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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

9:00 a.m.

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

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ACTION RECOMMENDED

1. Roll Call
2. [Approval of Minutes – November 8, 2018](#) Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics
during the meeting



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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. 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. [Unallocated Transportation Development Act \(TDA\) Funds for Transit-Related Projects – City of Santee](#) Approve
Action would approve the use of \$76,706 in unallocated TDA funds currently held by the County of San Diego for transit-related capital project for the City of Santee.
7. [Unallocated Transportation Development Act \(TDA\) Funds for Transit-Related Projects – City of El Cajon](#) Approve
Action would approve the use of \$92,196 in unallocated TDA funds currently held by the County of San Diego for transit-related expenses for the City of El Cajon.
8. [HVAC Maintenance and Repair Services – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. PWG256.0-18, with Paradigm Mechanical Corp., for HVAC maintenance and repair services for a three (3) year base period, with two (2) one-year options (total of five years); and (2) Exercise option years at CEO's discretion.
9. [Federal Transit Administration \(FTA\) Section 5310 Grant Application](#) Approve
Action would adopt Resolution No. 18-15 certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service in MTS's service area, a prerequisite to receiving FTA Section 5310 funding.
10. [Mid-Coast Corridor Transit Project – Projected Staffing](#) Approve
Action would approve the addition of 85 positions in preparation for the Mid-Coast Corridor Trolley Project (Mid-Coast Trolley Project).
11. [Job Order Contract \(JOC\) On-Call General Building and Facilities Construction – Contract Amendment](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. PWL234.1-17 (SANDAG Doc. No. 5007503) with ABC Construction Company, Inc. (ABC), for an increase to the contract value.
12. [Bus Operator Uniforms – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. B0692.0-18 with Ace Uniforms and Accessories, Inc. (Ace) for the provision of bus operator uniforms for a three (3) year base period with two (2) one-year optional terms (for a total of 5 years); and (2) Exercise each option year at the CEO's discretion.
13. [Nextfare Compass Card System Maintenance Extension](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No.3 to MTS Doc No. G1695.0-14 with Cubic Transportation Systems Inc. for the extension of the current maintenance agreement for an additional three-year period.
14. [Master Concessionaire Services – Contract Amendment](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 5 to MTS Doc. No. L0901.0-10, with BriceHouse Station, LLC ("BriceHouse"), extending the contract to April 30, 2023.

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| 15. | <p><u>Variable Message Sign (VMS) Display Assembly for South Bay Bus Rapid Transit (BRT) Stations – Contract Award</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1468.0-19, with My Electrician Inc., for the supply of the South Bay BRT VMS sign assemblies.</p> | Approve |
| 16. | <p><u>Light Rail Vehicles (LRVs) On-Board Video Surveillance System (OBVSS) Preventative Maintenance, Emergency Services, New Installations and Upgrades as Required – Sole Source Contract Award</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1469.0-19, a Sole Source contract, with Seon Design USA (Seon), for the provision of OBVSS preventative maintenance, emergency services, new installations and upgrades as required on LRVs for three (3) years beginning February 1, 2019.</p> | Approve |
| 17. | <p><u>Trolley Station Network Communication Equipment Replacement – Contract Award</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2226.0-19 with AT&T Corp. to replace the trolley station network communications equipment.</p> | Approve |
| 18. | <p><u>Ultrasonic Rail Testing Services – Contract Award</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1473.0-19 with Herzog Services, Inc. (Herzog), for the provision of ultrasonic rail testing services for three years beginning on January 1, 2019, and ending on December 31, 2021, subject to the MTS General Counsel approving a modified indemnification clause.</p> | Approve |
| 19. | <p><u>The ARC of San Diego Interior Bus Cleaning – Sole Source Contract Award</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. B0693.0-19 with the ARC of San Diego (ARC) for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses for a five (5) year base period with two (2) 1-year options for a total of seven (7) years; and (2) Exercise each option year at the CEO's discretion.</p> | Approve |

CLOSED SESSION

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| 24. | <p>a. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
 <u>Property:</u> Mill Building Parking Garage (1255 Imperial Avenue, San Diego, CA; APN 538-010-33)
 <u>Agency Negotiators:</u> Paul Jablonski, Karen Landers
 <u>Negotiating Parties:</u> Padres L.P., San Diego Ballpark Funding LLC
 <u>Under Negotiation:</u> Price and Terms of Payment under Lease Agreement for Parking Spaces dated January 30, 2007
 CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION Pursuant to California Government Code Section 54956.9(d)(4) (One potential case)</p> | Possible Action |
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| <p>b. CLOSED SESSION – CONFERENCE WITH LABOR NEGOTIATORS
PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
<u>Agency:</u> San Diego Transit Corporation (SDTC)
<u>Employee Organization:</u> Amalgamated Transit Union, Local 1309
(Representing Bus Operators and Clerical Employees at SDTC)
<u>Agency-Designated Representative:</u> Jeff Stumbo</p> | <p>Possible
Action</p> |
| <p>c. CLOSED SESSION – CONFERENCE WITH LABOR NEGOTIATORS
PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
<u>Agency:</u> San Diego Trolley, Inc. (SDTI)
<u>Employee Organization:</u> International Association of Sheet Metal, Air, Rail and
Transportation Workers (Representing SDTI Train Operators,
Electromechanics, Servicepersons and Clerical Staff)
<u>Agency-Designated Representative:</u> Jeff Stumbo</p> | <p>Possible
Action</p> |

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

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| <p>30. <u>MTS Transit Service Fixed-Route and Bus Rapid Transit (BRT) Agreement – Contract Amendment (Bill Spraul and Larry Marinesi)</u>
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. B0614.1-14 to amend the contract rates with Transdev Services, Inc. (Transdev). The amendment, as a result of mandatory minimum wage legislation, would authorize contractual rate modifications resulting in \$9,509,895 in additional expenses (of which approximately \$1.0 million is funded by San Diego Association of Governments (SANDAG) TransNet funding). The net impact to MTS is approximately \$8.5 million. No additional contract authority is required due to overall reduced miles as compared to the original contract.</p> | <p>Approve</p> |
| <p>31. <u>Account Based Fare Collection System – Contract Award (Sharon Cooney and Israel Maldonado)</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2091.0-18, with INIT Innovations in Transportation, Inc., (INIT) to provide an Account Based Fare Collection System, and operations, maintenance and hosting services for ten (10) years.</p> | <p>Approve</p> |
| <p>32. <u>Support for Regional Comprehensive Fare Ordinance Changes (Sharon Cooney and Israel Maldonado)</u>
Action would recommend that SANDAG adopt the Regional Comprehensive Fare Ordinance revisions generated by the Fare Study.</p> | <p>Approve</p> |
| <p>33. <u>Revenue Operating Agreement with UC San Diego for Added Service on Rapid Route 201/202 (Denis Desmond)</u>
Action would approve a six-and-a-half year agreement with the University of California, San Diego (UCSD) for the operation of additional service on Rapid 201/202 to replace capacity currently provided by the UCSD City Shuttle.</p> | <p>Approve</p> |

REPORT ITEMS

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| 45. | <u>Operations Budget Status Report for October 2018 (Mike Thompson)</u> | Informational |
| 59. | <u>Ad Hoc Ballot Measure Committee Report</u> | Informational |
| 60. | <u>Chair Report</u> | Informational |
| 61. | <u>Chief Executive Officer's Report</u> | Informational |
| 62. | <u>Board Member Communications</u> | Informational |
| 63. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
| 64. | <u>Next Meeting Date:</u> January 17, 2019 | |
| 65. | <u>Adjournment</u> | |

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

DRAFT MINUTES

November 8, 2018

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

1. Roll Call

Chair Gomez called the Board meeting to order at 9:05 a.m. A roll call sheet listing Board member attendance is attached.

CHAIR PRESENTATION

Chair Gomez provided a presentation to recognize a staff member, Michael Perez, with a distinguished service award. Mr. Perez was recognized as the National Trainer of the Year by the National Transit Training Institute. Chair Gomez stated that safety is the number one priority for MTS and we are lucky to have one of the best bus training instructors in the country. She thanked and congratulated Mr. Perez for his work and outstanding achievement. Mr. Jablonski noted that Mr. Perez has modernized the MTS bus training program and has led MTS to the best safety record we have had in years. He thanked Mr. Perez for his work and service to MTS.

2. Approval of Minutes

Mr. Alvarez moved to approve the minutes of the October 11, 2018, MTS Board of Directors meeting. Mr. Arambula seconded the motion, and the vote was 12 to 0 in favor with Ms. Cole, Mr. McWhirter, and Ms. Zapf absent.

3. Public Comments

Valerie Hightower – Ms. Hightower commented that the bus clientele is the worst on the following bus routes: 4, 7, 11, 12, 13, 929, and the 955. She stated that many of the new bus drivers do not know how to properly handle issues with the unruly passengers on these routes. Ms. Hightower requested that the route 4 operate every twelve to fifteen minutes. She commented that the bus stops need more frequent cleanings. Ms. Hightower asked for the trolley operators to signal the trolley horns when crossing through streets with pedestrians. She commented that the trolley cars are being overcrowded with bicycles, carts and suitcases. She asked for bathrooms to be provided for the public at transit stations. Lastly, she said that dogs need to be in carriers or wear muzzles on the vehicles.

Jean Columbus – Ms. Columbus commented that she has been riding the system for over 30 years and this system is the worst she has experienced. She stated that she used to live in Long Beach and is a military veteran. Ms. Columbus said that the bus drivers care more about their breaks than their passengers.

Oscar Medina – Mr. Medina commented on behalf of Circulate San Diego. He urged the Board to revise the proposed fare changes in the Regional Transit Fare Study to include free or

discounted bus transfers and reinstate free transfers for the trolley. He commented that these features would help to gain new ridership by providing the cheapest and best option. He stated that by not including transfers, riding transit may become a less desirable option for the public. Mr. Medina stated that he would also like to see the option for a three dollar three hour transit pass that was initially discussed but never included in the Fare Study.

4. Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees for 2019 (Sharon Cooney)

Chair Gomez made the recommendation to appoint herself, Vice Chair Rios, Board Member Salas, Board Member Sandke and Board Member Arambula to the Ad Hoc Nominating Committee.

Action Taken

Chair Gomez moved to appoint herself, Vice Chair Rios, Board Member Salas, Board Member Sandke and Board Member Arambula as the Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Board to serve as Vice-Chair, Chair Pro-Tem and on MTS and non-MTS committees for 2019. Mr. Hall seconded the motion, and the vote was 13 to 0 in favor with Ms. Cole and Mr. McWhirter absent.

CONSENT ITEMS

6. Adoption of the 2019 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule
Action would adopt the 2019 Executive Committee and Board of Directors meeting schedule.
7. 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 Meetings on October 9, 2018
Action would receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports, and ratify all actions taken.
8. Federal Transit Administration (FTA) Section 5310 Grant Application, and TransNet Senior Mini-Grant Application, Apportioned Through the San Diego Association of Governments (SANDAG)
Action would: (1) Adopt Resolution No. 18-14 agreeing to comply with all terms and conditions of the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program as set forth by the FTA and SANDAG; and agreeing to comply with all terms and conditions of the TransNet Senior Mini-grant program as set forth by TransNet and SANDAG; (2) Authorize the Chief Executive Officer (CEO) to submit the following applications and execute any grant agreements awarded by SANDAG: (a) \$452,685 in federal fiscal year 2020 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funding for paratransit vehicle replacements; (b) \$499,900 in federal fiscal year 2021 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funding for paratransit vehicle replacements; (c) \$61,200 in fiscal year 2020 TransNet Senior Mini-grant funding for the MTS Access Travel Training Program; and (d) \$61,200 in fiscal year 2021 TransNet Senior Mini-grant funding for the MTS Access Travel Training Program; (3) Authorize the commitment of up to \$292,307 in local matching funds to fully fund the purchase of 11 paratransit vehicles if awarded; and (4)

Authorize the commitment of up to \$30,600 in local matching funds to fully fund the MTS access Travel Training Program.

9. Revisions to San Diego Metropolitan Transit System (MTS) Ordinance No. 11
Action would: (1) Adopt the proposed amendments to MTS Ordinance No. 11, an Ordinance Providing for the Licensing and the Regulating of Transportation Services within the City by the adoption of a Uniform Paratransit Ordinance (Attachment A); (2) Direct publication of a summary of the amendments to MTS Ordinance No. 11; and (3) Upon adoption of the proposed amendments, authorize the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form.
10. Investment Report – Quarter Ending September 30, 2018
11. Light Rail Vehicle Lifting Jacks Replacement – Sole Source Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL266.0-19 with Macton Corporation for the purchase and installation of In-Floor Lifting Hoists for the service of the MTS Light Rail Vehicle (LRV) fleet and modernization of control systems within the LRV Maintenance Facility.
12. Ticket Vending Machine (TVM) Enhanced Credit and Debit Cardholder Data Security – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2191.0-19, with AT&T Corp., for the enhanced credit and debit cardholder data project.
13. Drug and Alcohol Collection, Testing, and Administration Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2150.0-18, with Drug Testing Network, Inc., for the provision of drug and alcohol collection, testing, and administration services for a two (2) year base period with three (3) one-year optional terms, exercisable at MTS's sole determination, for a total of five years; and exercise each option year at the CEO's discretion.
14. Design Services for Beech Street Double Crossover – Trackwork and Signaling – Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1953-AE-30 for MTS Doc. No. G1953.0-17 (in substantially the same format as Attachment A), with Pacific Railway Enterprises, Inc. (PRE), for design services for Beech Street Double Crossover – Trackwork and Signaling.
15. MTS Job Order Contract Work Order for Turnout S34 Replacement – Change Order
Action would authorize the Chief Executive Officer (CEO) to execute Change Order 1 to MTS Doc. No. PWL182.0-16, Work Order No. MTSJOC7501-27.01, with Herzog Contracting Corporation (Herzog), for the replacement of Turnout S34 on the Blue Line.
16. CNG Fueling Facility Stations Operation and Maintenance Services for Imperial Avenue Division (IAD), Kearny Mesa Division (KMD), South Bay Maintenance Facility (SBMF), and East County Bus Maintenance Facility (ECBMF) – Sole Source Contract Extension/Exercise Option Years
Action would authorize the Chief Executive Officer (CEO) to: (1) Extend the current contract for nineteen (19) months effective from 8/1/20 through 3/1/22 with Trillium USA Company, LLC (Trillium), MTS Doc. No. B0522.4-09 for CNG fueling facility stations operation and maintenance

services for IAD, KMD, and SBMF; and (2) Exercise all Option Years 1-3 for MTS Doc. No. B0594.5-13 for CNG fueling facility station operation and maintenance services for ECBMF.

17. Regional Transit Management System (RTMS) Radio Tower at Mt. Soledad Signal Station, Naval Base Point Loma – Site Lease Amendment
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0513.4-09, with the Department of the Navy, to continue the lease of MTS's Mt. Soledad Signal Station site for five years.
18. Third Party Compass Card and Transit Pass Sales – Amended Agreement with Bricehouse Station, LLC
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. No. G1767.0-15, with BriceHouse Station, LLC, for the sale of MTS and North County Transit District (NCTD) Compass Card passes at three locations operated by BriceHouse Station, LLC for three (3) additional years.
19. As Needed Towing Services for Buses and Non-Revenue Vehicles (SDTC and SDTI) – Contract Award
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. B0691.0-18 with A to Z Enterprises, Inc.; dba: RoadOne ("RoadOne") for the provision of towing services for buses and non-revenue vehicles for a three (3) year base period with three (3) 1-year options, exercisable at MTS's sole discretion (total of six years); and (2) Exercise each option year at the CEO's discretion.

Action on Recommended Consent Items

Ms. Sotelo-Solis moved to approve Consent Agenda Item Nos. 6 – 19. Mr. Arambula seconded the motion, and the vote was 13 to 0 in favor with Ms. Cole and Mr. McWhirter absent.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 9:20 a.m.

- a. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
Property: Assessor's Parcel Number (APN) 384-041-07; 8733 Cuyamaca Street, Santee, California
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: Blake Megdal Management
Under Negotiation: Price and Terms of Payment

The Board reconvened to Open Session at 9:26 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report and gave instructions to negotiating staff.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. Fiscal Year 2018 Comprehensive Annual Financial Report (Erin Dunn and Larry Marinesi; Ken Pun and Gary Caporicci of The Pun Group)

Erin Dunn, Controller, introduced this item and stated that she is joined by Larry Marinesi, Chief Financial Officer as well as Ken Pun and Gary Caporicci with The Pun Group to present on the Fiscal Year (FY) 2018 Comprehensive Annual Financial Report (CAFR). Mr. Pun continued the presentation and discussed the FY 2018 CAFR. He reviewed management responsibilities, auditors' responsibilities, and the approach to the audit. He reviewed the financial statements including the summary statement of net position; summary statements of revenues, expenses and changes in net position; and summary statement of cash flows. Gary Caporicci, with The Pun Group, discussed the Key Pension and OPEB Information including net pension liability, pension expenses, and OPEB plan. Mr. Pun reviewed the audit results and stated they have an unmodified opinion. He noted that they had no disagreements with management, no material weaknesses or significant deficiencies, and found no accounting issues.

Mr. Sandke inquired about non-operating revenue and asked how much of that money is one time money or ongoing money. He also asked about the raise in pension expenses and if that should be expected to continue in future years. Mr. Marinesi replied that the SDTC pension plan is a closed plan. He stated that because the SDTC pension plan is a closed plan, we will be seeing those numbers come down as time goes on. He noted that in 21 years, the unfunded liability for that plan will be paid off. Mr. Marinesi stated that the actuary will present on the SDTC pension plan at the January Board meeting. Ms. Dunn stated that federal revenue increased this past year as well as state revenue. Mr. Marinesi stated that a big part of the increase in state revenue was due to SB 1 funding.

Mr. Arambula asked a series of questions to the representatives of The Pun Group to ensure that compliance standards were met during the audit. Mr. Arambula asked if they were given full access to any MTS employee that they needed to talk to for the purposes of preparing the audit. Mr. Pun replied yes. Mr. Arambula asked if they ever asked for access to an MTS employee that they were denied access to. Mr. Pun replied no. Mr. Arambula asked if they were given full access to any documents including ledgers and financial statements for the purposes of preparing their audit. Mr. Pun replied yes. Mr. Arambula asked if they found any financial practices being used by MTS to be not consistent with best practices. Mr. Pun replied no. Mr. Arambula asked if it's their opinion that this audit and MTS's financial record keeping deserves an unmodified opinion. Mr. Pun replied yes. Mr. Arambula asked what the alternative is to an unmodified opinion. Mr. Pun replied that there are three other opinions including a modified opinion, an adverse opinion, or a disclaimer in which they refuse to give an opinion. Mr. Arambula asked how many years their company has been conducting finance audits for MTS. Mr. Pun replied about eleven or twelve years. Mr. Arambula asked if they have ever found an MTS

audit that they did not ultimately conclude that it would be an unmodified opinion. Mr. Pun replied no and that every year they have issued an unmodified opinion.

Mr. Mullin asked about the capital contributions from SANDAG and asked if those contributions were a reliable source of ongoing funding. Ms. Dunn clarified that specific number does not include funds, but rather infrastructure and capital. Mr. Mullin asked if that type of contribution will continue in the future. Mr. Marinesi replied that we will continue to receive assets from SANDAG, however it depends on the project(s) that are underway and completed during a given year. Mr. Jablonski commented that those contributions are driven by project timelines and project completion dates. He stated that once the projects are completed, SANDAG will then transfer them to MTS for operations.

Mr. Jablonski commented that Erin Dunn has been with MTS for about 12 years and stated that her work has played a large part in the success of the MTS audits. He stated that she was just recently recognized by Mass Transit magazine as one of the top forty people under forty in the transit industry with an exemplary career. He congratulated her in the award and thanked her for her great work at MTS.

Action Taken

No action taken. Informational item only.

31. Fiscal Year 2018 Final Budget Comparison (Mike Thompson)

Mike Thompson, Director of Financial Planning and Analysis, provided a presentation on the FY 2018 final budget comparison. He reviewed the total revenues less expenses results and discussed the contingency reserve balance and policy. Mr. Thompson provided staff's recommendation to approve the allocation of FY 2018 excess revenues over expenses and to carry-over \$0.5 million to the FY 2019 operating budget and to add the remainder to the contingency reserve balance.

Ms. Bragg asked about the Medi-Cal revenue and what is being done to address that issue. Mr. Thompson stated that Medi-Cal care providers are required to pay for those trips and we are currently working with those providers to set up agreements to make those payments. Mr. Jablonski stated that we currently have an agreement with one of the providers and are continuing work with the other providers. Bill Spraul, Chief Operating Officer – Transit Services, stated that particular agreement will account for \$500,000-\$600,000 per year for trips. He noted that we are still working with the other providers to determine agreements for payments going forward. Mr. Jablonski stated that we will seek clean-up legislation related to this matter if we are not able to determine agreements going forward.

Action Taken

Mr. Sandke moved to approve the allocation of FY 2018 excess revenues over expenses as follows: (a) carry-over \$0.5 million to the FY 2019 Operating Budget; and (b) add the remainder to the Contingency Reserve balance. Mr. Hall seconded the motion, and the vote was 13 to 0 in favor with Ms. Cole and Mr. McWhirter absent.

REPORT ITEMS

45. Operations Budget Status Report for September 2018 (Mike Thompson)

Mr. Thompson provided a presentation on the operations budget status report for September 2018. He reviewed the total operating revenues; total operating expenses; commodity and demand/transmission costs for electricity; and total operating variance. He reviewed details of on-going concerns including regional sales tax receipts; STA formula funds; passenger levels; and energy prices.

Ms. Bragg asked where the new SB 1 funds will be programmed. She recommended using that money to contribute to increased service frequency. Mr. Jablonski commented that the Budget Development Committee (BDC) will recommend to the Board where to program those monies. He noted that we do have a fundamental budget deficit of \$9 million which will have to be addressed. He stated that there are a few items that staff will be bringing to the Board to decide on including a capital plan proposal, changes to fares, and the potential zero emission bus mandate.

Ms. Sotelo-Solis commented about free bus and trolley transfers as well as free youth fares. She recommended staff to look into possibly conducting a pilot program for a month or so to include those items and see if ridership is positively affected. She asked that the Board consider these types of program will looking at incorporating new funding into the budget.

Action Taken

No action taken. Informational item only.

46. Year End Operations Report (Denis Desmond, Bill Spraul and Wayne Terry)

Denis Desmond, Director of Planning, began the presentation on the year end operations report. He reviewed Policy 42 evaluation criteria. He provided results and numbers for the following reporting categories: annual total passengers, ridership, and the Transit Optimization Plan (TOP) preliminary results. Mr. Desmond discussed results from bus route 83. He stated that unfortunately the trial for this route has continued to decrease in ridership. He provided results for passengers per revenue hour; on-time performance; and other metrics including mean distance between failures, complaints per 100,000 passengers, and preventable accidents per 100,000 miles; and farebox recovery results.

Bill Spraul, Chief Operating Officer – Transit Services, continued the presentation and reviewed the year end results for the MTS Bus Division. Mr. Spraul discussed overall highlights including zero findings in the FTA Triennial Review/Audit, zero findings in the CHP Fleet Safety Inspection and the expanded RTMS technology to all buses within the fleet. Mr. Spraul reviewed the safety program and highlights; fleet highlights; ZEB pilot program; Access program improvements; passenger amenities highlights; new Centerline Station; new East Palomar South Bay Station; and the new Otay Mesa Transit Center.

Wayne Terry, Chief Operating Officer – Rail, continued the presentation and discussed the results for the master concessionaire services; FY 2018 event statistics; replacement of the OCC video wall; infrastructure hardening; crossing replacements; Courthouse Station opening;

customer amenity upgrades; Imperial Avenue Palm Tree Fire response; tree trimming; seat cushion replacements; updated vehicle purchase; Mid-Coast Trolley Project; and Mid-Coast Corridor Committees. He noted that MTS received the APTA Rail Safety Award. Lastly, he reviewed results for rail accidents by months; statewide rail accidents comparison; and CPUC Triennial Audit.

Mr. Desmond noted that a copy of the Title VI report was provided to the Board Members as handouts at today's meeting.

Mr. Diaz asked about the number of complaints for Access service compared to bus service. Mr. Spraul replied that the nature of Access service is different than regular fixed route service. He stated that they have been working on increasing productivity within Access service, but because of the special way the service operates, they receive a variety of complaints for that type of service. Mr. Diaz asked about the CAD/AVL system on the bus fleet. He asked if we have discussed going to an RCS system. Mr. Spraul stated that some of our rural buses used to use RCS, however we converted them to the RTMS system to be consistent with the rest of the fleet. Mr. Jablonski commented that the RCS system has a much higher cost than the CAD/AVL system. Mr. Jablonski noted that our security team uses an RCS system.

Mr. Sandke commented about results and costs for bus routes 888, 891, and 892. Mr. Desmond stated that those routes are rural routes and are the highest cost fixed routes on the system. He noted that we do receive separate rural funding for those routes, and noted that the numbers listed in the report do not include those additional outside funds. Mr. Jablonski commented that back in 2005, during the Comprehensive Operations Analysis (COA), we eliminated many of the rural trips and now operate those services as lifeline services.

Action Taken

No action taken. Informational item only.

47. Semi-Annual Security Report (January 1, 2018 through June 30, 2018) (Manny Guaderrama)

Manny Guaderrama, MTS Chief of Police, provided a presentation on the semi-annual security report for January 1 through June 30, 2018. He provided an overview on transit enforcement components including the Code Compliance Inspectors (CCIs), Contracted Security Officers – Transit System Security, and Joint Agency Task Force (JATF). He reviewed the MTS sector/beat map; Part I reported crimes for trolley; Part I crimes onboard/arrests; Part I crimes by sector; MTS reporting of Part II crimes for trolley; copper wire thefts; bus calls for service; MTS response to Part I crimes on bus; MTS response to Part II crimes on bus. He reviewed the results of the crime increase on Imperial Avenue; law enforcement assistance; Operation East Village results; assaults on both trolley and bus; JATF details and results; fare inspections and citations; special enforcement details fare evasion rate for trolley; SDM inspections; quality of life – transient encampment details; transient encampment details along the San Diego River; non-compliant arrests; ride assured program; training programs and results; and security contract challenges.

Ms. Bragg commented that this presentation really shows the quality and experience of riding public transit. She stated that she is able to tell people that they will have a good and safe experience riding the system based on these efforts.

