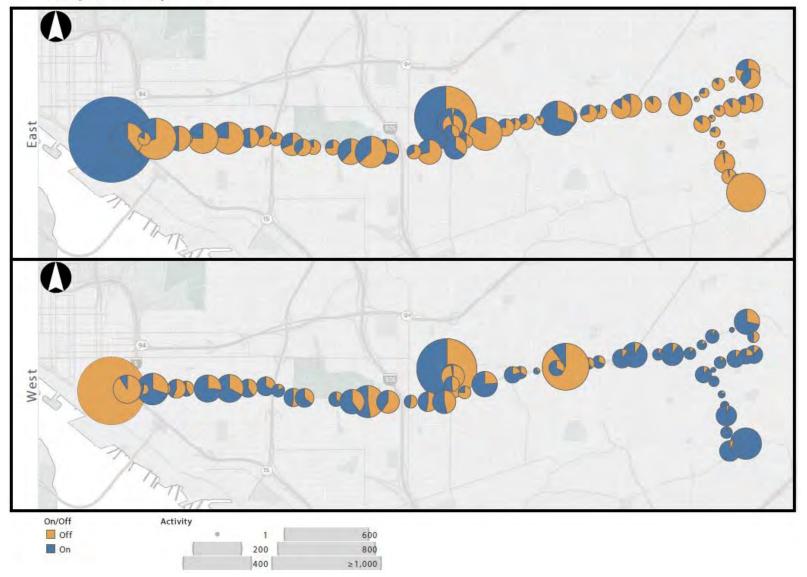
35.2%



Pass./Rev. Hr.

Subsidy/Pass.

Fbx. Recovery









2016

Recommendation

 Increase weekday frequency from 15 to 12 minutes.

Impacts

- Better frequency = more travel options and flexibility.

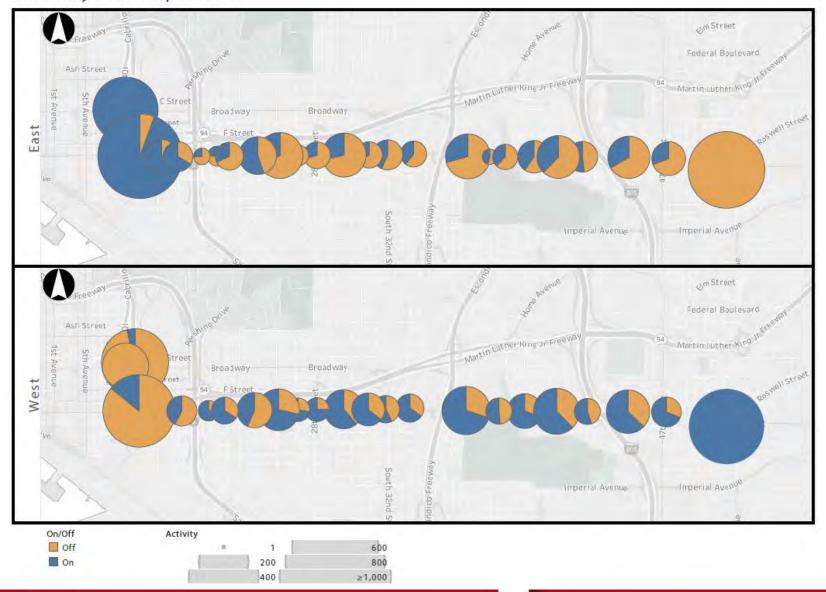
Current Freq.	15m	30m		30m	
Avg. Pass.	2,822	1,2	251	820	
Annual Passeng	ers:		8	337,203	
2016	Rt. 5	Category Average		All Bus Average	
Pass./Rev. Hr.	41.7	31.2		28.8	
Subsidy/Pass.	\$0.22	\$1.76		\$1.90	
Fbx. Recovery	83.1%	36	.5%	35.2%	

Wkdy.

Sat.

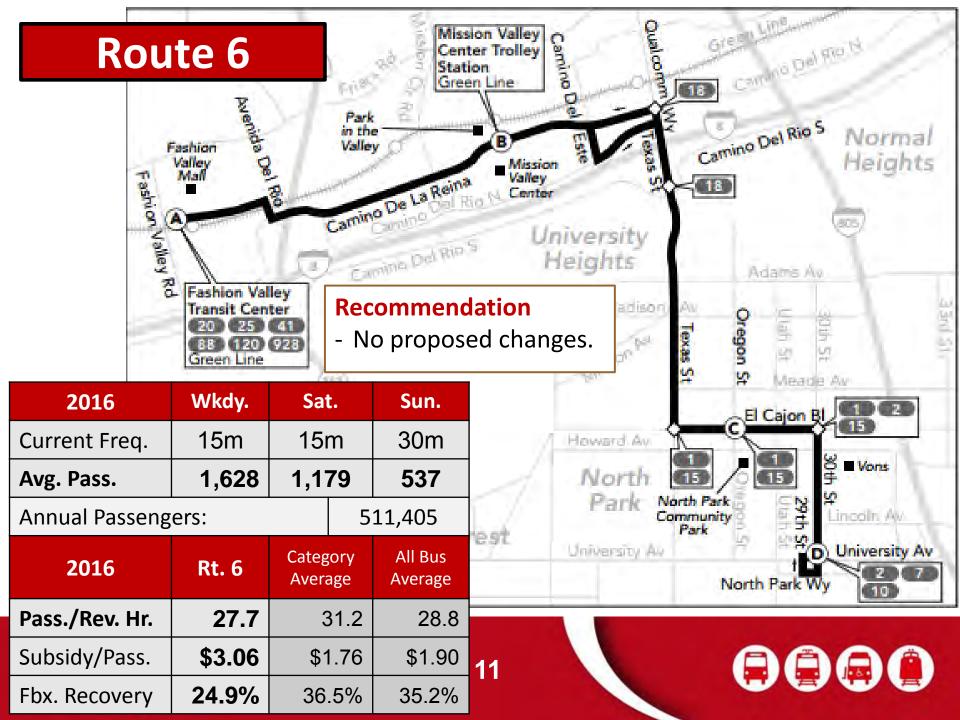
Sun.

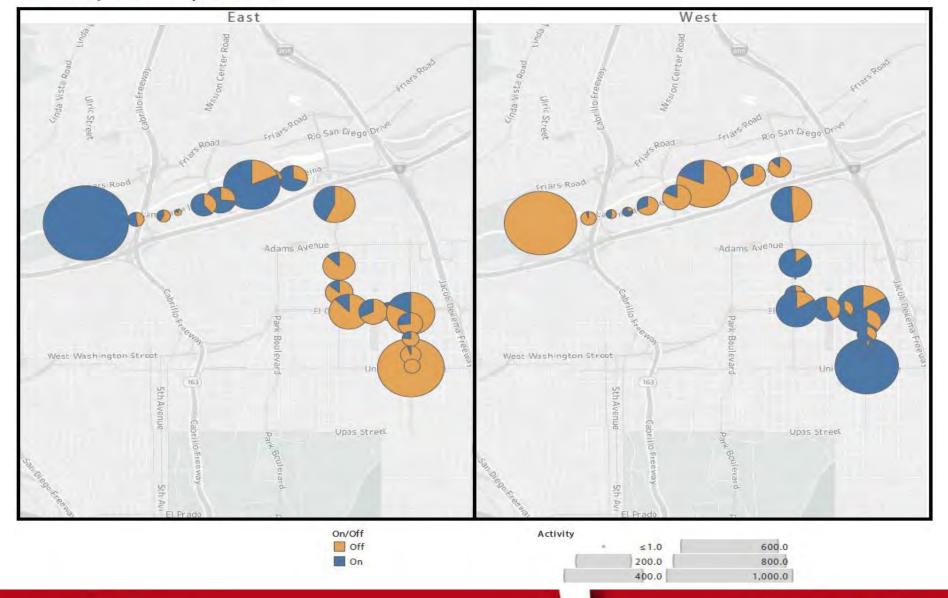






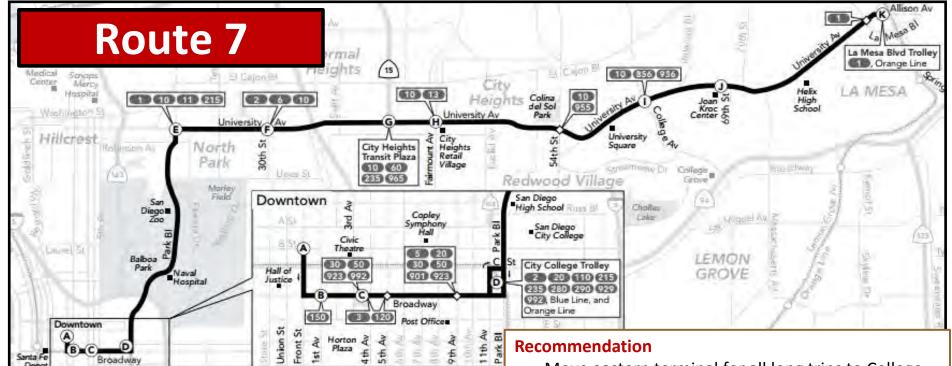












2016	Wkdy.	Sat.		Sun.
Current Freq.	6-24m	12-24m		12-24m
Avg. Pass.	9,072	6,935		4,718
Annual Passengers:			2 (973,434

Allitual Fasseligers.			۷,۰	773,434		
2016	Rt. 7	Category Average		All Bus Average		
Pass./Rev. Hr.	36.5	31.2		28.8		
Subsidy/Pass.	\$2.09	\$1.76		\$1.90		
Fbx. Recovery	32.5%	36.5%		36.5%		35.2%

- Move eastern terminal for all long trips to College Ave.; replace La Mesa segment with new Route 52.
 - Simplified pattern for all trips.
 - Better reliability and manageability.
- Adjust weekday peak frequency from 12 minutes (with 6 minute directional overlay) with 10 minutes in both directions.
 - Frequency increase for reverse commute direction.

Impacts

13

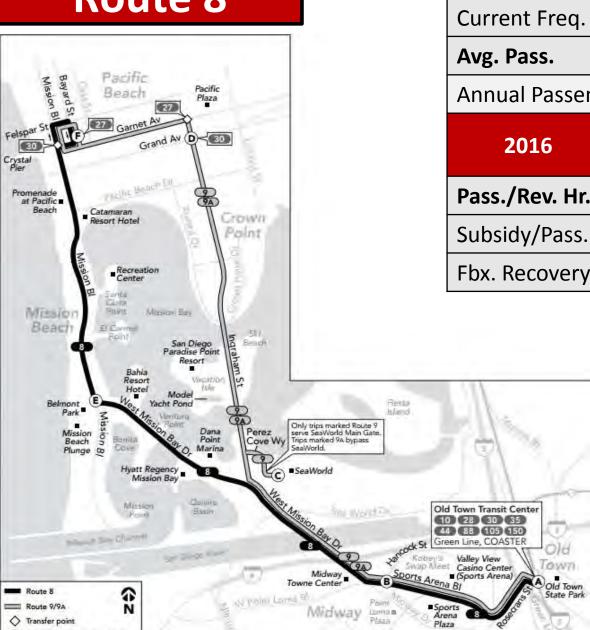
- Transfer required for through service towards La Mesa.
- Peak directional frequency slightly reduced.
- La Mesa segment frequency slightly reduced.







A) Timepoint and/or transfer point



2016	Wkdy.	Sat.		Sun.		
Current Freq.	20m	20m		30m		
Avg. Pass.	1,576	1,715		1,715		1,157
Annual Passeng	Annual Passengers:					
2016	Rt. 8	Category Average		All Bus Average		
Pass./Rev. Hr.	29.4	31.2		28.8		
Subsidy/Pass.	\$2.83	\$1.76		\$1.90		
Fbx. Recovery	26.5%	36.5%		35.2%		

Recommendation

 Reduce non-summer weekday frequency to every 30 minutes.

Impacts

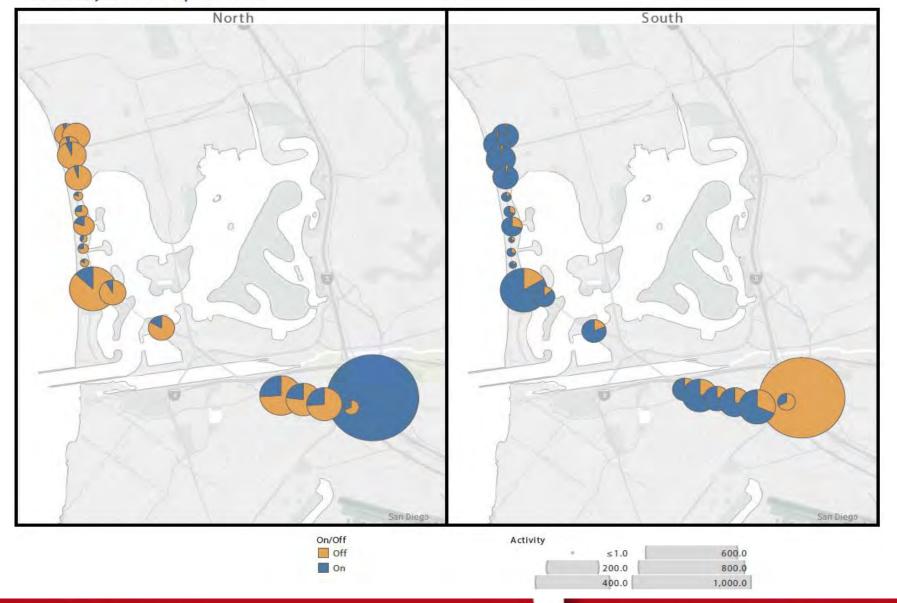
Less rider flexibility from reduced frequency.







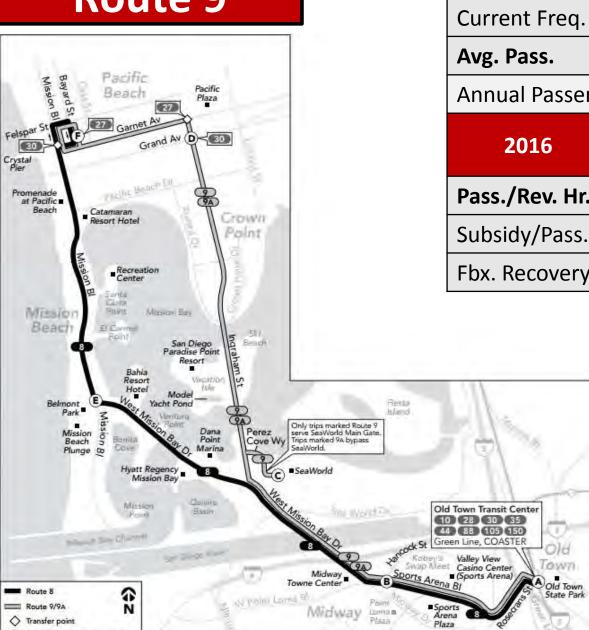








A) Timepoint and/or transfer point



2016	Wkdy.	Sat.		Sun.		
Current Freq.	20m	20	m	30m		
Avg. Pass.	1,160	1,346		1,346		662
Annual Passeng	ual Passengers:			07,657		
2016	Rt. 9	Category Average		All Bus Average		
Pass./Rev. Hr.	24.1	31.2		28.8		
Subsidy/Pass.	\$3.68	\$1.76		\$1.90		
Fbx. Recovery	21.7%	36.5%		35.2%		

Recommendation

Reduce non-summer weekday frequency to every 30 minutes.

Impacts

Less rider flexibility from reduced frequency.

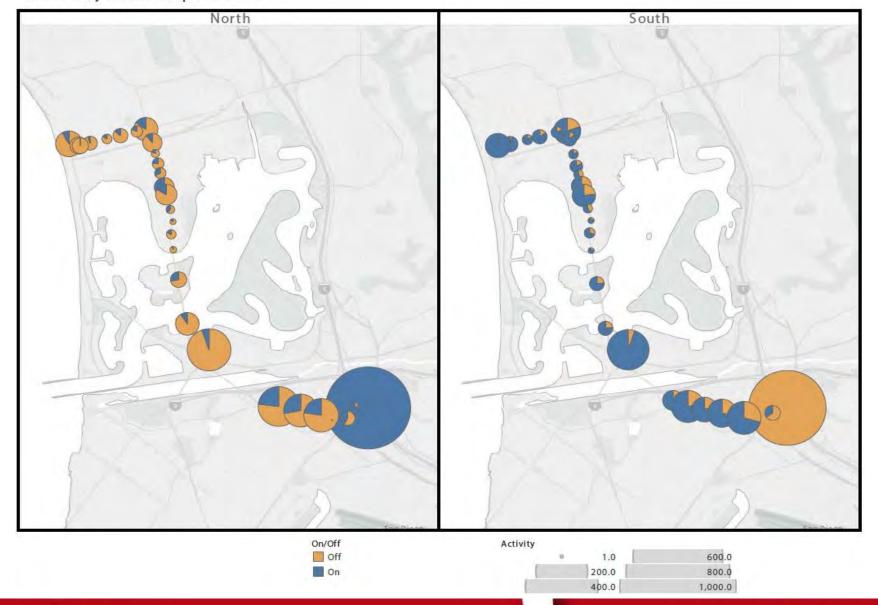






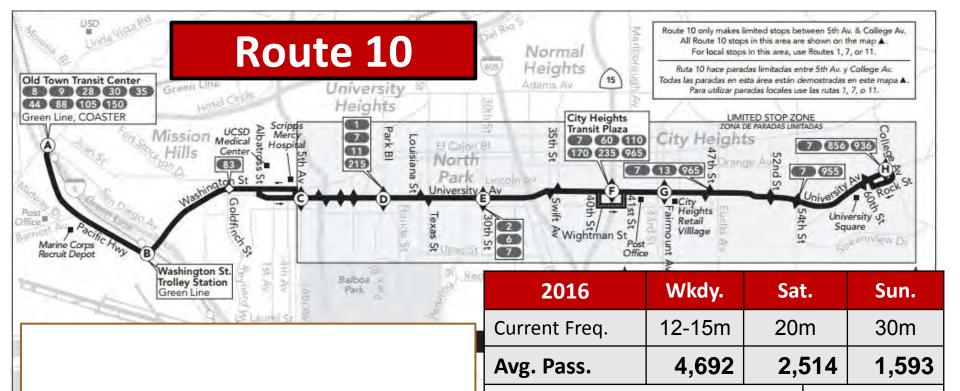


Weekday Ridership Route 9









Recommendation

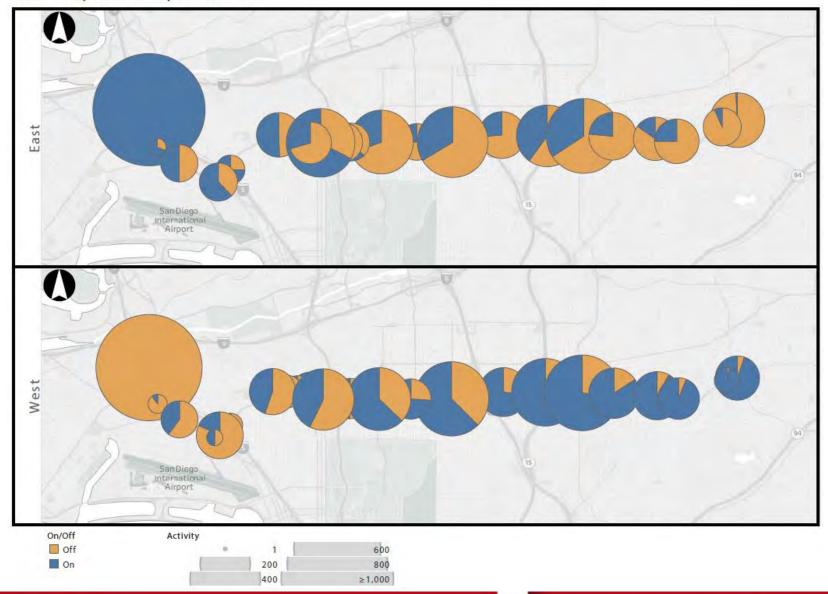
- No proposed changes.

(Minor stop adjustments implemented June 2017.)

Annual Passengers:			1,4	429,015		
2016	Rt. 10	Category Average		All Bus Average		
Pass./Rev. Hr.	35.9	31.2		28.8		
Subsidy/Pass.	\$2.13	\$1.79		\$1.90		
Fbx. Recovery	32.4%	36.5%		36.5%		35.2%

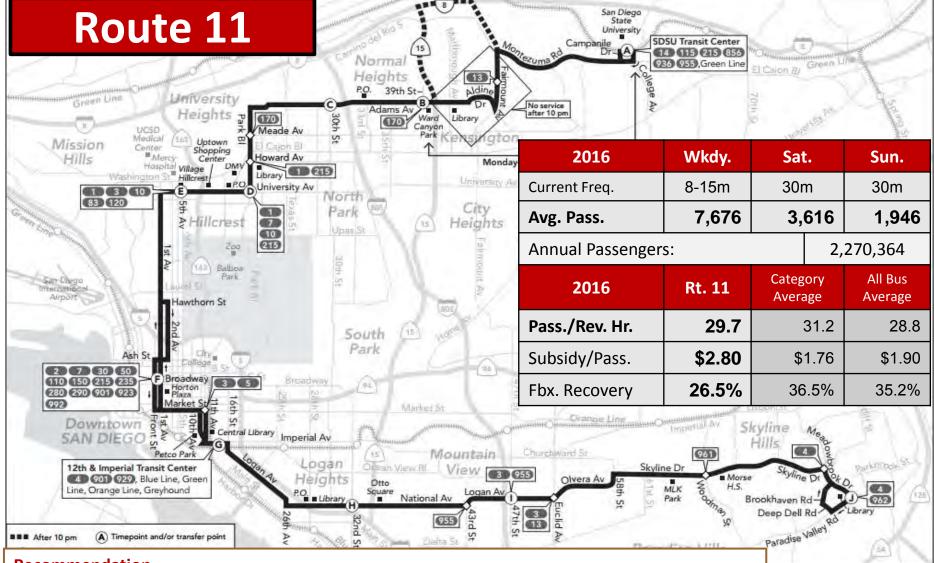












Recommendation

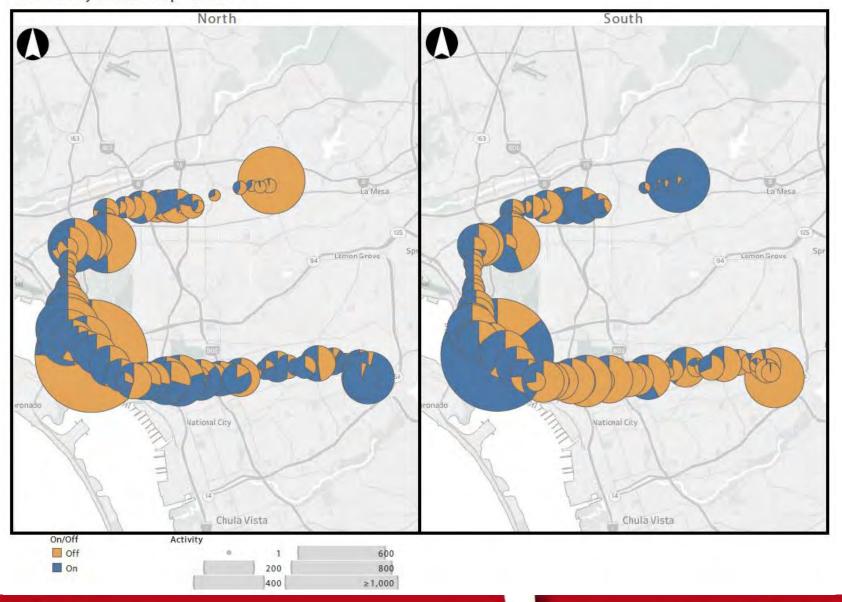
- Split into two routes in Downtown. Southern route remains Route 11, with new terminal at City College Transit Center. Northern route is Route 12, with new terminal on First Ave.
 - Improves performance and reliability on entire route; better manageability.

Impacts

- Transfer required for through riders.

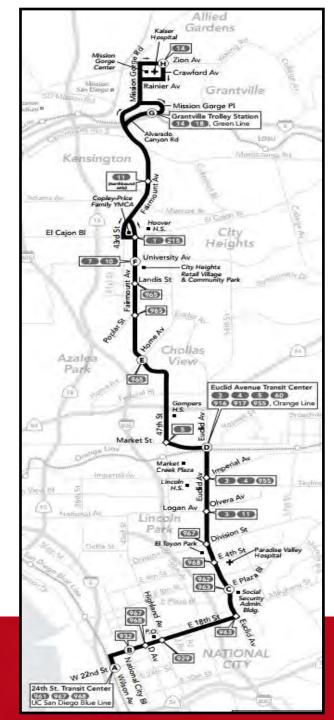












2016	Wkdy.	Sat.		Sun.		
Current Freq.	15m	20r	m	30m		
Avg. Pass.	6,261	3,561		3,561		2,211
Annual Passeng		1,9	922,998			
2016	Rt. 13	Category Average		All Bus Average		
Pass./Rev. Hr.	40.8	31.2		28.8		
Subsidy/Pass.	\$1.76	\$1.76		\$1.90		
Fbx. Recovery	36.4%	36	.5%	35.2%		

Recommendation – <u>Subsidy Neutral Alternative</u>

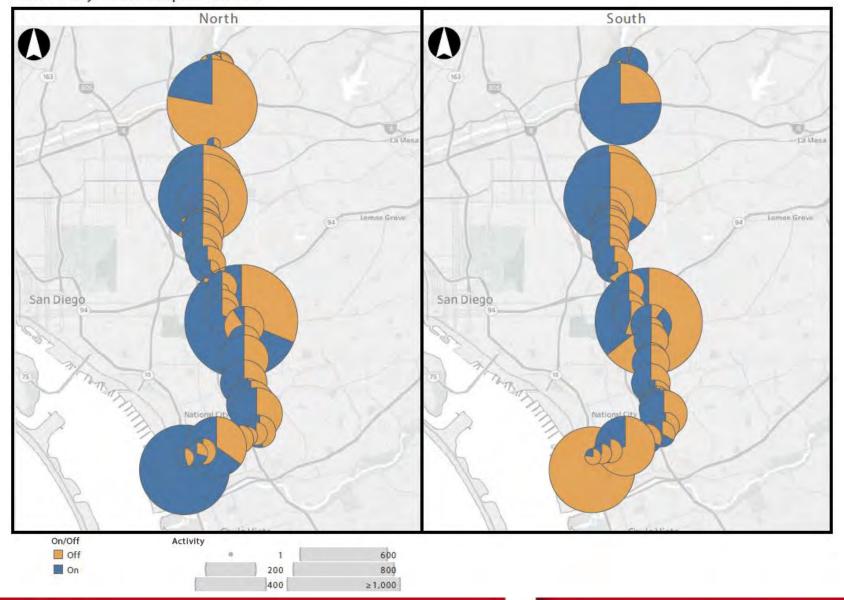
- Add weekday afternoon trips to support current level of service.

Recommendation - Full T.O.P. Alternative

- Increase weekday afternoon frequency from 15 to 12 minutes.

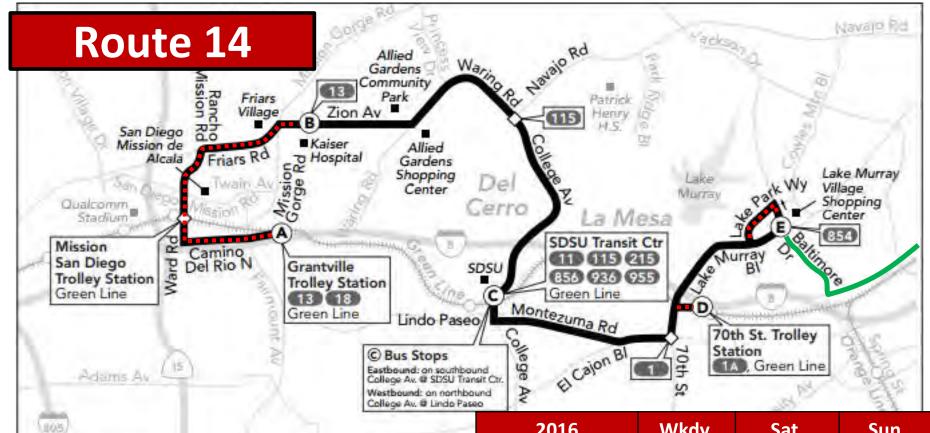
Impacts

 Orange and Green Trolley connections have a 15-minute pulse.









Recommendation

- Shift route east to operate between Kaiser Hospital and Grossmont Transit Center.
 - Would replace Route 854 service along Baltimore Drive, generating new riders.
 - New transfer opportunities to Orange and Green Lines on east end.

Impacts

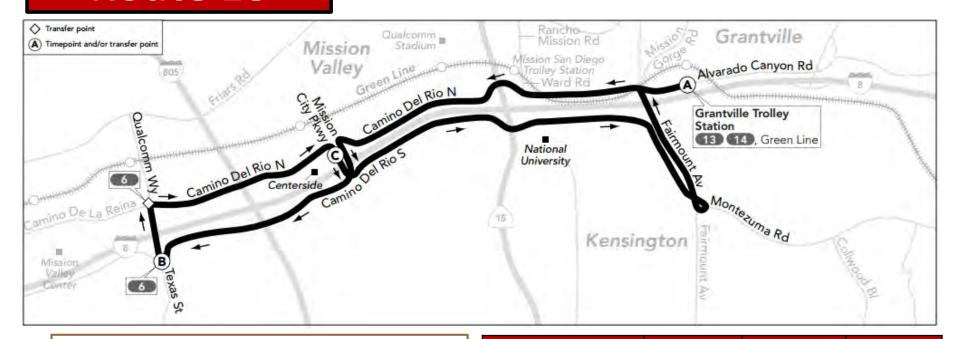
- Discontinuation of service in Rancho Mission area.
- Loss of Green Line transfer at 70th St. & on west end.

2016	Wkdy.	Sat.		Sun.		
Current Freq.	60m					
Avg. Pass.	231					
Annual Passenger	s:			58,986		
2016	Rt. 14	Category Average		All Bus Average		
Pass./Rev. Hr.	9.1	14.6		28.8		
Subsidy/Pass.	\$4.03	\$2.21		\$1.90		
Fbx. Recovery	20.8%	31	.2%	35.2%		









Recommendation – Subsidy Neutral Alternative

- Discontinue route.

Recommendation - Full T.O.P. Alternative

- Maintain route with a reduced span of service.

Impacts

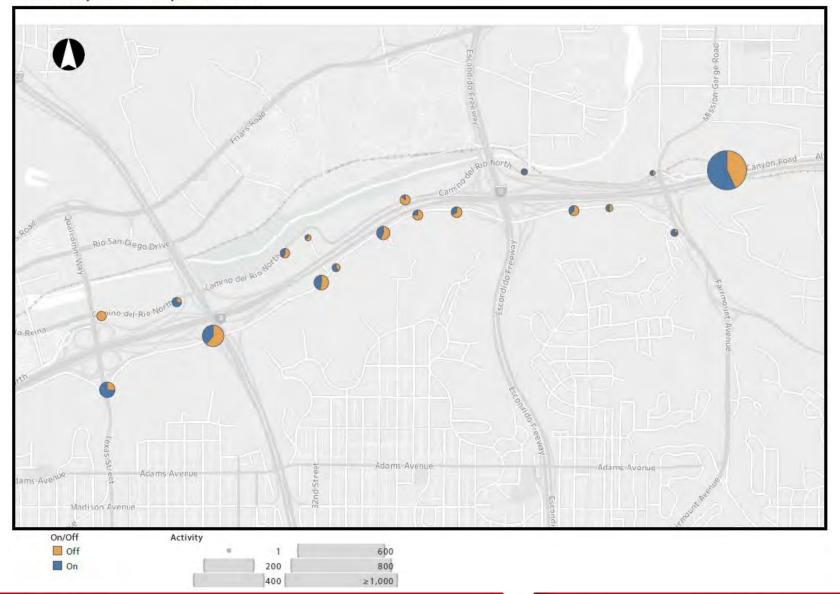
- Loss of service along Camino del Rio North and South.
- Some destinations are walking distance from Green Line or Route 6.

2016	Wkdy.	Sat.		Sun.		
Current Freq.	30m					
Avg. Pass.	140					
Annual Passengers:				35,739		
2016	Rt. 18	Category Average				All Bus Average

2016	Rt. 18	Category Average	All Bus Average
Pass./Rev. Hr.	12.3	14.6	28.8
Subsidy/Pass.	\$2.79	\$2.21	\$1.90
Fbx. Recovery	25.9%	31.2%	35.2%



27







2016/2017	Wkdy.	Sat.		Sun.
Current Freq.	15-30m	30-60m		60m
Avg. Pass.	2,611	1,342		721
Annual Passengers:			7	82,704
2016/2017	Rt. 20	Category Average		All Bus Average
Pass./Rev. Hr.	19.3	25.6		28.8
Subsidy/Pass.	\$4.83	\$3.39		\$1.90
Fbx. Recovery	17.5%	22.9%		35.2%



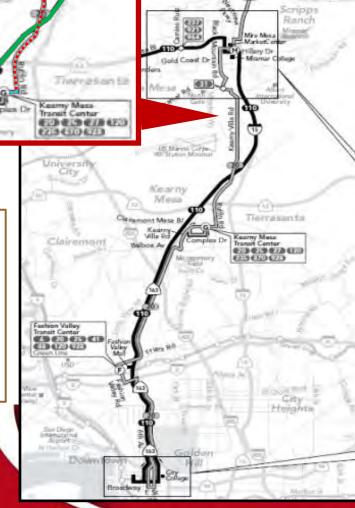


Streamline routing between Kearny Mesa and Mira Mesa to use I-15 and SR-163 instead of Kearny Villa Rd.

Impacts

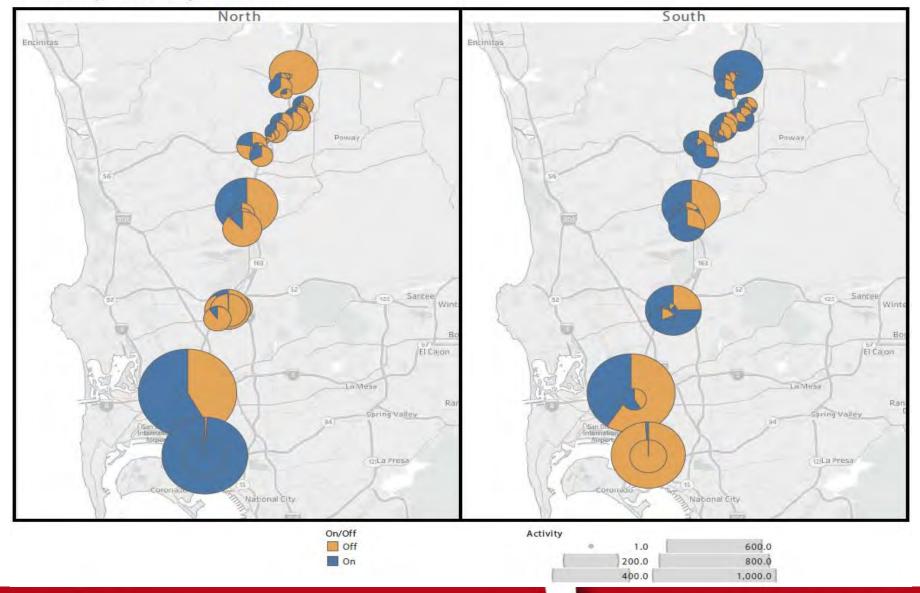
- Reduction in service to only Rt. 31 on southern Black Mountain Rd. (& loss of weekend service).
- Loss of service to northern Ruffin Rd.





Rancho Bernardi Tramit Station

Rancho. Peñasquitos







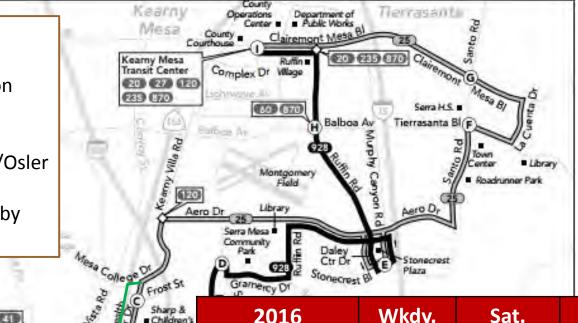
Recommendation

Streamline routing between
 Mesa College Dr. and Fashion
 Valley via Hwy. 163.

Impacts

 Loss of service to Comstock/Osler loop in Linda Vista.

 All other segments covered by Routes 41 and/or 120.



Metropolitar
— Murray Carry
— Frazee Rd

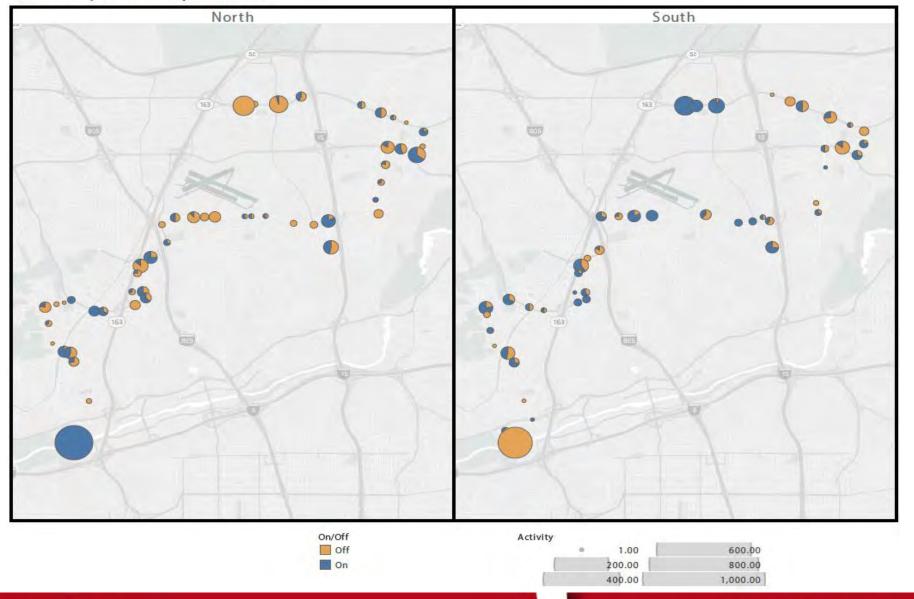
Hazard Center

Fashion Valley Mall Fashion Valley Transit Center

2016	Wkdy.	Sat.		Sun.
Current Freq.	60m		-	
Avg. Pass.	386			
Annual Passengers:			Ç	98,562

2016	Rt. 25	Category Average	All Bus Average
Pass./Rev. Hr.	15.3	14.6	28.8
Subsidy/Pass.	\$2.01	\$2.21	\$1.90
Fbx. Recovery	33.6%	31 2%	35.2%











Current Freq.

Recommendation

- Shift route from Convoy St. to Kearny Villa Rd.
 - Faster service to/from KMTC
 - KMTC-Convoy covered by re-structured Rt. 44

Impacts

- Some trips may require transfer

999	360			
Annual Passengers:			74,651	
Rt. 27	Category Average		All Bus Average	
17.8	24.0		28.8	
\$2.03	\$1.64		\$1.90	
34.0%	38.9%		35.2%	
	Rt. 27 17.8 \$2.03	ers: Rt. 27 Category Average 17.8 \$2.03 \$1	ers: 2 Rt. 27 Category Average 17.8 24.0 \$2.03 \$1.64	

30m

000

60m

260





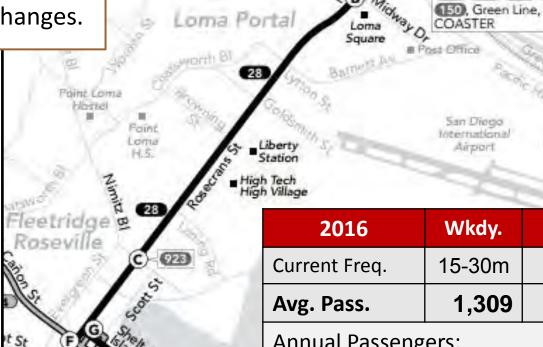






Recommendation

- No proposed changes.



Valley View Casino Center

(Sports Arena)

Sports wirehalf

W Point Loren Midway

2016	Wkdy.	Sat.		Sun.
Current Freq.	15-30m	30m		60m
Avg. Pass.	1,309	770		421
Annual Passengers: 400.63			00.630	

Old Town

Old Town State Park

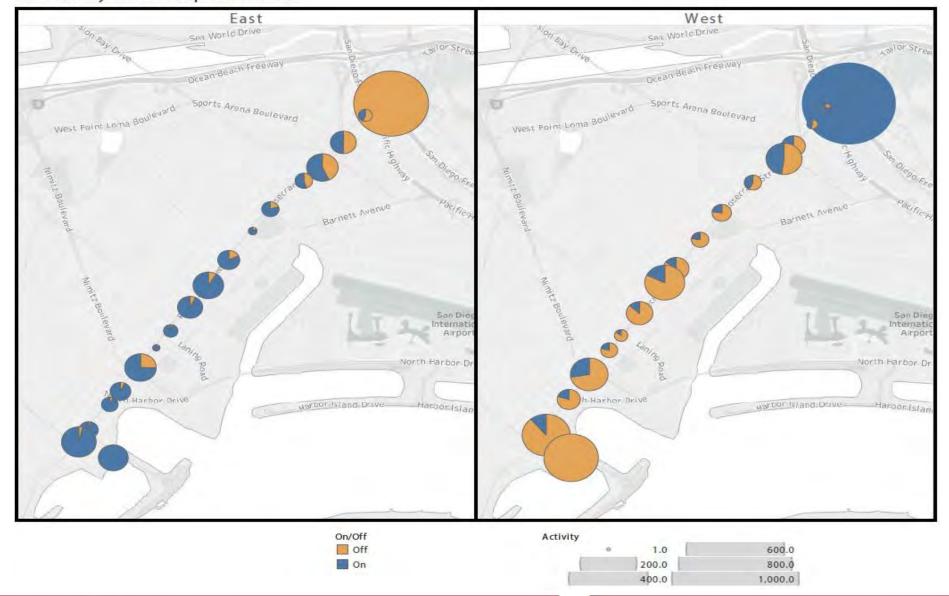
Old Town Transit Cent

2016	Rt. 28 Category Average		All Bus Average
Pass./Rev. Hr.	31.4	24.0	28.8
Subsidy/Pass.	\$0.34	\$1.64	\$1.90
Fbx. Recovery	75.4%	38.9%	35.2%



35

Anchorage Ln





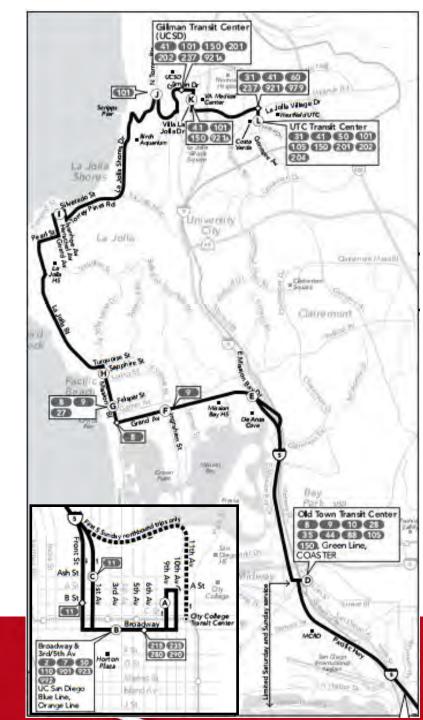


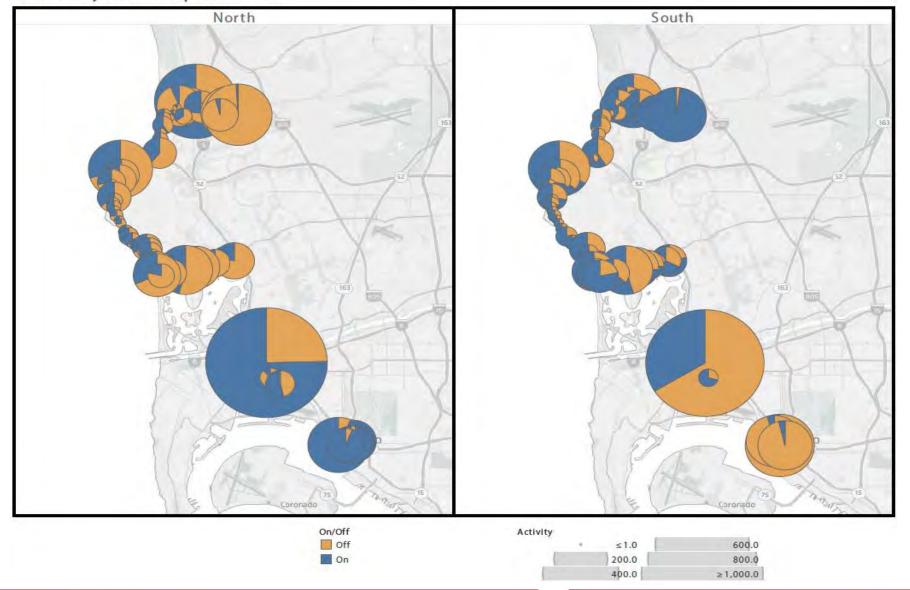
Recommendation

- No proposed changes.

2016	Wkdy.	Sat.		Sun.
Current Freq.	15m	15-30m		15-30m
Avg. Pass.	5,367	3,135		2,696
Annual Passenge		1,	701,618	
2016	Rt. 30	Category Average		All Bus Average
Pass./Rev. Hr.	23.9	31.2		28.8
Subsidy/Pass.	\$3.71	\$1.76		\$1.90
Fbx. Recovery	21.7%	36.5%		35.2%











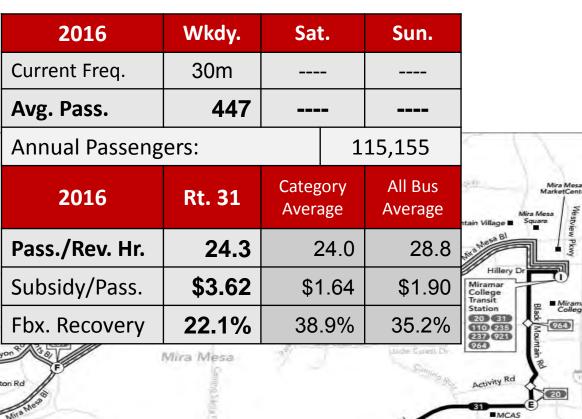
Recommendation

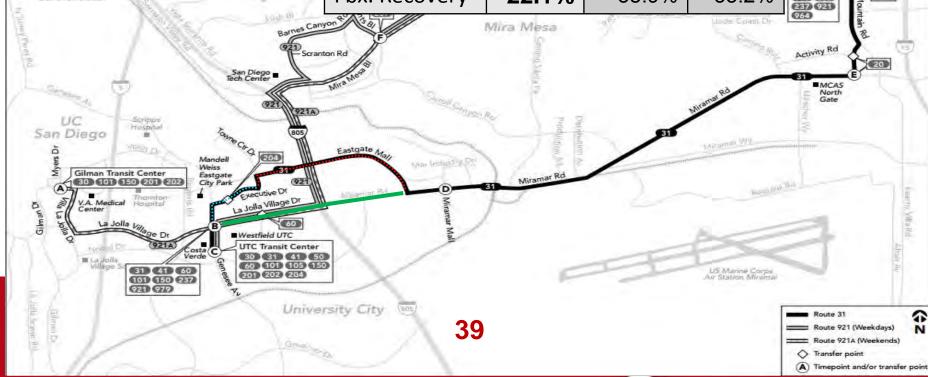
Sarrento Valley COASTER Station

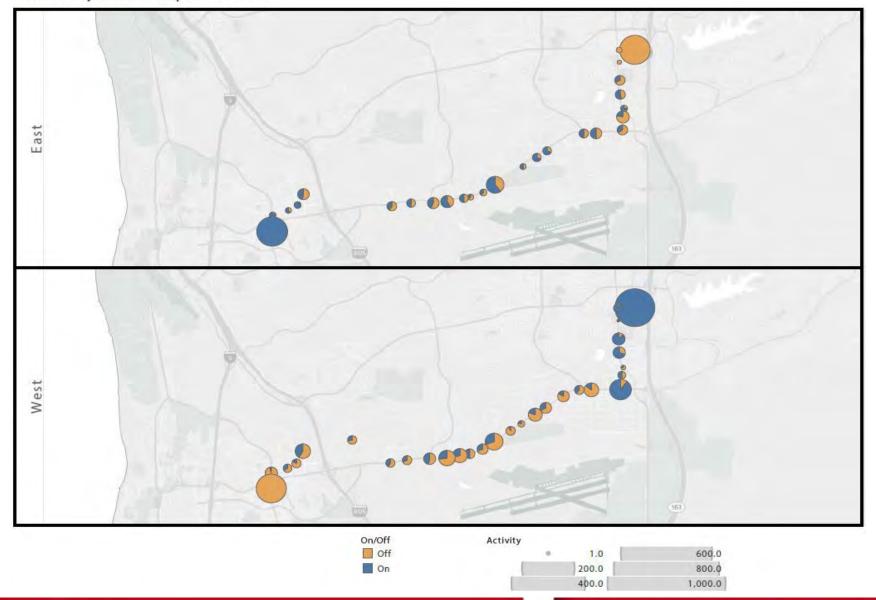
- No proposed changes.

(Minor route streamline to be made in September 2017.)

Valley

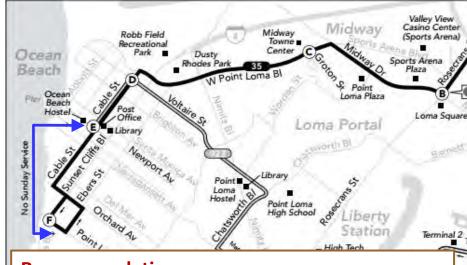












Recommendation

- Increase weekday frequency to 15 minutes all day.
- Shift Ocean Beach tail below Newport Ave. to Route 923.

Impacts

- Lower PM peak frequency and loss of Saturday service south of Newport Ave.
- From south of Newport Ave., direct service to Downtown instead of Old Town.

	2016	Wkdy.	Sat.		Sun.
Curre	nt Freq.	15-30m	30m		30m
Avg.	Pass.	1,750	1,370		1,006
Annual Passengers: 5				5	81,074
10	2016	Rt. 35	Category Average		All Bus Average
Pass	./Rev. Hr.	29.6	24.0		28.8
Subs	idy/Pass.	\$0.31	\$1.64		\$1.90
Fbx.	Recovery	76.3%	38	.9%	35.2%

Old Town

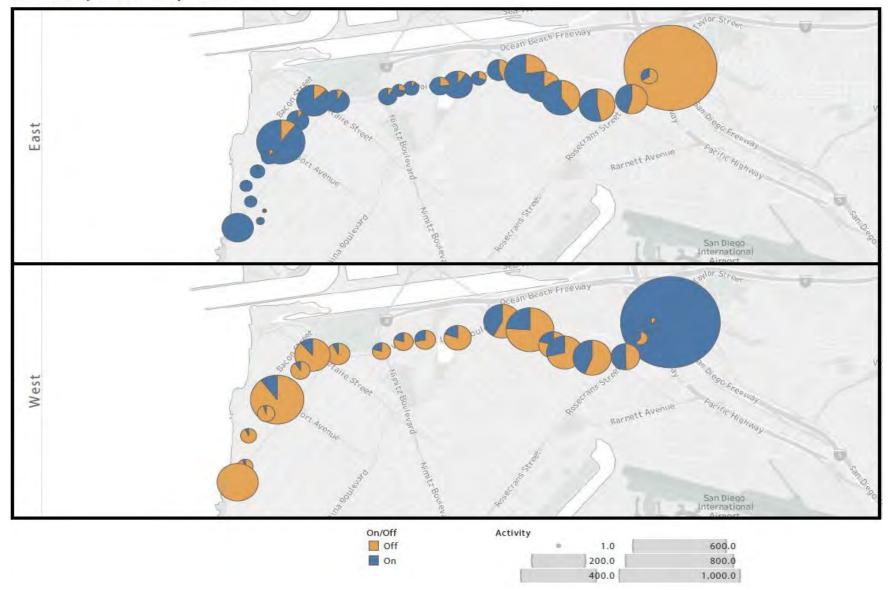
Old Town Transit Center

Old Town

150), Green Line











2016	Wkdy.	Sat.		Sun.
Current Freq.	8-15m	30m		30m
Avg. Pass.	4,426	1,739		1,417
Annual Passengers:				307.940

 2016
 Rt. 41
 Category Average
 All Bus Average

 Pass./Rev. Hr.
 36.0
 31.2
 28.8

 Subsidy/Pass.
 \$2.12
 \$1.76
 \$1.90

32.7%

36.5%

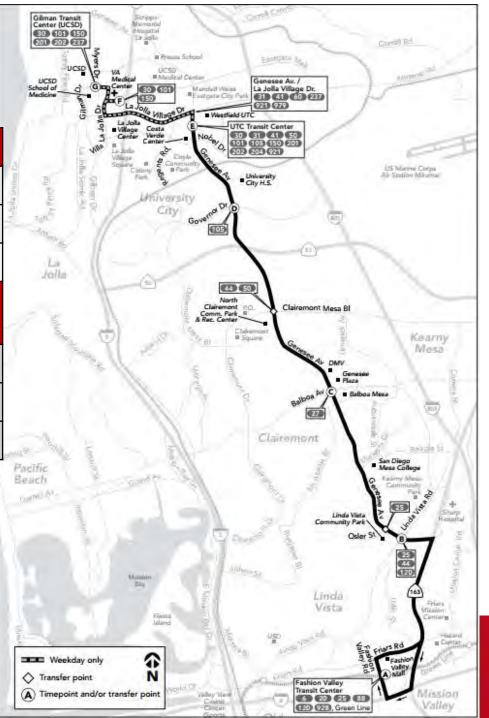
35.2%

Recommendation

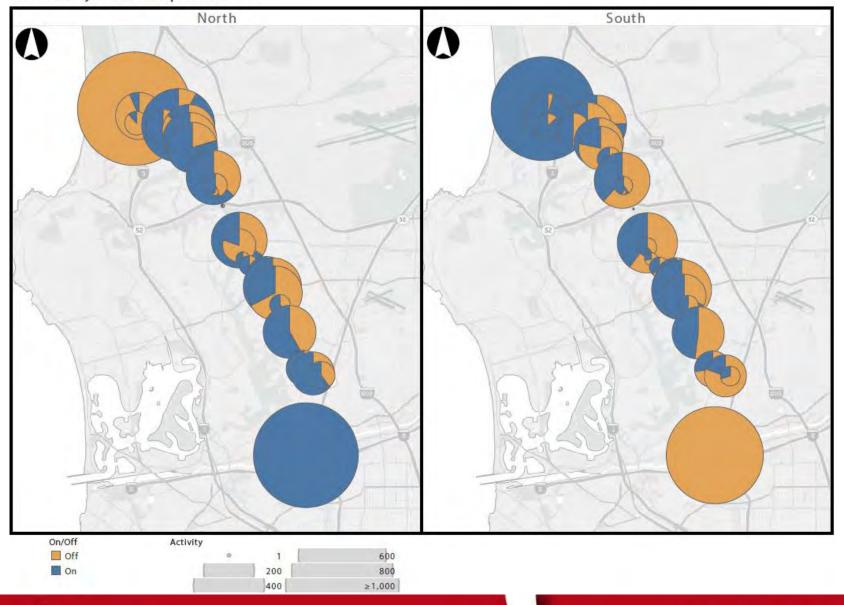
Fbx. Recovery

- No proposed changes.





Weekday Ridership Route 41







Recommendation

- Restructure route to serve Kearny Mesa T.C. (via Clairemont Mesa Blvd.) instead of Clairemont Square.
 - Route 105 replaces Route 44 service along Clairemont Mesa Blvd. west of Convoy St. with 15minute frequency overlay.

Sat.

Sun.

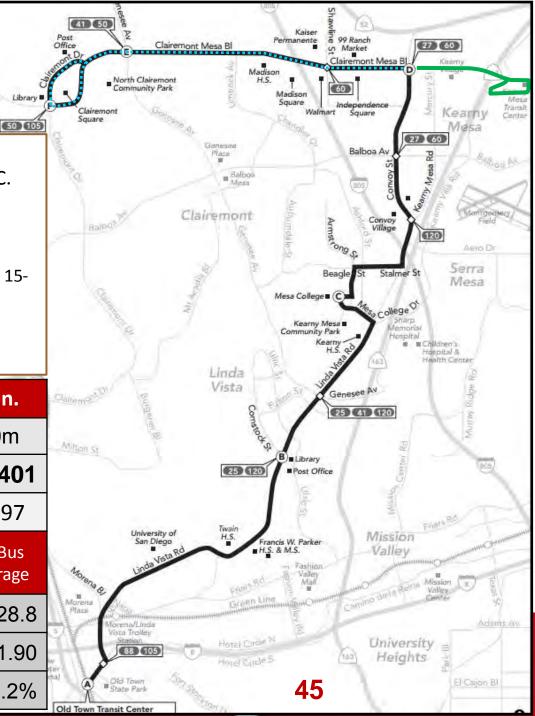
Impacts

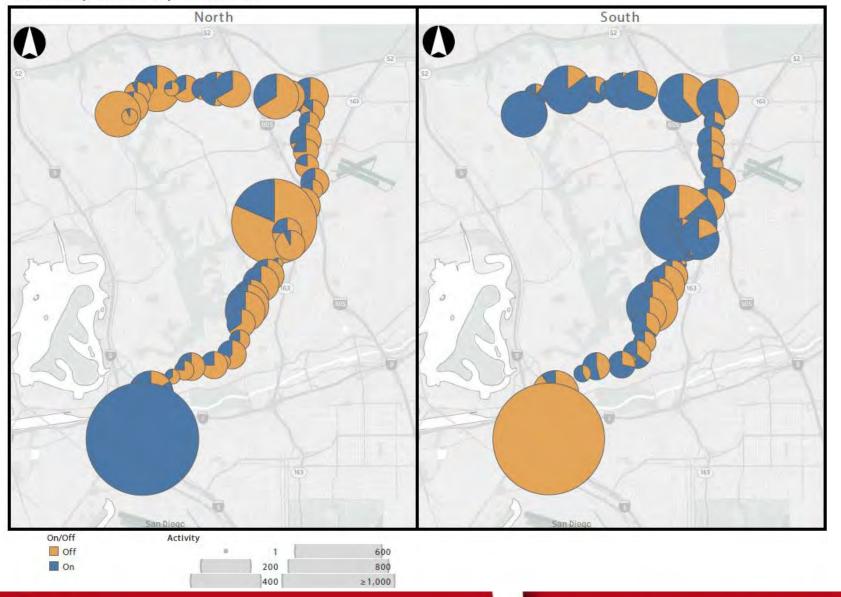
2016

- Some trips would now require a transfer.

Wkdy.

Current Freq.	8-15m	30m		30m	
Avg. Pass.	4,074	2,110		1,401	
Annual Passeng	ers:		1,2	237,697	
2016	Rt. 44	Category Average		All Bus Average	
Pass./Rev. Hr.	32.7	31.2		28.8	
Subsidy/Pass.	\$2.44	\$1.76		\$1.90	
Fbx. Recovery	29.5%	36.5%		35.2%	









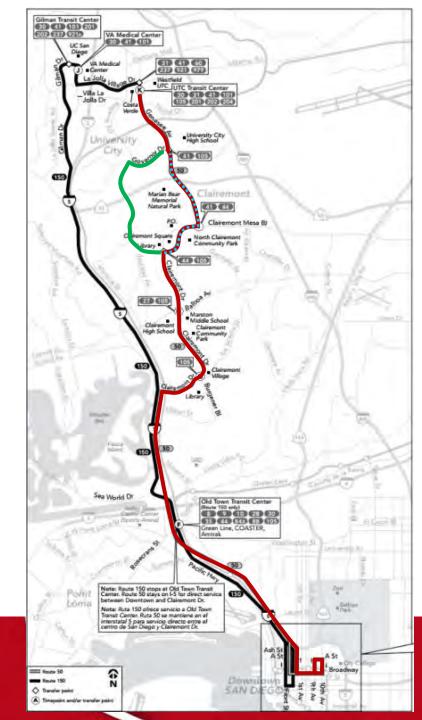
Recommendation

- Shift routing to northern Clairemont Mesa Blvd./southern Regents Rd. instead of Genesee Ave.
- Discontinue midday service (operate peaks only).

Impacts

 Loss of midday express service between Clairemont and Downtown.

2016	Wkdy.	Sat.		Sun.		
Current Freq.	15-60m					
Avg. Pass.	954					
Annual Passengers: 2				45,983		
2016	Rt. 50	Category Average		All Bus Average		
Pass./Rev. Hr.	21.2	25.6		28.8		
Subsidy/Pass.	\$4.31	\$3.39		\$1.90		
Fbx. Recovery	19.1%	22.9%		22.9%		35.2%



47



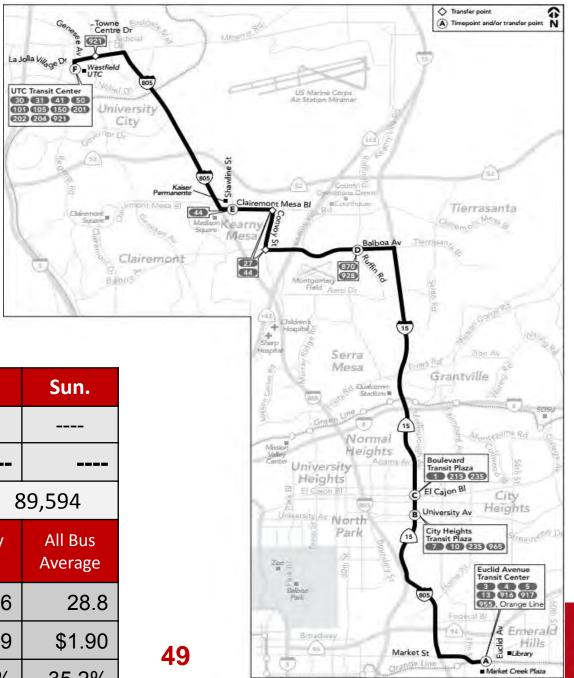


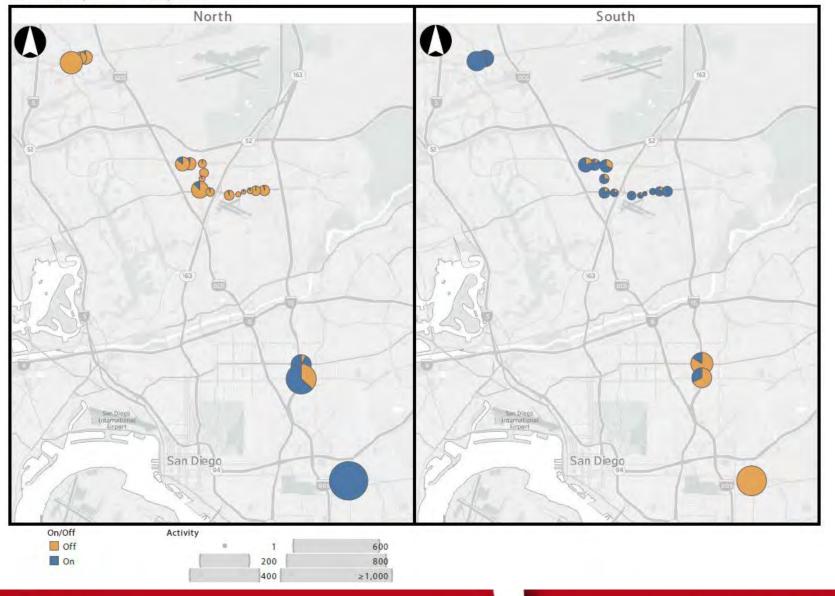


Recommendation

- No proposed changes.

2016	Wkdy.	Sat.		Sun.		
Current Freq.	15-30m					
Avg. Pass.	351					
Annual Passengers:				39,594		
2016	Rt. 60	Category Average		All Bus Average		
Pass./Rev. Hr.	30.1	25.6		28.8		
Subsidy/Pass.	\$2.75	\$3.39		\$1.90		
Fbx. Recovery	26.9%	22	.9%	35.2%		









2016	Wkdy.	Sat.	Sun.
Current Freq.	60m		
Avg. Pass.	128		

Annual Passengers: 32,839

2016	Rt. 83	Category Average		All Bus Average
Pass./Rev. Hr.	10.1	14.6		28.8
Subsidy/Pass.	\$3.59	\$2.21		\$1.90
Fbx. Recovery	22.2%	31	.2%	35.2%

Recommendation – <u>Subsidy Neutral Alternative</u>

- Discontinue route.