Mr. Sandke recommended for bus drivers to take some of the training the security officers take including de-escalation training. Mr. Jablonski commented that the bus drivers currently take a similar training.

Action Taken

No action taken. Informational item only.

59. Ad Hoc Ballot Measure Committee Report (Board Member David Alvarez)

Mr. Alvarez commented that the Ad Hoc Ballot Measure Committee will be meeting tomorrow to discuss some of the potential projects for a ballot measure. He commented that this will be his last MTS Board meeting. Mr. Alvarez thanked the staff for their work over the years he has been on the Board. He wished everyone on the Board the best of luck and continued success.

62. Board Member Communications (TAKEN OUT OF ORDER)

Ms. Salas thanked Mr. Alvarez for his service on the MTS Board and that he will be missed. Ms. Sotelo-Solis also thanked Mr. Alvarez for his service to MTS and wished him the best of luck going forward.

60. Chair Report

Chair Gomez stated that SANDAG will be touring the Mid-Coast trolley tomorrow and asked any interested members to speak with her about the details for attending the tour. Chair Gomez also acknowledged other Board Members that will not be joining the Board next year and thanked them for their service on contributions to MTS.

61. Chief Executive Officer's Report

Mr. Jablonski stated that on December 1, 2019, MTS will be holding the annual Stuff the Bus event to collect food for donations. He noted that staff will provide more detailed information as we get closer to the event date.

62. Board Member Communications (CONTINUED)

Mr. Hall commented that he appreciates the work of all the leaving Board Members and wanted to recognize all of those Board Members including Mr. McWhirter, Ms. Bragg, Ms. Cole, Ms. Zapf, Mr. Alvarez and Mr. Roberts.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments on items not on the agenda.

64. Next Meeting Date

The next regularly scheduled Board meeting is December 13, 2018.

65. Adjournment

Chair Gomez adjourned the meeting at 11:10 a.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): November 8, 2018

CALL TO ORDER (TIME): 9:05 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:20 a.m.

RECONVENE: 9:26 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: 1

ADJOURN: 11:10 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
ARAMBULA	<input checked="" type="checkbox"/> (Mendoza) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
BRAGG	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
COLE	<input type="checkbox"/> (Ward) <input type="checkbox"/>		
DIAZ	<input checked="" type="checkbox"/> (Aguilar) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
FAULCONER	<input type="checkbox"/> (Zapf) <input checked="" type="checkbox"/>	9:15 a.m.	11:10 a.m.
GOMEZ	<input checked="" type="checkbox"/> (Bry) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
HALL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Goble) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
MCWHIRTER	<input type="checkbox"/> (Arapostathis) <input type="checkbox"/>		
MULLIN	<input checked="" type="checkbox"/> (TBD) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
RIOS	<input type="checkbox"/> (Sotelo-Solis) <input checked="" type="checkbox"/>	9:00 a.m.	11:10 a.m.
ROBERTS	<input type="checkbox"/> (Cox) <input checked="" type="checkbox"/>	9:00 a.m.	11:10 a.m.
SALAS	<input checked="" type="checkbox"/> (Aguilar) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.
SANDKE	<input checked="" type="checkbox"/> (Donovan) <input type="checkbox"/>	9:00 a.m.	11:10 a.m.

SIGNED BY THE CLERK OF THE BOARD: *Julia Tuer*

CONFIRMED BY THE GENERAL COUNSEL: *Yalmer*



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

December 13, 2018

SUBJECT:

UNALLOCATED TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS FOR
TRANSIT-RELATED PROJECTS – CITY OF SANTEE

RECOMMENDATION:

That the Board of Directors approve the use of \$76,706 in unallocated TDA funds currently held by the County of San Diego for transit-related capital project for the City of Santee.

Budget Impact

The use of unallocated TDA funds set aside by the County for transit-related projects in various jurisdictions would have no impact on MTS's operating or capital budgets. This request of \$76,706 will use up the entire balance of the total available unallocated TDA funds held by the County for the benefit of the City of Santee.

DISCUSSION:

On October 23, 2018, MTS received a request from the City of Santee (Attachment A) for \$76,706 of the City of Santee's portion of unallocated TDA held by the County to fund concrete work and trash interceptors at 25 bus stops. The funds will be used to cover the cost of construction, equipment and staff time.



The total available City of Santee unallocated TDA funds, totaling \$76,706 will be used up after this request.

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

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

Attachment: A. Request from City of Santee



CITY OF SANTEE

MAYOR
John W. Minto

CITY COUNCIL
Ronn Hall
Stephen Houlahan
Brian W. Jones
Rob McNelis

Monday, October 22, 2018

Eric Cheng
Capital Grant Supervisor
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Mr. Cheng:

This letter documents a request for additional TDA funds for a total of approximately \$91,000. Originally the City requested and received \$20,000 for 11 locations. After meeting with MTS staff a total of 25 locations are needed. This is to request additional allocation of TDA funds for concrete work at 14 additional bus stops in the City of Santee as a result of the MTS Transit Optimization Program which would reroute and/or eliminate some bus routes in Santee. Additionally some of the previous locations have increased the amount of concrete repairs which has increased the overall project cost. The cost of concrete has gone up significantly which has also increased the previous estimate.

The tables below are a detailed description of project cost increases.

Previous request (11 locations):

Item Description	New Total
New pedestrian Pad at one (1) location to allow for future bus shelter	\$ 4,400
New concrete work at two (2) locations to allow for ADA access	\$ 3,100
Repair concrete pad at one (1) location to allow for future bus shelter	\$ 6,500
Repair concrete at seven (7) locations due to upcoming bus route changes	\$ 3,000
Staff time	\$ 3,000
Total project cost for concrete work	\$ 20,000

Current total (25 locations including 14 new ones):

Item Description	New Total
New pedestrian Pad at one (1) location to allow for future bus shelter	\$ 10,000
New concrete work at sixteen (16) locations to allow for ADA access and to allow for future bus benches	\$ 18,200
Repair concrete pad at one (1) location to allow for future bus shelter or bench	\$ 9,800
Repair concrete at seven (7) locations due to upcoming bus route changes	\$ 2,000
Staff time	\$ 10,000
Total project cost for concrete work	\$ 50,000

10/22/2018
TDA fund request
Page 2 of 2

Cost increase for concrete work: $\$50,000 - \$20,000 = \$30,000$

Per the requirements of the San Diego Regional Water Quality Control Board, trash interceptors are required at the downstream inlet of each and every bus stop. There are a total of 50 bus stops in the City and the total cost for installing trash interceptors is estimated at \$110,000. I understand there is a balance of unallocated TDA funds in the amount of \$76,706 for the City of Santee. The City requests the remaining TDA funds in the amount of \$46,706 to be allocated for this purpose. Therefore this would request the entire balance of \$76,706 to be allocated. A bus stop improvement project to be funded by TDA funds (TDA -Transit Grant in project page) is included in the City's current Capital Improvement Program (CIP). A copy of the Santee City Council resolution approving the CIP and the project page is attached.

If you have questions regarding this matter, please contact Principal Traffic Engineer Minjie Mei at (619) 258-4100 X 189.

Sincerely,



Melanie Kush
Director, Development Services

Cc: Minjie Mei, Principal Traffic Engineer

Enclosures: City Council Resolution and CIP page

RESOLUTION NO. 075-2017

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,
CALIFORNIA, APPROVING THE FIVE-YEAR CAPITAL IMPROVEMENT
PROGRAM AND ADOPTING THE CAPITAL IMPROVEMENT
PROGRAM BUDGET FOR FISCAL YEARS 2017-18 AND 2018-19**

WHEREAS, the City of Santee, California, requires public infrastructure improvements in areas such as circulation, drainage, parks and public facilities; and

WHEREAS, the prioritization and scheduling of these improvements is necessary to best serve the public's health, safety and welfare; and

WHEREAS, in order to prioritize these public infrastructure improvements, a Capital Improvement Program is necessary; and

WHEREAS, on May 24, 2017 and June 14, 2017, public meetings were held by the City Council to discuss the proposed Five-Year Capital Improvement Program for Fiscal Years 2017-18 through 2021-22; and

WHEREAS, the City Council considered all recommendations by staff and public testimony.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, California as follows:

SECTION 1. The Five-Year Capital Improvement Program for Fiscal Years 2017-18 through 2021-22 as submitted by the City Manager, including all changes directed by the City Council, is hereby approved.

SECTION 2. The Capital Improvement Program Budget for Fiscal Years 2017-18 and 2018-19 is hereby adopted and appropriated pursuant to Section 1. Upon adoption, any projects identified or remaining as unfunded in Fiscal Years 2017-18 or 2018-19 will be scheduled out to future years, as no funding is available for appropriation.

SECTION 3. The City Manager may authorize transfers of up to \$20,000 between approved Capital Improvement Program projects.

RESOLUTION NO. 075-2017

SECTION 4. Unencumbered balances remaining at June 30, 2018 and June 30, 2019 for Capital Improvement Program projects may be carried forward to the succeeding fiscal year without further City Council action.

ADOPTED by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 28th day of June, 2017, by the following roll call vote to wit:

AYES: HALL, HOULAHAN, JONES, MCNELIS

NOES: NONE

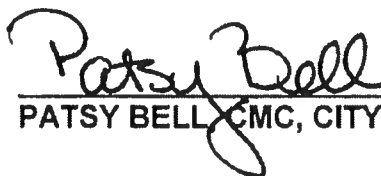
ABSENT: MINTO

APPROVED:

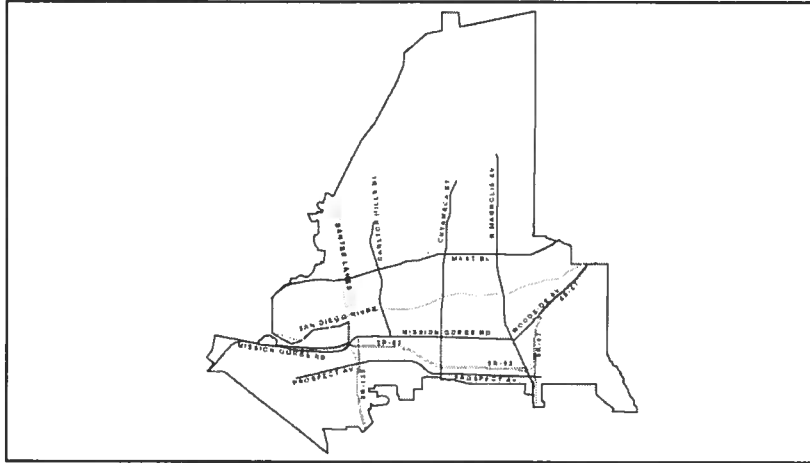


RONN HALL, VICE MAYOR

ATTEST:


PATSY BELL, CMC, CITY CLERK

Bus Stop Improvements CIP 2015-11 • Circulation Project



Project Location: To Be Determined

Description: This project will design and install curbing, walkways, platforms and shelters for pedestrian safety at three bus stops at key locations in the City.

Justification: These improvements will offer safer waiting zones for transit users.

Operating Impact: None

	Prior Year					Total
	Expenditures	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21		FY 2021-22
Expenditures:						
Planning/Design	\$ -	\$ 14,000	\$ -	\$ -	\$ -	\$ 14,000
Land Acquisition	-	-	-	-	-	-
Construction	-	-	78,000	-	-	78,000
Total	\$ -	\$ 14,000	\$ 78,000	\$ -	\$ -	\$ 92,000
Source of Funds:						
TDA - Transit Grant	\$ -	\$ 14,000	\$ 78,000	\$ -	\$ -	\$ 92,000
Total	\$ -	\$ 14,000	\$ 78,000	\$ -	\$ -	\$ 92,000



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San Diego, CA 92101-7490
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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

UNALLOCATED TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS FOR
TRANSIT-RELATED PROJECTS – CITY OF EL CAJON

RECOMMENDATION:

That the Board of Directors approve the use of \$92,196 in unallocated TDA funds currently held by the County of San Diego for transit-related expenses for the City of El Cajon.

Budget Impact

The use of unallocated TDA funds set aside by the County for transit-related projects in various jurisdictions would have no impact on MTS's operating or capital budgets. The total available unallocated TDA held for the benefit of the City of El Cajon would be reduced by \$92,196 resulting in a remaining balance of \$98,245 held by the County for future transit-related projects pending MTS Board approval.

DISCUSSION:

On November 1, 2018, MTS received a request from the City of El Cajon (Attachment A) for \$92,196 of the City of El Cajon's portion of unallocated TDA held by the County to reimburse the City of El Cajon's fiscal year 2017/2018 transit related expenditures. The expenses cover salaries and benefits, graffiti removal, and repair/maintenance of existing facilities.



The total available City of El Cajon unallocated TDA funds, totaling \$190,441 will be reduced by \$92,196 resulting in a remaining balance of \$98,245 held by the County for future City of El Cajon transit-related projects.

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

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

Attachment: A. Request from City of El Cajon



Public Works



Erin Dunn
 Metropolitan Transit System
 1255 Imperial Avenue, Suite 1000
 San Diego, CA 92101-7490

Dear Ms. Dunne:


The following information is submitted for review in consideration of the City of El Cajon utilizing a portion of our transit reserve fund for the following:

<u>Description</u>	<u>Expenditures</u>
Operating Expenses to Repair & Replace Existing Facilities	\$186,750.87
Subtotal	\$186,750.87
Previously Requested	- \$94,555.00
Transit Reserve Fund Request	\$92,195.87

Attached are the budget documents approved by the El Cajon City Council, the Project Transaction Analysis, the Expenditure Audit Trail and the Expenditure Status Report. The City had previously requested \$94,555. The \$92,555.87 represents the difference between \$186,750.87 and the \$94,701 previously requested.

Should you require any additional information as you prepare the agenda report for the board's approval please contact me directly at (619) 441-5598. Your assistance processing our request is appreciated, and I look forward to hearing from you soon.

Sincerely,


 Elizabeth A.S. Schofer
 Senior Management Analyst

Attachments: Transit Budget for FY 2017-18
 Expenditure Status Report
 Expenditure Audit Trail

City of El Cajon • 200 Civic Center Way • El Cajon, CA 92020
 (619) 441-1653 • Fax (619) 579-5254
www.cityofelcajon.us

CITY OF EL CAJON
 200 CIVIC CENTER WAY
 EL CAJON, CA 92020-3916

PHONE: 619-441-1668x
 FAX: 619-588-1190x

Customer Number: 0000000189

MTS - SAN DIEGO TROLLEY
 ATTN: ERIN DUNN
 1255 IMPERIAL AVE., STE 900
 SAN DIEGO, CA 92101-7490

INVOICE: PW00000218 **Page** 1
Date: Oct 11, 2018 **of** 1

Service: INVOICE-PUBLIC WORKS
Customer PO:
Customer Ph: (619) 442-84
Terms: NET 30 DAYS

Due Date: Nov 10, 2018

Service Address:

MTS TRANSIT ENFORCEMENT
 1255 IMPERIAL AVENUE, SUITE 1000
 SAN DIEGO, CA 92101

Description	Qty	Unit Price	Total Price	Tax
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FISCAL YEAR 2016 - 2017
 TDA EXPENDITURES

AMOUNT DUE	1.00	92,195.87	92,195.87	N
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IF YOU HAVE ANY QUESTIONS,
 PLEASE CONTACT BETSY SCHOFER AT
 619.441.5598

IF YOU HAVE ANY QUESTIONS
 REGARDING THIS INVOICE, PLEASE
 CALL PUBLIC WORKS
 (619) 441-5598.

PLEASE NOTE OUR OFFICE HOURS-
 MONDAY-THURSDAY 7:30AM-5:30PM
 ALTERNATING FRIDAY 8AM-5PM.

Total Charges:	92,195.87
Total Tax:	0.00

Total Invoice:	92,195.87
Payments:	0.00
Adjustments:	0.00
Total Due:	92,195.87

**FY 2017-2018 ANNUAL BUDGET
DEPARTMENT EXPENDITURE WORKSHEET**

Acct #	Account Title	FY14-15 Actual	FY15-16 Actual	FY16-17 Budgeted	FY16-17 Estimated	FY17-18 Proposed
213000	TRANSIT TDA ARTICLE 4					
7110	SALARIES	56,413	59,364	78,680	60,125	62,426
7120	OVERTIME	24	5	500	250	500
7130	VACATION/SICK CONVERSION	1,777	893	1,222	2,322	1,998
7170	STIPEND	-	195	-	700	
7310	PERS (EMPLOYER)	18,654	20,796	29,709	24,089	24,991
7312	POST RETIREMENT BENEFITS	1,703	1,749	3,343	3,343	2,792
7315	MEDICARE TAX	806	880	1,338	1,032	1,061
7325	CAFETERIA	7,002	7,655	14,760	8,786	10,320
7335	WORKERS COMPENSATION	1,675	2,030	6,677	3,200	4,954
7340	LIFE INSURANCE	164	174	186	159	160
7345	LTD INSURANCE	166	176	162	154	155
7350	STD INSURANCE	75	80	74	70	71
7360	UNIFORM ALLOWANCE	-	-	-		
TOTAL	SALARY & BENEFITS	88,459	93,997	136,651	104,230	109,428
8140	JANITORIAL SUPPLIES	343	-	-		
8160	OPERATING SUPPLIES	611	1,438	1,200	1,500	1,500
8335	ENGINEERING SERVICES	-	-	-		
8336	INTERNAL ENG DESIGN	-	-	10,000		10,000
8395	OTHER PROF/TECH SERVICES	-	-	-		
8505	IT SERVICES	-	-	-		2,608
8510	OVERHEAD REIMBURSEMENT	18,115	18,146	24,071	24,071	19,634
8522	ADVERTISING	-	-	250		250
8538	GRAFFITI REMOVAL	14,400	14,544	20,000	14,700	20,000
8560	PERMITS AND FEES	-	-	50		50
8576	REPAIRS AND MAINTENANCE	53,200	34,075	75,000	70,000	75,000
TOTAL	MAT'L, SVC & SUPPLIES	86,668	68,203	130,571	110,271	129,042
9060	BUILDINGS & IMPROVEMENTS	-	-	-		
9065	INFRASTRUCTURE	-	-	64,700	10,000	64,700
TOTAL	CAPITAL OUTLAY	-	-	64,700	10,000	64,700
9910	TRANSFER OUT	2,301	5,395	218,690		
9995	PROJECTS	-	-	-		
TOTAL	OTHER FINANCING USES	2,301	5,395	218,690	-	-
ACTIVITY TOTAL		177,429	167,595	550,612	224,501	303,170

SPT
DATE: 10/03/2018
TIME: 08:59:50

CITY OF EL CAYON
EXPENDITURE STATUS REPORT

PAGE NUMBER: 1
EXPSTALL

SELECTION CRITERIA: expldgr.key_orgn='213000'
ACCOUNTING PERIOD: 13/18

ATT A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL
PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND-213 TRANSIT
BUDGET ACTIVITY-213000 TRANSIT TDA ARTICLE 4
1ST SUBTOTAL-7000 SALARIES AND BENEFITS

ACCOUNT	TITLE	BUDGET	PERIOD EXPENDITURES	ENCUMBRANCES OUTSTANDING	YEAR TO DATE EXP	AVAILABLE BALANCE	YTD/ BUD
7110	SALARIES	62,426.00	2,264.11	.00	57,863.28	4,562.72	92.69
7120	OVERTIME	500.00	.00	.00	352.52	147.48	70.50
7130	VACATION/SICK CONVERSION	1,998.00	.00	.00	2,192.23	-194.23	109.72
7310	PERS (EMPLOYER)	24,991.00	690.40	.00	24,644.06	346.94	98.61
7312	POST RETIREMENT BENEFITS	2,792.00	.00	.00	2,792.00	.00	100.00
7315	MEDICARE TAX	1,061.00	36.67	.00	967.08	93.92	91.15
7325	CARETERIA	10,320.00	385.00	.00	9,441.25	878.75	91.48
7335	WORKERS COMPENSATION	4,954.00	143.08	.00	3,787.18	1,166.82	76.45
7340	LIFE INSURANCE	160.00	6.88	.00	166.47	-6.47	104.04
7345	LTD INSURANCE	155.00	7.31	.00	172.40	-17.40	111.23
7350	STD INSURANCE	71.00	3.26	.00	77.15	-6.15	108.66
7360	UNIFORM ALLOWANCE	.00	.00	.00	16.50	-16.50	.00
	TOTAL SALARIES AND BENEFITS	109,428.00	3,536.71	.00	102,472.12	6,955.88	93.64
1ST SUBTOTAL-8000 MATERIALS, SVC & SUPPLIES							
8160	OPERATING SUPPLIES	1,500.00	.00	.00	1,264.54	235.46	84.30
8336	INTERNAL ENG DESIGN	2,000.00	.00	.00	.00	2,000.00	.00
8505	IT SERVICES	2,608.00	.00	.00	2,608.00	.00	100.00
8510	OVERHEAD REIMBURSEMENT	19,634.00	.00	.00	19,634.00	.00	100.00
8522	ADVERTISING	250.00	.00	.00	180.00	70.00	72.00
8538	GRAFFITI REMOVAL	20,000.00	.00	.00	14,727.84	5,272.16	73.64
8560	PERMITS AND FEES	50.00	.00	.00	.00	50.00	.00
	REPAIRS AND MAINTENANCE	75,000.00	6,966.18	.00	45,864.37	29,135.63	61.15
	TOTAL MATERIALS, SVC & SUPPLI	121,042.00	6,966.18	.00	84,278.75	36,763.25	69.63
1ST SUBTOTAL-9000 CAPITAL OUTLAY							
9065	INFRASTRUCTURE	72,700.00	.00	.00	.00	72,700.00	.00
	TOTAL CAPITAL OUTLAY	72,700.00	.00	.00	.00	72,700.00	.00
	TOTAL TRANSIT TDA ARTICLE 4	303,170.00	10,502.89	.00	186,750.87	116,419.13	61.60
	TOTAL TRANSIT	303,170.00	10,502.89	.00	186,750.87	116,419.13	61.60
	TOTAL REPORT	303,170.00	10,502.89	.00	186,750.87	116,419.13	61.60

SPI
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 1
AUDIT# 21

SELECTION CRITERIA: expldedg.key orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

Att. A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
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213-12-31-30-213-000-213000 - TRANSIT TDA ARTICLE 4

7110										
	07/01/17					62,426.00	.00	.00	BEGINNING BALANCE	
	07/07/17						2,367.58		POSTED FROM BUDGET SYSTEM	
	07/07/17			1-0114			-2,367.58		PAYROLL CHARGES	
	07/21/17						2,196.25		PPE06302017 ACCRUAL	
	08/04/17						2,207.07		PAYROLL CHARGES	
	08/18/17						2,207.06		PAYROLL CHARGES	
	09/01/17						2,207.07		PAYROLL CHARGES	
	09/15/17						2,207.07		PAYROLL CHARGES	
	09/29/17						2,205.56		PAYROLL CHARGES	
	10/13/17						2,207.06		PAYROLL CHARGES	
	10/27/17						2,207.06		PAYROLL CHARGES	
	11/09/17						2,207.07		PAYROLL CHARGES	
	11/24/17						2,215.14		PAYROLL CHARGES	
	12/08/17						2,228.89		PAYROLL CHARGES	
	12/22/17						2,228.91		PAYROLL CHARGES	
	01/05/18						2,228.91		PAYROLL CHARGES	
	01/19/18						2,228.90		PAYROLL CHARGES	
	02/02/18						2,228.91		PAYROLL CHARGES	
	02/16/18						2,228.92		PAYROLL CHARGES	
	03/02/18						2,234.62		PAYROLL CHARGES	
	03/16/18						2,235.34		PAYROLL CHARGES	
	03/30/18						2,235.34		PAYROLL CHARGES	
	04/13/18						2,235.35		PAYROLL CHARGES	
	04/27/18						2,235.35		PAYROLL CHARGES	
	05/11/18						2,238.53		PAYROLL CHARGES	
	05/25/18						2,246.62		PAYROLL CHARGES	
	06/08/18						2,246.62		PAYROLL CHARGES	
	06/22/18						2,246.62		PAYROLL CHARGES	
	07/06/18						2,264.11		PAYROLL CHARGES	
	TOTAL				13-0101	62,426.00	57,863.28	.00	PYR ACCRUAL PPE	06.29.18 4,562.72
7120								.00	BEGINNING BALANCE	
	07/01/17					500.00		.00	POSTED FROM BUDGET SYSTEM	
	09/29/17						84.30		PAYROLL CHARGES	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

SPI
DATE: 10/03/2018
TIME: 08:59:19

SELECTION CRITERIA: explLedgr.key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 2
AUDIT21

ORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
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7120										
					(cont'd)					
	11/09/17						56.20		PAYROLL CHARGES	
	12/08/17						26.84		PAYROLL CHARGES	
	01/19/18						37.57		PAYROLL CHARGES	
	02/02/18						26.84		PAYROLL CHARGES	
	03/16/18						34.89		PAYROLL CHARGES	
	03/30/18						21.47		PAYROLL CHARGES	
	04/13/18						26.84		PAYROLL CHARGES	
	05/25/18						37.57		PAYROLL CHARGES	
TOTAL						500.00	352.52	.00		147.48

7130										
	07/01/17						1,390.23	.00	POSTED FROM BUDGET SYSTEM	
	07/21/17						43.88	.00	PAYROLL CHARGES	
	08/04/17						42.01	.00	PAYROLL CHARGES	
	11/24/17						616.42	.00	PAYROLL CHARGES	
	02/16/18						99.69	.00	PAYROLL CHARGES	
	05/25/18						2,192.23	.00	PAYROLL CHARGES	
TOTAL						1,998.00	2,192.23	.00		-194.23

7170										
	07/01/17						.00	.00	POSTED FROM BUDGET SYSTEM	
	07/01/17						.00	.00	POSTED FROM BUDGET SYSTEM	
TOTAL							.00	.00		.00

7310										
	07/01/17						24,991.00	.00	POSTED FROM BUDGET SYSTEM	
	07/07/17						894.19	.00	PAYROLL CHARGES-FRINGE	
	07/07/17						-894.19	.00	PAYROLL CHARGES-FRINGE	
	07/21/17						999.47	.00	PP606302017 ACCRUAL	
	08/04/17						1,004.43	.00	PAYROLL CHARGES-FRINGE	
	08/18/17						1,004.40	.00	PAYROLL CHARGES-FRINGE	
	09/01/17						1,004.41	.00	PAYROLL CHARGES-FRINGE	
	09/15/17						1,003.45	.00	PAYROLL CHARGES-FRINGE	
	09/29/17						1,004.39	.00	PAYROLL CHARGES-FRINGE	
	10/13/17						1,004.42	.00	PAYROLL CHARGES-FRINGE	
	10/27/17						1,004.42	.00	PAYROLL CHARGES-FRINGE	
	11/09/17						1,004.42	.00	PAYROLL CHARGES-FRINGE	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

DATE: 10/03/2018
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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 3
AUDIT#21

SELECTION CRITERIA: expldedg.key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

ATT. A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7310					(cont'd)					
	11/24/17						1,008.05		PAYROLL CHARGES-FRINGE	
	12/08/17						1,014.34		PAYROLL CHARGES-FRINGE	
	12/22/17						1,014.37		PAYROLL CHARGES-FRINGE	
	01/05/18						1,014.38		PAYROLL CHARGES-FRINGE	
	01/19/18						1,014.36		PAYROLL CHARGES-FRINGE	
	02/02/18						1,014.34		PAYROLL CHARGES-FRINGE	
	02/16/18						1,016.92		PAYROLL CHARGES-FRINGE	
	03/02/18						1,017.30		PAYROLL CHARGES-FRINGE	
	03/16/18						1,017.28		PAYROLL CHARGES-FRINGE	
	03/30/18						1,016.36		PAYROLL CHARGES-FRINGE	
	04/13/18						1,017.28		PAYROLL CHARGES-FRINGE	
	04/27/18						1,017.28		PAYROLL CHARGES-FRINGE	
	05/11/18						682.59		PAYROLL CHARGES-FRINGE	
	05/25/18						685.02		PAYROLL CHARGES-FRINGE	
	06/08/18						685.00		PAYROLL CHARGES-FRINGE	
	06/22/18						685.00		PAYROLL CHARGES-FRINGE	
	07/06/18						690.40		PYR ACCRUAL PPE 06.29.18	
TOTAL				13-0101		24,991.00	24,644.06	.00		346.94

7312	POST RETIREMENT BENEFITS	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
	07/01/17 11-1		.00		BEGINNING BALANCE	
	10/03/17 19-1	2,792.00	233.00	.00	POSTED FROM BUDGET SYSTEM	
	10/03/17 19-2		233.00		POST EMPLOY BENF 1 OF 12	
	10/03/17 19-3		233.00		POST EMPLOY BENF 2 OF 12	
	10/03/17 19-4		233.00		POST EMPLOY BENF 3 OF 12	
	11/01/17 19-5		233.00		POST EMPLOY BENF 4 OF 12	
	12/04/17 19-6		233.00		POST EMPLOY BENF 5 OF 12	
	01/04/18 19-7		233.00		POST EMPLOY BENF 6 OF 12	
	02/02/18 19-8		233.00		POST EMPLOY BENF 7 OF 12	
	03/05/18 19-9		233.00		POST EMPLOY BENF 8 OF 12	
	04/02/18 19-10		233.00		POST EMPLOY BENF 9 OF 12	
	05/03/18 19-11		233.00		POST EMPLOY BENF 10 OF 12	
	06/04/18 19-12		229.00		POST EMPLOY BENF 11 OF 12	
TOTAL	POST RETIREMENT BENEFITS	2,792.00	2,792.00	.00		.00

7315 MEDICARE TAX
07/01/17 11-1 1,061.00 .00

.00 BEGINNING BALANCE
POSTED FROM BUDGET SYSTEM

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

DATE: 10/03/2018
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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 4
AUDIT21

SELECTION CRITERIA: expldedg_key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

REPORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7315	07/07/17						37.31		PAYROLL CHARGES-FRINGE	
	07/07/17			1-0114	(cont'd)		-37.31		PPE06302017 ACCRUAL	
	07/21/17						55.89		PAYROLL CHARGES-FRINGE	
	08/04/17						36.31		PAYROLL CHARGES-FRINGE	
	08/18/17						35.54		PAYROLL CHARGES-FRINGE	
	09/01/17						35.73		PAYROLL CHARGES-FRINGE	
	09/15/17						35.71		PAYROLL CHARGES-FRINGE	
	09/29/17						33.29		PAYROLL CHARGES-FRINGE	
	10/13/17						35.72		PAYROLL CHARGES-FRINGE	
	10/27/17						35.73		PAYROLL CHARGES-FRINGE	
	11/09/17						36.53		PAYROLL CHARGES-FRINGE	
	11/24/17						36.46		PAYROLL CHARGES-FRINGE	
	12/08/17						36.39		PAYROLL CHARGES-FRINGE	
	12/22/17						36.04		PAYROLL CHARGES-FRINGE	
	01/05/18						36.19		PAYROLL CHARGES-FRINGE	
	01/19/18						36.72		PAYROLL CHARGES-FRINGE	
	02/02/18						36.57		PAYROLL CHARGES-FRINGE	
	02/16/18						45.19		PAYROLL CHARGES-FRINGE	
	03/02/18						36.30		PAYROLL CHARGES-FRINGE	
	03/16/18						36.78		PAYROLL CHARGES-FRINGE	
	03/30/18						32.80		PAYROLL CHARGES-FRINGE	
	04/13/18						36.68		PAYROLL CHARGES-FRINGE	
	04/27/18						36.28		PAYROLL CHARGES-FRINGE	
	05/11/18						36.32		PAYROLL CHARGES-FRINGE	
	05/25/18						38.41		PAYROLL CHARGES-FRINGE	
	06/08/18						36.42		PAYROLL CHARGES-FRINGE	
	06/22/18						36.41		PAYROLL CHARGES-FRINGE	
	07/06/18						36.67		PYR ACCRUAL PPE 06.29.18	
TOTAL				13-0101		1,061.00	967.08	.00		93.92
7325	07/01/17						.00		BEGINNING BALANCE	
	07/07/17						10,320.00		POSTED FROM BUDGET SYSTEM	
	07/21/17						393.75		PAYROLL CHARGES	
	08/04/17						367.50		PAYROLL CHARGES	
	08/18/17						367.50		PAYROLL CHARGES	
	09/01/17						367.50		PAYROLL CHARGES	
	09/15/17						367.50		PAYROLL CHARGES	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
 TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
 BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7325										
					CAFETERIA					
	10/13/17				(cont'd)		367.50		PAYROLL CHARGES	
	10/27/17						367.50		PAYROLL CHARGES	
	11/09/17						367.50		PAYROLL CHARGES	
	11/24/17						367.50		PAYROLL CHARGES	
	12/08/17						367.50		PAYROLL CHARGES	
	12/22/17						367.50		PAYROLL CHARGES	
	01/05/18						385.00		PAYROLL CHARGES	
	01/19/18						385.00		PAYROLL CHARGES	
	02/02/18						385.00		PAYROLL CHARGES	
	02/16/18						385.00		PAYROLL CHARGES	
	03/02/18						385.00		PAYROLL CHARGES	
	03/16/18						385.00		PAYROLL CHARGES	
	04/13/18						385.00		PAYROLL CHARGES	
	04/27/18						385.00		PAYROLL CHARGES	
	05/11/18						385.00		PAYROLL CHARGES	
	05/25/18						385.00		PAYROLL CHARGES	
	06/08/18						385.00		PAYROLL CHARGES	
	06/22/18						385.00		PAYROLL CHARGES	
	07/06/18						385.00		PAYROLL CHARGES	
TOTAL					CAFETERIA	10,320.00	9,441.25		PYR ACCRUAL PPE	06.29.18 878.75
7335										
					WORKERS COMPENSATION					
	07/01/17						.00		BEGINNING BALANCE	
	07/07/17					4,954.00			POSTED FROM BUDGET SYSTEM	
	07/07/17				1-0114		-135.82		PAYROLL CHARGES-FRINGE	
	07/21/17						142.26		PPE06302017 ACCRUAL	
	08/04/17						142.35		PAYROLL CHARGES-FRINGE	
	08/18/17						140.40		PAYROLL CHARGES-FRINGE	
	09/01/17						142.34		PAYROLL CHARGES-FRINGE	
	09/15/17						142.36		PAYROLL CHARGES-FRINGE	
	09/29/17						146.38		PAYROLL CHARGES-FRINGE	
	10/13/17						142.36		PAYROLL CHARGES-FRINGE	
	10/27/17						142.34		PAYROLL CHARGES-FRINGE	
	11/09/17						145.05		PAYROLL CHARGES-FRINGE	
	11/24/17						149.69		PAYROLL CHARGES-FRINGE	
	12/08/17						144.37		PAYROLL CHARGES-FRINGE	
	12/22/17						143.09		PAYROLL CHARGES-FRINGE	
	01/05/18						143.07		PAYROLL CHARGES-FRINGE	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

SPI
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CALON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 6
AUDIT#21

SELECTION CRITERIA: expLdgKey Orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

ATT A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7335				WORKERS COMPENSATION						
	01/19/18			(cont'd)			152.08		PAYROLL CHARGES-FRINGE	
	02/02/18						151.56		PAYROLL CHARGES-FRINGE	
	02/16/18						151.30		PAYROLL CHARGES-FRINGE	
	03/02/18						151.42		PAYROLL CHARGES-FRINGE	
	03/16/18						153.17		PAYROLL CHARGES-FRINGE	
	03/30/18						152.47		PAYROLL CHARGES-FRINGE	
	04/13/18						152.75		PAYROLL CHARGES-FRINGE	
	04/27/18						151.40		PAYROLL CHARGES-FRINGE	
	05/11/18						139.90		PAYROLL CHARGES-FRINGE	
	05/25/18						141.82		PAYROLL CHARGES-FRINGE	
	06/08/18						140.07		PAYROLL CHARGES-FRINGE	
	06/22/18						140.10		PAYROLL CHARGES-FRINGE	
	07/06/18						143.08		PAYROLL CHARGES-FRINGE	
TOTAL				13-0101		4,954.00	3,787.18	.00	PYR ACCRUAL PPE 06.29.18	1,166.82
7340				LIFE INSURANCE						
	07/01/17					160.00	.00	.00	POSTED FROM BUDGET SYSTEM	
	07/07/17						6.79		PAYROLL CHARGES-FRINGE	
	07/21/17						6.34		PAYROLL CHARGES-FRINGE	
	08/04/17						6.34		PAYROLL CHARGES-FRINGE	
	08/18/17						6.30		PAYROLL CHARGES-FRINGE	
	09/01/17						6.31		PAYROLL CHARGES-FRINGE	
	09/15/17						6.30		PAYROLL CHARGES-FRINGE	
	10/13/17						6.33		PAYROLL CHARGES-FRINGE	
	10/27/17						6.31		PAYROLL CHARGES-FRINGE	
	11/09/17						6.34		PAYROLL CHARGES-FRINGE	
	11/24/17						6.82		PAYROLL CHARGES-FRINGE	
	12/08/17						6.78		PAYROLL CHARGES-FRINGE	
	12/22/17						6.81		PAYROLL CHARGES-FRINGE	
	01/05/18						6.82		PAYROLL CHARGES-FRINGE	
	01/19/18						6.80		PAYROLL CHARGES-FRINGE	
	02/02/18						6.76		PAYROLL CHARGES-FRINGE	
	02/16/18						6.82		PAYROLL CHARGES-FRINGE	
	03/02/18						6.81		PAYROLL CHARGES-FRINGE	
	03/16/18						6.82		PAYROLL CHARGES-FRINGE	
	04/13/18						6.81		PAYROLL CHARGES-FRINGE	
	04/27/18						6.81		PAYROLL CHARGES-FRINGE	
	05/11/18						6.83		PAYROLL CHARGES-FRINGE	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

SPI
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 7
AUDIT#21

SELECTION CRITERIA: expLedgr.Key Orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 12/18

Att. A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TPA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7340	05/25/18				(cont'd)		6.83		PAYROLL CHARGES-FRINGE	
	06/08/18						6.87		PAYROLL CHARGES-FRINGE	
	06/22/18						6.84		PAYROLL CHARGES-FRINGE	
	07/06/18						6.88		PYR ACCRUAL PPE 06.29.18	
TOTAL						160.00	166.47	.00		-6.47
7345	07/01/17						.00	.00	BEGINNING BALANCE	
	07/07/17					155.00	6.59		POSTED FROM BUDGET SYSTEM	
	07/21/17						6.09		PAYROLL CHARGES-FRINGE	
	08/04/17						6.09		PAYROLL CHARGES-FRINGE	
	08/18/17						6.04		PAYROLL CHARGES-FRINGE	
	09/01/17						6.51		PAYROLL CHARGES-FRINGE	
	09/15/17						6.51		PAYROLL CHARGES-FRINGE	
	10/13/17						6.51		PAYROLL CHARGES-FRINGE	
	10/27/17						6.51		PAYROLL CHARGES-FRINGE	
	11/09/17						6.51		PAYROLL CHARGES-FRINGE	
	11/24/17						7.15		PAYROLL CHARGES-FRINGE	
	12/08/17						7.15		PAYROLL CHARGES-FRINGE	
	12/22/17						7.15		PAYROLL CHARGES-FRINGE	
	01/05/18						7.15		PAYROLL CHARGES-FRINGE	
	01/19/18						7.15		PAYROLL CHARGES-FRINGE	
	02/02/18						7.18		PAYROLL CHARGES-FRINGE	
	02/16/18						7.19		PAYROLL CHARGES-FRINGE	
	03/02/18						7.19		PAYROLL CHARGES-FRINGE	
	03/16/18						7.19		PAYROLL CHARGES-FRINGE	
	04/13/18						7.19		PAYROLL CHARGES-FRINGE	
	04/27/18						7.19		PAYROLL CHARGES-FRINGE	
	05/11/18						7.19		PAYROLL CHARGES-FRINGE	
	05/25/18						7.23		PAYROLL CHARGES-FRINGE	
	06/08/18						7.23		PAYROLL CHARGES-FRINGE	
	06/22/18						7.23		PAYROLL CHARGES-FRINGE	
	07/06/18						7.31		PYR ACCRUAL PPE 06.29.18	
TOTAL						155.00	172.40	.00		-17.40
7350	07/01/17						.00	.00	BEGINNING BALANCE	
	07/01/17					71.00			POSTED FROM BUDGET SYSTEM	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

SPI
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 8
AUDIT#21

SELECTION CRITERIA: expldedg_key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

REPORTED BY: FUND,BUDGET ACTIVITY,1ST SUBTOTAL,ACCOUNT
TOTALLED ON: FUND,BUDGET ACTIVITY,1ST SUBTOTAL

PAGE BREAKS ON: FUND,BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7350										
					(cont'd)					
	07/07/17						2.96		PAYROLL CHARGES-FRINGE	
	07/21/17						2.73		PAYROLL CHARGES-FRINGE	
	08/04/17						2.73		PAYROLL CHARGES-FRINGE	
	08/18/17						2.71		PAYROLL CHARGES-FRINGE	
	09/01/17						2.92		PAYROLL CHARGES-FRINGE	
	09/15/17						2.92		PAYROLL CHARGES-FRINGE	
	10/13/17						2.92		PAYROLL CHARGES-FRINGE	
	10/27/17						2.92		PAYROLL CHARGES-FRINGE	
	11/09/17						2.92		PAYROLL CHARGES-FRINGE	
	11/24/17						3.21		PAYROLL CHARGES-FRINGE	
	12/08/17						3.20		PAYROLL CHARGES-FRINGE	
	12/22/17						3.20		PAYROLL CHARGES-FRINGE	
	01/05/18						3.20		PAYROLL CHARGES-FRINGE	
	01/19/18						3.20		PAYROLL CHARGES-FRINGE	
	02/02/18						3.20		PAYROLL CHARGES-FRINGE	
	02/16/18						3.21		PAYROLL CHARGES-FRINGE	
	03/02/18						3.21		PAYROLL CHARGES-FRINGE	
	03/16/18						3.21		PAYROLL CHARGES-FRINGE	
	04/13/18						3.21		PAYROLL CHARGES-FRINGE	
	04/27/18						3.21		PAYROLL CHARGES-FRINGE	
	05/11/18						3.21		PAYROLL CHARGES-FRINGE	
	05/25/18						3.23		PAYROLL CHARGES-FRINGE	
	06/08/18						3.23		PAYROLL CHARGES-FRINGE	
	06/22/18						3.23		PAYROLL CHARGES-FRINGE	
	07/06/18						3.26		PAYROLL CHARGES-FRINGE	
TOTAL					13-0101	71.00	77.15	.00	PYR ACCRDVAL PPE 06.29.18	-6.15
7360										
	07/01/17					.00	.00	.00	BEGINNING BALANCE	
	07/21/17					.00	16.50	.00	POSTED FROM BUDGET SYSTEM	
TOTAL						.00	16.50	.00	PAYROLL CHARGES	-16.50
TOTAL 1ST SUBTOTAL - SALARIES AND BENEFITS						109,428.00	102,472.12	.00		6,955.88
8140										
	07/01/17					.00	.00	.00	BEGINNING BALANCE	
TOTAL						.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 9
AUDIT#21

SELECTION CRITERIA: explLedgr_key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

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TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8160										
	07/01/17					1,500.00	.00	.00	BEGINNING BALANCE	
	01/18/18			642337	10012 CAMEO PAPER & JA	.00	265.86	.00	POSTED FROM BUDGET SYSTEM	
	02/22/18			642940	18184 SPARKLETTTS	.00	132.90	.00	THRASH LINERS	
	03/07/18			643120	11337 MISSION JANITORI	.00	425.43	.00	CH FL. BASEMENT-5	
	06/20/18			644760	18184 SPARKLETTTS	.00	15.14	.00	TRASH LINERS	
	06/25/18			644845	11337 MISSION JANITORI	.00	425.21	.00	RENETTE	
TOTAL						1,500.00	1,264.54	1.00	TRASH LINERS	235.46
8335										
	07/01/17					.00	.00	.00	BEGINNING BALANCE	
TOTAL						.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
8336										
	07/01/17					10,000.00	.00	.00	BEGINNING BALANCE	
	12/11/17					-8,000.00	.00	.00	POSTED FROM BUDGET SYSTEM	
TOTAL						2,000.00	.00	.00	BA 102717 #6	2,000.00
8395										
	07/01/17					.00	.00	.00	BEGINNING BALANCE	
TOTAL						.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
8505										
	07/01/17					2,608.00	.00	.00	BEGINNING BALANCE	
	10/03/17					.00	217.00	.00	POSTED FROM BUDGET SYSTEM	
	10/03/17					.00	217.00	.00	IT OPS&REPLACE1 OF 12	
	10/03/17					.00	217.00	.00	IT OPS&REPLACE 2 OF 12	
	10/03/17					.00	217.00	.00	IT OPS&REPLACE 3 OF 12	
	10/03/17					.00	217.00	.00	IT OPS&REPLACE 4 OF 12	
	11/01/17					.00	217.00	.00	IT OPS&REPLACE 5 OF 12	
	12/04/17					.00	217.00	.00	IT OPS&REPLACE 6 OF 12	
	01/04/18					.00	217.00	.00	IT OPS&REPLACE 7 OF 12	
	02/02/18					.00	217.00	.00	IT OPS&REPLACE 8 OF 12	
	03/05/18					.00	217.00	.00	IT OPS&REPLACE 9 OF 12	
	04/02/18					.00	217.00	.00	IT OPS&REPLACE 10 OF 12	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 10
AUDIT21

SELECTION CRITERIA: expLedgr.key orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

ATT A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8505	05/03/18			11-0003			217.00		IT OPS&REPLACE 11 OF 12	
	06/04/18			12-0003			221.00		IT OPS&REPLACE 12 OF 12	
TOTAL						2,608.00	2,608.00	.00		.00

8510	07/01/17	11-1	1-0001	19,634.00	.00	.00	.00	.00	BEGINNING BALANCE	.00
	10/03/17	19-1	2-0001				1,636.00		POSTED FROM BUDGET SYSTEM	
	10/03/17	19-2	3-0001				1,636.00		OVERHEAD 1 OF 12	
	10/03/17	19-3	4-0001				1,636.00		OVERHEAD 2 OF 12	
	10/03/17	19-4	5-0001				1,636.00		OVERHEAD 3 OF 12	
	11/01/17	19-5	6-0001				1,636.00		OVERHEAD 4 OF 12	
	12/04/17	19-6	7-0001				1,636.00		OVERHEAD 5 OF 12	
	01/04/18	19-7	8-0001				1,636.00		OVERHEAD 6 OF 12	
	02/02/18	19-8	9-0001				1,636.00		OVERHEAD 7 OF 12	
	03/05/18	19-9	10-0001				1,636.00		OVERHEAD 8 OF 12	
	04/02/18	19-10	11-0001				1,636.00		OVERHEAD 9 OF 12	
	05/03/18	19-11	12-0001				1,638.00		OVERHEAD 10 OF 12	
	06/04/18	19-12					1,638.00		OVERHEAD 11 OF 12	
TOTAL						19,634.00	19,634.00	.00		.00

8522	07/01/17	11-1	642229	14125 EAST COUNTY GAZE	250.00	180.00	.00	.00	BEGINNING BALANCE	.00
	01/10/18	21-7				180.00		.00	POSTED FROM BUDGET SYSTEM	
TOTAL					250.00	180.00	180.00	.00	ADV. BID 024-18	70.00

8538	06/26/17	17-1	639490	16337 AEB PROPERTV SER	20,000.00	1,227.32	.00	.00	BEGINNING BALANCE	.00
	07/01/17	11-1	639993	16337 AEB PROPERTV SER		1,227.32		.00	GRAFRITI ABATEMENT SERVIC	
	08/16/17	21-1	640371	16337 AEB PROPERTV SER		1,227.32		.00	GRAFRITI -JULY 2017	
	09/12/17	21-3	640808	16337 AEB PROPERTV SER		1,227.32		.00	GRAFRITI ABATEMENT SERVIC	
	10/11/17	21-4	641291	16337 AEB PROPERTV SER		1,227.32		.00	GRAFRITI SVC OCT-2017	
	11/08/17	21-5	641815	16337 AEB PROPERTV SER		1,227.32		.00	GRAFRITI ABATE-NOVEMB	
	12/12/17	21-6	642188	16337 AEB PROPERTV SER		1,227.32		.00	GRAFRITI ABATEMENT SERVIC	
	01/10/18	21-7	642669	16337 AEB PROPERTV SER		1,227.32		.00	GRAFRITI SVC-JAN 2018	
	02/07/18	21-8				1,227.32		.00	GRAFRITI SVC-FEB 2018	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 11
AUDIT#21

SELECTION CRITERIA: expldedgr.key orgn='213000'
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PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8538				GRAFITTI REMOVAL						
	03/07/18		21-9	93338-01	16337 AES PROPERTY SER	.00	1,227.32	-1,227.32	GRAFITTI SVC-MAR 2018	1,227.32
	04/11/18		21-10	93338-01	16337 AES PROPERTY SER	.00	1,227.32	-1,227.32	GRAFITTI SVC-APR 2018	2,454.64
	05/10/18		21-11	93338-01	16337 AES PROPERTY SER	.00	1,227.32	-1,227.32	GRAFITTI SVC-MAY 2018	3,681.96
	06/12/18		21-12	93338-01	16337 AES PROPERTY SER	.00	1,227.32	-1,227.32	GRAFITTI SVC-JUN 2018	4,909.28
	07/23/18		21-13	93338-01	16337 AES PROPERTY SER	.00	1,227.45	-1,227.45	GRAFITTI ABATEMENT SERVIC	6,136.73
TOTAL				GRAFITTI REMOVAL		20,000.00	14,727.84	.00		5,272.16

8560				PERMITS AND FEES						
	07/01/17		11-1	11-1		50.00	.00	.00	POSTED FROM BUDGET SYSTEM	50.00
TOTAL				PERMITS AND FEES		50.00	.00	.00		50.00

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8576				REPAIRS AND MAINTENANCE						
	07/01/17		11-1	11-1		75,000.00	.00	.00	POSTED FROM BUDGET SYSTEM	75,000.00
	08/16/17		21-2	640079	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	JUL-17 WORK CREW	78,058.16
	09/28/17		21-3	640673	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	AUG-2017	81,116.32
	11/01/17		21-4	641271	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	SEPT 2017	84,174.48
	11/20/17		21-5	641586	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	OCT' 17	87,232.64
	12/19/17		21-6	642052	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	WORK CREW-NOV'17	90,290.80
	01/17/18		17-7	93576-01	22618 CANNON PACIFIC S	.00	3,058.16	21,605.36	NOT TO EXCEED AMOUNT STAT	111,896.16
	01/23/18		21-7	642496	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	WORK CREW DEC'17	114,954.32
	02/22/18		21-8	642944	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	JAN'18 WORK CREW	118,012.48
	03/21/18		21-9	643373	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	FEB'18 WORK CREW	121,070.64
	04/17/18		21-10	643806	10220 ST MADEIRAINE SOP	.00	3,058.16	.00	WORK CREW MAR'18	124,128.80
	05/02/18		21-10	644041	10220 ST MADEIRAINE SOP	.00	24.47	.00	FEB'18 (FOR NEW RATE)	124,153.27
	05/16/18		21-11	93576-01	22618 CANNON PACIFIC S	.00	5,062.68	-5,062.68	JAN-MAR 18 PRES WASH	119,090.59
	05/24/18		21-11	644382	10220 ST MADEIRAINE SOP	.00	3,143.80	.00	APR'18 WORK CREW	122,234.39
	06/20/18		21-12	644762	10220 ST MADEIRAINE SOP	.00	3,143.80	.00	MAY'18 WORK CREW	125,378.19
	07/16/18		21-13	645249	10220 ST MADEIRAINE SOP	.00	85.64	.00	MARCH'18 CREW	125,463.83
	07/16/18		21-13	645249	10220 ST MADEIRAINE SOP	.00	3,143.80	.00	JUNE'18 CREW	128,607.63
	07/24/18		18-13	93576-01	22618 CANNON PACIFIC S	.00	-16,542.68	-16,542.68	PRIOR YEAR ENCUMBRANCE	112,064.95
	08/29/18		19-13	13-0118		75,000.00	45,864.37	.00	PAC SWEEP 148077R JUN-18	157,929.32
TOTAL				REPAIRS AND MAINTENANCE		75,000.00	45,864.37	.00		29,135.63

TOTAL 1ST SUBTOTAL - MATERIALS, SVC & SUPPL	121,042.00						84,278.75	.00		36,763.25
9060 BUILDINGS & IMPROVEMENTS						.00	.00	.00	BEGINNING BALANCE	.00

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

ATT A, A17 12/13/18
 SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
 BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
9060			BUILDINGS & IMPROVEMENTS (cont'd)		.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
	07/01/17	11-1			.00	.00	.00		
TOTAL			BUILDINGS & IMPROVEMENTS		.00	.00	.00		.00
9065			INFRASTRUCTURE		.00	.00	.00	BEGINNING BALANCE	.00
	07/01/17	11-1			64,700.00	.00	.00	POSTED FROM BUDGET SYSTEM	64,700.00
	12/11/17	13-6			8,000.00	.00	.00	BA 102717 #6	72,700.00
TOTAL			INFRASTRUCTURE		72,700.00	.00	.00		72,700.00
TOTAL 1ST SUBTOTAL - CAPITAL OUTLAY					72,700.00	.00	.00		72,700.00
9910			TRANSFER OUT		.00	.00	.00	BEGINNING BALANCE	.00
	07/01/17	11-1			.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
TOTAL			TRANSFER OUT		.00	.00	.00		.00
9995			PROJECTS		.00	.00	.00	BEGINNING BALANCE	.00
	07/01/17	11-1			.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
TOTAL			PROJECTS		.00	.00	.00		.00
TOTAL 1ST SUBTOTAL - OTHER FINANCING USES					.00	.00	.00		.00
TOTAL BUDGET ACTIVITY - TRANSIT TDA ARTICLE					303,170.00	186,750.87	.00		116,419.13
TOTAL FUND - TRANSIT					303,170.00	186,750.87	.00		116,419.13
TOTAL REPORT					303,170.00	186,750.87	.00		116,419.13

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

HVAC MAINTENANCE AND REPAIR SERVICES - CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) Execute MTS Doc. No. PWG256.0-18 (in substantially the same format as Attachment A), with Paradigm Mechanical Corp., for HVAC maintenance and repair services for a three (3) year base period, with two (2) one-year options (total of five years); and
- 2) Exercise option years at CEO's discretion.