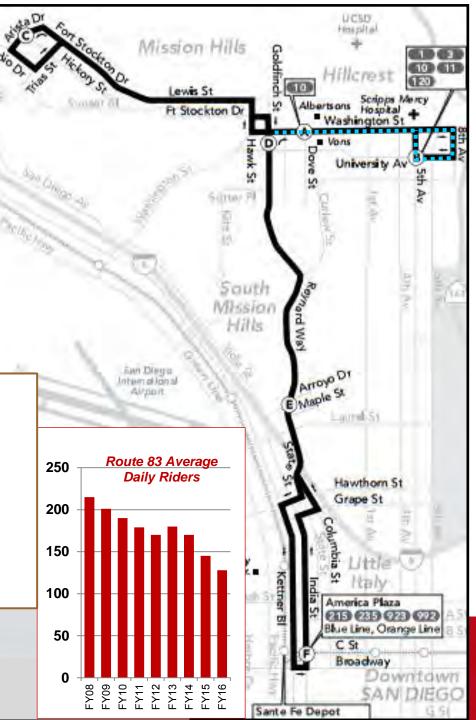
Recommendation – Full T.O.P. Alternative

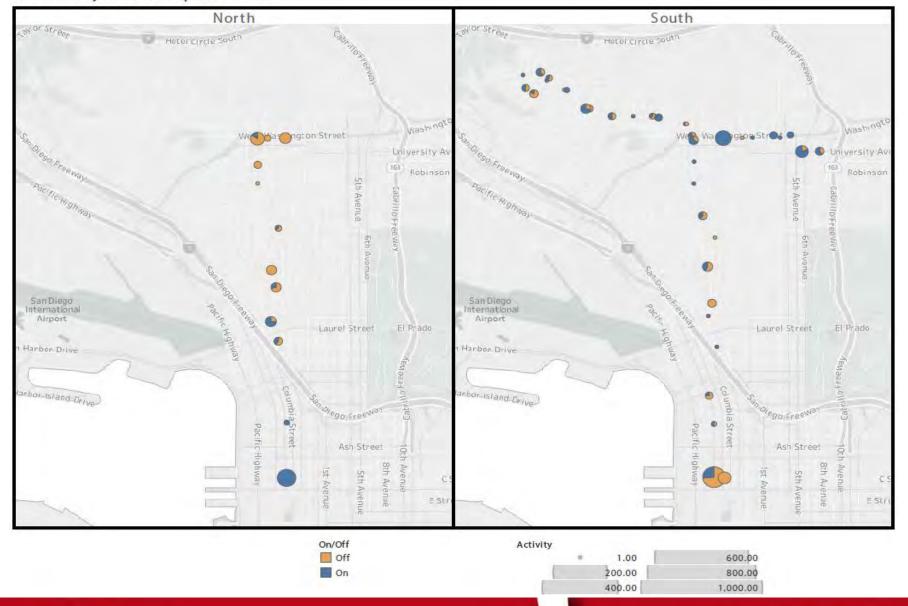
- Retain midday service for 5-6 hours
- Streamline route by discontinuing service along Washington St. and in Hillcrest.

Impacts

- Loss of peak hour (commute market) or all service.











Recommendation – <u>Subsidy Neutral Alternative</u>

- Discontinue route.

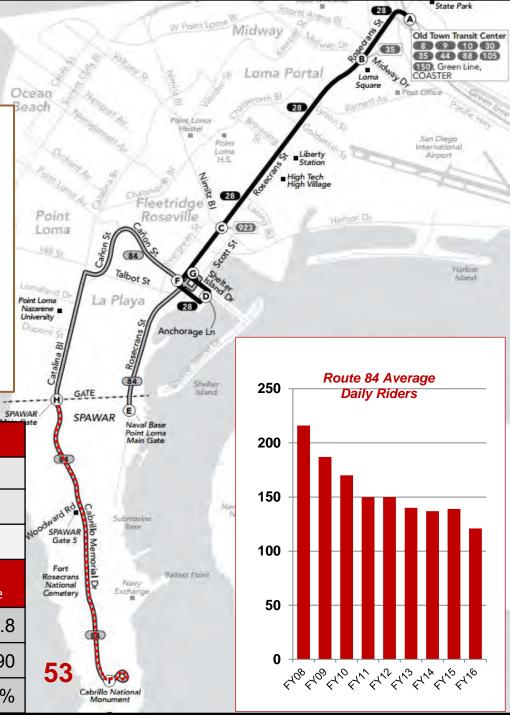
Recommendation – Full T.O.P. Alternative

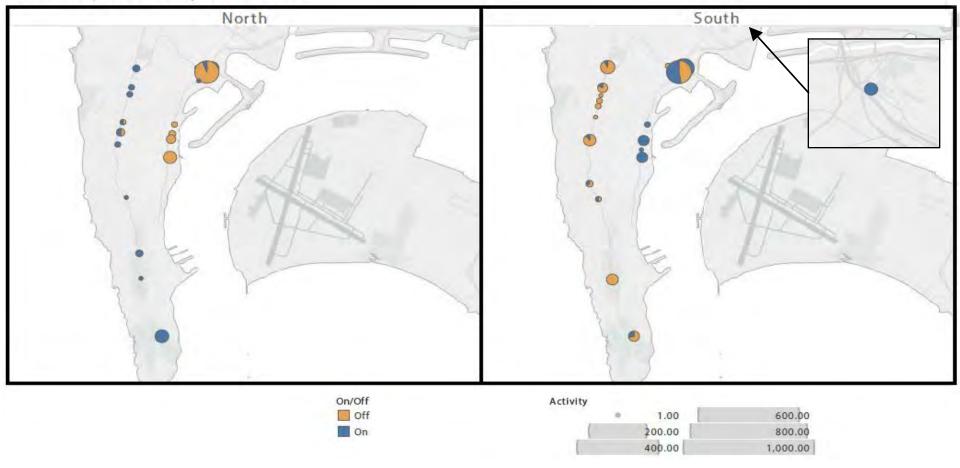
 Retain ~2 round trips during each peak period between Old Town, SPAWAR Main Gate, and Naval Base Pt. Loma Main Gate.

Impacts

- Loss of midday or all service.
- No service to Cabrillo Monument.
- Reduction in ADA service area.

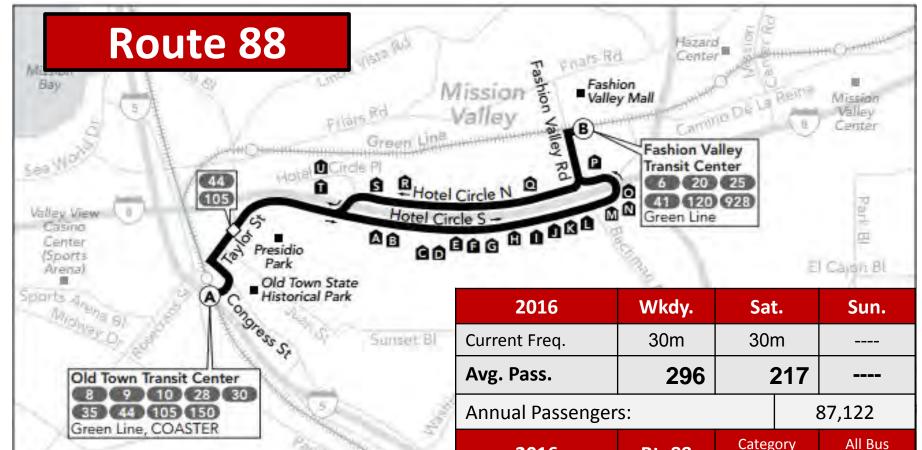
2016	Wkdy.	Sat.		Sun.		
Current Freq.	60m					
Avg. Pass.	119					
Annual Passenger	s:			30,415		
2016	Rt. 84	Category Average		All Bus Average		
Pass./Rev. Hr.	10.1	14.6		28.8		
Subsidy/Pass.	\$3.66	\$2.21		\$2.21		\$1.90
Fbx. Recovery	20.4%	31.2%		35.2%		











Recommendation

- No proposed changes.

2016	Rt. 88	Category Average		All Bus Average
Pass./Rev. Hr.	18.4	14.6		28.8
Subsidy/Pass.	\$1.60	\$2	2.21	\$1.90
Fbx. Recovery	36.4%	31	.2%	35.2%











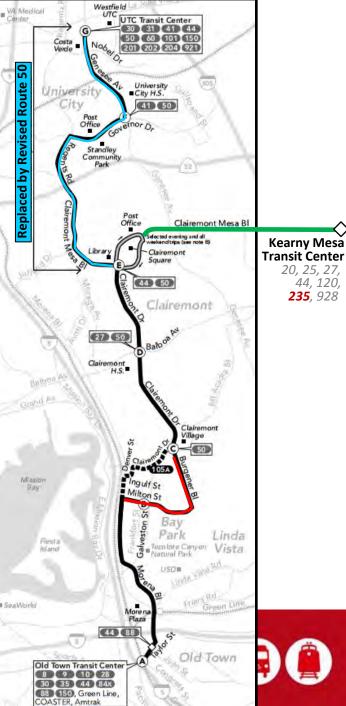
Recommendation

- Restructure route to serve Kearny Mesa T.C. (via Clairemont Mesa Blvd.) instead of UTC.
 - Route 50 replaces Route 105 to UTC during weekday peak hours
 - Route 105 replaces Route 44 service along Clairemont Mesa Blvd. with 15-minute frequency overlay.
- Shift routing from Milton/Burgener to Denver/Ingulf

Impacts

- Loss of weekday midday service along Governor Dr., northern Clairemont Mesa Blvd.
- Loss of service on Milton St. & Burgener Blvd.
- Through trips to/from UTC require transfer.

2016	Wkdy.	Sat.		Sun.				
Current Freq.	30m	60m		60m				
Avg. Pass.	1,205	546		546		546		372
Annual Passenger		3	59,151					
2016	Rt. 105	Category Average		All Bus Average				
Pass./Rev. Hr.	23.6	24.0		28.8				
Subsidy/Pass.	\$3.78	\$1.64		\$1.90				
Fbx. Recovery	21.3%	38	3.9%	35.2%				





Kearny Mesa

20. 25. 27.

44, 120, **235**, 928



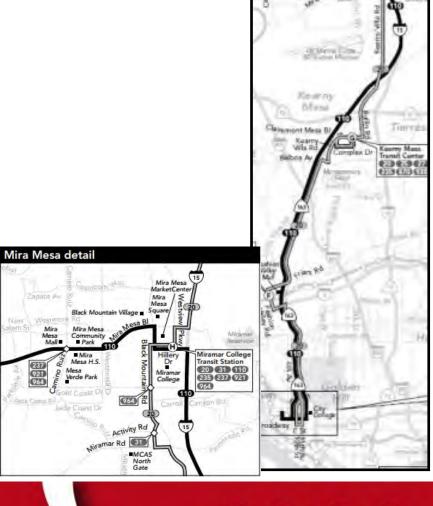




2016/2017	Wkdy.	Sat.		Sun.		
Current Freq.	20-30m					
Avg. Pass.	212					
Annual Passeng	54,320					
2016/2017	Rt. 110	Category Average		All Bus Average		
Pass./Rev. Hr.	29.3	25.6		28.8		
Subsidy/Pass.	\$2.86	\$3.39		\$1.90		
Fbx. Recovery	25.9%	22	.9%	35.2%		

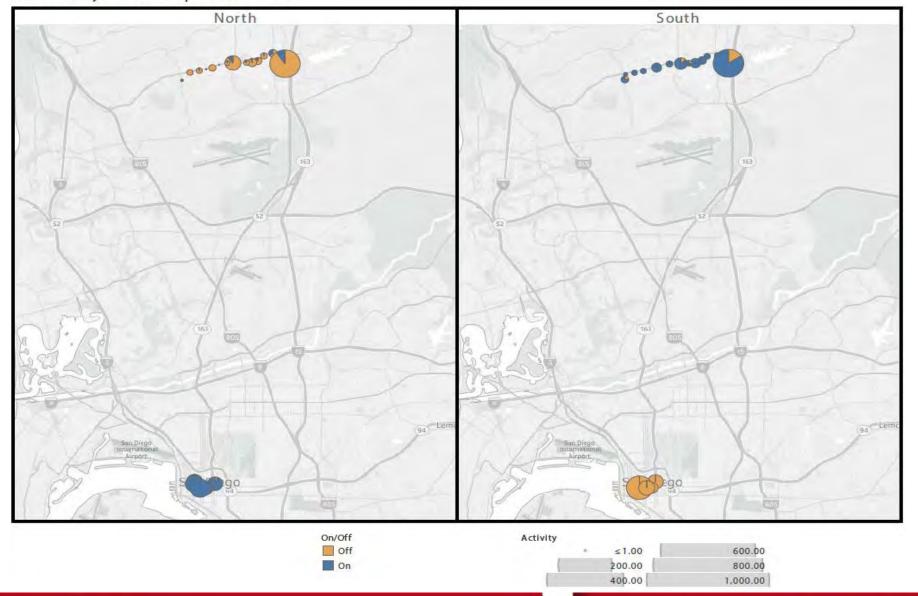
Recommendation

- No proposed changes.



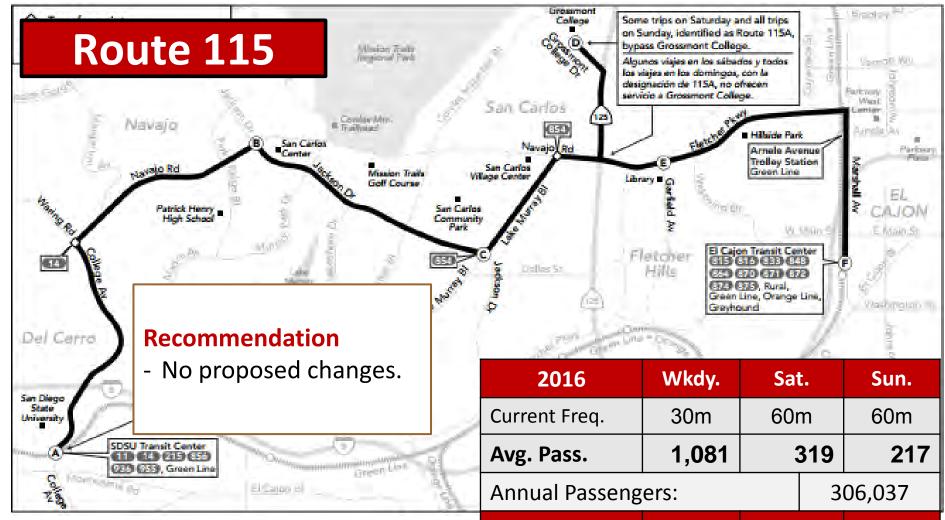






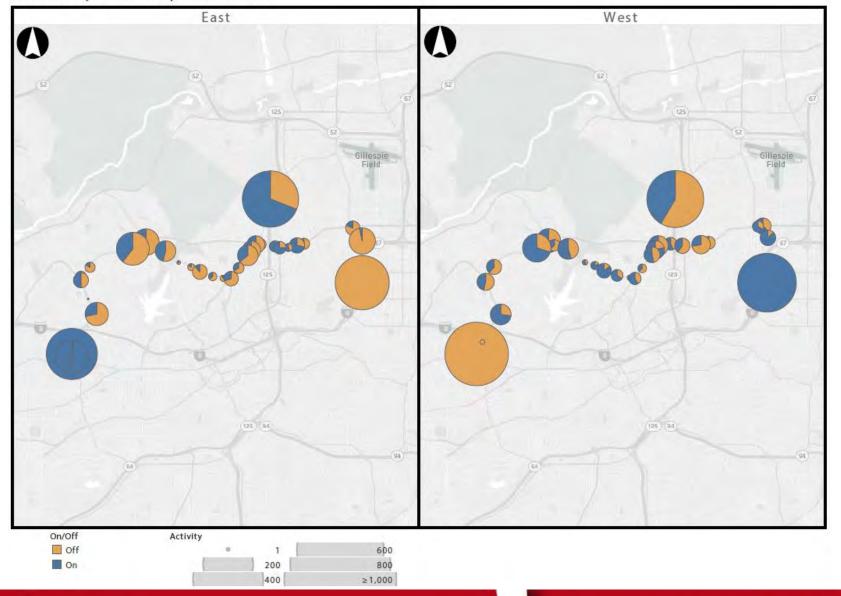








All Bus Category Rt. 115 2016 **Average** Average Pass./Rev. Hr. 19.2 28.8 24.0 Subsidy/Pass. \$2.49 \$1.64 \$1.90 Fbx. Recovery 31.2% 38.9% 35.2%







2016	Wkdy.	Sat.		Sun.
Current Freq.	15/30m	30m		30m
Avg. Pass.	2,877	1,5	19	1,261
Annual Passengers:				92,805

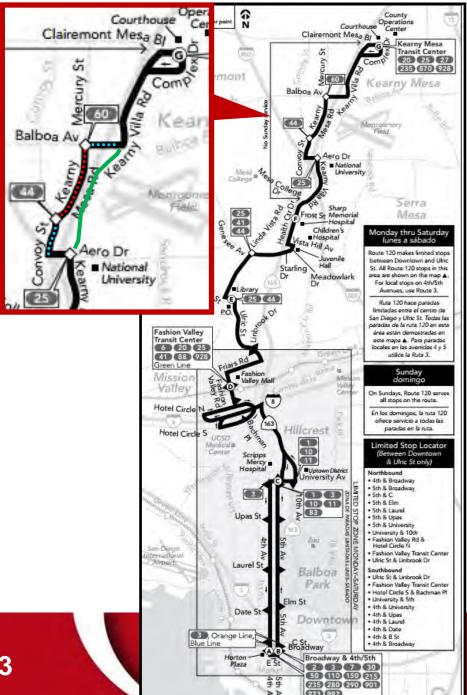
2016	Rt. 120	Category Average	All Bus Average	
Pass./Rev. Hr.	26.3	31.2	28.8	
Subsidy/Pass.	\$3.29	\$1.76	\$1.90	
Fbx. Recovery	23.6%	36.5%	35.2%	

Recommendation

- Shift alignment from Convoy St. and Kearny Mesa Rd. to Kearny Villa Rd.

Impacts

- Connection between Convoy St. and KMTC replaced by a realigned Route 44.
- Loss of service to stops along Kearny Mesa Rd.









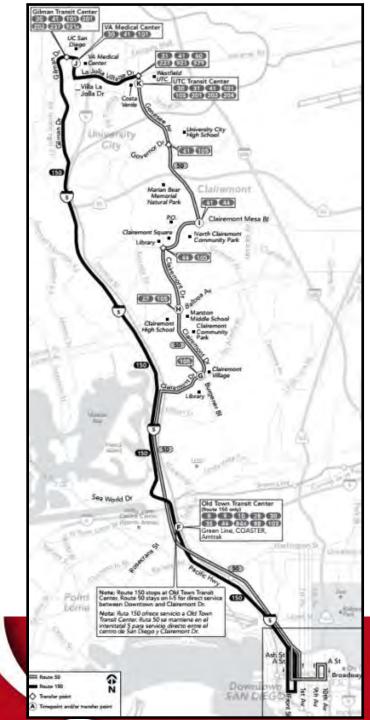


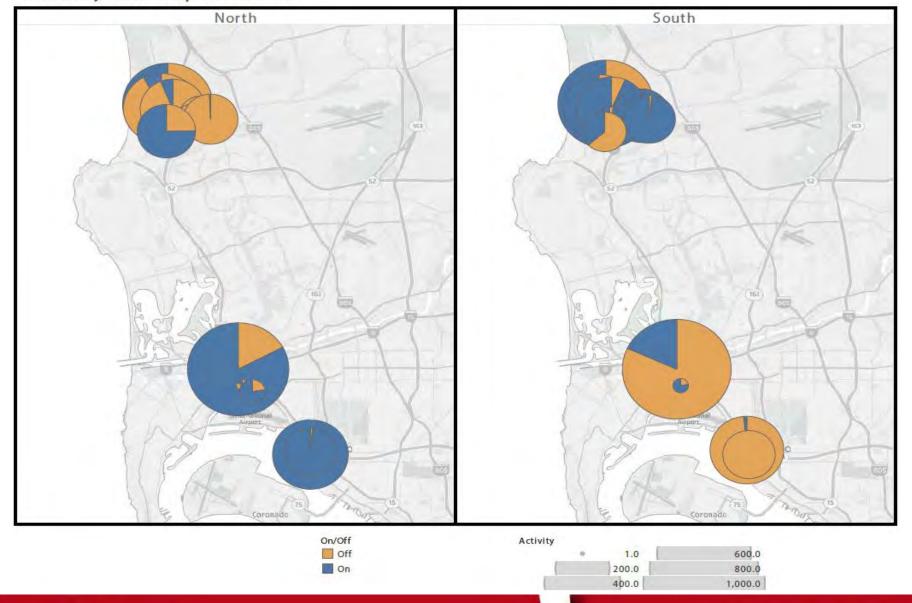
Recommendation

- No proposed changes.

2016/2017	Wkdy.	Sat.		Sun.	
Current Freq.	8-30m	30m			
Avg. Pass.	2,903	947			
Annual Passeng		7	90,769		
2016/2017	Rt. 150	Category Average		All Bus Average	
Pass./Rev. Hr.	34.6	25.6		28.8	
Subsidy/Pass.	\$2.25	\$3.39		\$1.90	
Fbx. Recovery	31.4%	22.9%		35.2%	



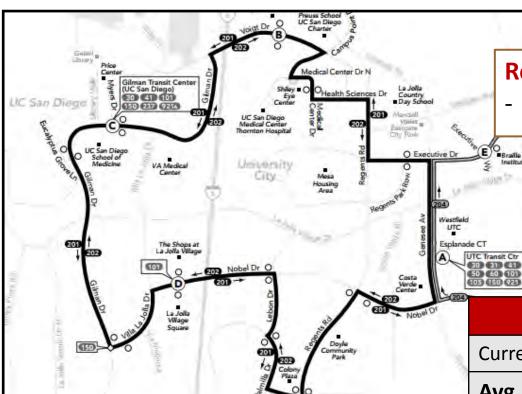








Route 201/202



Recommendation

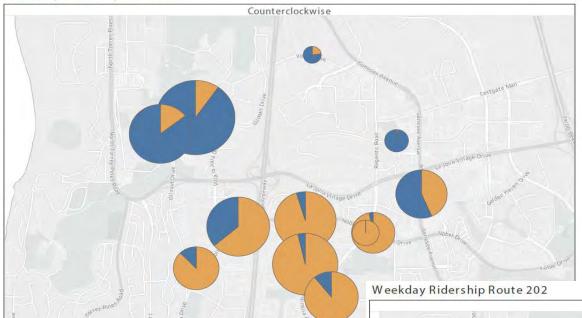
- No proposed changes.

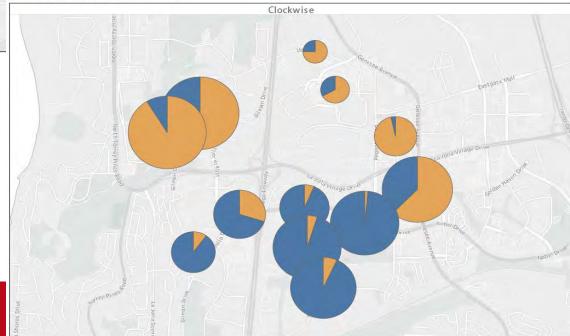
2016	Wkdy.	Sat.	Sun.
Current Freq.	5-15m	15m	15m
Avg. Pass.	7,050	2,683	2,116

Annual Passengers: 2,066,083

2016	Rt. 201/202	Category Average	All Bus Average	
Pass./Rev. Hr.	50.4	32.9	28.8	
Subsidy/Pass.	\$1.22	\$2.42	\$1.90	
Fbx. Recovery	45.8%	29.6%	35.2%	







Activity

200

≥1,000

On/Off
Off
On



68

Recommendation

- Reduce weekday frequency to 30 min.
- Discontinue weekend service. (averages 3.1 pass./trip)

Impacts

Fbx. Recovery

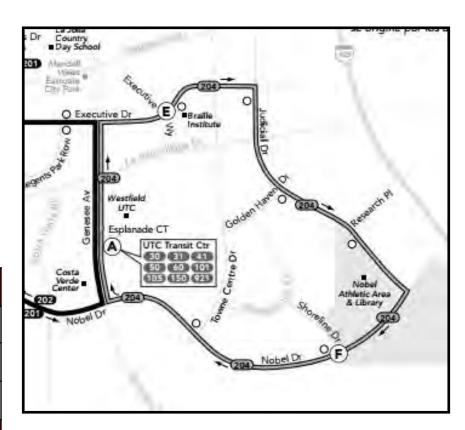
Loss of frequency and weekend service to eastern University City.

29.6%

35.2%

2016	Wkdy.	Sat.		Sun.
Current Freq.	15m	15m		15m
Avg. Pass.	498	211		188
Annual Passengers:			1	49,600
2016	Rt. 204	Category Average		All Bus Average
Pass./Rev. Hr.	15.2	32.9		28.8
Subsidy/Pass.	\$6.43	\$2.42		\$1.90

13.7%

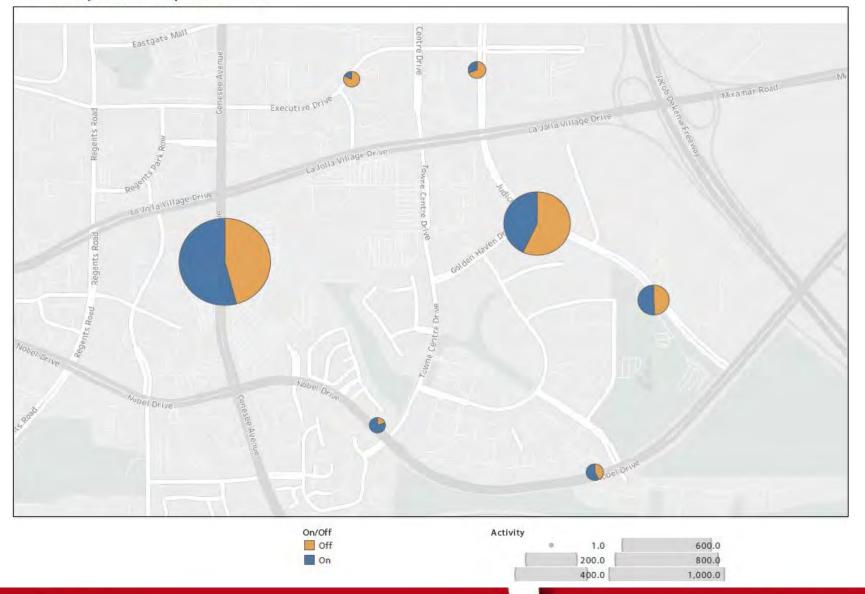






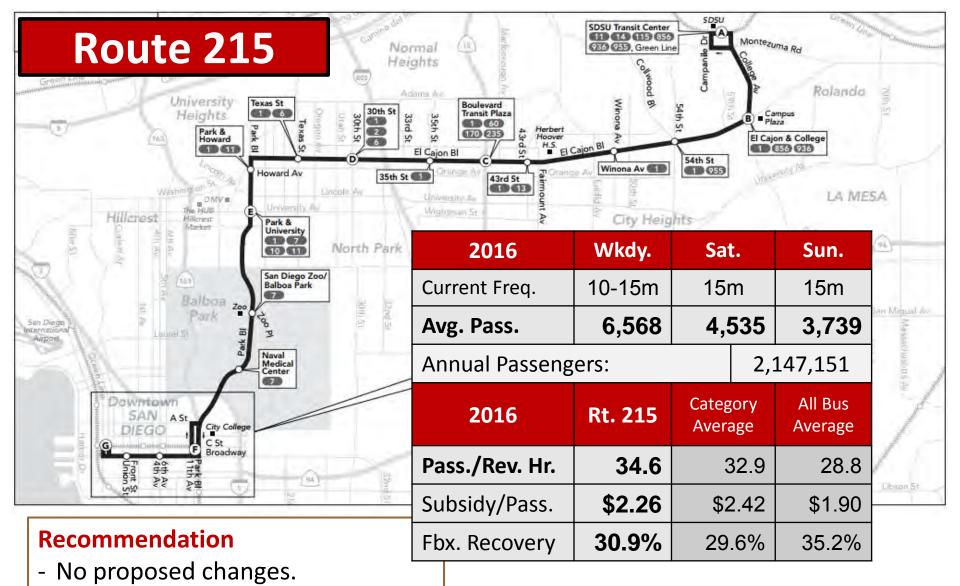






















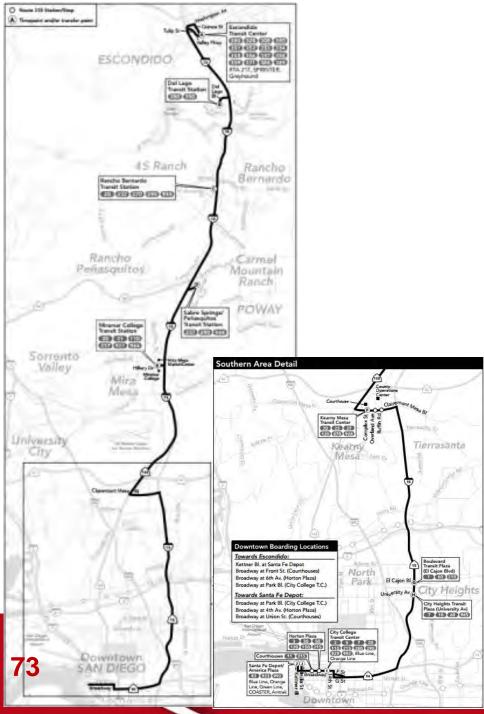
Recommendation

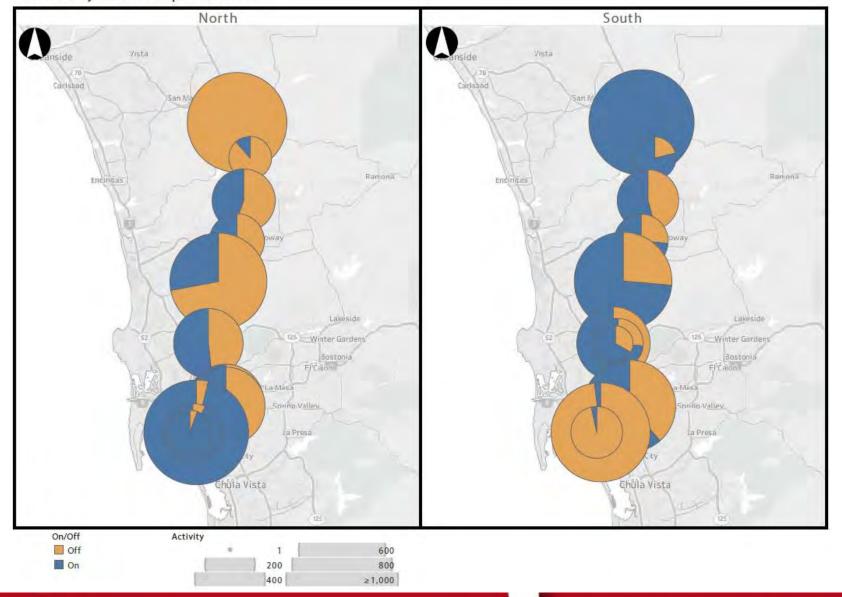
 Increase weekday midday frequency from 30 to 15 minutes.

Impacts

No negative impacts.

2016	Wkdy.	Sat.		Sun.	1
Current Freq.	15-30m	30m		30m	
Avg. Pass.	4,926	2,583		1,767	
Annual Passengers:			1,5	503,545	
2016	Rt. 235	Category Average		All Bus Average	ĺ
Pass./Rev. Hr.	25.4	32.9		28.8	
Subsidy/Pass.	\$3.44	\$2.42		\$1.90	
Fbx. Recovery	22.7%	29.6%		35.2%	







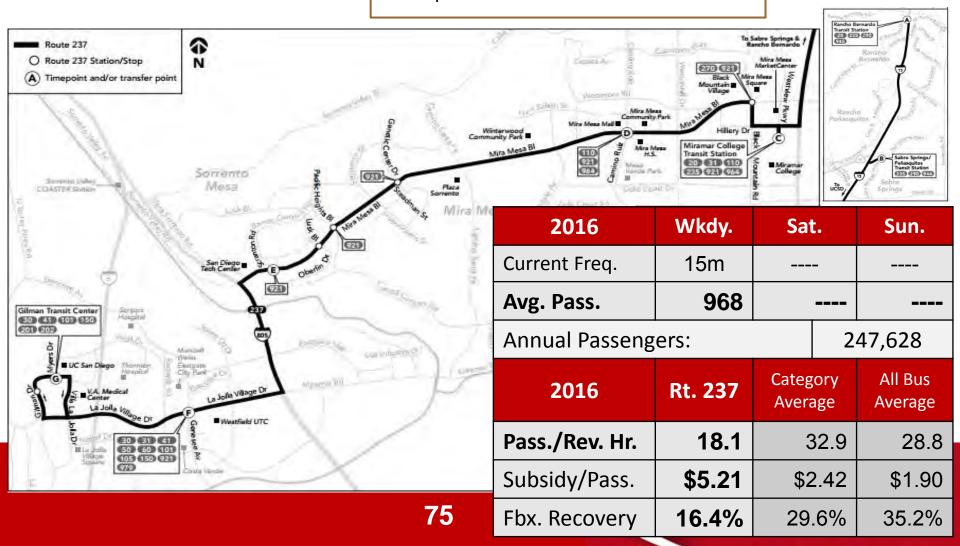


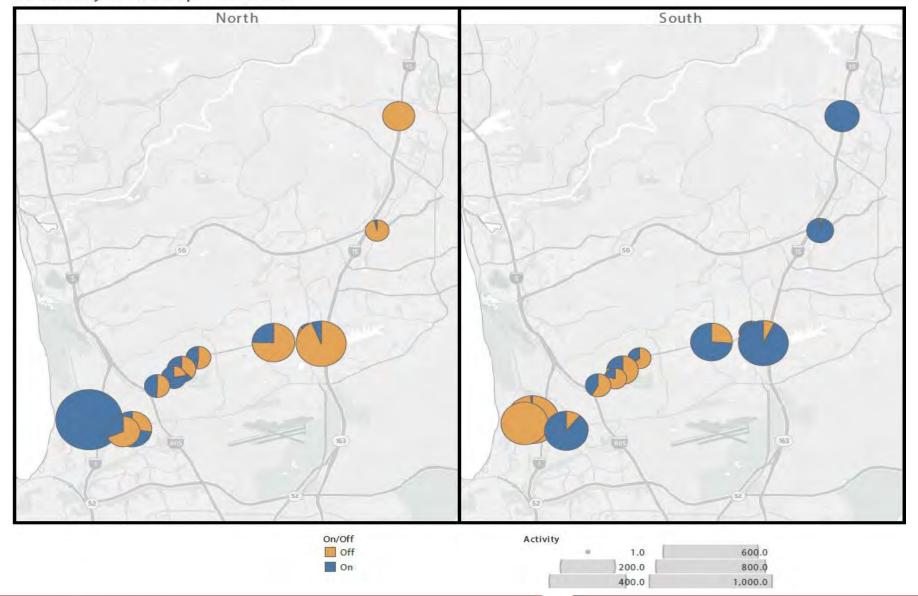
Recommendation

- Shorten all trips to end on the east end at Miramar College Transit Station.

Impacts

 Transfer to/from Rt. 235 would be required to travel north of Mira Mesa.









Routes 280, 290

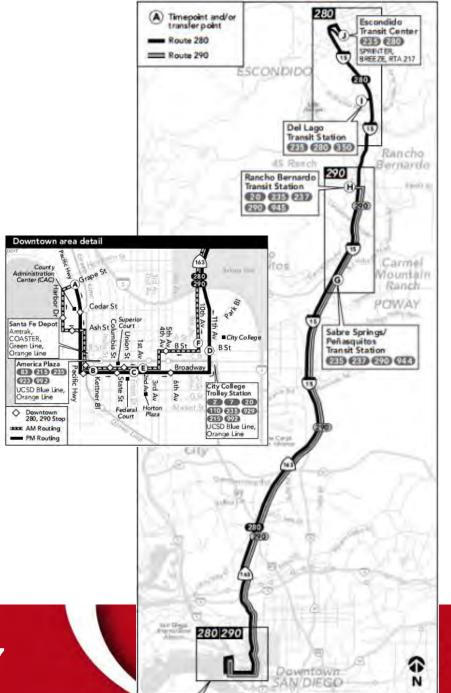
Recommendation

- No proposed changes.

2016		280	280		290	
Current Frequency		15-30	15-30m		10-15m	
Average Wkdy. Pass. 46		467		670		
Annual Pass:		119,	119,541		171,134	
2016	Rt. 280	Rt. 290	Cat. Avg.		All Bus	
Pass./R.H.	21.5	29.6	25	5.3	28.8	
Subs./Pass.	\$5.24	\$1.93	\$3.	29	\$1.90	

68.6%

56.4%

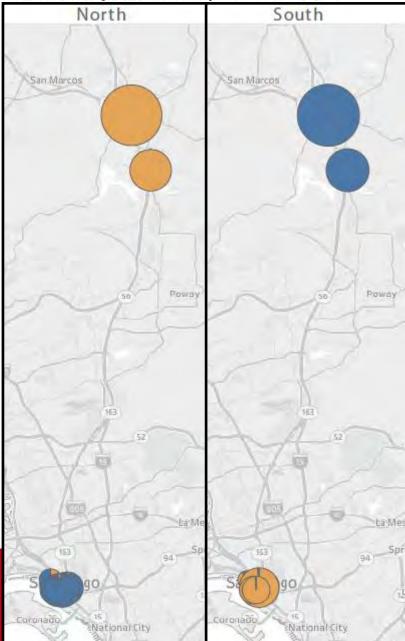




45.3%

Fbx. Rec'y

35.2%





2016	Wkdy.	Sat.		Sun.
Current Freq.	15m	60m		
Avg. Pass.	2,017	462		
4 15				20.675

Annual Passengers: 539,675

2016	Rt. 701	Category Average	All Bus Average
Pass./Rev. Hr.	21.8	31.2	28.8
Subsidy/Pass.	\$1.82	\$1.76	\$1.90
Fbx. Recovery	35.4%	36.5%	35.2%

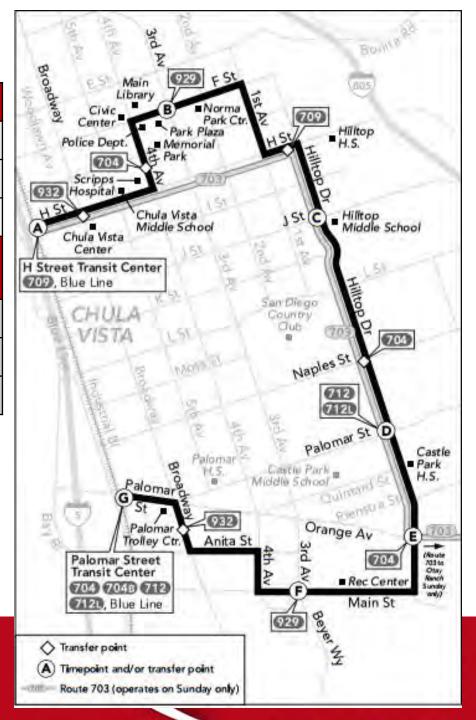
Recommendation

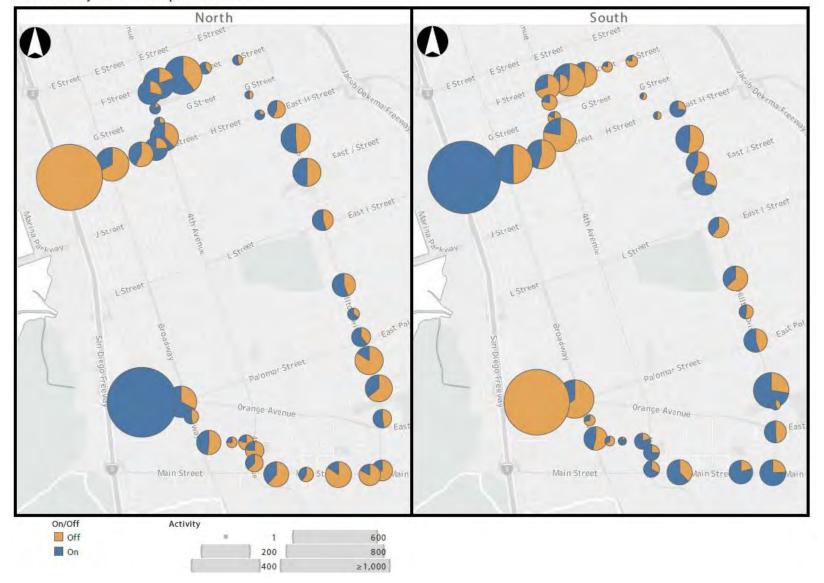
- Restore Sunday service.
 - Simplifies system by maintaining same service pattern 7 days/week.

Impacts

- No significant rider impacts.
- Replacement of Route 703 will adjust some trips.





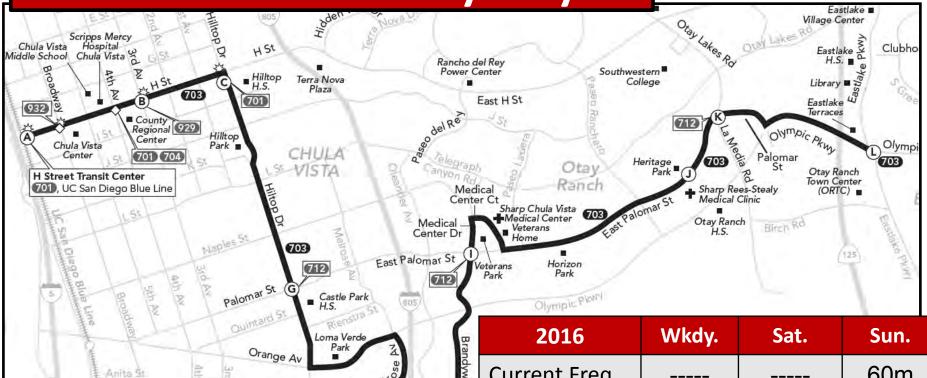






Route 703 – Sunday only

Main St.



81

Recommendation

- Replace route with restored Sunday service on Routes 701, 704, and 709.
 - Simplifies system by maintaining same service pattern 7 days/week.

Impacts

- No significant rider impacts.
- Some O/D pairs may now require transfer.

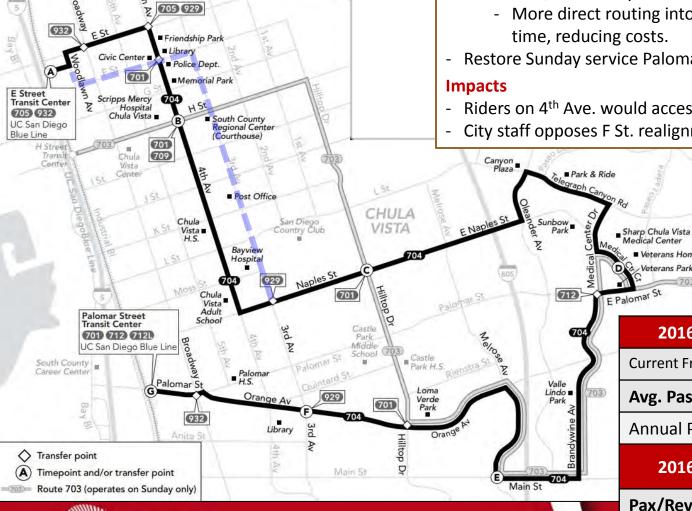
Current Freq.			60111		
Avg. Pass.				608	
Annual Passengers:				38,804	

2016	Rt. 703	Categ Avera	•	All Bus Average	
Pass./Rev. Hr.	26.3	2	24.0		28.8
Subsidy/Pass.	\$2.22	\$1.64		\$1	1.90
Fbx. Recovery	29.7%	38	.9%	35	.2%

Route 703: No Weekday Service







Recommendation

- Shift alignment to operate along 3rd Avenue instead of 4th Avenue, and F Street instead of E Street.
 - More frequent service on 3rd Ave. in downtown core, where City has made transit improvements.
 - More direct routing into E Street T.C., saving riders time, reducing costs.
- Restore Sunday service Palomar T.C. Sharp Hospital.
- Riders on 4th Ave. would access service on 3rd Ave.

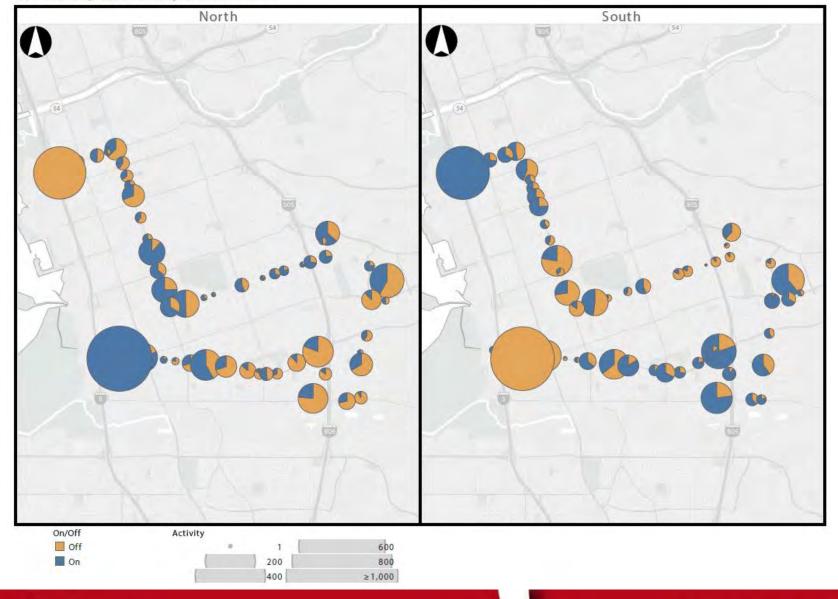
Medical Center ■ Veterans Home

Veterans Park

City staff opposes F St. realignment; plans future shuttle.

2016	Wkdy.	Sat.	Sun.	
Current Freq.	30m	60m		
Avg. Pass.	1,685	716		
Annual Passe	467,968			
2016	Rt. 704	Cat. Avg.	All Bus Avg.	
Pax/Rev Hr	22.9	24.0	28.8	
Subs./Pax.	\$1.95	\$1.64	\$1.90	
Fbx. Rec'v	33.9%	38.9%	35.2%	

83









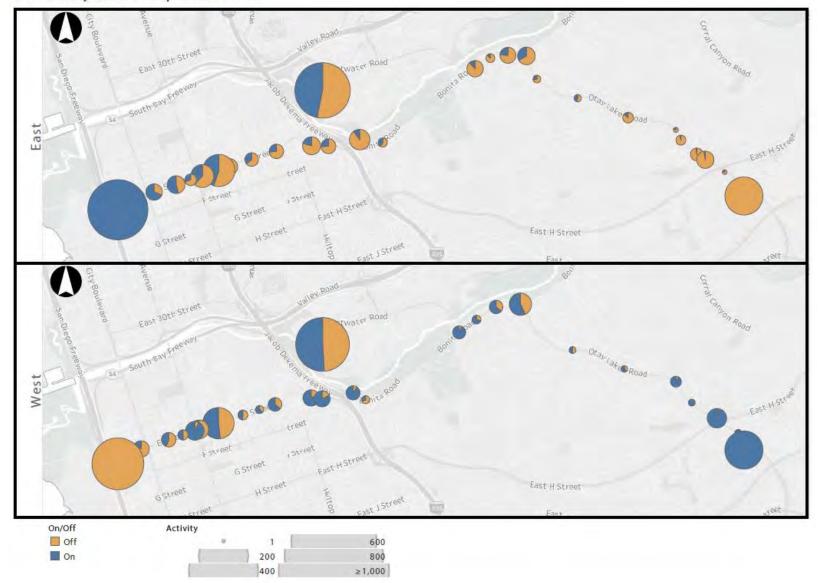
Recommendation

- No proposed changes.

2016	Wkdy.	Sat.		Sun.
Current Freq.	30-60m	30m		
Avg. Pass.	954	397		
Annual Passengers:			2	64,815

2016	Rt. 705	Category Average		All Bus Average
Pass./Rev. Hr.	22.9	24.0		28.8
Subsidy/Pass.	\$1.38	\$1.64		\$1.90
Fbx. Recovery	41.5%	38.	.9%	35.2%









Recommendation – Subsidy Neutral Alternative

- No proposed changes.

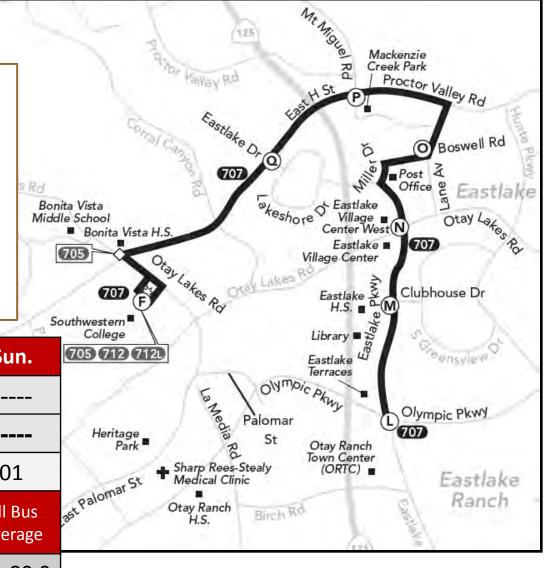
Recommendation - Full T.O.P. Alternative

- Increase frequency from 60 to 30 minutes to replace Route 709 trips along Eastlake Pkwy.
- Extend span of service to match current Route 709 trips.

Impacts

Better frequency and span = more travel options and flexibility.

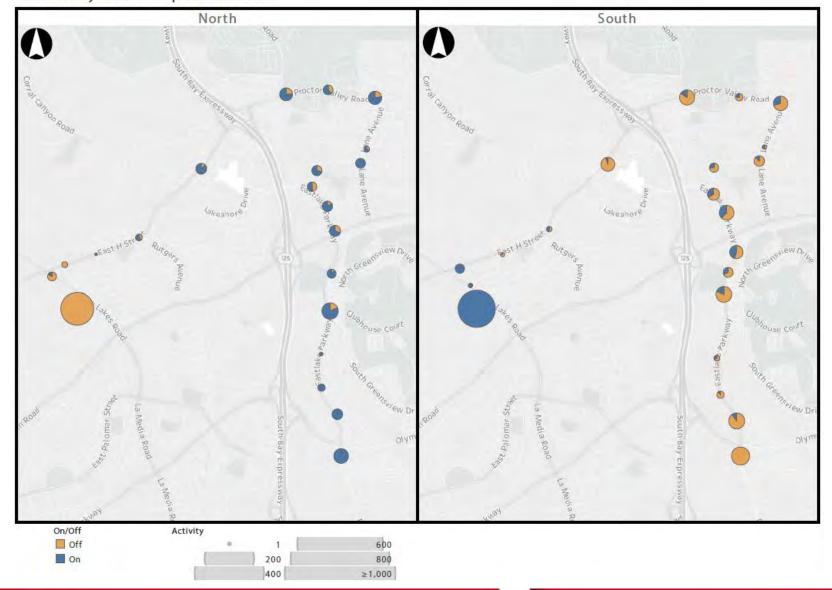
2016	Wkdy.	Sat.		Sun.	
Current Freq.	60m		-		
Avg. Pass.	222				
Annual Passeng	ers:			56,601	
2016	Rt. 707	Category Average		All Bus Average	
Pass./Rev. Hr.	21.2	24.0		28.8	
Subsidy/Pass.	\$2.67	\$1.64		\$1.90	
Fbx. Recovery	25.3%	38	.9%	35.2%	





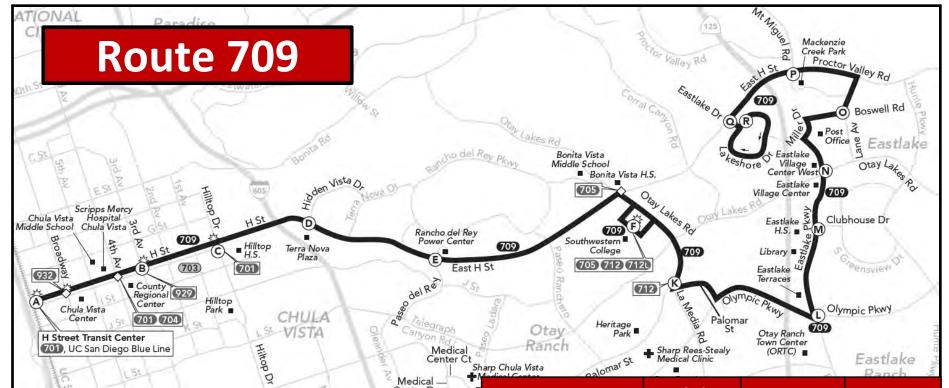












Recommendation - Subsidy Neutral Alternative

- Restore Sunday service.

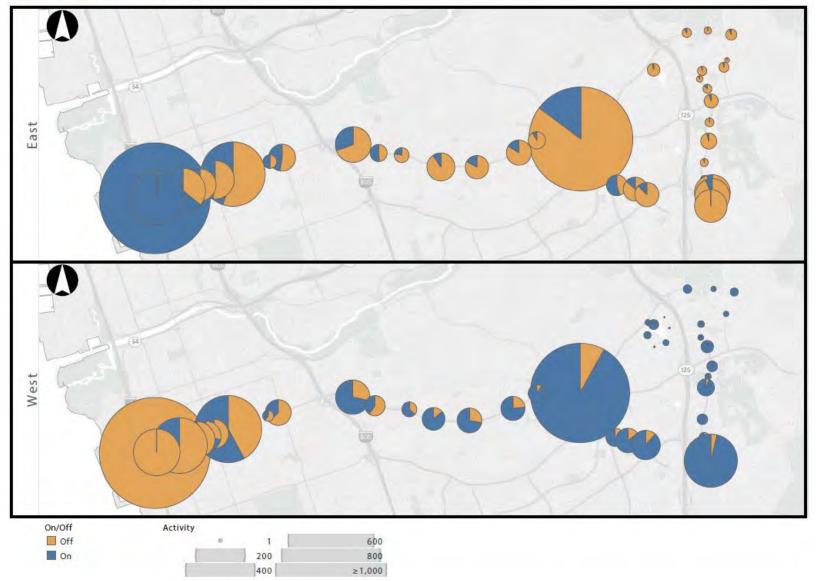
Recommendation - Full T.O.P. Alternative

- Restore Sunday service.
- Replace service north of ORTC with increased frequency on Route 707.
- Discontinue service around Lakeshore Drive.

Impacts

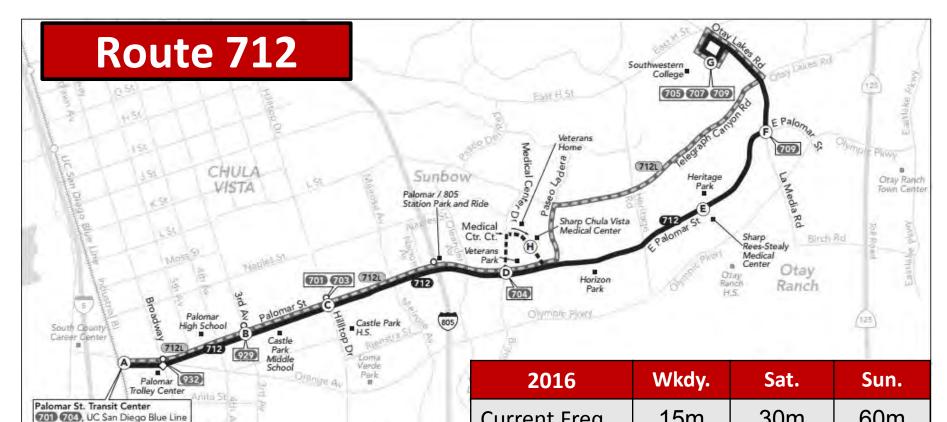
- Requires a transfer for some through-service on Route 709.
- Loss of service around Lakeshore Drive.

Sh	harp Chula Vista	1000			Ranch &		
1.1/	2016	Wkdy.	Sat.		Sun.		
	Current Freq.	15-30m	30r	n			
	Avg. Pass.	3,608	1,185				
	Annual Passeng	ssengers:			983,470		
	2016	Rt. 709	Category Average		All Bus Average		
	Pass./Rev. Hr.	35.3	31.2		28.8		
89	Subsidy/Pass.	\$1.00	\$1	1.79	\$1.90		
00	Fbx. Recovery	49.3%	36.	.5%	35.2%		









Recommendation

- No proposed changes.

Current Freq.	10111	30111		OUIII
Avg. Pass.	2,655		889	336
Annual Passengers:				45,622
2016	Rt. 712	Categ Avera		All Bus Average

24.7

\$1.50

39.9%

31.2

\$1.76

36.5%

28.8

\$1.90

35.2%



Pass./Rev. Hr.

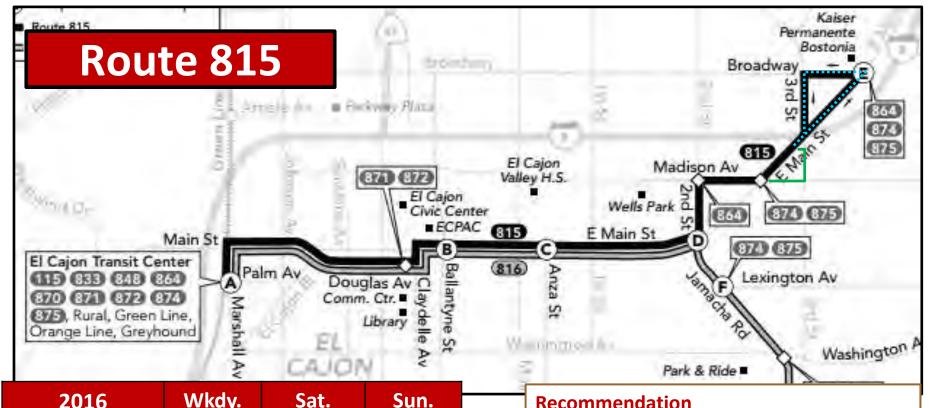
Subsidy/Pass.

Fbx. Recovery









2010	o ito. y	0.00		O GITTO
Current Freq.	30m	30m		30m
Avg. Pass.	1,026	7	794	622
Annual Passengers:				41,942
2016	Rt. 815	Category Average		All Bus Average
Pass./Rev. Hr.	31.3	24.0		28.8
Subsidy/Pass.	\$0.37	\$1.64		\$1.90
Fbx. Recovery	74.6%	38.9%		35.2%

Recommendation

- Increase weekday frequency to 15 minutes.
- Shorten route to turn around on the east end at E. Main St./Oakdale Ave.

Impacts

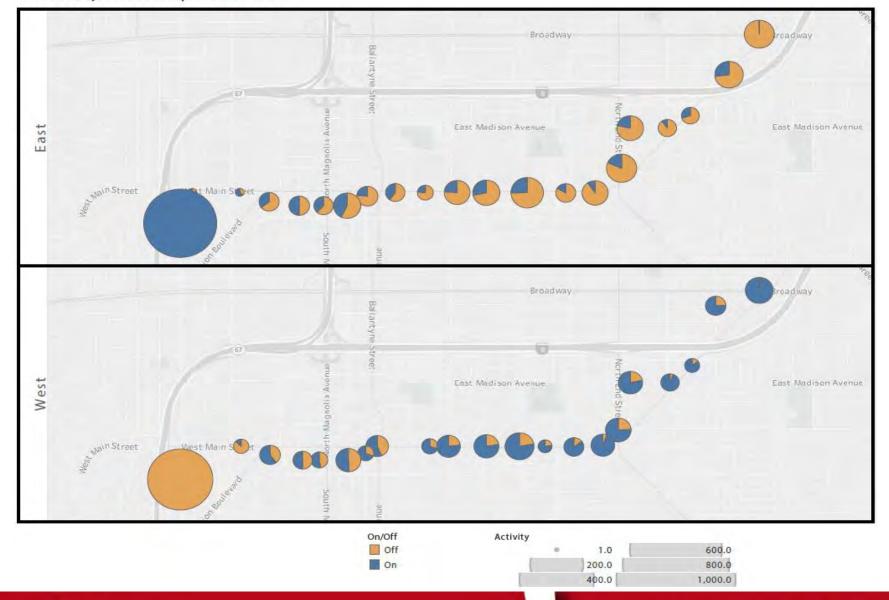
Some stops would be served by Routes 864 and/or 874/875 instead.





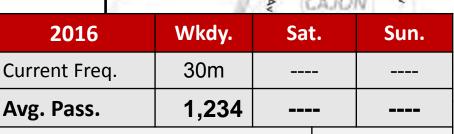












Main St

El Cajon Transit Center

115 833 848 864 870 871 872 874 875, Rural, Green Line, Orange Line, Greyhound

2016	Rt. 816	Category Average	All Bus Average
Pass./Rev. Hr.	29.8	24.0	28.8
Subsidy/Pass.	\$0.90	\$1.64	\$1.90
Fbx. Recovery	55.0%	38.9%	35.2%

Recommendation

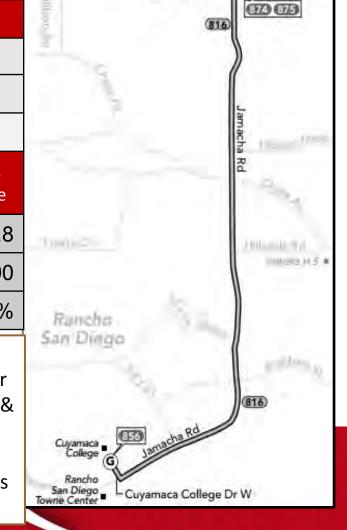
 Re-route to Washington Ave. for faster service between ECTC and Rancho SD & Cuyamaca College.

Impacts

Annual Passengers:

Some stops would be served by Routes 815 and/or 874/875 instead.





Madison Av

Park & Ride .

E Main St

(07Z) (07Z)

Lexington Av

Washington A

El Cajon

870 872

315,265

El Cajon Cívic Center

ECPAC 815







2016	Wkdy.	Sat.		Sun.
Current Freq.	60m	60m		60m
Avg. Pass.	191	53		62
Annual Passeng	ers:		5	55,371
		Cotoo		All Divis

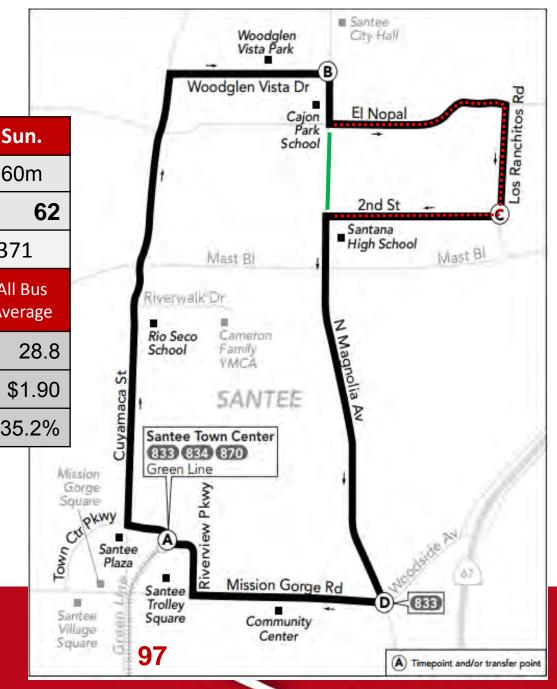
2016	Rt. 832	Category Average	All Bus Average
Pass./Rev. Hr.	14.9	24.0	28.8
Subsidy/Pass.	\$1.96	\$1.64	\$1.90
Fbx. Recovery	36.8%	38.9%	35.2%

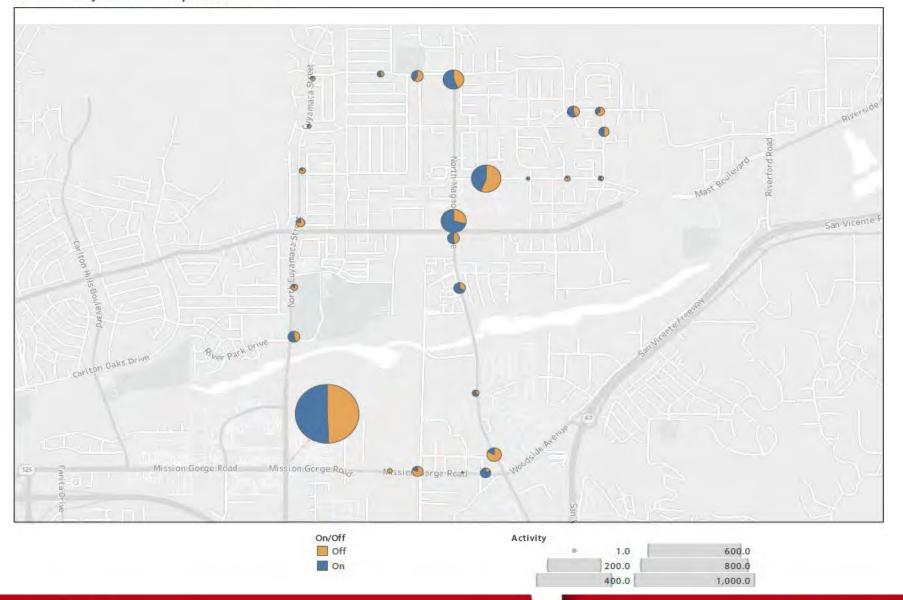
Recommendation

 Streamline route along Magnolia Ave.
 (discontinue El Nopal/Los Ranchitos Rd. loop).