Budget Impact

The total cost shall not exceed \$213,855.20 (base and option periods). The amount for the base years is \$128,313.12 and the total of the optional years is \$85,542.08. The project will be funded as follows:

This contract is federally funded under the San Diego Trolley Inc. (SDTI) operating budget account 380016-536600 in the amount of \$101,233.13, the San Diego Transit Corporation (SDTC) operating budget account 331014-536600 in the amount of \$60,675.00, and locally funded under the MTS Land Management operating budget account 791010-536600 in the amount of \$51,947.07 (fiscal year 2019-2023 respectively).



DISCUSSION:

MTS Land Management, SDTI, and SDTC require the services of a contractor to perform maintenance and repairs on its Heating, Ventilation, Air Conditioning (HVAC) and temperature control equipment on various MTS buildings. This contract will cover “24/7” on-call repair services, turn-key preventive maintenance, and inspections for MTS buildings managed by SDTI, SDTC and Land Management. These preventive maintenance services are needed to ensure that HVAC equipment at MTS facilities and properties function properly, in an effort to prevent mechanical failures and costly repairs.

On July 23, 2018, MTS issued a Request for Proposals (RFP) for HVAC Maintenance and Repair Services to interested parties. On August 28, 2018, a total of four (4) proposals were received, as follows:

1. 5 Diamond Heating and Cooling, Inc.
2. Comfort Mechanical, Inc.
3. Paradigm Mechanical Corp.
4. Southcoast Heating & Air Conditioning

The initial review of the technical proposals showed all proposers to be responsive and responsible to the requirements of the solicitation.

An evaluation panel was comprised of representatives from SDTI, SDTC, Land Management, Maintenance of Wayside and Finance departments. The proposals were evaluated based on the following (technical and cost) factors:

1. Qualifications and Experience of Firm or Individual
2. Staffing, Organization, and Management Plan
3. Proposed Work Plan
4. Cost/Price

After the initial evaluation of proposals received, the evaluation panel determined Paradigm Mechanical Corp. to be the highest ranked proposer and requested a best and final offer (BAFO) cost proposal. The panel re-evaluated the revised submission per the RFP requirements.

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

Proposer Name	Technical Score	Cost Score	Total Score (Tech + Cost)	Ranking
Paradigm Mechanical Corp.	41.20	40.00	81.20	1
Comfort Mechanical, Inc.	43.60	16.43	60.03	2
Southcoast Heating & Air Conditioning	40.00	18.34	58.34	3
5 Diamond Heating and Cooling, Inc.	40.00	11.77	51.77	4

Based on the panel's evaluation of the technical proposal and assessment of price, MTS staff has determined that Paradigm Mechanical Corp. provided a proposal that offers the best value to MTS and meets all of the requirements as outlined in the RFP.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG256.0-18 (in substantially the same format as Attachment A), with Paradigm Mechanical Corp., for HVAC maintenance and repair services for a three (3) year base period, with two (2) one-year options, exercisable at the sole discretion of MTS (total of five years).

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. PWG256.0-18

PWG256.0-18 _____ CONTRACT NUMBER _____ FILE/PO NUMBER(S)

**STANDARD SERVICES AGREEMENT
FOR
HVAC MAINTENANCE & REPAIR**

THIS AGREEMENT is entered into this _____ day of _____ 2018, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Paradigm Mechanical Corp. Address: 6550 Federal Blvd.

Form of Business: Corporation Lemon Grove, CA 91945

(Corporation, partnership, sole proprietor, etc.)

Telephone: 619.456.4562 Email Address: Melinda@PMContracting.com
 Authorized person to sign contracts: Melinda Dicharry President
 Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows: HVAC Maintenance & Repair Services as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Conditions (attached as Exhibit C) and Federal Requirements (attached as Exhibit D).

The contract term is for three (3) base years, with two (2) option 1-year extensions, exercisable at the sole discretion of MTS. Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$213,855.20 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM CONTRACTOR AUTHORIZATION

By: _____ Chief Executive Officer Approved as to form: By: _____ Office of General Counsel	Firm: _____ By: _____ Signature Title: _____
--	---

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$213,855.20</u>	<u>Various</u>	<u>2019</u>

By: _____
 Chief Financial Officer Date

(___ total pages, each bearing contract number) SA-SERVICES (REV 2/22/2017)
 DATE



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Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 GRANT APPLICATION

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 18-15 certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service in MTS's service area, a prerequisite to receiving FTA Section 5310 funding.

Budget Impact

None

DISCUSSION:

MTS is applying for a grant under the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Section 5310 funds may be used toward capital expenses, such as vehicle procurement to expand capacity and replacement of an existing bus or van. MTS is requesting funding for the replacement of 11 paratransit vehicles.

In order to be considered eligible for Section 5310 funds, Title 49 U.S.C. § 5310 (b) (2) provides that MTS must certify there are no private, nonprofit organizations "readily available" in the area to provide transportation to meet the needs of seniors and individuals with disabilities. "Readily available" is defined as willing, interested and capable of providing the proposed service at a comparable cost of the identified clientele in the same service area, with the same hours of frequency, and at the same level of service.

Since MTS is the responsible public transportation agency required to provide complementary paratransit service, MTS is unaware of any private, nonprofit



organizations that are readily available to provide the same complementary paratransit services within MTS's service area. A public hearing is required before MTS may certify that no private, nonprofit organization is readily available to carry out complementary paratransit service within the MTS service area.

Notice of the December 13, 2018 public hearing, held at the regularly scheduled MTS board meeting, was posted in a newspaper of general circulation on November 12, 2018. In addition, individual notice of the public hearing was sent to nine private, nonprofit transportation providers within San Diego County, who are members of the Accessible Services Advisory Committee (ASAC) on November 8, 2018. To date, MTS has received no comments or testimony that has demonstrated that there are any private, nonprofit organizations readily available to provide the same complementary paratransit services within MTS's service area.

Therefore, staff recommends that the MTS Board of Directors approve Resolution 18-15 certifying that there are no private, nonprofit organizations readily available to provide complementary paratransit services within MTS's service area.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Resolution No. 18-15
B. San Diego MTS Notice of Public Hearing

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 18-15

Resolution certifying that there are No Private, Nonprofit Organizations Readily Available to provide the same Complementary Paratransit Service within MTS's service area as proposed within MTS's application for Federal Transit Administration Section 5310 funds

WHEREAS, the Federal Transit Administration (FTA) established a capital grant program, as set forth in Section 5310 of Title 49 of the United States Code, for meeting the transportation needs of seniors and individuals with disabilities ("FTA Section 5310")

WHEREAS, FTA Section 5310 funds are being awarded by the San Diego Association of Governments (SANDAG), through a competitive application process; and

WHEREAS, FTA Section 5310 provides that funds may be apportioned to a local governmental authority to provide transportation services if there are no private, nonprofit organizations readily available in the area to provide the proposed services; and

WHEREAS, SANDAG requires that any local governmental authority applying for FTA Section 5310 funding must provide proof that there are no private, nonprofit organizations readily available in the area to provide the same proposed services by doing the following: 1) holding a public hearing certifying that no private, nonprofit organizations are readily available; 2) providing sufficient notice of such public hearing; 3) providing private, nonprofit, transportation providers with individual notice of the public hearing; and 4) passing a resolution certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit services within MTS's service area; and

WHEREAS, a public hearing was held on December 13, 2018 to certify that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service within MTS's service area; and

WHEREAS, prior notice of the date, time and specific purpose of said public hearing was published by MTS in a newspaper of general circulation on November 12, 2018, at least 30 days prior to the public hearing; and

WHEREAS, prior notice of the date, time and specific purpose of the said public hearing was sent individually to nine private, nonprofit transportation providers within San Diego County, who are members of the Accessible Services Advisory Committee (ASAC) on November 8, 2018.; and

WHEREAS, no comments or testimony has been received to demonstrate there are any private, nonprofit organizations readily available to provide the same complementary paratransit service within MTS's service area; and

NOW THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED by the San Diego Metropolitan Transit System Board of Directors that San Diego Metropolitan Transit System has determined that no private, nonprofit organization is readily available to provide the same complementary paratransit service in MTS's service area as proposed in MTS's application for FTA Section 5310 funding.

PASSED AND ADOPTED, by the Board of Directors this 13th day of December 2018 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN, that the San Diego Metropolitan Transit System (MTS) Board of Directors will hold a public hearing to consider the matter described below on December 13th, 2018 at 9:00 a.m., at its regular scheduled board meeting, located in the Board Meeting Room on the 10th floor of the James R. Mills Building at 1255 Imperial Avenue, San Diego, California, 92101.

MTS is required by the Americans with Disabilities Act (ADA) to provide origin-to-destination complementary paratransit services within a $\frac{3}{4}$ mile radius of any operating fixed bus or trolley route. As the public transit operator for bus and trolley lines in the central and southern parts of San Diego County, MTS fulfills its obligation to provide complementary paratransit services and consistently meets all other ADA requirements.

MTS is applying for a grant under the Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Section 5310 funds may be used toward capital expenses, such as vehicle procurement to expand capacity and replacement of an existing bus or van. MTS's application would request funding for the purchase of 11 paratransit vehicles for the replacement of 11 vehicles that are beyond their useful life.

In order to be considered eligible for Section 5310 funds, Title 49 U.S.C. § 5310 (b) (2) provides that MTS must certify there are no private, nonprofit organizations "readily available" in the area to provide transportation to meet the needs of seniors and individuals with disabilities. "Readily available" is defined as willing, interested and capable of providing the proposed service at a comparable cost of the identified clientele in the same service area, with the same hours of frequency, and at the same level of service.

Since MTS is the responsible public transportation agency required to provide complementary paratransit service, MTS is unaware of any private, nonprofit organizations that are readily available to provide the same complementary paratransit services within MTS's service area. A public hearing is required before MTS may certify that no private, nonprofit organization is readily available to carry out complementary paratransit service within the MTS service area.

Your testimony is invited at the public hearing. If you are unable to attend the meeting, you are encouraged to submit your written comments prior to the public hearing. Comments and questions may be directed to Jay Washburn at Jay.Washburn@sdmts.com or 619-235-2648.





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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

MID-COAST CORRIDOR TRANSIT PROJECT – PROJECTED STAFFING

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the addition of 85 positions in preparation for the Mid-Coast Corridor Trolley Project (Mid-Coast Trolley Project).

Budget Impact

The Mid-Coast Trolley Project and subsequent operational costs are fully funded by TransNet through SANDAG and there will be no impact to the MTS Operating Budget.

DISCUSSION:

The Mid-Coast Trolley Project is an 11-mile extension of the MTS Trolley Blue Line, starting from the Old Town Transit Center and running north to the University Town Center (UTC) area, with nine (9) new stations in between. Heavy civil construction for the Mid-Coast Trolley Project started in the fall of 2016 and the extension is scheduled to open to the public in the fall of 2021.

The cost of the Mid-Coast Trolley Project is \$2.171 billion, including financing costs. Fifty-two percent of the cost is funded with TransNet funds and forty-eight percent is funded with Federal Transit Administration (FTA) Full Funding Grant Agreement (FFGA) funds. The FTA's FFGA was approved on September 14, 2016.

The Mid-Coast Trolley Project will greatly expand San Diego Trolley, Inc. (SDTI) operations and will require the hiring of approximately 85 additional positions, which are detailed in the position tables below. Approximately 30 of the maintenance positions need to be hired soon, as the Joint Apprenticeship Training Program takes approximately three (3) years to complete. Other positions, such as Train Operators and Facilities Servicepersons, have less time consuming training requirements and will be hired approximately four (4) months in advance of the line opening.



Once approved, MTS staff will start recruiting and staffing for the opening of the Mid-Coast Trolley Project.

TRANSPORTATION	#	Estimated Start Date
Controllers	4	First Day of Service
Line Supervisors	3	First Day of Service
Training Supervisor	1	1/4/2021
Train Operators	28	4/12/2021
Transportation Total	36	

LRV MAINTENANCE	#	Estimated Start Date
Training Supervisor	1	Posted Shortly
LRV Supervisors	3	Posted Shortly
LRV Mechanics	5	Current Recruitment
	11	5/1/2019
LRV Maintenance Total	20	

MOW	#	Estimated Start Date
Wayside Department		
Wayside Supervisor	1	1/1/2019
Assistant Training Supervisor	1	1/1/2019
Wayside Maintainers	6	3/1/2019
Track Department		
Track Supervisor	1	12/1/2020
Track Maintainers	3	12/1/2020
MOW Total	12	

FACILITIES	#	Estimated Start Date
Full-time Supervisor	1	8/1/2021
Service Person	12	8/1/2021
Facilities Total	13	

REVENUE	#	Estimated Start Date
Revenue Maintainers	4	6/1/2020
Revenue Total	4	

SUMMARY			
	Supervisors	Front Line	Total
Transportation	8	28	36
LRV Maintenance	4	16	20
MOW	3	9	12
Facilities	1	12	13
Revenue		4	4
TOTAL	16	69	85

/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. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

JOB ORDER CONTRACT (JOC) ON-CALL GENERAL BUILDING AND FACILITIES
CONSTRUCTION – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. PWL234.1-17 (SANDAG Doc. No. 5007503) (in substantially the same format as Attachment A) with ABC Construction Company, Inc. (ABC), for an increase to the contract value.

Budget Impact

The total estimated cost of this amendment would not exceed \$2,000,000. Funding will be included in the budget of each project for which a task order will be issued under this agreement. This amendment brings the total contract award to \$3,000,000.

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.

In October 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC general building and facilities construction services. This includes demolition, maintenance and modification of existing



buildings and facilities as well as the construction of buildings and facilities with all incidental professional and technical services required. 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. After reviewing the proposals received, staff determined that ABC presented the lowest responsive and responsible unit price adjustment factor.

The combined resultant agreements totaled \$4,000,000.00. SANDAG's portion was \$3,000,000 and the portion assigned to MTS was \$1,000,000. Since the award, MTS has experienced an increase in construction related projects while SANDAG has utilized their portion less than anticipated. MTS has now utilized almost all of the initial contract value and has requested that additional funds from the SANDAG portion be reallocated to MTS. SANDAG's revised contract value is now set at \$1,000,000 and MTS's revised contract value would be \$3,000,000.

Today's action authorizes an increase in the contract value of this on-call contract to ABC. 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 Amendment No. 1 to MTS Doc. No. PWL234.1-17 (in substantially the same format as Attachment A) with ABC Construction Company, Inc., to increase the total contract value.

/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. PWL234.1-17

December 13, 2018

MTS Doc. No. PWL234.1-17

Mr. Kenneth Czubernat
President
ABC Construction Company, Inc.
3120 National Avenue
San Diego, CA 92113

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. PWL234.0-17

Dear Mr. Czubernat:

This shall serve as Amendment No. 1 to our agreement for the Metropolitan Transit System (MTS) ON-CALL GENERAL BUILDING AND FACILITIES CONSTRUCTION SERVICES as further described below.

SCOPE OF SERVICES

There shall be no changes to the Scope of Services.

SCHEDULE

There shall be no changes to the schedule.

PAYMENT

Not exceed \$3,000,000 without prior written approval from MTS. The total value of this contract including this amendment shall.

All other terms and conditions of the original Agreement PWL234.0-17 shall remain in effect.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Kenneth Czubernat
ABC Construction Company, Inc.

LMARQUIS-CL

Date: _____

Attachment:

cc: Michael Diana, Steve Augustyn, Bid File



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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

BUS OPERATOR UNIFORMS - CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) Execute MTS Doc. No. B0692.0-18 (in substantially the same format as Attachment A) with Ace Uniforms and Accessories, Inc. (Ace) for the provision of bus operator uniforms for a three (3) year base period with two (2) one-year optional terms (for a total of 5 years); and
- 2) Exercise each option year at the CEO's discretion.

Budget Impact

The total cost of this agreement is a not-to-exceed amount of \$1,332,394.00 for a three (3) year base amount of \$783,563.77 and two (2) one-year options totaling \$548,830.23.

The costs are based on estimated quantities of bus operator uniforms that may be needed for each year, and will be funded under MTS Bus Operations account number 213014-571280 using local funds.

DISCUSSION:

On August 10, 2018, MTS issued an Invitation for Bids (IFB) for the supply of Bus Driver uniforms. This is a supply-only contract and drivers are responsible for the cleaning and replacement of uniforms. Annual uniform replacement allowances are stipulated in the Collective Bargaining Agreement with the Amalgamated Transit Union (ATU) Local 1309, and are also provided by MTS for the initial provisioning of uniforms for new hires. MTS anticipates providing uniforms for approximately 500 bus operators every year. In



addition, this contract includes the procurement of award shirts for the annual safe drivers program. By selecting a single uniform supplier, MTS standardizes the look and quality of the uniforms.

Four (4) bids were received on the due date of September 26, 2018 (see Bid Summary – Attachment B). All bidders were deemed responsive except for two -- Affinity Apparel and Prudential Uniforms. These two bidders did not comply with the IFB requirements and hence, were deemed non-responsive. Ace was deemed the lowest responsive, responsible bidder for the five-year period at \$1,332,394.00.

Therefore, staff is requesting that the MTS Board of Directors authorize the CEO to: (1) execute MTS Doc. No. B0692.0-18 with Ace Uniforms and Accessories, Inc. (Ace) for the provision of bus operator uniforms for a three (3) year base period with two (2) one-year optional terms (for a total of 5 years); and (2) exercise each option year at the CEO's discretion.

/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. B0692.0-18
B. Bid Summary

STANDARD PROCUREMENT AGREEMENT

B0692.0-18
CONTRACT NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2018, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Ace Uniforms and Accessories, Inc. Address: 633 16th Street

Form of Business: Corporation San Diego, CA 92101

(Corporation, partnership, sole proprietor, etc.)

Telephone: 619-233-0227
joe@aceuniforms.com

Email Address:

Authorized person to sign contracts: Joe Martin General Manager
Name Title

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

Bus Operator Uniforms as specified in the MTS minimum technical specifications/Scope of Work (attached as Exhibit A), in accordance with the Standard Conditions Procurement, including Standard Conditions Procurement (attached as Exhibit B), Ace Uniforms' Bid dated 9/26/18 (attached as Exhibit C), and Signed MTS Forms – Ace Uniforms (attached as Exhibit D).

The contract term is for up to a five (5) year period (3-year base with two 1-year options, exercisable at MTS's sole discretion). The Base period shall be effective from January 1/2019 through December 31, 2021; and the Option periods shall be effective January 1, 2022 through December 31, 2023. Payment terms shall be net 30 days from invoice date.

The base period shall be in the amount of \$783,563.77, and the option period shall be in the amount of \$548,830.23. The total value of this contract shall not exceed \$1,332,394.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 783,563.77 – Base Period		
\$ 548,830.23 – Option Years I & II		
\$1,332,394.00 – Total	213014-571280	FY 19-24

By: _____ Chief Financial Officer _____ Date

(___ total pages, each bearing contract number)

SA-PROCUREMENT (REV 2/22/2017)
DATE



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**BUS OPERATOR UNIFORMS IFB
 MTS DOC. NO. B0692.0-18**

BID SUMMARY

BIDDER	BID AMOUNT
Ace Uniforms and Accessories, Inc. *	\$1,332,394.00
Affinity Apparel (> <i>non-responsive</i>)	\$1,286,131.85
Kingsbury Uniforms	\$1,577,038.74
Prudential Uniforms (> <i>non-responsive</i>)	\$1,373,398.17

* Lowest responsive, responsible Bidder
 >Non-responsive Bidders





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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

NEXTFARE COMPASS CARD SYSTEM MAINTENANCE EXTENSION

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No.3 to MTS Doc No. G1695.0-14 (in substantially the same format as the Attachment A) with Cubic Transportation Systems Inc. for the extension of the current maintenance agreement for an additional three-year period.

Budget Impact

The total value of this amendment is \$2,132,604.00 bringing the total contract value to \$4,627,147.00. The renewal is being funded through Compass Card Back Office operations budget 532010-571250.

DISCUSSION:

In early 2009, MTS, the San Diego Association of Governments (SANDAG) and North County Transit District (NCTD) began transitioning from paper fare products to the Compass Card smart card. Under a Memorandum of Understanding (MOU) between MTS, SANDAG and NCTD, SANDAG's Information Technology Department had the responsibility of operating and maintaining the Compass Card "back office". SANDAG entered into a five-year agreement with the software developer, Cubic Transportation Systems, Inc. (Cubic) for software maintenance. The agreement was renewable annually with the last year of service ending on December 12, 2013.

In August 2013, MTS and SANDAG negotiated a new agreement with Cubic to continue the service to support daily operations as part of the transition of responsibilities of



Compass Card operations from SANDAG to MTS. As of July 1, 2014 MTS became fully responsible for all related tasks.

The current maintenance agreement expires on June 30, 2019 and MTS desires to extend this agreement for an additional three year term. This extension will provide ongoing support of the current fare system and will ensure a smooth transition as MTS implements a new fare system.

The following table represents the annual prices for the three year software maintenance services agreement.

Table 1: Software Maintenance Support

Year	Cost	Total Extension Years 6-8
6	\$531,600	\$531,600
7	\$558,180	\$1,089,890
8	\$586,089	\$1,675,869

MTS has the ability to purchase block hours on two levels, which can be used for services that are out of scope of the maintenance agreement. These are divided into two groups called Field Service and Engineering block hours. Staff anticipates utilizing the full 200 block hours available under each service type and has included this cost in the total amendment not-to-exceed amount.

Table 2: Field Service Block Hours

Block Hours	Year 6	Year 7	Year 8	Total Price Years 6-8
50	\$11,226	\$11,787	\$12,376	\$35,389
100	\$19,501	\$20,476	\$21,500	\$61,477
200	\$25,918	\$27,214	\$28,575	\$81,707

Table 3: Engineering Service Block Hours

Block Hours	Year 6	Year 7	Year 8	Total Price Years 6-8
100	\$51,363	\$53,931	\$56,628	\$161,922
200	\$85,163	\$89,421	\$93,892	\$268,476
300	\$118,962	\$124,910	\$131,156	\$375,028

Since the Cubic software has no licensed third party service providers and all intellectual property rights to the software code is held by Cubic, it is recommended that a sole-source procurement be utilized to acquire the necessary maintenance support services for the software.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No.3 to MTS Doc. No. G1695.0-14, (in substantially the same format as Attachment A), with Cubic Transportation Systems Inc., for the extension of the current maintenance agreement for an additional three-year period.

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

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

Attachment: A. Draft Amendment No 3 MTS Doc. No. G1695.3-14

DRAFT

December 13, 2018

MTS Doc. No. G1695.3-14

Cubic Transportation System Inc.
Stacy Schievelbein
5650 Kearny Mesa
San Diego CA 92111

Subject: AMENDMENT NO. 3 TO THE METROPOLITAN TRANSIT SYSTEM (MTS) DOC. NO. G1695.0-14; CUBIC SUPPORT SERVICES SOFTWARE MAINTENANCE

Mr. Steve Sawyer:

This shall serve as Amendment No. 3 to our agreement for Cubic Software Maintenance Support Agreement as further described below.

SCOPE

Pursuant to the Scope of Work of MTS Doc No.G1695.0-14. This amendment shall provide the additional 3 years support services and maintenance for Cubic software as detailed in Attachment A.

SCHEDULE

This contract shall be extended for additional three (3) years effective from July 1, 2019 through June 30, 2021.

PAYMENT

As a result of this Amendment the contract value will increase by \$2,132,604.00 from \$2,494,543.00 to \$4,627,147.00. All other conditions remain unchanged.

Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Stacy Schievelbein,
Contracts Manager

Date: _____

NOV2018.G1695.0-14.CUBIC.doc

Enclosure: Attachment A- Scope of Work dated August 29, 2018
Attachment B- Pricing Sheet dated August 29, 2018
Cc: J. Washburn, S. Bobek, S. Elmer, R. Degala



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

MASTER CONCESSIONAIRE SERVICES – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 5 to MTS Doc. No. L0901.0-10, (in substantially the same format as Attachment A) with BriceHouse Station, LLC (“BriceHouse”), extending the contract to April 30, 2023.

Budget Impact

This is a revenue-generating contract. MTS’s revenue is based on a percentage split of the monthly rent/lease rate and advertising as shown below:

Service	MTS revenue share	BriceHouse revenue share
Concessionaire services	62%	38%
Advertising: Kiosks	50%	50%
Advertising: Pole Banners	70%	30%
Advertising: Walls Large Format	50%	50%
Advertising: Temporary Fence Banners	50%	50%
Comic Con activation and management	90%	10%
Market the Gaslamp trolley station for special events	50%	50%

The current annual revenue to MTS is \$423,040.59. Staff estimates the revenue for the four years to be \$1,692,162.