Impacts

- Loss of 19 weekday boardings beyond
 ¼ mile of Magnolia Ave.
- Slight reduction in ADA service area.







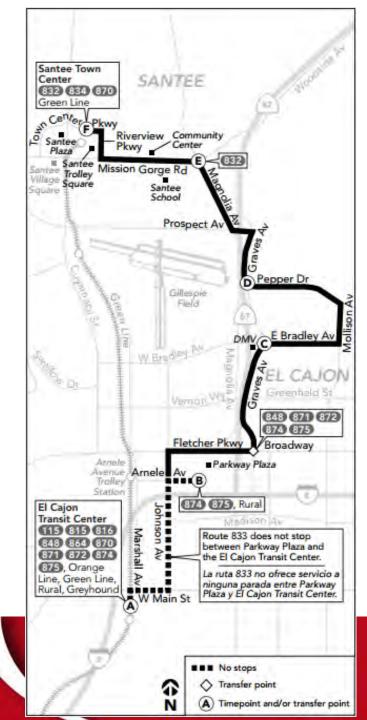


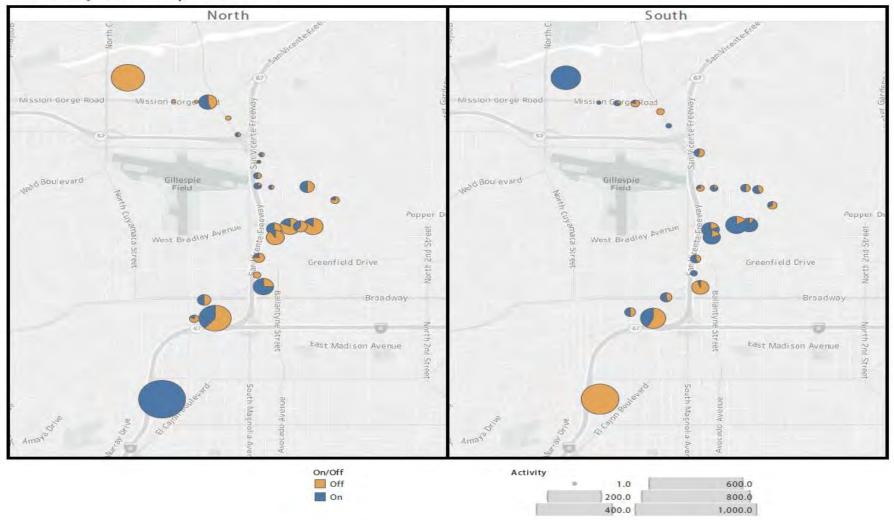
2016	Wkdy.	Sat.		Sun.		
Current Freq.	45m	60m		60m		
Avg. Pass.	400	225		225		116
Annual Passeng	ers:	1		21,049		
2016	Rt. 833	Category Average		All Bus Average		
Pass./Rev. Hr.	17.0	24.0		28.8		
Subsidy/Pass.	\$1.71	\$1.64		\$1.90		
Fbx. Recovery	37.3%	38.9%		35.2%		

Recommendation

- No proposed changes.











Recommendation – <u>Subsidy Neutral Alternative</u>

Discontinue route.

Impacts

 Loss of service to West Santee (including West Hills HS).

Recommendation – Full T.O.P. Alternative

 Restructure into an hourly weekday loop serving Mast Blvd. and Mission Gorge Rd.

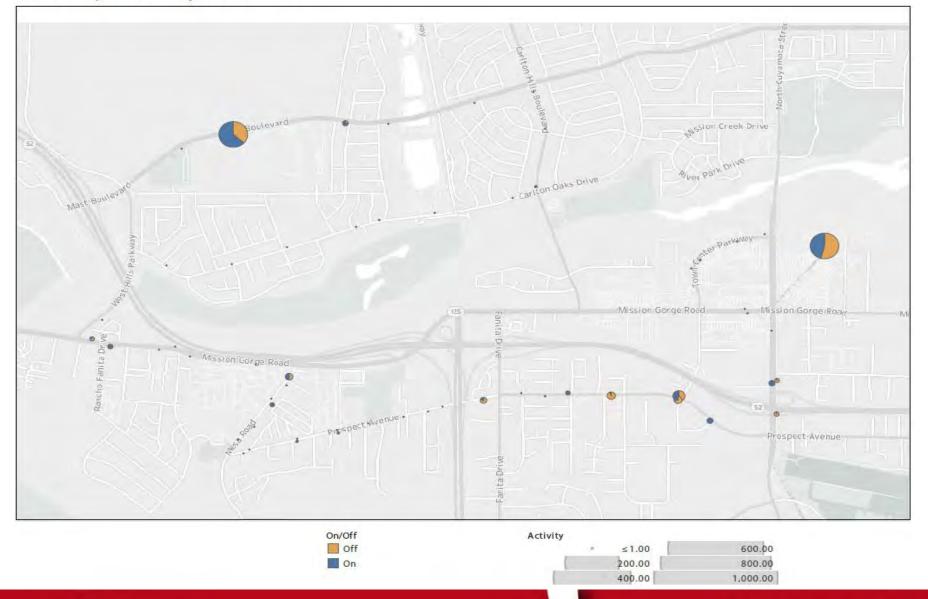
Impacts

- Loss of service along Prospect Ave., Carlton Oaks Dr.
- Service not tailored to high school schedules.

2016	Wkdy.	Sat.		Sun.				
Current Daily Trips	5 trips							
Avg. Pass.	65							
Annual Passeng	ers:	1		16,195				
2016	Rt. 834	Category Average		All Bus Average				
Pass./Rev. Hr.	13.8	24.0		28.8				
Subsidy/Pass.	\$4.23	\$1.64		\$1.90				
Fbx. Recovery	22.0%	38.9%		35.2%				









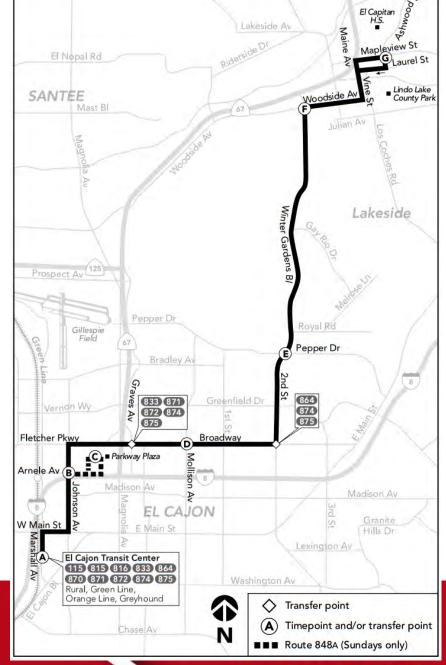


2016	Wkdy.	Sat.		Sun.				
Current Freq.	30m	60m		60m				
Avg. Pass.	1,280	540		540		540		549
Annual Passeng	ers:	3		89,820				
2016	Rt. 848	Category Average		All Bus Average				
Pass./Rev. Hr.	26.7	24.0		28.8				
Subsidy/Pass.	\$1.22	\$1.64		\$1.90				
Fbx. Recovery	46.6%	38.9%		35.2%				

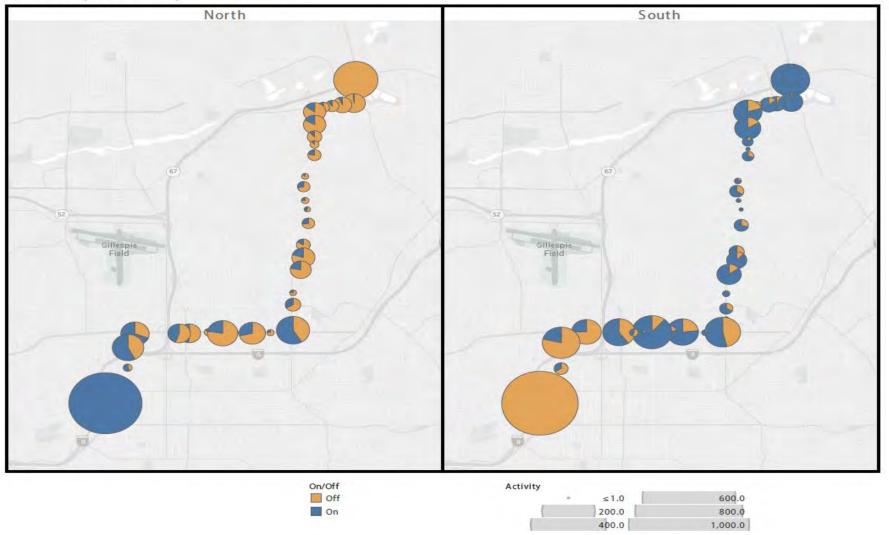
Recommendation

- No proposed changes.

(Lakeside extension implemented in June 2017.)











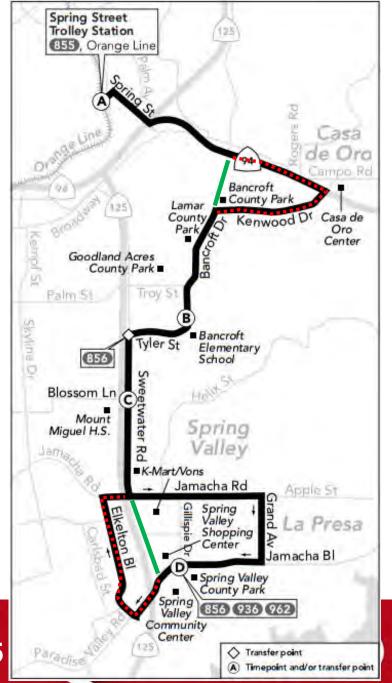
2016	Wkdy.	Sat.		Sun.				
Current Freq.	45-60m							
Avg. Pass.	291							
Annual Passenger	s:			74,441				
2016	Rt. 851	Category Average		All Bus Average				
Pass./Rev. Hr.	16.1	14.6		28.8				
Subsidy/Pass.	\$1.92	\$2.21		\$1.90				
Fbx. Recovery	33.6%	31	.2%	35.2%				

Recommendation

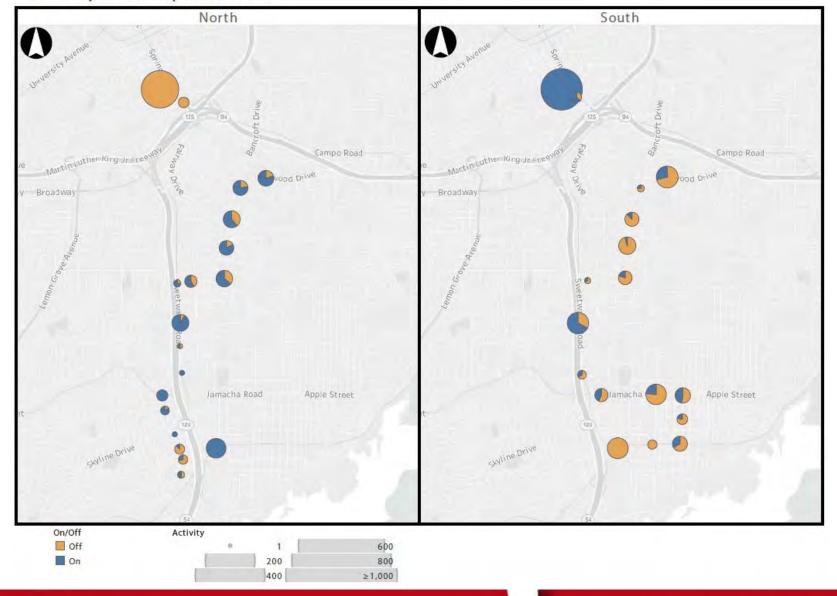
- Streamline route via:
 - Bancroft Dr. instead of Kenwood Dr.
 - Sweetwater Rd. instead of Elkelton Blvd.
- Allows for even 60 min. headway all day with one bus.

Impacts

- Discontinuation of service along Kenwood Drive.
 - 100% of trip ends within 1/3 mi. of Bancroft Dr.
- Discontinuation of service along Elkelton Blvd.
 - 99% of trip ends within 1/3 mile of Rt. 962 on Paradise Valley Rd. or Rt. 936 on Jamacha Rd.



105







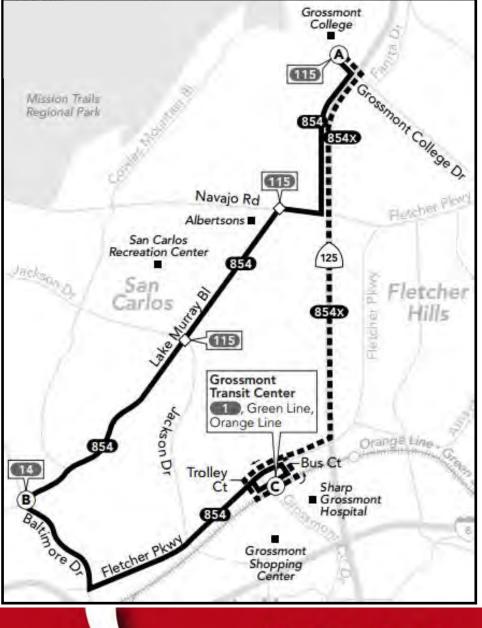
2016	Wkdy.	Sat.		Sun.		
Current Freq.	60/60m	60m				
Avg. Pass.	627	165		165		
Annual Passeng	ers:	1		69,460		
2016	Rt. 854	Category Average		All Bus Average		
Pass./Rev. Hr.	23.4	24.0		28.8		
Subsidy/Pass.	\$1.62	\$1.64		\$1.90		
Fbx. Recovery	40.8%	38.9%		35.2%		

Recommendation

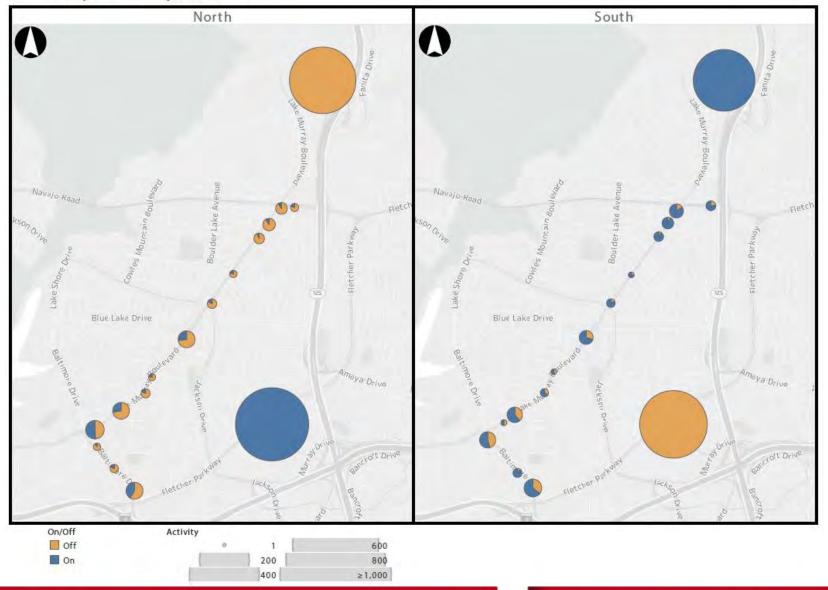
- Operate Rt. 854x all day every 30 minutes via SR-125.
- Weekdays only (Grossmont College school days).
- Replace Baltimore Dr. service with Rt. 14.

Impacts

- Discontinuation of service along Lake Murray Blvd. between Jackson Dr. and Baltimore Dr.
 - 98% of trip ends within 1/3 mile of Rt. 14 on Baltimore Dr. or Rt. 115 at Jackson Dr.
- Loss of Saturday service.
 - Rt. 115 operates 7 days/week.













Sat.

Sun.

Recommendation

2016

- No proposed changes.

Current Freq.	30m	60m		45m				
Avg. Pass.	915	368		368		368		190
Annual Passeng	ers:		2	64,765				
2016	Rt. 855	Category Average		All Bus Average				
Pass./Rev. Hr.	28.9	24.0		28.8				
Subsidy/Pass.	\$0.86	\$1.64		\$1.90				
Fbx. Recovery	55.9%	38.9%		35.2%				

Wkdy.

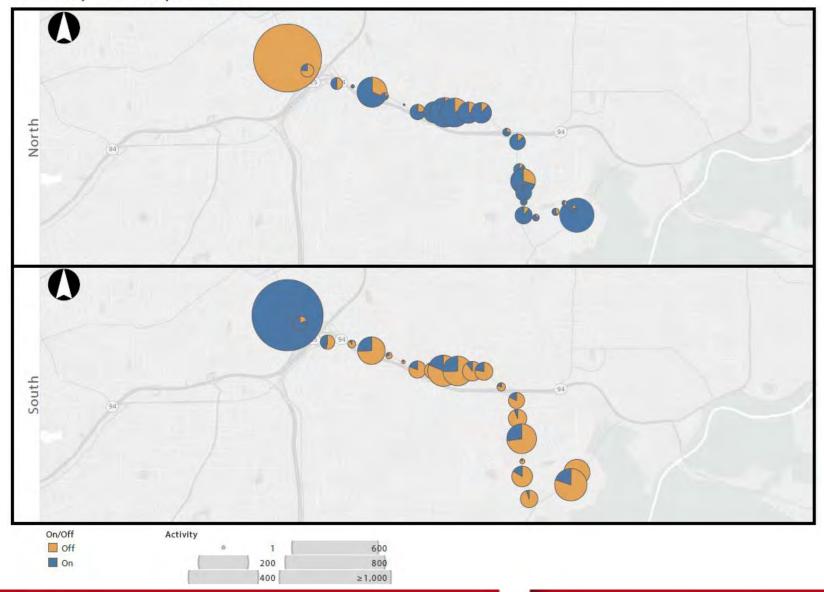














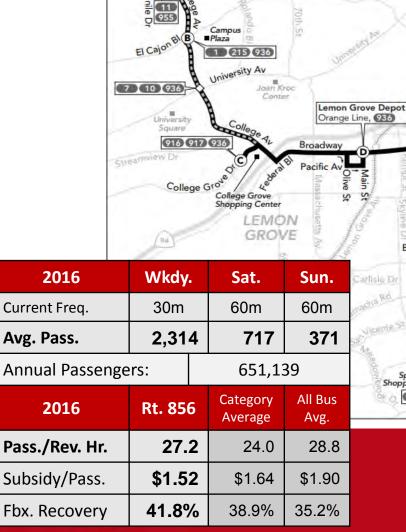


SDSU Transit Center

936 955, Green Line

Green Dine

E Cajon B/



Avg. Pass.

Recommendation

- Discontinue service to Rancho San Diego Village.
- Discontinue segment into College Grove Drive.
 - Faster service between Lemon Grove and SDSU
 - Faster service between Lemon Grove /Orange Line and Cuyamaca College/RSD Town Center

Impacts

- Discontinuation of service in Rancho SD Village area.
 - 47 daily boardings beyond ¼ mile of alt. service

Calle Verde

Longer walk or transfer to access some College Grove businesses.



Ora

Campo Rd

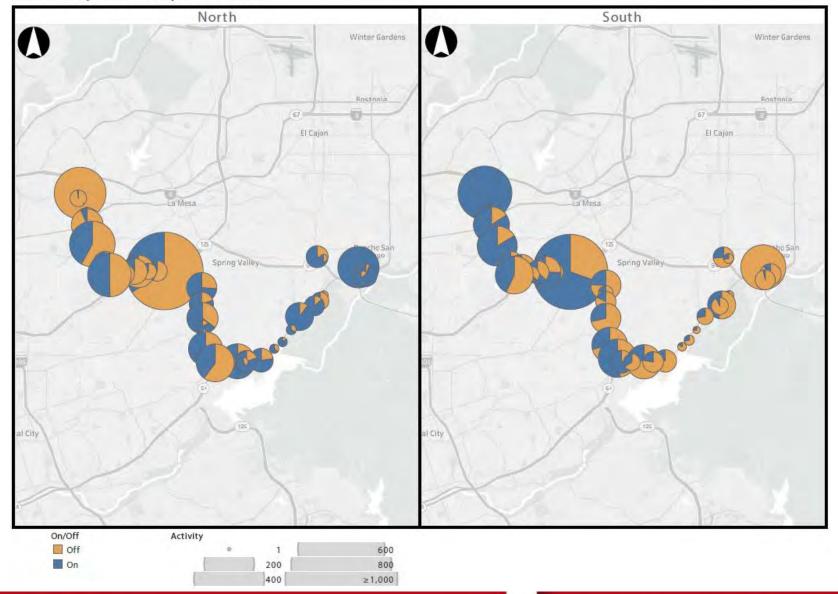




Cuyamaca College

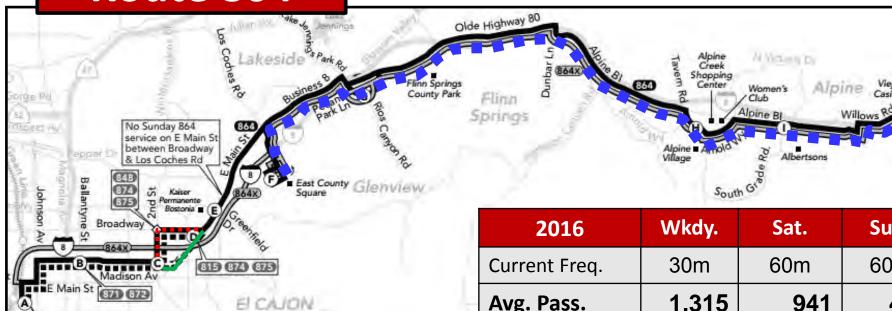












Recommendation

Washington III El Cajon Transit Center

(115 (815) (816) (833) (848) 870 871 872 874 875, Rural, Green Line, Orange Line, Greyhound

- Replace service east of East County Square and Route 864x with new Route 838.
- Streamline route to use East Main St. between Madison Ave. and Broadway.

Impacts

Requires transfer for through-riders at East County Square.

2016	Wkdy.	Sat.		Sun.
Current Freq.	30m	60m		60m
Avg. Pass.	1,315	941		452
Annual Passengers:			4	13,482

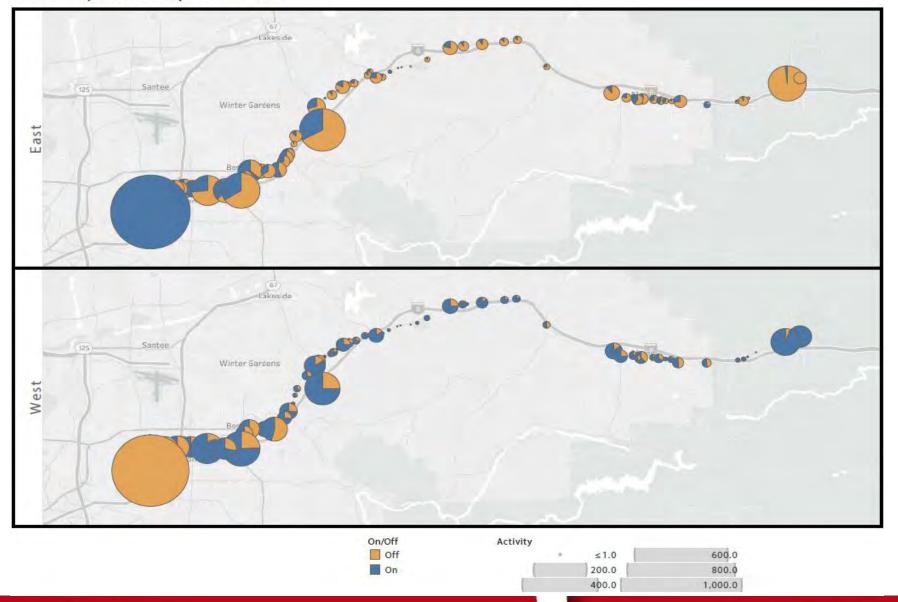
2016	Rt. 864	Category Average	All Bus Average
Pass./Rev. Hr.	17.1	24.0	28.8
Subsidy/Pass.	\$3.42	\$1.64	\$1.90
Fbx. Recovery	23.4%	38.9%	35.2%





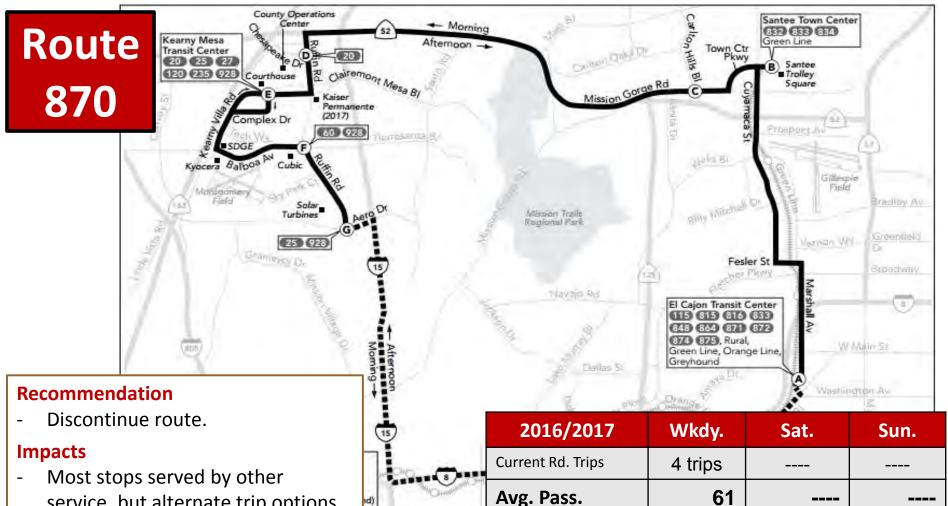












 Most stops served by other service, but alternate trip options are much longer than Route 870 and likely unacceptable to most riders.

All Bus Category 2016/2017 Rt. 870 Average **Average** Pass./Rev. Hr. 13.2 25.6 28.8 Subsidy/Pass. \$2.47 \$3.39 \$1.90 Fbx. Recovery 22.9% 35.2% 29.7%

15,461

Annual Passengers:









Route 871/872

Recommendation

Discontinue route.

Impacts

2016

- Most of route within ¼ mile of alternate service.
- Chase Ave. stops ½ mile from alternate service on Washington Ave.

Wkdy.

Sat.

Sun.

Current Freq.	60m	60m		60m
Avg. Pass.	441	64	ļ	42
Annual Passeng	ers:	119,109		
2016	Rt. 871/872	Category Average		All Bus Average
Pass./Rev. Hr.	18.8	24.0		28.8
Subsidy/Pass.	\$1.60	\$1.64		\$1.90
Fbx. Recovery	40.4%	38	.9%	35.2%

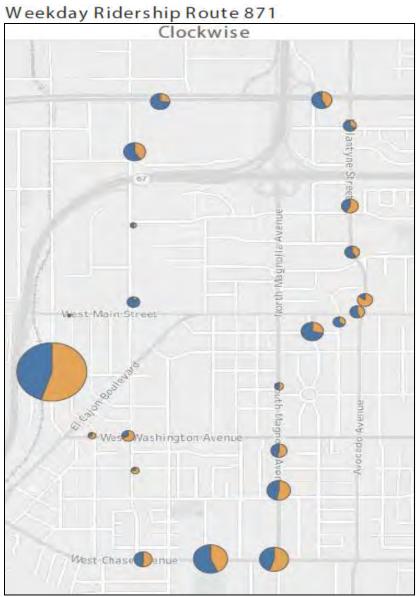




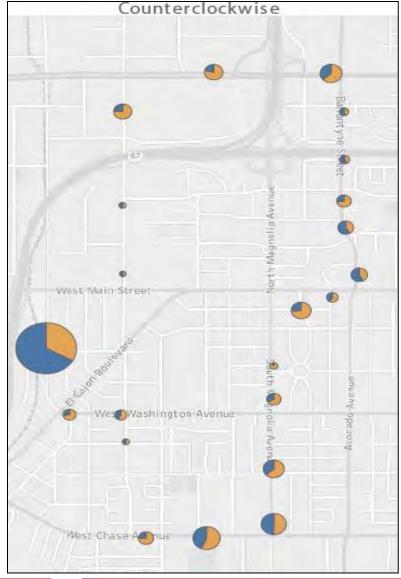






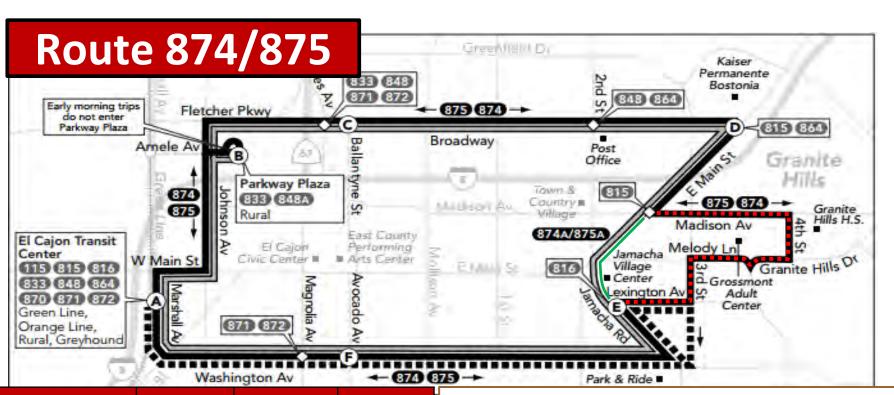












2016	Wkdy.	Sat.		Sun.
Current Freq.	30m	60r	n	60m
Avg. Pass.	1,501		792	251
Annual Passeng	ers:	440,315		
2016	Rt. 874/875	Category Average		All Bus Average
Pass./Rev. Hr.	24.8	24.0		28.8
Subsidy/Pass.	\$1.41	\$1.64		\$1.90
Fbx. Recovery	43.8%	38	.9%	35.2%

Recommendation

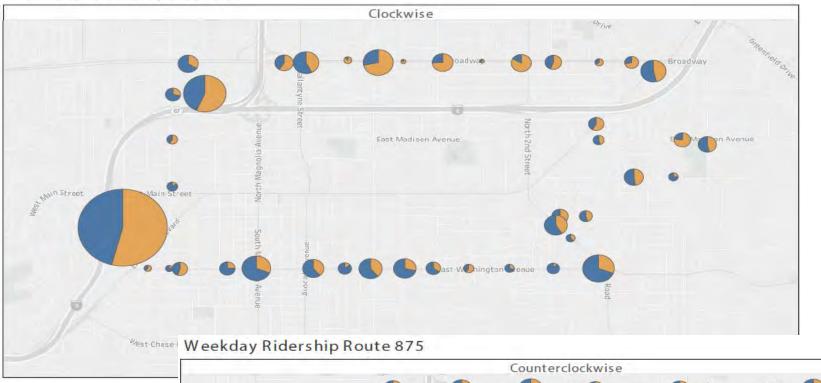
Streamline route along Jamacha Rd. & E. Main
 St, discontinuing service into Granite Hills area.

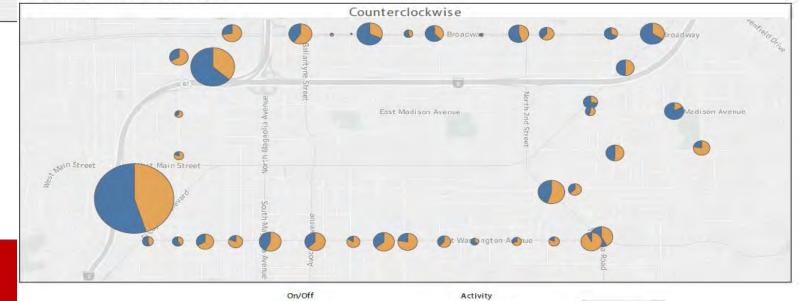
Impacts

 Loss of service to Granite Hills stops, including GHHS and Grossmont Adult Ctr. (approx. ½ mile from alternate service).



Weekday Ridership Route 874





600.0

800.0

1,000.0

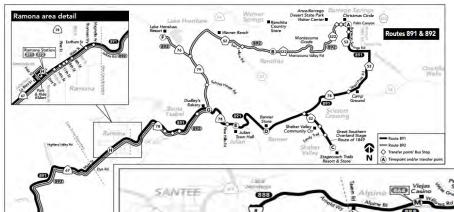
1.0

200.0

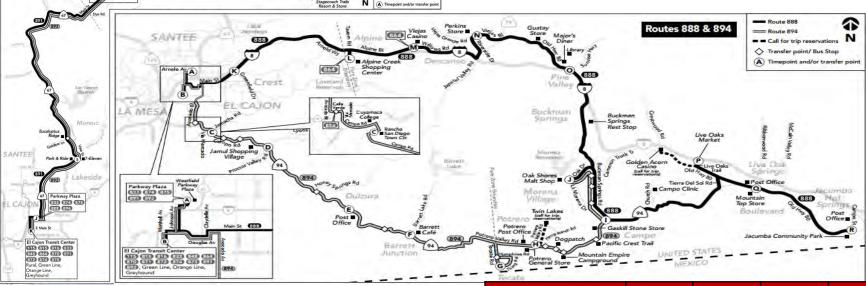
400.0

Off

On



Route 888, 891, 892, 894 (Rural)



Recommendation

Disc. Rt. 894 service into Parkway Plaza.

Impacts

 Transfer to/from Rt. 833 or Rt. 874/875 required to continue to/from Parkway Plaza.

2016	888	891	892	894
Wkly. Rnd. Trips	2	1	1	20
Avg. Wkdy. Pass.	32	20	22	261
Annual Pass:	3,356	1,055	1,191	66,527
			Cot	

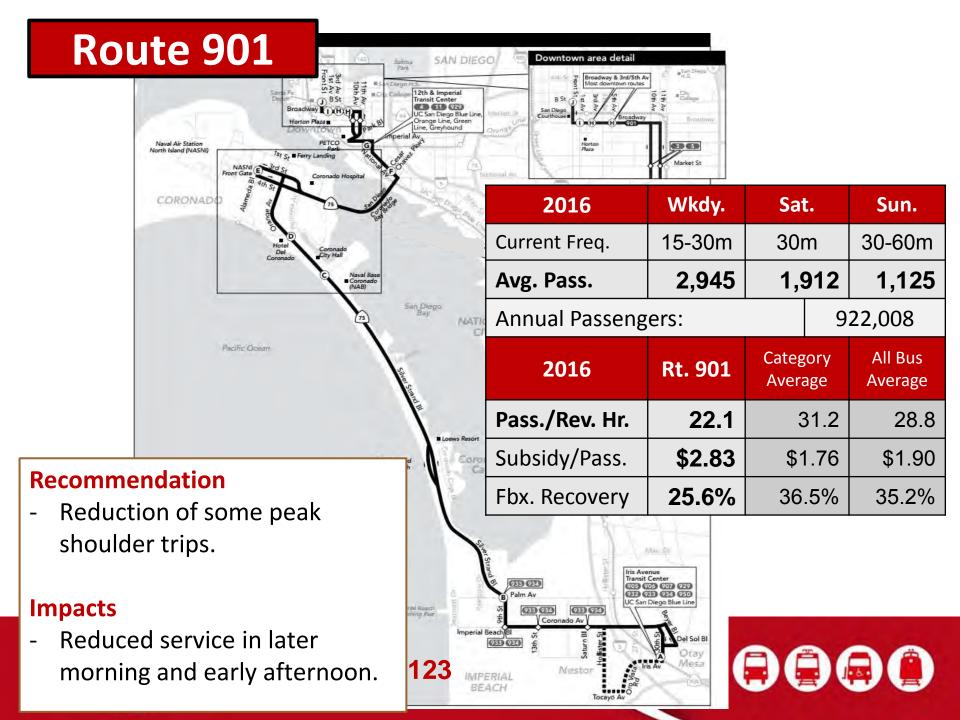
2016	888	891	892	894	Cat. Avg.	All Bus
Pass./R.H.	5.7	3.2	3.8	15.9	13.3	28.8
Subs./Pass.	\$27.05	\$49.85	\$42.24	\$7.46	\$9.56	\$1.90
Fbx. Rec'y	4.5%	2.6%	3.2%	14.8%	12%	35.2%



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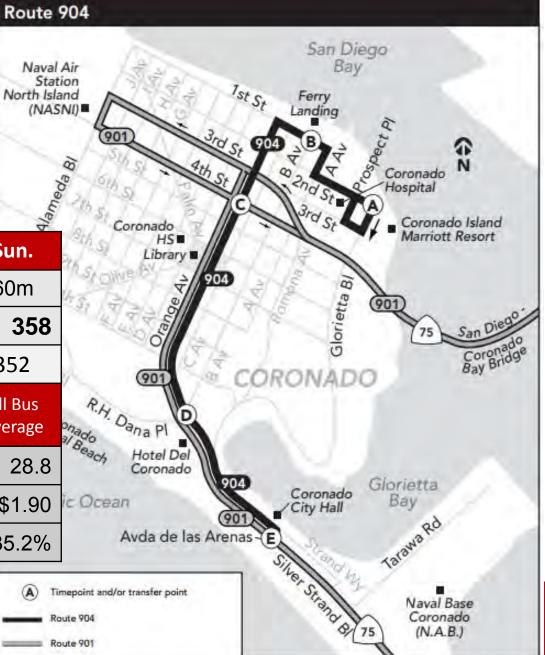
Recommendation

- No proposed changes.

2016	Wkdy.	Sat.		Sun.
Current Freq.	60m	60m		60m
Avg. Pass.	375	4	358	
Annual Passengers			1.	42 352

Annual Passengers: 142,352

2016	Rt. 904	Category Average	All Bus Average
Pass./Rev. Hr.	21.2	24.0	28.8
Subsidy/Pass.	\$1.33	\$1.64	\$1.90
Fbx. Recovery	10.7%	38.9%	35.2%

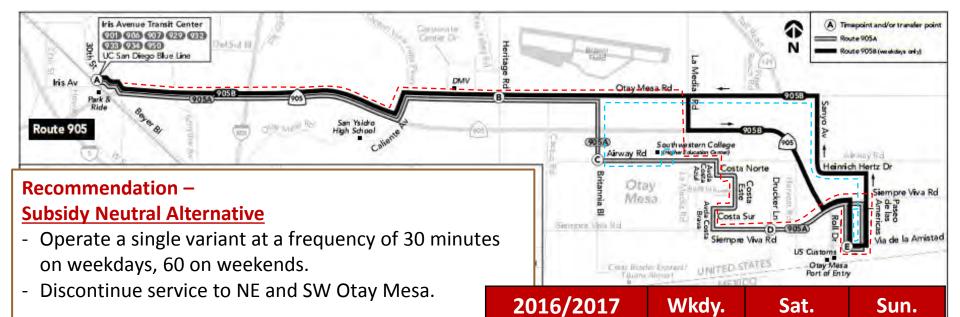












Recommendation – Full T.O.P. Alternative

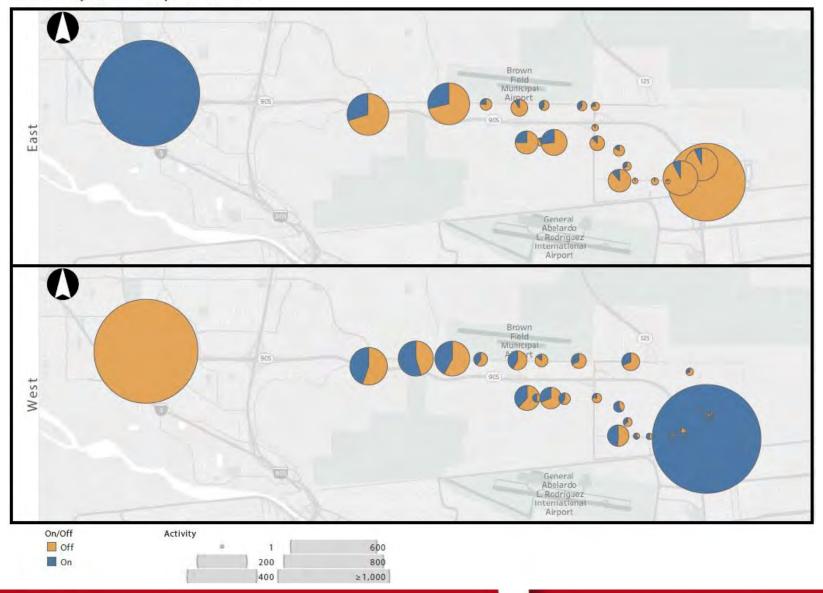
- Same as above.
- Implement Rt. 85 to cover NE, SW Otay Mesa.

Impacts

- Loss of service to some areas with rev. neutral alt.
- Reduced local svc. in favor of added express svc.



Current Freq.	20-30m	60m		60m
Avg. Pass.	1,851	1,0	618	994
Annual Passeng	ers:	726,780		
2016/2017	Rt. 905	Category Average		All Bus Average
Pass./Rev. Hr.	43.2	24.0		28.8
Subsidy/Pass.	\$0.79	\$1.64		\$1.90
Fbx. Recovery	59.2%	38	.9%	35.2%







Route 906/907



129

2010	vvkay.	Sal.		Suii.
Current Freq.	15m	20m		30m
Avg. Pass.	4,720	2,886		1,541
Annual Passengers:			1,4	453,342
2016	Rt.	Category All B		All Bus

2016	Rt. 906/907	Category Average	All Bus Average
Pass./Rev. Hr.	36.8	31.2	28.8
Subsidy/Pass.	\$0.25	\$1.76	\$1.90
Fbx. Recovery	78.4%	36.5%	35.2%

Recommendation – Subsidy Neutral Alternative

- Increase Sunday frequency to 20 minutes (match Saturday).

Recommendation – Full T.O.P. Alternative

- Increase weekend frequency to 15 minutes.

Impacts

 Better frequency = more travel options and flexibility.

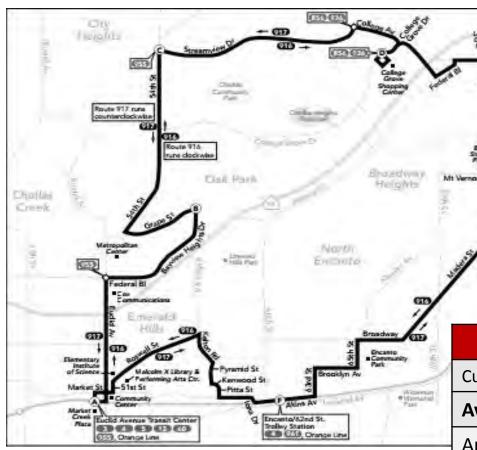


Weekday Ridership Route 906 North South Del Sol Boulevard Del Sol Boulevar Weekday Ridership Route 907 North South On/Off
Off
On Activity 600 800 ≥1,000 200 Del Sol Boulevar Del Sol Boulevard **130** On/Off
Off
On Activity 600 800

200 400

≥1,000

Route 916/917



Recommendation

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GROVE

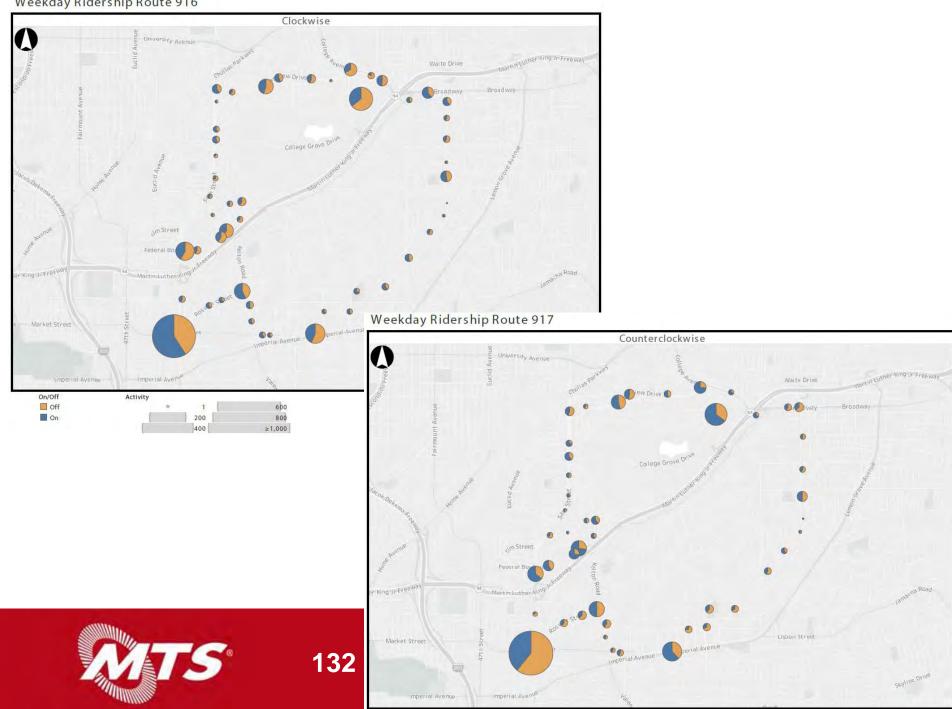
- No proposed changes.

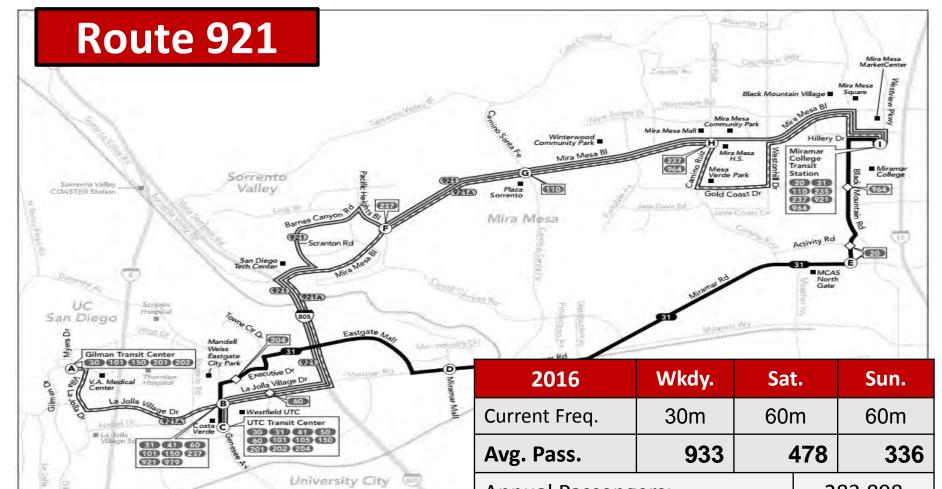
2016	Wkdy.	Sat.	Sun.
Current Freq.	30-60m	60m	
Avg. Pass.	792	418	

Annual Passengers: 224,373

2016	Rt. 916/917	Category Average	All Bus Average
Pass./Rev. Hr.	19.2	24.0	28.8
Subsidy/Pass.	\$2.46	\$1.64	\$1.90
Fbx. Recovery	29.9%	38.9%	35.2%







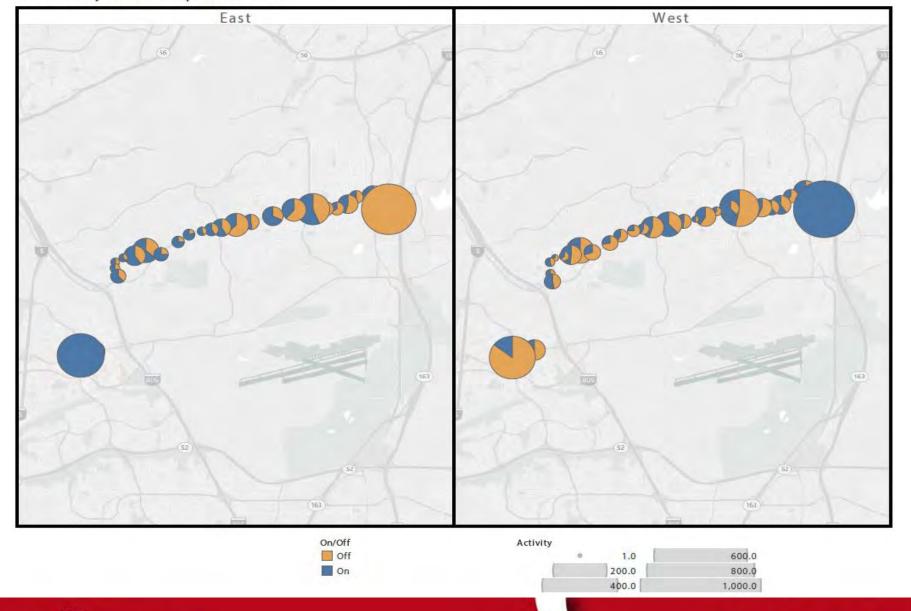
Recommendation

- No proposed changes.

2016	wkay.	Sat.		Sun.
Current Freq.	30m	60m		60m
Avg. Pass.	933	478		336
Annual Passengers:			<u> </u>	83,898

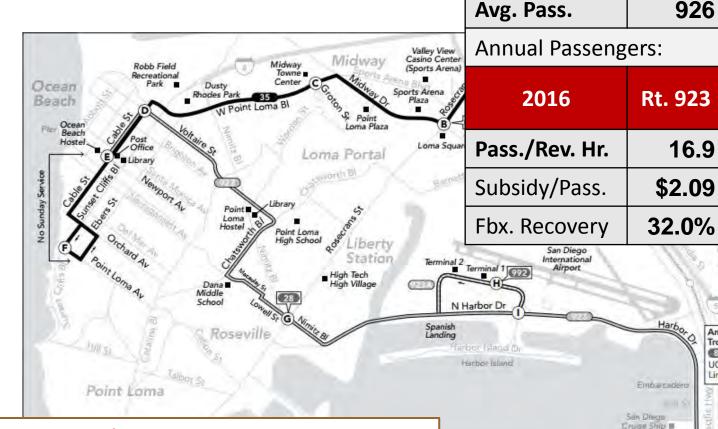
2016	Rt. 921	Category Average	All Bus Average
Pass./Rev. Hr.	17.7	24.0	28.8
Subsidy/Pass.	\$2.16	\$1.64	\$1.90
Fbx. Recovery	32.6%	38.9%	35.2%











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116	UU				ч	ut	

- Discontinue Saturday service.
- Add Ocean Beach tail below Newport Ave. from Route 35.

Impacts

Loss of Saturday service along Voltaire St. and Chatsworth Blvd.



Court- City Most downtown routes

Wkdy.

30m

926

16.9

\$2.09

Sat.

60m

107

Category

Average

24.0

\$1.64

38.9%

America Plaza Trolley Station 83 215 235 992

UC San Diego Blue Line, Orange Line

Sun.

242,152

All Bus

Average

28.8

\$1.90

35.2%

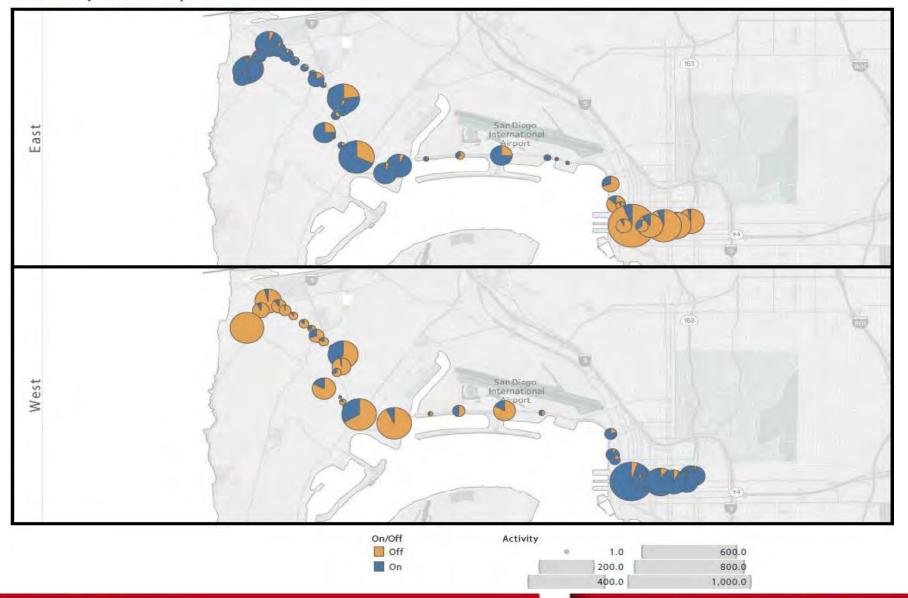
Zoo

Balboa

C St

2016

Current Freq.



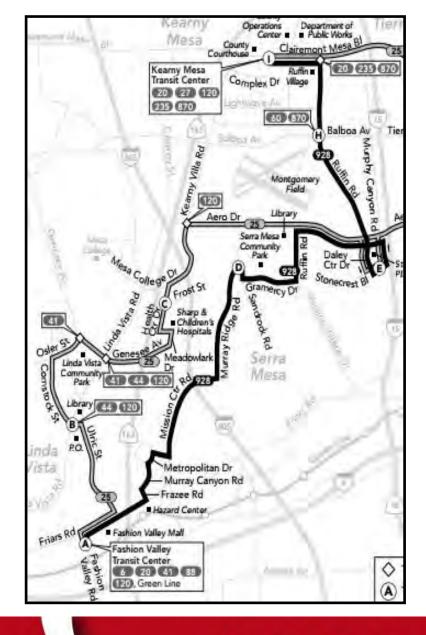




Recommendation

- No proposed changes.

2016	Wkdy.	Sat.		Sun.				
Current Freq.	30m	60m		60m				
Avg. Pass.	1,173	326		326		326		169
Annual Passeng	ers:		3	26,974				
2016	Rt. 928	Category Average		All Bus Average				
Pass./Rev. Hr.	21.2	24.0		28.8				
Subsidy/Pass.	\$2.02	\$1.64		\$1.90				
Fbx. Recovery	34.3%	38.9%		35.2%				



















Recommendation

- Shift Downtown S.D. terminal from City College T.C. to 12th & Imperial T.C.
 - Shortens length of route for better reliability
 - Reduces duplicative service through challenging East Village (construction, special events, etc.)

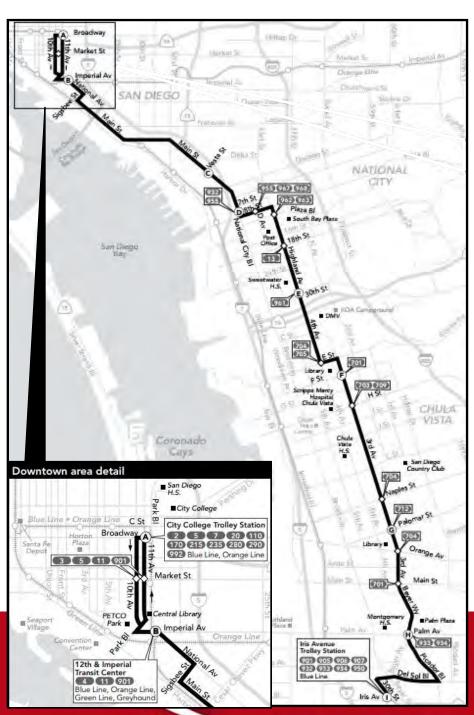
Impacts

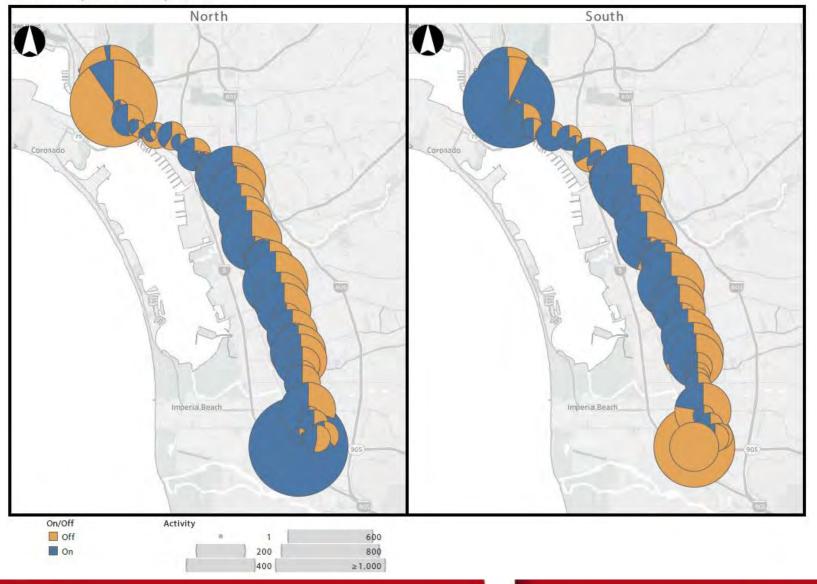
- Requires additional transfer for through-riders.
 - Through-service on Routes 11, 901, Blue, Orange

2016	Wkdy.	Sat.		Sun.
Current Freq.	15m	20m		20m
Avg. Pass.	7,478	4,344		3,039
Annual Passengers: 2,326,84			326,848	
2016	Rt. 929	U ,		All Bus Average

2016	Rt. 929	Category Average	All Bus Average
Pass./Rev. Hr.	33.6	31.2	28.8
Subsidy/Pass.	\$0.79	\$1.76	\$1.90
Fbx. Recovery	56.4%	36.5%	35.2%









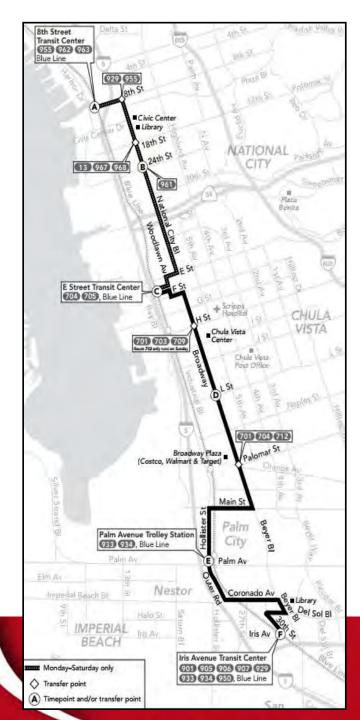


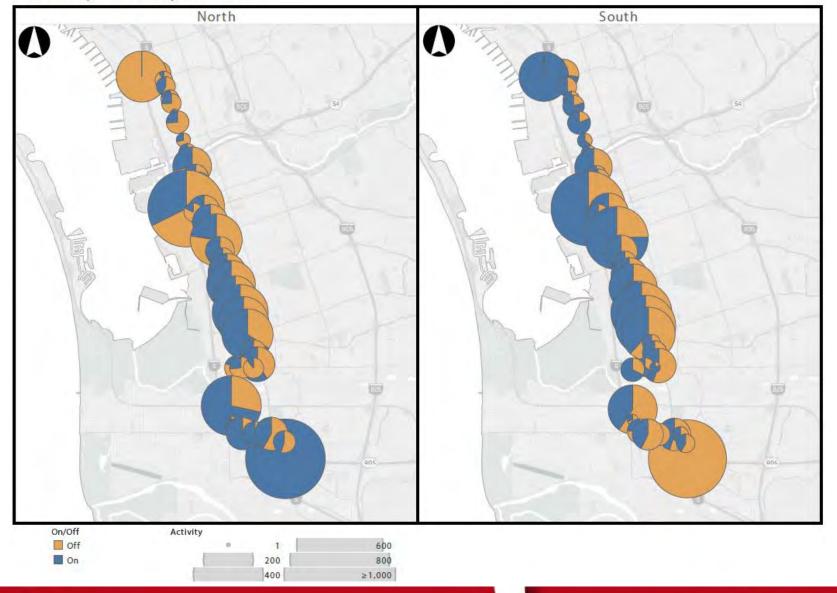
Recommendation

- No proposed changes.

2016	Wkdy.	Sat.		Sun.				
Current Freq.	15m	20m		30m				
Avg. Pass.	4,226	2,183		2,183		2,183		883
Annual Passen	gers:		248,916					
2016	Rt. 932	Category Average		All Bus Average				
Pass./Rev. Hr.	30.0	31.2		28.8				
Subsidy/Pass.	\$0.97	\$1.76		\$1.90				
Fbx. Recovery	50.4%	36.	.5%	35.2%				

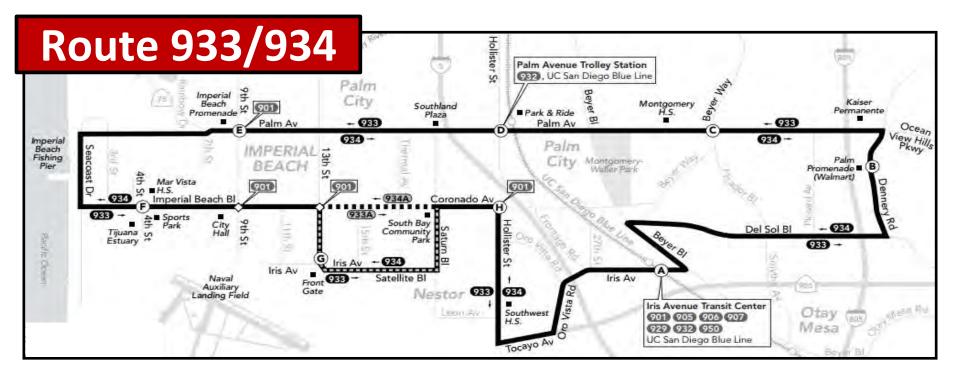












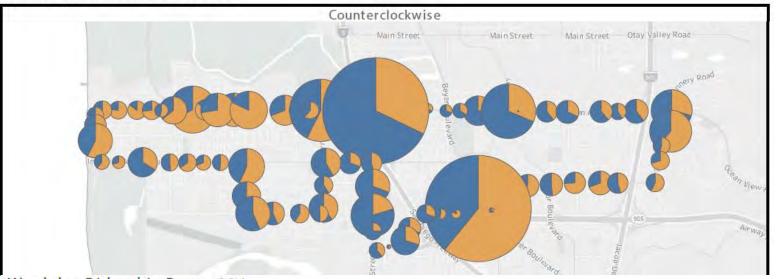
Recommendation

- No proposed changes.

2016	Wkdy.	Sat.		Sun.
Current Freq.	10-15m	20m		30m
Avg. Pass.	5,771	3,186		1 100
Avg. Fass.	3,771	٥,	100	1,480
Annual Passeng	,	3,		733,433

2016	Rt. 933/934	Category Average	All Bus Average
Pass./Rev. Hr.	30.8	31.2	28.8
Subsidy/Pass.	\$1.45	\$1.76	\$1.90
Fbx. Recovery	40.7%	36.5%	35.2%





Weekday Ridership Route 934







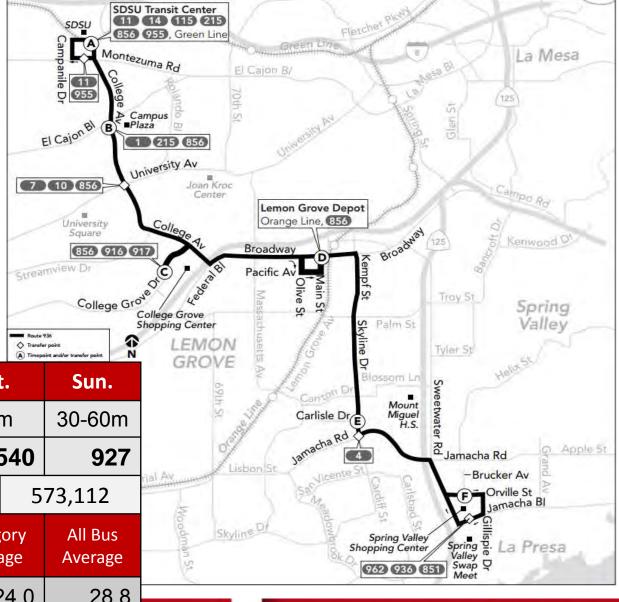
Recommendation

- Discontinue segment into College Grove Drive.
 - Faster service between Lemon Grove and SDSU

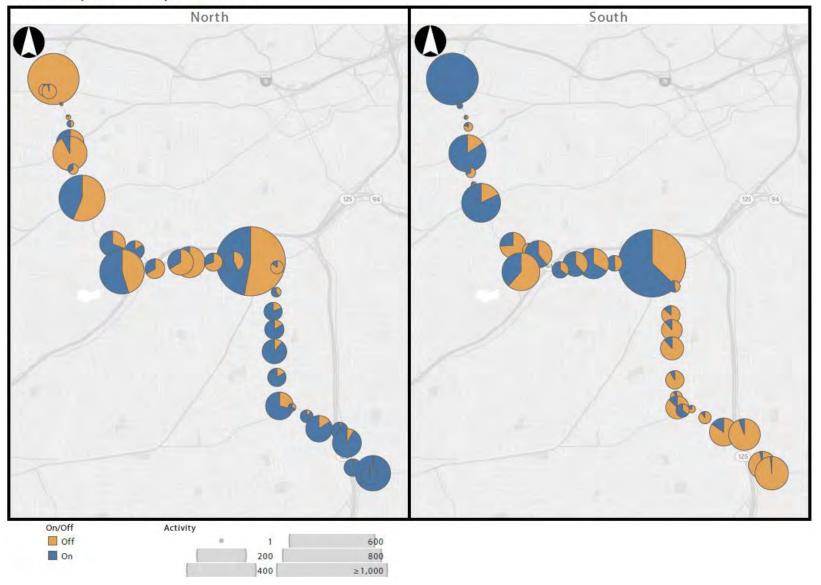
Impacts

 Longer walk or transfer to access some College Grove businesses.