DISCUSSION:

On April 22, 2010 (AI 30), following a competitively negotiated procurement, the MTS Board awarded a master concessionaire contract to Kobey Corporation for up to a nine-year period beginning May 1, 2010 and ending April 30, 2019. During the course of the contract, it was assigned to BriceHouse. As MTS's Master Concessionaire, BriceHouse solicits and manages concessions on MTS-owned property (e.g., retail or food service kiosks at MTS trolley stations and one-time special events at MTS's Gaslamp Square Park property), soliciting and managing advertising at various MTS-owned properties, and managing MTS's third-party Comic Con installations.

The concessions BriceHouse oversees include short and long term tenants. Because of the long-term nature of some uses, and associated capital costs to install such uses, revenue generating concession contracts typically have a longer duration than other service contracts.

As staff began the process of evaluating next steps in anticipation of the expiration of the BriceHouse concession contract on April 30, 2019, two main issues were identified that will prevent MTS from having sufficient data for a new ten-plus year contract: opening of the MidCoast trolley extension (including nine new light rail stations between Old Town and University Town Center) and the next generation fare system project. The MidCoast project is expected to be put into service in the Fall of 2021. The next generation fare system is scheduled to be implemented at the same time. Staff proposes that the existing Master Concessionaire contract with BriceHouse be extended to April 30, 2023. This will allow staff to collect at least 12 months of revenue and service performance data on the new stations. This information will be used to develop a new Request For Proposals that will be solicited in late 2022.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L0901.5-10, (in substantially the same format as Attachment A) with BriceHouse for an additional four (4) years.

/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 Amendment MTS Doc. No. L0901.5-10

DRAFT

December 13, 2018

MTS Doc. No. L0901.5-10

G. Bradford Saunders, President
BriceHouse Inc.
StationShop Media
2550 Fifth Avenue, Suite 600
San Diego, CA 92103

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. L0901.0-10; MASTER CONCESSIONAIRE SERVICES

This shall serve as Amendment No. 5 to our agreement for Master Concessionaire Services as further described below.

SCOPE OF SERVICES

There shall be no changes to the scope of services of this agreement. The original scope of work including changes made under Amendments 1 through 4 is shown in Exhibit A.

SCHEDULE

As a result of this amendment, the term of the contract is extended from May 1, 2019 to April 30, 2023.

PAYMENT

There shall be no changes to the payment provision of this agreement. The revenue splits are shown in Exhibit A.

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

G. Bradford Saunders
Transportation Management & Design, Inc.

Date: _____

cc: W. Terry, R. Schupp, L. Marinesi, Contract File



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

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

VARIABLE MESSAGE SIGN (VMS) DISPLAY ASSEMBLY FOR SOUTH BAY BUS
RAPID TRANSIT (BRT) STATIONS – 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. L1468.0-19, (in substantially the same format as Attachment A) with My Electrician Inc., for the supply of the South Bay BRT VMS sign assemblies.

Budget Impact

The total budget for this project shall not exceed \$218,008.00 and is funded by Capital Improvement Project (CIP) account # 3004010301.

DISCUSSION:

MTS is in need of a contractor to furnish VMS displays and enclosure assemblies, which will, upon delivery to MTS, be installed by MTS staff. The display assemblies will be for the new South Bay Bus Rapid Transit (BRT) stations, which will be opening in Spring 2019.

On October 12, 2018, MTS posted an Invitation for Bids (IFB) for the VMS for South Bay BRT Stations. On November 13, 2018, MTS received 7 bids, all of which were deemed to be responsive and from responsible contractors.

The bids and MTS's Independent Cost Estimate (ICE) are summarized below:



BID SUMMARY VMS SIGNS –INDEPENDENT COST ESTIMATE (ICE) \$402,985	
Bidder	Bid Price
<i>My Electrician</i>	\$218,008.00
Infinite Tech	\$223,845.29
Solari Corp	\$429,800.00
F & N Enterprises	\$492,155.00
Graybar Electric	\$530,792.56
Transit Vue	\$568,187.50
Moor Electric	\$569,501.16

Upon review of the bids received, MTS staff has determined that My Electrician’s bid is fair and reasonable by a comparison to current market pricing of bidders and MTS’s ICE.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1468.0-19, (in substantially the same format as Attachment A) with My Electrician Inc., for the South Bay BRT VMS procurement.

/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 Standard Services Agreement; Contract L1468.0-19

DRAFT

**STANDARD PROCUREMENT AGREEMENT
FOR
VARIABLE MESSAGE SIGN DISPLAY ASSEMBLY**

L1468.0-19
CONTRACT NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2018, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: My Electrician Inc. Address: 27315 Jefferson Ave. ST. J-46

Form of Business: Corp. Temecula, CA 92590

(Corporation, partnership, sole proprietor, etc.)

Telephone: _____ Email Address: _____

Authorized person to sign contracts: Brian Alston President
Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows: Variable Message Sign Display Assembly Detail as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Conditions Procurement (attached as Exhibit C) and Federal Requirements (attached as Exhibit D).

The contract term is for NTP + 56 Calendar days. Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$218,008.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$218,008.00 Y19	3004010301	F

By: _____
Chief Financial Officer Date

(___ total pages, each bearing contract number)

SA-PROCUREMENT (REV 2/22/2017)
DATE



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

Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

LIGHT RAIL VEHICLES (LRVs) ON-BOARD VIDEO SURVEILLANCE SYSTEM (OBVSS) PREVENTATIVE MAINTENANCE, EMERGENCY SERVICES, NEW INSTALLATIONS AND UPGRADES AS REQUIRED – SOLE SOURCE 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. L1469.0-19, a Sole Source contract, with Seon Design USA (Seon) (in substantially the same format as Attachment A), for the provision of OBVSS preventative maintenance, emergency services, new installations and upgrades as required on LRVs for three (3) years beginning February 1, 2019.

Budget Impact

The value of this agreement will not exceed \$571,245.63. The project will be funded by the fiscal year (FY) 2020 Capital Improvement Program (CIP) budget.

DISCUSSION:

The trolley OBVSS provides MTS with an enhanced ability to record events that occur onboard vehicles. This helps in monitoring the safety and security of passengers and assets alike. To ensure the OBVSS remains continuously operational and also to help identify potential systemic problems, MTS requires routine preventative maintenance, emergency services, new installations and upgrades.

In March 2011, after a competitive procurement, MTS awarded contract No. L0955.0-10 to UTC Fire & Security for the installation of MobileView OBVSS on 128 LRVs and two (2) Presidential Conference Cars (PCCs) with nine (9) cameras each.



In January 2016, after a competitive procurement, MTS awarded contract No. L1294.0-16 to UTC for post-warranty services, repair and maintenance of the existing MobileView system for three (3) years. The contract terminates January 31, 2019. In November 2017, UTC sold the MobileView product line to Seon and the MTS contract was assigned to Seon as part of that transaction. MobileView is a proprietary video surveillance system owned by Seon. Seon is the only provider of preventative maintenance, emergency services, new installations and upgrades for MobileView systems.

In October 2016, under a separate contract No. L0914.12-10, MTS exercised the option to purchase an additional 45 LRVs from Siemens Industry, Inc. For these new LRVs, both MTS and Siemens agreed to install the same MobileView OBVSS system as the existing system for compatibility. The new LRVs start arriving late 2018 and continue to 2020.

As the MTS LRV fleet size increases to 175 vehicles in the next few years, MTS needs to have the same level of maintenance support to ensure the OBVSS remains continuously operational, efficient and effective. Under the proposed three year contract term (February 1, 2019 to January 31, 2022), Seon will provide all technical resources including all supervision and labor; provide all parts, tools and related software; install, maintain, troubleshoot, repair and test the system to ensure it stays operational. Once the new LRVs exhaust the initial one year warranty period, the vehicle's MobileView system will be covered by this maintenance contract.

Staff deems Seon's bid (\$571,245.63) to be fair and reasonable by a comparison of MTS's Independent Cost Estimate at \$577,106.25, resulting in an overall savings of \$5,860.63.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1469.0-19, a Sole Source contract, with Seon Design USA, for the provision of OBVSS preventative maintenance, emergency services, new installations and upgrades as required on LRVs for three (3) years.

/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 Standard Services Agreement; Contract L1469.0-19

DRAFT

L1469.0-19
CONTRACT NUMBER

**STANDARD SERVICES AGREEMENT
FOR
TROLLEY ONBOARD VIDEO SURVEILLANCE SYSTEM (OBVSS) SERVICES**

THIS AGREEMENT is entered into this ___ day of _____ 2019, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Seon Design (USA) Corp. Address: 1313 East Maple Street, Suite 213
 Form of Business: Corporation Bellingham, WA 98225
 (Corporation, partnership, sole proprietor, etc.) Telephone: (877) 630-7366

Authorized person to sign contracts: Tom Gill General Manager
 Name Title

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

LRV OBVSS preventative maintenance, emergency services, new installations and upgrades, as specified in the Scope of Work (attached as Exhibit A), Seon's bid (attached as Exhibit B), and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is for up to three (3) years effective February 1, 2019 through January 31, 2022.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$571,245.63 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$571,245.63	1007103101	FY 19 - FY 22

By: _____ 11/6/18
 Chief Financial Officer SA-
 (___ total pages, each bearing contract number) DATE
 SERVICES



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

Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

TROLLEY STATION NETWORK COMMUNICATION EQUIPMENT REPLACEMENT-
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. G2226.0-19 (in substantially the same format as the Attachment A) with AT&T Corp. to replace the trolley station network communications equipment.

Budget Impact

The total value of this agreement will not exceed \$2,375,368.85. The project includes \$1,930,315.50 for materials and professional services and \$445,053.35 for software subscription and maintenance support for the duration of the contract term. The project will be funded through the Capital Improvement Project (CIP) account 1007106101-599902 and the software subscription maintenance costs will be funded through the Information Technology operations budget 661010-571250.

DISCUSSION:

MTS utilizes the trolley station network to facilitate the processing of debit/credit transactions for fare purchases, monitoring of closed-circuit television (CCTV) video by security staff, publishing of Next Train Arrival (NTA) information to the variable message signs (VMS) and announcements on the Public Address (PA) system.

In late 2011, MTS working with SANDAG finalized a design to replace the then aging network communications equipment at the trolley stations utilizing Cisco Synchronous Optical Network (SONET) technology. At this time the SONET technology is more than eight (8) years old. In December 2015, Cisco announced end-of-life for the SONET



technology with an obsolescence date of December 2019. This means MTS must replace the installed SONET network with a modern, supported technology platform before December 2019.

MTS intends to utilize the County of Merced's contract with AT&T for this procurement. The quoted pricing is based on the Fast-Open Contracts Utilization Services (FOCUS) 3, contract number 2015156, which is California's only nationwide, local government-to-government purchasing program created to allow cities, counties, schools, special districts and other public entities to acquire technology products and services at competitive rates. This cooperative approach achieves cost-effectiveness and efficiency and takes advantage of volume pricing achieved through competition.

AT&T will be engaged to implement the trolley station network communication equipment replacement and will provide all necessary software, hardware and professional services required to complete the project.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute to MTS Doc. No. G2226.0-19 (in substantially the same format as Attachment A) with AT&T to replace the trolley station network communications equipment.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Draft MTS Doc. No. G2226.0-19
B. Price Breakdown

STANDARD SERVICES AGREEMENT

G2226.0-19
CONTRACT NUMBER

DRAFT

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2018, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: AT&T Corp Address: 7337 Trade Street Suite 3100

Form of Business: Corporation San Diego CA 92121
(Corporation, partnership, sole proprietor, etc.)

Telephone: (254) 316-4230

Authorized person to sign contracts: Laura Morales Contract Specialist
Name Title

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

Provide all necessary hardware, software, and professional services to replace the trolley station network communication equipment, piggybacked through Fast Open Contracts Utilization Services (FOCUS) Contract no. 2015156 in accordance with the Change Order Request Pricing Schedule-Network Schedule Tracking ID: 214095-21 (attached as Exhibit A) and Focus 3 Contract Terms and Conditions between Contractor ("AT&T") AT&T Corp (attached as Exhibit B).

The total contract cost shall not exceed \$2,375,368.85 [\$1,930,315.50 for the Materials and Professional Service/ Labor and \$445,053.35 for the software subscription and maintenance support].

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$1,930,315.50	1007106101-599902	
\$445,053.35	661010-571250	19

By: _____ Date
Chief Financial Officer



**AT&T Network Integration
Change Order Request**

Focus Contract No.: 2015156
AT&T Network Integration Tracking ID: 214095-21
Document Ver #: 1.1 Focus 3 Trolley SDN 11/15/18

END PURCHASER Legal Name ("End Purchaser")	CONTRACTOR AT&T Corp. ("AT&T")	AT&T Branch Sales Contact Name
San Diego Metropolitan Transit System	AT&T	Name: Gene Bild
END PURCHASER Address	AT&T Corp. Address and Contact	AT&T Branch Sales Contact Information
Street Address: 1255 Imperial St., Ste. 1000 City: San Diego State / Province: CA Country: USA Domestic / Intl / Zip Code: 92101	One AT&T Way Bedminster NJ 07921-0752 Contact: Master Agreement Support Team Email : mast@att.com	Address: 7337 Trade Street #3100 City: San Diego State / Province: CA Country: USA Domestic / Intl / Zip Code: 92121 Fax: Email: gene.bild@att.com Sales/Branch Mgr: Mark Thompson SCVP Name: Christopher Roy
END PURCHASER Contact	AT&T Address and Contact	AT&T NI Contact Information
Name: Sandra Bobek Title: Chief Information Officer Telephone: 619-238-0100 x6404 Fax: Email: sandra.bobek@sdmts.com	Name: Title: Telephone: Street Address: City: State / Province: Country: Domestic / Intl / Zip Code:	Name: Jaymee Jusko Address: 1452 Edinger Avenue City: Tustin State / Province: CA Country: USA Domestic / Intl / Zip Code: 92780 Telephone: 714-962-3210 Email: jaymee.jusko@att.com
END PURCHASER Billing Address		
Street Address: 1255 Imperial St., Ste. 1000 City: San Diego State / Province: CA Country: USA Domestic / Intl / Zip Code: 92101		

This Pricing Schedule for AT&T Network Integration Services and Equipment Resale ("NI Pricing Schedule") is pursuant to the terms and conditions of the Focus 3 2015156 Agreement between Contractor ("AT&T") and County of Merced referenced above ("Agreement"). In the event of an inconsistency among terms, the order of priority is: (i) the applicable Statement of Work ("SOW"); (ii) the NI Pricing Schedule and (iii) the Agreement.

AGREED:
End Purchaser: San Diego Metropolitan Transit System

AGREED:
AT&T

By: _____
(Authorized Agent or Representative)

By: _____
(Authorized Agent or Representative)

(Typed or Printed Name)

(Typed or Printed Name)

(Title)

(Title)

(Date)

(Date)

ATTUID: jj1767



AT&T CHANGE ORDER REQUEST FORM

Change Request Number: 21 to NI Attachment/Addendum/Pricing Schedule dated: January 15, 2016

AT&T Requestor: **Jaymee Jusko** NI Tracking #: **214095-21**

Title: **Engagement Manager** Date of Request: **11/15/18**

Nature of the Change Request:

Please list specific details explaining the Change:

End Purchaser requests AT&T to provide the Equipment and Professional Services for the Trolley SDN Project. See Scope of Work in Appendix B below. Contract Term is 60 months.

Any work outside of NBH must be requested in writing and pre-approved before additional work is performed and additional charges will apply.

If End Purchaser wishes to issue a PO instead of signing this changer order, please include copy of quote/SOW below and add below statement on PO to AT&T:

“This PO is issued by San Diego Metropolitan Transit System (“End Purchaser”) pursuant to the AT&T Network Integration NI Pricing Schedule dated 10/26/15.”

Change Priority (if applicable): **High**

Attached Materials: See Bill of Materials in Appendix A below
(list of additional documents required for other sources – i.e. engineering drawings, equipment order list, etc.)

To be completed by the Project Manager:

Impact on Pricing and Work Order(s): \$2,375,368.85 (including est. tax)

SUMMARY OF COSTS:

Core Backbone Upgrade to SDN				
CPE Required				\$ 1,689,434.34
Maintenance for CPE				\$ 237,963.45
Subscription Total				\$ 192,194.80
Sub-Total				\$ 2,119,592.59
Taxes (7.75%)				\$ 145,826.26
Shipping (Standard No Expedite)				NC
Equipment Total				\$ 2,265,418.85
		# of Hrs	Hourly Rate	
ATT Professional Service	Network Consultant 2 - Normal Hours	260	\$ 225.00	\$ 58,500.00
Block of hours to be billed at Actuals FOCUS Contract	Project Manager - Normal Hours	208	\$ 150.00	\$ 31,200.00
Cabling and Fiber Verification Professional Services	Field Tech 2 - Normal Hours (TTP)	162	\$125.00	\$ 20,250.00
Labor Sub-Total				\$ 109,950.00
TOTAL PROJECT COSTS				\$ 2,375,368.85



**AT&T Network Integration
Change Order Request**

APPENDIX A: BILL OF MATERIAL

Manufacturer Part #	Description	Qty	List Price	st Disco	Cust Price	Ext. Price
C9300-48P-A	Catalyst 9300 48-port PoE+, Network Advantage	56	\$10,030.00	58.50%	\$4,162.45	\$233,097.20
CON-SNT-C93004PA	SNTC-8X5XNBD Catalyst 9300 48-port PoE+, Network AdvaService Duration: 60 Months	56	\$2,990.00	22.49%	\$2,317.55	\$129,782.74
C9300-NW-A-48	C9300 Network Advantage, 48-port license	56	\$0.00	.00%	\$0.00	\$0.00
S9300UK9-169	UNIVERSAL	56	\$0.00	.00%	\$0.00	\$0.00
PWR-C1-715WAC/2	715W AC Config 1 Secondary Power Supply	56	\$1,250.00	58.50%	\$518.75	\$29,050.00
CAB-TA-NA	North America AC Type A Power Cable	112	\$0.00	.00%	\$0.00	\$0.00
C9300-NM-2Q	Catalyst 9300 2 x 40GE Network Module	56	\$2,550.00	58.50%	\$1,058.25	\$59,262.00
C9300-STACK-NONE	No Stack Cable Selected	56	\$0.00	.00%	\$0.00	\$0.00
C9300-SPWR-NONE	No Stack Power Cable Selected	56	\$0.00	.00%	\$0.00	\$0.00
C1A1TCAT93002	Cisco ONE Advantage Term, C9300 48-port	56	\$0.00	.00%	\$0.00	\$0.00
C1A1TCAT93002-5Y	C1 Advantage Term C9300 48P 5Y - DNA, 25 ISE PLS, 25 SWATCHService Duration: 60 Months	56	\$7,030.00	58.50%	\$2,917.45	\$163,377.20
C1-C9300-48-DNAA-T	Cisco ONE C9300 DNA Advantage 48-Port Term licenses	56	\$0.00	.00%	\$0.00	\$0.00
C1-C9300-TRK-5Y	Cisco ONE Subscription SKU 5YService Duration: 60 Months	56	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-T	Cisco ONE ISE BASE License Term	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-TRK-5Y	Cisco ONE Subscription ISE BASE 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-T	Cisco ONE ISE PLUS License Term	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-TRK-5Y	Cisco ONE Subscription SKU ISE Plus 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-T	Cisco ONE StealthWatch License Term - 1 Flow License	1400	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-TRK-5Y	Cisco ONE Subscription SWATCH SKU 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1AA1TCAT93001	Cisco ONE Advantage Add-On Term, C9300	56	\$0.00	.00%	\$0.00	\$0.00
C1AA1TCAT93001-5Y	C1 Advantage Add-On Term C9300 5Y - 25 ISE PLS, 25 SWATCHService Duration: 60 Months	56	\$1,240.00	58.50%	\$514.60	\$28,817.60
C1-ISE-BASE-T	Cisco ONE ISE BASE License Term	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-TRK-5Y	Cisco ONE Subscription ISE BASE 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-T	Cisco ONE ISE PLUS License Term	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-TRK-5Y	Cisco ONE Subscription SKU ISE Plus 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-T	Cisco ONE StealthWatch License Term - 1 Flow License	1400	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-TRK-5Y	Cisco ONE Subscription SWATCH SKU 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
PWR-C1-715WAC	715W AC Config 1 Power Supply	56	\$0.00	.00%	\$0.00	\$0.00
QSFP-40G-LR4-S=	QSFP 40GBASE-LR4 Trnscr Mod, LC, 10km, Enterprise-Class	108	\$10,900.00	58.50%	\$4,523.50	\$488,538.00
QSFP-H40G-CU1M=	40GBASE-CR4 Passive Copper Cable, 1m	2	\$265.00	58.50%	\$109.98	\$219.95
N7K-SUP2E=	Nexus 7000 - Supervisor 2 Enhanced, Includes 8GB USB Flash	2	\$47,335.01	58.50%	\$19,644.03	\$39,288.06
N7KS2K9-82	Cisco NX-OS Release 8.2 for Nexus 7000 Series	2	\$0.00	.00%	\$0.00	\$0.00
N7K-USB-8GB	Nexus 7K USB Flash Memory - 8GB (Log Flash)	2	\$0.00	.00%	\$0.00	\$0.00
N7K-F306CK-25=	Nexus 7000 F3-Series 6 Port 100GbE (CPAK)	1	\$70,000.00	58.50%	\$29,050.00	\$29,050.00
CPAK-100G-SR10	CPAK-100G-SR10 Transceiver module, 100m OM3 MMF	2	\$7,350.00	58.50%	\$3,050.25	\$6,100.50
CON-SNT-CPAK30UG	SNTC-8X5XNBD CPAK-100G-SR10 Transceiver module100mService Duration: 12 Months	2	\$490.00	22.49%	\$379.80	\$759.60
C9500-32QC-A	Catalyst 9500 32-port 40/100G only, Advantage	4	\$29,900.00	58.50%	\$12,408.50	\$49,634.00
CON-SNTP-C9532ACQ	SNTC-24X7X4 Catalyst 9500 32-port 40/100G only, AdvaService Duration: 60 Months	4	\$16,130.00	22.49%	\$12,502.36	\$50,009.45
C9500-NW-A	C9500 Network Stack, Advantage	4	\$0.00	.00%	\$0.00	\$0.00
C9K-F1-SSD-240G	Cisco pluggable SSD storage	4	\$3,000.00	58.50%	\$1,245.00	\$4,980.00
S9500UK9-169	UNIVERSAL	4	\$0.00	.00%	\$0.00	\$0.00
C9K-PWR-650WAC-R	650W AC Config 4 Power Supply front to back cooling	4	\$0.00	.00%	\$0.00	\$0.00
C9K-PWR-650WAC-R/2	650W AC Config 4 Power Supply front to back cooling	4	\$2,100.00	58.50%	\$871.50	\$3,486.00
CAB-9K12A-NA	Power Cord, 125VAC 13A NEMA 5-15 Plug, North America	8	\$0.00	.00%	\$0.00	\$0.00
CAB-CONSOLE-USB	Console Cable 6ft with USB Type A and mini-B	4	\$30.00	58.50%	\$12.45	\$49.80
QSFP-40G-LR4-S	QSFP 40GBASE-LR4 Trnscr Mod, LC, 10km, Enterprise-Class	32	\$10,900.00	58.50%	\$4,523.50	\$144,752.00
C1A1TCAT95004	Cisco ONE Advantage Low Term 24Y Port C9500	4	\$0.00	.00%	\$0.00	\$0.00
C1A1TCAT95004-5Y	C1 Advantage Low Term C9500 5Y - DNA, 25 ISE PLS, 25 SWATCHService Duration: 60 Months	4	\$19,770.00	58.50%	\$8,204.55	\$32,818.20
C1-SWATCH-T	Cisco ONE StealthWatch License Term - 1 Flow License	100	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-TRK-5Y	Cisco ONE Subscription SWATCH SKU 5YService Duration: 60 Months	100	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-T	Cisco ONE ISE BASE License Term	100	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-TRK-5Y	Cisco ONE Subscription ISE BASE 5YService Duration: 60 Months	100	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-T	Cisco ONE ISE PLUS License Term	100	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-TRK-5Y	Cisco ONE Subscription SKU ISE Plus 5YService Duration: 60 Months	100	\$0.00	.00%	\$0.00	\$0.00
C1-C9500-32QC-DNA	Cisco ONE C9500 High DNA Advantage Term licenses	4	\$0.00	.00%	\$0.00	\$0.00
C1-C9500-TRK-5Y	Cisco ONE Subscription SKU 5YService Duration: 60 Months	4	\$0.00	.00%	\$0.00	\$0.00



**AT&T Network Integration
Change Order Request**

100GBASE LR4 QSFP Transceiver, LC, 10km over SMF	8	\$29,995.00	58.50%	\$12,447.93	\$99,583.40
100GBASE SR4 QSFP Transceiver, MPO, 100m over OM4 MMF	2	\$2,155.00	58.50%	\$894.33	\$1,788.65
DNA Center Appliance	3	\$79,265.00	58.50%	\$32,894.98	\$98,684.93
SOLN SUPP 8X5XNBD DNA Center ApplianceService Duration: 60 Months	3	\$24,690.00	22.49%	\$19,137.22	\$57,411.66
DNA Center SW 1.2	3	\$0.00	.00%	\$0.00	\$0.00
Power Cord, 125VAC 13A NEMA 5-15 Plug, North America	6	\$0.00	.00%	\$0.00	\$0.00
2.20 GHz E5-2699 v4/145W 22C/55MB Cache/DDR4 2400MHz	6	\$0.00	.00%	\$0.00	\$0.00
32GB DDR4-2400-MHz RDIMM/PC4-19200/dual rank/x4/1.2v	24	\$0.00	.00%	\$0.00	\$0.00
1.9TB 2.5 inch Enterprise Value 6G SATA SSD(1 FWPD)-PM863	18	\$0.00	.00%	\$0.00	\$0.00
Cisco UCS VIC1227 VIC MLOM - Dual Port 10Gb SFP+	3	\$0.00	.00%	\$0.00	\$0.00
32GB SD Card for UCS servers	3	\$0.00	.00%	\$0.00	\$0.00
Cisco UCS 770W AC Power Supply for Rack Server	6	\$0.00	.00%	\$0.00	\$0.00
Cisco 12G SAS Modular Raid Controller	3	\$0.00	.00%	\$0.00	\$0.00
Cisco 12Gbps SAS 4GB FBWC Cache module (Raid 0/1/5/6)	3	\$0.00	.00%	\$0.00	\$0.00
Trusted Platform Module 2.0 for UCS servers	3	\$0.00	.00%	\$0.00	\$0.00
Enable RAID 1 Setting	3	\$0.00	.00%	\$0.00	\$0.00
UCS S3260 480G Boot SSD (Micron 6G SATA)	6	\$0.00	.00%	\$0.00	\$0.00
10GBASE-SR SFP Module, Enterprise-Class	6	\$700.00	58.50%	\$290.50	\$1,743.00
100 Training credit. Expires in 1 yr. Team Captain requiredService Duration: 12 Months	2	\$10,000.00	.00%	\$10,000.00	\$20,000.00
SD-Access Advise and Implement QuickStartService Duration: 12 Months	1	\$86,255.07	.00%	\$86,255.07	\$86,255.07
Cisco Business Critical Services Routing and Switching	1	312,696.90	22%	\$243,903.58	\$243,903.58
Low Voltage cables and Misc parts	1	cost plus 10%		\$17,150.00	\$17,150.00
Product Total					\$1,689,434.34
Service Total :					\$237,963.45
Subscription Total					\$192,194.80
Total Price:					\$2,119,592.59

APPENDIX B: SCOPE OF WORK

Statement of Work

1. Engagement Reference

End Purchaser Trolley SDN Project Upgrade

Engagement Number: eGBS#: 214095-21

AT&T is being contracted to perform the services described herein to End Purchaser.

2. Introduction

AT&T welcomes the opportunity to present this Statement of Work to The End Purchaser. To the extent possible, this document offers a solution specifically tailored to the needs of End Purchaser as AT&T understands them today.

The Scope of this project is to deploy the Equipment in Appendix A based on design developed by Cisco and AT&T. This Statement of Work describes the scope and details the costs to project manage and install the solution.

3. Description of Work

AT&T will provide Project Management, Network Consultant and Field Technician Services to perform the work outlined herein to work with the End Purchaser staff during the duration of the engagement. Throughout the engagement, AT&T will require the assistance of End Purchaser staff members who can provide access to buildings and district personnel. The Consultants will use a collaborative and flexible approach when working with the End Purchaser.

The Consultants will work under the direction of a Single Point of Contact assigned by End Purchaser. Leveraging technical knowledge and industry best practices, the Consultants will implement the SDN solution in accordance with a documented plan that will be co-developed by End Purchaser and AT&T. Throughout the engagement, the End Purchaser staff will receive knowledge transfer from the AT&T and Cisco Consultants. This will help End Purchaser improve its ability to understand and manage the new system during and after the implementation.

Work is divided into the following sections:

- A. Project Management
- B. Design Services
- C. Implementation Services
- D. Acceptance Testing

Cisco Services are limited to the following pre-defined scope:

- Up to Eight (8) Fabric-enabled switches
- One (1) DNA-Center Appliance ("DNA-C")
- One (1) Identity Services Engine ("ISE")
- One (1) Wireless LAN Controller ("WLC")
- Up to Ten (10) Wireless Access Points ("AP")
- Up to two (2) virtual networks
- Up to four (4) IP address pools
- Up to two (2) VNs (enclaves - macro-segmentation)
- Up to two (2) groups/SGTs per VN (micro-segmentation)
- Up to five (5) access control policies per group
- Up to two (2) Wireless LANs / Service Set Identifiers ("SSID"s)
- Support migration of up to fifty (50) users or devices onto the SD-Access fabric. Deployment is to be completed either (1) in a lab environment, or (2) on an End Purchaser network segment with limited and defined connectivity to the rest of the existing production network.

- SD-Access Campus Fabric is to be built in parallel to existing network infrastructure.
- Users will be migrated to new IP subnets (existing IP subnet can be used but entire subnet will be moved to SD-Access fabric)
- User migration does not include changes to existing access lists (ACLs) or firewall (FW) policies
- User migration does not include converting users/devices to use 802.1x authentication
- If the End Purchaser is not providing network services, the End Purchaser will need to provide (or acquire) one (1) Unified Computing System (“UCS”) with vSphere 6 standard licensing onto which Cisco will install virtual machines to provide isolated network services.
- Services support the following target Use Cases:
 - o SD-Access Campus Fabric Automation for Wired and Wireless LAN; Design profiles; Network provisioning (underlay & overlay); Policy administration.
 - o Network Security / Segmentation; Virtual Networks (“VNID”); Security Group Tagging (“SGT”); Policy administration and enforcement.
 - o Host Onboarding; Assign IP pools; Dynamic device authentication (802.1x, MAB); Device static pool assignment.

A. Project Management

In support of the Services for this Project, AT&T shall assign a designated AT&T Project Manager to interface directly with the End Purchaser’s Project Manager.

The AT&T Project Manager’s responsibilities are as follows:

- Serve as the primary interface to the End Purchaser organization.
- Coordinate the site installation priorities and the installation schedules with the End Purchaser Project Manager. Installation dates may vary if network connectivity is being installed and coordinated as part of this Project. End Purchaser and AT&T will mutually agree to the Project timeline.
- Function as the escalation focal point for issues that may arise under this SOW.
- Provide, at the End Purchaser’s written or oral request, status updates as to the progress of the Services provided under this SOW—these updates will be provided via email or telephone conversations.
- Conduct a formal Project kick-off meeting and review the SOW and associated Services. The AT&T Implementation Coordinator will work with the End Purchaser to create a communication plan that identifies both AT&T and End Purchaser resources required for the Project.
- Develop and maintain any contact list, communication plan as well as track and monitor prioritized action items and issues list.
- Process and track Equipment procurement orders as required.
- Coordinate schedules and work with AT&T and End Purchaser personnel to determine readiness of each facility for receipt of Services and/or Equipment.

B. Design Services

Pre-planning Session(s) will be convened with the End Purchaser to discover and share relative information concerning the Project before the work is started. Information discovered during this session will be used during the configuration and testing portions of the Project.

During the Pre-planning Session, AT&T/Cisco and the End Purchaser’s IT staff will review the following items in preparation for the Project:

1. Design & Architecture

AT&T will review the SDN solution and perform the design architecture and migration plan review. The team will perform the following tasks.

- Validate high level design
- Review existing device configurations
- Create implementation test plan
- Implement the Cisco SDN solution and required Cabling

2. On-Site Staging (per Appendix A - Bill of Material)

AT&T will stage all Equipment included in the BOM for the Services provided in this SOW at each specified location as follows:

- Unpack Equipment.
- Verify order.
- Verify configurations per End Purchaser requirements.
- Power on self-test and best practice hardware test.
- Assembly and burn-in of equipment components.
- Equipment configuration. (If the End Purchaser chooses to provide any Equipment configuration, AT&T must receive it at least ten (10) business days prior to agreed-upon Equipment installation date at the End Purchaser Site).

Staging is a network implementation solution provided by AT&T that helps reduce the risk and complexity of deploying multi-site technologies by staging components before implementation.

Staging combines technical expertise, consistent and scalable processes. AT&T Staging includes receiving, assembly, burn-in, hardware testing and RMA of failed components. This service is provided at End Purchaser's on-site secure location.

To help you achieve the goals of on-time, error-free turn-up, staging gives you these features:

- Component audit, assembly, burn-in, and test—prevents faulty equipment from adversely affecting your network
- Documentation and configuration validation—verifies components perform as expected at time of cutover

C. Implementation Services

AT&T will install, configure and test the new equipment at the designated End Purchaser location. Installation will consist of unboxing all units and components, inspecting for shipping damage, and discarding packaging materials in End Purchaser-specified locations. The data equipment will be mounted into the appropriate cabinet or mounting rack by securely bolting to the mounting rails. AT&T assumes that any rack space exists or will be provided by End Purchaser prior to implementation. All interface and hardware option modules will be installed into the unit and necessary power and data cables will be attached.

Power-on self-tests will be performed, and the appropriate software configured. All usable interfaces will be tested for proper operation by connecting to a known operational network connection, and the appropriate logical attachment, ping, or loop tests will be performed. Written documentation of all configuration and software parameters will be recorded and provided to the End Purchaser representative.

Installation services are limited to Appendix A - Bill of Material.

Cisco SDN Solution

- AT&T/Cisco will provide End Purchaser with a prerequisites questionnaire to capture use case and technical data to aid in the design and configuration of the solution.
- AT&T/Cisco will conduct interviews (the number and frequency of such interviews to be at Cisco's discretion) with key members of End Purchaser's organization, and/or a Technology Workshop.
- End Purchaser will provide AT&T/Cisco with input for each technology discipline by: a) participating in the requirements workshop; b) participating in interviews; and/or c) returning the completed prerequisites questionnaire.
- End Purchaser will provide AT&T/Cisco relevant documentation related to the current architectural design(s)

AT&T/Cisco will perform SD-Access installation and configuration for the following components:

- **Identify Services Engine (ISE)** (if not using End Purchaser instance): a) Configure ISE bootstrapping; b) Configure system administrators and accounts; c) Configure certificates; d) Configure ISE deployment; e) Configure network resources; f) Configure users and identity stores; g) Authentication configuration; h) Authorization configuration; i) Guest configuration; j) integrate with up to one (1) Active Directory domain.
- **Identify Services Engine (ISE)** (if using End Purchaser instance): a) Review and verify ISE minimum requirements b) provide notification of identified deficiencies.
- **DNA Center:** a) Set up and install the latest version of DNA- Center/DNA-C on End Purchaser's DNA-C appliance; b) Integrate DNA- Center with ISE instance being leveraged for this infrastructure; c) Discover and inventory the infrastructure as defined in Section 3.3.
- **SD-Access Fabric Provisioning (Underlay):** a) Manual Setup, including: i) DNA Center Discovery, Inventory & Topology App, ii) If not using automated underlay, create and deploy manual underlay templates; b) Automated Setup - DNA Center Design App – Switching Profile.
SD-Access Fabric Provisioning (Overlay): a) Assign devices to site; b) Create Fabric domain(s); c) Add devices to a Fabric domain – i) Set up Control Plane, ii) Set up Border Nodes (internal and/or external).
- **SD-Access Address Pools and Host Onboarding:** a) Assign IP pools (wired and wireless); b) Dynamic device authentication – i) 802.1X, MAB; c) Static device pool assignment.
- **SD-Access Policy Administration:** a) Create Virtual Network(s); b) Group creation and/or import from ISE; c) Group policy definition.
- **SD-Access Fabric Enabled Wireless (FEW):** a) IP Pool assignment for APs and clients; b) Add wireless controller to Fabric; c) Configure campus Fabric for wireless integration; d) Configure up to two (2) wireless SSIDs for Fabric (including Guest SSID); e) Network device configurations; and f) Guest SSID is provided by ISE portal.

AT&T/Cisco will perform the following migration support:

- Validate user profiles for those users/devices to be migrated
- Validate current user/device configurations.
- Plan user/device migration from existing to SD-Access infrastructure.
- Execute physical and software configuration changes to infrastructure and policies to enable migration from existing environment to the SDA fabric.
- Configure WAN access on the SD-Access Border/Control Node to enable migration from existing environment to the SDA fabric.
- Configure up to twenty (20) access policies using DNA Center for SD-Access Policy Administration.
- Test connectivity and access of user profiles.
- Assist in troubleshooting of migrated user connectivity and access.

As-Built documentation

AT&T/Cisco will draft the As-Built Document which includes information necessary to carry out the implementation at the End Purchaser location and to verify basic operation and Ready for Service configuration. "Ready for Service" means that solution is functioning as designed.

AT&T/Cisco will provide the As-Built Document for review and approval specific to End Purchaser's installation. This documentation will be provided in both hard-copy and on electronic media thus allowing End Purchaser to keep the documentation up-to-date.

D. Acceptance Testing

AT&T/Cisco will perform acceptance testing which involves running a suite of tests on the installed system. Each individual test, known as a case, exercises a particular operating condition of the user's environment or feature of the system, and will result in a pass or fail outcome. AT&T/Cisco will perform testing to confirm operation as per the testing described in the As-Built Document and demonstrate Use Case(s) through test execution to key End Purchaser stakeholders and project sponsors.

Once testing is completed and verified it is the End Purchaser's responsibility to provide all maintenance for the component/site.

4. Deliverables

The project will include the following deliverables:

- Solution Requirements Development
- Implementation Execution
- As-Built Document
- Testing Execution
- Migration Support
- Knowledge Transfer

5. Approach

Service Delivery Methodology

AT&T utilizes a Life Cycle Methodology that is highly disciplined in its approach to network consulting - focusing on planning, design, and implementation - that eliminates ineffective problem solving. The AT&T/Cisco Consultants will leverage this methodology as the framework for delivering quality results for End Purchaser on this engagement. The methodology enables AT&T to offer optimum network solutions based on specific End Purchaser business strategies and market opportunities.

The methodology facilitates AT&T Consultants in overcoming the challenges faced by others in this business arena by providing:

- Internal processes and technology expertise required for expedient, professional, and cost-effective delivery of consulting services
- Promoting a level of consistency, quality, and excellence that distinguishes AT&T from all others.

The AT&T life cycle methodology identifies the framework to Plan, Design, and Implement Network Technology solutions in the Enterprise market space.

AT&T will sponsor a "Project Kick-Off" meeting to review this SOW, obtain any information required from End Purchaser but not yet received, and discuss working arrangements not defined in this SOW.

Each party will designate a Single Point of Contact (SPOC) that has the authority to represent such party and has decision-making authority for most matters. All material communications should be conducted through the SPOCs. Such communications should either be in writing or summed up in writing. However, it is recognized that for the sake of efficiency, there will need to be direct communications between AT&T team members and various End Purchaser employees. Any conversation that may have a material outcome on the success of the engagement will need to be documented and sent to the SPOCs.

A project plan will be developed and agreed to early in the engagement. This project plan will highlight key milestones, deliverable dates, responsible party(s) and any predecessor activities. The project plan will be maintained throughout the engagement and progress will be tracked against it.

At the conclusion of the engagement, AT&T/Cisco will provide transfer of information to End Purchaser regarding the deliverables developed.

- Provide one (1) formal knowledge transfer session either On Site or Remote for one (1) Business Day, including informal knowledge transfer throughout the project on topics related to the proposed network design, configuration, and management concerns.
- Provide information to End Purchaser regarding any course prerequisites for all End Purchaser personnel nominated to attend the Knowledge Transfer Session.
- Cisco will determine an appropriate format and delivery method of the Knowledge Transfer Session.
- Agree with End Purchaser on location and commencement date for the Knowledge Transfer Session.
- Conduct an executive presentation to review the final deliverables and discuss next steps.

6. Risks

AT&T has identified the following potential risks in being able to complete this engagement as defined in the deliverables and completion criteria sections. If any of these risks are in danger of occurring, AT&T shall invoke the Escalation Process. If any of these risks do occur, the parties agree to resolve the situation via the Change Order Process. Notwithstanding the foregoing, neither of the parties is bound to use the Change Order Process in the event of a material breach by the other party.

- Product vendor(s) being unable to remedy hardware or software that fails to perform to specification and cannot be remedied in the timeframe required to meet the engagement schedule.
- Product vendor(s) being unable to deliver all necessary hardware and software in the timeframe required to meet the engagement schedule.

7. Assumptions

The assumptions and dependencies below were used by AT&T to scope this engagement based on information provided to it by End Purchaser. If any of these items prove to be invalid, the parties agree to resolve the situation via the Change Order Process. The assumptions and dependencies below were used by AT&T to scope this engagement.

General Assumptions

AT&T's proposal is based upon the following assumptions where they apply. We reserve the right to re-quote or request a change order if there are major deviations from the assumptions listed below.

- End Purchaser will provide adequate parking for AT&T & subcontractors and employees at no such cost to AT&T or its subcontractors.
- End Purchaser is responsible for all costs associated with permits, easements, and/or rights-of-way.
- Pricing is valid through December 24, 2018.
- No PSA or PLA language requirements have been disclosed to AT&T at bid time.
- AT&T typically requires a minimum two (2) week installation lead time after receipt of AT&T **Project Installation Guide (PIG)** network configuration information. Less than two (2) weeks lead time is considered an emergency implementation and will be assessed a premium charge.
- All installations will be performed during Normal Business Hours Monday through Friday, 8:00AM to 5:00PM. Any other part of this project that is performed during non-business hours or weekends at the End Purchaser's request will be billed at AT&T's standard overtime, weekend, or holiday rates.
- All work will be performed over a consecutive timeframe, unless otherwise specified.
- If necessary, AT&T will add to the order via AT&T's standard change order process any network or wiring components required to complete the installation.
- If any equipment supplied by AT&T is found to be defective during the installation, AT&T will replace the equipment at no extra charge and complete the installation as specified.
- Any delays experienced while an AT&T Engineer is on-site due to End Purchaser infrastructure or wide area network provider problems will be billable at AT&T's applicable hourly rate schedule.
- AT&T reserves the right to charge End Purchaser for the full amount of the installation in the event that the End Purchaser cancels or reschedules any installation without 3 days prior written notice. Cancellation or rescheduling with less than 3 days' notice will result in a cancellation charge.
- SD-Access feature configuration is limited to those features necessary to provide the capabilities described above. Configuration of other features or extensions are out of scope.
- End Purchaser will provide adequate downtime to install the equipment.
- AT&T assumes that there will not be any special conditions or restrictions that would affect a productive workday.
- End Purchaser's unions, personnel and vendors will be cooperative and forthcoming with information.
- Prices are valid only for the duration of the initial engagement. Additional services to be priced on an as requested basis.
- This quote is made with the understanding that AT&T will not have to work under any special conditions or restrictions that would affect a productive workday. Any delays that occur will be billable at AT&T's standard, overtime, weekend or holiday rates.
- AT&T will have access to systems, hardware, computer rooms, wiring closets, etc., that are necessary to accomplish the deliverables of this engagement.

- End Purchaser must assign a person as a point of contact representative to work with the AT&T personnel, to answer questions as they arise and to coordinate any End Purchaser resources required for the successful completion of the engagement.
- The project will be implemented on a collaborative basis utilizing both AT&T and End Purchaser resources. The specific tasks, roles and responsibilities will be defined throughout this project. However, the collaborative nature of this engagement must be stressed. This will allow for a more effective knowledge transfer process.
- End Purchaser is responsible for compatibility of all hardware and software to be installed.
- End Purchaser will secure all equipment in a locked room.
- End Purchaser will be responsible for transportation of equipment from central receiving to any remote locations (if applicable).
- End Purchaser is responsible for delivering product to be installed to the immediate installation area on the same floor and for providing clear area for installation.
- End Purchaser is responsible to provide adequate staging area with proper space, power and environmental.
- End Purchaser will be responsible for asset tagging of new equipment prior to installation (if required by End Purchaser or not provided as part of the scope of work by AT&T as noted herein).
- End Purchaser is responsible for troubleshooting of End Purchaser application compatibility issues.

Site Readiness Assumptions

- End Purchaser will receive, inspect, and securely store equipment received onsite where the equipment is to be installed.
- All End Purchaser-provided materials will be on site prior to start of job by AT&T and its subcontractors. If not, the End Purchaser could incur delay charges.
- AT&T assumes that all sites will have adequate power, rack-space, network connectivity and cabling to support the new solution.
- Once the project has started, we assume that all other trades will progress in a timely manner so that AT&T progress will not be impeded.
- AT&T assumes that there is adequate and secure storage space available on the project site for the storage of tools and materials for the duration of the project.
- AT&T requires keys or an escort to gain access to all areas of work from the start to the end of their workday. Keys must be received prior to the day's work and will be returned at the end of each workday.
- It is the End Purchaser's responsibility to provide a secure room for the test and lab equipment.
- Appropriate workspace must be available, including sufficient power, lighting, cooling, and telephone and Internet access.
- The End Purchaser is responsible for all cabling and wiring between MDFs, IDFs and individual data jacks/fiber connections.
- AT&T will be responsible for the Plan, Design, and Implementation phases of the AT&T purchased network components only.

Network Readiness Assumptions

- All communications facilities, (e.g. LAN cabling) locally and between locations that are necessary for this engagement, are either currently available or will be provided by End Purchaser within the agreed upon schedule for this engagement. Unless specifically call out in cabling Scope of Work.
- If the infrastructure changes at any location during the engagement, AT&T will address the network (LAN) via a Change Order.
- AT&T will strive to meet End Purchaser's redundancy requirements within the parameters of equipment and network connections provided.
- Existing DNS and DHCP infrastructure is already installed and configured.
- End Purchaser will be responsible for troubleshooting all network connectivity problems to resolve general and network connectivity issues.

- End Purchaser will supply password information, including but not limited to, system and ISP passwords, required to perform the installation prior to the start of the engagement.

Installation Assumptions

- All existing equipment is in working order and performing as advertised.
- End Purchaser makes available all existing documentation for existing network.
- Rack space is available for all server and network equipment.
- All environmental conditions (e.g. power, air conditioning, rack and floor space) are either currently available or will be provided within the agreed upon schedule for this engagement.
- AT&T will not relocate existing equipment within the rack for installation of new equipment.
- AT&T will not relocate existing equipment between MDF/IDF's.
- End Purchaser will provide the physical plant cabling required between the patch panels and switching equipment except as outlined in cabling scope of work.
- All required hardware, firmware and software (servers, storage devices, operating systems, and software) that are necessary for this engagement are either currently available or will be provided by End Purchaser within the agreed upon schedule for this engagement.
- AT&T will provide verbal overview to End Purchaser's designated systems administrator of basic network hardware unit setup.
- AT&T is not responsible for any loss of End Purchaser's data or network system security

8. Work Specifically Outside of this SOW

The following items are not included in this SOW. If they are so desired, a Change Order can be presented that would address them.

- End Purchaser is responsible for receiving, securing and asset tagging procured equipment (except for the hardware NAS will asset tag as noted herein)
- Equipment will be installed only once. If redeployment is required for any reason during the engagement, a Change Order will be presented outlining the appropriate charges.
- End Purchaser is responsible for disposal of all legacy network equipment. Any equipment removed by AT&T will be left in the wiring closed from which it was removed from service.

9. Completion Criteria

This engagement will be deemed completed when the following items have been accomplished:

- All deliverables specified in this SOW have been submitted or completed.

10. End Purchaser Responsibilities

End Purchaser agrees to provide timely access to all personnel, resources (including all necessary hardware, software, and network access, adequate and secure workspace) and requested information that is deemed necessary by AT&T to ensure that AT&T can fulfill its commitments stated herein. When possible, AT&T will make reasonable efforts to provide lead-time to End Purchaser. Typically, this notification will occur at the weekly status meetings. However, it may be necessary from time to time to have a faster response level.

End Purchaser also specifically agrees to:

- Provide Executive sponsorship within End Purchaser at the executive level. This sponsorship will include notifying appropriate internal and external organizations of this engagement and requesting their full cooperation.
- Assign a SPOC to represent End Purchaser. The SPOC will have decision-making authority for most matters that may arise.
- Ensure that their SPOC be available to meet with AT&T a minimum of once a week for the Status meeting.
- Provide input to and approval of the project plan.

- The End Purchaser SPOC will be responsible to facilitate the scheduling of interviews and information gathering sessions within the End Purchaser organization unless other arrangements are agreed upon by the SPOCs.
- Provide appropriate personnel to assist in identifying users of systems and contact information.
- Provide timely access to staff and personnel to answer questions regarding business or network information.
- Make End Purchaser personnel (network, application and users) available for testing at appropriate points in this engagement.
- The End Purchaser SPOC will be responsible to identify and coordinate with the appropriate individuals within End Purchaser to review draft deliverables. These reviews must be within the agreed upon timeframe in order to maintain the engagement schedule.
- Make appropriate representatives available for the presentation of the final deliverable.
- Inform AT&T of any developments in other projects that might impact this engagement.
- Provide AT&T with any relevant internal or external Service Level Agreements (SLAs) at the Kickoff meeting.
- Complete all preliminary surveys requested by AT&T prior to the start of this engagement and deliver them to AT&T at the Kickoff meeting.
- Provide AT&T with all relevant documentation and information as it pertains to the business requirements and current network infrastructure at the Kickoff meeting.
- Provide all information and materials identified throughout this SOW on time. To the best of End Purchaser's ability, all information will be complete and accurate.
- Provide all test scripts, integration checklists and acceptance criteria as per the engagement schedule.
- The End Purchaser will be responsible for providing all site preparation including:
 - Any cabling not noted in the Site Survey documentation will not be covered by this project except for the cabling purchased from AT&T. Any other cabling requirements are the responsibility of End Purchaser.
 - Installation of all site wiring (power and signal, path and lengths) that is not noted in Survey documentation will not be covered by this project.
 - Installation of necessary power distribution boxes, conduits, groundings, lightning protection, connectors, and associated hardware.
 - Environmental modifications as required for the hardware.
 - Installation and verification of operation for all equipment not supplied by AT&T but required for installation (Servers etc.)
 - Preparing site according to the site preparation guide provided by AT&T.
 - All cable plant, Network Operating System (e.g. Novell, NT, UNIX), network drivers, application software, and testing for systems not supplied by AT&T.
 - Any delays due to the above items are billable at AT&T's hourly rate for Engineer time plus travel and expenses.
 - If the information provided by End Purchaser is incorrect or incomplete, AT&T shall have the right to charge End Purchaser for any increase in costs incurred or time expended by AT&T due to such error or omission.

11. Change Control

Changes to the approved cost, scope or schedule may occur only through the Change Order Process. Delays caused by factors outside of the reasonable control of AT&T will be addressed via the Change Order Process. AT&T understands that End Purchaser must authorize such travel and related expenses prior to expenditure.

[END OF DOCUMENT]



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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

ULTRASONIC RAIL TESTING 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. L1473.0-19 (in substantially the same format as Attachment A) with Herzog Services, Inc. (Herzog), for the provision of ultrasonic rail testing services for three years beginning on January 1, 2019, and ending on December 31, 2021, subject to the MTS General Counsel approving a modified indemnification clause.

Budget Impact

The three-year total shall not exceed \$145,629.12 and will be funded by the San Diego Trolley, Inc. (SDTI) Track Department account 370016-571210.