2016	Wkdy.	Sat.		Sun.										
Current Freq.	30m	30m		30-60m										
Avg. Pass.	1,701	1,540		1,540		1,540		1,540		1,540		1,540		927
Annual Passeng	ers:		73,112											
2016	Rt. 936	Category Average		All Bus Average										
Pass./Rev. Hr.	27.3	24.0		28.8										
Subsidy/Pass.	\$0.82	\$1.64		\$1.90										
Fbx. Recovery	56.9%	38	.9%	35.2%										

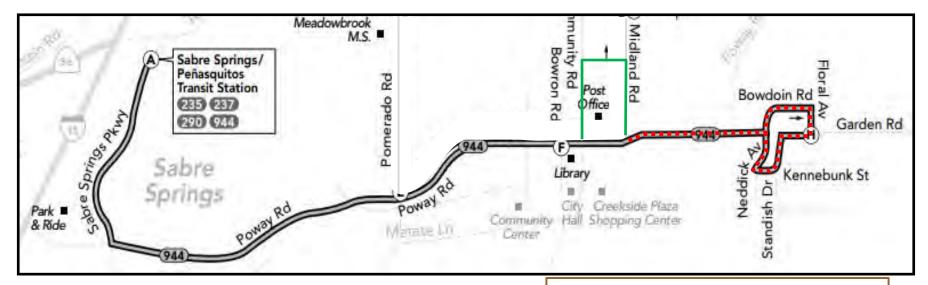












2016	Wkdy.	Sat.		Sun.		
Current Freq.	30m	60m				
Avg. Pass.	249	99		99		
Annual Passeng	ers:	68,892				
2016	Rt. 944	Category Average		All Bus Average		
Pass./Rev. Hr.	8.8	24.0		28.8		
Subsidy/Pass.	\$4.28	\$1.64		\$1.90		
Fbx. Recovery	18.8%	\$1.64 38.9%		35.2%		

Recommendation

- Move eastern turnaround from Garden Rd. area to Midland Rd./ Hilleary Place.
- More density and commercial off Community Rd.
- Shorter route makes better regional connections

Impacts

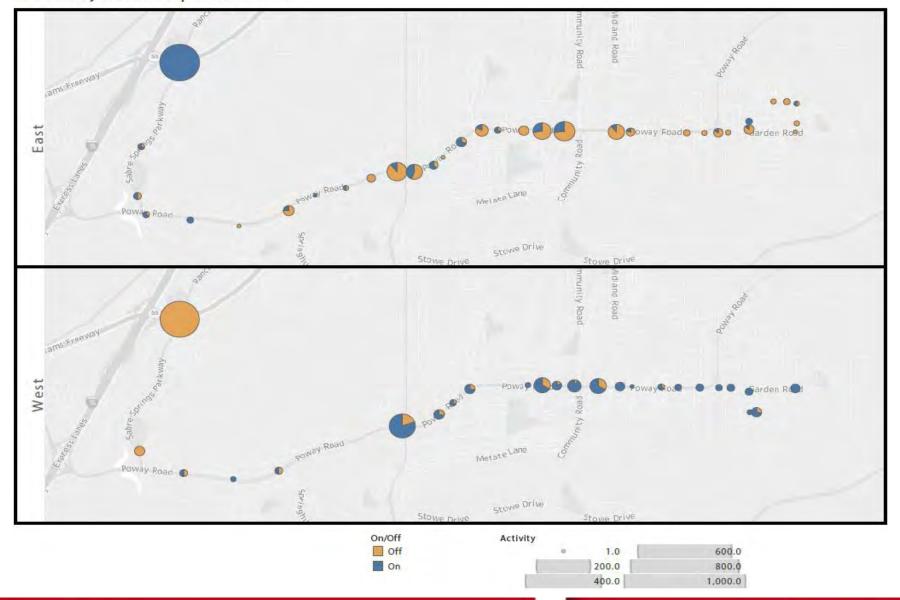
- Loss of service to SE Poway.















Transfer point Timepoint and/or transfer point Route 944 Route 945 Route 945A

Recommendation –

Subsidy Neutral Alternative

- Discontinue Route 945A variant (Espola Rd. loop).
- No proposed changes to regular Route 945 variant.

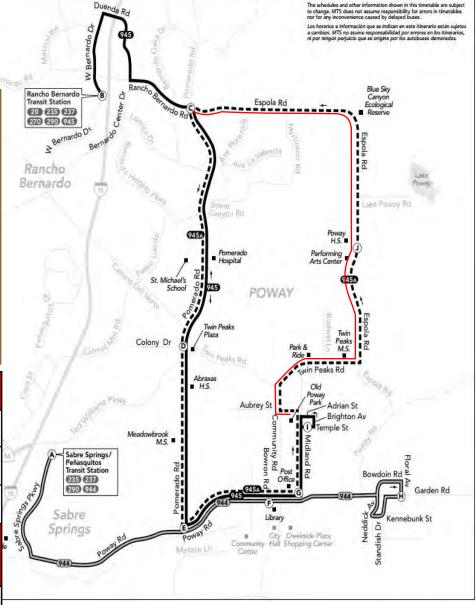
Impacts

 79 daily boardings along Espola Rd. (including Poway HS).

Recommendation – Full T.O.P. Alternative

- No changes proposed.

2016	Wkdy.	Sat.		Sun.		
Current Freq.	30m	45r	n			
Avg. Pass.	557	207		207		
Annual Passengers:			1	53,451		
2016	Rt. 945	Category Average		All Bus Average		
Pass./Rev. Hr.	11.9	24.0		28.8		
Subsidy/Pass.	\$2.84	\$1.64		\$1.90		
Fbx. Recovery	26.9%	38	.9%	35.2%		

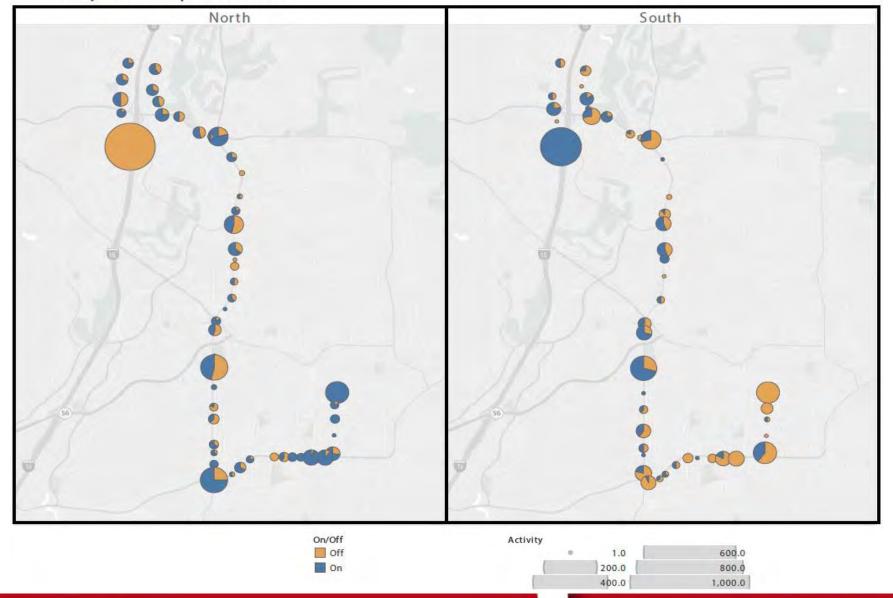


















2016/2017	Wkdy.	Sat.		Sun.
Current Freq.	12-30m	30-60m		30-60m
Avg. Pass.	1,204	178		104
Annual Passeng	ngers: 1			76,228
2016/2017	Rt. 950	Category Average		All Bus Average
Pass./Rev. Hr.	62.2	25.6		28.8
Subsidy/Pass.	\$1.30	\$3.39		\$1.90
Fbx. Recovery	39.2%	22	.9%	35.2%



Recommendation

- Increase weekday frequency to every 10 minutes in peaks.
- Expand span of service into evening.

Impacts

Resources reallocated from some Rt. 905 service.











2016	Wkdy.	Sat.		Sun.		
Current Freq.	15m	20m		30m		
Avg. Pass.	4,740	2,705		2,705		1,636
Annual Passeng	ers:		,454,467			
2016	Rt. 955	Category Average		All Bus Average		
Pass./Rev. Hr.	34.0	31.2		28.8		
Subsidy/Pass.	\$0.62	\$1.76		\$1.90		
Fbx. Recovery	62.5%	36.5%		35.2%		

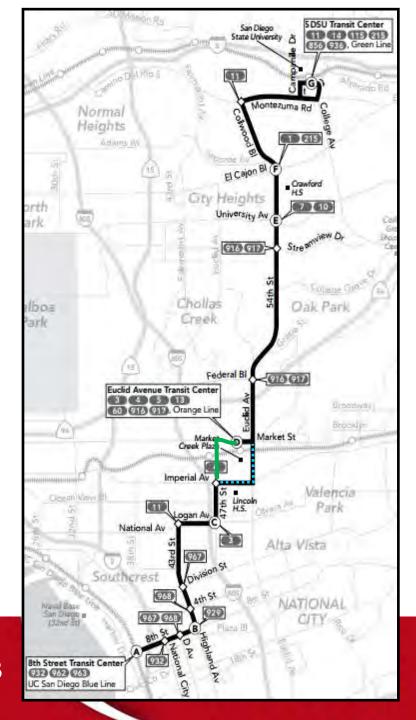
Recommendation

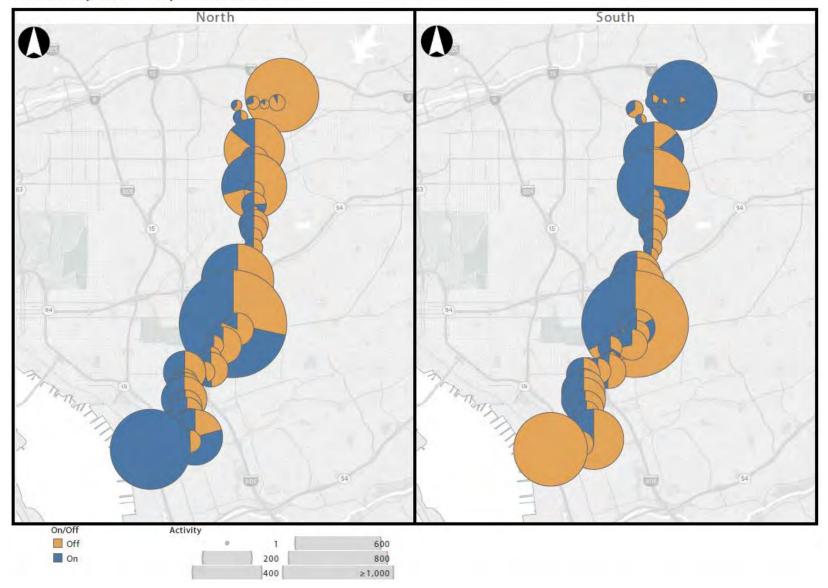
Increase weekday frequency from 15 to 12 minutes.

Impacts

- Better frequency = more travel options and flexibility.











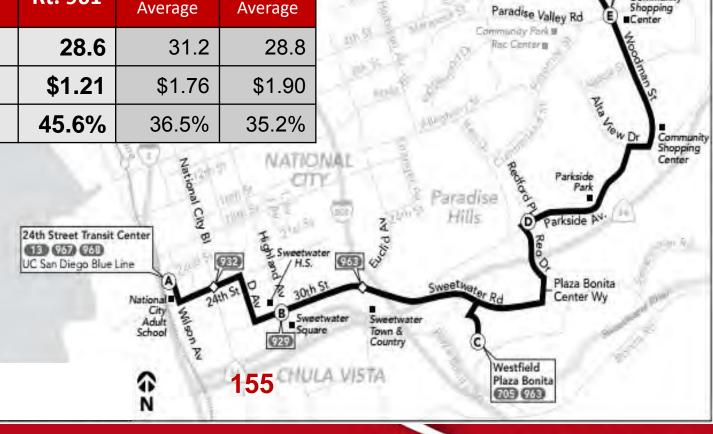
2016	Wkdy.	Sat.		Sun.
Current Freq.	15/30m	60ı	m	60m
Avg. Pass.	2,100	9	940	617
Annual Passengers:			6	22,929

2016	Rt. 961	Category Average	All Bus Average
Pass./Rev. Hr.	28.6	31.2	28.8
Subsidy/Pass.	\$1.21	\$1.76	\$1.90
Fbx. Recovery	45.6%	36.5%	35.2%

Recommendation

- No proposed changes.

(Saturday frequency will be increased in September 2017 from every 60 min. to every 30 min.)



Encanto/62nd St

Encanto

Skyline Dr

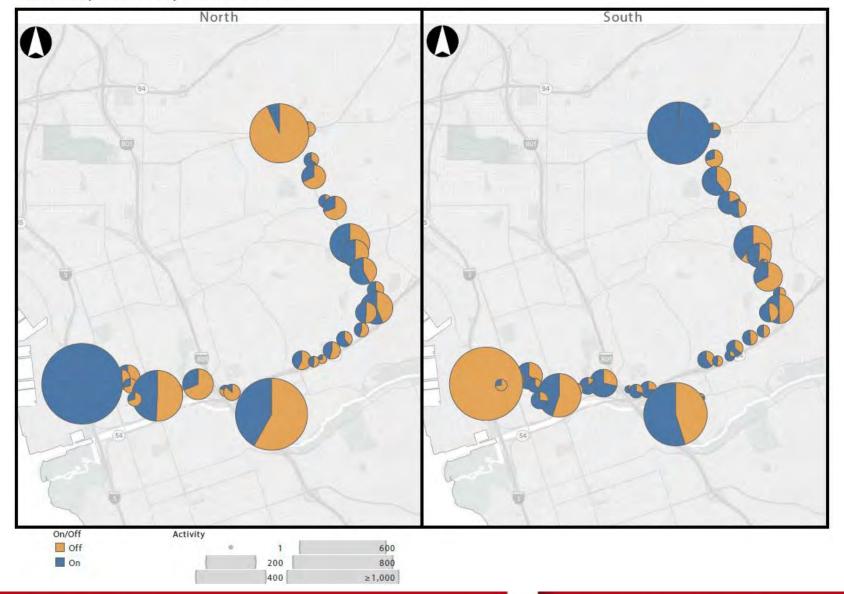
Trolley Station **33** 933 937

Orange Line

Skyline.

Hills

Community Shopping







Recommendation

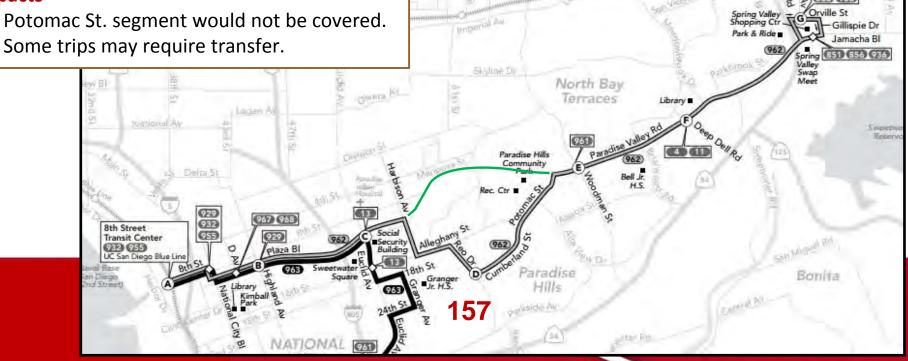
- Increase weekday base frequency from every 30 to every 15 minutes, and weekend frequency from every 60 to every 30 minutes.
- Streamline routing along Paradise Valley Rd., replacing local Paradise Hills service with new Route 969 or revised Route 963.

Impacts

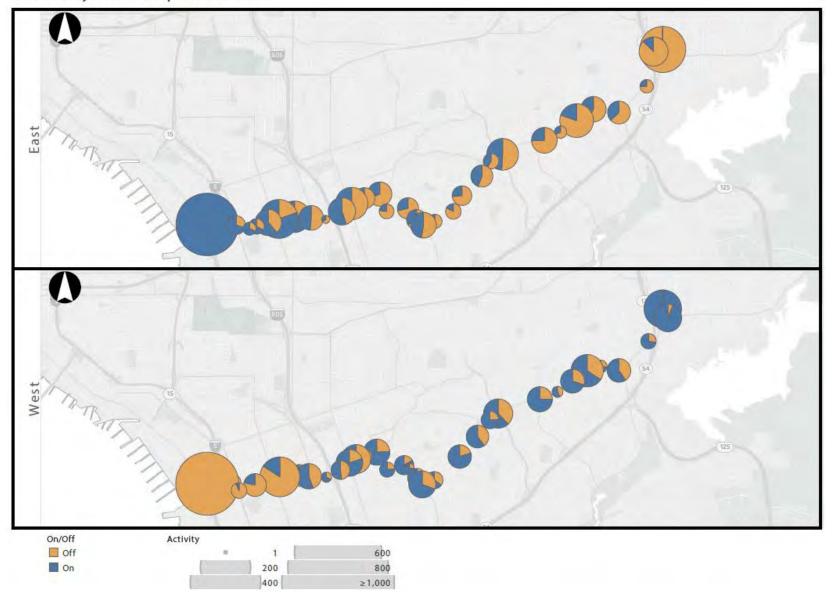
- Some trips may require transfer.

2016	Wkdy.	Sat.		Sun.		
Current Freq.	30m	60m		60m		
Avg. Pass.	1,461	773		773		528
Annual Passengers:				46,050		
2016	Rt. 962	Category Average		All Bus Average		
Pass./Rev. Hr.	27.7	24.0		28.8		
Subsidy/Pass.	\$1.04	\$1.64		\$1.90		
Fbx. Recovery	49.5%	38	.9%	35.2%		

Spring Valle

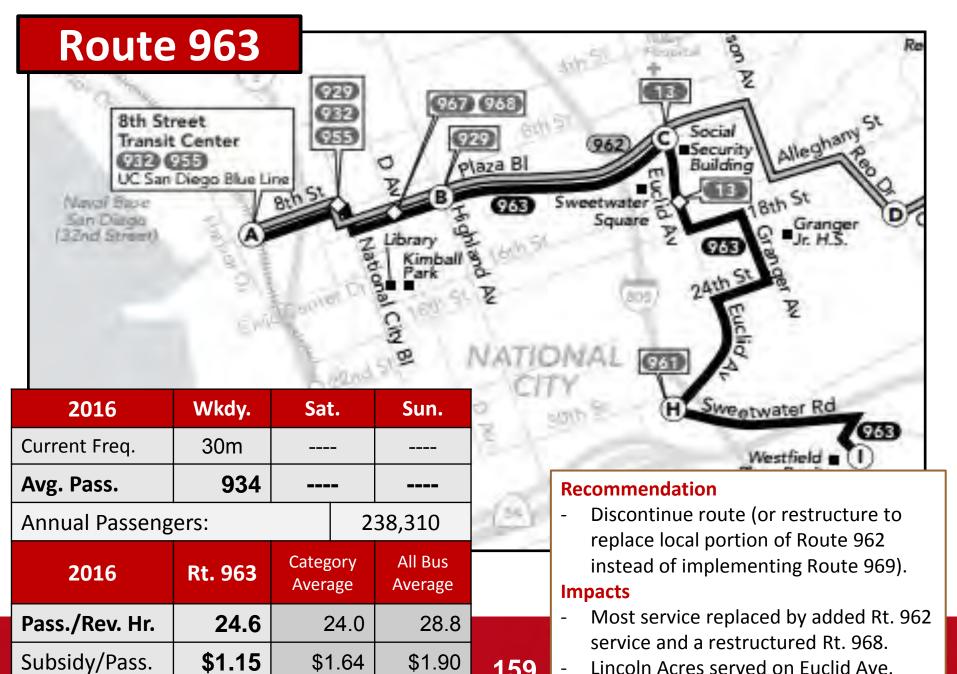


Weekday Ridership Route 962









159

35.2%

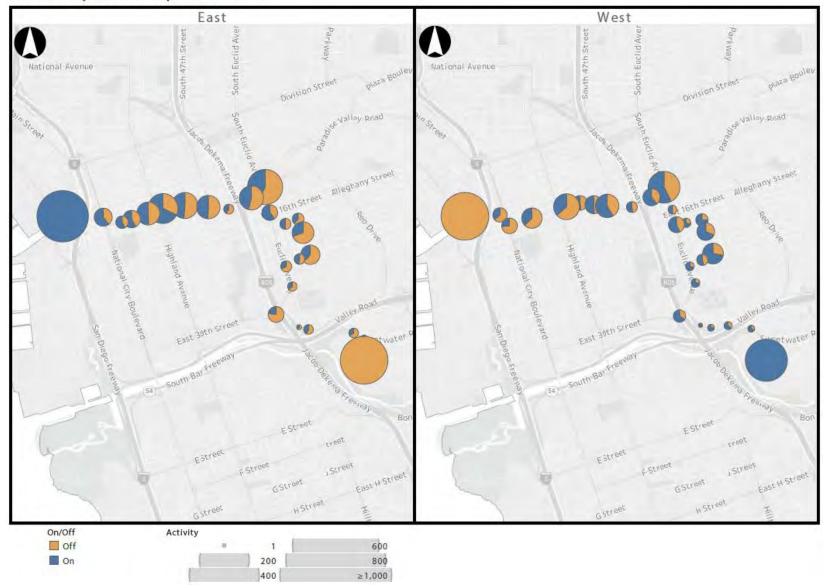
47.0%

Fbx. Recovery

38.9%

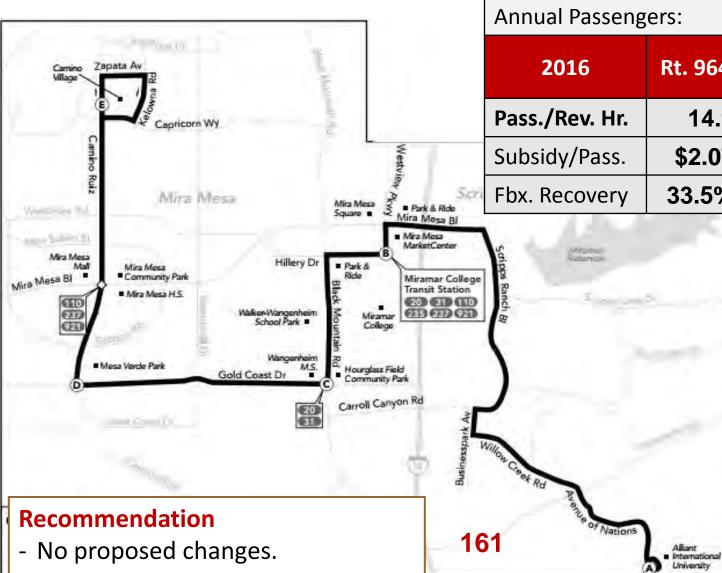
Lincoln Acres served on Euclid Ave.

instead of Granger Ave.





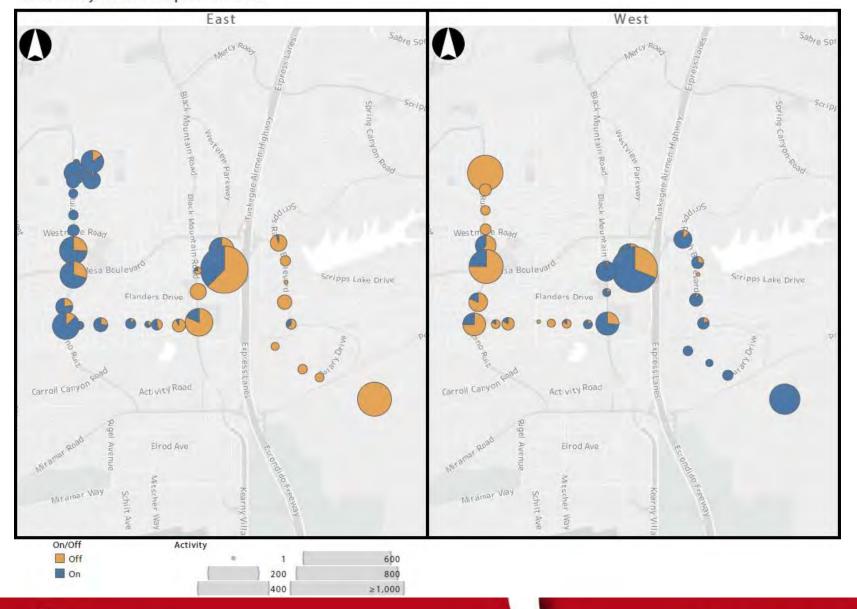




2016	Wkdy.	Sat.		Sun.
Current Freq.	30m		-	
Avg. Pass.	620	i	-	
Annual Passengers:			1	58,442

2016	Rt. 964	Category Average	All Bus Average
Pass./Rev. Hr.	14.9	14.6	28.8
Subsidy/Pass.	\$2.07	\$2.21	\$1.90
Fbx. Recovery	33.5%	31.2%	35.2%









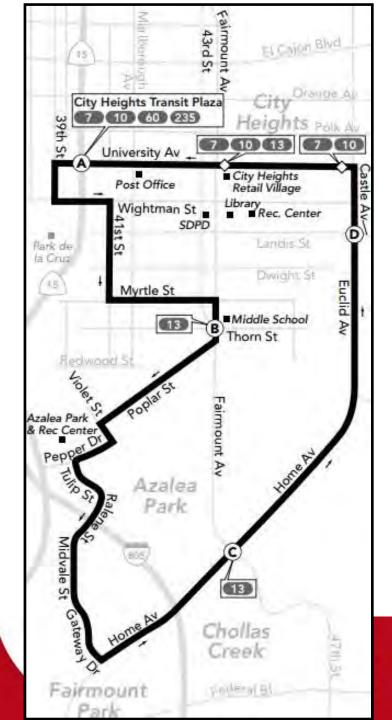
2016	Wkdy.	Sat.		Sun.
Current Freq.	35m	35m		
Avg. Pass.	266	139		
Annual Passeng	7	75,419		
2016	Rt. 965	Category Average		All Bus Average
Pass./Rev. Hr.	16.0	14.6		28.8
Subsidy/Pass.	\$1.83	\$2.21		\$1.90
		\$2.21 31.2%		

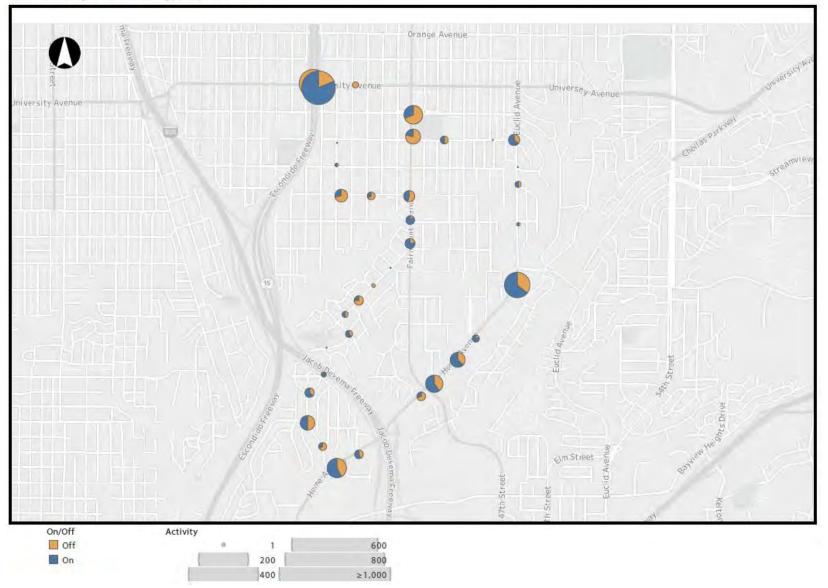
Recommendation

- No proposed changes.

(Minor route adjustments implemented June 2017.)











Route 967 + 968

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m/60m	60m/120m	
Avg. Pass.	408	107	

109,751 **Annual Passengers:**

2016	Rt. 967/968	Category Average	All Bus Average		
Pass./Rev. Hr.	12.5	24.0	28.8		
Subsidy/Pass.	\$3.45	\$1.64	\$1.90		
Fbx. Recovery	23.5%	38.9%	35.2%		

Recommendation – Subsidy Neutral Alternative

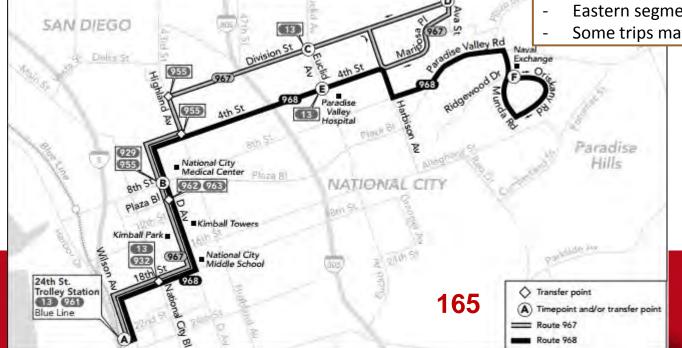
- Discontinue Rt. 967 and restructure Rt. 968 to travel south on Euclid Ave. to serve Plaza Bonita. instead of east on Paradise Valley Rd.
- Service to Bayview Hills would be discontinued, but remain accessible on Alleghany St. or Paradise Valley Rd.

Recommendation - Full T.O.P. Alternative

- Maintain Rt. 967 at an hourly frequency on weekdays only, and streamline on the east end to loop via Euclid Ave., 4th Ave., Harbison Ave., and Division St. Service around the Mariposa Place loop would be discontinued.
- Same restructure of Rt. 968 as above.

Impacts

- Eastern segments would not be directly served.
- Some trips may require transfer.

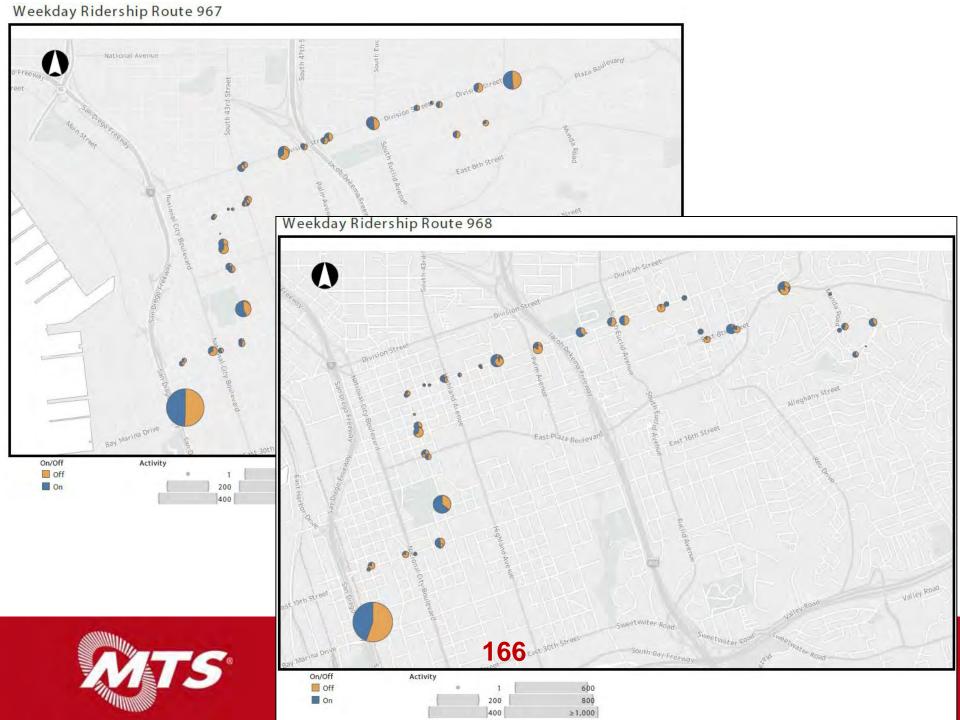


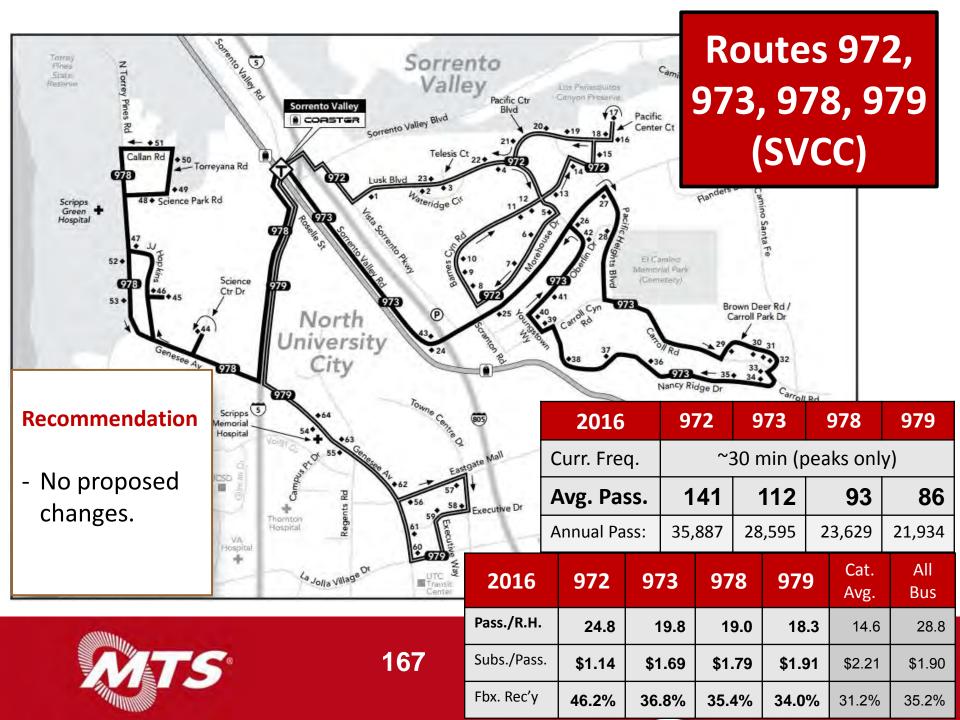




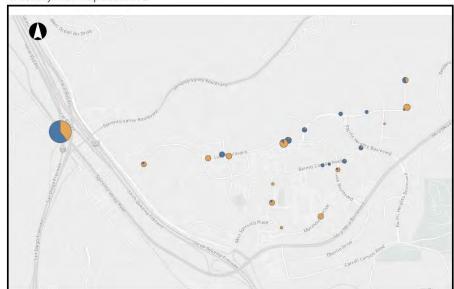








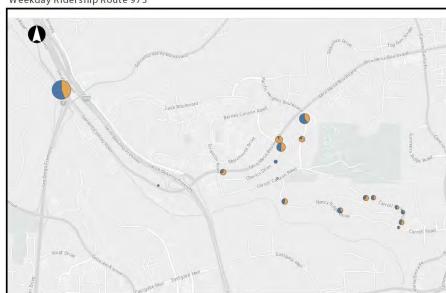




Weekday Ridership Route 978



Weekday Ridership Route 973



Weekday Ridership Route 979









2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	30m	30m
Avg. Pass.	1,274	961	831

Annual Passengers: 428,037

2016	Rt. 992	Category Average	All Bus Average
Pass./Rev. Hr.	22.0	31.2	28.8
Subsidy/Pass.	\$1.34	\$1.76	\$1.90
Fbx. Recovery	39.8%	36.5%	35.2%

Recommendation -**Subsidy Neutral Alternative**

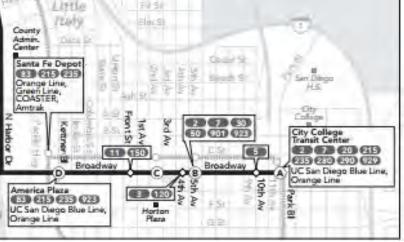
- No proposed changes.

Recommendation -**Full T.O.P. Alternative**

- Increase weekend frequency to 15 minutes.

Impacts

Better frequency = more travel options and flexibility.









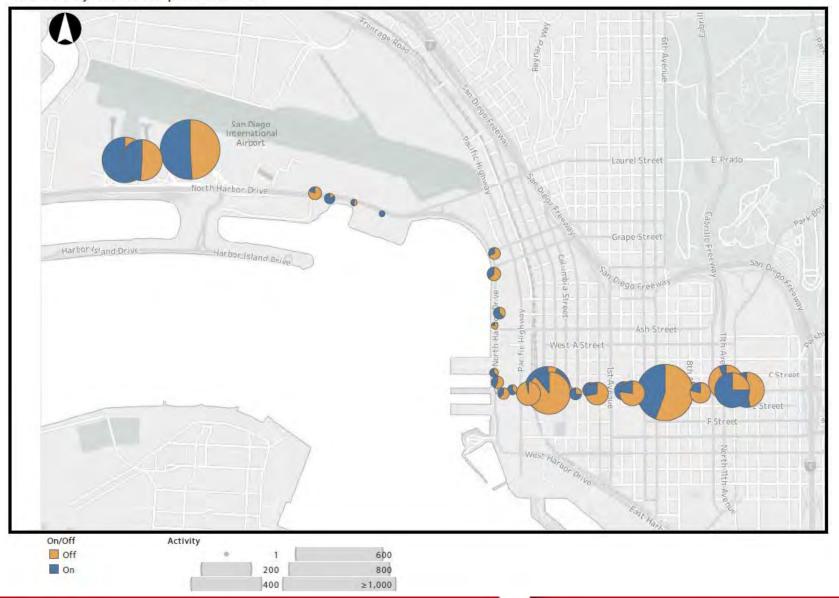


Embarcadero

Cruise Ship Terminal

Downtown

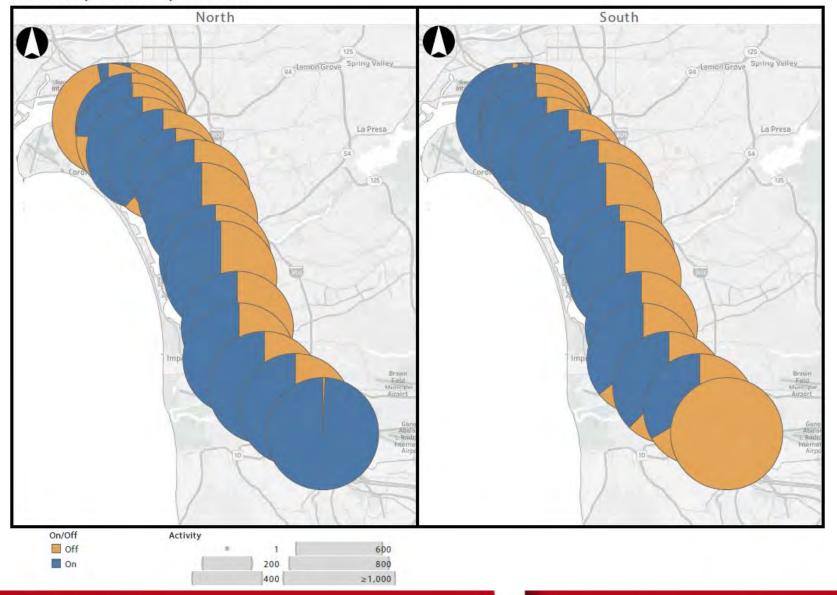
AN DIEG







Weekday Ridership Blue Line







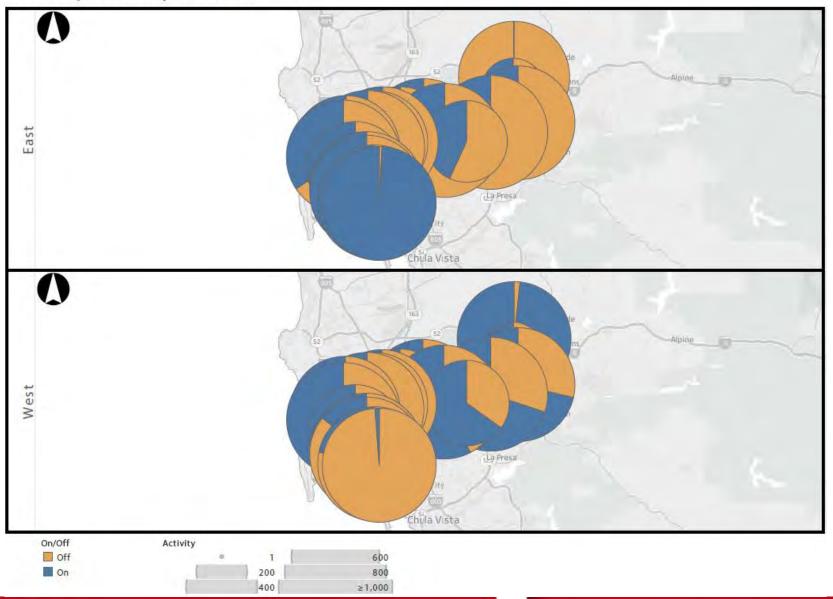
Weekday Ridership Orange Line







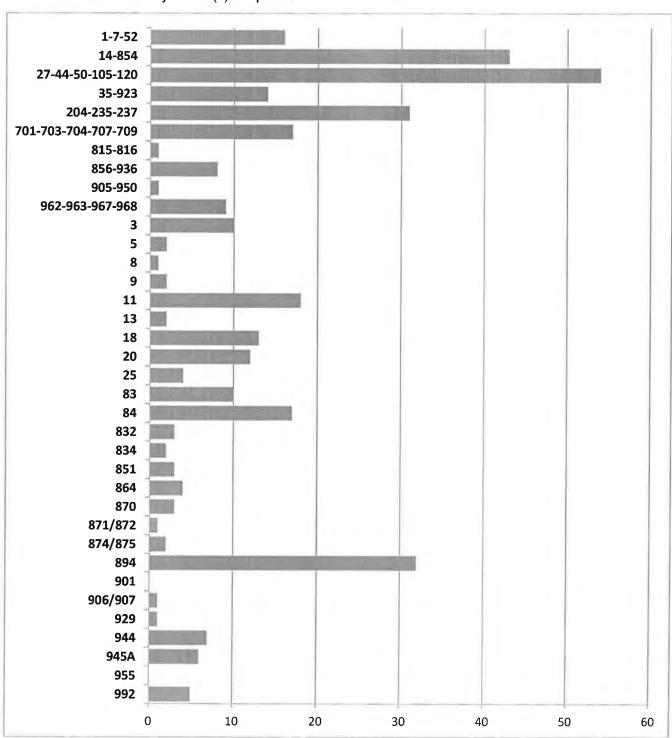
Weekday Ridership Green Line







Number of Comments by Route(s) Proposal:



		9	
	**		

Name	Route (s)	Comment	Mode of Communicati
ROUTE 1			
Denise Samuels	1,7	I don't understand the changes to route 1. There are no transfers on MTS. Changes will cause more people to transfer which hurts the poor. We should look at how NYC, DC and Philly.	Voicemail
Doug Shawrner	1, 854	I am disabled if Route 854 is cancelled I will not have a way to get to the trolley or go shopping. Route 1 should also not be changed use that route to get to the doctor.	Voicemail
Wesley Cooksy 1A, 14	My name is Wesley Cooksy and I am an SDSU Student and a regular rider on the MTS bus and trolley systems. I have been encouraged to provide input regarding the proposed changes announced in the recent Rider Alert. I have an objection to make regarding the discontinuation of the Route 1A and the removal of Route 14 service to 70th Street Trolley station. While the removal of bus service to the station wouldn't directly impact my access to the trolley, 70th Street station is in a rather tucked away part of the Lake Murray-70th Street area, and there isn't a whole lot that surrounds it that's within a decent walking distance (aside from Marie Calendar's, D.Z. Akins, and the RV Park). By discontinuing Route 1A and 14 service to 70th Street Station, I feel that the trolley stop itself will become isolated and have less passengers because it will become harder for people to travel directly from the station to either the College, El Cajon Boulevard, or Lake Murray communities due to the steep hillsides that surround the station and lead into El Cajon Blvd and Lake Murray. This may also further reduce daily ridership on the Route 14, which as I understand has already been suffering from decreased ridership in previous years. In regards to the above comment on the hillsides, the buses, particularly those smaller Ford mini-coach buses with the wheelchair ramps, can also help senior and disabled passengers easily traverse the steep hillsides that surround 70th Street and go into both El Cajon Blvd and Lake Murray if they are trying to get to or from the trolley station to those areas. Furthermore, while I do not live in the area around Saranac Street, I would also like to mention that by removing Route 1A service from that stop, the people in that particularly neighborhood will have decreased access to the bus system, as the Route 14 (being the only remaining bus service passing through there) only runs on a once-an-hour frequency, which from the rider perspective is quite inefficient. I ask that you please reconsider wit	E-mail	
	1, 3	There are many seniors in North Park who use the #1 to go to Hillcrest, getting off at the last stop or getting off where the bus turns onto 4th Avenue; connecting to the #3 to go to Sharp-Reese-Steely downtown. PLEASE CONSIDER LETTING THE #1 CONTINUE TO MAKE THE STOPS IN HILLCREST BEFORE GOING ON 6TH AVENUE TO FASHION VALLEY.	E-mail
	1 ,856, 936	Afraid that if there is only one route 1 it will be every 30 minutes. Against route 1 not going into 70th street TC. This proposal causes me to transfer more. Against changes to routes 856 and 936. These changes will cause more walking in an area that is dangerous for pedestrians, lack of sidewalks and adequate places to cross.	Voicemai
	1	Live west of La Mesa TC and Work east of it. Rt 1 needs to keep going to Grossmont. This proposed change is not efficient and would make me have to make a transfer.	Voicemai
	1,3,5,7,701,703,707,709	Support changes.	Voicemai
	1	Good change to re-route 1 to Fashion Valley from Hillcrest to get a better green line access from route 1.	Web
	1	Make sure that a bus stop is located near 6th & University to enable passengers to transfer easily to bus #3, 10, 11, & 120.	Web
	1	nla	Web
	1	better redundancy from Hillcrest to Mission Valley will encourage more people to use the bus to connect to the trolley. It should be included with good frequency (<15 mins)	Web
ROUTE 3	<u> </u>		
ROUTES	3	Support increased Sunday Service for Route 3	Voicemai
Debbie McCan	3	Would like to see some changes made to the schedules of the 3. The three is late 15-20 minutes so new schedule will need to be done properly or buses will still be late.	Voicemai
	1, 3	There are many seniors in North Park who use the #1 to go to Hillcrest, getting off at the last stop or getting off where the bus turns onto 4th Avenue; connecting to the #3 to go to Sharp-Reese-Steely downtown. PLEASE CONSIDER LETTING THE #1 CONTINUE TO MAKE THE STOPS IN HILLCREST BEFORE GOING ON 6TH AVENUE TO FASHION VALLEY.	E-mail
	3	Would like the number 3 schedule to be every half hour on sundays.	Voicemai
	1,3,5,7,701,703,707,709		Voicemai

Name	Route (s)	Comment	Mode of Communicatio
	3	I am Debra, who sent the (TOP) comment form about wanting to propse ways to help create a more timely (Northbound) schedule, especially between (5th & Broadway & UCSD Medical Center). After viewing the (Rider Alert) form about the (#11-proposal) with route (#11) being split into two routes; which I considered also was a good idea for the (#3 bus). I thought a bus (#3) could begin at (Euclid Av. Trolley) and then end somewhere between (Park & Market Trolley) and (downtown). Then, I was suggesting, either a bus (#3a) to continue from (downtown) to the present (UCSD Medical Center).	Web
	3	any increase in service/frequency will help people who use the route	Web
	3	Increased service would be beneficial. I support this change.	Web
ROUTE 5			
	1,3,5,7,701,703,707,709	Support changes.	Voicemail
	5	any increase in service/frequency will help people who use the route	Web
ROUTE 7			
Denise Samuels	1,7	I don't understand the changes to route 1. There are no transfers on MTS. Changes will cause more people to transfer which hurts the poor. We should look at how NYC, DC and Philly.	Voicemail
	7	Route 7 is indeed a high occupancy route but I do agree that it does die down after College/University stop. Route 52 would make a good use due to the change.	Web
ROUTE 8			
	8	any increase in service/frequency will help people who use the route	Web
ROUTE 9			
	9, 27	Residents north of Seaworld lose service during the summer. This is not fair residents pay taxes not Sea World or tourists. Realignment of route 27 will take it off Conway where I go to the different businesses.	Voicemail
	9	any increase in service/frequency will help people who use the route	Web
ROUTE 10			
Judy Mendel	10	Would like route 10 stop at Alabama street to be kept. Many disabled and elderly get on at that stop. Concerned about the 7 changes.	Voicemail
ROUTE 11			
	11	I agree that route 11 is long. But I think that the 11 and 12 should connect at 12th and Imperial. We need service on market. Also there are people riding from bankers hill south. There is a senior tower that will be affected.	Voicemail
	11	There are many through riders on route 11. I counted 13 through riders. We rode it to Ralphs we need routes 12 and 11 to at least meet downtown.	Voicemail
Louise Marguez	11	Please re-align route 11 out of Kengsington.	Voicemail

Name	Route (s)	Comment	Mode of Communicati
Emie Barbosa	11, 962, 856	I am very appreciative of the proposed changes overall. In particular, I have FOR YEARS felt it was necessary to break up Route 11 because its length makes its schedule so unwieldy, one can never really rely on it, particularly northeast of Hillcrest. One must always expect to take the bus at least one-run earlier just to ensure one is arriving on time to one's destination. Hopefully this break-up will help to remedy that. However, there is one very important point that is being overlooked: The number 11 line (and presumably also the 12 line will also) stops running TOO EARLY on weekends, and on weekdays should continue to run every 15 minutes much later into the evenings. It is an insult that the bus-riding public must effectively be put to bed so early. Shameful. On that same vein, the Trolleys also cease TOO EARLY in the evening to run with the daytime frequency. The interval of every 30 minutes for the Trolley runs should NOT begin BEFORE 9:30 p.m. on ANY night of the week. People have important matters to attend to, unforeseen errands/obligations which keep us out later than expected, making it all the more urgent to get home as quickly as possible after having been out later than intended. The current scheduling is enormously burdensome, resulting in a cascading effect of delaying the accomplishing of a given night's responsibilities. I also appreciate the proposal of increasing the frequency of the 962. The current schedule is simply insane. However, it is important here to bring home the point that as it stands now the arrival of the 962 at Orville and Brucker is so often timed to occur sometimes just a few minutes after the departure of the 856 line to Cuyamaca College. Talk about insanity!! The newly-adjusted schedule of the 962 should be tweaked to maximize the transfer chances one line to the other without having to wait for having missed a bus by mere minutes. On that matter, in fact the 856 line also runs WAY TOO infrequently, especially on the weekends. I was grateful when the Sunday runs wer	E-mail
Susan L. Frise 11	11	Couldn't imagine that anyone making these proposed changes actually rides the bus. Firstly you state these are to improve efficiency and you propose some horrendous changes that are totally inefficient: a) The No. 11 bus changes that will eliminate any bus on Market Street except the 3, which turns off onto 5th Ave., past 5th there is only the 11 bus and soon that will be gone. It is like when you made people change from the Orange line that circled downtown (good for our tourists going from 5th & C St.s round to Sea Port Village, Convention Center, etc.) to the Green Line (bad for unknowledgeable tourists, etc.). That latter idea stunk, so does eliminating any bus past 5th Ave. on Market Street. People getting off the Trolley will now have to get unto the 3, then walk past 5th. There are seniors who often use that line, amongst others, and some have walkers, canes, etc. Wouldn't it be better to have the new 12 end at Imperial Ave., thus keeping a bus that goes down Market Street? You are not being efficient for all citizens and it won't increase ridership AND we all can't afford to get Uber. What's up with you all? It's a rich city, true, but many people are not rich enough and there are many seniors in this city who have to shop and go to appointments and you are making things harder. Inefficient. There are other issues besides the No. 11 bus, there are also the 8 & 9 beach buses that have 20 min. schedules now, and you want to go to 30 minutes in the Fall? Will the 8 still run on Sunday? The 9 doesn't, eliminating bus ridership to SeaWorld on that day. The changes to the old no.1 route are not too cool either. It's no good to say anything, since you people get lost in your one-track minds on issues and the rest of us are stuck with your choices. You don't seem to be bus riders. It seems you make changes JUST TO BE DOING "SOMETHING". Change isn't always necessary when "good enough" is where we're at.	E-mail
	11, 120, 967	Route 11 never meets the 12. Route 1 is useless because route 120 does the same thing. Do not discontinue route 967 there are many elderly that use this bus, at the senior center.	Voicemail
11	11	I am so happy this route has been broken into two new routes. It took far too long and on the weekends, many buses were frequently late to their stops.	Web
	11	Splitting this route into 2 will sever the only transportation that runs along a major artery in Southern Downtown, Market Street. This line mainly consists of elderly persons traveling between major connections like 12& imperial, discount grocery stores and their housing along Western Market Street and 1st Ave. It's very important to DT that both major arteries, Broadway and Market, continue to have simple public transportation choices.	Web

Name	Route (s)	Comment	Mode of Communication
David	11	Route 2 vs. Route 11. The Route 2 already ended service in Normal Heights. Save the Route 2 along on Adams Avenue in Normal Heights area. MTS planners don't realize it is good for riders to have connection at 30th & El Cajon BRT 215. Routes 1 and 6. Also at 30th & University Routes 7 and 10. To serve the community better to have the Route 2 service between Downtown SD and SDSU. Route 1 terminate at 12th & Imperial along on 1st Avenue. Route 12 service between 30th & Adams and Fashion Valley trolley station via Hillcrest.	Web
	11	Splitting this route into 2 makes it way more complicated if traveling the length of the route. Having to transfer in downtown would seem to decrease efficiency on a route that already runs late most days.	Web
	11	Like splitting the route. This will be SO much better	Web
	11	Happy to see the route 11 broken into two parts.	Web
	11	Splitting this route into 2 will sever the only transportation that runs along a major artery in Southern Downtown, Market Street. This line mainly consists of elderly persons traveling between major connections like 12& imperial, discount grocery stores and their housing along Western Market Street and 1st Ave. With the planned construction for Market Street, it's as important as ever to keep one line that traverses the majority of the road within the downtown limits.	Web
	11	Agree with change	Web
	11	See comments for route 11, splitting the route doesn't make logistical sense.	Web
	11	Like it. Consider running it on Sundays too!	Web
ROUTE 13			
	13	any increase in service/frequency will help people who use the route	Web
	13	I have personally used 13 and it can really use extra tripper serivce during the AM and PM Rush Hour times. And with 14 no longer servicing Grantville, this leaves an extra space for 13 buses for the extra service.	Web
ROUTE 14			
Nancy Taylor	14	I write to urge you to keep the service on Rte 14 between Kaiser Hospital and the Grantville Transit Center. It is a quick and easy connection for us in Allied Gardens to the Trolley, the Grossmont Trolly station is not convenient and will add time to the journey. Thank you.	Post Mail
Shain Haug	14	My daily morning commute on the Route 14 begins at 7:08 a.m. at 51st and Zion and arrives at the stop on Ward Road (adjacent to the Mission San Diego trolley station) at about 7:20 p.m. I connect to the Green Line trolley that arrives at the Mission San Diego station about 5 minutes later (or, if the bus is delayed, about 19 minutes later) and I arrive at the Santa Fe trolley station at about 8:00 a.m My evening commute begins at the Santa Fe Station at about 3:56 p.m. or 4:56 p.m. I meet the Route 14 on Ward Road at 4:42 p.m. or 5:42 p.m. I arrive at 51st and Zion at about 4:50 p.m. or 5:50 p.m. Route 14 is the only reasonable way to get from Allied Gardens to the trolley. Many others enjoy the same route of travel. Cutting off the Route 14 connection to the Mission San Diego and Grantville trolley stations will isolate a large section of Allied Gardens from the trolley line. Such a change cannot be in the public interest. At a time that MTS should be encouraging ridership it is making more difficult the use of its buses and trolleys. At a time that MTS should be adjusting schedules to increase the use of public transportation it is imposing restrictions that will have the contrary result. Indeed, increasing the frequency to every one half hour could well make the route more attractive. If the connection must be severed (and the logic of that move escapes me) you should consider a Waring Road connection to and from the Grantville trolley station.	E-mail

Name	Route (s)	Comment	Mode of Communicati
Wesley Cooksy	1A, 14	My name is Wesley Cooksy and I am an SDSU Student and a regular rider on the MTS bus and trolley systems. I have been encouraged to provide input regarding the proposed changes announced in the recent Rider Alert. I have an objection to make regarding the discontinuation of the Route 1A and the removal of Route 14 service to 70th Street Trolley station. While the removal of bus service to the station wouldn't directly impact my access to the trolley, 70th Street station is in a rather tucked away part of the Lake Murray-70th Street area, and there isn't a whole lot that surrounds it that's within a decent walking distance (aside from Marie Calendar's, D.Z. Akins, and the RV Park). By discontinuing Route 1A and 14 service to 70th Street Station, I feel that the trolley stop itself will become isolated and have less passengers because it will become harder for people to travel directly from the station to either the College, El Cajon Boulevard, or Lake Murray communities due to the steep hillsides that surround the station and lead into El Cajon Blvd and Lake Murray. This may also further reduce daily ridership on the Route 14, which as I understand has already been suffering from decreased ridership in previous years. In regards to the above comment on the hillsides, the buses, particularly those smaller Ford mini-coach buses with the wheelchair ramps, can also help senior and disabled passengers easily traverse the steep hillsides that surround 70th Street and go into both El Cajon Blvd and Lake Murray if they are trying to get to or from the trolley station to those areas. Furthermore, while I do not live in the area around Saranac Street, I would also like to mention that by removing Route 1A service from that stop, the people in that particularly neighborhood will have decreased access to the bus system, as the Route 14 (being the only remaining bus service passing through there) only runs on a once-an-hour frequency, which from the rider perspective is quite inefficient. I ask that you please reconsider wit	E-mail
	14	As someone who lives near Rancho Mission Road and San Diego Mission Road, and who uses the Route 14 bus daily to commute to work, I am contacting you to STRONGLY OBJECT to the proposed elimination of service on Route 14 between the Grantville Trolley Station and Kaiser on Zion Avenue. Eliminating that service means a much longer commute — I would need to walk to the Mission San Diego Trolley, take that to Grantville, then take the Route 13, then transfer to the Route 14 to reach my destination. Two connections and who knows how much INCONVENIENT ADDED TIME for what is now handled by simply boarding one bus! Are you kidding me? Who thought that this is anywhere a good idea? Should this happen, I will be forced to stop riding the bus and pursue other options. And let's be honest, we all know that trolleys do NOT always run on according to schedule, and buses even moreso; if there is a missed connection, passengers will be stuck hanging around waiting up to an hour for the next Route 14? I don't think so! Additionally, the section of the Route 14 you are proposing to eliminate is used by a number of children to get to the elementary, middle, and high schools along that bus route (on Zion, Waring, and Patrick Henry High School). They would instead need to do the ridiculous commute outlined above (MSD Trolley/Grantville/Route 13/Route 14) to get to school? And risk being late to school when connections don't work out? Not to mention the disabled and senior citizens who depend on this bus service. You are proposing to take convenient transit service away from the people in that area, making what is now a simple commute ridiculously circuitous and long. This is not the way to increase ridership, by making mass transit LESS CONVENIENT! I implore you in the strongest terms possible to scrap this poor idea, and maintain the Route 14 as it currently is, including service on the section between Grantville and Kaiser on Zion. People depend on it! If any changes need to be made, please consider reducing service to "rush hour	Voicemail
Shane Hauge	14	Protest of change of route 14 schedule that connects the Allied Gardens area with the Grantville and San Diego Mission Trolley Stations. This is an essential route to us that travel to Downtown Daily. This is our singular means to get to the trolley station. Hoping that you will not make the unfavorable change that is indicated.	Voicemail
	14	I take route 14 to commute to work. I object to changes between Grantville and Keiser on Zion Avenue. This means I will now have to make two connections which adds time. Also connections do not always work, and if I miss one then it could add an additional hour. If you have to reduce service to just peaks that is fine, but do not change route.	Voicemail
	14, 854	The 14 in lake Murray is critical. The 854 is already not enough. Discontinuing these routes would mean a mile and a half walk, and that is not acceptable.	Voicemail
	14	Do not understand the changes to route 14. These changes will add new transfers. There have been recent changes to this route and we have worked around them, this would be another inconvenience	Voicemail
David Lenhard	14	I request that route 14 stay on rancho mission road. Part of this street is very steep, and it is needed especially when one has had a long day.	Voicemail

Name	Route (s)	Comment	Mode of Communication
	14	Please keep the service to the Grantville Transit Center, along Ward Rd. and Rancho Mission Rd to Kaiser/Zion. People depend on this service!!!!!	Web
	14	Please reconsider the proposed changes to this route, and instead keep it the same (do not eliminate the portion between Grantville Trolley Station and Kaiser Zion). If this change is made, I will no longer ride this bus because it will take far longer and become too complicated I would have to walk to the Mission San Diego Trolley Station, take the trolley to Grantville, transfer to the Route 13 over to Kaiser Zion and then transfer to the Route 14. If that is what is involved, it will be far easier for me to drive my car. (And let's face it, connections don't always work out as scheduled, which could mean adding lengthy wait times, making the commute that much longer time wise.) Also, this route picks up a number of children who go to the schools on Zion and Waring; it will be ridiculous for them to have to use the trolley and Route 13 to then get over to the Route 14. You would also be eliminating service for elderly/older folks who depend on this bus and may not have the physical stamina to do the more lengthy, complicated trip. If necessary, reduce frequency but please do not take out the Grantville to Kaiser Zion portion of this bus route, I beg you!	Web
	14	discontinuing the closest trolley connection to Zion hospital hurts those who need the most help to get medical care; while Zion will not be used as much, it is still a necessary route that is being cut off in a very un-walkfriendly area	Web
	14	I need a bus from Green trolley Grantville to Kaiser Zion Hospital/ Vandevere Offices.	Web
	14	Please keep route14 on Rancho Mission Rd. Part of the Road is steep and route14 is needed to climb Rancho Mission Rd. Sincerely David Lehnhardt.	Web
	14	What is the reasoning behind not having bus service to the trolley at 70th St ? How are more people going to ride if there are no connections.	Web
ROUTE 18	18	This route is the only way to get to doctors appointments for me. I am disabled. Many patients at my doctors office also use this route.	Voicemail
Patricia Owens	18	Ride route 18 bus 2-3 times a month. Keep this route as it is essential for me to get recovery assistance for my disability.	Voicemail
	18	I am disabled and can not do without route 18. I use this route to get to therapy.	Voicemail
Jennifer Hendricks	18	Use this route to commute to work in Mission Valley and for shopping. I am opposed to discontinuation of this route.	Voicemail
Trish Mandraniko	18	I use this route in the AM and PM to get to and from work. Its the only bus that goes up the hill. I am disabled and going up the hill is rather hard for me. At least keep peak hour service.	Voicemail
Dr. Victor Frazao	18	There are a number of mental health providers including myself on Camino Del Rio, in addition to other medical providers. It is very important for our patients to have access to the bus. We see patients from across the spectrum including MediCal patients. They use this bus to get to and from the Trolley to our offices.	Voicemail
Dr. Ozga	18	Calling about proposals to Rt. 18. Please reconsider. There are many disabled people who use this bus. The numbers may not be that great but they are a population worth serving. Many also use access service which would go away if there is no route.	
	18	I use bus 18 to get to and from work. Please do not discontinue	Voicemail
Dr. Vonya Gail	18	I am a clinical psychologist with an office on this route. Many of my patients need this route in order to attend important doctors visits. Please do not discontinue this route.	Voicemail
Linda	18	Our business is located on Camino Del Rio South. This bus route is an important route for our clients. I hope that this route is not discontinued.	Voicemail
	18	This route already has poor frequency, which is the primary reason few people want to use it	Web
	18	Elimination of this route would remove access to San Diego Community College District offices. This would negatively impact SDCCD students who need to visit this office to request transcripts or conduct any other college business. Adjacent medical offices (on Camino del Rio South) would no longer be accessible to patients, especially the disabled patients who visit a neurologist on Camino del Rio S.	Web
	18	I know several people who use this route to get to doctor's appointments and would have no method or economic means to get to their appointments.	Web
DOLLTE 20			
Shawn Giramma	20	i may want the twenty bus route stabilizing? i walk miles to catch the bus, if not for the sidewalks, twenty bus route, i may not be able to attend college? even if you do not add the bus near the four s ranch area, all i ask is to keep the twenty bus route the same?	E-mail

Name	Route (s)	Comment	Mode of Communication
	27, 20, 237, 120, 235, 50, 945a, 945	Route 27 new proposal is good on weekdays it should run every 15 minutes peak hours Route 31 should run every hour since route 20 is proposed for a realignment Route 20 peak hours should be every 15 minutes from downtown to rancho Bernardo transit center. On Sunday it should be every 30 minutes from Miramar college transit center to downtown. Route 237 should be extended to old town transit center and run every 30 minutes. Route 150 can be an express bus to ucsd if the 237 gets extended to old town transit center. Route 120 should depart from Kearny Mesa transit center on Sunday. Route 235 proposal is good. Route 50 should be every hour. Route 945A should go to Mount Carmel and Poway high school. Route 945 should run on Sunday at a frequency of 60 minutes Route 944 last departure from Sabres springs transit center to poway should be at 7:39pm on weekdays. On Sunday route 944 should run at a frequency of every 60 minutes.	E-mail
	20	This is another bus route that I found always took far too long and had way too many stops.	Web
	20	Please don't change the route, I am one of the many people that who rides it. The bus that goes on this route is a long bus mainly because ALOT of people use to Monday thru Friday to get to work from 7am-6pm. I come from south east San Diego to get to Kearny Mesa. This bus route leaves me about a block and a half away from work. If you do change it everyone would have to walk more and leave earlier to get to work. It's VERY inconvenient for me and everyone who rides this route. Once again please don't change this route. Some of us can't afford to own and maintain a car so riding with MTS is the best way to go with a affordable price. Thank you and I hope you don't change it.	Web
	20	This change would significantly negatively impact passengers by removing service along Black Mountain Road (except minimal weekday coverage by route 31there would only be early morning and late afternoon service). Passengers who want to get on/off along Black Mountain Road would have a substantial amount of walking to reach Miramar Transit Center. Also, would service along Ruffin Road and Kearny Villa Road also be eliminated? There are MANY passengers who utilize these bus stops along Ruffin Road and Black Mountain Road, especially the bus stop on Miramar Road and Black Mountain Road. Please reconsider these changes. The amount of time that would be saved would be very minimal, but would be extremely inconvenient for passengers.	Web
	20	The proposed changes would be detrimental to the community. Many passengers utilize route 20 along Black Mountain Road and elimination of this portion of the route would prove very challenging to the riders who utilize this service. The replacement service on route 31 is inadequate and insufficient as a replacement to the current all-day service available on route 20, 7-days-a-week. Route 31 operates very minimal service only during a few hours in the morning and afternoon and only on weekdays. Please retain route 20 coverage as it currently is. I oppose these changes. Thank you	Web
	20	This bus is often standing room only even at 5:30am, and there are several regulars like myself who board and unboard five days a week at stops along Clairemont Mesa and Ruffin Road. I can't speak for them, but after twenty-five years I've finally found a job I don't loathe, and taking away my stop at Ruffin and Chesapeake would mean I'd be forced to walk all that way alone in the dark every morning in order to remain employed where I am. As a small woman the idea terrifies me, and may mean having to give up the job that I love. Please don't take my bus stop away.	Web
	20	I still believe that #20 should not end on 10th Ave, but instead continue West along Broadway or B St; this provides a more practical catchment for Downtown workers.	Web
	20	On Sunday it should be every 30 minutes from Mira Mesa transit center and on weekdays peak hours it should be every 15 minutes from rancho Bernardo transit center to downtown	Web
	20	Please don't change the route, there are a lot of people who take this route and it would be a convenience due to the requirement of walking large distances	Web
	20	I use Route 20 to commute to/from my M-F job (Ruffin & Chesapeake Dr.). Cutting out the Ruffin Rd. part of the plan would adverseley affect my ability to get to/from work. Please do not change the Ruffin Rd. portion of Route 20. Thank you.	Web
	20	weekday service needs to change to every 15 minutes peak hours from rancho Bernardo transit center to downtown and on Sunday it should be every 30 minutes from Miramar college to downtown.	Web
ROUTE 25			
	25	This route is barely used due to the bad frequency (60+ mins) and cutting off certain stops will only ensure that fewer people use it, as it doesn't serve them at all. It also gives Sharp Hospital works no incentive to use this route.	Web
	25	I need service from Mesa College Drive/ Health Ctr Dr to go to Serra Mesa library on Sundays 1-4 pm, and Social Security office during the week, 30 min service.	Web

Name	Route (s)	Comment	Mode of Communicat
	25	I do use this route from time-to-time and I notice that it can be late during peak hours so	Web
	25	streamlining the route will help a lot by bypassing Sharp Hospital and Linda Vista	Web
	25	Please have the route 25 return back downtown San Diego, servicing 4th and 5th Avenues	Web
		respectively to alleviate congestion on the route 3?	
ROUTE 27			
NOOTE 27		Residents north of Seaworld lose service during the summer. This is not fair residents pay taxes not	
	9, 27	Sea World or tourists. Realignment of route 27 will take it off Conway where I go to the different	Voicemai
		businesses.	
		Route 27 new proposal is good on weekdays it should run every 15 minutes peak hours Route 31	
		should run every hour since route 20 is proposed for a realignment Route 20 peak hours should be	
		every 15 minutes from downtown to rancho Bernardo transit center. On Sunday it should be every	
		30 minutes from Miramar college transit center to downtown. Route 237 should be extended to old	
		town transit center and run every 30 minutes. Route 150 can be an express bus to ucsd if the 237	
	27, 20, 50, 120, 235, 945	gets extended to old town transit center. Route 120 should depart from Kearny Mesa transit center	E-mail
		on Sunday. Route 235 proposal is good. Route 50 should be every hour. Route 945A should go to	
		Mount Carmel and Poway high school. Route 945 should run on Sunday at a frequency of 60	
	M. I	minutes Route 944 last departure from Sabres springs transit center to poway should be at 7:39pm	
		on weekdays. On Sunday route 944 should run at a frequency of every 60 minutes.	
		To the Members of the MTS Board of Directors: I wish to provide public comment on the following	
		routes, which are scheduled for proposed changes: Route 27: The route change doesn't explain	
		what mode of coverage applies to the Convoy Street segment, if the Route 44 changes would not	
		, , , , ,	
		be approved. These two routes, Numbers 27 and 44, do not seem to be mutually exclusive route	
		changes. Route 44: I am objecting to the decreased services that would impact commuters from	
		Convoy Street, west to Clairemont Mesa Town Square Shopping Center. Transportation to the	C 11
Marva L Smith	27,44	major full-service food store, Vons, and one of the few remaining movie theatres with reasonable	E-mail
		prices and high quality in courtesy, should not be cut if it detrimentally affects the senior and	
		disabled populations. I believe it does, as this area has one of the highest concentrations of the few	
		remaining sections of affordable housing in San Diego. A ridership demographic survey should be	
		done to justify reduced services. If it hasn't already addressed these matters, it should address the	
		issue of parity and how it will affect the revenues for the merchants in the Town Square Center, in	
		Clairemont. Thank you for considering my suggestions for this public comment period.	
		while the change for this route may not have much impact (other than cutting off easy access to	
	27	businesses on Convoy), it should offer better frequency to prepare for the upcoming trolley station	Web
		What replacement bus service will be available in the Convoy section that is removed from route	
	27	27?	Web
	27	I need service transfer from 44 at Convoy & Balboa to go to Salvation Army Sr Ctr Clmnt Dr & Balboa,	Web
	27	New route is good	Web
		It is curious why there have been no alert notices posted on this route. Many people getting on and	
	27	off on Convoy will be surprised and disappointed. Why is it necessary and will it increase the length	Web
	27	of time of the transit? New route suggestion is good. Weekdays peak hours should be every 15 minutes	Web
	21		AACD
	27	This is a great idea of making 27 service through the 163 and parallel 120 and 20 to the Kerney Mesa Transit Center. This will help the local business around the Mercury St/Balboa area	Web
		iviesa Transit Center. This will help the local business around the iviercury Stybalboa area	
ROUTE 31			

Name	Route (s)	Comment	Mode of Communication
Douglas McCarron	105, 31	I am reading the Public Hearing for Proposed Changes, and while I question turning the route 1 towards Fashion Valley and the need for an additional transfer for me, I see that it links malls together. I do have two further suggestions for the Board to consider. As you are altering the 105, which I believe connects to the 31, may I make this suggestion concerning the 31. Change to using the smaller buses such as used on the 964 route. I have never seen the 31 filled up in the four years I have traveled on it. I would also ask that during the break time in the middle of the day that there be a run every hour or so. I don't know what your statistics show but among those of use who ride it we often talk about it would be nice to have it run even if on a limited schedule. This could be accomplished by scheduling with the 964. Also have it run on an hourly basis a bit later in the evening, if possible. There are people who work along Miramar and there are many restaurants. I also suggest at Old Town transit that many of the buses on the west side of the train tracks be moved to the east side in the open slots available there. As the local buses and the trolley would be on the same side this would make transferring between the bus lines and the trolley much more efficient and shorter and limit the frustration of missing a connection while under neath on the walk path. Move some the lesser used routes to the west side where the parking lot is. I think you will find this most appreciated.	E-mail
ROUTE 35	35	Replacing the 35 south of newport with the 923 is absurd. I	Voicemail
Roberta Grainer	35, 923	Ocean Beach resident. Live by routes 35 and 923. There will be no late night service or weekend service. I work evenings and get home at 10. I do not feel safe walking home half a mile late at night. I am against the recommendations.	Voicemail
	35	Leave this route alone. Last time you made a change you discontinued it south of newport on sundays. Because of this I can no longer go to mass. This change would mean I also don't have it on Saturdays either.	Voicemail
	35	any increase in service/frequency will help people who use the route	Web
	35	i am opposed to reducing the length of this route since the service is limited already and we need the full service of this bus route	Web
	35	Please keep Route 35 as is. In fact, it would be great to move it back to HIII & Sunset Cliffs Blvd. like it was 10+ years ago.	Web
	35	This route is my disabled son's main source of transportation. Please don't take away his means of getting around town.	Web
ROUTE 41			
	105, 50, 41	Am concerned with route 105 re-route with route 50 to replace service on Governor drive and University City. If change is made I would like route 50 to keep its present schedule and not just run at peak hours. There are many places along route that have activities during the da. There are also working class people that use the route during the day. So bus 50 needs to run during off peak time. also concerned if route 50 will stop at Old Town. Old Town is better than taking route 41 as there are more connections there.	Voicemail
ROUTE 44			
Thelma Enriquez	44	Am opposed to changes. This route has been working effectively as it is. Have been taking this route all my life.	Voicemail
	44	Rt 44 is a very important route. There are several schools and it connects Clairmont square to Conway. Please leave the route as is.	Voicemail
Marva L Smith	27,44	To the Members of the MTS Board of Directors: I wish to provide public comment on the following routes, which are scheduled for proposed changes: Route 27: The route change doesn't explain what mode of coverage applies to the Convoy Street segment, if the Route 44 changes would not be approved. These two routes, Numbers 27 and 44, do not seem to be mutually exclusive route changes. Route 44: I am objecting to the decreased services that would impact commuters from Convoy Street, west to Clairemont Mesa Town Square Shopping Center. Transportation to the major full-service food store, Vons, and one of the few remaining movie theatres with reasonable prices and high quality in courtesy, should not be cut if it detrimentally affects the senior and disabled populations. I believe it does, as this area has one of the highest concentrations of the few remaining sections of affordable housing in San Diego. A ridership demographic survey should be done to justify reduced services. If it hasn't already addressed these matters, it should address the issue of parity and how it will affect the revenues for the merchants in the Town Square Center, in Clairemont. Thank you for considering my suggestions for this public comment period.	E-mail
	44	Opposed to changes to route 44.	Voicemail
	11	Legioner to orientate to route in	· Orceman

Name	Route (s)	Comment	Mode of Communicat
	44	I am senior and disabled. Do not want any changes to route 44. There are a lot of disabled with wheelchairs.	Voicemai
		This change will make it much more difficult for elderly riders who rely on it to do their errands and	
		force them to waste more time transfering to another bus with worse frequency/service; having	
	44	better redundancy on Clairemont Mesa BI west of Convoy would serve all riders more. More service	Web
		to Kearny Mesa is available via route 27	
	44	Why would MTS break up the link between North and East Clairemont? This does not make sense.	Web
		Please consider keeping 44 thorough to Clairemont Square. Thank you.	
		These changes would provide a tremendous benefit to Mesa College students commuting via the	
	44	Kearny Mesa Transit Center, as well as providing a connection between Old Town Transit Center	Web
		and Kearny Mesa Transit Center. I support these changes.	
	44	I need service direct from Mesa College to Kaiser Clinic Shawline & Clairemont Square library/	Web
		shopping, transfer at Kearny Mesa Transit Ctr would take 1/2 hour longer than already 45 minutes.	
	44	Will the #105 yup on the came type of schedule as the surrent #442	Web
	44	Will the #105 run on the same type of schedule as the current #44?	
	44	New route is good	Web
	44	New route suggestion is good	Web
		This updated route will work if 105 can get an increase in service. Also, I would like this busier bus	
	44	to actually have a final stop at the new Kaiser Hospital if possible and have 105 have the final stop	Web
		at the transit center.	
	44	No changes please. Let the 105 go to Kearny mesa transit alone.	Web
	44	No changes please. Let the 103 go to kearny mesa transit arone.	VVCD
BA11			•
ROUTE 50			1
	50	Take route 50 everyday to get to work. This route is great because it is an express bus. Leave it the	Voicema
	30	way it is.	
		Route 27 new proposal is good on weekdays it should run every 15 minutes peak hours Route 31	
		should run every hour since route 20 is proposed for a realignment Route 20 peak hours should be	
		every 15 minutes from downtown to rancho Bernardo transit center. On Sunday it should be every	
		l '	
		30 minutes from Miramar college transit center to downtown. Route 237 should be extended to old	
	27 20 50 420 225 045	town transit center and run every 30 minutes. Route 150 can be an express bus to ucsd if the 237	E-mail
	27, 20, 50, 120, 235, 945	gets extended to old town transit center. Route 120 should depart from Kearny Mesa transit center	E-IIIdii
		on Sunday. Route 235 proposal is good. Route 50 should be every hour. Route 945A should go to	
	1	Mount Carmel and Poway high school. Route 945 should run on Sunday at a frequency of 60	
		minutes Route 944 last departure from Sabres springs transit center to poway should be at 7:39pm	
		on weekdays. On Sunday route 944 should run at a frequency of every 60 minutes.	
		Am concerned with route 105 re-route with route 50 to replace service on Governor drive and	
		University City. If change is made I would like route 50 to keep its present schedule and not just run	
		at peak hours. There are many places along route that have activities during the da. There are also	
	41, 50, 105	working class people that use the route during the day. So bus 50 needs to run during off peak time.	Voicema
		also concerned if route 50 will stop at Old Town. Old Town is better than taking route 41 as there	
		are more connections there.	
		This route needs to run all day long and on weekends. I will not be able to go to Sprouts on	
	1	Governor Drive (from UTC) during the middle of the day if this route now services the current 105	-
	50	route but with fewer available hours. It needs to run at least every half hour, all day long. Also, the	Web
		change of the 105 and 50 routes limits my ability to go to my credit union at Clairemont Town	
		Square. What is a retiree without a car supposed to do if these routes are changed?	
			101 1
	50	Should be every 30 to 60 minutes all day	Web
	50	Please do not eliminate the midday runs of route 50. My children use it to return home from San	Web
	30	Diego HS to University City.	
ROUTE 52			
	52	I am happy to see a new route that will allow for less redundancy amongst routes	Web
		I definitely would love the route 52 to replace the number 1 going to grossmont trolley. I think it's	
		great though and for the route 7 as well. I prefer to see it going towards college & university instead	
	52		Web
		of La Mesa. Cuts down on commute time and allows for those continuing on can connect with the	L .
		new route 52.	
	52	This will be interesting. There is a small ridership overall where route 7 and 1 had going from La	Web
	32	Mesa to Grossmont due to the trolley, so I hope this bus goes well.	4450
ROUTE 83			1
		I use this route for work. I understandc this route does not have a lot of of passengers but I hope	
			Voicema

Name	Route (s)	Comment	Mode of Communication
Janet Widmer	83	Regretably I cannot be there tomorrow. MY THOUGHTS ON LEAVING THE BUS EMPTY ON ROUTE 83. TRANSIT OPTIMIZATION PLAN, SAN DIEGO, CA Please save the small bus that handles route 83 from downtown to Mission Hills and back. This low cost bus needs to be a helper in getting traffic diverted from Washington Street. The congestion is intensified by all the doctor and medical labs, surgery centers in adjacent Hillcrest. AND TRAFFIC LEAVING RT 5 ONTO WASHINGTON TO AVOID THE GRID LOCK AT RUSH HOUR. If employment is helped by transporting workers from the high density "Little Italy" new construction, then please let our bus continue service. I believe it is helping. RELIABILITY IS WHAT KEEPS BUSSES SLIGHTLY EMPTY. DECREASING SERVICE IS DISASTEROUS. INCREASES AIR POLLUTION, CREATING ILLNESSES AND INCREASING CONGESTION WHICH ENRAGES LESS STABLE DRIVERS.MTS has the power to create a better city. Trolley lines take	E-mail
Gilber Klecan	83	a long time, cost a fortune, BUSSES RULE. I use the Bus line 83 for connection from the trolley downtown for work. I am a housekeeper. I need the line in the morning and in the late afternoon. I do need the Bus line 83 to remain in operation. Removing sections of Wasington St. and Hillcrest would not affect my travel needs. Thank you for your consideration.	E-mail
Janet Widmer	83	Please keep route 83. This bus reduces congestion on Washington Street. Helps people commute to and from work.	CRM
	83	I live in Missions Hills and have a cleaning lady that needs the bus. I believe that workers have a right to have a way to work. I believe that this little bus does not brake your budget.	Voicemail
	83	Keep 83 Alive.	Voicemail
	83	I never knew this existed	Web
	83	This is the only route that travels in Mission Hills so discontinuing the route doesn't make sense. It already only runs hourly and for a limited time each day. It does make sense to exclude the segment serviced by the 10.	Web
ROUTE 84			
	84	I request that the proposed discontinuation of route 84 be reconsidered. I live near the intersection of Rosecrans and Canon street and beginning next month I will be riding the bus both to and from work on Catalina. I'm not certain how many more riders you need to make this route viable but I can say that I will be a new and regular user of this service. If you do implement an 'express service' from Old Town to SPAWAR, I ask that you consider a stop at the base of the hill by Canon street. This would at least allow you to get the riders who live in the surrounding neighborhoods, myself included.	E-mail
	84	Hope you don't discontinue route 84 to Cabrillo Monument. Only way for a lot of seniors to get there. This is one of the only national parks within a city. Other alternatives such as Uber are expensive	Voicemail
Renee Glass, MD	84	We are serviced by route 84 in the Point Loma La Playa area. My son who is an adult with Downs syndrome is able to travel independently to his job because of this line. His job and his mobility on public transportation is the result of years of training in the local public schools and has allowed him to become a functional and productive citizen. Please reconsider discontinuing 84. We access the route just prior to Naval Base Point Loma main gate, so the "peak" plan to SPAWAR main gate will not benefit him. Several employees of various homes in the area are also entirely dependent on this service. The current means of analysis of route use and benefits, especially in more affluent communities, ignores those dependent on public transportation. You penalize those with no alternatives and with no voice. Employment suffers. Route 84 had weekend service removed several years ago, already limiting our family mobility. The lack of weekend service limits access to shopping and entertainment. The proposed plan will lead to further segregation of our communities. Please do not shut down our access to public transportation.	E-mail
Patrick McConnell	84	Why are you dropping the line.? That is another poor decision your making. A lot of Service contractor for the base rely on that service. People are trying to be Green and save engery, fewer cars on the road. You are stepping back wards, why we don't understand why San Diego is so far behind with mass transit. The rest of the world gets it, not San Diego©	E-mail
Neil Esterly	84	Oppposed to Route 84 being discontinued. I work on shelter island and use the bus periodically. This change would hurt a lot of people.	Voicemail

Name	Route (s)	Comment	Mode of Communication
Dan Wieder	84	I'm writing you to reconsider eliminating or shortening the bus route #84, which provides transportation to Fort Rosecrans National Cemetery and Cabrillo National Monument through Point Loma. My wife and I are both volunteers with the Point Loma Association and at Cabrillo National Monument. While the number of riders may be low on this route, it is still an important mode of transportation for visitors to Cabrillo National Monument, which encounters over one million visitors each year. For some of those visitors, public transportation is their main mode of transportation while visiting the area. In addition to Cabrillo National Monument, which is one of the most visited National Monuments in the country, the service bus route #84 provides for people to visit graves at Fort Rosecrans Cemetery is invaluable. In fact, the Point Loma Association recently described a lady who couldn't make it out to Fort Rosecrans during Memorial Day (https://pointloma.org/ride-never-came/) because the bus wasn't running on the weekends, another cost-cutting consequence from MTS. I'm asking that you consider all the positives and the unique feature that bus route #84 provides to Cabrillo National Monument and Fort Rosecrans National Cemetery, despite the number of riders on this route, and keep this route intact. In fact, I'm encouraging you to increase the route to include weekends again. With the number of visitors to both of these locations, especially on the weekends, it seems to be the right thing to do for San Diego and our visitors. Please reconsider these consequences for Bus Route #84.	E-mail
Carmen Arroyo	84,962,963	Changes to the 962 and 963 will make it hard to get to the trolley. I use route 84 to get to work twice a week please do not discontinue.	Voicemail
Cheryl Ruffier	84	My daughter, Liane Monson, is a disabled adult who is employed by Point Loma University in their cafeteria. Liane is one of several disabled adults who the University employs through Partnerships with Industries (a non-profit work support agency for disabled adults.). Liane, has a form of muscular dystrophy and cannot drive or walk long distances but she has been trained by San Diego Regional Center to take the bus which enables her and other PWI participants to become employed and contributing members of society. She loves her job and has been employed since at PLU for five years. Other PWI participants have been taking the 84 bus and working at PLU for twice as long. Liane take three buses to get to work each Morning and three buses home. One of those buses is the 84. The job at PLU is Monday through Friday. PWI participants work two shifts. My daughter and her team work 9-3 and take the MTS bus 84 from Rosecrans up to PLN and back. None of them would be able to walk the steep hill up Canon. All of them would lose their jobs unless MTS offered private bus pickup at each of their homes (doing away with any savings by cancelling route 84). Please accept this as a public comment in support of saving Bus 84 during the workweek.	E-mail
	84	I never knew this existed	Web
	84	The route 84 services SPAWAR employees including active duty military. Cabrillo National Monument is a major tourist attraction and as someone who rides bus nearly every day there are often large groups of people who get on and off of the bus at Cabrillo, especially in the summer season. It seems counterintuitive to discontinue a route in which there is no safe way to walk from these locations to the connecting route 28.	Web
	84	I use the 84X in the morning to get to work at SPAWAR Bayside, and use the 1600 bus in the afternoon to return home. So far I have not been able to find a vanpool leaving from SPAWAR Bayside. Since I am too terrified of driving I will be forced to look for suboptimal work nearer to my home.	Web
	84	i am opposed to the proposed discontinuation of this route since it is the only route serving the point loma peninsula area and it has very limited service already to the point loma area	Web
	84	As the on-site director of the Fort Rosecrans National Cemetery, I am deeply concerned that bus service to the Point Loma peninsula is being considered for cancellation. This bus route serves many students, the elderly, tourist, and other out of town visitors that rely on public transportation as their primary means to visit this area and this National Shrine. Many of your riders are coming to the cemetery to visit with their departed loved ones, as well as take time to pause and reflect on the great sacrifice so many gave in order that this nation may continue to enjoy its freedoms. Diminishing or eliminating service to the peninsula would have a deeply adverse effect upon these patrons. I strongly encourage MTS to keep this route in operation and look to expanding its services throughout the weekend. Graham Wright, Assistant Director, Fort Rosecrans and Miramar National Cemeteries.	Web
	84	Cabrillo National Monument would become inaccessible. This is very disappointing. Instead, please expand this route so that it continues to Old Town or Downtown. These changes might increase ridership.	Web

Name	Route (s)	Comment	Mode of Communicati
	84	Hello, We are serviced by route 84 in the Point Loma La Playa area. My son who is an adult with Downs syndrome is able to travel independently to his job because of this line. His job and his mobility on public transportation is the result of years of training in the local public schools and has allowed him to become a functional and productive citizen. Please reconsider discontinuing 84. We access the route just prior to Naval Base Point Loma main gate, so the "peak" plan to SPAWAR main gate will not benefit him. Several employees of various homes in the area are also entirely dependent on this service. The current means of analysis of route use and benefits, especially in more affluent communities, ignores those dependent on public transportation. You penalize those with no alternatives and with no voice. Employment suffers. Route 84 had weekend service removed several years ago, already limiting our family mobility. The lack of weekend service limits access to shopping and entertainment. The proposed plan will lead to further segregation of our communities. Please do not shut down our access to public transportation. Thank you. Renee Glass, MD	Web
	84	Service should continue to Cabrillo Monument as that is an important tourist destination and provides access to parks.	Web
	84	Please don't discontinue. This is the only public transit to Cabrillo National Monument.	Web
ROUTE 105			
Douglas McCarron	31, 105	I am reading the Public Hearing for Proposed Changes, and while I question turning the route 1 towards Fashion Valley and the need for an additional transfer for me, I see that it links malls together. I do have two further suggestions for the Board to consider. As you are altering the 105, which I believe connects to the 31, may I make this suggestion concerning the 31. Change to using the smaller buses such as used on the 964 route. I have never seen the 31 filled up in the four years I have traveled on it. I would also ask that during the break time in the middle of the day that there be a run every hour or so. I don't know what your statistics show but among those of use who ride it we often talk about it would be nice to have it run even if on a limited schedule. This could be accomplished by scheduling with the 964. Also have it run on an hourly basis a bit later in the evening, if possible. There are people who work along Miramar and there are many restaurants.I also suggest at Old Town transit that many of the buses on the west side of the train tracks be moved to the east side in the open slots available there. As the local buses and the trolley would be on the same side this would make transferring between the bus lines and the trolley much more efficient and shorter and limit the frustration of missing a connection while under neath on the walk path. Move some the lesser used routes to the west side where the parking lot is. I think you will find this most appreciated.	E-mail
	105	Please do not move terminal to Kearny Mesa TC. This is an efficient route between Old Town and UTC. Especially during the weekends when route 50 doesn't operate.	Voicemail
	41, 50, 105	Am concerned with route 105 re-route with route 50 to replace service on Governor drive and University City. If change is made would like route 50 to keep its present schedule and not just run at peak hours. There are many places along route that have activities during the da. There are also working class people that use the route during the day. So bus 50 needs to run during off peak time, also concerned if route 50 will stop at Old Town. Old Town is better than taking route 41 as there are more connections there.	Voicemail
	105	The change near Morena is overdue; increasing the route to Kearny Mesa without adding frequency (to 15 mins) will force unnecessary delays on the route	Web
	105	I need service to Burgener Blvd. in order to use the Public Library.	Web
	105	Will the new 105 run every 15 minutes and on weekends like the current #44? If it does not, I will not be able to transfer from the #41 to the #105 (like I currently do) to go to Kearney Mesa. I do not have a car and depend on the bus to get me to many of the shops and restaurants available in Kearney Mesa including in the evenings and on the weekends.	Web
	105	New route is good	Web
	105	New route suggestion is good.	Web
	105	Replacing the south UC section with the 50 sounds good until you realize the 50 is also slated to NOT RUN during middays.	Web
	105	This is interesting since 44 going to Kerney as well. This will result in 105 which offers a smaller service schedule to take the stops to major shopping centers at Clairemont Mesa Blvd. I will agree to this if 105 can get more service during peak hours (IE: 20 mins during peak hours on weekdays)	Web
	105	Should go on the north side of Clairmont square on the Northbound route.	Web
	105	Please run this route with at least a 15 min frequency on weekdays and 30 min frequency on weekends for its northern segment along Clairemont Mesa Boulevard just like the 44 used to run.	Web

Name	Route (s)	Comment	Mode of Communication
	120	Cutting off the access via Convoy (and connection to the 44) will reduce the use by riders attempting to get to businesses in the area. Not increasing the frequency to 15 mins will not give Sharp hospital workers any incentive to use this route, thus keeping long delays during rush hour when serving the stops near the hospital. Keeping the reduced Sunday service also cuts off anyone trying to reach the hospital from Kearny Mesa.	Web
	120	A new County Bldg at 3666 Kearny Villa Road will start moving County Employees end of July 2017 and will be open to public on Aug 28. Can you please maintain the current schedule or even add the 6:15 am from Fifth Ave straight to Kearny Villa.	Web
	120	Will alternate service be available on Kearny Mesa Road?	Web
	120	Absolutely agree that 120 should continue to run from Downtown to Fashion Valley to Kearny Mesa as one continuous line.	Web
	120	I need service to Convoy St to transfer from the 44 (transfer at Kearny Mesa takes much longer), need service from Mesa College Dr/ Health Ctr Dr to go downtown to Balboa Park, and from Linda Vista Rd & Comstock St, to transfer from Linda Vista library/ sr. ctr. Thank you.	Web
	120	Should start at Kearny Mesa transit center on Sundays	Web
	120	Should depart from Kearny Mesa transit center on Sunday	Web
ROUTE 204			
Robyn Blanco	204	July 17, 2017 Dear MTS Board of Directors: RE: Public Hearing For Proposed Service Changes to Route 204 The proposal to discontinue the Weekend Service of Route 204 will have a negative affect on the permanent residents as well as the student population who use the bus stops along Judicial Drive and Nobel Drive on weekends. 1) This is a high-density housing area of condominiums and apartment complexes. Without weekend service, the walking distance to the nearest Transit Center at UTC would be between 0.4 to 1.8 miles, posing a potential burden, especially during hot or rainy weather. 2) Due to the amount of construction in the area, there are several closed sidewalks making the bus locations more difficult, and possibly less safe, to reach. The proposal to discontinue the Weekend Service of Route 204 will also affect bus passengers ariving at UTC Transit Center from other routes wanting to use the North University Community Branch Library on Research Place. 1) This is an extended weekend branch and is open on Sundays, where many are not. 2) It is also designated as a San Diego County "Cool Zone" during the hot summer months. On weekends, I take Route 204 to UTC Transit Center where I transfer to other buses en route to shops and grocery stores, to movie theaters, to playhouses, to parks. Taking the bus has opened up a new mode of transportation for me. And, since I'm retired, it is a substantial savings. Please consider a less drastic change for the Weekend Service of Route 204. A compromise would be to reducing weekend service to 30-minute frequencies and shortening the operating hours. 1) Instead of 5:50a, change the first Depart time at UTC Transit Center to 7:50a. The Arrive time is 8:03a which makes for an easy transfer to Route 201 with a Depart time of 8:05a. 2) And, instead of 9:50p, change the last Depart time at UTC Transit Center to 5:23p, which makes for an easy transfer from Route 201, arriving at 5:21p. Another compromise would be to change Weekend Service of Route 204 to 60-minute frequencies and	Voicemail
Sharon Rosenberg	204	Rte. 204 services hundreds of UCSD students and UCHS students trying to get to school each morning. By reducing service from every 15 minutes to every 30 minutes, students are in danger of being tardy and late to school should they miss the bus!! Golden Haven Dr./Judicial Dr. is La Jolla Crossroads apt. complexthere are hundreds and hundreds of residents/students that need regular 204 service! Also, we need weekend 204 service. We rely on that for grocery shopping. There will be no way for the hundreds of students living here to bring groceries home. Do you want them to walk with groceries from UTC transit Center to Golden Haven Dr. & Judicial Dr.????!!!! That is so unfair of MTS to make us do that. Please reply. What is needed to keep 204 running as is? This is a very popular, needed route for many, many riders.	E-mail
Evelyn Zucher	204	Please do not discontinue weekend service on the 204 route. I am old and depend on the 204 to get to the grocery store. Weekend riders who live in apartments on Judicial will also be seriously impacted. If you must increase the time to every 30 minutes, I can understand that but I beg you to reconsider discontinuing weekend service all together.	E-mail
	204	I am one of the few people that takes this bus from UTC transit center to Judicial and Executive.	Web

Name	Route (s)	Comment	Mode of Communicati
	204	To Whom It May Concern, Route 204 on the weekend is the only bus available for our patrons at the North University Community Branch of the San Diego Public Library. Eliminating the service would negatively affect the staff's transportation options, as well as community access to the library. We are an active and large library, one of only twelve (of 36 locations) open on Sundays, and an official "Cool Zone" location. Please do not cut off the only weekend public transportation option to this location or the numerous apartment complexes on Route 204. Thank you, Richard Cooper, Library Assistant, San Diego Public Library.	Web
	204	Dear MTS staff. I agree on the importance of updating some routes under theTOP. However, as a rider of route 204, the proposed suspension on weekends may be too drastic. I leave on the neighborhood next to the Library in Nobel, and it is the main transportation to go to UTC and take another bus, when going to downtown. There are senior riders that I know take the 204 and that change could affect them drastically. Perhaps the amount of riders diminish in the summer and during working hours (afternoon, late night maybe). For that reason, I propose to change the frequency during the weekends, maybe on an hourly basis and reduce the service earlier. Regarding the proposed half-an-hour basis on wekdays, could you please consider to implement that change on less frequent rider seasons, like in the summer. Thank you very much for the opportunity and the time to read our concerns.	Web
ROUTE 235			
	235	By far, one of the fastest routes ever. I wish there was a route like this from UTC.	Web
	235	any increase in service/frequency will help people who use the route	Web
	235	This is an excellent improvement.	Web
	235	Excellent improvement in service. Currently buses are overcrowded. This change is very much supported.	Web
	235	Strongly agree with change	Web
	235	I support the alternative of increasing the midday service to every 15 minutes	Web
	235	15 minute frequency for the 235 midday service would be great. Especially for those who ride it every day. So yes on the midday service for every 15 minute frequency.	Web
	235	Every 15 minutes is good	Web
	235	Every 15 minutes is good	Web
	235	100% agree with the changes on the weekdays. This is a great route to use and it deserves the increase in service.	Web
_	235	Like adding midday 15 minute frequency Good decision	Web
ROUTE 237			
NOUIL 23/		Route 27 new proposal is good on weekdays it should run every 15 minutes peak hours Route 31	
	27, 20, 237, 120, 235, 50, 945a, 945	should run every hour since route 20 is proposed for a realignment Route 20 peak hours should be every 15 minutes from downtown to rancho Bernardo transit center. On Sunday it should be every 30 minutes from Miramar college transit center to downtown. Route 237 should be extended to old town transit center and run every 30 minutes. Route 150 can be an express bus to ucsd if the 237 gets extended to old town transit center. Route 120 should depart from Kearny Mesa transit center on Sunday. Route 235 proposal is good. Route 50 should be every hour. Route 945A should go to Mount Carmel and Poway high school. Route 945 should run on Sunday at a frequency of 60 minutes Route 944 last departure from Sabres springs transit center to poway should be at 7:39pm on weekdays. On Sunday route 944 should run at a frequency of every 60 minutes.	E-mail

Name	Route (s)	Comment	Mode of Communication
Jeff Stephenson	237	I'm writing to object to the proposed change to route 237 - i.e. "All trips would terminate on the east end at the Miramar College Transit Station." I've been riding MTS from Rancho Bernardo to my job at Qualcomm for the eight years I've lived in Rancho Bernardo. During that period I've gone from having a nice bus on route 880 that actually went through the Qualcomm campus to having one of the mini-buses on the same route, to now having the 237 which bypasses the campus entirely and drops me off ¾ of a mile (a 15 minute walk) from my office. To have to take the 235 to Miramar and then transfer to the 237 there would add considerably to the time it takes me to get to work and make the time I actually arrive even less predictable (suddenly missing a connection makes you at least 15 minutes late). I've worked hard to do my part in keeping cars off the road and emissions out of the air, but this change would pretty much do me in and put me in my car every day. MTS should be trying to make it easier to take public transit rather than harder. As well, this impacts not just me but many others. By my observation, there are at least as many people on the 237 by the time it reaches Miramar College as get on at that stop - clearly many people rely on this service. Please, please, please continue to keep public transit useful. Don't just look at a map and look at theoretical efficiencies, but instead think through how the routes impact people trying their best to do the right thing for the community and environment by using public transportation.	E-mail
Deanna Richardson	237	The proposed change to 237 stops the route at Miramar College & riders need to connect with 235 to proceed north. The proposed change works fine for connections when the two routes are running every 15 minutes, and staggered by 7-8 minutes. But in the early afternoon, the timing is off: 235 departs Miramar College a minute or two earlier than 237 arrives Connecting passengers will need to wait almost 30 minutes for the next bus I have been riding 237 since it started, when service to Sabre Springs was every 15 minutes. Then it was reduced to every 30 minutes. And now I need to make a connection. Almost like a bait-and-switch.	E-mail
Scott Herdman	237	I have been using public transportation, vanpools and carpooling for decades in the county of San Diego. I currently commute from the Sabre Springs Transit Center to UCSD on the 237 and have been since the inception of the line. The proposal to eliminate the 237 to Sabre Springs and Rancho Bernardo makes little sense to me. It serves an area where traffic is terrible. This route needs to continue to serve the needs of the commuters from North County Inland that work in the hightech Sorrento Valley Mesa (eg. Qualcomm, BD, SDCCU), UTC and the UCSD community. It has become very difficult to commute east/west during rush hour on all roads and freeways. The 237 serves the North County Inland area well. The riders have good paying jobs and are generally pretty sophisticated clients. To force these commuters to transfer at Miramar College will likely put some of them back in their cars. They will not tolerate this inconvenience. The commuters on this line often work on the bus. I urge you to reconsider this route change. I would suggest that to increase ridership that you eliminate the 15 minute short bus run from UCSD and Miramar College. This run is served by the 921 and only diverts riders away from the way more comfortable double bus traveling the HOV lanes. In my opinion the 237 only needs to run every 30 minutes. There are alternatives to accommodate riders that only travel to Mira Mesa. Feel free to call me if you would like more input.	E-mail
	237	I ride end-to-end between Rancho Bernardo and UCSD. Having a one-seat ride saves time and frustration from having to transfer. This is all we have left from the former route 880. Please don't shorten this route!	Web
	237	These cuts would be tragic! The majority of passengers riding route 237 board the bus in Rancho Bernardo and Sabre Springs. Eliminating these stops would be shameful. Several times recently when I rode this bus, I observed this bus reaching 30-50% occupancy just from the passengers boarding at Rancho Bernardo and Sabre Springs Transit Centers (and this was during summertime when most UCSD students are not riding/attending classes; there would have been many more passengers during the school year). Please reconsider these reductions. This route has been whittled down too much already. Please don't reduce the service any further.	Web
	237	This route has sustained tremendous cuts, beginning only 2 months after it was established. This will add unnecessary additional commute time, unless connections are carefully aligned with 235 north and southbound route arrival times. Please bear this in mind when making this service reduction.	Web
	237	Make sure that busses connect 237 - 235 to limit delays	Web
	237	The proposed changes would significantly affect the company employees who live in the north county of SD and work in Sorrento Valley area and also the UCSD students who live in the northern part of SD. Per my observation, about 1/3 riders taking 237 will be affected. It would definitely increase the commuter time and become worse if the first bus is delayed. The reasonable changes would be the 235 or 237 bus schedule changes.	Web

Name	Route (s)	Comment	Mode of Communicati
	237	Rather than completely cancel the Rancho Bernardo-Miramar College segment, can you consider running fewer buses instead, just during busiest morning and afternoon commute times? For example RB to UCSD 6am and 7am, then UCSD to RB 5pm and 6pm?	Web
	237	example RB to UCSD 6am and 7am, then UCSD to RB 5pm and 6pm? I work full time, management position in Sorrento Mesa area - please do not remove the 237 service, there are many of us that utilize transport from Escondido to this area - to and from EACH day. This route also brings workers to all the Qualcomm facilities that populate that area. PLEASE consider that it's everyday riders like us that keep the continued revenue, most have sacraficied moving to north county for lower housing rents and mortgages, but continue the workforce in San Diego counties. With this route it allows me to keep my commute times manageable (often a 12 hour day - but that is still manageable). I commute from Escondido Transit Center to Miramar College, then transfer to the Route 237 to get to work each day. Reverse travel for the commute home.	Web
	237	It should be extended to old town transit center every 30 to 60 minutes. Route 150 can skip old town transit center and be a downtown to ucsd express bus.	Web
	237	Should be extended to old town transit center at a frequency of 30 to 60 minutes	Web
	237	This bus route is VERY PRONE to high traffic on its way in both directions. Good change to ensure timely arrivals of stops.	Web
ROUTE 704			
ROUTE 704	704	Against route 704 operating on 3rd avenue. It is an inconvinience for me and my kids.	Voicemail
	704	Against changes for route 704	Voicemail
	704	Against changes for route 704	Voicemail
	704	Against 704 Changes.	Voicemail
	704	I vote no on 704 changes.	Voicemai
	704	Do not change route 704. My children at Chula Vista High School rely on this route.	Voicemai
	704	No changes to route 704	Voicemai
	704	l agree with this change. Currently there is redundancy of service on E street with route 705. I wholeheartedly support proposal.	Voicemai
	704	Do not change route on to third avenue. I have two children who are students at Chula Vista High School	Voicemai
	704	Would like route to stay on Fourth Avenue	Voicemai
Mary Anne Hritz	704	I think it would be fabulous to have Sunday service. There are many elderly people in my neighborhood that would really like this service. More frequency would be great during the week too offcourse.	Voicemail
	704	why go to third. already covered by 929. third is hi-traffic area	Web
	704	During school summer breaks since schedules for some routes are reduced 704 should have a stop at Aquatica since its a majotr attraction during tue summer	Web
		at Aquatica since its a majori attraction during the summer	
ROUTE 707			
	707	I support the alternative of increasing the service to 30 minute frequency	Web
ROUTE 709		T. I. MOS. I. H. C. I.	
	709	Trabajo en MAOF daycare en la calle fenton no tengo carro y necesito este transporte para ir al	Web
	709	trabajo está ruta la necesito, trabajo de 8:30 A 5:30 I support the proposed change of adding Sundays to the 709 schedule	Web
ROUTE 816			
	816	Please extend the time to after 7 at Cuyamaca. Many people are in class late and when they get out of classes there is no bus.	Voicemai
ROUTE 832			
Irma Vela	832, 944	Please do not shorten route 944. I will have to walk longer to work., Please don't change route 832	Voicemai
	832	Cutting back on routes 832/834 to El Nopal will decrease senior access of residents of Santee to their City Hall. Some sort of bus service should remain so that they have access to their civic government. Maybe trying smaller buses would help control costs here instead of always using the larger buses during the weekdays. Seniors and the disabled do not always have the \$7 needed for an Access ride.	Web
ROUTE 834			
NOUTE 034		7-day service between El Cajon station (Grossmont College) and Rancho San Diego (Cuyamaca	
	834	College) highly recommended. Easier to remember daily service connections.	Web

Name	Route (s)	Comment	Mode of Communication
	834	Can this route or the route 832 PLEASE service the Grossmont Health Occupations Center on Oakbourne Road frequently throughout the day? I have missed several educational opportunities from attending classes due to lack of public transportation to the school. Please provide frequent service throughout the day and evening hours from the Santee Town Center to the school and back throughout the day?	Web
ROUTE 838			
	838	New 838 strongly recommended earlier and later for this far-east extension of service.	Web
ROUTE 851			
KOUTE 831	851	Would like Route 851 to continue service along Kenwood drive.	Voicemail
	851	My tenant depends on your bus. He has been using this bus for over 8 years. This would be a great inconvenience for him.	Voicemail
Joe Zabala	851	I have been riding this bus for over 15 years. I am a disabled veteran, and if it is discontinued I would have have to walk more than a mile and a half. We need the 851 on Kenwood.	Voicemail
POLITE SEA			
ROUTE 854	854	Please do not discontinue this route. I use this route very frequently and so do my neighbors. I live near Lake Murray Blvd, and Baltimore	Voicemail
	854	Changing this route will prevent students from getting to school, me from getting to my doctor and pharmacy. Your plans are to make me a prisoner in my own home. Route 115 walk is two miles and ridiculous.	Voicemail
Doug Shawrner	1, 854	I am disabled if Route 854 is cancelled will not have a way to get to the trolley or go shopping. Route 1 should also not be changed use that route to get to the doctor.	Voicemail
Erica Parris	854	Hello, my name is Erica Parris and my main bus route I take is the 854. I disagree with the plan to remove the regular 854 path as it leaves many people without access to places that should be easy to get to distance-wise. Personally, I am a student at Grossmont College and I volunteer at a place off the 854 Baltimore/ Fletcher stop. With the removal of the regular 854, I would have to go from Navajo rd, to El Cajon Transit, take the trolley to go to Grossmont Transit, and then take the modified 14 just to get to place that normally took me 15 minutes to get to. However, I am not alone in those that will lose access. If you look at the new map, many blocks between Baltimore/Lake Murray and Jackson/ Lake Murray will lose COMPLETE access to any public transportation. This area is mostly residential with commercial pockets, and many rely on the 854 to get to work along Lake Murray blvd AND Grossmont Shopping Center, along with Grossmont Kaiser and Sharp Grossmont. In addition, there is many elderly people in this neighborhood that rely on this route as they cannot walk as far as the young can. Also, if there was a transfer option for those along Navajo rd/ Lake Murray blvd to reach Baltimore and Grossmont Transit (as with the current 854), the transferring may be confusing to them, and they often do not have as many resources to obtain the new information, like how they usually do not smartphones to look up directions. I have used the 854 for a year now, and over this time I have always heard my fellow bus-mates upset because there is already no 854 on Sundays, and now the proposal to nix it all together will create many challenges for a lot of people. Here in East County, we already do not have a lot of public transportation options, please do not take away the regular 854. I thank you for your time, and I hope the board reconsiders. Please reconsider discontinuing the 854 bus as work with disabled persons, most who rely on public	E-mail
Yvonne	854	transportation to get from place to place. The 854 route is critical for those attending Grossmont Collage (and many of our clients do attend Grossmont) as well as providing a route to the trolley. The 854 is essential for many people (not just our clients) in getting around both La Mesa and San Diego. Again, please reconsider stopping the 854 as it provides valuable transportation to many people.	E-mail
Laurie Gibson	854	Would like continued operation of Route 854. Community members need access to transit in this area of La Mesa. The options for travel are limited and the distances are too far to walk. Please keep in mind the number of elderly who ride this route and continue to operate this service in our community.	CRM
	14, 854	The 14 in lake Murray is critical. The 854 is already not enough. Discontinuing these routes would mean a mile and a half walk, and that is not acceptable.	Voicemail
Ryan Kenney	854	Please save the 854 bus, I take it to/from Lake Murray Rd. and Stadler to/from Lake Murray Rd and Baltimore. 854 bus is a bus that me and 12 others I know of take at these specific spots, and that's just at the hours I have ridden the bus. The 854 buses normally has a good crowd inside of them, at these spots, every time I have ridden it to these spots. Please save the 854 bus it helps me allot on my journey to and from places, I use the bus almost every day its available on this route.	Voicemail
	854	Moved into LA Mesa in 1990, use 854 as part of daily commute to work and shopping.	CRM

Name	Route (s)	Comment	Mode of Communication
Art Contreras	854	Do not shut down the 854 line. I can no longer drive and this is my only means of transportation. This is the only way I can get to work.	Voicemail
	854	I have something against route 854 being discontinued. I am disabled and I need this route to get all my errands done. If you cant run it five days a week can you at least run it three or two days a week.	Voicemail
	854	I know a lot of people that take route 854 and many of them are disabled. It would be hard for them to take another route. I also use this bus frequently.	Voicemail
	854	This is the only bus I can take to go to work. These changes will really effect me, I work downtown.	Voicemail
	854	Please please please do not remove this bus route. Myself and many others rely on this bus route and the upcoming changes would prevent us all from being able to ride this bus.	Web
	854	What about the students who live by Lake Murry Blv and Baltimore who go to Grossmont and shoppers why cut out service people relay on. What is a short ride on a direct east route I would have to go to Grossmont trolley on 14 to 854 to Grossmont.	Web
	854	This route is my connection to many parts of La Mesa and San Diego and it is horrible to think it might be discontinued. What kind of public transportation that is supposed to serve the community takes away the service that helps people get around the community? A very bad one! Do not take this route away, I need it and many of my neighbors use it daily.	Web
	854	This is an important bus route for people to get to the trolley. We have clients who use this route as the only transportation to Dr. Appointments and to the trolley.	Web
	854	Please don't cancel it. I need to get to the gym and to work!	Web
	854	Keep route 854. I need it to get to school.	Web
	854	Please do not discontinue the route. I utalize it quite frequently, as do a mulitude of my peers. The new route changes would cause a considerable amount of inconvience. PLEASE DO NOT DISCONTINUE	Web
	854	Please don't stop this bus route!	Web
	854	This bus route is very important for me to attend work and school. Cancelling this bus route would make my daily commute very difficult. Please, I urge you, to continue running this bud route. Thank you.	Web
	854	I hope that the 854 bus route does not get changed. The bus stops are convenient for getting to Grossmont center/Trolley center which allows for getting to other places in San Diego. I support members of this community who live in the area with getting to school, jobs, doctor's appts, etc by using this bus route. I hope you will reconsider and don't change this route.	Web
	854	I have a disabled son that uses this route frequently to get from his home to my place of employment so he can be supported to his medical appointments. This would have a huge negative impact for our family personally in addition to approximately 60 of my clients and multiple staff members that regularly use this route as their prime source of transportation.	Web
	854	I rely on this route every day; please do not take it away.	Web
	854	still needed for short trips to and from the trolley station	Web
	854	There is still a need for a bus to go down Lake Murray. Just having the 115 go to Jackson and the new route14 go to Baltimore leaves a gap that as a senior citizen, I can't walk that far. I usually walk from Aztec to Bob and that is	Web
ROUTE 856			
	1 ,856, 936	Afraid that if there is only one route 1 it will be every 30 minutes. Against route 1 not going into 70th street TC. This proposal causes me to transfer more. Against changes to routes 856 and 936. These changes will cause more walking in an area that is dangerous for pedestrians, lack of sidewalks and adequate places to cross.	Voicemai

Name	Route (s)	Comment	Mode of Communicat
Emie Barbosa	11, 856, 962	I am very appreciative of the proposed changes overall. In particular, I have FOR YEARS felt it was necessary to break up Route 11 because its length makes its schedule so unwieldy, one can never really rely on it, particularly northeast of Hillcrest. One must always expect to take the bus at least one-run earlier just to ensure one is arriving on time to one's destination. Hopefully this break-up will help to remedy that. However, there is one very important point that is being overlooked: The number 11 line (and presumably also the 12 line will also) stops running TOO EARLY on weekends, and on weekdays should continue to run every 15 minutes much later into the evenings. It is an insult that the bus-riding public must effectively be put to bed so early. Shameful. On that same vein, the Trolleys also cease TOO EARLY in the evening to run with the daytime frequency. The interval of every 30 minutes for the Trolley runs should NOT begin BEFORE 9:30 p.m. on ANY night of the week. People have important matters to attend to, unforeseen errands/obligations which keep us out later than expected, making it all the more urgent to get home as quickly as possible after having been out later than intended. The current scheduling is enormously burdensome, resulting in a cascading effect of delaying the accomplishing of a given night's responsibilities. I also appreciate the proposal of increasing the frequency of the 962. The current schedule is simply insane. However, it is important here to bring home the point that as it stands now the arrival of the 962 at Orville and Brucker is so often timed to occur sonteines just a few minutes after the departure of the 856 line to Cuyamaca College. Talk about insanity!! The newly-adjusted schedule of the 962 should be tweaked to maximize the transfer chances one line to the other without having to wait for having missed a bus by mere minutes. On that matter, in fact the 856 line also runs WAY TOO infrequently, especially on the weekends. I was grateful when the Sunday runs wer	E-mail
Gloria Lee	856	MTS please We need Route 856 in Rancho Village (calle verde) there's a very important shopping center at this location, We love to Keep route 856 also on weekdays and weekends, thanks for your consideration on this one!!!	E-mail
Leticia Alvarez	856	I use this route to get to Rancho San Diego Village. I would like for route to remain as it is.	Voicemai
	856	Need route 856to Rancho San Diego to continue as is. It is a very needed route by the community,	Voicemai
	856	I do NOT agree with the proposed change to discontinue service to RSD Village area. Kaiser Medical Offices is WALKING DISTANCE from that bus stop and that is MY doctor's office and pharmacy AND my daughters. If you remove this stop, I will have extreme difficulty getting my daughter to the doctors in the future.	Web
ROUTE 864			
Denis Martin	864	Ride 864 from Alpine to Greenfield everyday. Proposal will be a big problem. Bus is already late as is. I will now have three connections. This will make me late to work everyday.	Voicemai
Martina Valencia	894	I am against the Parkway Plaza Stop discontinuation. I am a senior citizen moving to Tecate. This is disastrous for me. I will not be able to go in to town to do grocery shopping or other shopping.	Voicemai
Paul Hart	894	Live in Tecate, CA . Am retired and elderly and use route 894 to go to Parkway Plaza to do my groceries and shopping. Please keep that route.	Voicema
	894	Changes will affect the elderly, who will have to carry groceries further. T	Voicema
	874, 875, 815	Do not change these routes. There are a lot of disabled people that use them. These changes will confuse people. Do not shorten route you will confuse a lot of people with that change. Route 864 needs to go all the way to Alpine.	Voicema
	864/x	This is a very important route for not only Viejas workers but also many people since is the only route that connects Alpine and other areas to El Cajon on a regular basis. There are many disabled employees that use this route regularly and will be mostly impacted. It may also discourage people of using public transportation. I know that many Viejas employees leave their cars at the El Cajon Transit station and use the city bus route 864 and if gas get pricier, many more employees would rather do this as well. Please, do NOT make changes to this important route.	Web

Name	Route (s)	Comment	Mode of Communication
Karen Vickers	870	I want to explain why cutting bus route service in El Cajon is a terrible idea. It already stops very early on the weekdays (9pm) causing hard working people to uber or take a taxi from the El Cajon trolley stop to their residence. Discontinuation of route 870 is simply unacceptable. The route 870 is utilized by people going to work. It is not a tourist attraction route. Several of the current passengers would be forced to purchase a vehicle, and increase smog in San Diego, if you continue with the proposed change. The route 864 only runs once an hour on Sundays AND the last bus returning to the El Cajon trolley stop is at 7:30pm! Current residents (myself included) choose to stay home because of the poorly timed buses on Sundays in El Cajon. The heat in El Cajon affects the elderly and disabled ability to wait at uncovered bus stops for a long period of time. This is especially significant as he head into summer. Also, you will be making it harder for people to survive by raising the cost of the monthly bus passes. I believe that many people that live in San Diego and surrounding areas live paycheck-to-paycheck. This is supposed to be public transportation. That means that the public has to be able to afford to ride. Yes, I do realize that it has been many years since it was last raised. Decreasing service and increasing cost is not an intelligent way to increase ridership or morale. It will result in a self-fulfilling prophecy. Less riders will result in less income which will cause more discontinuation of routes which will result in less riders and so onPlease consider this before hurting the residents of El CajonThank you for reading my thoughts.	E-mail
	870	I am saddened to see that on the red list of final proposed changes for the Transit Optimization Plan, to be discussed 9AM in the MTS board room tomorrow, does not include any possible changes for the board to consider regarding routes 870 and 832. Route 870 serves the residents of El Cajon and Santee and allows them to easily access well-paying jobs in the northern parts of San Diego via buses 235 and is half of the route proposed by SANDAG to have bus service from Santee to UTC on SR-52 in their Regional Transportation plan. Even after proposing changes to the 870, like having passengers ride the deadhead runs of bus 290 from the East County Yard up to Rancho Bernado, were not taken seriously. To take the Green Line trolley, like MTS obviously wants the riders of the 870 to do, it will increase the commute time of a Santee resident by 45 minutes and an El Cajon resident by 20-30 minutes. In spite of these rumors of discontinuation and essentially nonexistent marketing of this route, we are experiencing an average of about 15 people when I am on the bus morning and afternoon. Think of how many more people would ride if the route was simply extended to Miramar, where connections to UTC and Sorrento Valley could easily be made and possibly adding a bus run morning and afternoon to make the timing better for a wider range of workers. If this many people ride under these conditions, then why not actually try to increase the marketing service level of the route and make it more accessible for where people are actually working these days (Kearny Mesa is not the center of employment anymore). The residents of Santee and East County have to solve the congestion problem now before SR-52 becomes a total parking lot during the rush hour. We need managed carpool lanes with bus service on the 52 from Santee and East County have to solve the congestion problem now before SR-52 becomes a total parking lot during the rush hour. We need managed carpool lanes with bus service on the 52 from Santee now before the 400 home Castle	Web
	870	This is the only bus that can be used by people who live in East county (Santee) to get to places like Kearney Mesa without spending hours in inefficient system. Example it takes 25 min from Santee to get to courts in Kearney Mesa or county office s, the alternative is 50 mins ride to fashion valley in trolley and 20 min bus transfer without traffic. How is this serving people who live in Santee? If there was alternative route s that commuter could take which might take 10-15 min longer is justified but anything that takes hours out of people lives in not a good justification. The so called low ridership is because of how the route is structured, more people go to work in utc/lo jolla or Sorrento valley from East county and more routes will encourage people to Transit, not the other way around	Web
POLITES 971/972			
Donna Anderson	871, 872	Concerned with routes being discontinued. I cant walk to 874/875. I need this route to get to the doctor, library and shopping.	Voicemail
ROUTES 874/875	874, 875, 815	Do not change these routes. There are a lot of disabled people that use them. These changes will confuse people. Do not shorten route you will confuse a lot of people with that change. Route 864 needs to go all the way to Alpine.	Voicemail

Name	Route (s)	Comment	Mode of Communicat
	874/875	According to the plan, these routes will no longer service Granite Hills High School and Foothills Adult School. I am a senior citizen who takes classes at Foothills and will no longer be able to attend	Web
		classes there. Please don't eliminate the Granite Hills loop.	
DOLUTES GOA			
ROUTES 894	894	Against decision to cancel stop @Parkway Plaza Please leave such stop open!!!!	Web
	894	No cancelen para de pkw plaza porfavor	Web
	201	Everyone takes the bus from parkway plaza, its a good stop for people so they could wait inside the	Mah
	894	mall than be out in the hot at el cajon transit center	Web
		Por favor no quitar el servicio ya que por este medio me traslado a mi trabajo y haser mis compras	
	894	tanbien gracias espero que no lo quiten y espero agregaran una ruta mas ya sea sabado o domingo	Web
	03.	por el trabajo ya que trabajo fienes de semana y me es dificil trasnportarme asi el cajon y no	
		cancelar parada a parwey plaza	
	894	PLEASE! DO NOT CANCEL PARKWAY PLAZA STOP To whom it may concerned: There's a growing number of riders using this route from and to the	Web
		border. These riders come to work and to do their shopping. Some of us come to our doctor	
		appointments. This is a very important route and if the new optimization plan cut the Parkway	
	894	Plaza Bus Stop is going to bring caos for all the riders that come to work in the North side of the	Web
		route. And I will like to ask your Board to consider adding the bus service to the weekends, for the	
		same reason we use the bus during the week: work. There's always be a dream to have the bus	
		running on the weekends. Please, I'm begging you to consider adding the bus on the weekends.	
	004	Thank you Virginia Acevedo	Web
	894	Stop messing with this route; times, stops, etc. Many people depend on it.	Web
	894	Do not change route 894	web
	894	Dont cancel stop at parkway plaza. Because is the only way i can make it to work on time. Thanks	Web
	894	Do NOT Cancell parkway plaza stop. I use this for school, shopping and transporation to my home.	Web
	894	Que no cancelen parada parkway plaza	Web
	894	NO CANCELAR PARADA DE PARKWAY PLAZA	Web
	894	NO CANCELEN LA PARADA PARKWAY es necesaria para muchos	Web
	894	Many people from tecate take this route, there are no other transportation from tecate to el cajon.	Web
	204	No cancel the stop on parkway plaza. Please !!Is necesary for the people, go of tecate,Ca to	Web
	894	Parkway Thankyou	web
	894	No cancelen parada en parkway plaza	Web
	894	NO CANCELEN PARADA PARKWAY PLAZA	Web
		Do not discontinue Route 894 service to Parkway Plaza!! I mean there's a lot of people (including	
	894	me) who go from Tecate California to buy stuff for school, for our homes and inclusive do Christmas	Web
	054	Shopping at Parkway plaza. We don't need a route discontinue, we need transportation inclusive	
		on saturdays	
	894	Please don't Cancel ParkWay Plaza route stop. Thank you.	Web
	894	NO CANCELAR RUTA PARKWAY PLAZA VOY DE COMPRAS MUY SEGUIDO NO TENGO ÓTRO MEDIO	Web
		DE TRANSPORTE, GRACIAS	114.1
	894	No cancelen parada parkway plaza	Web
	894	I use thus route for my work and shopping.	Web
	894	Do not cancel parkway plaza bus stop, I need to take it off there because I meet the other students there to do carpoolto my school also my family use to take the bus and go shopping	Web
	894	Please DO NOT NO CANCEL PARKWAY PLAZA route to Tecate, lots of students use this bus route for	Web
		schools and other events, thank you!	
	894	Do not cancel this route. This is my mother's transportation method. She does her shopping, bank	Web
		activities and some Dr., appointments at this stop.	
	894	Please don't cancel Parkway Plaza stop, it's very convenient for us to avoid more traffic on Hwy 94.	Web
		Also if you can provide the service on the weekends too. Thank you!	24.1
	894	No cancelen parada parway plaza	Web
	894	Please do not stop this stop at parkway plaza . It's important for many of us students and shoppers.	Web
	894	No cancelen parada de parkway plaza	Web
OUTES 906/907			
		Please SUPPORT the proposed service change to this route that serves the new Virginia Avenue	
	006/807	Transit Center. The current level of weekend service (once an hour) is extremely inadequate for the	Web
	906/907	number of people who cross the border on weekends. Please support either the 15-minute or 20-	l web
		minute service interval for Saturdays and Sundays.	