DISCUSSION:

A prime goal of MTS is to deliver its public transit services in a safe and reliable manner. A significant factor in achieving this goal is to maintain MTS infrastructure in a state of good repair.

For the railroad track system, ultrasonic rail testing is critical to ensure MTS's safe operations as rail defects can lead to derailments. In addition, the Federal Railroad Administration (FRA) requires that MTS conducts a full-system rail test every 12 months. Due to the age of the rail lines, MTS conducts additional tests each year on its Blue, Orange, and Green Lines. On the Blue Line, the test frequency is four times per year at quarterly intervals. This is due to the volume of heavy rail freight carried on the line by the San Diego and Imperial Valley Railroad. The Orange Line and Green Line are tested once per year.



Testing takes place during an approved work window so as not to interfere with revenue service. It is performed on all running rail directly in contact with the train wheels. Portions of the frog and other track work not normally in direct contact with train wheels are tested. MTS maintenance of way personnel accompany the testing contractor on all inspections and take immediate action as defects or concerns are identified. A detailed report is then submitted to MTS showing flaws and defects discovered during the tests and inspections, describing the location, type, size, and recommended corrective action.

On September 10, 2018, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide ultrasonic rail testing on the MTS light rail system as prescribed by FRA standards, plus the additional testing recommended by MTS maintenance of way staff. A single bid from Herzog was received and publicly opened. Herzog's bid price was \$205,531.38.

On October 15, 2018, to ascertain that the solicitation was not restrictive, MTS emailed a survey to all the firms that had downloaded the IFB on PlanetBids, and firms that had previously expressed interest in the project, asking them their reason/s for not proposing. The results indicated that neither the IFB nor MTS's procurement processes played a role in their decision not to respond.

On October 19, 2018, MTS staff met with Herzog to discuss the scope of work and negotiate costs. MTS requested Herzog to review its costs and submit a revised bid.

On November 2, 2018, Herzog submitted a revised bid at \$145,629.12, a savings of \$59,902.26 from the original bid.

MTS has performed a price analysis of the three year costs to ensure the bid price MTS received is fair and reasonable. The cost comparison is summarized below:

Current MTS contract with Nordco (2016 to 2018)	MTS Independent Cost estimate	Herzog Initial Bid	Herzog Final Bid
\$138,039.21	\$140,578.72	\$205,531.38	\$145,629.12

Rail testing services of this kind typically require focused indemnification and allocation of risk contract clauses. While MTS believes its testing program, in addition to its ongoing efforts to maintain the rail line a state of good repair, is robust and at "best practices" levels, no testing program will be able to identify every defect. The testing company will not guarantee the rail is free of defects. Pricing for testing services is reflective of the agency (MTS) bearing ultimate responsibility for track conditions and indemnifying the testing company in the event it is named as a defendant in a liability claim after a derailment or other incident on the track. Today's action would authorize the MTS General Counsel to negotiate and approve a modified indemnification clause recognizing this allocation of risk.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1473.0-19 (in substantially the same format as Attachment A) with Herzog Services, Inc. (Herzog), for the provision of ultrasonic rail testing services for three years beginning on January 1, 2019, and ending on December 31, 2021.

/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 Standard Services Agreement MTS Doc. No. L1473.0-19
B. Price Breakdown

DRAFT

L1473.0-19
CONTRACT NUMBER

**STANDARD SERVICES AGREEMENT
FOR
ULTRASONIC RAIL TESTING SERVICES**

THIS AGREEMENT is entered into this ___ day of _____ 2019, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Herzog Services, Inc. Address: 700 South Riverside

Form of Business: Corporation St. Joseph, MO 64507
(Corporation, partnership, sole proprietor, etc.)

Telephone: 816-364-3000 Email Address: nseiter@herzogservices.com

Authorized person to sign contracts: Troy Elbert President
Name Title

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

Ultrasonic Rail Testing Services as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Conditions Services (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is for three years from 1/1/19 to 12/31/21. Payment terms shall be net thirty (30) days from invoice date. The total cost of this contract shall not exceed be \$145,629.12 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____
By: _____ Office of General Counsel	Signature
	Title: <u>President</u>

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$145,629.12	370016-571210	FY 19 - FY 22

By: _____ 11/10/18
Chief Financial Officer
(___ total pages, each bearing contract number) SA-
SERVICES DATE

MTS BID FORMS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

YEAR ONE – 2019				
Description		Track Miles	Unit Price	Ext. Price
1	Rail Testing (Blue , Orange, Green)	192	\$ 212.43**	\$ 40,786.56**
2	*Option miles of testing system-wide. To be exercised at MTS' sole discretion	32	\$ 212.43**	\$ 6,797.76**
3	Mobilization/transportation cost. Paid once per year	Lump sum per year		\$ 0.00**
Total Amount:				\$ 47,584.32**

YEAR TWO – 2020				
Description		Track Miles	Unit Price	Ext. Price
1	Rail Testing (Blue , Orange, Green)	192	\$ 216.68**	\$ 41,602.56**
2	*Option miles of testing system-wide. To be exercised at MTS' sole discretion	32	\$ 216.68**	\$ 6,933.76**
3	Mobilization/transportation cost. Paid once per year	Lump sum per year		\$ 0.00**
Total Amount:				\$ 48,536.32**

YEAR THREE – 2021				
Description		Track Miles	Unit Price	Ext. Price
1	Rail Testing (Blue , Orange, Green)	192	\$ 221.02**	\$ 42,435.84**
2	*Option miles of testing system-wide. To be exercised at MTS' sole discretion	32	\$ 221.02**	\$ 7,072.64*
3	Mobilization/transportation cost. Paid once per year	Lump sum per year		\$0.00*
Total Amount:				\$ 49,508.48**

Costs must be all-inclusive including but not limited to labor, equipment, supplies etc required to perform all the work described in the scope of services. MTS will not pay additional costs.

**MTS also asks Bidders additional option miles of testing system-wide per year, to their Bid. These options will be exercised at MTS' sole discretion.*

<p>RETURN THIS FORM WITH YOUR BID RETAIN OTHER PAGES FOR YOUR RECORDS</p>
--

MTS BID FORMS (continued)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

GRAND TOTAL		
	YEARS	TOTAL
1	Year One (1) Total:	\$47,584.32**
2	Year Two (2) Total:	\$48,536.32**
3	Year Three (3) Total:	\$49,508.48**
GRAND TOTAL (BASIS FOR AWARD)		\$ 145,629.12**

Bidder accepts responsibility for accuracy and presentation of the above numbers.

The quantities displayed on the bid form are for bidding purposes only. They represent what MTS anticipates, but are not guaranteed. The actual quantities may be more or less than anticipated, and are dictated by MTS's actual needs and available funding.

All bidders must complete the bid forms as provided. Failure to do so may deem the bid non-responsive.

** All pricing are estimates based on given work windows and historical production test speeds. Pricing will be subject to additional days as needed to complete the project at the rates specified in Exhibit A referenced and incorporated herein.

EXHIBIT A
ADDITIONAL WORK

2019 RATES			
Service	Rate	Unit	Description
Testing - Lump Sum	\$47,584.32	Lump	Ultrasonic testing annual lump sum based on utilization chart above.
Testing – Per Day	\$ 3,100.73	Day	Applicable to each eight (8) hour day of Rail Testing services for additional days as necessary per testing session
Testing - Overtime Rate	\$ 387.59	Hour	Applicable to each hour exceeding eight (8) hours per test day.
Mobilization – Per Day	\$ 2,847.08	Day	Applicable to each day of travel to and from the project site for additional days as necessary per testing session.
Stand-by Rate	\$ 3,100.73	Day	Applicable to stand-by days and weather days (no fault of contractor).

2020 RATES			
Service	Rate	Unit	Description
Testing - Lump Sum	\$48,536.32	Lump	Ultrasonic testing annual lump sum based on utilization chart above.
Testing – Per Day	\$ 3,162.75	Day	Applicable to each eight (8) hour day of Rail Testing services for additional days as necessary per testing session
Testing - Overtime Rate	\$ 395.35	Hour	Applicable to each hour exceeding eight (8) hours per test day.
Mobilization – Per Day	\$ 2,904.08	Day	Applicable to each day of travel to and from the project site for additional days as necessary per testing session.
Stand-by Rate	\$ 3,162.75	Day	Applicable to stand-by days and weather days (no fault of contractor).

2021 RATES			
Service	Rate	Unit	Description
Testing- Lump Sum	\$49,508.48	Lump	Ultrasonic testing annual lump sum based on utilization chart above.
Testing – Per Day	\$ 3,226.01	Day	Applicable to each eight (8) hour day of Rail Testing services for additional days as necessary per testing session
Testing - Overtime Rate	\$ 403.26	Hour	Applicable to each hour exceeding eight (8) hours per test day.
Mobilization – Per Day	\$ 2,962.17	Day	Applicable to each day of travel to and from the project site for additional days as necessary per testing session.
Stand-by Rate	\$ 3,226.01	Day	Applicable to stand-by days and weather days (no fault of contractor).



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Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

THE ARC OF SAN DIEGO INTERIOR BUS CLEANING – SOLE SOURCE CONTRACT
AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) Execute MTS Doc. No. B0693.0-19 (in substantially the same format as Attachment A) with the ARC of San Diego (“ARC”) for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses for a five (5) year base period with two (2) 1-year options for a total of seven (7) years; and
- 2) Exercise each option year at the CEO’s discretion.

Budget Impact

The total amount would not exceed \$2,917,242.40 (\$1,993,403.36 for the base period plus \$923,839.04 for the option period). The MTS Bus Maintenance operating budget funds this service annually under 311014-536150. MTS receives federal funds for preventative maintenance in the form of a grant, which is budgeted with 80% federal funds and 20% local funds of the total amount.

DISCUSSION:

ARC is a private, not-for-profit organization providing services for people with disabilities to promote personal, social, and economic independence. In 2005, the MTS Board of Directors awarded a one-year contract to ARC to deep clean SDTC buses on a trial basis. At that time, staff worked in conjunction with the International Brotherhood of Electrical Workers (IBEW) 465 union and signed an agreement to allow ARC members



to perform this work. This agreement made ARC workers honorary union members, which allowed them to perform this work without participating in the collective bargaining process. In 2013, a second long term contract was awarded to ARC which expires on March 31, 2019.

ARC's performance during the current contract term has been exceptional, and the costs have remained fair and reasonable. In addition, the socioeconomic benefit of a contract with ARC provides a win-win situation for both MTS and ARC. Due to the ongoing agreement between IBEW, ARC and MTS, staff has determined that another sole source agreement should be awarded to ARC to continue the service they are providing. ARC has demonstrated that its personnel provide services at a consistently high level and staff would like to renew the contract to continue receiving the services.

Based on staff's cost analysis, contracting this work to ARC will provide MTS an estimated annual savings of \$245,000.00 as compared to performing this service in-house.

Therefore, staff is requesting that the MTS Board of Directors authorize the CEO to (1) execute MTS Doc. No. B0693.0-19 (in substantially the same format as Attachment A) with ARC for deep cleaning the interiors of SDTC buses for five (5) year base period and two (2) one-year options (for a total of 7 years); and (2) exercise each option year at the CEO's discretion.

/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. B0693.0-19

DRAFT
 STANDARD SERVICES AGREEMENT B0693.0-19
 CONTRACT NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2019, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: The Arc of San Diego ("Arc") Address: 3030 Market Street
 Form of Business: Not-for-Profit Organization San Diego, CA 92101
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 619-685-1175 Email: ASalis@arc-sd.com
 Authorized person to sign contracts: Anthony De Salis Chief Operations Officer
Name Title

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

Provide deep cleaning and detailing of the interior of buses for MTS Bus Division [also known as San Diego Transit Corporation (SDTC)] as set forth in the MTS Scope of Work (attached as Exhibit A), in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit B), Federal Requirements (attached as Exhibit C), and Arc's Proposal (attached as Exhibit D).

This contract is for up to a seven (7) year period (5-year base with two 1-year options (exercisable at MTS's sole discretion). The Base period shall be effective from April 1, 2019 through March 31, 2024. Option Years shall be effective from April 1, 2024 through March 31, 2026.

The total contract cost shall not exceed \$1,993,403.36 for the Base period and \$923,839.04 for the option years (if exercised) for a grand total of \$2,917,242.40 without written approval from MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ <div style="text-align: center;">Chief Executive Officer</div>	Firm: _____
Approved as to form:	By: _____ <div style="text-align: center;">Signature</div>
By: _____ <div style="text-align: center;">Office of General Counsel</div>	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$1,993,403.36 - Base		
\$ 923,839.04 - Options		
\$2,917,242.40 - Total	311014-536150	19-26

By: _____ Date _____
 Chief Financial Officer



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Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

MTS TRANSIT SERVICE FIXED-ROUTE AND BUS RAPID TRANSIT (BRT)
AGREEMENT – CONTRACT AMENDMENT (BILL SPRAUL AND LARRY MARINESI)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. B0614.1-14 (in substantially the same format as Attachment A) to amend the contract rates with Transdev Services, Inc. (Transdev). The amendment, as a result of mandatory minimum wage legislation, would authorize contractual rate modifications resulting in \$9,509,895 in additional expenses (of which approximately \$1.0 million is funded by San Diego Association of Governments (SANDAG) TransNet funding). The net impact to MTS is approximately \$8.5 million. No additional contract authority is required due to overall reduced miles as compared to the original contract.

Executive Committee Recommendation

At its meeting on December 6, 2018, the Executive Committee voted 4 to 0 (Board members Cole, Gomez, Rios and Roberts in favor, with Arambula and McWhirter absent) to recommend that the Board approve the staff recommendation.

Budget Impact

This amendment would increase overall expenses by \$9,509,895 (as detailed in the table below) over the next thirty (30) months ending June 30, 2021. Due to the delay in BRT implementation and the projected number of BRT miles expected, as well as a reduction in the base term's originally projected regular service miles, the contract limit previously authorized at \$735,424,815 (\$336,905,360 for the base term) is sufficient to include these increases during the base term of the contract. Funding for the current year is included in the MTS Contracted Services Fiscal Year (FY) 2019 operating budget, and funding for future years will be included in the MTS Contracted Services operating budget for each respective fiscal year.



DISCUSSION:

In line with public transit industry best practices, and to sustain long-term operating efficiency and reduce long-term operating costs, MTS engages with a third party contractor, Transdev Services, Inc. (Transdev), to operate certain segments of its public transit operations. Included in those segments are the South Bay and Central San Diego Service, the East County Fixed Route and Rural Lifeline Service, the Commuter Express Service and the Bus Rapid Transit (BRT) Service. In addition, Transdev provides facility and vehicle maintenance services for both the South Bay and East County Bus Maintenance Facilities, which it exclusively operates.

On January 22, 2015, the MTS Board of Directors approved MTS Doc. No. B0614.0-14 with Transdev to provide fixed-route and BRT services for six (6) base years from July 1, 2015 to June 30, 2021 (with a base contract value of \$336,905,360), with an option to extend for six (6) years, from July 1, 2021 to June 30, 2027, for a total contract value of \$735,434,815.00. The originally contracted hourly rates considered the California minimum wage rate of \$10.00 per hour in effect at that time.

In April 2016, the California State Legislature passed the California \$15.00 Minimum Wage Initiative raising California's minimum wage over time as follows:

For any employer who employs 26 or more employees, the minimum wage shall be as follows:

- (A) From January 1, 2017, to December 31, 2017, inclusive, - \$10.50 per hour.
- (B) From January 1, 2018, to December 31, 2018, inclusive, - \$11.00 per hour.
- (C) From January 1, 2019, to December 31, 2019, inclusive, - \$12.00 per hour.
- (D) From January 1, 2020, to December 31, 2020, inclusive, - \$13.00 per hour.
- (E) From January 1, 2021, to December 31, 2021, inclusive, - \$14.00 per hour.
- (F) From January 1, 2022, to December 31, 2022, inclusive, - \$15.00 per hour.

On June 7, 2016, the voters of the City of San Diego approved Proposition I: San Diego Minimum Wage Increase, which raised the local minimum wage from \$10.00 per hour to \$10.50 per hour effective July 11, 2016. In addition, Proposition I also approved five days of sick leave per year for every covered employee. The chart below illustrates the City of San Diego's minimum wage rates:

\$10.50 per hour on July 11, 2016

\$11.50 per hour on January 1, 2017

\$11.50 per hour on January 1, 2018

*Wage attached to inflation beginning on January 1, 2019

When there is a conflict in regulations, an employer must follow the ordinance that benefits employees the most.

With the significant changes in minimum wage rates, Transdev worked closely with the Teamsters Union Local 683 and Amalgamated Transit Union Local 1309 and agreed upon Collective Bargaining Agreements (CBA's) that implemented a new wage progression. These new wage rates incorporated the new mandatory minimum wage legislation and ratable impacts on all progression steps to maintain Transdev's wage progressions.

Recently, Transdev has requested contract negotiations as it relates to the impacts of this legislation on the remaining term of the base contract. Transdev also notified MTS that exercising the contract's six option years beginning in July 2021 was not financially possible due to the continued, compounding effect of the minimum wage changes from the original contract. Through an analysis of the CBA's, the current distribution of employees throughout the progression tables, the revised mileage as compared to the original contract, and with an effective date of January 1, 2019, MTS and Transdev have agreed upon an impact of \$9.5 million as a result of this legislation. The blended fixed-route and BRT rates of the base contract and total fiscal impacts are as follows:

	FY19	FY20	FY21	Total
Original Blended Rate	\$ 5.1674	\$ 5.2152	\$ 5.2527	
New Blended Rate *	\$ 5.5384	\$ 5.5255	\$ 5.6672	

*Effective January 1, 2019 through June 30, 2021

Therefore, staff recommends that the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. B0614.1-14 (in substantially the same format as Attachment A) to amend the contract with Transdev Services, Inc. (Transdev). The amendment, as a result of mandatory minimum wage legislation, would authorize contractual rate modifications resulting in \$9,509,895 in additional expenses (of which approximately \$1.0 million is funded by San Diego Association of Governments (SANDAG) TransNet funding). The net impact to MTS is approximately \$8.5 million. No additional contract authority is required due to overall reduced miles as compared to the original contract.

/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. B0614.1-14

December 13, 2018

MTS Doc. No. B0614.1-14

Transdev Services, Inc.
Michael C. Murray, President and COO
720 E. Butterfield Rd. Suite 300
Lombard, IL 60148

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0614.0-14 FIXED ROUTE AND BRT SERVICES

Mr. Murray:

This shall serve as Amendment No. 1 to our agreement for the Fixed Route and BRT Services as further described below.

SCOPE

This amendment is to authorize contractual rate changes (as shown below) and is a result of the mandatory minimum wage legislation, which will be applicable for the remainder of the base years.

	FY19	FY20	FY21
Original Blended Rate	\$5.1674	\$5.2152	\$5.2527
New Blended Rate*	\$5.5384	\$5.5255	\$5.6672

* This change shall be effective January 1, 2019 through June 30, 2021.

Transdev shall continue to provide Fixed Route and BRT Services, in accordance with the terms and conditions of the original agreement, MTS Doc. No. B0614.0-14.

SCHEDULE

There shall be no change to the contract term.

PAYMENT

This contract amendment authorizes additional costs not-to-exceed \$9,509,895 for the remainder of the base period.

As a result of this Amendment, the total value of this contract shall be in the amount of \$346,415,255 (\$336,905,360 for the base term plus \$9,509,895 for Amendment No. 1). This amount shall not be exceeded without prior written approval from MTS.

Transdev Services, Inc.
Michael Murray, President and COO
December 13, 2018
Page Two

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 Murray, Transdev Services, Inc.
President and COO

Date: _____

DEC2018.B0614.1-14.TRANSDEV.doc

Cc: B. Spraul, L. Marinesi, M. Thompson, M. Daney, S. Elmer, C. Aquino, A. Monreal, K. Teon

DRAFT



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Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

ACCOUNT BASED FARE COLLECTION SYSTEM – CONTRACT AWARD (SHARON COONEY AND ISRAEL MALDONADO)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2091.0-18, (in substantially the same format as Attachment A) with INIT Innovations in Transportation, Inc., (INIT) to provide an Account Based Fare Collection System, and operations, maintenance and hosting services for ten (10) years.

Executive Committee Recommendation

At its meeting on December 6, 2018, the Executive Committee voted 4 to 0 (Board members Cole, Gomez, Rios and Roberts in favor, with Arambula and McWhirter absent) to recommend that the Board approve the staff recommendation.

Budget Impact

The capital component of this project is funded by Capital Improvement Program (CIP) account # 1009004902 - Fare System Upgrades. Operations, maintenance and hosting services will be funded annually in the Fare Collection Department operating account 532010-571250. In addition, SANDAG will be paying a portion of the equipment, back office and parking solution as it relates to the deployment of this solution to the MidCoast corridor.

The total base contract cost is \$34,159,663.96. The options total, if exercised, shall not exceed \$3,508,063.61, for an overall project total not to exceed \$37,667,727.57. Costs are detailed in Attachment B.



DISCUSSION:

Need for the Project

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 2003.

Technology has a limited lifespan and MTS's current fare collection system is coming to the end of its useful life. The hardware is past its useful life, and the software is old and in constant need of upgrades to operate.

In addition, as the system ages, the need for cyber security required for electronic payments has increased. The Payment Card Industry Data Security Standard (PCI-DSS) introduced stricter security controls around cardholder data to curtail credit card fraud. Although not enforced by any legal regulation, MTS is exposed to increased banking fees if not in compliance. Without significant upgrades to the current legacy payment environment, MTS would not be able to achieve compliance.

Finally, overall customer expectations for functionality of the fare system have shifted as technological advances have occurred in other areas of their lives. The advent and proliferation of smart phones, apps, and the myriad of other technologies introduced since the Compass Card system was purchased presents an opportunity for MTS to upgrade the customer experience and make transit easier to use and a more attractive transportation alternative.

Procurement Process

Due to the significance of fare collection to the overall transit system and customers, and to increase the probability of successful modernization, MTS developed a rigorous procurement process.

In 2014, MTS began to research next generation fare collection (NextGen) utilized by other transit systems as well as current and potential future transformative technologies. A working group was created with key staff from all MTS levels and departments to identify broad fare system goals.

In 2016, as a result of a competitive solicitation process, MTS retained the services of CH2M for NextGen consulting services. CH2M was tasked with collection of industry information, specification development, and assistance during the procurement process. CH2M will also provide assistance during the implementation phase.

MTS and CH2M hosted peer agency workshops with transit agencies from Portland, Dallas, Seattle, Chicago, Philadelphia, Minneapolis, Toronto, Washington Metro and New York. These transit systems are at various stages of fare system development. This benchmarking was instrumental to the development of a whitepaper that served as the first official documentation of broad project goals.

This step in the process narrowed down the preferred NextGen fare system to an account-based fare system. Transactions in an account-based system occur in the back office accounts of the customers in real-time, allowing the customer greater flexibility in how they purchase and manage fares. Staff further refined the NextGen system requirements in a Concept of Operations (Con Ops) document which was presented to the Board in July 2017. The Con Ops is a comprehensive document that specifies each element of the entire fare collection system and the functional requirements of each component.

In October 2017, to gain general feedback from the fare collection industry regarding the Con Ops, MTS issued a Request for Information (RFI). MTS received important feedback from eleven different firms. The input confirmed the MTS strategy to seek an account-based system that has minimal integration, a simplified fare policy, and includes mobile ticketing and hardware within the core procurement.

The Con Ops identified the procurement approach as a two-step strategy. The first step would allow MTS to pre-screen proposers through a Request for Qualifications (RFQ). This would ensure that only qualified firms with prior account-based experience would advance to the Request for Proposals (RFP) phase.

In November 2017, MTS issued an RFQ to interested proposers. On January 12, 2018, MTS received qualification packages from the following proposers:

1. Conduent Transport Solutions, Inc.
2. Cubic Transportation Systems, Inc.
3. INIT Innovations in Transportation, Inc.
4. Moovel
5. NTT Data
6. Parkeon S.A.S.
7. Scheidt & Bachman USA, Inc.
8. Vix Technology USA, Inc.

Qualification packages were evaluated on essential requirements including business history, organizational performance and project experience to ensure that only qualified proposers were selected to submit proposals. On January 31, 2018, MTS prequalified seven proposers.

During the RFQ process, staff and the consultants prepared project specifications and a refined Independent Cost Estimate (ICE), and on March 16, 2018, the RFP was issued.

Proposals were received from the following firms:

1. Conduent Transport Solutions, Inc.
2. Cubic Transportation Systems, Inc.
3. INIT Innovations in Transportation, Inc.
4. Scheidt & Bachman USA, Inc.

All proposals were deemed responsive and responsible. A selection committee consisting of representatives from MTS Administration, Planning, Information Technology, Marketing, Finance, San Diego Trolley Inc., and San Diego Transit Corporation evaluated the proposals based on the following criteria:

Proposer

Qualifications		Points	Share of Total
1	Firm Qualifications and Related Experience	10	20%
2	Staffing, Organization, and Management Plan	10	
Technical Solution/Work Plan			
1	Concept and Design	5	45%
2	Open Architecture Approach	5	
3	Schedule & Project Management Plan	5	
4	Technical Requirements Compliance Matrix	20	
5	Key Performance Indicators	10	
6	Client Site Visits will be used to rescore Technical if necessary		
Cost			
1	Capital cost	20	35%
2	Operating/Maintenance cost	15	
Total Score		100	100%

In addition to the evaluation criteria listed above, each proposal was also assessed on risk profile. Risk profile represents the reviewers' assessment of the risk that the project can be delivered as specified, and that it can be delivered at the cost being proposed. Proposers are evaluated on their perceived ability to complete the project on time, on budget, and deliver the product that aligns with the scope of work outlined in the RFP.

On June 28, 2018, the selection committee evaluated the initial written proposals and scored as shown below:

Initial proposals scores					
Proposer name	Total technical	Capital cost	Operations & maintenance cost	Overall total	Ranking
Max points	65%	20%	15%	100%	
Conduent	35.57	19.33	15.00	69.90	1
Init	47.57	18.38	2.98	68.93	2
Cubic	32.00	13.85	1.79	47.64	3
Scheidt & Bachman	19.71	20.00	2.37	42.08	4

All costs are shown in Attachment B.