Name	Route (s)	Comment	Mode of Communicatio
ROUTE 923			Communicatio
Roberta Grainer	35, 923	Ocean Beach resident. Live by routes 35 and 923. There will be no late night service or weeekend service. I work evenings and get home at 10. I do not feel safe walking home half a mile late at night. I am against the recommendations.	Voicemail
Zabrina Castaneda	923	Hello I am writing this because I see that in the proposed changes you have listed is the 923 being cut on Saturday's, well as a rider of that route on SATURDAY'S I am highly against that cut. I work on weekends and trying to get to and from work is a hastle, cutting the Saturday schedule would make it near impossible for me to get to work and my job requires me to work weekends, not every one had a 9-5 Monday through Friday job you know! It's bad enough that there isn't any service in Point Loma on Sunday's and taking away the Saturday one would be just as damaging for people like me in the area who utilize it. Again PLEASE DON'T TAKE AWAY this service.	E-Mail
	923	I have previously submitted my comments on the change of terminus of the 35. I hope it went through. The change of 923 schedule, and the shortening of the 35 cause me substantial hardship. I am 65 years old and have lung and leg issues which make it very difficult to walk even moderate distances. I do not drive, and have relied on public transportation for over 20 years. When the 923 route was shortened, and the 35 shortened on Sundays, I have become pretty much a hermit on Sundays. These changes will mean that I will be House-bound on Saturdays as well. Plus, I will be unable to go anywhere ion any weekday if I am not going to be done by 7:00. Think of all the limitations that places on my mobility and opportunity to participate as a full citizen. I am mostly retired as a lawyer and am retired as an administrative law judge. I believe I have something to contribute to my community, but with these changes, I will be severely limited in my ability to do so. Please reject these terminus changes, and reinstate full service to the thousands of us south of Newport Avenue in Ocean Beach and Sunset Cliffs neighborhoods.	Web
	923	i am opposed to any changes to this route since there are only two bus routes that serve the entire ocean beach area already, and you should not discontinue the Saturday service and you should restore the Sunday service which was cut years ago. Also, this route should be made to run later than the current 7pm cutoff time to better serve customers who need bus service in the evening hours.	Web
	923	It is unclear why Saturday service would be discontinued. This route currently doesn't run on Sundays. So to eliminate Saturdays would be devastating. How about extending the route back downtown instead of stopping at the airport.	Web
	923	I am 66 and depend on the 923 to get me to the airport on Saturdays. I would like to see this service extended to Sundays with the last run after 7PM	Web
	923	Please do not adjust this route to start at Pt Loma Ave. People going to Old TOwn would need to transfer (wait) at Newport & Cable.	Web
ROUTE 929			
ROUTE 929	929	More Sunday Service. Please have service on this route until 1am.	Voicemail
	323	Into a surface of the service of this four with sufficient	Torouman
ROUTE 936	1 ,856, 936	Afraid that if there is only one route 1 it will be every 30 minutes. Against route 1 not going into 70th street TC. This proposal causes me to transfer more. Against changes to routes 856 and 936. These changes will cause more walking in an area that is dangerous for pedestrians, lack of sidewalks and adequate places to cross.	Voicemail
Darla Adams Ketelhut	936	The route 936 begins on College Avenue. The College Grove Shopping Center is the first major shopping center on College Avenue and is only two miles from where the route 936 begins at SDSU. By eliminating the turn into the shopping center, passengers will be forced to make a transfer to second bus (one that one runs once an hour and does not run on Sundays when many shop) to simply go into a shopping center that is less than two miles from where they first started on the route 936. The cost savings for MTS to eliminate a turn into a shopping center is minor compared to the inconvenience for passengers who need to go to College Grove Shopping Center to shop or because they work there.	E-mail
POLITE 044			
ROUTE 944	944	Against service being discontinued	Voicemail
Mary	944, 945a	Would like service to stay the same. This is needed for seniors and disabled in Poway. Please do not discontinue. Route 923 needs Saturday Service	Voicemail
Mary Martinez	944	Oppose changes to route 944. If the last stop is discontinued I would have to walk an additional half hour to work everyday.	Voicemail
Irma Vela	944, 832	Please do not shorten route 944. I will have to walk longer to work., Please don't change route 832	Voicemail

Name	Route (s)	Comment	Mode of Communication
	944	Providing service to Walmart on Community Road, as well as the adjacent housing and DMV, are welcome changes.	Web
	944	one last departure from Sabres springs should be 7:39 on weekdays. On Sunday bring back service every 60 minutes	Web
	944	Last night departure on weekdays from Sabres springs transit center to poway should be 7:39. Bring back Sunday service at a frequency of 60 minutes	Web
ROUTE 945			
Mary	944, 945a	Would like service to stay the same. This is needed for seniors and disabled in Poway. Please do not discontinue. Route 923 needs Saturday Service	Voicemail
	27, 20, 237, 120, 235, 50, 945a, 945	Route 27 new proposal is good on weekdays it should run every 15 minutes peak hours Route 31 should run every hour since route 20 is proposed for a realignment Route 20 peak hours should be every 15 minutes from downtown to rancho Bernardo transit center. On Sunday it should be every 30 minutes from Miramar college transit center to downtown. Route 237 should be extended to old town transit center and run every 30 minutes. Route 150 can be an express bus to ucsd if the 237 gets extended to old town transit center. Route 120 should depart from Kearny Mesa transit center on Sunday. Route 235 proposal is good. Route 50 should be every hour. Route 945A should go to Mount Carmel and Poway high school. Route 945 should run on Sunday at a frequency of 60 minutes Route 944 last departure from Sabres springs transit center to poway should be at 7:39pm on weekdays. On Sunday route 944 should run at a frequency of every 60 minutes.	E-mail
	945	Poway Resident against Route 944 being discontinued. Disabled and elderly will now have to walk all the way to Midland. Not fair that urban areas will continue to have transit.	Voicemail
John	945a	I work at the Poway Performing Arts Center, and take this bus several times a week. This bus is always full on the way up, with students and workers. Please keep this route.	Voicemail
	945	Bring back 945 service on Sunday at a frequency of every 60 minutes	Web
	945	Route 945A should go to Mt Carmel high school and poway high school. Route 945 needs Sunday service at a frequency of every 60 minutes	Web
ROUTE 962			
Carmen Arroyo	84,962,963	Changes to the 962 and 963 will make it hard to get to the trolley. I use route 84 to get to work twice a week please do not discontinue.	Voicemail
	962	Like revisions to 962, but could bus leave at 5:15 am from Spring Valley instead of at 5:25 would make a huge difference.	Voicemail

Name	Route (s)	Comment	Mode of Communicati
Emie Barbosa	11, 962, 856	I am very appreciative of the proposed changes overall. In particular, I have FOR YEARS felt it was necessary to break up Route 11 because its length makes its schedule so unwieldy, one can never really rely on it, particularly northeast of Hillcrest. One must always expect to take the bus at least one-run earlier just to ensure one is arriving on time to one's destination. Hopefully this break-up will help to remedy that. However, there is one very important point that is being overlooked: The number 11 line (and presumably also the 12 line will also) stops running TOO EARLY on weekends, and on weekdays should continue to run every 15 minutes much later into the evenings. It is an insult that the bus-riding public must effectively be put to bed so early. Shameful. On that same vein, the Trolleys also cease TOO EARLY in the evening to run with the daytime frequency. The interval of every 30 minutes for the Trolley runs should NOT begin BEFORE 9:30 p.m. on ANY night of the week. People have important matters to attend to, unforeseen errands/obligations which keep us out later than expected, making it all the more urgent to get home as quickly as possible after having been out later than intended. The current scheduling is enormously burdensome, resulting in a cascading effect of delaying the accomplishing of a given night's responsibilities. I also appreciate the proposal of increasing the frequency of the 962. The current schedule is simply insane. However, it is important here to bring home the point that as it stands now the arrival of the 962 at Orville and Brucker is so often timed to occur sometimes just a few minutes after the departure of the 856 line to Cuyamaca College. Talk about insanity! The newly-adjusted schedule of the 962 should be tweaked to maximize the transfer chances one line to the other without having to wait for having missed a bus by mere minutes. On that matter, in fact the 856 line also runs WAY TOO infrequently, especially on the weekends. I was grateful when the Sunday runs were	E-mail
		on weekingitts and let the once-an-nour runs begin AFTER 3:00 p.m., at least.	
ROUTE 963	962,963	Against changes to routes 962 and 963	Voicemail
Carmen Arroyo	84,962,963	Changes to the 962 and 963 will make it hard to get to the trolley. I use route 84 to get to work twice a week please do not discontinue.	Voicemail
ROUTES 967/ 968			
	967, 968	Please do not discontinue or change this route. I ride this route daily. There are many elderly and disabled people in addition to myself who use this route.	Voicemail
Joe Martinez	967, 968	Understand that some parts of the route can be discontinued, however many elderly use the route within national city.	Voicemail
	11, 967	Route 11 never meets the 12. Route 1 is useless because route 120 does the same thing. Do not discontinue route 967 there are many elderly that use this bus, at the senior center.	Voicemail
	968	Eliminating the loop on Munda/Oriskany means the military members at this location will not be able to make use of bus services. Our transit reimbursement program is slowly ramping up, and I was expecting more riders to start making use of the bus.	Web
ROUTE 969			
	969	This proposed new route does leaves a large gap in the Bayview Hills area, previously covered by route 968.	Web
POUTE 002			
ROUTE 992	992	Not having better frequency deters residents from using this to connect to the airport. It should have 5-10 min frequencies for most of the schedule; 15-20 mins can be used during night. It should run very early and very late, as flights can leave at 6 AM but no bus service will get travelers to the airport w/ enough time to clear security. This route needs a lot of improvement since the alleged "trolley connection shuttle" from the Midtown Station is practically non-existant and is difficult to find any information on.	Web
	992	Fabulous!	Web
	992	Increasing the frequency of weekend service to every 15 minutes would be a fabulous	Web
	992	improvement! I support this proposed increased frequency. With a lack of any rail service to the airport (as in other major cities), increasing the weekend frequency to 15 minutes benefits local residents, tourists, & airport workers. A big dis-incentive to not taking the 992 is having to wait 30 mins after missing a bus. At a minimum, provide service every 20 minutes.	Web

Name	Route (s)	Comment	Mode of Communication
	1 992	Increasing weekend service strongly recommended to = weekday frequency. Easier to remember consistent 15-min routes on 7-day scheds.	Web



Development Services Department

Landscape Architecture Division

June 29, 2017

Mr. Denis Desmond
Manager of Planning
San Diego Metropolitan Transit System
1255 Imperial Ave., Suite 1000
San Diego, CA 92101
denis.desmond@sdmts.com

RE: MTS Route 704 - Proposed Relocation to F Street

Dear Mr. Desmond,

As you may know, the City of Chula Vista is in the process of developing a promenade streetscape master plan for a 1.25 mile long segment of F Street from Bay Boulevard to Third Avenue. Nicknamed "Re-Imagine F Street" ("F Street"), our project's primary objectives are to create a balanced, connected, safe and convenient multi-modal transportation network linking the future Bayfront development with downtown's Village District along Third Avenue. Throughout the corridor, F Street will receive a "road diet" whereby four lanes of travel will be reduced to two (one in each direction) and a 12' wide multi-use path with landscaped parkways on both sides of the street will enhance the public realm.

Since the end of 2016, the City, along with our consultant MIG, has conducted three public workshops to gather input from the community about not only their desires for the corridor, but their concerns as well. Through these outreach efforts, we have had the pleasure of working with Héctor Solimán-Valdez to learn of MTS' Transit Optimization Plan (TOP) and how TOP might affect our project, namely the proposed re-routing of Route 704.

As we presented MTS' plans along F Street at our most recent workshop on June 8, 2017, the community expressed their concern for the addition of a regional bus route through the single family residential portion of the street, as well as, the potential bus stops within that stretch. Consistent throughout the course of the F Street public outreach process, community members throughout the corridor and especially within the single-family residences have lobbied for a quieter, more traffic-calmed environment. The community's concerns have centered on the potential added traffic and noise due to added buses. Project Manager, Mark Caro, and I share the community's concerns and ask that MTS re-examine the proposed relocation of Route 704 from E Street to F Street.

To Mr. Denis Desmond Re: MTS Route 704 6/29/17 Page 2

We understand moving Route 704 to F Street may benefit MTS' ridership by lessening travel time due to heavier traffic on E Street, however we believe having Route 704 on F Street negatively impacts our goals and objectives of calming traffic as the added busses will increase vehicular traffic and their audible announcements at the stops will be a nuisance to nearby residents. F Street seems to be served adequately by existing bus routes #932 and #701 and adding Route 704 to F Street will intensify traffic.

The City's Urban Core Specific Plan already contemplates a "West Side Shuttle" which will ultimately serve the western Chula Vista area by way of a loop road including F Street, the Bayfront, H Street and Third Avenue. The City is also exploring the use of autonomous vehicles and/or Neighborhood Electric Vehicles (NEV) through F Street as an interim solution to the West Side Shuttle. Staff believes these transit options could serve the local F Street transit needs (vs. relocating Route 704 to F Street).

While we share the same mobility goals of moving Chula Vista residents as efficiently as possible, Staff does not believe the relocation of Route 704 from E Street to F Street will be as beneficial to residents living along the F Street corridor and is best suited to remain on E Street.

Respectfully,

Patricia Fermán
Principal Landscape Architect
pferman@chulavistaca.gov

(619) 409-3890

Attachments

- 1) F Street Preferred Plan
- 2) UCSP West Side Shuttle

Dear Sirs
July 10, 2017

SAN DIEGO CA 920

A write to living your PM31

to keep the Service on Rts fublic Hearing Comments

Transit Center It is a fully to a for us in allied gardens

for us in allied gardens

to the Trolley, The Grossmont

Trolley Str is not consciuent

of will add time to the journey.

Think you Namey Taylor

Think you



BUSINESS IMPROVEMENT DISTRICT

June 27, 2017

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

Dear Mr. Mathis and Mr. Jablonski:

The Mission Hills Business Improvement District and the Mission Hills Parking Advisory Committee learned the board of directors for San Diego Metropolitan Transit System is undergoing a Transit Optimization Plan review which presently suggests a lack of ridership and recommends eliminating MTS Route 83 Bus service.

We ask for your favorable consideration in maintaining Route 83 Bus service to and through Mission Hills. This mini-bus service provides a critical transportation link in the morning and in the afternoon between downtown San Diego and Mission Hills (Uptown). Those who utilize Route 83 Bus service cannot afford to purchase an automobile and using Uber or Lyft remains cost prohibitive.

On May 17, the Mission Hills Business Improvement District voted unanimously in favor of continuing MTS Route 83 Bus which services the Mission Hills community along Reynard Way and into North Mission Hills where the vast number of Mission Hills' businesses are located.

On June 21, the Mission Hills Parking Advisory Committee voted unanimously in favor of continuing MTS Route 83 Bus. The PAC supports alternative transportation modalities into and through Mission Hills and the greater Uptown Community neighborhoods.

Please consider all options available to maintain MTS Route 83 Bus service between downtown San Diego and Mission Hills.

Sincerely

Susan McNeil Schrever

Executive Director, Mission Hills Business Improvement District

Chairperson, Mission Hills Parking Advisory Committee

Board Member, Uptown Community Parking District

cc: Honorable Ron Roberts, Honorable Christopher Ward, Honorable David Alvarez, Honorable Myrtle Cole, Honorable Lorie Zapf, Honorable Georgette Gomez

325 West Washington #2228 + San Diego, CA 92101 + MissionHillsBID@gmail.com + MissionHillsBID.com

Shoshanah Feher Sternlieb

3932 Alameda Place San Diego, CA 92103 (619) 299-9559



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

June 12, 2017

Dear Mr. Mathis and Members of the Board,

I am writing regarding the closure of the Bus Route 83. My husband and I have lived in Mission Hills for almost 20 years and are raising our children here. As you know, the 83 bus route is the only one that comes into Mission Hills. It is the route that our great-aunt uses when she comes to visit us from her home in downtown and it is the route that many of our neighborhoods' domestic workers use. It is also the bus that my kids often use.

The trolley stops are close to our house and my kids often walk down to use the trolley. But not all are as fortunate as to be able to walk up and down the hill as required. Mnany denizens of Mission Hills rely on the public bus service. Please help us keep our bus line!

Thanks for your consideration,

SPSteners



Susan Schmuckler

2991 Clairemont Dr.

San Diego, Ca. 92117

619-955-0890

7-10-17

MTS Public Hearing Comments

1255 Imperial Ave., Ste. 1000

San Diego, Ca. 92101

Re: proposed change to Route 105 in fall 2017

Gentlemen:

I have lived in Bay Park for over 40 years and am shocked to learn of the proposed changes to the Route 105. It has run the same way for about 50 years, using Milton St. and Burgener Blvd. There are many seniors and school children who depend on this route. Totally cancelling this segment will leave then stranded with no alternate means of transportation. It is bad enough that on Sundays they can't reach any transit, but to have it that way all week would cause great hardship. At least running it once an hour through Milton St. and Burgener might be an acceptible alternative.

Please don't leave these passengers in a terrible lurch.

Sincerely,

a homen

7/13/2017

Dear Sir

I am very upset over the 105 being removed from west Clairemont. I am a 73 year old person that had to walk a mile to get to the bus at Luna and Clairemont Mesa now and you are changing it now to where I would have to walk over 2 miles to get to a bus stop. This really speaks well for the MTS in San Diego!!! Unfortunately I am not able to walk over 2 miles so will have to depend on anyone available in the neighborhood to get me to doctor appointments and get food to eat!!!

Is there some reason that seniors are not wanted on the bus system?"

Eileen Callaway

4814 Monongahela St

San Diego Ca 92117

858-220-7302

Robin Washington 10642 Susie Place Santee, CA 92071

To The MTS Board of Directors,

My name is Robin Washington. I've especially relied on the trolley and bus ever since my vehicle was stolen Dec.31st 2013. I'm a former reduced fee \$25.00 SDM monthly pass holder, and with the recent MTS SDM Pass changes, now monthly I pay for a 30-day ADULT unlimited travel pass that costs \$72.00.

If the current proposed change to Route 832 is approved, (service addition of Woodglen Vista Drive & Magnolia Avenue) then that will work out for me. However the limited service times are a major problem for me. 832 weekday service ends at 6:34pm. 832 weekend service begins at 8:27am and ends at 4:28pm. I live on Susie Place in Santee which is 3 miles away from the Santee Transit Center.

Due to the nature of my work a bike doesn't accommodate me, and if I work earlier or later than these times, it's an automatic 3 mile walk to or from the transit center, or an automatic 3 mile walk to or from my house. I've been doing this routine ever since my vehicle was stolen December of 2013. It is now July of 2017. It's my fourth year of doing this routine. It has taken its toll on my situation for shoes, and it has taken its toll on me physically on my left knee. I've gone through 3 pairs of shoes within this four year period. My purchase transaction dates are: $3/20/15 \ 3/19$ Tennis Warehouse (800-883-6647) \$69.45

3/4/16 3/3 Tennis Warehouse \$80.25

3/15/17 3/14 Tennis Warehouse \$79.00

Every year I'm buying a new pair of shoes from all the walking. And my left knee where I had overextended it earlier within the four years, it has never completely healed because I have remained active on it from so much walking.

I am asking the MTS Board of Directors to consider manipulating the hourly times of the new 832 schedule to go later; the later the better. If possible install a Bus Stop pole near the intersection of Magnolia Avenue & El Nopal, closer to Súsie Place.

Thank You.

Robin Washington

Robin Washington

San Diego, CA. 921 San Diego, CA. 921 San Diego, CA. 921 Sun Diego, CA. 92 Sun Diego, CA. 93 Sun Diego	6 Comments emue Suite 1000, 01 (Vaiemail)	1776 1154 (Voicemail)	changes to derice here loved ones best changes every
Character Report of the Control of t	TO: MTS Public Hearing Comments 1255 Impersion Avennue. Suite 1000, San Diego, CA. 92101 (619) 595-4912 (Vacenuil)	Fram " Jusing Wheelis 2498 Roll 22 # 1776 San Diego, CA. 92154 (619) 832-6027 (Voicemail)	July 10, 2017 There sirs, The SDMTS Routes GOS a/905 b. There over many businesses furthering in Mexico and many people visit their lated one in mexico, I see the proposed changes the work and fee visit and Return to the U.S. in a timely manner,

July 1374/2017

DEAR MTS.

BENCHE'S YOU KNOW, SOMTHING-TO SIT ON! WENE WAITEING FORA-BUS. SOME PEOPLE CAN'T STAND FOR-

SOMMY SUGAR BONNO I AM TIRED OF SITING ON A-

- DIRTY CURB OR IN THE DIRT!

· THAIR ARE LONG ESTABLISHED STOPS'
WITH NOTHING TO SIT ON!!!

SPEND SOME MONEY FIXING THIS-

PROBLEM!

BY FOR NOW, MAURICES. SPLANE

CUSTOMER SERVICE FORM Metropolitan Transit System
1. Contact: While Charlest Type of complaint (Check One): Verbal Call Walk in Date: Time: : 50 AM or Millingto One) Type of Response: Call Letter
CUSTOMER INFORMATION C
2. Name: CHOATE Address: 1425-445 AVE SERVING SENIORS CIVIC ENGAGEMENT Phone: (619, 450-3817 COMITEE
3. Incident Date: : AM or PM (Circle One) Route No.: License No.: License No.: Location incident occurred: EDAB
Street Direction NB / SB / EB / WB (Circle One) Destination of route:
4. Description of incident and Driver: BECAUSE THE SB 3 BUS STOP 13 AT HECEDAR, MANY SENIORS JAYWALK TO GET TO THE STOP, WE WOULD LIKE TO MOVE THE STOR TO THE NORTH-WEST CORNER OF 4th BEECH. THIS WOULD STOR THE NEED TOR SENIORS TO FEEL THEY HAVE TO JAY WALK
TO CATCH THE BUS,

Please return this form to Receptionist who will forward to the appropriate person or agency for response or information.

JUL 19 2017

MTS



CUSTOMER SERVICE FORM

	Type of complaint (Check One): Verbal Call Walk in
	: AM or PM (Circle One)
Type of Response: Call	Letter
	CUSTOMER INFORMATION
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. Name: MAJOR	(Last Name) (First Name)
Address:	
(City)	
(State)	(Zip)
Phone: (858) 3	39-6959
. Incident Date:	Time incident occurred: : AM or PM (Circle One)
Route No.:	Vehicle No.: License No.:
	ed:
O4	D / ED / M/D
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Metropolitan Transit System

CUSTOMER SERVICE FORM

RECEIVED
JUL 1 9 2017

1. Contact: Type of complaint (Check One): Verbal	Call Walk in
Date:/ Time:: AM or PM (Circle One)	
Type of Response: Call Letter	
CUSTOMER INFORMATION	
2. Name: MAJOR LV15	A
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Address: (City)	
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(State) (Zip) Phone: (858) $539 - 6959$	
(1016. (<u>0.5 ()</u>)	
3. Incident Date: Time incident occurred:	: AM or PM (Circle One)
Route No.: Vehicle No.: License I	
Location incident occurred:	
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1255 Imperial Avenue, Suite 1000 San Diego, CA 92101-7490 (619) 231-1466 • FAX (619) 234-3407

Notice of Public Hearing

PROPOSED 2017-2018 MAJOR BUS SERVICE CHANGES

The San Diego Metropolitan Transit System (MTS) Board of Directors will hold a Public Hearing on proposed changes to bus services, including but not limited to: increased frequency along major transit corridors, significant reconfiguration of several routes, discontinuation of lower-performing routes and services, and adjustments to days and spans of service. Details listed at www.sdmts.com. Changes approved would be implemented in 2017 or 2018.

The Public Hearing will be held on Thursday, July 20, 2017 at 9:00a.m. at MTS, Board Meeting Room (10th Floor), 1255 Imperial Avenue, Suite 1000, San Diego, CA., 92101-7490. Those who wish to submit their comments on the proposed service changes but cannot attend the Public Hearing may submit their comments by calling the MTS Hotline at (619) 595-4912, by email to mts.planning@sdmts.com, or by writing to MTS at the above address.

DO NOT REMOVE









Transit Optimization Plan **Public Hearing**

July 20, 2017





Transit Optimization Plan

Comprehensive analysis and recommendations to increase ridership and fare revenue and improve system performance.

Goals

- Grow ridership / Address declines
- Financial sustainability current \$5m deficit
- Respond to markets and mobility needs every ~10 years
- Improve reliability & operability of network

Strategies

- Address service challenges identified by riders and non-riders
- Improve service on major corridors to increase ridership and fare revenue
- Create a system that is more attractive and simpler to use
- Consider needs of existing and new riders

Frequency & speed (travel time) are the primary drivers of ridership.





Transit Optimization Plan

Initial direction was a subsidy neutral alternative. Two scenarios developed for Board consideration:

Subsidy neutral:

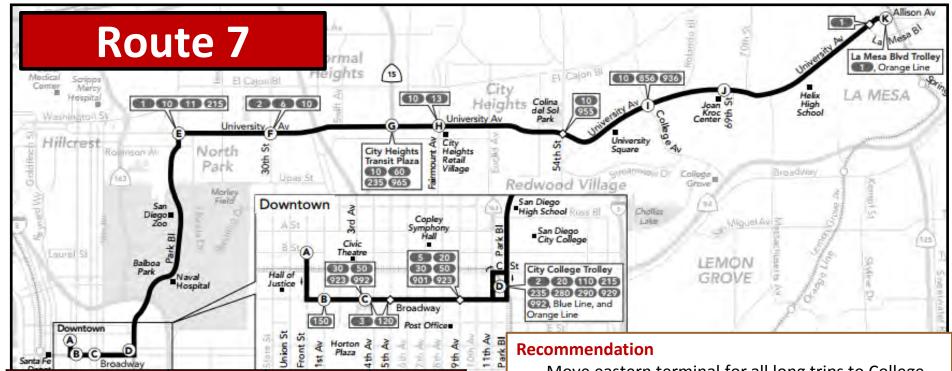
- No reduction in **net** service levels
- Aims to address structural deficit by growing ridership through resource reallocation, system improvements

Full T.O.P.

- Adds recommended improvements unaffordable in the subsidy neutral plan
- Maintains some services that were identified during early outreach as important to communities
- Approx. \$2 million in additional subsidy required
 - Adds to \$5 million structural deficit







2016	Wkdy.	Sat	t.	Sun.
Current Freq.	6-24m	12-2	4m	12-24m
Avg. Pass.	9,072	6,9	935	4,718
Annual Passengers:			2 (973,434

7 tillidai i asserigersi			373,131
2016	Rt. 7	Category Average	All Bus Average
Pass./Rev. Hr.	36.5	31.2	28.8
Subsidy/Pass.	\$2.09	\$1.76	\$1.90
Fbx. Recovery	32.5%	36.5%	35.2%

- Move eastern terminal for all long trips to College
 Ave.; replace La Mesa segment with new Route 52.
 - Simplified pattern for all trips.
 - Better reliability and manageability.
- Adjust weekday peak frequency from 12 minutes (with 6 minute directional overlay) with 10 minutes in both directions.
 - Frequency increase for reverse commute direction.

Impacts

4

- Transfer required for through service towards La Mesa.
- Peak directional frequency slightly reduced.
- La Mesa segment frequency slightly reduced.

Weekday Ridership Route 7













Transit Optimization Plan

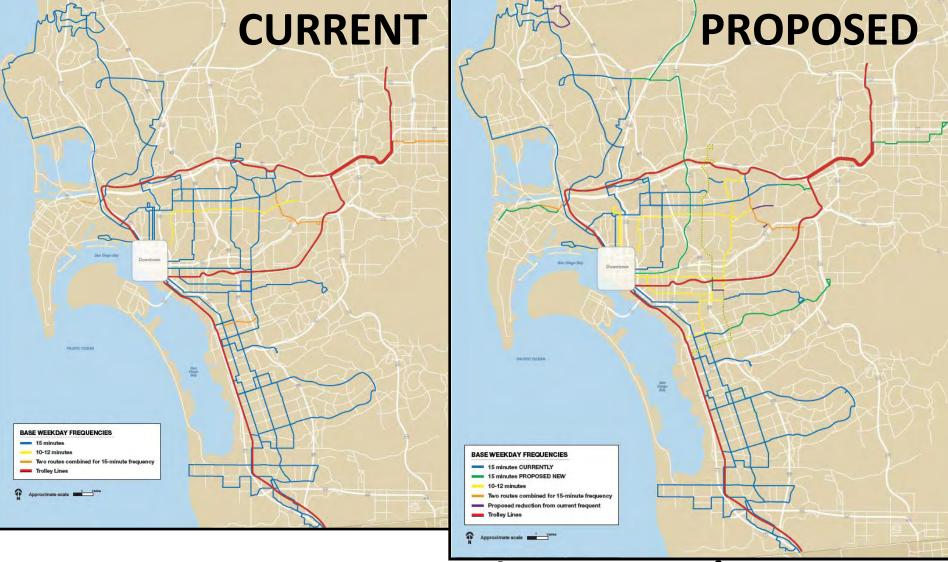
Most proposals are one or more of the following:

- Reinvestment of resource from low-ridership routes/segments to higher ridership/demand services
 - Increased frequency on highest ridership routes
 - Expansion of frequent service network
 - Discontinuation of underperforming routes/services
- Streamlining of routes for faster passenger travel times
- Improve network connectivity
- Reducing very long routes for better reliability

Some proposals interdependent and proposed & presented as a package. Other changes can stand alone but have an impact on overall TOP cost and ridership.







Frequent Service Network





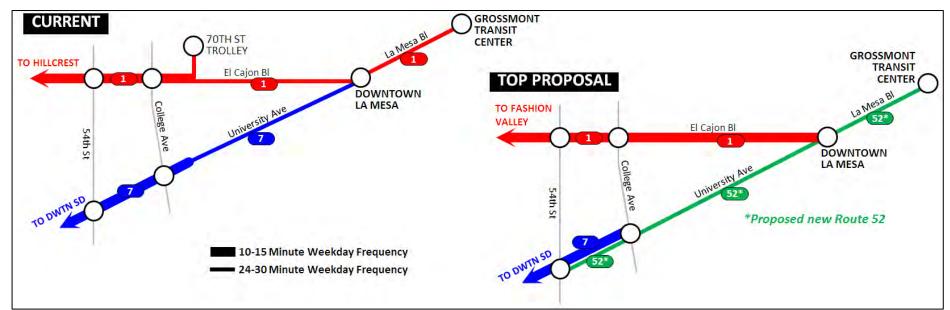
Routes 1, 7, 52: La Mesa/Mid-City

Route	Subsidy Neutral Alternative	Full T.O.P. Alternative
1	Extend route to FVTC; on east end, all trips end at La Mesa Blvd. Trolley Station (disc. 1A variant to 70th St.). Grossmont segment covered by new Rt. 52.	Same
7	 All trips end on the east at College Ave. Service to La Mesa replaced with new Rt. 52. Operate peak service at bi-directional 10 min. frequency (instead of 12/6 minutes). 	Same
52	New route replaces eastern segments of Rts. 1 & 7, with service between Univ./54th and Grossmont T.C., via Univ. Av., Allison Av., and La Mesa Blvd. at a 30-min. frequency MonSat., hourly on Sundays.	Same, but with a 30-minute frequency on Sundays.
Net Ridership Impact	+ 247,000	+ 264,000
Added Subsidy Required	\$2,339	\$27,338





Routes 1, 7, 52 Proposal



- Improves reliability of service on long routes.
 - Prevents delays from affecting other segments of route.
- Adds new **15-minute service** corridor along El Cajon Blvd. all the way into Downtown La Mesa.
- Independent east-west La Mesa crosstown route from University Ave. to Grossmont.
- 15-min. (Rt. 1) and 30-min. (Rt. 52) frequencies better match 15-min. Orange Line frequency.
- Simplifies Routes 1 & 7 into a single pattern each

Most Route 7 connections along University Ave. also made by Route 1 along El Cajon Blvd.:

- Rts. 856 & 936 (plus Rapid 215) at College Ave.
- Rt. 955 at 54th St.
- Rt. 13 at Fairmount Ave.
- Rt. 60 & Rapid 235 at SR-15
- Rts. 2 and 6 at 30th St.
- Rts. 10, 11, and Rapid 215 at Park Blvd.
 - + new connections in Hillcrest, Fashion Valley











Routes 701, 703, 704, 707, 709: Chula Vista

Route	Subsidy Neutral Alternative	Full T.O.P. Alternative
701	Restore Sunday service at hourly frequency.	Same
703	Replace this Sunday-only route with restored Sunday service on Routes 701, 704, and 709.	Same
704	 Adjust routing from 4th Ave. to 3rd Ave., and from E St. to F St. Restore Sunday service between Palomar T.C. & Medical Ctr. Ct. at hourly frequency. 	Same
707	No changes proposed.	 Increase weekday frequency from every 60 to 30 min., replacing Rt. 709 trips along Eastlake Pkwy. Increase span-of-service to match current extended Rt. 709 trips.
709	Restore Sunday service at hourly frequency.	 Restore Sunday service at hourly frequency. Replace weekday extended Eastlake Pkwy. trips with enhanced service on Route 707 (service around Lakeshore Dr. would be disc.).
Net Ridership Impact	+ 16,000	+ 34,000
Added Subsidy Required	\$25,470	\$166,582





Routes 204, 235, 237: I-15/University City

- TransNet-funded routes
- Proposals approved by SANDAG
- Increase in Route 235 service only possible through reductions in Routes 204, 237

Route	Both Alternatives	
204	 Reduce weekday base frequency from every 15 to every 30 minutes Discontinue weekend service. 	
235	Increase weekday midday frequency from every 30 to every 15 minutes.	
237	Shorten on the east end so all trips begin/end at Miramar College T.S.	
Net Ridership Impact	+ 110,000	
Added Subsidy Required	\$ - (no MTS subsidy on TransNet routes) Net TransNet budget impact is minor.	





Routes 815, 816: El Cajon

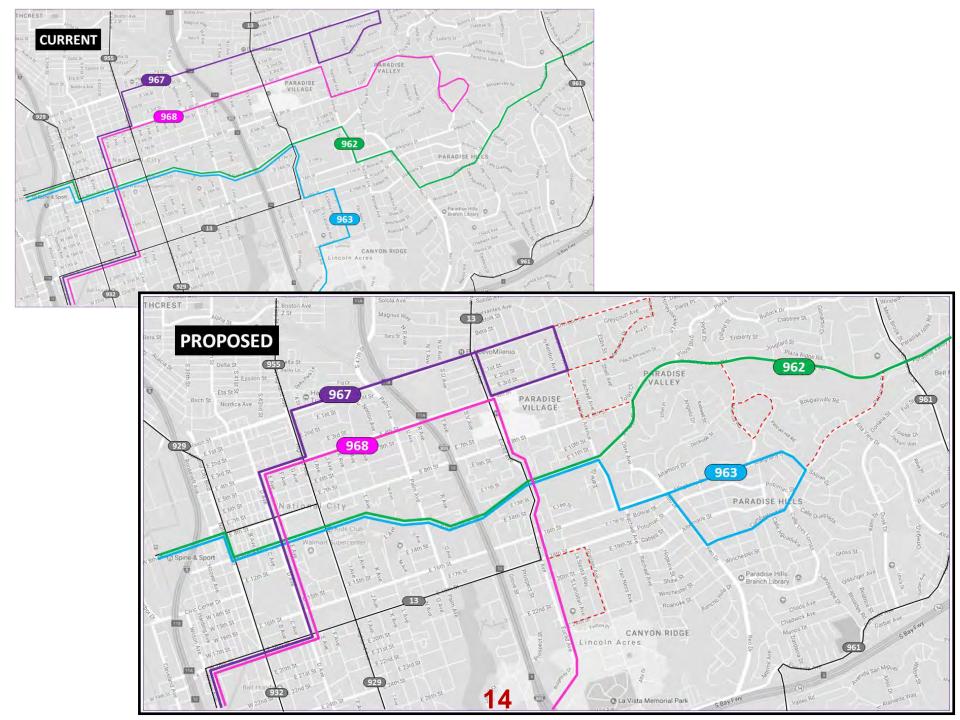
Route	Both Alternatives
815	Increase weekday base frequency from every 30 to every 15 minutes; shorten route to end at E. Main St./Oakdale Ave.
816	Streamline routing to Washington Ave. between Jamacha Rd. and El Cajon Transit Center.
Net Ridership Impact	+ 74,000
Added Subsidy Required	\$130,114





Routes 962, 963, 967, 968: National City/Paradise Hills

Route	Subsidy Neutral Alternative	Full T.O.P. Alternative
962	 Increase weekday frequency from 30 to 15 minutes, and weekend frequency from 60 to 30 minutes. Streamline routing along Paradise Valley Rd. east of Plaza Blvd., replacing local Paradise Hills service with a revised Rt. 963. 	Same
963	Restructure to replace local Rt. 962 service in Paradise Hills (Cumberland St., Reo Dr., Allegheny St.).	Same
967	Discontinue route.	Maintain route at an hourly frequency on weekdays only, and streamline on the east end to loop via Euclid Ave., 4th Ave., Harbison Ave., and Division St. (Service to Mariposa Pl./Ava St. would be discontinued.
968	Restructure route to travel south on Euclid Ave. to serve Plaza Bonita, instead of east on Paradise Valley Rd. Service to Bayview Hills would be discontinued, but remain accessible on Rt. 963 on Alleghany St.	Same
Net Ridership Impact	+ 118,000	+ 123,000
Added Subsidy Required	\$568,361	\$785,960

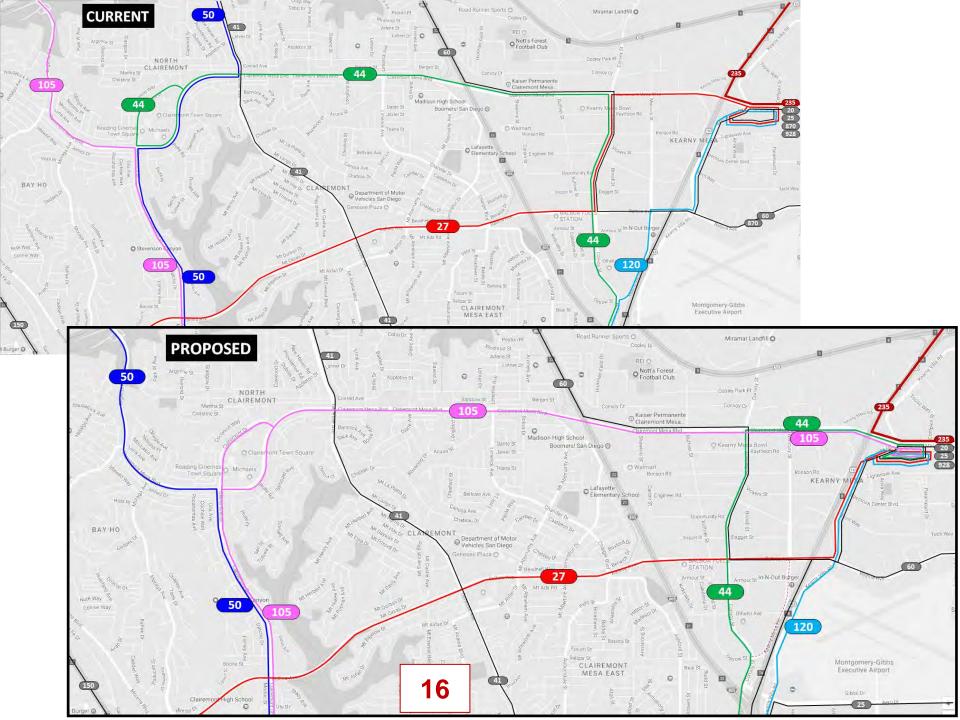


Routes 27, 44, 50, 105, 120: Clairemont/Kearny Mesa

Route	Both Alternatives	
27	Streamline route to use Kearny Villa Rd. instead of Convoy St. between Balboa Ave. and Clairemont Mesa Blvd.	
44	Change northern terminal from Clairemont Square to Kearny Mesa T.C. by traveling east on Clairemont Mesa Blvd. instead of west. Corridor service along Clairemont Mesa Blvd. would be replaced by a revised Route 105.	
50	 Midday service would be discontinued, with bidirectional peak-only service. Adjust routing to cover the northern routing of current Route 105 between Clairemont Square and UTC. 	
105	 Shift northern terminal from UTC to Kearny Mesa T.C. via Clairemont Mesa Blvd. Service on Governor Dr., northern Clairemont Mesa Blvd., and southern Regents Rd. would be replaced weekday peaks by a revised Rt. 50. An overlay along Clairemont Mesa Blvd. only would provide 15-min. weekday frequency and 30-min. weekend frequency. Streamline route in Bay Park to use Denver St./Ingulf St. instead of Milton St./Burgener Blvd. 	
120	Streamline route to Kearny Villa Rd. instead of Convoy St./Kearny Mesa Rd. between Aero Dr. and Balboa Av.	
Net Ridership Impact	+ 187,000	
Added Subsidy Required	\$429,012	







Routes 14, 854: Grantville, La Mesa

Route	Both Alternatives
14	 Adjust routing to operate between Kaiser Hospital and Grossmont T.C. Service to Grantville T.C. and along Rancho Mission Rd. would be discontinued.
854	 All trips would be converted to Route 854x trips, with direct service every 30 minutes (on weekdays only) between Grossmont T.C. and Grossmont College. Regular local Route 854 service would be replaced along Baltimore Dr. by an extended Route 14, and discontinued along Lake Murray Blvd. (but remain available north of Jackson Dr. on Route 115).
Net Ridership Impact	(2,000)
Subsidy (Savings)	(\$104,263)





Routes 35, 923: Ocean Beach, Pt. Loma

Route	Both Alternatives	
35	 Increase weekday frequency to 15 minutes all-day. Replace service south of Newport Ave. on weekdays only, with extended Route 923. 	
923	 Extend to Pt. Loma Ave., replacing Route 35 south of Newport Ave. Discontinue Saturday service. 	
Net Ridership Impact	127,000	
Added Subsidy Required	\$139,739	



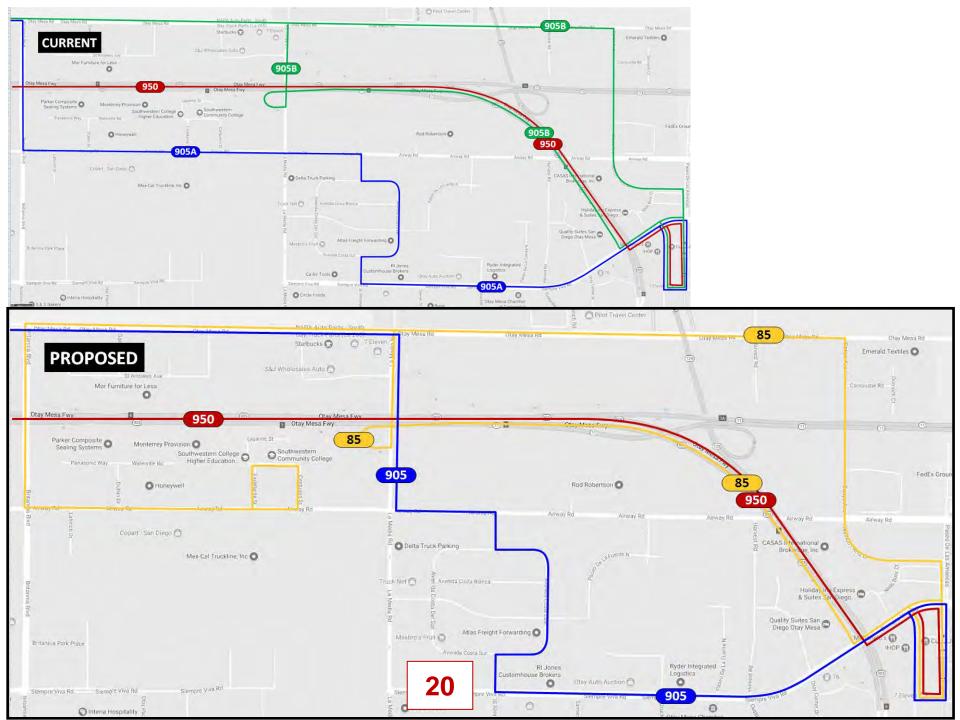


Routes 905, 950: Otay Mesa

Route	Subsidy Neutral Alternative	Full T.O.P. Alternative
905	 Consolidate into single alignment via Siempre Viva Rd., La Media Rd., and Otay Mesa Rd. Operate even 30-minute frequency all weekday, 60-minute on weekends. 	Replace coverage in NE and SW Otay Mesa industrial areas with new Route 85, operating hourly on weekdays only.
950	 Increase peak directional frequency to 10-minutes. Extend san-of-service into later evening. 	Same
Net Ridership Impact	+ 105,000	+ 111,000
Added Subsidy Required	\$146,329	\$393,759







Routes 856, 936: Rancho SD Village, College Grove

Route	Both Alternatives
856	 Discontinue service to Rancho San Diego Village area. Streamline route to College Ave. without deviation along College Grove Dr.
936	Streamline route to College Ave. without deviation along College Grove Dr.
Net Ridership Impact	(11,000)
Subsidy Savings	(\$254,155)





Other Changes: Frequency Improvements

Route	Subsidy Neutral Alternative	Net Ridership Impact	Added Subsidy Required	Full T.O.P. Alternative	Net Ridership Impact	Added Subsidy Req'd
3	Increase Sunday frequency from every 60 to every 30 minutes.	+ 25,000	\$41,990	Same, plus increase weekday base frequency from every 15 to every 12 min.	+ 219,000	\$284,004
5	Increase weekday base frequency from every 15 to every 12 minutes.	+ 107,000	\$87,060	Same	+ 107,000	\$87,060
13	Add afternoon peak trippers for enhanced capacity and frequency.	+ 71,000	\$291,782	Increase weekday PM peak frequency from every 15 to every 12 min.	+ 141,000	\$587,792
906/ 907	Increase Sunday frequency from every 30 to every 20 minutes to match Saturday.	+ 36,000	\$67,824	Increase weekend frequency from every 20 or 30 to every 15 min.	+ 98,000	\$155,990
955	Increase weekday base frequency from every 15 to every 12 minutes.	+ 181,000	\$159,756	Same	+ 181,000	\$159,756
992	No changes proposed.			Increase weekend frequency from every 30 to every 15 min.	+ 40,000	\$94,524

Other Changes: Route Streamlining

Route	Both Alternatives	Net Ridership Impact	Subsidy Savings
20	Streamline to use SR-163 and I-15 between Kearny Mesa T.C. and Miramar College T.S. instead of Kearny Villa Rd. and Black Mountain Rd.	(45,000)	(\$297,474)
25	Streamline to use SR-163 between Mesa College Dr. and Fashion Valley. Service to Health Center Dr. and Ulric St. would remain available on Route 120; service along Comstock St. and Osler St. would be discontinued.	(3,000)	
832	Streamline routing in Santee to skip the Los Ranchitos loop.	(2,000)	(\$22,847)
851	Streamline route to use Bancroft Dr. instead of Kenwood Dr. to/from SR-94, and to use Sweetwater Rd. instead of Elkelton Blvd. Also, frequency would be adjusted to every 60 minutes all day.	(4,000)	(\$44,534)
874/ 875	Streamline route by discontinuing the Granite Hills segment.	+ 2,000	(\$81,245)

Other Changes: Route Splits

Rout	e Subsidy Neutral Alt.	Net Ridership Impact	Net Subsidy Impact	Full T.O.P. Alternative	Net Ridership Impact	Net Subsidy Impact
11	Split route in Downtown into separate south and north routes, Routes 11 and 12. The downtown terminal for the southern route would be the City College T.C. Frequencies and spans on each route remain similar to current.	34,000	\$588,003	Same	34,000	\$588,003
864	 Replace service east of East County Square with new Route 838, operating a 12-hour/day span-of-service. Streamline Route 864 to use East Main St. between Madison Ave. and Broadway. 	(14,000)	(\$532,039)	Same, but match current Route 864 span on Route 838.	<\$1K	(\$385,153)

Other Changes: Route Reductions

Route	Both Alternatives	Net Ridership Impact	Subsidy Change
8	Reduce non-summer weekday frequency from every 20 to every 30 minutes.	(60,000)	(\$153,099)
9	Reduce non-summer weekday frequency from every 20 to every 30 minutes.	(52,000)	(\$227,489)
894	Discontinue Parkway Plaza service. (still available via transfer to Routes 833 or 874/875).	< 1k	(\$22,913)
901	Reduce 1-3 peak shoulder trips.	(3,000)	(\$49,829)
929	Northern terminal would be changed from City College T.C. to 12th & Imperial T.C.	< 1k	(\$187,819)
944	Route would be restructured to serve Community Rd. and Hilleary Pl. instead of the Garden Rd. loop. Service east of Midland Rd. would be discontinued.	+ 2,000	

Other Changes: Route Discontinuations

Route	Subsidy Neutral Alt.	Net Ridership Impact	Subsidy Savings	Full T.O.P. Alternative	Net Ridership Impact	Net Subsidy Impact
18	Discontinue route.	(32,000)	(\$112,427)	Service retained, with reduced span-of-service.	(2,000)	(\$13,547)
83	Discontinue route.	(34,000)	(\$133,094)	Service retained, but would operate for 5-7 midday hours only. Hillcrest/Washington St. segment discontinued.	(16,000)	(\$50,040)
84	Discontinue route.	(28,000)	(\$125,870)	Two peak hour round trips operated between Old Town, SPAWAR Main Gate, and the Naval Base Pt. Loma Main Gate.	(17,000)	(\$72,760)
834	Discontinue route.	(15,000)	(\$68,020)	Restructure current route into a weekday, hourly loop serving Santee Town Square, Cuyamaca St., Mast Bl., West Hills Pkwy., Mission Gorge Rd. & Town Center Pkwy. Service discontinued along Mesa Rd. and Prospect Av.	49,000	\$45,682
870	Discontinue route.	(15,000)	(\$46,248)	Same	(15,000)	(\$46,248)
871/ 872	Discontinue route.	(21,000)	(\$191,374)	Same	(21,000)	(\$191,374)
945A	Discontinue route.	(18,000)	(\$41,175)	Retain route as-is.		

SB-1 Potential

- Up to \$6 million in additional annual operating funds possible
- Consider in conjunction with recommendations of upcoming fare study
- Potential service improvements include:
 - Trolley frequency improvements
 - Expansion of Rapid network
 - Pilot new bus routes
- Risk of repeal in 2018 jeopardizing any service increases





Today's Action

- Receive a report on proposed major service changes as detailed in Attachment A;
- Receive public testimony; and
- Provide direction to staff for any changes prior to approval at a later Board of Directors meeting.
 - Planned for September 2017







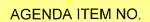




- Public testimony
- Board discussion and direction to staff







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REQUEST TO SPEAK FORM

ORDER	REQU	EST R	ECEIVED
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(PLEASE PRINT)

DATE	2017-07-20		
Name	S Clive Richard		
Address	5153 La Dorna St, San Diego, CA		
Telephone	615.867.7049		
Email	5-clive @ hotmailicom		
Organization Represented			
Subject of Your Remarks	1,12,14, 235		
Regarding Agenda Item No.			
Your Comments Present a Position of:	SUPPORT OPPOSITION		

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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AGENDA ITEM NO.

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To: The Chairman and Board of MTS

4:04 PM - 4:39 PM (35 min) Green Line A 4:05 PM from Santa Fe Depot \$2.50 30 min SCHEDULE EXPLORER 4:04 PM 1050 Kettner Blvd San Diego, CA 92101 Walk About 1 min, 3 ft 4:05 PM Santa Fe Depot Green Line Qualcomm Stadium 5 min (3 stops) · Stop ID: 75083 4:10 PM Washington St Station * Walk About 29 min, 1.3 mi Use caution - may involve errors or sections not suited for walking Head southeast on Kurtz St toward W Washington St Turn left onto W Washington St Turn left toward McKee St Turn right onto McKee St Turn left onto Titus St Turn right onto Pringle St

4:39 PM

• 899 W Washington St San Diego, CA 92103

Turn left onto Washington Pl Turn right onto Goldfinch St This is the route for people from The Meeting Place going without the #83 bus, and, for the people that must walk "back" to the Middletown Station.

For those Meeting Place members that live in the Friendly Home Board and Care on Reynard Way, they have the option of walking "back to Laurel" and making an approximately 25 minute walk to the Middletown Station going North or South from Reynard Way.

Anyone living close to the Robinson exit has another 10-15 minute walk added to get to Laurel and then walk to the Middletown Station. Total 35 – 40 minutes.

For those living in a Single Room Occupancy downtown, the commute to the Blue line 5th Avenue is a 10 minute walk.

Getting to America Plaza without the #83 bus, adds another 15 minutes walk from the Middletown station. The Meeting Place has members who have gotten used to the #83 as a part of their daily routine roundtrip, and is part of their Mental capabilities, and they would be totally lost with a change.

The walk from Laurel Street taking the #11 Bus is an option but not a viable one. The Laurel Street hill is very steep to State Street.

Most of our members live at the poverty level or about \$800 per month, and this is the amount for the Disability Insurance They receive.

The MTS Express is a very expensive option. At \$4.50 each way, or \$9.00 roundtrip, our members qualify as all have a Mental Illness. However, as you can see from the cost it is prohibitive.

Please consider the hardship losing the #83 bus would be for the members of The Meeting Place, or others who depend on that bus.

Thank you,

Jacqueline Brown, Member

The Meeting Place Clubhouse.

The #83 is integral to many people receiving mental health services in the amon Please Keepthis live Horal alle True Please help Keep the #83 bus running 1

Dear MTS Chairman and Board,

Many of our members at The Meeting Place Clubhouse depend on the #83 bus to access their mental health services and we sincerely hope it will not be discontinued. The Meeting Place Clubhouse is an organization where people with a mental illness come to rebuild their lives, establish and meet goals, build confidence and stamina, find work, make friends, and have fun.

The Meeting Place is located at 2553 State Street. Many of our members ride the #83 as their primary mode of transportation. We use both the Maple stop northbound, and the Arroyo stop southbound. With several members who use walkers and have limited mobility, using the Green Line Trolley from the Middletown Station would be a big challenge for them. The 11 bus line is our member's other option which is at the top of First and Laurel—a very steep hill that takes 15 minutes to walk up/down.

The #83 bus is our members closest option for accessing their mental health services and they would have extreme difficulty accessing these services if the line was discontinued.



On behalf of our many members that ride the #83 Bus,

We once again ask that you keep the #83 Bus and continue to support our members.

Thank you from The Meeting Place Clubhouse

San Diego

To Whom It May Concern:

My name is Victor G. Santiago. I am a member of The Meeting Place Clubhouse located on State St. which is one of the main streets of the Bus 83 route.

I wish to express concern on the plan to take out the Bus 83 Route. I take the bus every day to the Clubhouse and it is a good thing. If Bus 83 will be taken out, I would have to take a long walk to and from the Middle Town Trolley stop and it causes a lot of discomfort. Usually when I am on the way home and have to do a lot of walking I become very worn out. I go to the Clubhouse program every day and I am extremely grateful that there is the 83 bus to ride.

I also sympathize with other people who ride the 83 Bus. I hear that if the route is discontinued, they will have to find another way to get to their workplace. Most of the passengers of the bus are regular riders and these riders find it facilitating to take the bus 83.

Victor G. Santiago

Sincerely,

A Letter to Continue Bus 83

I, Luis Puentes, need Bus 83 to continue running because I come from Escondido, California and catch the Bus 83 at Santa Fe Depot. Mornings, afternoons and evenings I ride the 83 bus from Santa Fe Depot to Mission Hills at State and Laurel. I exit the bus at my daily program The Meeting Place, and I also ride the 83 back from Mission Hills at State and Laurel. I have a lot of peers who count on Bus 83 to get to The Meeting Place, work and school. They all also rely on the Bus 83 to get home or to City College. I, Luis, really rely on bus 83 every single day and so do my peers from The Meeting Place Clubhouse.

Sincerely,
Luis Puentes



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ORDER	REQUE	ST RE	CEIVED
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(PLEASE PRINT)

DATE	7/2017
Name	matha wold
Address	901 FSJ & QUI
Telephone	619 709 5938
Email	Martha Wela
Organization Represented	
Subject of Your Remarks	11,1,967
Regarding Agenda Item No.	11 9767
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

(I LLAGE I MINI)		
DATE 7-20-19		
Name Paul Williams		
Address 2945 Daus		
Telephone		
Email		
Organization Represented		
Subject of Your Remarks		
Regarding Agenda Item No.	\$3 Bus	
Your Comments Present a Position of:	SUPPORT	OPPOSITION

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(PLEASE PRINT)

DATE	July 20, 2017
Name	Debra Mc Cann
Address	2121 Fourth Ave. S.D.C.A. 92101
Telephone	619-758-5646
Email	debra Kaymccann & holmail.com
Organization Represented	Set (bus Mides/drives)
Subject of Your Remarks	tardiness of (#3 buses)
Regarding Agenda Item No.	(#3route proposals)
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	7/20/2018
Name	MONIQUE BERNARD
Address	4981 Catoctin Drive #87, 5,0, CA 92175
Telephone	649-255-8663
Email	
Organization Represented	
Subject of Your Remarks	18 E/X
Regarding Agenda Item No.	TOP
Your Comments Present a Position of:	SUPPORT OPPOSITION

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AGENDA ITEM NO.	AGENDA ITEM NO.	
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(PLEASE PRINT)

(* 22/102 111111)	
DATE 7/20/17	
Name Garrie Tru	550//
Address 2716 5th Ave	
Telephone 6 886-1703	3
Email Uptown carrie	
Organization Represented	UCPD
Subject of Your Remarks	SAVE BUS 83 TOP
Regarding Agenda Item No.	25
Your Comments Present a Position of:	SUPPORT OPPOSITION

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July 18, 2017

Honorable Harry Mathis, Chairman

Mr. Paul Jablonski, CEO San Diego Metropolitan Transit System

1255 Imperial Avenue, Suite 1000 San Diego, CA 92101

Dear Mr. Mathis and Mr. Jablonski:

At the June 12th 2017 Uptown Community Parking District Board of Directors meeting the Directors voted to support activities to persuade MTS to maintain bus route 83. We are joined in this effort by the Mission Hills Community; Mission Hills Town Council, the Mission Hills Business Improvement District and MH Parking Advisory Committee. The Board heard public comment from residents and business owners concerned for the continued accessibility to the area.

Accessibility throughout Mission Hills is the driving factor and the Metropolitan Transit System's Transit Optimization Plan review has it slated for discontinuation. Currently MTS Route 83 Bus service is the only available public transportation connecting the upper and lower areas of the Mission Hills community, downtown San Diego and the trolley system. It is instrumental in providing employees and care givers the means to get to work. Unfortunately, there is no pedestrian access that would allow a travel option between Mission Hills, Hillcrest or downtown San Diego.

Please assist us in maintaining Route 83 Bus service to and through Mission Hills. Many depend solely on bus #83 operations for all their commuting needs.

The Uptown Community Parking District supports alternative transportation modalities into and through the greater Uptown Community neighborhoods.

cc: Honorable Ron Roberts, Honorable Christopher Ward, Honorable David Alvarez, Honorable Myrtle Cole, Honorable Lorie Zapf, Honorable Georgette Gomez



June 28, 2017

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

Dear Directors:

On June 8, the Mission Hills Town Council Board of Directors voted to urge the San Diego Metropolitan Transit System to maintain the #83 bus route, the only bus route that serves both north and south Mission Hills. Without this vital route, residents in north Mission Hills would have to walk to Washington Street to catch a bus. Residents in south Mission Hills would have to walk up a steep hill to the bus line on Washington Street or down the hill to the Middletown trolley station. In some parts of the neighborhood, this would mean a walk of a mile or more in areas that, in some cases, are neither well-maintained, easily accessible, or safe.

Residents who work or visit downtown depend on the #83 bus, as do residents who are elderly, disabled, no longer drive, or are low-income. For this latter population in particular, the one-mile-plus, steep walk to the Washington Street or Middletown trolley station or bus stops would be difficult, if not physically impossible. In addition, those who work in Mission Hills – like domestic workers, nannies, and homecare workers – are also dependent on this service. Many of our elderly residents would no longer be able to live at home without reliable home care workers, and a large segment of our community depends on the bus for transportation to grocery stores, pharmacies, and medical appointments.

As you can see, doing away with this bus route – which again, is the *singular* MTS option for two very large, diverse Uptown neighborhoods – would without question be catastrophic for those who depend on and use it daily. We strongly urge you to be circumspect in your consideration of the impact cutting this route would have on San Diegans who depend on it, and we ask that you to vote to retain the service without interruption.

Sincerely,

Anthony Nyikos

President, Mission Hills Town Council

Cc:

Christopher Ward; <u>christopherward@sandicgo.gov</u>
David Alvarez; <u>davidalvarez@sandiego.gov</u>

Myrtle Cole; myrtlecole@sandiego.gov Lorie Zapf; loriezapf@sandiego.gov

Georgette Gomez; <u>georgettegomez@sandiego.gov</u> Ron Roberts; <u>Email- (ron.roberts@sdcounty.ca.gov)</u>



BUSINESS IMPROVEMENT DISTRICT

June 27, 2017

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

Dear Mr. Mathis and Mr. Jablonski:

The Mission Hills Business Improvement District and the Mission Hills Parking Advisory Committee learned the board of directors for San Diego Metropolitan Transit System is undergoing a Transit Optimization Plan review which presently suggests a lack of ridership and recommends eliminating MTS Route 83 Bus service.

We ask for your favorable consideration in maintaining Route 83 Bus service to and through Mission Hills. This mini-bus service provides a critical transportation link in the morning and in the afternoon between downtown San Diego and Mission Hills (Uptown). Those who utilize Route 83 Bus service cannot afford to purchase an automobile and using Uber or Lyft remains cost prohibitive.

On May 17, the Mission Hills Business Improvement District voted unanimously in favor of continuing MTS Route 83 Bus which services the Mission Hills community along Reynard Way and into North Mission Hills where the vast number of Mission Hills' businesses are located.

On June 21, the Mission Hills Parking Advisory Committee voted unanimously in favor of continuing MTS Route 83 Bus. The PAC supports alternative transportation modalities into and through Mission Hills and the greater Uptown Community neighborhoods.

Please consider all options available to maintain MTS Route 83 Bus service between downtown San Diego and Mission Hills.

Susan McNeil Schreyer

Sincefely

Executive Director, Mission Hills Business Improvement District

Chairperson, Mission Hills Parking Advisory Committee

Board Member, Uptown Community Parking District

cc: Honorable Ron Roberts, Honorable Christopher Ward, Honorable David Alvarez, Honorable Myrtle Cole, Honorable Lorie Zapf, Honorable Georgette Gomez

325 West Washington #2228 + San Diego, CA 92101 + MissionHillsBID@gmail.com + MissionHillsBID.com



Uptown Community Parking

Attn: Gerrie Trussell

Dear Gerry,

One of my employees approached me today about her concerns with the possibility of the discontinuation of bus route 83. She uses this bus daily to get to her job at Bread & Cie, and she said other buses are not a good option for her. She also told me that this would be a huge inconvenience for many of her neighbors as well.

wanted to bring this to your attention, our hope, is that this decision be re-considered.

Kind regards, Trids M Sattyman

Linda Saltzman

Bread & Cie

350 University Ave

San Diego, Ca 92103

Hello,

My name is Bethann Valine and I live in Mission Hills. We have a Senior Citizen Veteran take that bus an average of 2 times per week to come and walk our dogs. He appreciates the time with our dogs and the money. He will not be able to get to our home if they discontinue that route.

Thank you,

Bethann Valine

hello,

i am a resident of mission hills and i am disabled...

As i rode the 83 bus 1.5 weeks ago i over herd from a Sandag employee that her management knows that this bus has riders mostly in mornings(6am-10am) and afternoons (3pm-6pm) and they choose to ride at a time when they know when people are at work.... there are many people who ride to come to work as housecleaners, jury duty, food shopping.

As i stated earlier i am disabled and for me to walk out to the 10 bus takes me about an hour... i realize that sdmts takes into account who is paying over a monthly..., the mayor, sandag and sdmts are pushing for people to ride a bike take a bus.

It seems too me that Sdmts is more in money then what happens to the Bus drivers and the residents who rely on the bus in the area

lisa makarushka (619)642-9630 lismakarushka1@gmail.com I am writing to you to implore your help in preventing the elimination of the bus http://83.My reason to ask you to do this is because I am senior and employ a person whom use the bus all the time and ,the elimination of this route will make a tremendous burden on her.

Sincerely yours.

Rosalba Rodriguez de la Sierra

Additional calls and contacts:

Lauren Williams, 305-333-1893, laurenwilliams3@hotmail.com

Bob O'Connor, 619-972-6603 & 619-972-6603, Mission Hills neighborhood watch captain

Kaye Davis, <u>619-296-6965</u>. She's a senior citizen in Mission Hills. (A bit on the chatty side, so watch out)

Louie (Italian last name I've forgotten) 619-269-6878. He's a disabled senior citizen who lives on Reynard Way

Judith Krumholz, <u>619-709-3264</u>. Called me last week. Lives at Arista & Presidio, senior citizen

Joan Braumstein, <u>858-335-6184</u>. Uses bus to visit her daughter who lives in MH

Linda Artiaga, 619-895-3136, artiata@cox.net. MH resident. Sent her info today.

Caleigh McLaughlin, cmclaughlin@mhsinc.org. She works at The Meeting Place Clubhouse, located at 2553 State Street, at the bottom of Reynard Way. Many who are members at the Meeting Place live in a group home called Friendly Home of Mission Hills. It is halfway down Reynard Way, across the street from the Cloverfield Market. They rely on that bus to get to the meeting place, as well everywhere else.

PATRICIA L. PAYLOR

808 Fort Stockton Drive, Apt. 3D San Diego, California 92103

(619) 838-1126 ppaylor@klinedinstlaw.com

June 8, 2017

Dear Sirs and Mesdames:

I live in Mission Hills. I am a single, senior citizen who's still working full time. I have worked full time downtown at law firms for over 40 years. I, like many, have been using the 83 bus for over 10 years on a weekly basis. About 7 years ago, I campaigned heavily to keep this bus route when it was being threatened at that time. I communicated with Peter Casellini in the MTS planning department. He is the same person I have been communicating with this time around as well.

As always, the 83 bus transports many domestic workers up to Arista Street and then back down to catch their buses and trolleys on Washington Street or to the trolley downtown at America Plaza. It travels southbound to downtown on Columbia Street/Reynard Way. It returns northbound via State Street/Reynard Way. Many riders who live on Reynard Way depend on that bus to get to their jobs, to their doctor appointments, and to Vons on Washington Street to buy groceries.

Reynard Way is not serviced by any other public transit. In addition, along Reynard Way, there is a group home for mentally disabled people. They can't drive and need that bus. There is also a facility called The Meeting Place on Reynard Way, which is used by mentally disabled people in the area.

An argument was brought up about the disabled using the para transit service (Access bus). Many disabled do not qualify for using that service. I used it myself when recovering from two knee replacement surgeries. I know firsthand that it is a highly unsatisfactory way to get somewhere. I have often boarded and rides are added on. It has taken me from 90 minutes to 2 hours to get to places that would have been a 15 -minute ride in a car. Many of the people who depend on the 83 do not have the mental capacity or ability to schedule their rides on an Access bus. They can barely deal with just getting on the bus, placing the fare in the box, and remembering to get off at the correct stop.

Apparently, the heaviest usage is in the morning and late afternoon hours, when people are getting to and from work. Ridership in the middle of the day is usually sparse. I've been polling drivers. We see no use for the bus circling into Hillcrest, along a route that is serviced by three other buses. Many of us agree that the route should be shortened to begin and end farther west up on Washington Street, and then keep the same route from that point. Both drivers and riders agree wholeheartedly.

I proposed to Peter Casellini that they just modify the route to run during peak times, much like commuter buses. He sent an apologetic e-mail telling me they considered that and, basically, the route doesn't make money, so it needs to go. I've been strongly urging him to reconsider that the opposite needs to be done, that the route needs to be to improved, not cancelled.

Rather than simply modifying the service to run only during peak hours, the Transit Optimization Plan proposes that the route be ended entirely. That is like throwing the baby out with the bath water, as the saying goes.

Here are some of the people whose lives will be affected if the 83 bus is discontinued:

- A neighbor of mine, Charles Tate, is a retired veteran who lives at Green Manor at Ibis and Fort Stockton.
 Charles is 91 years old and still going strong. He gets his medical care at the VA hospital and travels up there regularly. That is a long trip. He told me that losing the 83 will make it difficult to get to all of his other doctors and to the dentist.
- A neighbor who lives on Hortensia Street called me. He and his wife are 86 years old. Their caregiver comes to their house via the 83 bus. They are very concerned.
- Lisa Makarushka is a disabled young woman who lives on Reynard Way. If the bus is taken away, she told me it will take an hour to walk up the hill to get the #10 bus on Washington Street.
- Imelda, a single mother who lives on Reynard Way with her two children. Her daughter is attending UCSD and travels a long distance to get to school every week. Imelda told me she can't afford to get a cab or an Uber every time she needs to get to a store for her kids or to an appointment.
- Caleigh McCullough is a facilitator at The Meeting Place on Reynard Way. She spoke to the Board on May 11 on behalf of the disabled people who depend on the bus to get to The Meeting Place. She is very concerned for the people in her care.
- Kaye Davis, a long-time Mission Hills resident, is a widowed senior citizen and depends on the 83 bus to get everywhere.
- Several residents of the group home for mentally disabled on Reynard Way.
- Dozens of Latina women, some young, some senior, take the bus into Mission Hills every week to get to their jobs and then back down to go home, or to go to their second jobs. I've seen many of these ladies using that bus for over 10 years.
- Louie and Gary, who live on Reynard Way. Louie is disabled and is unable to walk north up the steep hill to get to the bus, or walk south for 20 minutes south to the nearest trolley station.
- A senior citizen and veteran gentleman travels to Mission Hills twice a week to assist Bethann Valine. He walks her dogs. Bethann told me he appreciates the time with their dogs and the additional money.
- Several senior citizen Mission Hills residents who use the 83 bus to get to jury duty downtown, as well as to errands in the area.
- A senior citizen, Joan Braumstein, just called me to say that when she comes to Mission Hills, she uses that bus to visit her daughter.

This is not an easy town to live in. People are stuck where they are. I am one of them. Rents have become astronomical. Many are living in places where, fortunately, they are paying manageable rent in a safe and desirable neighborhood. But if they had to move just to get near public transportation, it would be mostly

impossible to find the same rental situations that they enjoy now. I have spoken to Brittany Bailey, a representative at Councilman Chris Ward's office and they are aware of the situation.

I have been in contact with Mission Hills Town Council members, as well as many residents who employ the domestic workers who rely on that bus to get to the residents' houses. The whole neighborhood is aware of the impact. We've been expressing our concerns to each other for months. People are contacting me every week to discuss their concerns. We are all fearful.

I refer everyone to Julia Tuer, who then passes on the rider information to you on the Board of Directors.

Thank you very much for your time and consideration. We all urge you to move to have this route reexamined and revamped. NOT discontinued. The impact to our neighborhood will be devastating if this route is discontinued.

Sincerely,

Patricia L. Paylor



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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	
Name	SIDNEY MICHAFEL
Address	5480 UNIVERSITY AVE
Telephone	619 322-1626
Email	
Organization Represented	
Subject of Your Remarks	CTTYHEFIFTS (52 LAMESA)
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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(I ELITOL I INITY)	
DATE	
Name	Esperanza Gonzalez
Address	Esperanza Gonzalez 4851 Monroe Ave San Diego
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	City Heights
Regarding Agenda Item No.	0
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	7-20-17
Name	Maria cortez
Address	4236 marlborough Ave
Telephone	619-822-9406
Email	Mcorto2 Ocity Heights coc. org
Organization Represented	city heights coc.
Subject of Your Remarks	Citybrights
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	7/20/17
Name	Judith Mandel
Address	3780 Alabama St BB
Telephone	619 491-0333
Email	judithmandel 5 @ mail
Organization Represented	Sr Housing
Subject of Your Remarks	7 18,52
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	
Name	Robert Grijalva
Address	7661 Stalmer st
Telephone	619-218-7477
Email	robertarijalva 2 Quahoo.com
Organization Represented	
Subject of Your Remarks	Route 44 and 105
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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DATE		
Name	Philip Belle	2~
Address	1661 corsica	(+ san Diego
Telephone	530-305-6	447
Email		Į.
Organization Represented		
Subject of Your Remarks	(Potral SD R	contes being curicied
Regarding Agenda Item No.		
Your Comments Present a Position of:	SUPPORT	OPPOSITION

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(LETTOL I TAILY)	
DATE	
Name	STEVEN FEGUSON
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	871-872
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	7/20/17
Name	LORRAINE CEIGHTON
Address	
Telephone	(619) 635 - 5512
Email	
Organization Represented	
Subject of Your Remarks	EL CAJON SVC CHOS.
Regarding Agenda Item No.	25
Your Comments Present a Position of:	SUPPORT OPPOSITION

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REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE 1/20/17	
Name	SUZANNE GEGNA
Address	5700 Cowlee M+, BLIDOL
Telephone	619 - 251-5561
Email	pacana emsn. com
Organization Represented	
Subject of Your Remarks	#854
Regarding Agenda Item No.	25
Your Comments Present a Position of:	SUPPORT OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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(PLEASE PRINT)

DATE	
Name	Janas Anderson
Address	
Telephone	61975-9152
Email	
Organization Represented	
Subject of Your Remarks	Sander
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	07/20/2017
Name	martina Valencia
Address	954 Ellen Lu El Cajon CA
Telephone	619-717-3226
Email	nanamartina 11@ amail. com
Organization Represented	Bus Rotte 894 / Facebook
Subject of Your Remarks	Don't cancel Stop Parkway Plaza
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE 7.20.17 THUS.	Please Do Not Stop 851
Name JOE, SABALA	Bus Routes on Kenward
Address 3447 Fami4Pl	
Telephone 619. \$750-5610	
Email &	depend on this Router.
Organization Represented 💋	THANK YOU Also IAM
Subject of Your Remarks	a disable Veteran Honorab
Regarding Agenda Item No.	discharge Twices.
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	7-20-17		
Name	CYNTHIA J ECKENSOTH		
Address	14291 2105 CANYON 80		
Telephone	619-244-4429		
Email	CSECKENSOTA @ GMANL, COORD		
Organization Represented	MTS LIDERS OF #864		
Subject of Your Remarks	DISAPPLOVAL OF PROPOSED CHARGES / HAVE SUKGESTIONS		
Regarding Agenda Item No.	BOUTE 8164		
Your Comments Present a Position of:	SUPPORT OPPOSITION		

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(PLEASE PRINT)

DATE	7-19-17
Name	Elizabeth Williams
Address	5700 Cowles Mt Blud C-113 LA Mega, C
Telephone	(69)765-8346
Email	
Organization Represented	Riding of the 854
Subject of Your Remarks	Disabled, Sinor Whenzons, College Studen
Regarding Agenda Item No.	854
Your Comments Present a Position of:	SUPPORT OPPOSITION

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DATE			
Name	John CoffEE		
Address	5428 Wellesley St I		
Telephone	(b) 9 713-6239		
Email	denintthree gmml.co.		
Organization Represented			
Subject of Your Remarks	854 bus route		
Regarding Agenda Item No.			
Your Comments Present a Position of:	SUPPORT OPPOSITION		

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(I LL/(OL I IXIIVI)	
DATE	7-20-17
Name	Auron Seaver
Address	San Dice of Chi anis
Telephone	6191822-3344
Email	path Junback 740 gmall,
Organization Represented	Selt
Subject of Your Remarks	11+14
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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DATE	07-20-17		
Name	Jaime G GATCIATI		
Address	1391 Rancho Mosini Rd		
Telephone	(v19) 227-8788		
Email	Simends Frankandaime		
Organization Represented	BUSTY		
Subject of Your Remarks	Bus 14		
Regarding Agenda Item No.			
Your Comments Present a Position of:	SUPPORT OPPOSITION		

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(I ELZIOL I MINT)			
DATE 7/20/17			
Name	Juli-Zimmerman		
Address	940 Park Blow HICE SanDo	092101	
Telephone	619-301-9998		
Email	roqueiclie D. hatmail.com		
Organization Represented			
Subject of Your Remarks	#894/#895		
Regarding Agenda Item No.			
Your Comments Present a Position of:	SUPPORT OPPOSITION	ON	

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DATE 7/20/17	
Name ROBIN	MOT-JUIHEAW
Address PLACE	
Telephone 858 405 8679	
Email HXP MODE A, com	
Organization Represented	
Subject of Your Remarks	ROUTE 832 CHANGES
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(I ELITOL I TRITAT)	
DATE	Sharlene Ornelas
Name	
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	1.852
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)	
DATE	7/20/17
Name	Paul Hollow ELY
Address	10369 ~ and pook Dr.
Telephone	858-2-22-7691
Email	Pavi - Holloway @ welkgroup com
Organization Represented	Route 870
Subject of Your Remarks	
Regarding Agenda Item No.	TOP
Your Comments Present a Position of:	SUPPORT OPPOSITION

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Julia Tuer

From:

Janelle Carey

Sent:

Thursday, July 20, 2017 1:36 PM

To: Cc: 'Paul Holloway'

CC.

Julia Tuer

Subject:

RE: TOP Meeting Notes and Proposal Regarding Route 870

Hi Mr. Holloway -

Thank you for your feedback regarding the Transit Optimization Plan (TOP). I've cc'd Julia Tuer, Clerk of the Board, who may include the below e-mail into the meeting record. Going forward, MTS will refine the proposals presented at today's Public Hearing. The TOP will be an agenda item at the Board of Directors meeting scheduled for Thursday, September 21, 2017. Please feel free to look for notices posted on MTS' website: www.sdmts.com.

Sincerely,

Janelle Carey
Associate Transportation Planner
MTS | Metropolitan Transit System
1255 Imperial Ave, Suite 1000
San Diego, CA 92101
619.557.4561
www.sdmts.com

From: Paul Holloway [mailto:Paul.Holloway@welkgroup.com]

Sent: Thursday, July 20, 2017 11:34 AM

To: Janelle Carey

Cc: JMinto@CityofSanteeCA.gov; rvalles@cityofelcajon.us; gmitchell@cityofelcajon.us; Jay.Faught@sandag.org

Subject: TOP Meeting Notes and Proposal Regarding Route 870

Hello Ms. Janelle Carey,

Here is the written account of what I talked about at today's meeting at MTS about the TOP plan to totally discontinue route 870 from El Cajon and Santee directly to Kearny Mesa:

Bus 870 is about much more than connecting East County to Kearny Mesa as mentioned before in this meeting. It is now connecting residents of East County to the Rapid system route 235 and bus 20 to Miramar and beyond. The goals of the proposed TOP to connect East County residents to the main part of the Rapid system will not be realized in East County because the current proposal contains no direct connection to the I-15 corridor from East County as currently exists with route 870.

Almost all the bus routes in Santee are negatively impacted and many more in El Cajon. Even under the full TOP it appears that the only option out of East County is using the Trolley. However, this adds 45 minutes to the commutes of Santee commuters heading northwest to where large clusters of employment exist in northern San Diego because of a lack of a direct connection to Rapid route 235. This is an example of not trying to increase or even keep ridership. Bus 870 is critical for East County residents to have guaranteed and functional access to these good jobs. This bus averages around 10-15 people per run (2x in the morning and 2x in the afternoon) and therefore should not be totally discontinued.

Ideally the discussion about this route should be about increasing marketing and service levels since there is obviously a demand for this service despite the best efforts from MTS to get riders to start taking other routes. However, a possible compromise solution is for route 870 to simply become a shuttle between the Mission SD Green Line station and a new stop to be created for bus 235 near Qualcomm stadium on the Friars road on ramp to better connect East County residents to the entire Rapid network.

Even though the ideal solution to increase ridership and efficiency for riders in Santee is to increase the frequency and length of the 870 and extend service to Miramar so that it directly connects to buses going all of the places that Santee commuters want to go, most riders of the 870 and a significant amount of new ridership should be able to be obtained from making this new Green Line / 235 connection. Let's live at least some of the vision of SANDAGs plan for a better community in their Regional Transportation plan by keeping route 870 in place until at least some sort of shuttle or freeway level connection is in place directly connecting the Green Line to Rapid bus 235.

Thank you,

Paul Holloway

From: Paul Holloway

Sent: Wednesday, July 19, 2017 8:49 AM
To: 'Janelle Carey' < janelle.carey@sdmts.com>

Cc: <u>'MMei@CityofSanteeCa.gov'</u> < <u>MMei@CityofSanteeCa.gov</u>; <u>'JMorgan@CityofSanteeCa.gov</u>;

'JMinto@CityofSanteeCA.gov' <JMinto@CityofSanteeCA.gov'>; 'rvalles@cityofelcajon.us' <rvalles@cityofelcajon.us'>; 'rvalles@cityofelcajon.us'>; 'rvalles@cityofelc

'gmitchell@cityofelcajon.us' <gmitchell@cityofelcajon.us>; 'Jay.Faught@sandag.org' <Jay.Faught@sandag.org'</pre>

Subject: Impact of Route 870 Discontinuation

Ms. Janelle Cary,

I am saddened to see that on the red list of final proposed changes for the <u>Transit Optimization Plan</u>, to be discussed 9AM in the MTS board room tomorrow, does not include any possible changes for the board to consider regarding routes 870 and 832. Route 870 serves the residents of El Cajon and Santee and allows them to easily access well-paying jobs in the northern parts of San Diego via buses 235 and is half of the route proposed by SANDAG to have bus service from Santee to UTC on SR-52 in their Regional Transportation plan. Even after proposing changes to the 870, like having passengers ride the deadhead runs of bus 290 from the East County Yard up to Rancho Bernado, were not taken seriously.

To take the Green Line trolley, like MTS obviously wants the riders of the 870 to do, it will increase the commute time of a Santee resident by 45 minutes and an El Cajon resident by 20-30 minutes. In spite of these rumors of discontinuation and essentially nonexistent marketing of this route, we are experiencing an average of about 15 people when I am on the bus morning and afternoon. Think of how many more people would ride if the route was simply extended to Miramar, where connections to UTC and Sorrento Valley could easily be made and possibly adding a bus run morning and afternoon to make the timing better for a wider range of workers. If this many people ride under these conditions, then why not actually try to increase the marketing service level of the route and make it more accessible for where people are actually working these days (Kearny Mesa is not the center of employment anymore).

The residents of Santee and East County have to solve the congestion problem now before SR-52 becomes a total parking lot during the rush hour. We need managed carpool lanes with bus service on the 52 from Santee now before the 400 home Castlerock subdivision is completed. However, keeping route 870 is the first step in a long line of steps that are needed, not wanted, for Santee and East county to remain livable. Vanpool is not really an option since people ride all different times on this bus, even though there is only two runs in the morning and two in the afternoon. Therefore we demand that this service continue in one form or another at least until the Trolley Green Line has either a shuttle to bus 235 from the Mission SD station to a new transit center at Charger Stadium where the 235 would stop or a freeway level stop for bus 235 and a walkway to the Mission SD station.

Finally, cutting back on routes 832/834 to El Nopal will decrease senior access of residents of Santee to their City Hall. Some sort of bus service should remain so that they have access to their civic government. Maybe trying smaller buses would help control costs here instead of always using the larger buses during the weekdays. Seniors and the disabled do not always have the \$7 needed for an Access ride.

Does this look like a route that should be discontinued? A typical day on the Route 870 – first run from Santee to Kearny Mesa (June 14 6:21 AM @ Mission Gorge & West Hills)



Total Passengers after loading: 15

P.S. Bus capacity on 7/18/17 6:45 PM at Claremont Mesa & Ruffin Rd. to Santee TC: at capacity (almost all seats were taken). Otherwise the early morning run and late afternoon run are more like the picture lately; sometimes more and sometimes less.

Route 870 Alternative to bus 235: transfer at Boulevard transit center from Green Line then bus 215 (would you want to ride public transit if forced to extend your commute by 45 minutes, add an extra transfer and spend time here?)



Why was this not done at the Mission SD station first to link the Green Line to Rapid bus 235 going north?





PAUL HOLLOWAY Senior BI Engineer Information Technology Team member since 2015

300 Rancheros Drive Suite 450 San Marcos, CA 92069

- c 858,222,7691
- e paul.holloway@welkgroup.com

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PALM SPRINGS

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

(
DATE	7-20-17				
Name	Debbie Coole				
Address					
Telephone					
Email					
Organization Represented					
Subject of Your Remarks	854 route				
Regarding Agenda Item No.					
Your Comments Present a Position of:	SUPPORT OPPOSITION				

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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PLEASE PRINT)

DATE 7-20-17

Name Elaine Rost

Address

Telephone \$5 \$ - 401 - 3131

Email VVistneroad Ayaheo.com

Organization Represented

Subject of Your Remarks

Regarding Agenda Item No. 85 4 4 14 70 + Trolly Synty Your Comments Present a Position of:

SUPPORT OPPOSITION

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To Shownort College from Balebrone - Taker takes Bernenuts not brought up today hars
the purposed 14 route bars the 70 th Trollay by less
than 14 mile - but then go to Showment Trollay of station I'it was said the 20 was an important connection to the Green also why not go to the TOM Set to Nave that connection also losing saturday some would go from 20 minters

854 Service to Grossmot College would go from 20 minters

the purplemen being solved to mesa - I talksithe I'th Sharsmot Trolly to Transfer to the F 354

to more than 12 mile from Baltimore to Jackson would be last - to people who live all I all to a grant of the form of duald people who work at the Sovelwill. - we who Relay on the Ich Mury Blo 854 do plan for a Gus that rue once an hour and are glad to plan to have a ride how can redership grow in an area that most people that line please consider not supplement up Puter trans more than a desappoint that the regular board member from I was not aware of the MTS TOP website I have PTSD and the cronded 854 X is not an opoture for me of

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(TELFROL TRIBLE)	
DATE 7-20-17	
Name	Yolanda Maldonado
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	14
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	7/20/17					
Name	Lynn Parish					
Address						
Telephone						
Email	Solple @ yahoo.com					
Organization Represented						
Subject of Your Remarks	Router 18, 44,50 105					
Regarding Agenda Item No.	25					
Your Comments Present a Position of:	SUPPORT OPPOSITION					

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PLEASE PRINT)

DATE 9-20-2019

Name Deephine Wise
Address Dunhaven St.

Telephone 19-216-8919

Email Deable to Real Runnen, com

Organization Represented

Subject of Your Remarks

Regarding Agenda Item No.

Your Comments Present a Position of:

SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE		
Name	Trina Tauer	
Address	7782 Linda Vista Rd # 82	
Telephone	Stolen	
Email	taner 79 62 /4 400. Con	
Organization Represented		
Subject of Your Remarks	41,44, 105, 8,7, 25, \$120	
Regarding Agenda Item No.		
Your Comments Present a Position of:	SUPPORT OPPOSITION	

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DATE	0)/	20) /	2017	
Name	BEI	QA	1/6	D GT.	
Address	515:	D. CA	1	WOOD, ST	Reej
Telephone	85)	2 2	\$:	2-46/1	,
Email	SRAD	rogt	91	9 39 WGM	135m
Organization Represented					-0011
Subject of Your Remarks	105	44	10)6	
Regarding Agenda Item No.					
Your Comments Present a Position of:	SU	PPORT		OPPOSITION	

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(PLEASE PRINT)

DATE	
Name	MICHAEL CROSBY
Address	4813 PESCADERO AO
Telephone	(619) 888.5128
Email	crosby michael 51@ gmoil.com
Organization Represented	self
Subject of Your Remarks	Proposed Changes to Pter 35/923
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	7/21/17
Name	Greta Phhamel
Address	5570 Lake Park Way
Telephone	
Email	mag 456@gmail, com
Organization Represented	50
Subject of Your Remarks	(discontinuance)
Regarding Agenda Item No.	25, Foute 854)
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(I LLAGET KINT)	
DATE 7/20/20/7	7/20/2017
Name Lon Keains	Lorikeains
Address 3386 A	3238C Ashferd \$t
Telephone	518 598 9744
Email	lorik ny @ juno .com
Organization Represented	
Subject of Your Remarks	Rt 44 chanies
Regarding Agenda Item No.	25
Your Comments Present a Position of:	SUPPORT OPPOSITION

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REQUEST TO SPEAK FORM

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(PLEASE PRINT)

(I LLAGE I KINT)	
DATE	July 20, 2017
Name	Amy Eppert
Address	97 Pepper Tree Pd
Telephone	(619) 748-1346
Email	aepper 198@ hotmail.com
Organization Represented	PLNU commuters
Subject of Your Remarks	Bus Poutesy
Regarding Agenda Item No.	25
Your Comments Present a Position of:	SUPPORT OPPOSITION

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REQUEST TO SPEAK FORM

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(PLEASE PRINT)	
DATE	7/20/17
Name	Rick V. IVKOVICH
Address	1822 York Dr Vista, CA 92084
Telephone	(960) 721-8836
Email	ivKovich@gmail.com
Organization Represented	Disabled riders
Subject of Your Remarks	At. 84
Regarding Agenda Item No.	25
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE	07/20/2017
Name	Jose Meding
Address	2705 Fenton PL,
Telephone	619-593-2366
Email	Josemedim3 agmail. Com
Organization Represented	NIA
Subject of Your Remarks	Loop on branger 24 4
Regarding Agenda Item No.	(963)
Your Comments Present a Position of:	SUPPORT OPPOSITION

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DATE

Name Red Cru7

Address

Telephone 97311729

Email

Organization Represented

Subject of Your Remarks

Regarding Agenda Item No.

Your Comments Present a
Position of:

SUPPORT OPPOSITION

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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

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(PLEASE PRINT)

DATE	7/20/17
Name	Mare Marconi
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	Maintain MTS Route 83 in Uptown Hillona
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION
	Na N. 1 1 00000-2

X. OPPUXBD 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

Board's Agenda.

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



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(PLEASE PRINT)	DO NOT WISH POS
DATE	7/20/17
Name	RANDY VAN VLECK
Address	4001 EL CAJON BLUD
Telephone	
Email	
Organization Represented	CITY HEIGHTS CDC
Subject of Your Remarks	7, 13, 235, 955
Regarding Agenda Item No.	2-5
Your Comments Present a Position of:	SUPPORT OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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(PLEASE PRINT)

DATE 7/20/17	
Name	Patricia m. Winchester
Address	10144 Carefree Dr.
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	833
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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PLEASE PRINT)

DATE 7 26 17

Name Denise Samuels

Address

Telephone

Email

Organization Represented

Subject of Your Remarks

Regarding Agenda Item No.

Your Comments Present a Position of:

SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE 7-30-17

Name PAT PAYLOR

Address/MISSION HILLS

Telephone 619-838-1124

Email

Organization Represented

Subject of Your Remarks

Regarding Agenda Item No.

Your Comments Present a Position of:

SUPPORT OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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cet is important that the 83 bus morning schedule remains at its original times.

Many set to work in an otherwise unserved area in those morning hours.

Thank you,

Pat Paylor

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REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	July 20, 2017						
Name	Jill Monroe						
Address	3900 Lomaland Drive, Son Diego						
Telephone	(619)813-0679						
Email	Jmonroel@pointloma. edu						
Organization Represented	Point Loma Nazarene Universi.						
Subject of Your Remarks	Route 84						
Regarding Agenda Item No.	25						
Your Comments Present a Position of:	SUPPORT OPPOSITION						

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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(PLEASE PRINT)

DATE JULY 20, 201	7	
Name	Kathleen Evans-Calderwood	7
Address	1807 N" Avenue (National City	1
Telephone	619-699-9789	
Email		
Organization Represented	San Diego Welfore Warriors/ Disabled	-
Subject of Your Remarks	Not enough outreach to ridership affect	ef e
Regarding Agenda Item No.	25 by proposed cuts toservice	2
Your Comments Present a Position of:	SUPPORT OPPOSITION	

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Does not wish to speak



AGENDA ITEM NO.

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED	ORDER REQUES	T RECEIVED	
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(PLEASE PRINT)

DATE	July 20, 2017
Name	COWENDOLYN MCHEAL
Address	6245 STANLE Y AVE 92101
Telephone	
Email	2015 Kittyy O QMailicom
Organization Represented	
Subject of Your Remarks	Routes 1A + 1
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION Comments on Back

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(PLEASE PRINT)

DATE	7/20/17
Name	Coleigh Masugalon
Address	4658 10WKST 2553 State St
Telephone	802-179-5392
Email	cal Amelanguagemail.com
Organization Represented	The Meeting Place Chubhouse
Subject of Your Remarks	83 Bus discontinuation
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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(PLEASE PRINT)

DATE 7/20/17	
Name	Luda ARTIAGA
Address	4277 Sierra VIGTA SD
Telephone	619-895-3136
Email	ARTIAGA @ LOX. Net
Organization Represented	· ·
Subject of Your Remarks	rt 83
Regarding Agenda Item No.	(/
Your Comments Present a Position of:	SUPPORT OPPOSITION

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PLEASE PRINT)

DATE 7/20/7

Name Johnn Tangacos

Address z z v 1 Dunfface v 57

Telephone 6 19-2 76-515 1

Email Pangacos & Saw. PR 1 om

Organization Represented

Subject of Your Remarks

Regarding Agenda Item No.

Your Comments Present a Position of:

SUPPORT OPPOSITION

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OPPOSITION

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REQUEST TO SPEAK FORM

(PLEASE PRINT)

Subject of Your Remarks

Position of:

Regarding Agenda Item No.

Your Comments Present a

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Name

Address Punhaven St

Telephone 619 226-8915

Email DBDBIDIS Road RUNKY, COM

Organization Represented

2.	TESTIMONY AT NOTICED PUBLIC HEARINGS
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SUPPORT

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(PLEASE PRINT)		
DATE		
Name	Marychriste USEN	
Address	6275 Rancho Mission Rd 202	
Telephone		
Email		
Organization Represented	Please keep Route 14	
Subject of Your Remarks	Bus with regulær schedule	
Regarding Agenda Item No.	RANCHO SI ISSIONROL LAS QUERY STEEP LILL	
Your Comments Present a Position of:	SUPPORT OPPOSITION	

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(PLEASE PRINT)	
DATE 54/420,2017	
Name marpy phristonson	
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	14
Regarding Agenda Item No.	
Your Comments Present a Position of:	SUPPORT OPPOSITION

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PLEASE PRINT)

DATE

Name

Address

Telephone

Email

Organization Represented

Subject of Your Remarks

Regarding Agenda Item No.

Your Comments Present a Position of:

Your Comments Present a Position of:

Your Address

Addres

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. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

FARE COLLECTION UPDATE (SHARON COONEY)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

The San Diego Association of Governments (SANDAG), MTS, and the North County Transit District transitioned from paper fare products to the Compass Card electronic fare collection system in 2009. MTS assumed responsibility for management of Compass Card from SANDAG in 2014. MTS staff immediately began to review the current system's status, correct system deficiencies, and begin the process for modernization and replacement of components of the system that was originally procured in 2002.

Staff will provide a report on progress on several Compass initiatives including Compass Cloud (mobile ticketing), Compass Cash (stored value) implementation, and creation of a Concept of Operations for system modernization.

/s/ Paul C. Jablonski

Paul C. Jablonski Chief Executive Officer

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



Fare Collection Update

Board of Directors July 20, 2017





Compass Cloud and Compass Cash

- Cloud Launched March 30
- 35,000+ Accounts
- On-Going Marketing
- Big Push for Comic-Con
- Launched Compass Cash on June 28

https://www.youtube.com/user/San DiegoMTS







Compass Cloud

	Tra	nsactio	ons	F	e	
	MTS	NCTD	Total	MTS	NCTD	Total
April	9,947	3,292	13,239	\$79,769	30,872	\$110,641
May	14,497	5,686	20,183	\$122,270	\$53,327	\$175,597
June	17,675	9,171	26,846	\$155,722	\$85,567	\$241,289
½ July	12,032	6,121	18,153	\$110,554	\$60,873	\$171,427
Total	54,151	24,2709	78,421	\$468,315	\$230,639	\$698,954





Compass Cloud

Product		April	May	June	½ July	Total	Percent
30-day	MTS	432	724	888	624	2,668	3.4
	Coaster	43	72	78	83	276	0.4
	Spr/Brz	15	17	27	19	78	0.1
Day Pass	MTS	9,477	13,710	16,350	10,873	50,410	64.3
	NCTD	186	177	326	215	904	1.2
	Region+	363	489	835	666	2,353	3.0
Coaster RT		1,064	1,904	3,096	2,090	8,154	10.4
Coaster OW		1,666	3,077	4,492	3,037	12,272	15.6
MTS Fair			9	334	77	420	0.5
NCTD Fair			9	420	92	521	0.6
Comic-con (Wed. only)					345	345	0.4





Compass Cash

- Launched June 28
- Total Purchased: \$38,600
 - 71% at TVMs; 29% on-line
- Total Used: \$ 14,600
 - One-Ways: \$ 12,000
 - Day Passes: \$ 2,600
- Remaining: \$24,000





Next Generation Fare Collection System





The current fare collection system is out of date.

- Hardware is at end of useful life
- Outdated software needs to be upgraded
 - Available upgrades were not performed
 - Requires a great deal of maintenance, troubleshooting
 - Small changes cost a great deal, take a long time
- Need updated security measures (PCI compliance)
- Want greater functionality
 - Account based system
 - Integrated with mobile ticketing
 - Non proprietary, open architecture
 - Ability to integrate with multiple hardware options
 - Better financial, data tools
 - Flexibility in fare policy





Planning for System Modernization

- MTS staff launched a process for deciding what to do next with the fare collection system in 2014
- Staff at all levels, in all departments participating
- Created a fare collection working group
- Began Fare Study with SANDAG and NCTD with a goal of fare simplification prior to system upgrades
- Requested rough order of magnitude proposals from Cubic to upgrade, rather than replace with a new software system
- Hired CH2M in 2016 to assist; presented Whitepaper to Board in December; gained approval for next step





Concept of Operations

- MTS, NCTD and SANDAG, facilitated by CH2M
- More detailed explanation of system requirements, plans for implementation
 - Current system analysis
 - Detailed system requirements
 - Fare structure analysis
 - Operations and procurement
 - System transition plan
- The completed Concept of Operations will assist in directing the procurement
 - Minimizes risk in the procurement stage
- Identified strategy for procurement





CORE PROCUREMENT Account Based Processor Configuration Management System Revenue Management System Data Warehouse Monitoring Management Media Inventory Management CRM **Reporting System** Hosting Website **Mobile Ticketing** Inspection Device (App) Sales Terminal (Ticket Office)

SEPARATE PROCUREMENT

Payment Processor

Retail Network Administration

Mobile Router

Inspection Device (Smartphone)

Fare Media

OPTIONAL CORE PROCUREMENT

TVM

Validator

DCU

Sales Terminal (Retail)

Back Office

Hardware

Core Procurement: 2 Step Strategy

- Step 1: Pre-screen vendors through a request for qualifications (RFQ) process
 - vendors provide high-level responses to the Concept of Operations and demonstrate their capabilities.
 - Determination then made on qualified vendors, who will advance to next step
- Step 2: A Request for Proposals (RFP) is issued to the shortlisted vendors





Next Steps

- Update to Board next week
- Continue refining Concept of Operations
- Gain agreement with NCTD on procurement strategy and schedule
- Complete fare study with SANDAG, NCTD
- Continue vendor demos
- Complete RFQ procurement documents
- Issue RFQ in fall, 2017
- Begin technical specifications
- Issue RFP in Spring 2018 to qualified vendors





Fare Collection Update

Board of Directors July 20, 2017







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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 20, 2017

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR MAY 2017 (MIKE THOMPSON)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

This report summarizes the year-to-date operating results for May 2017 compared to the fiscal year (FY) 2017 amended budget for San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for May 2017. Attachment A-2 details the May 2017 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides May 2017 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 May 2017, MTS's net-operating income favorable variance totaled \$175,000 (0.1%). Operations produced a \$630,000 (-0.4%) unfavorable variance and the administrative/other activities areas were favorable by \$805,000.

MTS COMBINED RESULTS

<u>Revenues.</u> Year-to-date combined revenues through May 2017 were \$99,360,000, compared to the year-to-date budget of \$100,032,000, representing a \$672,000 (-0.7%) unfavorable variance. This is primarily due to unfavorable variances within Passenger Fare revenues.



<u>Expenses.</u> Year-to-date combined expenses through May 2017 were \$245,205,000 compared to the budget of \$246,052,000, resulting in a \$847,000 (0.3%) favorable variance.

<u>Personnel Costs</u>. Year-to-date personnel-related costs totaled \$117,316,000, compared to a budgetary figure of \$115,936,000, producing an unfavorable variance of \$1,380,000 (-1.2%).

<u>Outside Services and Purchased Transportation</u>. Total outside services through eleven months of the fiscal year totaled \$85,648,000, compared to a budget of \$86,952,000, resulting in a favorable variance of \$1,304,000 (1.5%).

<u>Materials and Supplies</u>. Total year-to-date materials and supplies expenses were \$9,919,000, compared to a budgetary figure of \$9,951,000, resulting in a favorable variance of \$32,000 (0.3%).

<u>Energy</u>. Total year-to-date energy costs were \$24,239,000, compared to the budget of \$24,962,000 resulting in a favorable variance of \$723,000 (2.9%).

<u>Risk Management</u>. Total year-to-date expenses for risk management were \$3,635,000, compared to the budget of \$3,750,000, resulting in a favorable variance totaling \$115,000 (3.1%).

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$4,449,000 through May 2017, compared to a budget of \$4,501,000, resulting in a favorable variance of \$52,000 (1.2%).

YEAR-TO-DATE SUMMARY

The May 2017, year-to-date net-operating income totaled a favorable variance of \$175,000 (0.1%). These factors include favorable variances in outside services, materials and supplies, energy, risk management and general and administrative; offset by unfavorable variances in operating revenue, personnel costs, and vehicle/facility leases.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Comparison to Budget

MTS CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2017 MAY 31, 2017

	YEAR TO DATE										
	A	CTUAL	В	UDGET	VA	RIANCE	VAR. %				
Passenger Revenue	\$	85,170	\$	86,545	\$	(1,376)	-1.6%				
Other Revenue		14,190		13,486		704	5.2%				
Total Operating Revenue	\$	99,360	\$	100,032	\$	(672)	-0.7%				
Personnel costs	\$	117,316	\$	115,936	\$	(1,380)	-1.2%				
Outside services		85,648		86,952		1,304	1.5%				
Transit operations funding		-		-		-	-				
Materials and supplies		9,919		9,951		32	0.3%				
Energy		24,239		24,962		723	2.9%				
Risk management		3,635		3,750		115	3.1%				
General & administrative		3,330		3,405		75	2.2%				
Vehicle/facility leases		1,119		1,096		(23)	-2.1%				
Amortization of net pension asset		-		-		-	-				
Administrative Allocation		-		-		-	0.0%				
Depreciation				-							
Total Operating Expenses	\$	245,205	\$	246,052	\$	847	0.3%				
Operating income (loss)	\$	(145,845)	\$	(146,020)	\$	175	0.1%				
Total public support and nonoperating revenues		(1,298)		(1,296)		(2)	0.1%				
Income (loss) before capital contributions	\$	(147,143)	\$	(147,316)	\$	173	-0.1%				

OPERATIONS CONSOLIDATED OPERATIONS

COMPARISON TO BUDGET - FISCAL YEAR 2017 MAY 31, 2017

				YEAR T	O DA	ATE	
	A	CTUAL	В	UDGET	VA	RIANCE	VAR. %
Passenger Revenue	\$	85,170	\$	86,545	\$	(1,376)	-1.6%
Other Revenue		833		688		145	21.0%
Total Operating Revenue	\$	86,003	\$	87,234	\$	(1,231)	-1.4%
Personnel costs	\$	98,583	\$	97,458	\$	(1,125)	-1.2%
Outside services		71,780		72,972		1,191	1.6%
Transit operations funding		-		-		-	-
Materials and supplies		10,279		10,076		(203)	-2.0%
Energy		23,558		24,257		700	2.9%
Risk management		3,300		3,360		60	1.8%
General & administrative		673		671		(2)	-0.3%
Vehicle/facility leases		953		933		(20)	-2.2%
Amortization of net pension asset		-		-		-	-
Administrative Allocation		24,580		24,580		-	0.0%
Depreciation						<u> </u>	
Total Operating Expenses	\$	233,707	\$	234,308	\$	601	0.3%
Operating income (loss)	\$	(147,704)	\$	(147,074)	\$	(630)	-0.4%
Total public support and nonoperating revenues		(663)		(674)		11	-1.6%
Income (loss) before capital contributions	\$	(148,367)	\$	(147,748)	\$	(619)	0.4%

OPERATIONS TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION) COMPARISON TO BUDGET - FISCAL YEAR 2017

MAY 31, 2017

				YEAR T	O DA	ATE	
	A	CTUAL	ВІ	UDGET	VAl	RIANCE	VAR. %
Passenger Revenue	\$	22,578	\$	22,111	\$	467	2.1%
Other Revenue		115		4		110	2524.2%
Total Operating Revenue	\$	22,693	\$	22,115	\$	577	2.6%
Personnel costs	\$	65,652	\$	64,965	\$	(687)	-1.1%
Outside services		2,719		2,299		(421)	-18.3%
Transit operations funding		-		-		-	-
Materials and supplies		4,255		4,087		(168)	-4.1%
Energy		5,364		5,506		142	2.6%
Risk management		1,793		1,716		(77)	-4.5%
General & administrative		378		357		(21)	-6.0%
Vehicle/facility leases		359		342		(17)	-4.9%
Amortization of net pension asset		-		-		-	-
Administrative Allocation		7,877		7,877		-	0.0%
Depreciation						<u> </u>	
Total Operating Expenses	\$	88,398	\$	87,149	\$	(1,248)	-1.4%
Operating income (loss)	\$	(65,705)	\$	(65,034)	\$	(671)	-1.0%
Total public support and nonoperating revenues		(870)		(881)		11	-1.2%
Income (loss) before capital contributions	\$	(66,575)	\$	(65,915)	\$	(661)	1.0%

OPERATIONS RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED) COMPARISON TO BUDGET - FISCAL YEAR 2017

MAY 31, 2017

				YEAR T	O DA	ATE	
	A	CTUAL	BI	JDGET	VAI	RIANCE	VAR. %
Passenger Revenue	\$	35,622	\$	36,884	\$	(1,263)	-3.4%
Other Revenue		717		683		34	5.0%
Total Operating Revenue	\$	36,339	\$	37,567	\$	(1,229)	-3.3%
Personnel costs	\$	32,462	\$	31,889	\$	(573)	-1.8%
Outside services		4,040		4,284		243	5.7%
Transit operations funding		-		-		-	-
Materials and supplies		6,012		5,965		(47)	-0.8%
Energy		10,771		11,287		516	4.6%
Risk management		1,493		1,630		137	8.4%
General & administrative		290		307		17	5.5%
Vehicle/facility leases		321		316		(5)	-1.6%
Amortization of net pension asset		-		-		-	-
Administrative Allocation		14,922		14,922		-	0.0%
Depreciation		-				<u> </u>	
Total Operating Expenses	\$	70,311	\$	70,599	\$	288	0.4%
Operating income (loss)	\$	(33,973)	\$	(33,032)	\$	(940)	-2.8%
Total public support and nonoperating revenues		-		-		-	-
Income (loss) before capital contributions	\$	(33,973)	\$	(33,032)	\$	(940)	2.8%

OPERATIONS MULTIMODAL OPERATIONS (FIXED ROUTE)

COMPARISON TO BUDGET - FISCAL YEAR 2017 MAY 31, 2017

				YEAR T	O DA	TE	
	A	CTUAL	BU	JDGET	VAR	SIANCE	VAR. %
Passenger Revenue	\$	24,264	\$	24,597	\$	(333)	-1.4%
Other Revenue		1		1		1	54.6%
Total Operating Revenue	\$	24,265	\$	24,598	\$	(332)	-1.4%
Personnel costs	\$	196	\$	278	\$	81	29.3%
Outside services		49,282		50,237		955	1.9%
Transit operations funding		-		-		-	-
Materials and supplies		12		25		12	50.7%
Energy		5,510		5,352		(158)	-3.0%
Risk management		-		-		-	-
General & administrative		1		3		2	56.9%
Vehicle/facility leases		17		18		1	7.8%
Amortization of net pension asset		-		-		-	-
Administrative Allocation		1,252		1,252		-	0.0%
Depreciation						<u> </u>	
Total Operating Expenses	\$	56,270	\$	57,164	\$	894	1.6%
Operating income (loss)	\$	(32,005)	\$	(32,566)	\$	561	1.7%
Total public support and nonoperating revenues		-		-		-	-
Income (loss) before capital contributions	\$	(32,005)	\$	(32,566)	\$	561	-1.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM OPERATIONS MULTIMODAL OPERATIONS (PARATRANSIT) COMPARISON TO BUDGET - FISCAL YEAR 2017 MAY 31, 2017

				YEAR T	O DA	TE	
	A	CTUAL	ВІ	UDGET	VAF	RIANCE	VAR. %
Passenger Revenue	\$	2,706	\$	2,953	\$	(247)	-8.4%
Other Revenue							
Total Operating Revenue	\$	2,706	\$	2,953	\$	(247)	-8.4%
Personnel costs	\$	80	\$	138	\$	58	41.9%
Outside services		15,391		15,808		417	2.6%
Transit operations funding		-		-		-	-
Materials and supplies		-		-		-	-
Energy		1,913		2,113		199	9.4%
Risk management		14		14		-	0.0%
General & administrative		4		4		1	11.7%
Vehicle/facility leases		257		257		0	0.0%
Amortization of net pension asset		-		-		-	-
Administrative Allocation		529		529		-	0.0%
Depreciation						<u> </u>	
Total Operating Expenses	\$	18,187	\$	18,862	\$	675	3.6%
Operating income (loss)	\$	(15,481)	\$	(15,909)	\$	427	2.7%
Total public support and nonoperating revenues		-		-		-	-
Income (loss) before capital contributions	\$	(15,481)	\$	(15,909)	\$	427	-2.7 %

OPERATIONS CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2017 MAY 31, 2017

	YEAR TO DATE								
	AC'	TUAL	BU	DGET	VAR	IANCE	VAR. %		
Passenger Revenue	\$	-	\$	-	\$	-	-		
Other Revenue									
Total Operating Revenue	\$	-	\$	-	\$	-	-		
Personnel costs	\$	-	\$	-	\$	-	-		
Outside services		190		190		-	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	\$	190	\$	190	\$	-	0.0%		
Operating income (loss)	\$	(190)	\$	(190)	\$	-	0.0%		
Total public support and nonoperating revenues		207		207		-	0.0%		
Income (loss) before capital contributions	\$	17	\$	17	\$		0.0%		

ADMINISTRATION CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2017 MAY 31, 2017

	YEAR TO DATE									
	A	CTUAL	BI	JDGET	VAR	IANCE	VAR. %			
Passenger Revenue	\$	-	\$	-	\$	-	-			
Other Revenue		12,499		11,892		607	5.1%			
Total Operating Revenue	\$	12,499	\$	11,892	\$	607	5.1 %			
Personnel costs	\$	17,908	\$	17,586	\$	(322)	-1.8%			
Outside services		13,683		13,721		38	0.3%			
Transit operations funding		-		-		-	-			
Materials and supplies		(363)		(132)		231	-175.4%			
Energy		676		694		18	2.6%			
Risk management		316		353		37	10.4%			
General & administrative		2,541		2,629		88	3.3%			
Vehicle/facility leases		145		140		(5)	-3.7%			
Amortization of net pension asset		=		-		-	-			
Administrative Allocation		(24,699)		(24,699)		-	0.0%			
Depreciation		-					-			
Total Operating Expenses	\$	10,207	\$	10,291	\$	84	0.8%			
Operating income (loss)	\$	2,293	\$	1,601	\$	691	-43.2%			
Total public support and nonoperating revenues		(634)		(622)		(13)	2.0%			
Income (loss) before capital contributions	\$	1,658	\$	979	\$	679	69.3%			

SAN DIEGO METROPOLITAN TRANSIT SYSTEM OTHER ACTIVITIES CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2017 MAY 31, 2017 (in \$000's)

				YEAR T	O DA	TE	
	AC	TUAL	BU	DGET	VAR	IANCE	VAR. %
Passenger Revenue	\$	-	\$	-	\$	-	-
Other Revenue		858		906		(48)	-5.3%
Total Operating Revenue	\$	858	\$	906	\$	(48)	-5.3%
Personnel costs	\$	825	\$	892	\$	67	7.5%
Outside services		185		259		75	28.8%
Transit operations funding		-		-		-	-
Materials and supplies		2		6		4	65.1%
Energy		5		11		6	50.8%
Risk management		19		38		19	49.8%
General & administrative		115		105		(10)	-9.9%
Vehicle/facility leases		21		23		2	9.9%
Amortization of net pension asset		-		-		-	-
Administrative Allocation		119		119		-	0.0%
Depreciation							
Total Operating Expenses	\$	1,291	\$	1,453	\$	162	11.1%
Operating income (loss)	\$	(434)	\$	(547)	\$	114	20.8%
Total public support and nonoperating revenues		-		-		-	-
Income (loss) before capital contributions	\$	(434)	\$	(547)	\$	114	-20.8%

Metropolitan Transit System FY 2017 - May 2017 Financial Review

MTS Board of Directors Meeting July 20, 2017





COMPARISON TO BUDGET – MAY 31, 2017 - FY 2017 TOTAL OPERATING REVENUES (\$000's)

	ACTUAL	BUDGET	VARIANCE	VAR %	
Fare Revenue	\$ 85,170	\$ 86,545	(\$1,376)	-1.6%	
Other Operating Revenue	14,190	13,486	704_	5.2%	
Operating Revenue	\$99,360	\$100,032	(\$672)	-0.7%	

- Fare Revenue
 - Revenue unfavorable to the prior year by \$3.9M (-4.5%)
 - Ridership year over year unfavorable by -4.7%
 - May 2017 ridership exceed May 2016 ridership by 2.7%
- Other Operating Revenue Favorable experience within Administration





COMPARISON TO BUDGET – MAY 31, 2017 - FY 2017 TOTAL OPERATING EXPENSES (\$000's)

	ACTUAL	BUDGET	VA	RIANCE	VAR %
Personnel Costs	\$117,316	\$115,936	\$	(1,380)	-1.2%
Purchased Transportation	62,493	63,602		1,109	1.7%
Other Outside Services	23,155	23,350		195	0.8%
Energy	24,239	24,962		723	2.9%
Other Expenses	18,002	18,202		200	1.1%
Operating Expenses	\$245,205	\$246,052	\$	847	0.3%

- Personnel Costs Unfavorable experience in Wages and Fringe
- Purchased Transportation
 - Paratransit favorable due to less service volume than expected
 - Fixed Route favorable due to service volume and performance bonuses
- Energy Favorable commodity prices





COMPARISON TO BUDGET – MAY 31, 2017 - FY 2017 TOTAL OPERATING VARIANCE (\$000's)

Combined Net Operating Variance

MTS Operating Revenue

\$ (672)

MTS Operating Expenses

847

Total Combined Net Operating Variance

\$ 175

Variance Percentage

0.1%





COMPARISON TO BUDGET – MAY 31, 2017 - FY 2017 ON GOING CONCERNS

	An	nended		YTD		
	В	udget	A	ctual	Pro	jected
Sales Tax Subsidy Revenue	\$427.4 M		\$424.4 M		\$424.4 M	
State of California Budget	\$14.5 M		\$9.5 M		\$13.1 M	
Passenger Levels	88.0 M		81.0 M		88.1 M	
Energy Prices						
CNG	\$	0.90	\$	0.90	\$	0.89
Diesel	\$	2.25	\$	1.81	\$	1.97
Gas	\$	2.65	\$	2.38	\$	2.16
Electricity	\$	0.208	\$	0.199	\$	0.199

Favorable
On Target
Unfavorable







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Agenda Item No. 61

Chief Executive Officer's Report

July 20, 2017

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 May 30, 2017 through July 11, 2017.

*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.

CEO Travel Report (since last Board meeting)

June 8 – 11: APTA Rail Conference in Baltimore, MD

Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACTS							
Doc #	Organization	Subject	Amount	Day			
G2027.0-17	CBRE	BROKER LISTING-MILLS BLDG RESTAURANT	\$23,760.00	5/30/2017			
B0669.0-17	EF ENTERPRISES	40FT AND 60FT LOW FLOOR CNG BUS INSPECTION	\$49,790.00	5/31/2017			
G1493.1-13	KIMLEY-HORN ASSOCIATES, INC.	1 YEAR EXTENSION ON-CALL ENGINEERING	\$0.00	6/1/2017			
L1032.12-12	SIEMENS INDUSTRY. INC.	ADDITIONAL I/O POINTS & TESTING TPSS	\$67,814.78	6/1/2017			
L1365.1-17	ADVANCED TRANSIT SOLUTIONS	52 RAIL ACCESS BOXES	\$37,287.97	6/2/2017			
G1494.1-13	PACIFIC RAILWAY ENTERPRISES, I	1 YR. EXTENSION ON -CALL ENGINEERING	\$0.00	6/6/2017			
G1928.1-16	T&T JANITORIAL	SUSPENDING SVC 1ST FL TAXI ADMIN BLDG	\$27,000.00	6/6/2017			
L1388.0-17	WEST COAST GENERAL/HMS JOINT	ASSIGNMENT OWNER FURNISHED EQUIPMENT	\$0.00	6/6/2017			
L1389.0-17	WEST COAST GENERAL/HMS JOINT	ASSIGNMENT OWNER FURNISHED EQUIPMENT	\$0.00	6/6/2017			
L1391.0-17	WEST COAST GENERAL/HMS JOINT	ASSIGNMENT OWNER FURNISHED EQUIPMENT	\$0.00	6/6/2017			
G2023.0-17	SANDAG	CONSTRUCTION MGMT AWARDS 8 FIRMS	\$0.00	6/8/2017			
G1492.1-13	PARSONS BRINKERHOFF	ON-CALL ENGINEERING	\$0.00	6/9/2017			
G1503.2-17	APPLE	APPLE DEVELOPER	\$0.00	6/9/2017			
G1901.1-16	MEDICAL TRANSPORTATION MGMT	TRAVEL TRAINING SERVICES	\$6,500.00	6/12/2017			
B0594.4-13	TRILLIUM USA COMPANY LLC	REVISE PREVAILING WAGE REQUIREMENTS	\$0.00	6/15/2017			
G1654.4-14	EDCO DISPOSAL	MERGER W/ FORMER DAILY DISPOSAL	\$0.00	6/15/2017			
L1285.2-16	SIEMENS INDUSTRY INC.	REVISE USAGE ESTIMATES	\$0.00	6/15/2017			
B0522.3-09	TRILLIUM CNG	AMENDMENT TO ADD PREVAILING WAGE CLAUSE	\$0.00	6/16/2017			
G2015.0-17	AECOM TECHNICAL SERVICES, INC.	CONSTRUCTION MGMT AGREEMENT	\$0.00	6/16/2017			
G2016.0-17	CALTROP CORPORATION	CONSTRUCTION MGMT AGREEMENT	\$0.00	6/16/2017			
G2017.0-17	CH2M HILL, INC.	CONSTRUCTION MGMT AGREEMENT	\$0.00	6/16/2017			
G2018.0-17	PGH WONG ENGINEERING	CONSTRUCTION MGMT AGREEMENT	\$0.00	6/16/2017			
G2019.0-17	SIMON WONG ENGINEERING, INC	CONSTRUCTION MGMT AGREEMENT	\$0.00	6/16/2017			
G2021.0-17	DHS CONSULTING, INC	CONSTRUCTION MGMT AGREEMENT	\$0.00	6/16/2017			
G1495.1-13	PGH WONG ENGINEERING, INC.	1 YEAR EXTENSION ON-CALL ENGINEERING	\$0.00	6/19/2017			
G2035.0-17	MANAGED SOLUTION	MS EXCHANGE UPGRADE	\$0.00	6/19/2017			
G2022.0-17	EPC CONSULTANTS	CONSTRUCTION MGMT AGREEMENT	\$0.00	6/20/2017			
B0521.10-09	APOLLO VIDEO TECHNOLOGY	OBVSS RECONCILIATION OF AMENDS 1-8	\$99,983.80	6/22/2017			
PWL183.6-16	MASS ELECTRIC CONSTRUCTION CO	CCO 6-BUS BARD, CONDUIT RUN	\$47,032.77	6/22/2017			
PWL214.2-17	GLOBAL SIGNALS GROUP, INC.	GREEN LINE TO WAYSIDE COMMUNICATIONS	\$6,115.36	6/23/2017			
G1922.2-16	TMD	TRANSIT OPTIMIZATION PLAN TIME EXTENSION		6/28/2017			
G1421.4-12	BAKER & MILLER, PLCC	LEGAL SVC - RAILROAD & ENVIRONMENTAL LAW	\$0.00	6/30/2017			

	E	XPENSE CONTRACTS		
Doc#	Organization	Subject	Amount	Day
G1413.3-12	JP MORGAN CHASE BANK N.A.	EXTEND SERVICES TO 10-31-17	\$0.00	7/5/2017
L1268.1-15	DELLNER, INC.	AMENDMENT TO REVISE TAX ERROR	\$15,690.32	7/6/2017
G1738.2-15	ROSS & BARUZZINI	800 MHZ REBANDING PHASE 2 IMPLEMENTATION	\$58,981.00	7/7/2017
B0672.1-17	CONDUENT TRANSPORT SOLUTIONS,	CONTRACT ADJUSTMENT TO ADD TAX	\$47,593.76	7/10/2017
G2031.0-17	3D ART EXPO LLC	US SAND SCULPTING CHALLENGE	\$6,650.00	7/10/2017

	REVENUE CONTRACTS & MOUS						
Doc#	Organization	Subject	Amount	Day			
M6722.0-17	PASEO DEL RIO LTD	LANDLORD ESTOPPEL	\$0.00	5/30/2017			
M6723.0-17	PASEO DEL RIO LTD.	LEASE ASSIGNMENT	\$0.00	5/30/2017			
M6724.0-17	CL MISSION VALLEY LP	LEASE ASSIGNMENT	\$0.00	5/30/2017			
L1372.0-17	COMPETITOR GROUP	JROE 2017 ROCK 'N' ROLL MARATHON	\$750.00	5/31/2017			
S200-17-665	BOB STALL CHEVROLET	CANCELED PER MONICA CORIA 7/10/17	\$0.00	5/31/2017			
G2026.0-17	NORTH COUNTY TRANSIT DISTRICT	2017 MTS/NCTD FAIR TRIPPER	\$0.00	6/1/2017			
L1386.0-17	22ND DIST AGRICULTURE ASSOC.	ROE SD FAIR CATTLE RUN	\$750.00	6/1/2017			
G1913.0-16	COUNTY OF SAN DIEGO -OES	EMERGENCY TRANSPORTATION SERVICES	\$0.00	6/2/2017			
G2025.0-17	COMPETITOR GROUP CORPORATION	2017 ROCK N ROLL MARATHON TRANSPORT	\$15,000.00	6/2/2017			
M6687.3-12	GRAH SAFE & LOCK	LEASE VEHICLE STORAGE BALTIMORE DR.	\$0.00	6/2/2017			
G1538.4-13	SAN DIEGO MARRIOTT HOTEL	ECO PASS FY18 RENEWAL	\$66,312.00	6/6/2017			
L5802.0-17	TC CONSTRUCTION COMPANY	ROW FOR THE INSTALLATION 8" SEWER	\$1,500.00	6/7/2017			
L6751.1-17	GAFCON, INC.	AMENDMENT TO CLARIFY RPL INSURANCE	\$1,500.00	6/8/2017			
S200-17-662	SD COUNTY BICYCLE COALITION	ROE- BIKE & BAY RACE	\$750.00	6/8/2017			
G1540.4-13	EVANS HOTELS	FY18 ECO PASS RENEWAL	\$69,891.20	6/9/2017			
L1378.0-17	THE CITY OF SAN DIEGO	JROE WATER SEWER WASTEWATER INSPECTION	\$0.00	6/9/2017			
S200-17-660	WEST COAST GENERAL CORPORATION	ROE -SEWER PIPE LEMON GROVE REALIGNMENT	\$2,100.00	6/13/2017			
L5795.0-17	BARNHART-REESE CONSTRUCTION	JROE-FIRE STATION NO2 BAYSIDE STREETS	\$2,700.00	6/14/2017			
L0755.3-06	CCATT LLC	RESTATED GROUND LEASE AMENDMENT	\$0.00	6/15/2017			
L5803.0-17	TC CONSTRUCTION CO., INC.	JROE SEWER & WATER MAIN UPGRADES	\$3,450.00	6/15/2017			
L6764.0-17	US TELEPACIFIC CORP.	AERIAL FIBER OPTIC CABLE CARROLL CANYON	\$1,500.00	6/16/2017			
S200-17-653	CITY OF LA MESA	SPRING ST SIDEWALK EASEMENT	\$0.00	6/16/2017			
L1379.0-17	HMS CONSTRUCTION	ROE - TO INSTALL 28 INCH STEEL	\$0.00	6/19/2017			

	REVENUE CONTRACTS & MOUS						
Doc#	Organization	Subject	Amount	Day			
S200-17-668	RECON ENVIRONMENTAL, INC.	ROE - SAN YSIDRO REVEGETATION WORK	\$0.00	6/19/2017			
L6727.2-16	SAN DIEGO GAS & ELECTRIC	JROE MID-COAST EXTENSION	\$750.00	6/20/2017			
G2032.0-17	FIRST TRANSIT, INC.	SALE OF ADA PARATRANSIT COACH #3910	\$34,000.00	6/22/2017			
S200-17-658	PACIFIC BELL TELEPHONE COMPANY	AERIAL TELEPHONE CABLE CAMPO & JACUMBA	\$3,000.00	6/22/2017			
L1397.0-17	SEA WORLD SAN DIEGO	ROE - SEA WORLD FILMING 12TH & IMPERIAL	\$0.00	6/29/2017			
L6710.9-15	SKANSKA USA CIVIL WEST	JROE - AMENDMENT TO EXTEND DATE	\$0.00	6/29/2017			
S200-176431	EARTH MECHANICS, INC.	ROE PERMIT EXTENDED TO 11/1/17	\$1,500.00	7/3/2017			
L1398.0-17	NASLAND ENGINEERING	ROE- SURVEY WORK	\$1,500.00	7/5/2017			
L1385.0-17	GREYSTAR L.P.	ROE CONSTRUCTION BALLPARK VILLAGE	\$2,550.00	7/6/2017			
L6728.1-16	HENKELS & McCOY	JROE -AMENDMENT TO EXTEND DATE	\$0.00	7/6/2017			
S200-17-664	PACIFIC BELL TELEPHONE COMPANY	ROE DESERT LINE OVERLASH	\$2,250.00	7/7/2017			
L1318.1-16	DR. ELECTRIC	AMENDMENT TO EXTEND ROE	\$750.00	7/10/2017			

	WORK ORDERS						
Doc#	Organization	Subject	Amount	Day			
G0930.17-04.73	SANDAG	COURTHOUSE STATION SYSTEM ENHANCEMENT	\$72,807.41	5/31/2017			
PWL204.0-16.33	ABC CONSTRUCTION	MTSJOC7504-33 BUS WASH SEAL PAINT	\$28,014.57	6/2/2017			
G0930.17-04.39.3	SANDAG	ADDENDUM1 7 - SAN YSIDRO INTERMODAL	\$80,000.00	6/7/2017			
G1494.0-13.08	PACIFIC RAILWAY ENTERPRISES	ABS FRANCIS TO 32ND	\$60,000.00	6/12/2017			
G0930.17-04.70	SANDAG	SD RIVER TRAIL QUALCOMM STADIUM	\$4,000.00	6/15/2017			
PWL204.0-16.08.2	ABC CONSTRUCTION	3BAY COM CAB ZERO COST EXTENSION	\$0.00	6/16/2017			
PWL204.0-16.25.02	ABC CONSTRUCTION	LABOR COSTS FOR OT & WEEKEND WORK	\$2,723.29	6/16/2017			
L0901.0-10.56	BRICEHOUSE STATION LLC	2017 TASTE OF GASLAMP EVENT	\$0.00	6/16/2017			
PWL204.0-16.31.1	ABC CONSTRUCTION	E STREET XING BOLLARD REPAIR	\$0.00	6/19/2017			
G1493.1-13.35	KIMLEY-HORN & ASSOCIATES	KMD TO CALTRANS TMC DIRECT FIBER	\$11,000.00	6/22/2017			
G1493.1-13.33	KIMLEY-HORN & ASSOCIATES	SOUTH BAY BRT VMS SIGNAGE	\$14,600.00	6/22/2017			
PWL211.10-16	HERZOG CONTRACTING CORP	CHANGE ORDER FOR EXTRA WORK PARK BL	\$94,683.01	6/23/2017			
G1493.0-13.31.01	KIMLEY-HORN & ASSOCIATES	GEN ENGINEERING KMD PAVEMENT REHAB	\$16,400.00	6/28/2017			
PWL204.0-16.29	ABC CONSTRUCTION, INC.	CAMPO TEMPORARY FENCING	\$22,781.37	6/28/2017			
L0901.0-10.57	BRICE HOUSE STATION, LLC	SOUNDS OF SUMMER POP UP CONCERT	\$0.00	6/28/2017			
G0930.17-04.77	SANDAG	SUBSTATION DC FEEDER BREAKER	\$0.00	6/30/2017			

		Purchase Ord	lers	
PO Number	PO Date	Name	Material Group	PO Value
4400000184	6/8/2017	W.W. Grainger Inc	G190-SAFETY/MED SUPPLIES	991.58
4400000185		W.W. Grainger Inc	M110-SUB STATION	510.45
4400000186		W.W. Grainger Inc	B250-BUS REPAIR PARTS	251.98
4400000187		W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	435.73
4400000188		W.W. Grainger Inc	G130-SHOP TOOLS	73.06
4400000189		Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	38.62
4400000190		Kaman Industrial Technologies	B250-BUS REPAIR PARTS	122.54
4500012497		Battery Systems Inc	B160-BUS ELECTRICAL	15,281.40
4500012498		S & S Bakery Inc	P490-MANAGEMENT TRAINING	294.61
4500012499		San Diego Friction Products, Inc.	B140-BUS CHASSIS	3,846.68
4500012500		OneSource Distributors, LLC	B160-BUS ELECTRICAL	161.77
4500012501		Schunk Carbon Technology LLC	R190-RAIL/LRV PANTOGRAPH	315.17
4500012502		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,775.52
4500012503		Chromate Industrial Corporation	G150-FASTENERS	618.82
4500012504		Home Depot USA Inc	G140-SHOP SUPPLIES	1,371.62
4500012505		Willy's Electronic Supply Co	R150-RAIL/LRV COMM EQUIP	693.80
4500012506		Prudential Overall Supply	G140-SHOP SUPPLIES	6,734.90
4500012507		San Diego Seal Inc	R230-RAIL/LRV MECHANICAL	758.38
4500012508		Kiel NA LLC	B250-BUS REPAIR PARTS	1,053.80
4500012509		Controlled Motion Solutions Inc	R220-RAIL/LRV TRUCKS	34.22
4500012510		HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	2,887.70
4500012511		Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,714.23
4500012512		Siemens Industry Inc	R220-RAIL/LRV TRUCKS	12,188.68
4500012513		R.S. Hughes Co Inc	G190-SAFETY/MED SUPPLIES	145.36
4500012514		ABC Construction Co., Inc.	F110-SHOP/BLDG MACHINERY	19,078.17
4500012515		The Gordian Group, Inc.	F110-SHOP/BLDG MACHINERY	512.61
4500012516		US Mobile Wireless	P210-NON-REV VEH REPAIRS	356.43
4500012517		Mohawk Mfg & Supply Co	B140-BUS CHASSIS B250-BUS REPAIR PARTS	771.55
4500012518 4500012519		Transit Holdings Inc Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	564.45 517.00
4500012519		Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	156.97
4500012520		General Auto Repair	P210-NON-REV VEH REPAIRS	175.68
4500012521		W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	246.05
		R.S. Hughes Co Inc	P540-MAINTENANCE TRAINING	1,175.00
4500012525		Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	309.01
4500012526		Transit Holdings Inc	B140-BUS CHASSIS	9,023.82
4500012527		Chula Vista Chamber of Commerce	G260-MEDIA	675.00
4500012528		F-1 Marketing Group	G230-PRINTED MATERIALS	633.97
4500012529		Herzog Contracting Co	T140-TRACK, TURNOUTS	83,561.50
4500012530		The Gordian Group, Inc.	T140-TRACK, TURNOUTS	2,419.20
4500012531		Greater SD Chamber of Commerce	G260-MEDIA	1,920.00
4500012532		San Diego Friction Products, Inc.	B140-BUS CHASSIS	3,025.25
4500012533		Steven Timme	G110-BUS/TROLLEY SIGNAGE	630.00
4500012534		Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	730.56
4500012535		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,763.19
4500012536	5/31/2017		B160-BUS ELECTRICAL	14,872.05
4500012537		Staples Contract & Commercial Inc	P540-MAINTENANCE TRAINING	162.41
4500012538		Citywide Auto Glass Inc	P190-REV VEHICLE REPAIRS	400.00
4500012539		Versatile Systems, Inc.	C130-CONSTRUCTION SVCS	79,008.00
4500012540		Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,532.47
4500012541		Steven Timme	G230-PRINTED MATERIALS	90.04
4500012542		Jacobs Engineering Group Inc	C120-SPECIALTY CONTRACTOR	41,995.00
4500012543		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,787.85
4500012544		Golden Star Technology Inc	I110-INFORMATION TECH	59,414.10
4500012545		Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	42.03
4500012546		711 Print Enterprises Inc	G230-PRINTED MATERIALS	622.90
4500012547		OneSource Distributors, LLC	M120-OVRHEAD CATENARY SYS	3,491.10
4500012548		Erica Farrar	B240-BUS/VEHICLE PROCRMNT	49,790.00
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PO Number
4500012550 6/1/2017 Siemens Industry Inc R130-RAIL/LRV COUPLER 14,585.6 4500012551 6/1/2017 B&H Photo & Electronics Corp G260-MEDIA 948.6 4500012552 6/1/2017 Transwest San Diego LLC B250-BUS REPAIR PARTS 645.5 4500012553 6/1/2017 Kaman Industrial Technologies B120-BUS MECHANICAL PARTS 4,346.5 4500012554 6/1/2017 Soco Group Inc A120-AUTO/TRUCK GASOLINE 1,565.5 4500012555 6/1/2017 Southern Counties Oil Co, LP G170-LUBRICANTS 6,666.6 4500012556 6/1/2017 Southern Counties Oil Co, LP G170-LUBRICANTS 6,666.6 4500012557 6/1/2017 Grah Safe & Lock Inc P120-BLDG/FACILITY REPRS 243.4 4500012559 6/2/2017 CDW LLC G220-OFFICE GUIPMENT 1,216.6 4500012550 6/2/2017 CDW LLC G220-OFFICE GUIPMENT 1,216.6 4500012560 6/2/2017 CDW LLC G220-OFFICE GUIPMENT 1,216.6 4500012560 6/2/2017 Sherwin Williams Company B250-BUS REPAIR PARTS 2,372.5 4500012561 6/2/2017 Stafford Environmental Services Inc G120-SPECIALTY CONTRACTOR 13,875.6 4500012566 6/2/2017 Stafford Environmental Services Inc G120-SPECIALTY CONTRACTOR 13,875.6 4500012566 6/2/2017 Ansaldo Sts Usa Inc M140-WAYSIDE SIGNALS 7,773.4 4500012566 6/2/2017 Ansaldo Sts Usa Inc M140-WAYSIDE SIGNALS 7,773.4 4500012567 6/2/2017 Mest-Lite Supply Co Inc M180-STATION ELECTRICAL 663.4 4500012567 6/2/2017 Soco Group Inc A120-AUTO/TRUCK GASOLINE 3,279.1 4500012567 6/2/2017 Soco Group Inc A120-AUTO/TRUCK GASOLINE 3,279.1 4500012570 6/2/2017 Soco Group Inc A120-AUTO/TRUCK GASOLINE 1,359.2 4500012570 6/2/2017 Soco Group Inc A120-AUTO/TRUCK GASOLINE 1,309.3 4500012570 6/2/2017 Freeby Signs B250-BUS REPAIR PARTS 2,307.3 4500012570 6/2/2017 Soco Group Inc A120-AUTO/TRUCK GASOLINE 1,300.4 4500012570 6/2/2017 Freeby Signs B250-BUS REPAIR PARTS 2,307.3 4500012570 6/2/2017 Freeby Signs B250-BUS REPAIR PARTS 2,307.3 4500012570 6/2/2017 Tansit Holdings Inc
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4500012582 6/3/2017 Chromate Industrial Corporation G140-SHOP SUPPLIES 3,217.0
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4500012583 6/3/2017 Kaman Industrial Technologies G140-SHOP SUPPLIES 88.0
4500012584 6/3/2017 Jankovich Company G170-LUBRICANTS 2,933.4
4500012585 6/3/2017 Mission Janitorial Supplies G180-JANITORIAL SUPPLIES 776.5
4500012586 6/3/2017 Brian Coll R120-RAIL/LRV CAR BODY 2,067.8
4500012587 6/3/2017 Grah Safe & Lock Inc G290-FARE REVENUE EQUIP 250.0
4500012588 6/5/2017 Staples Contract & Commercial Inc G200-OFFICE SUPPLIES 1,209.
4500012589 6/5/2017 Industrial Maintenance Supply LLC G200-OFFICE SUPPLIES 273.2
4500012590 6/5/2017 Wesco Distribution Inc G270-ELECTRICAL/LIGHTING 486.2
4500012591 6/5/2017 Muncie Transit Supply B130-BUS BODY 551.6
4500012592 6/5/2017 Louis Sardo Upholstery Inc B130-BUS BODY 747.5
4500012593 6/5/2017 Norman Industrial Materials B250-BUS REPAIR PARTS 330.9
4500012594 6/5/2017 Southern Counties Oil Co, LP G170-LUBRICANTS 25,752.2
4500012595 6/5/2017 Supreme Oil Company A120-AUTO/TRUCK GASOLINE 1,750.8
4500012596 6/5/2017 Grah Safe & Lock Inc F110-SHOP/BLDG MACHINERY 32.3
4500012597 6/5/2017 Transit Holdings Inc B250-BUS REPAIR PARTS 2,175.8
4500012598 6/5/2017 Cummins Pacific LLC P190-REV VEHICLE REPAIRS 1,210.4
4500012599 6/5/2017 Soco Group Inc A120-AUTO/TRUCK GASOLINE 18,951.2
4500012600 6/5/2017 Gillig LLC B250-BUS REPAIR PARTS 2,125.6
4500012601 6/5/2017 Daniels Tire Service P210-NON-REV VEH REPAIRS 200.6
4500012602 6/5/2017 Crossman Landscape & Maintenance P290-LANDSCAPING SERVICES 750.0
4500012603 6/5/2017 Southern Counties Oil Co, LP G170-LUBRICANTS 6,180.5
4500012604 6/5/2017 California Coast Metrology Inc P130-EQUIP MAINT REPR SVC 26,525.0
4500012605 6/5/2017 DocuSign Inc P450-PERSONNEL SVCS 2,757.7
4500012606 6/5/2017 Staples Contract & Commercial Inc G200-OFFICE SUPPLIES 196.4

		Purchase Or	ders	
PO Number	PO Date	Name	Material Group	PO Value
4500012607	6/6/2017	Muncie Transit Supply	B140-BUS CHASSIS	2,350.34
4500012608		Grah Safe & Lock Inc	M110-SUB STATION	369.38
4500012609	6/6/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	1,547.93
4500012610	6/6/2017	Gillig LLC	B250-BUS REPAIR PARTS	186.19
4500012611	6/6/2017	Cummins Pacific LLC	B130-BUS BODY	3,500.81
4500012612		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,541.31
4500012613		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,757.03
4500012614		Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	897.78
4500012615	6/6/2017	Transit Products and Services	P190-REV VEHICLE REPAIRS	2,990.07
4500012616		Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	2,246.59
4500012617		Home Depot USA Inc	F110-SHOP/BLDG MACHINERY	112.06
4500012618		Steven Timme	G110-BUS/TROLLEY SIGNAGE	1,623.00
4500012619		Golden State Supply LLC	G140-SHOP SUPPLIES	213.42
4500012620		RR Donnelley and Sons Co	G230-PRINTED MATERIALS	2,049.44
4500012621		Home Depot USA Inc	I110-INFORMATION TECH	735.88
4500012622		Home Depot USA Inc	F220-BENCHES, BUS	107.43
4500012623		SiteOne Landscape Supply Holding	F190-LANDSCAPING MAT'LS	986.58
4500012624		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,744.70
4500012625		Mohawk Mfg & Supply Co	B140-BUS CHASSIS	26.03
4500012626		Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	152.38
4500012627		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	18,504.25
4500012628		Advance Blueprint & Digital Copy In	C140-CONSTRUCTION MGT SRV	2,033.82
4500012629		Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	39.15
4500012630		Transit Holdings Inc	B250-BUS REPAIR PARTS	196.98
4500012631		Grah Safe & Lock Inc	F110-SHOP/BLDG MACHINERY	89.40
4500012632		Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	858.42
4500012633		Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	2,469.63
4500012634		Kaman Industrial Technologies	B250-BUS REPAIR PARTS	428.68
4500012635		OneSource Distributors, LLC	M110-SUB STATION	1,633.96
4500012636		Gillig LLC	B250-BUS REPAIR PARTS	1,231.45
4500012637		Hanning & Kahl LP	M150-PWR SWITCHES/LOCKS	10,721.13
4500012638		Transit Holdings Inc	B250-BUS REPAIR PARTS	262.09
4500012639		CDW LLC	I110-INFORMATION TECH	2,790.87
4500012641		Kristy Investigative Services Inc	P470-NEW EE TESTING	59.90
4500012642		Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	2,919.65
4500012643		Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	694.41
4500012644		G & A Auto Air Conditioning	P210-NON-REV VEH REPAIRS	883.36
4500012645		Optimum Floorcare	F180-BUILDING MATERIALS	694.84
4500012646		4One LLC	B250-BUS REPAIR PARTS	566.12
4500012647		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,738.53
4500012648		Transit Holdings Inc	B140-BUS CHASSIS	1,237.96
4500012649		Daniels Tire Service	A110-AUTO/TRUCK TIRES	678.62
4500012650		Southcoast Heating & Air	F110-SHOP/BLDG MACHINERY	926.13
4500012651		Optimum Floorcare	P130-EQUIP MAINT REPR SVC	481.18
4500012652		OneSource Distributors, LLC	F130-VEH HOISTS, JACKS	377.13
4500012653		United Refrigeration Inc	F110-SHOP/BLDG MACHINERY	512.50
4500012654		W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	175.16
4500012655		Gillig LLC	B250-BUS REPAIR PARTS	932.27
4500012656		Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,115.20
4500012657		Norman Industrial Materials	B250-BUS REPAIR PARTS	352.28
4500012658		Transit Holdings Inc	B140-BUS CHASSIS	884.68
4500012659		Gillig LLC	B160-BUS ELECTRICAL	75.20
4500012660		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,218.14
4500012661		Transit Holdings Inc	B120-BUS MECHANICAL PARTS	6,387.28
4500012662		Culligan of San Diego	G140-SHOP SUPPLIES	2,373.00
4500012663		Soco Group Inc	G170-LUBRICANTS	1,142.72
4500012664		Macton Corporation	P130-EQUIP MAINT REPR SVC	2,280.00
4500012665	6/9/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	2,134.68

		Purchase	e Orders	
PO Number	PO Date	Name	Material Group	PO Value
4500012666	6/9/2017	Newark Corporation	R160-RAIL/LRV ELECTRICAL	118.50
4500012667		Westinghouse Air Brake	R140-RAIL/LRV DOORS/RAMP	3,127.59
4500012668		Louis Sardo Upholstery Inc	B130-BUS BODY	598.02
4500012669		W.W. Grainger Inc	G190-SAFETY/MED SUPPLIES	941.84
4500012670		Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	228.09
4500012671		Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,532.47
4500012672		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	17,839.00
4500012673		W.W. Grainger Inc	G140-SHOP SUPPLIES	68.80
4500012674		Genuine Parts Co	B250-BUS REPAIR PARTS	382.48
4500012675		Raphael's Party Rentals Inc	G250-NOVELTIES & AWARDS	1,804.45
4500012676		Transit Holdings Inc	B250-BUS REPAIR PARTS	429.02
4500012677		Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	9.78
4500012678		Home Depot USA Inc	G210-OFFICE FURNITURE	1,424.45
4500012679		M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	981.21
4500012680		Winchester Industries Inc	G130-SHOP TOOLS	201.50
4500012681		Beverly Christensen	T110-TRACK, RAIL	2,948.59
4500012682		Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	11,442.57
4500012683		Jankovich Company	G170-LUBRICANTS	2,933.49
4500012684		Matthias Moos	M120-OVRHEAD CATENARY SYS	3,394.13
4500012685		Vallen Distribution Inc.	G120-SECURITY	1,440.43
4500012686		Raphael's Party Rentals Inc	G250-NOVELTIES & AWARDS	1,864.20
4500012687		Kaman Industrial Technologies	B250-BUS REPAIR PARTS	320.74
4500012688		Western Lift Inc	F110-SHOP/BLDG MACHINERY	175.00
4500012689		Western Pump Inc	F110-SHOP/BLDG MACHINERY	389.74
4500012690		Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	1,269.08
4500012691		Pro-IBEG Systems Inc	R120-RAIL/LRV CAR BODY	277.31
4500012692		West End Holdings Inc	P260-TESTING & ANALYSIS	300.00
4500012693		OneSource Distributors, LLC	P280-GENERAL SVC AGRMNTS	2,355.00
4500012694		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,732.37
4500012695	6/12/2017		B160-BUS ELECTRICAL	2,584.39
4500012696		Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	265.92
4500012697		Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	74.48
4500012698		Comfort Mechanical Inc	M180-STATION ELECTRICAL	989.00
4500012699		Transit Holdings Inc	B130-BUS BODY	13,384.24
4500012700		TK Services Inc	INSURANCE-Insurance Stock	7,670.44
4500012701		Daniels Tire Service	P210-NON-REV VEH REPAIRS	200.34
4500012702		FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	15,086.01
4500012703		Material Sales Inc	R120-RAIL/LRV CAR BODY	37.50
4500012704		Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,532.47
4500012705 4500012706		General Auto Repair	P210-NON-REV VEH REPAIRS	213.23
		Fastenal Company	B250-BUS REPAIR PARTS	34.34
4500012707		Vern Rose Inc	G140-SHOP SUPPLIES	101.05
4500012708 4500012709	6/12/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS B250-BUS REPAIR PARTS	612.28 434.34
4500012709		La Mesa Glass, Inc.	F110-SHOP/BLDG MACHINERY	21.55
	6/12/2017		G200-OFFICE SUPPLIES	
4500012711 4500012712		Standard Bent Glass Corp	R120-RAIL/LRV CAR BODY	79.99
4500012712		Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	18,617.43 9,928.00
4500012713		Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,265.84
		Thompson Building Materials		
4500012715 4500012716		Siemens Industry Inc	R230-RAIL/LRV MECHANICAL R220-RAIL/LRV TRUCKS	2,562.19 4,430.68
4500012716		Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	649.52
4500012717		Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	3,159.58
4500012718		Knorr Brake Company	P190-REV VEHICLE REPAIRS	
4500012719		M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	5,784.15 2,364.61
4500012720		Advanced Metal Forming, Inc.	M180-STATION ELECTRICAL	2,364.61
4500012721		Neleco Products Inc	G170-LUBRICANTS	24,162.94
4500012722		Ray Allen Manufacturing LLC	G120-SECURITY	
4000012723	0/13/2017	nay Allen Manulacturing LLC	G 120-SECURITY	394.21

		Purchase Orde	ers	
PO Number	PO Date	Name	Material Group	PO Value
4500012724	6/13/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	842.52
4500012725		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,757.03
4500012726		The Animal Keeper Inc	G120-SECURITY	560.00
4500012727		Quality Technology Services Inc	I120-INFO TECH, SVCS	59.20
4500012728	6/13/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	159.30
4500012729		RegACar Inc	P280-GENERAL SVC AGRMNTS	396.52
4500012730	6/13/2017	Transwest San Diego LLC	B140-BUS CHASSIS	1,136.77
4500012731		Configurable Management Consulting	I110-INFORMATION TECH	31,272.00
4500012732		Robcar Corporation	F180-BUILDING MATERIALS	64.65
4500012733		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,701.54
4500012734		Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,265.84
4500012735		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	18,146.68
4500012736		W.W. Grainger Inc	G140-SHOP SUPPLIES	345.34
4500012737		Transit Holdings Inc	B250-BUS REPAIR PARTS	2,062.20
4500012738		W.W. Grainger Inc	G130-SHOP TOOLS	165.09
4500012739		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,026.64
4500012740		Audio Visual Innovations, Inc.	I110-INFORMATION TECH	420.00
4500012741		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	534.70
4500012742		Alliant Insurance Services Inc	P380-WORKERS' COMP	3,675.00
4500012743		Charter Industrial Supply Inc	R120-RAIL/LRV CAR BODY	2,325.85
4500012744		M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	612.50
4500012745		Transit Holdings Inc	B250-BUS REPAIR PARTS	2,441.09
4500012746		Citywide Auto Glass Inc	P190-REV VEHICLE REPAIRS	400.00
4500012748		Motorola Solutions Inc	B150-BUS COMM EQUIP.	69,464.63
4500012749		Total Filtration Services Inc	R230-RAIL/LRV MECHANICAL	1,464.11
4500012750		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,713.87
4500012751		Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	214.70
4500012752		Mak Cleaners Inc	P330-UNIFORM RENT/CLEAN	2,737.80
4500012753		Freeby Signs	B250-BUS REPAIR PARTS	876.01
4500012754		Transit Holdings Inc	B250-BUS REPAIR PARTS	3,006.76
4500012755		W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	34.81
4500012756		San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	490.70
4500012757		Mission Janitorial Supplies	F110-SHOP/BLDG MACHINERY	49.57
4500012758		TK Services Inc	B250-BUS REPAIR PARTS	64.86
4500012759		San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	502.30
4500012760		Local Concept	C110-GENERAL CONTRACTORS	139.68
4500012761		Grah Safe & Lock Inc	F110-SHOP/BLDG MACHINERY	5.00
4500012762		Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	429.82
4500012763 4500012764		San Diego Friction Products, Inc. Pacific Railway Enterprises Inc	B250-BUS REPAIR PARTS	490.70
4500012764		Transit Holdings Inc	P280-GENERAL SVC AGRMNTS B130-BUS BODY	73,000.00 1,629.52
4500012766		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	
4500012766		Airgas Inc	B250-BUS REPAIR PARTS	1,491.93 520.97
4500012767		W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	196.83
4500012769		Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	210.12
4500012709		Kaman Industrial Technologies	R230-RAIL/LRV MECHANICAL	1,125.33
4500012770		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	23,331.44
4500012771		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,218.14
4500012774		Steven Timme	G110-BUS/TROLLEY SIGNAGE	170.85
4500012775		Transit Holdings Inc	B140-BUS CHASSIS	502.05
4500012776		Transit Holdings Inc	B250-BUS REPAIR PARTS	445.96
4500012777		Transit Products and Services	P190-REV VEHICLE REPAIRS	2,990.07
4500012777		Industrial Maintenance Supply LLC	G150-FASTENERS	152.21
4500012770		Business Printing Company, Inc.	G200-OFFICE SUPPLIES	585.80
4500012779		CDW LLC	I110-INFORMATION TECH	123.88
4500012781		Transit Holdings Inc	B140-BUS CHASSIS	2,032.67
4500012781		Transit Products and Services	B250-BUS REPAIR PARTS	2,963.13
4500012783		Muncie Transit Supply	B110-BUS HVAC SYSTEMS	3,876.47
7000012703	0/10/2017	manoic transit Supply	DITO DOG TIVAO OTOTENIO	3,070.47

		Purchase Or	ders	
PO Number	PO Date	Name	Material Group	PO Value
4500012784	6/19/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,726.20
4500012785	6/19/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	2,919.60
4500012786	6/19/2017	Mohawk Mfg & Supply Co	B120-BUS MECHANICAL PARTS	2,426.61
4500012787		Mohawk Mfg & Supply Co	B140-BUS CHASSIS	3,049.84
4500012788		Transit Holdings Inc	B250-BUS REPAIR PARTS	971.27
4500012789		W.W. Grainger Inc	B250-BUS REPAIR PARTS	117.46
4500012790	6/19/2017		B250-BUS REPAIR PARTS	612.52
4500012791		Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	924.95
4500012792		RR Donnelley and Sons Co	G230-PRINTED MATERIALS	1,686.72
4500012793		Culligan of San Diego	G140-SHOP SUPPLIES	1,260.00
4500012794		Industrial Maintenance Supply LLC	G200-OFFICE SUPPLIES	296.00
4500012795		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	11,992.18
4500012796		W.W. Grainger Inc	M200-YARD FACILITIES	16.60
4500012797		Steven Timme	G230-PRINTED MATERIALS	173.88
4500012798		Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,265.84
4500012799		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,707.71
4500012800		Matthias Moos	M120-OVRHEAD CATENARY SYS	993.99
4500012801		4One LLC	B250-BUS REPAIR PARTS	354.50
4500012802		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	23,263.25
4500012803		Quality Technology Services Inc	I120-INFO TECH, SVCS	230.02
4500012804		Prizm Janitorial Services Inc	G180-JANITORIAL SUPPLIES	299.60
4500012805		Madden Construction Inc	P280-GENERAL SVC AGRMNTS	525.00
4500012806		Ansaldo Sts Usa Inc	M130-CROSSING MECHANISM	1,629.18
4500012807		Monoprice Inc	I110-INFORMATION TECH	138.64
4500012808		Steven Timme	G260-MEDIA	2,282.75
4500012809		General Signals Inc	M130-CROSSING MECHANISM	18,473.75
4500012810		Brian Pusey	F110-SHOP/BLDG MACHINERY	99.06
4500012811		K+K America Corp	G210-OFFICE FURNITURE	121.10
4500012812		Asbury Environmental Services	B200-BUS PWR TRAIN EQUIP	2,394.21
4500012813		Siemens Industry Inc	R120-RAIL/LRV CAR BODY	73,776.24
4500012814 4500012815		Knorr Brake Company Cummins Pacific LLC	R160-RAIL/LRV ELECTRICAL	716.98
			B250-BUS REPAIR PARTS I110-INFORMATION TECH	355.24 167.33
4500012816 4500012817		Monoprice Inc		
		San Diego Friction Products, Inc.	I110-INFORMATION TECH	4,045.00
4500012818 4500012819		Supreme Oil Company	B140-BUS CHASSIS A120-AUTO/TRUCK GASOLINE	1,648.58 1,701.54
4500012819	6/21/2017		B140-BUS CHASSIS	1,806.04
4500012821		Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	137.33
4500012822		Staples Contract & Commercial Inc	G180-JANITORIAL SUPPLIES	
4500012823		Office Solutions	G200-OFFICE SUPPLIES	161.89 767.10
4500012824		Western Pump Inc	F110-SHOP/BLDG MACHINERY	879.25
4500012825		W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	130.65
4500012826		Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	471.01
4500012827		Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	280.15
4500012828		Willy's Electronic Supply Co	G130-SHOP TOOLS	648.66
4500012829		America Fujikura LTD	M120-OVRHEAD CATENARY SYS	1,506.78
4500012830		W.W. Grainger Inc	G190-SAFETY/MED SUPPLIES	1,649.53
4500012831		Deliner Inc	R130-RAIL/LRV COUPLER	4,018.81
4500012832		Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	1,389.77
4500012833	6/21/2017		P130-EQUIP MAINT REPR SVC	468.00
4500012834		Team One Repair Inc	G290-FARE REVENUE EQUIP	361.18
4500012835		Cembre Inc	M170-IMPEDANCE BOND	982.26
4500012836		Super Welding of Southern CA	R220-RAIL/LRV TRUCKS	1,942.88
4500012837		Sid Tool Co	G130-SHOP TOOLS	14.22
4500012838		Home Depot USA Inc	G130-SHOP TOOLS	944.32
4500012839		Mohawk Mfg & Supply Co	B140-BUS CHASSIS	179.02
4500012840		Chromate Industrial Corporation	G150-FASTENERS	554.94
4500012841		Transit Holdings Inc	B130-BUS BODY	6,823.60
1000012071	5/2 1/2017	Tranoit Holdingo IIIO	12.00 200 2021	0,020.00

A500012843 G/22/2017 Cummins Pacific LLC B256-BUS REPAIR PARTS 2.532.2			Purchase Ord	ders	
4500012843 6/22/2017 Cummins Pacific LLC	PO Number	PO Date			PO Value
4500012844 6/22/2017 Cummins Pacific LLC 8250-BUS REPAIR PARTS 2.532.2	4500012842	6/22/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	161.98
A500012846 G/22/2017 Cubic Transportation Systems B190-BUS FARE EQUIP 4.415.6				P210-NON-REV VEH REPAIRS	1,376.65
4500012846 6/22/2017 Cubic Transportation Systems 8190-BUS FARE EQUIP 4.415.6 4500012847 6/22/2017 Staples Contract & Commercial Inc G200-OFFICE SUPPLIES 585.2 4500012848 6/22/2017 Red Truck Fire & Safety Co. P280-GENERAL SVC AGRMNTS 885.0 4500012849 6/22/2017 Conduent Transport Solutions, Inc. B150-BUS COMM EQUIP. 3.324.0 4500012850 6/22/2017 Ace Uniforms & Accessories G120-SECURITY 711.0 4500012851 6/22/2017 Supreme Oil Company A120-AUTO/TRUCK GASOLINE 1.701.5 4500012853 6/22/2017 Merrimac Petroleum Inc A120-AUTO/TRUCK GASOLINE 1.701.5 4500012854 6/22/2017 Transwest San Diego LLC G140-SHOP SUPPLIES 123.2 4500012855 6/22/2017 Transwest San Diego LLC G140-SHOP SUPPLIES 123.2 4500012856 6/22/2017 Vern Rose Inc G140-SHOP SUPPLIES 763.8 4500012856 6/22/2017 Vern Rose Inc G140-SHOP SUPPLIES 763.8 4500012856 6/22/2017 Wim Grainger Inc R120-RAIL/RV CAR BODY 1.830.0 4500012856 6/22/2017 Wim Grainger Inc R120-RAIL/RV CAR BODY 1.830.0 4500012856 6/22/2017 Wim Grainger Inc R160-RAIL/RV ELECTRICAL 1.756.2 4500012856 6/22/2017 Wim Grainger Inc R160-RAIL/RV ELECTRICAL 1.756.2 4500012856 6/22/2017 Siemens Industry Inc G140-SHOP SUPPLIES G33.8 4500012861 6/22/2017 Siemens Industry Inc G140-SHOP SUPPLIES G33.8 4500012863 6/23/2017 CASE F110-SHOP/BLDG MACHINERY 355.0 4500012863 6/23/2017 CASE F110-SHOP/BLDG MACHINERY 355.0 4500012864 6/23/2017 CASE F110-SHOP/BLDG MACHINERY 355.0 4500012865 6/23/2017 CASE F110-SHOP/BLDG MACHINERY 355.0 4500012866 6/23/2017 CASE F110-SHOP/BLDG MACHINERY 355.0 4500012867 6/23/2017 CASE F110-SHOP/BLDG MACHINERY 355.0 4500012868 6/23/2017 Kaman Industrial Technologies B250-BUS REPAIR PARTS 588.8 4500012867 6/23/2017 Kaman Industrial Technologies B250-BUS REPAIR PARTS 584.7 4500012867 6/23/2017 Kaman Industrial Technologies B250-BUS REPAIR P	4500012844			B250-BUS REPAIR PARTS	2,532.22
4500012847 6/22/2017 Staples Contract & Commercial Inc G200-OFFICE SUPPLIES 585.2 4500012849 6/22/2017 Conduent Transport Solutions, Inc. B150-BUS COMM EQUIP. 3,324.0 4500012850 6/22/2017 Ace Uniforms & Accessories G120-SECURITY 711.0 4500012851 6/22/2017 Schunk Carbon Technology LLC R190-RAIL/RIV PANTOGRAPH 1,878.0 4500012851 6/22/2017 Schunk Carbon Technology LLC R190-RAIL/RIV PANTOGRAPH 1,878.0 4500012853 6/22/2017 Supreme Oil Company A120-AUTO/TRUCK GASOLINE 1,701.5 4500012854 6/22/2017 Transwest San Diego LLC G140-SH0/PS UPPLIES 123.2 4500012855 6/22/2017 Transwest San Diego LLC G140-SH0/PS UPPLIES 123.2 4500012855 6/22/2017 Vern Rose Inc G140-SH0/PS UPPLIES 763.8 4500012856 6/22/2017 Vern Grainger Inc R160-RAIL/LRV ELECTRICAL 1,756.2 4500012866 6/22/2017 Vern Grainger Inc R160-RAIL/LRV ELECTRICAL 1,756.2 4500012866 6/22/2017 Vern Grainger Inc R160-RAIL/LRV ELECTRICAL 1,756.2 4500012866 6/22/2017 LaW Industries LLC M140-WAYSIDE SIGNALS 817.1 4500012866 6/22/2017 CASEI F110-SH0/PSLDG MACHINERY 355.0 4500012866 6/23/2017 Transit Holdings Inc B250-BUS REPAIR PARTS 561.1 4500012866 6/23/2017 Transit Holdings Inc B250-BUS REPAIR PARTS 561.1 4500012866 6/23/2017 Transit Holdings Inc F110-SH0/PSLDG MACHINERY 355.0 4500012867 6/23/2017 Cammins Pacific LLC B250-BUS REPAIR PARTS 522.0 4500012867 6/23/2017 Cammins Pacific LLC B250-BUS REPAIR PARTS 522.0 4500012867 6/23/2017 Cammins Pacific LLC B250-BUS REPAIR PART			· ·		282.73
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4500012888 6/23/2017 Portable Technology Solutions I110-INFORMATION TECH 1,196.0 4500012889 6/23/2017 Golden State Supply LLC A140-AUTO/TRUCK REPAIR 69.2					1,185.25
4500012889 6/23/2017 Golden State Supply LLC A140-AUTO/TRUCK REPAIR 69.2			<u> </u>		1,196.03
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4500012890 6/23/2017 Transit Holdings Inc B110-BUS HVAC SYSTEMS 15,237.0				B110-BUS HVAC SYSTEMS	15,237.02
	4500012891		, and the second	G170-LUBRICANTS	86.76
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					1,778.91
					1,402.94
					783.48
					1,043.50
					98.63
<u> </u>					334.43
	4500012901		Ü	B110-BUS HVAC SYSTEMS	2,669.59

Name			Purchase Ord	lers	
	PO Number	PO Date			PO Value
4500012904 6/23/2017 Jeyco Products Inc	4500012902	6/23/2017	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	355.54
4500012905 6/23/2017 Cummins Pacific LLC B200-BUS PWR TRAIN EQUIP 3,249.93 4500012906 6/23/2017 Kent Global Systems Inc G140-SHOP SUPPLIES 1717.26 4500012907 6/23/2017 Kent Global Systems Inc G170-LUREICANTS 1,117.04 4500012908 6/23/2017 Michaek Mfg & Supply Co B140-BUS CHASSIS 678.42 4500012919 8/23/2017 Michaek Mfg & Supply Co B140-BUS CHASSIS 678.42 4500012910 8/23/2017 Michaek Mfg & Supply Co B120-BUS MECHANICAL PARTS 241.49 4500012911 8/23/2017 Insuliech LLC B200-BUS PWR TRAIN EQUIP 914.25 45000012912 8/23/2017 Insuliech LLC B200-BUS PWR TRAIN EQUIP 914.26 45000012913 8/23/2017 Michaek Mfg & Supply Co B130-BUS MECHANICAL PARTS 241.49 45000012914 8/23/2017 Michaek Mfg & Supply Co B140-BUS PWR TRAIN EQUIP 914.26 45000012915 8/23/2017 Michaek Mfg & Supply Co B140-BUS PWR TRAIN EQUIP 914.26 4500012916 8/23/2017 Michaek Mfg & Supply Co B140-BUS PWR TRAIN EQUIP 914.26 4500012916 8/23/2017 Wistair Gasses & Equipment Inc G140-SHOP SUPPLIES 2,508.66 4500012916 8/23/2017 Cintas Corporation No 2 G140-SHOP SUPPLIES 452.39 4500012918 8/23/2017 Cintas Corporation No 2 G140-SHOP SUPPLIES 236.53 4500012920 8/23/2017 Wistair Gasses & Equipment Inc G140-SHOP SUPPLIES 236.53 4500012920 8/23/2017 Wistair Carear Products Inc R140-RHOP SUPPLIES 855.39 4500012921 8/23/2017 Wistair Carear Products Inc R140-RHOP SUPPLIES 855.39 4500012923 8/23/2017 Wistair Carear Products Inc R140-RHOP SUPPLIES 855.39 4500012924 8/23/2017 Wistair Carear Products Inc R140-RHOP SUPPLIES 855.39 4500012925 8/23/2017 Wistair Carear Products Inc R140-RHOP SUPPLIES 855.39 4500012926 8/23/2017 Wistair Carear Products Inc R140-RHOP SUPPLIES 855.39 4500012927 8/23/2017 Wistair Carear Products Inc R140-RHOP SUPPLIES 855.39 4500012928 8/23/2017 Productial Overal Supply G140-SHOP SUPPLIES 865.39 4500012928 8/23/2017 R1	4500012903	6/23/2017	Transit Holdings Inc	B130-BUS BODY	1,380.11
4500012906 6/23/2017 Airgas Inc	4500012904				
4500012907 6/23/2017 Kent Global Systems Inc					
4800012914 6/23/2017 Applied Industrial Technologies-CA M140-WAYSIDE SIGNALS 5,185.92 2,508.66 4500012916 6/23/2017 Applied Industrial Technologies-CA G140-SHOP SUPPLIES 2,508.66 4500012917 6/23/2017 Westair Gases & Equipment Inc G140-SHOP SUPPLIES 452.39 4500012918 6/23/2017 Cintas Corporation No 2 G190-SAFET/MED SUPPLIES 236.73 4500012919 6/23/2017 Cintas Corporation No 2 G190-SAFET/MED SUPPLIES 236.73 4500012920 6/23/2017 Cintas Corporation G140-SHOP SUPPLIES 855.39 4500012921 6/23/2017 West-Life Supply Co Inc R180-RAIL/LRV LIGHTING 319.05 4500012922 6/23/2017 Wasie Sanitary Supply Inc G140-SHOP SUPPLIES 858.93 4500012923 6/23/2017 Wasie Sanitary Supply Inc G140-SHOP SUPPLIES 85.89 4500012924 6/23/2017 Wasie Sanitary Supply Inc G140-SHOP SUPPLIES 80.68 4500012926 6/26/2017 Gillig LLC B140-BUS CHASSIS 1,892.12 4500012927 6/26/2017 Waxie Sanitary Supply Inc G180-JANITORIAL SUPPLIES 50.46 4500012929 6/26/2017 Waxie Sanitary Supply					
4500012915 6/23/2017 Applied Industrial Technologies-CA G140-SHOP SUPPLIES 2,508.56 4500012916 6/23/2017 Www. Grainger Inc G140-SHOP SUPPLIES 452.39 4500012917 6/23/2017 Www. Grainger Inc G170-LUBRICANTS 368.53 4500012918 6/23/2017 Cintas Corporation No 2 G190-SAFETY/MED SUPPLIES 235.79 4500012920 6/23/2017 Cintas Corporation No 2 G190-SAFETY/MED SUPPLIES 855.39 4500012921 6/23/2017 Gromate Industrial Corporation G140-SHOP SUPPLIES 855.39 4500012921 6/23/2017 Smart Car Care Products Inc R180-RAIL/LRV REPR PARTS 380.23 4500012922 6/23/2017 Gembre Inc M170-IMPEDANCE BOND 653.19 4500012923 6/23/2017 Waxie Sanitary Supply Inc G140-SHOP SUPPLIES 85.89 4500012925 6/26/2017 Byru-Doughty Management Corp G200-OFFICE SUPPLIES 544.57 4500012926 6/26/2017 Byru-Doughty Management Corp G200-OFFICE SUPPLIES 544.57 4500012928 6/26/2017 Byru-Doughty Management Corp G200-OFFICE SUPPLIES 544.57 4500012929 6/26/2017 Byru-Doughty Management Corp G200-O					
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4500012917 6/23/2017 W.W. Grainger Inc G170-LUBRICANTS 368.53 4500012919 6/23/2017 Cintas Corporation No 2 G190-SAFETY/MED SUPPLIES 285.679 4500012919 6/23/2017 Cintas Corporation No 2 G140-SHOP SUPPLIES 855.39 4500012921 6/23/2017 Kent Products Inc R140-SHOP SUPPLIES 855.39 4500012921 6/23/2017 Smart Car Care Products Inc R140-RAILLRY LICHTING 319.05 4500012923 6/23/2017 Cembre Inc M170-IMPEDANCE BOND 653.19 4500012924 6/23/2017 Furdential Overall Supply G140-SHOP SUPPLIES 80.66 4500012925 6/23/2017 Furdential Overall Supply G140-SHOP SUPPLIES 801.66 4500012926 6/26/2017 Gillig LLC B140-BUS CHASSIS 1,892.12 4500012927 6/26/2017 Geniune Parts Co B140-BUS CHASSIS 1,892.12 4500012929 6/26/2017 Geniune Parts Co B200-BUS PWR TRAIN EQUIP 645.68 4500012930 6/26/2017 Hydraulic Electric Component B200-BUS PWR TRAIN EQUIP <td></td> <td></td> <td></td> <td></td> <td></td>					
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Purchase Orders						
PO Number	PO Date	Name	Material Group	PO Value		
4500012960	6/26/2017	Mohawk Mfg & Supply Co	B160-BUS ELECTRICAL	2,036.19		
4500012961		Wesco Distribution Inc	G270-ELECTRICAL/LIGHTING	117.40		
4500012962		FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	1,381.83		
4500012963		Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	1,598.54		
4500012964		Prudential Overall Supply	G140-SHOP SUPPLIES	668.05		
4500012965		Knorr Brake Company	R220-RAIL/LRV TRUCKS	1,926.88		
4500012966		Sid Tool Co	G130-SHOP TOOLS	22.41		
4500012967		Mcmaster-Carr Supply Co	G130-SHOP TOOLS	93.27		
4500012968		Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	2,521.35		
4500012969		Cox Communications Inc	P280-GENERAL SVC AGRMNTS	1,380.00		
4500012970		AxleTech LLC	B140-BUS CHASSIS	1,028.06		
4500012971		San Diego Friction Products, Inc.	B140-BUS CHASSIS	2,224.13		
4500012972		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,312.38		
4500012973		Transit Holdings Inc	B140-BUS CHASSIS	1,594.41		
4500012974		Transwest San Diego LLC	B140-BUS CHASSIS	96.58		
4500012975		HI-TEC Enterprises	R140-RAIL/LRV DOORS/RAMP	1,652.89		
4500012976		Jeyco Products Inc	G140-SHOP SUPPLIES	716.91		
4500012977		Charter Industrial Supply Inc	G150-FASTENERS	595.66		
4500012978		Vern Rose Inc	G160-PAINTS & CHEMICALS	219.65		
4500012979		The Truck Lighthouse	G140-SHOP SUPPLIES	110.67		
4500012980		Kaman Industrial Technologies	B160-BUS ELECTRICAL	2,900.21		
4500012981		TK Services Inc	B200-BUS PWR TRAIN EQUIP G150-FASTENERS	86.63		
4500012982		Industrial Maintenance Supply LLC		40.01		
4500012983 4500012984	6/27/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES G140-SHOP SUPPLIES	837.59 17.81		
4500012985		Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,582.31		
4500012985		Barry Sandler Enterprises	G180-JANITORIAL SUPPLIES	4,013.70		
4500012987		Evolution Markets Inc	P280-GENERAL SVC AGRMNTS	11,913.00		
4500012987		Louis Sardo Upholstery Inc	B130-BUS BODY	3,468.49		
4500012989		Carlson & Beauloye Machine Shop	M200-YARD FACILITIES	210.00		
4500012990		San Diego Friction Products, Inc.	B140-BUS CHASSIS	2,057.08		
4500012991		Recaro North America Inc	B130-BUS BODY	687.87		
4500012992		Delphin Computer Supply	G200-OFFICE SUPPLIES	742.43		
4500012993		Transit Holdings Inc	B140-BUS CHASSIS	1,586.79		
4500012994		W.W. Grainger Inc	G160-PAINTS & CHEMICALS	300.20		
4500012995	6/27/2017		B130-BUS BODY	1,967.81		
4500012996		Home Depot USA Inc	G140-SHOP SUPPLIES	509.78		
4500012997		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	779.06		
4500012998		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,750.86		
4500012999		Evoqua Water Technologies LLC	P110-BLDG MAINTENANCE	1,166.12		
4500013000		Muncie Transit Supply	B120-BUS MECHANICAL PARTS	131.77		
4500013001		M Power Truck & Diesel Repair	P130-EQUIP MAINT REPR SVC	2,700.00		
4500013002	6/27/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	283.33		
4500013003	6/27/2017	R.B. Hornberger Co Inc	T110-TRACK, RAIL	807.75		
4500013004	6/27/2017	Municibid.com LLC	G140-SHOP SUPPLIES	10,882.75		
4500013005	6/27/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	1,980.12		
4500013007	6/28/2017	Curbell Plastics Inc	B130-BUS BODY	202.61		
4500013008		Tribologik Corporation	G140-SHOP SUPPLIES	970.83		
4500013009	6/28/2017	Waco Filters Corporation	F120-BUS/LRV PAINT BOOTHS	268.30		
4500013010		Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	495.92		
4500013011		Home Depot USA Inc	G140-SHOP SUPPLIES	633.87		
4500013012		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	18,325.46		
4500013013		ABC Construction Co., Inc.	C110-GENERAL CONTRACTORS	28,014.57		
4500013014		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,757.03		
4500013015		Transit Holdings Inc	B250-BUS REPAIR PARTS	1,329.40		
4500013016		The Gordian Group, Inc.	C110-GENERAL CONTRACTORS	752.71		
4500013017		Jankovich Company	G170-LUBRICANTS	981.98		
4500013018	6/28/2017	Western Lift Inc	F110-SHOP/BLDG MACHINERY	851.76		

Purchase Orders					
PO Number	PO Date	Name	Material Group	PO Value	
4500013019	6/28/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	750.74	
4500013020	6/28/2017	W.W. Grainger Inc	G130-SHOP TOOLS	827.76	
4500013021	6/28/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	544.56	
4500013022	6/28/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	21.59	
4500013023	6/28/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	592.16	
4500013024	6/28/2017	AxleTech LLC	B140-BUS CHASSIS	1,973.12	
4500013025	6/28/2017	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	2,924.34	
4500013026	6/28/2017	Schunk Carbon Technology LLC	R220-RAIL/LRV TRUCKS	27,779.68	
4500013027	6/28/2017	Kurt Morgan	G200-OFFICE SUPPLIES	1,796.57	
4500013028	6/28/2017	Annex Automotive and	G160-PAINTS & CHEMICALS	1,698.73	
4500013029	6/28/2017	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	2,096.71	
4500013030	6/28/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	87.12	
4500013031	6/28/2017	US Mobile Wireless	P210-NON-REV VEH REPAIRS	356.44	
4500013032	6/29/2017	Romaine Electric Corporation	B160-BUS ELECTRICAL	3,307.98	
4500013033	6/29/2017	TK Services Inc	B110-BUS HVAC SYSTEMS	39.17	
4500013034	6/29/2017	Comfort Mechanical Inc	M190-SDSU ELECTRICAL	995.00	
4500013035	6/29/2017	San Diego Friction Products, Inc.	B140-BUS CHASSIS	2,165.47	
4500013036	6/29/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	954.25	
4500013037	6/29/2017	Selective Transit Parts Inc	R220-RAIL/LRV TRUCKS	13,168.13	
4500013038		Transit Holdings Inc	B160-BUS ELECTRICAL	2,212.79	
4500013039	6/29/2017	Industrial Maintenance Supply LLC	G200-OFFICE SUPPLIES	114.75	
4500013040		Jeyco Products Inc	B160-BUS ELECTRICAL	21.68	
4500013041		Romaine Electric Corporation	B160-BUS ELECTRICAL	3,307.98	
4500013042		Luminator Mass Transit, LLC	R120-RAIL/LRV CAR BODY	19,215.53	
4500013043		Transwest San Diego LLC	B120-BUS MECHANICAL PARTS	2,745.78	
4500013044		Center City Printing	G200-OFFICE SUPPLIES	70.79	
4500013046		Westair Gases & Equipment Inc	B200-BUS PWR TRAIN EQUIP	209.06	
4500013047		Pacific Flexible Metal Hose Co	B200-BUS PWR TRAIN EQUIP	60.34	
4500013048		Freeby Signs	B250-BUS REPAIR PARTS	835.93	
4500013049		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,744.70	
4500013050		Drain Medic Inc	P110-BLDG MAINTENANCE	35,214.00	
4500013051		Sherwin Williams Company	B250-BUS REPAIR PARTS	1,092.46	
4500013052		Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	29.70	
		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,214.51	
4500013054		Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	215.49	
4500013055		Luminator Mass Transit, LLC	R180-RAIL/LRV LIGHTING	3,387.87	
4500013056		JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	108.30	
4500013057		Golden State Supply LLC	G170-LUBRICANTS	102.58	
4500013058		Superior Shoring and Drilling	C130-CONSTRUCTION SVCS	4,650.00	
4500013059		TK Services Inc	R170-RAIL/LRV HVAC	330.74	
4500013060		Pro-IBEG Systems Inc	R230-RAIL/LRV MECHANICAL	1,324.77	
4500013061		Ace Uniforms & Accessories	G120-SECURITY	920.77	
4500013062		Duncan Bolt Company	G150-FASTENERS	78.30	
4500013063		BMC Software Inc	I120-INFO TECH, SVCS	4,850.98	
4500013064 4500013065		ABC Construction Co., Inc. Knorr Brake Company	C130-CONSTRUCTION SVCS R160-RAIL/LRV ELECTRICAL	22,781.37 7,640.18	
4500013065		HI-TEC Enterprises	R120-RAIL/LRV CAR BODY	2,273.95	
4500013067	6/30/2017		G190-SAFETY/MED SUPPLIES	819.21	
4500013067		W.W. Grainger Inc	F140-SHELVING AND RACK	510.91	
4500013069		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,205.80	
4500013003		Baker Capital Limited	R160-RAIL/LRV ELECTRICAL	8,779.47	
4500013070		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	19,040.60	
4500013072		Romaine Electric Corporation	B250-BUS REPAIR PARTS	400.13	
4500013073		W.W. Grainger Inc	G140-SHOP SUPPLIES	98.92	
4500013074		Chromate Industrial Corporation	G130-SHOP TOOLS	430.80	
4500013075		Red Truck Fire & Safety Co.	P260-TESTING & ANALYSIS	181.48	
4500013076		Comfort Mechanical Inc	M180-STATION ELECTRICAL	987.00	
4500013078		US Mobile Wireless	G300-GENERAL CAPITAL EQP	8,280.00	
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Purchase Orders					
PO Number	PO Date	Name	Material Group	PO Value	
4500013079	7/1/2017	Recaro North America Inc	P190-REV VEHICLE REPAIRS	1,126.38	
4500013080	7/1/2017	W.W. Grainger Inc	P190-REV VEHICLE REPAIRS	111.36	
4500013081	7/1/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	358.28	
4500013082	7/1/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	272.00	
4500013083	7/1/2017	Gillig LLC	B250-BUS REPAIR PARTS	100.98	
4500013084	7/1/2017	Vern Rose Inc	G140-SHOP SUPPLIES	349.82	
4500013085	7/1/2017	CASEI	F110-SHOP/BLDG MACHINERY	379.29	
4500013086	7/1/2017	Kingsbury Uniforms Inc	G240-UNIFORM PROCUREMENT	2,036.48	
4500013087	7/1/2017	S&A Systems Inc	B250-BUS REPAIR PARTS	392.56	
4500013088	7/1/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	89.40	
4500013089	7/1/2017	MJP Enterprises	P210-NON-REV VEH REPAIRS	513.07	
4500013090	7/1/2017	Sunroad Auto LLC	B250-BUS REPAIR PARTS	607.27	
4500013091	7/1/2017	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	2,886.95	
4500013092	7/1/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	199.90	
4500013093	7/1/2017	Mohawk Mfg & Supply Co	B120-BUS MECHANICAL PARTS	48.37	
4500013094		Kaman Industrial Technologies	G140-SHOP SUPPLIES	1,248.69	
4500013095	7/1/2017	Buswest LLC	B110-BUS HVAC SYSTEMS	1,791.39	
4500013096	7/1/2017	B & S Graphics Inc	B130-BUS BODY	55.10	
4500013097	7/1/2017	Golden State Supply LLC	G130-SHOP TOOLS	70.26	
4500013098	7/1/2017	MCI Service Parts Inc	B140-BUS CHASSIS	300.26	
4500013099	7/1/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,038.08	
4500013100		Transit Holdings Inc	B140-BUS CHASSIS	1,018.68	
4500013101	7/1/2017	Waco Filters Corporation	F120-BUS/LRV PAINT BOOTHS	152.45	
4500013102		Kaman Industrial Technologies	B200-BUS PWR TRAIN EQUIP	93.16	
4500013103		W.W. Grainger Inc	G220-OFFICE EQUIPMENT	151.71	
4500013104		Zep Vehicle Care Inc	G180-JANITORIAL SUPPLIES	729.82	
4500013105		Accurate Elastomer Products Inc	B130-BUS BODY	158.26	
4500013106		Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	949.39	
4500013107		Vern Rose Inc	G140-SHOP SUPPLIES	127.81	
4500013108		Gillig LLC	B160-BUS ELECTRICAL	184.47	
4500013109	7/1/2017	United Refrigeration Inc	G170-LUBRICANTS	93.01	
4500013110		Abacor, Inc.	P210-NON-REV VEH REPAIRS	730.70	
4500013111		Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	299.33	
4500013112		US Mobile Wireless	P170-LEASES, REV VEHICLES	714.41	
4500013113		Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	1,117.79	
4500013114		Hoppecke Batteries	R160-RAIL/LRV ELECTRICAL	20,456.18	
4500013115		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,205.80	
4500013116		Allied Refrigeration Inc	M110-SUB STATION	120.93	
4500013117		Gillig LLC	B250-BUS REPAIR PARTS	758.17	
4500013118		Controlled Motion Solutions Inc	R220-RAIL/LRV TRUCKS	186.91	
4500013119		EtherWAN Systems Inc	I110-INFORMATION TECH	3,162.60	
4500013120		Steven Timme	G110-BUS/TROLLEY SIGNAGE	308.13	
4500013121		ISC Applied Systems Corp	R150-RAIL/LRV COMM EQUIP	33,168.69	
4500013122		24 Hour Fitness USA Inc	P280-GENERAL SVC AGRMNTS	1,500.00	
4500013123		A.M. Best Company Inc	C120-SPECIALTY CONTRACTOR	184.50	
4500013124		S & S Bakery Inc	G250-NOVELTIES & AWARDS	82.86	
4500013125 4500013126		Quality Technology Services Inc San Diego Seal Inc	I120-INFO TECH, SVCS R170-RAIL/LRV HVAC	188.50 34.16	
4500013120		Annex Automotive and	G130-SHOP TOOLS	2,671.44	
4500013127		W.W. Grainger Inc	G160-PAINTS & CHEMICALS	130.62	
4500013128		Schunk Carbon Technology LLC	R160-RAIL/LRV ELECTRICAL	13,253.25	
4500013129		R.S. Hughes Co Inc	B130-BUS BODY	278.47	
4500013130		Alliant Insurance Services Inc	P370-RISK MANAGEMENT	12,747.20	
4500013132		CSAC Excess Insurance	P370-RISK MANAGEMENT	9,903.00	
4500013133		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,738.53	
4500013134		Woojin IS America Inc.	I110-INFORMATION TECH	32,879.00	
4500013136		New Flyer of America Inc	R180-RAIL/LRV LIGHTING	1,797.53	
4500013130		Verdugo Testing Co Inc	P120-BLDG/FACILITY REPRS	241.02	
1000010101	1/0/2017	voraugo rooming oo mo	I 120 DEDON MOIEITT INEL ING	271.02	

Purchase Orders					
PO Number	PO Date	Name	Material Group	PO Value	
4500013138	7/5/2017	Ansaldo Sts Usa Inc	M130-CROSSING MECHANISM	5,598.05	
4500013139	7/5/2017	Prudential Overall Supply	G140-SHOP SUPPLIES	2,593.98	
4500013140	7/5/2017	San Diego Seal Inc	R220-RAIL/LRV TRUCKS	43.52	
4500013141	7/5/2017	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	2,455.09	
4500013142		Smith Systems Inc	R160-RAIL/LRV ELECTRICAL	5,048.69	
4500013143	7/5/2017	Westair Gases & Equipment Inc	G140-SHOP SUPPLIES	747.68	
4500013144		Transit Holdings Inc	B250-BUS REPAIR PARTS	381.23	
4500013145		Western Lift Inc	F110-SHOP/BLDG MACHINERY	200.00	
4500013146	7/6/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	2,532.47	
4500013147		Citywide Auto Glass Inc	P210-NON-REV VEH REPAIRS	268.96	
4500013148		Home Depot USA Inc	F220-BENCHES, BUS	119.14	
4500013149		Kenneth Place	G130-SHOP TOOLS	2,165.45	
4500013150		Comfort Mechanical Inc	M190-SDSU ELECTRICAL	437.00	
4500013151		Safety Kleen Systems	P110-BLDG MAINTENANCE	33,765.09	
4500013152		Bonsall Petroleum Construction Inc	P110-BLDG MAINTENANCE	2,850.00	
4500013153		Southern Counties Oil Co, LP	G170-LUBRICANTS	970.61	
4500013154		Transit Holdings Inc	B250-BUS REPAIR PARTS	824.88	
4500013155		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,775.52	
4500013156		Controlled Motion Solutions Inc	R220-RAIL/LRV TRUCKS	729.25	
4500013157		Applied Industrial Technologies-CA	R230-RAIL/LRV MECHANICAL	3,693.47	
4500013158		Industrial Maintenance Supply LLC	G150-FASTENERS	312.82	
4500013159		W.W. Grainger Inc	G190-SAFETY/MED SUPPLIES	658.86	
4500013160	7/6/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	2,553.68	
4500013161		Gillig LLC	B140-BUS CHASSIS	2,917.45	
4500013162	7/6/2017	711 Print Enterprises Inc	G120-SECURITY	719.78	
4500013163	7/6/2017	Flyers Energy LLC	A120-AUTO/TRUCK GASOLINE	18,861.82	
4500013164	7/6/2017	Freeby Signs	P190-REV VEHICLE REPAIRS	145.47	
4500013165	7/6/2017	W.W. Grainger Inc	F220-BENCHES, BUS	56.74	
4500013166	7/6/2017	R.B. Hornberger Co Inc	G140-SHOP SUPPLIES	355.09	
4500013167	7/6/2017	Prudential Overall Supply	G180-JANITORIAL SUPPLIES	4,833.33	
4500013168		Allied Electronics Inc	M140-WAYSIDE SIGNALS	89.49	
4500013169		RegACar Inc	P280-GENERAL SVC AGRMNTS	198.26	
4500013170		Daniels Tire Service	A110-AUTO/TRUCK TIRES	401.40	
4500013171		Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,723.32	
4500013172		Home Depot USA Inc	G140-SHOP SUPPLIES	76.24	
4500013173		Transit Holdings Inc	B140-BUS CHASSIS	7,061.29	
4500013174		OneSource Distributors, LLC	M120-OVRHEAD CATENARY SYS	269.14	
4500013175		Charter Industrial Supply Inc	B120-BUS MECHANICAL PARTS	436.43	
4500013176		Airgas Refrigerants Inc	R170-RAIL/LRV HVAC	646.42	
4500013177		Kaman Industrial Technologies	G140-SHOP SUPPLIES	1,222.17	
4500013178		Reid and Clark Screen Arts Co	G140-SHOP SUPPLIES	586.16	
4500013179		Controlled Motion Solutions Inc	R220-RAIL/LRV TRUCKS	1,006.43	
4500013180		Southcoast Heating & Air	P280-GENERAL SVC AGRMNTS	34,864.00	
4500013181		San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	331.91	
4500013182		R.S. Hughes Co Inc	G140-SHOP SUPPLIES	146.89	
4500013183		Battery Systems Inc	B160-BUS ELECTRICAL	7,628.70	
4500013184		Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	64.28	
4500013185		W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	246.05	
4500013186		Matthias Moos	M120-OVRHEAD CATENARY SYS	3,011.62	
4500013187		Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	41.68	
4500013188		Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	1,604.08	
4500013189		Airgas Inc	G190-SAFETY/MED SUPPLIES	1,752.02	
4500013190		Kaman Industrial Technologies	G140-SHOP SUPPLIES	110.91	
4500013191		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,205.80	
4500013192		West-Lite Supply Co Inc	M180-STATION ELECTRICAL	150.96	
4500013193		Flyers Energy LLC	R230-RAIL/LRV MECHANICAL	1,696.35	
4500013194		W.W. Grainger Inc	G140-SHOP SUPPLIES	701.78	
4500013195	7/7/2017	The Gordian Group, Inc.	C130-CONSTRUCTION SVCS	612.11	

Purchase Orders					
PO Number	PO Date	Name	Material Group	PO Value	
4500013196	7/7/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	34,101.39	
4500013198	7/7/2017	Sherwin Williams Company	G140-SHOP SUPPLIES	1,775.86	
4500013199	7/7/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	295.20	
4500013200		Kingsbury Uniforms Inc	G240-UNIFORM PROCUREMENT	3,124.75	
4500013201		Southcoast Heating & Air	P130-EQUIP MAINT REPR SVC	3,881.00	
4500013202		Citywide Auto Glass Inc	R120-RAIL/LRV CAR BODY	2,618.33	
4500013203		Kent Global Systems Inc	G180-JANITORIAL SUPPLIES	219.51	
4500013204		Macton Corporation	P130-EQUIP MAINT REPR SVC	92,445.12	
4500013205		West End Holdings Inc	P260-TESTING & ANALYSIS	975.00	
4500013206		M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,799.32	
4500013207		Transit Holdings Inc	B160-BUS ELECTRICAL	1,472.30	
4500013208		Jeyco Products Inc	G130-SHOP TOOLS	604.85	
4500013209		Muncie Transit Supply	B130-BUS BODY	3,141.46	
4500013210		Mohawk Mfg & Supply Co	B160-BUS ELECTRICAL	486.37	
4500013211		Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	2,776.54	
4500013212		R.S. Hughes Co Inc	G190-SAFETY/MED SUPPLIES	21.22	
4500013213		Ismael Frausto	R120-RAIL/LRV CAR BODY	158.32	
4500013214		Freeby Signs	B250-BUS REPAIR PARTS	204.29	
4500013215		Citywide Auto Glass Inc	P190-REV VEHICLE REPAIRS R230-RAIL/LRV MECHANICAL	203.88 2,249.18	
4500013216 4500013217		DoAll Company Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,738.53	
4500013217		Knorr Brake Company	R220-RAIL/LRV TRUCKS	37,362.50	
4500013218		Steven Timme	G110-BUS/TROLLEY SIGNAGE	63.10	
4500013219		Steven Timme	G110-BUS/TROLLEY SIGNAGE	57.72	
4500013220		Mouser Electronics Inc	B250-BUS REPAIR PARTS	109.48	
4500013221		Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	3,652.55	
4500013223		Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,353.34	
4500013224		California Sheet Metal Works	R160-RAIL/LRV ELECTRICAL	3,016.29	
4500013225		Robcar Corporation	G140-SHOP SUPPLIES	129.30	
4500013226		Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,535.09	
4500013227		Paradigm Mechanical Corp	P140-MAINTENANCE, HVAC	876.00	
4500013228		ERICO International Corporation	M170-IMPEDANCE BOND	61.96	
4500013229		W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	122.06	
4500013230	7/10/2017	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	1,290.14	
4500013231	7/10/2017	ECL Flooring Inc	F110-SHOP/BLDG MACHINERY	382.75	
4500013232	7/10/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	35.50	
4500013233		W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	628.93	
4500013234	7/10/2017	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	103.64	
4500013235		City Treasurer	G120-SECURITY	559.00	
4500013236	7/10/2017		P280-GENERAL SVC AGRMNTS	63,615.00	
4500013237		Ahlee Backflow Service	P110-BLDG MAINTENANCE	513.00	
4500013238		J. J. Keller & Associates Inc	P540-MAINTENANCE TRAINING	481.82	
4500013239		Home Depot USA Inc	G140-SHOP SUPPLIES	1,320.00	
4500013240		Transit Holdings Inc	B140-BUS CHASSIS	1,246.49	
4500013241		Konecranes Inc	P130-EQUIP MAINT REPR SVC	513.00	
4500013242		Westinghouse Air Brake	R160-RAIL/LRV ELECTRICAL	3,209.38	
4500013243		Marco's Canopies Inc	G140-SHOP SUPPLIES	1,055.96	
4500013244		Brown Marketing Strategies, Inc.	P410-CONSULTING	67,980.00	
4500013245		W.W. Grainger Inc	P210-NON-REV VEH REPAIRS	27.76	
4500013246		Charter Industrial Supply Inc	P130-EQUIP MAINT REPR SVC	445.50	
4500013247		711 Print Enterprises Inc	G200-OFFICE SUPPLIES	279.08	
4500013248 4500013249		OneSource Distributors, LLC Matheson Tri-Gas Inc	M150-PWR SWITCHES/LOCKS G130-SHOP TOOLS	343.03 89.82	
4500013249		Datel Systems Incorporated	I110-INFORMATION TECH		
4500013250		Datel Systems Incorporated Datel Systems Incorporated	I110-INFORMATION TECH	18,692.25 60,127.00	
4500013251		Harbor Diesel & Equipment	G170-LUBRICANTS	13,342.95	
4500013252		Transit Holdings Inc	B140-BUS CHASSIS	13,342.95	
4500013253		General Auto Repair	P210-NON-REV VEH REPAIRS	1,147.74	
4500013254	1/11/2017	General Auto Kepali	ILS INCIN-VEN VEU VELAIKS	100.00	

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500013255	7/11/2017	Muncie Transit Supply	B200-BUS PWR TRAIN EQUIP	2,586.30
4500013256	7/11/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,738.53
4500013257	7/11/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	402.33
4500013258	7/11/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	4,641.63
4500013259	7/11/2017	San Diego Compressed Air Power LLC	F180-BUILDING MATERIALS	100.23
4500013260	7/11/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	2,800.01
4500013261	7/11/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,265.84
4500013262	7/11/2017	Soco Group Inc	G170-LUBRICANTS	571.36
4500013263	7/11/2017	AxleTech LLC	B140-BUS CHASSIS	7,689.40
4500013264	7/11/2017	Mcmaster-Carr Supply Co	G140-SHOP SUPPLIES	375.50
4500013265	7/11/2017	Valley Power Systems Inc	B200-BUS PWR TRAIN EQUIP	39.96
4500013266	7/11/2017	Jeyco Products Inc	B160-BUS ELECTRICAL	120.60
4500013267	7/11/2017	Gillig LLC	B130-BUS BODY	2,883.09
4500013268	7/11/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	1,634.71
4500013269	7/11/2017	Freeby Signs	B250-BUS REPAIR PARTS	344.59
4500013270	7/11/2017	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	1,184.16
4500013271	7/11/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	38.74
4500013272	7/11/2017	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	81.46
4500013273	7/11/2017	TK Services Inc	B250-BUS REPAIR PARTS	1,282.21
4500013274		Soco Group Inc	A120-AUTO/TRUCK GASOLINE	19,040.60
4500013275	7/11/2017	Mohawk Mfg & Supply Co	B130-BUS BODY	455.89
4500013276		San Diego Community College Distric	P540-MAINTENANCE TRAINING	672.36
4500013277	7/11/2017	Dunn-Edwards Corporation	G140-SHOP SUPPLIES	38.10
4500013278		Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	53.98
4500013279	7/11/2017	Westair Gases & Equipment Inc	B200-BUS PWR TRAIN EQUIP	157.80
4500013280		Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	1,742.66
4500013281	7/11/2017	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	252.14
4500013282	7/11/2017	Home Depot USA Inc	G210-OFFICE FURNITURE	106.68
4500013283	7/11/2017	Steven Timme	G290-FARE REVENUE EQUIP	84.65