After the initial evaluations, the evaluation panel determined it would be in MTS's best interest to request technical and cost clarifications from all four proposers. Clarifications were received on July 16, 2018. On July 23, 2018, the selection committee scored the clarifications as follows:

Clarification scores					
Proposer name	Total technical	Capital cost	Operations & maintenance cost	Overall total	Ranking
Max points	65%	20%	15%	100%	
Conduent	34.57	19.33	15.00	68.90	1
Init	47.29	18.38	2.98	68.65	2
Cubic	32.43	13.85	1.79	48.07	3
Scheidt & Bachman	20.29	20.00	2.37	42.66	4

The panel determined to interview the top three ranked proposers, Conduent, INIT and Cubic. Interviews were held on August 2 and 3, 2018, at which time proposers were asked to perform demonstrations by logging into their systems, discuss cost breakdown and address pending technical issues.

Following the interviews, MTS requested the proposers to provide a short list of agencies located in North America that best resembled MTS's specifications. MTS then picked an agency from each of the proposers' list and performed site visits as follows:

1. August 13, 2018: Site visit at TriMet in Portland (Proposer: INIT)
2. August 15, 2018: Site visit at Translink in Vancouver (Proposer: Cubic)
3. August 23, 2018: Site visit at SEPTA in Philadelphia (Proposer: Conduent)

Site visits provided the selection committee the greatest insight into the relative maturity of each fare-collection platform. Rather than evaluate the efficacy of a system based on a written proposal, the selection team was able to have a hands-on test of each system. It also allowed the selection committee to have informal discussions with the people within the transit agencies who were responsible for project management. This provided input on the pros and cons of working with each firm and the technical capabilities or deficiencies of the systems.

On August 28, 2018, MTS requested revised proposals from the vendors, and the proposals were rescored based on what was learned in the interviews and site visits on September 13, 2018 as follows:

Revised proposals (# 1), Interviews, Site visit scores					
Proposer name	Total technical	Capital cost	Operations & maintenance cost	Overall total	Ranking
Max points	65%	20%	15%	100%	
Conduent	38.43	20.00	15.00	73.43	1
Init	48.71	19.80	3.10	71.61	2
Cubic	35.71	14.14	1.82	51.67	3

Significant technical and cost questions remained after the site visits and interviews, and the selection committee determined that it was in MTS's best interest to request revised proposals to address the pending issues. On September 24, 2018, MTS requested revised proposals (#2) which were received and scored on October 10, 2018 as follows:

Revised proposals (#2) scores					
Proposer name	Total technical	Capital cost	Operations & maintenance cost	Overall total	Ranking
Max points	65%	20%	15%	100%	
Conduent	37.57	20.00	15.00	72.57	1
Init	49.57	19.80	3.10	72.47	2
Cubic	35.71	14.14	1.82	51.67	3

It is important to note that although Conduent received the highest overall score by one-tenth of a point, staff determined that the Conduent proposal presented an unacceptably high risk. First, reviewers determined there were fundamental deficiencies in the technical solution being proposed by Conduent, and that the product being proposed was not yet market ready. Second, reviewers concluded that the long-term viability of a significantly low market price for ongoing operations and maintenance services elevated risk to MTS in terms of responsiveness to agency needs over the next ten years. Conduent proposed an operations and maintenance cost significantly lower than the ICE and the other proposers. (See cost comparison in Attachment B. Conduent's total operations and maintenance cost proposal for the 10 year life of the contract was \$2.6 million, versus \$12.8 million for INIT, and \$21.8 million for Cubic.) Conduent's proposal was also not in line with the cost of other similar software operations and maintenance contracts that MTS has executed. Therefore, due to the high risk profile and technical deficiencies of the Conduent proposal, staff determined that INIT's superior technical proposal, competitive price (as compared to the ICE) and low risk provided the overall best value proposal and invited them for negotiations on November 2, 2018.

Shortly after negotiations, MTS requested a Best and Final Offer (BAFO), which was received on November 14, 2018. A subsequent revised BAFO was received on November 21, 2018.

The table below shows INIT's cost summary. Cost details are shown in Attachment C.

	Revised BAFO costs
Capital Costs Subtotal	23,225,418.02
Operating Costs Subtotal	11,004,315.94
Exceptions, Deviations & Alternatives	(70,070.00)
TOTAL Base Contract	34,159,663.96
Total Options	3,508,063.61
Overall Total Contract (Base + Options)	37,667,727.57

Recommendation: Award to INIT

INIT's proposal was determined to offer the best value based on its superior technical proposal and competitive operations and maintenance costs. MTS staff was able to use most of the technical payment features of INIT's proposed fare system in a live environment during the site visit in Portland, since the same system has already been deployed and is performing well for transit customers. The fact that INIT's proposed solution is already in use contributed to its being rated a low risk by the reviewers.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2091.0-18, (in substantially the same format as Attachment A) with INIT to provide an Account Based Fare Collection System, and operations, maintenance and hosting services for ten (10) years.

/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. G2091.0-18
B. Cost Details
C. INIT Price Proposal BAFO

DRAFT

STANDARD SERVICES AGREEMENT

G2091.0-18
CONTRACT NUMBER

ACCOUNT BASED FARE COLLECTION SYSTEM

THIS AGREEMENT is entered into this ___ day of _____ 2018, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: INIT Innovations in Transportation, Inc., Address: 424 Network Station

Form of Business: Corporation Chesapeake, Virginia 23320

(Corporation, partnership, sole proprietor, etc.)

Telephone: (757) 413-9100 Email Address: swalsh@initusa.com

Authorized person to sign contracts: Scott Walsh Senior Director, Business Development
Name Title

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

Account Based Fare Collection System Project as specified in the Scope of Work (attached as Exhibit A), Cost Proposal Form (attached as Exhibit B), and in accordance with the Standard Conditions (attached as Exhibit C) and Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is for ten (10) years. Payment terms shall be net 30 days from invoice date. The base project total shall not exceed \$34,159,663.96; options, if exercised shall not exceed \$3,508,063.61, for a total not to exceed \$37,667,727.57 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____
By: _____ Office of General Counsel	Signature
	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$37,667,727.57	VARIOUS	FY 19-29

By: _____ Chief Financial Officer Date _____

(___ total pages, each bearing contract number)

SA-SERVICES REVISED (2/22/2017)
DATE

Attachment B

ACCOUNT BASED FARE COLLECTION SYSTEM
G2091.0-18

	CONDUENT			CUBIC			INIT			Scheidt & Bachman		
	Initial	Revised # 1	Revised # 2	Initial	Revised # 1	Revised # 2	Initial	Revised # 1	Revised # 2	Initial	Revised # 1	Revised # 2
Capital costs subtotal	23,055,498.34	23,055,498.34	23,055,498.34	32,186,847.00	32,611,121.00	32,611,121.00	24,251,358.32	23,289,920.02	23,289,920.02	22,286,250.00	N/A	
Operating costs subtotal	2,647,173.53	2,647,173.53	2,647,173.53	22,210,693.64	21,786,419.64	21,786,419.64	13,333,807.71	12,816,130.43	12,816,130.43	16,736,016.64		
Exceptions, deviations & alternatives	0.00	-158,942.20	-158,942.20	-5,608,452.00	-6,808,404.36	-7,908,404.36	-70,070.00	0.00	-113,153.94	0.00		
Total base contract	25,702,671.87	25,543,729.67	25,543,729.67	48,789,088.64	47,589,136.28	46,489,136.28	37,515,096.03	36,106,050.45	35,992,896.51	39,022,266.64		
Total options	3,023,704.66	3,023,704.66	3,023,704.66	9,487,431.00	9,487,431.00	9,487,431.00	3,507,990.60	3,508,063.61	3,508,063.61	9,156,340.00		
Overall Total Including Options	28,726,376.53	28,567,434.33	28,567,434.33	58,276,519.64	57,076,567.28	55,976,567.28	41,023,086.63	39,614,114.06	39,500,960.12	48,178,606.64		

	INIT	
	BAFO	Revised BAFO
Capital costs subtotal	23,289,920.02	23,225,418.02
Operating costs subtotal	11,886,408.13	11,004,315.94
Exceptions, deviations & alternatives	-602,000.75	-70,070.00
Total base contract	34,574,327.40	34,159,663.96
Total options	3,508,063.61	3,508,063.61
Overall Total Including Options	38,082,391.01	37,667,727.57

INIT cost proposal summary		
	Overall total	Changes from initial proposal
Initial proposal	41,023,086.63	0.00
Revised proposal # 1	39,614,114.06	-1,408,972.57
Revised proposal # 2	39,500,960.12	-1,522,126.51
BAFO	38,082,391.01	-2,940,695.62
Revised BAFO	37,667,727.57	-3,355,359.06

The MTS Independent Cost Estimate is \$27M (low) to \$44M (high).

Price Proposal Summary Form

Price Sheet	Amount
Capital Costs	
Section 1.0 Program and Contract Management	\$ 1,803,996.54
Section 2.0 System Software and Design	\$ 3,516,293.72
Section 3.0 Equipment and Spares	\$ 15,491,012.72
Section 4.0 Testing	\$ 679,845.15
Section 5.0 Installation	\$ 1,549,938.20
Section 6.0 Training & Manuals	\$ 184,331.69
Capital Costs Subtotal	\$ 23,225,418.02
Operating Costs	
Sections 7.0 - 9.0 Operations and Maintenance Agreement	\$ 8,374,419.69
Section 10.0 System Hosting	\$ 2,629,896.25
Operating Costs Subtotal	\$ 11,004,315.94
Exceptions, Deviations & Alternatives	
Section 15.0	\$ (70,070.00)
Proposal Price	
Capital Costs	\$ 23,225,418.02
Operating Costs	\$ 11,004,315.94
Exceptions, Deviations & Alternatives	\$ (70,070.00)
TOTAL	\$ 34,159,663.96
Options	
11.01 Software Escrow	\$ 42,020.00
11.02 Bill Recirculator	\$ 121,025.00
11.03 Cellular Modem	\$ 64,620.00
11.04 - 11.08 Mobile Ticketing	\$ 1,534,452.60
11.09 Farebox Simplification	\$ 1,643,078.00
11.10 - 11.11 Parking	\$ 102,868.01
Total Options	\$ 3,508,063.61



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Agenda Item No. 32

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

SUPPORT FOR REGIONAL COMPREHENSIVE FARE ORDINANCE CHANGES
(SHARON COONEY AND ISRAEL MALDONADO)

RECOMMENDATION:

That the Board of Directors recommend that SANDAG adopt the Regional Comprehensive Fare Ordinance revisions generated by the Fare Study (as described in Attachment B).

Budget Impact

None with this action. However, the Fare Study analysis estimates an annual passenger revenue increase of \$ 4,300,000 if the proposed changes are approved by SANDAG.

DISCUSSION:

The San Diego Association of Governments (SANDAG) is responsible for establishing the Regional Comprehensive Fare Ordinance, and as part of this responsibility periodically performs a Regional Transit Fare Structure Study (Fare Study) in conjunction with the transit operators. The last Fare Study was completed in 2009. The transit operators and SANDAG determined that a new Fare Study should be completed. Several factors lead to this decision:

- **Audit recommendation.** The FY13-FY15 Triennial Performance Audit as required by the Transportation Development Act recommended a Fare Study be conducted for the San Diego region.
- **Next Generation Fare Collection System Project.** MTS has initiated the procurement of a new fare collection system. As part of this process, in 2016 MTS held peer agency fare system workshops. Multiple agencies advised that a simplified fare policy would lead to lessened capital costs by reducing the



complexity of software configurations. The simplification of business rules will have a significant positive impact on the scope, schedule, and budget for the development of the new fare system. A new system could also be configured to allow the transit operators to implement new functionalities such as fare capping for their customers, and the fare study provides estimates of the impacts that these functionalities would have on ridership and revenue.

- **Simplification and customer ease of use.** Staff determined the need for a fare structure that is easier for the customer to understand and use. Several recommendations for simplification in the 2009 Fare Study were not adopted, and new ideas for simplification have since been identified. The fare study's primary goal is to simplify what is currently a very complex fare structure.
- **Board direction.** Several times the Board has indicated the need to revisit passenger fares. When faced with funding crises during the recession, the agency asked SANDAG to consider changing the TransNet requirements related to the discounted Senior and Disabled pass, requests that were never implemented. More recently, the Budget Development Committee asked staff to study potential ways to increase passenger revenue to offset operating budget deficits.
- **North County Transit District (NCTD) Board direction.** The NCTD Board directed staff to seek an increase in Coaster fares, and has similar interest in fare simplification and increasing fare revenue to offset budget deficits.

SANDAG, NCTD and MTS staffs worked together to define the goals for the Fare Study. The primary goal of the study is simplification of the fare structure, with caveats that the revised fare structure must be designed to be revenue neutral or revenue positive, and must facilitate fare adjustments in the future. Several different ideas with respect to different fare types were identified for analysis by SANDAG's consultant. Once separate components were modeled, the project team narrowed the proposals to several alternative packages that were analyzed for their impact on ridership and revenue. These different packages were presented to the Board for feedback in March 2018. Since then, staffs worked to consolidate the various packages into one catalog for the San Diego region. MTS staff presented the catalog to the Board in September 2018. The Board requested additional outreach in advance of the official public meetings and advised staff to inform the public of a possible increase to the Regional Day Pass from \$5 to \$6. A summary of the results of the outreach are included in Attachment A.

As a result of the outreach and public comments, some alterations were made to the proposed fare changes. The proposed changes to the Regional Comprehensive Fare Ordinance are contained in Attachment B.

Next Steps

SANDAG must adopt changes to the Regional Comprehensive Fare Ordinance. After consideration of public input and completion of Title VI and Environmental Justice analyses, a final recommendation for changes to the Ordinance would receive two public hearings at the SANDAG Board prior to final adoption (See Tentative Schedule in Table below). Two of the proposed changes, raising the senior qualifying age from 60 to 65 and raising the senior and disabled pass to more than 25% of the regional adult monthly pass, will also require a TransNet Ordinance change. Prior to enforcement by MTS, the

changes would need to be incorporated into Ordinance 4, An Ordinance Establishing a Metropolitan Transit System Fare Pricing Schedule, through formal adoption by the MTS Board.

Additional fare changes are anticipated to be adopted in time for the introduction of a new fare collection system in 2021. These changes will increase payment flexibility for customers based on the new functionalities of the Next Generation fare collection system.

Fare Ordinance Amendment Schedule

NCTD Board	Thursday, September 20, 2018
MTS Board	Thursday, September 20, 2018
Advertise Public Meetings (Take Ones, Rider Alerts, etc.)	Friday, October 05, 2018
TC Discussion	Friday, October 19, 2018
Public Meeting (Chula Vista Library)	Monday, October 22, 2018
Public Meeting (MTS Board Room)	Tuesday, October 23, 2018
Public Meeting (El Cajon Police Department)	Wednesday, October 24, 2018
Public Meeting (City Heights Library)	Monday, October 29, 2018
Public Meeting (Escondido Library)	Tuesday, October 30, 2018
Public Meeting (Oceanside Library)	Thursday, November 01, 2018
NCTD Board	Thursday, November 15, 2018
MTS Board	Thursday, December 13, 2018
TC Recommend to SANDAG Board	Friday, January 04, 2019
ITOC	Wednesday, January 09, 2019
SANDAG BOD 1st Reading	Friday, January 11, 2019
SANDAG BOD 2nd reading and Approval	Friday, January 25, 2019
Ordinance Amendment Enactment	Sunday, February 24, 2019

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

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

Attachments: A. Public Outreach Comments
 B. Proposed Fare Changes

PUBLIC OUTREACH COMMENTS

Received Via:	Public Meeting Location	First Name	Last Name	Date	Comments (Non-summarized)
Mail		Alice	Goldman	10/11/2018	To whom it may concern: Your plan to riasse the SDM Monthly Pass from \$18 to \$26 is a bit much! I could see an increase to \$20 or \$21 but \$26 is just plain inflation! I am 88 years old and I ride the bus every day. My income is very low and I live in low income housing and such an increase to \$26 would really create a hardship. Please reconsider your plan for the SDM Monthly Pass increase. Thank you. Respectively, Alice Goldman. Why are you picking on SRS/Disabled?
Mail		Unknown	Unknown	Unknown	To whom it may concern: I have been to at least 2 public meetings of representatives from SANDAG/MTS. In both cases, we were told that there would be a question and answer time after their presentations. There was none. We were told on both occasions that they were out of time. They spent most of their time tooting their own horns by saying what a great job they were doing and their super plans for the future. I was not impressed and neither were any of the other people in the audience. I don't believe that any of your people have ever ridden on MTS or ahve any idea how to make a schedule that would be convenient for a rider. As a senior citizen of San Diego on a fixed income that is very small, an \$8.00 increase on the monthly pass is going to affect my income. I could see a \$2.00 raise being more reasonable and have expected. Pelase consider a less drastic increase. Thank you. Sincerely, A concerned senior. P.S. I have ridden on most public transits on the West Coast and they are all better than San Diego's.

PUBLIC OUTREACH COMMENTS

Mail		Carl	Metzgar	10/15/2018	<p>I am writing this letter to state my opposition to proposed fare changes for 2019. I've been an MTS rider for the last 10 years using Park & Ride, Bus, Express Bus, Trolley and bike lockers. I'm very impressed with the future vision for San Diego transit. However, there are 2 changes being proposed I disagree with. First, increasing the age for senior eligibility from 60 to 65. This age group represents the best opportunity for increasing ridership. The demographic between 60 and retirement should be a target market for MTS and NCTD. While the easy solution to balanced budgets is raising senior eligibility, MTS can instead promote being "60 friendly" and strive to increase riders in this segment. I do recognize rising costs for MTS and NCTD. Therefore, I suggest increasing the senior fare and not changing the age eligibility. The second objection, is elimination of the 14 day pass. I purchase a monthly premium pass for my commute to work. Sometimes, business travel or vacation means a monthly pass goes to waste. The "half month" 14 day apss is more expensive so it seems an alterative pricing solution could be made to retain the 14day pass option. I urge SANDAG, MTS and NCTD Boards of Directors to reconsider these fare changes in the revision to Regional Comprehensive Fare Ordinance. Sincerely, Carl Metzgar. Member of UTC Aerospace Systems - Green Team. 2018 iCommute Diamond Awards Gold Tier Recipient.</p>
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PUBLIC OUTREACH COMMENTS

Mail		Diedre	Frank	10/24/2018	<p>To: Corporate and management directors. I would like to begin by stating the Lift Paratransit Service has give me, a person with impairments from brain injury, including loss of some vision, my freedom and independence. Speaking for myself, I am incredibly grateful and appreciate the service we rely on. I understand it's complicated. I have never been present for a meeting or written a letter but decided it was necessary as I have seen a steady decline and flagrant waste of money, most likely subsidies, in many aspects of this service. Particularly, since clients have been notified of a substantial rate increase! Ticket prices are being rased to \$5. Many clients are low income or fixed income, like myself. If we could afford Uber, we would do so but it's not possible. I am being an advocate for myself and those like me. I would like to express areas of concern. Management must be addressed directly and be diligent in looking into serious issues, which you most like have no idea are taking palce, being so far removed. THere are certainly common sense solutions. All of the separate corportations cannot sit ont he sidelines. Come together and take immediate action! Sandag, represents the public, NCTD receives tax payer subsidies as the responsible entity, with MV, as the hired operations contractor. The subsidy monies should be utilized effectively and definitely not wasted! Management should be fully aware of all elements of the daily operations. Both management for NCTD and MC should have a mandatory requirement for several days, to ride along or shadow a variety of drivers, both East and West, to witness what reality look like. Follow up with brain storming, including representation from each of the various departments, finding solutions to some of the glaring problems. Get out from behind from desks to witness what is happening! Your extraordinary devoted, empathetic, compassionate, caring drivers, many I have had the pleasure of riding with for years,</p>
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PUBLIC OUTREACH COMMENTS

					<p>are well trained. However, many clients, in their frustration with the ill managed system, have taken out their anger out on the drivers. I've heard it! Since I have been a client for years, I know it is not their fault and certainly not the intention to cause chaos for the clients and the appointments we need to get to in a timely manner. I am witnessing the loss of drivers at a rapid and unfortunate rate. Good people are being lost and many at the end of their ropes! Taxpayer's funds are paying for subsidies, received by your company for training. The drivers should be compensated fairly to keep the clearly best drivers; genuine men and women. This is one of those areas that lack good business practice. Scheduling is a nightmare and absolutely does not show minimal common sense and getting worse with some of the recent changes. An Oceanside driver is sent in the morning all the way to the East, such as Valley Center or Escondido to pick up clients and then, an Escondido driver is sent to Oceanside to pick up a client, both having the possibility of being late with a 45 minute plus commute. Does this sound remotely responsible to you? Definitely wasted resources, especially if the wrong vehicle is sent for a large apparatus or client need. The so called guidelines are not always practical. Scheduling personnel, should first of all, absolutely know the area well, be familiar with Paratransit requirements, the logistics of the vehicles such as how many wheel chairs it can accommodate in reality, is a van more suited to a bus in a tight space logistics situation. Clients in wheel chairs should not be subjected to a 2 hour ride while other clients are being picked up and dropped off, being the last to be delivered. I have acquiesced my ride home to deliver a fatigued dialysis patient, before me. I've heard drivers frustration with the insane scheduling and how they can be ignored by dispatch. Its plain wrong! I can guarantee, a driver is being ripped to shreds in this situation, feeling helpless to serve the needs of</p>
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PUBLIC OUTREACH COMMENTS

					<p>the client. Some of your clients cannot speak. Do you understand what this is like for them? I am also advocating on behalf of the clients and directors at Cal State University San Marcos Speech and Language Clinic. The clients are delivered late and picked up over an hour late often! I'm one of them. This brings me to vehicle shortages. Is this subsidized as well; most likely? Where is the money sitting and why isn't it being used for your fleet? Many vehicles are worn out, have mechanical issues and must be urgently addressed. When you contract out to another transportation provider, such as Golden State, etc., they should be required minimally, to watch the Lift Paratransit training video. Many drivers are unacceptable, dangerous drivers. I'm not going to waste time on examples but I can speak and am able to file a complaint with customer service. Others, with a speech or mental challenge, cannot! If a price increase is forthcoming, we should expect a well-managed, efficient operation and quality service by all means! Are the ADA requirements being met? I doubt it! Thank you for the opportunity to address concerns. I certainly hope it can make a difference! Sincerely, Diedre Franck</p>
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PUBLIC OUTREACH COMMENTS

Mail		Eddie	Padua	Unknown	<p>Dear Sirs, Mesdames: In order for the riding public especially the Senior/Disable/Medicare riders who are the most vulnerable sector of our society can understand the rationale of the proposed fare increase, please enlighten us by providing the detailed operational expenses related to salaries, bonuses, travel/meeting, and other related expenses. SDM 30-day monthly pass will increase \$8 from \$18 to \$26 an increase of 44%. Youth (6 through 18 years old) day pass will decrease \$2 from \$5 to \$3 a decrease of 40%. Youth 30-day monthly pass will decrease \$10 from \$36 to \$26 a decrease of 28%. What appears in the MTS Notice is that Senior/Disable/Medicare riders are targeted for stiff fare increase in all modes of public transportation (Regional Pass, Premium Regional, Coaster Regional). We will be adversely affected and this is wrong. Fares for adult riders will remain the same. Fares for youth riders will decrease significantly. SDM riders are single out for the fare increase. This is wrong. Thank you and we appreciate your consideration. Very truly your, Eddie Padua</p>
Mail		Unknown	Unknown	Unknown	<p>No, no, no to raising low income or disabled seniors regional on transit fees! They have no way to earn even \$10/mo. Raise the fares to \$20 on all the tourists Day Passes. Have seen many tourists using MTS. Senior Day passes to \$18 -20. Youth passes should go down only @ \$5. Raise the fares on adult monthly \$22 adults. College age can easily pay some more as can easily earn. Besides, mo. adult compass passes are a bargain compared to auto costs, gas costs, and parking fees per. mo. From, Grov P of Independents</p>

PUBLIC OUTREACH COMMENTS

Mail		John	Hammer	10/22/218	<p>Sirs, I am a 69 yr old retiree, and use my SDM MONTHLY PASS (MTS) regularly. I find your FARE INCREASE PROPOSAL for it, reasonable in one area and not in another. Your proposal states two goals: "increasing revenue," and "simplification," but they don't seem to be working in the same direction, and the SDM seem to be "getting the short end of the stick". I do agree with raising the SDM age requirement to 65. That is more in accordance with the current definition of a "senior", and should generate a significant increase in revenue. However, instead of following the example of the "single ride" fare increase of approx. 12% (which would increase the SDM MONTHLY PASS to just \$20.00), you want to raise it up approx. 45% to \$26.00. Then, you want to lower the YOUTH FARE to the same \$26.00, and decrease revenue. How is this logical and fair? Examples from other businesses that combine Seniors and Youth, don't practically apply here, as this situation is more "unique". The current structure has an established precedent that the SDM depend on, and figure into their tight budgets. The SDM need and deserve to maintain their own price category. Unlike other age groups, options of supplementing their modest income or walking greater distances are extremely limited. AND, no one treats "transit equipment" more respectfully, or shows more consideration for fellow passengers than the SDM do. Also, if there was a choice between a new (\$3.00 SDM DAY PASS, or only a \$2.00 monthly increase, the SDM (WHO use predominately a monthly pass) would "hands down" choose the latter. REMEMBER, studies that might recommend this type of simplification, look at people as "statistics", but you need to "humanize" those numbers to decide what is really right. Thank you for your time. John Hammer.</p>
Mail		Leslie	Carr	10/28/2018	<p>MTS NOTICE OF MEETINGS FOR INPUT ON FARE CHANGES: I think you waited too long to propose and ask for an increase in fares for public transportation services. You should have</p>

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					<p>been able to foresee the need for extra funding a long time ago when you could have raised prices a little bit, and put some of it in the bank to cushion future financial impacts and give people time to get used to the expectation of the results of inflation and maintenance needs. Now, all of a sudden, you are asking for very substantial increases which, if implemented, can seriously jeopardize the financial well-being of low-income people, which I myself am one of. The main concern at this point is the proposed increase in the cost of the Senior/Disabled/Medicare passes. It is only an \$8 increase, but it is a big jump for some for the monthly/30-day pass. People have difficulty with sudden large increases in prices when they already have their budgets planned and something like this hits. I noticed that the cost for youth passes in some instances is very significantly reduced while the price for SDM passes is increased so much that we can climb a ladder made of dollar bills to the moon on it. This difference is unfair and displays a lack of moderation. It is too great a difference. Sincerely, Leslie Carr</p>
Mail		Mary	Unknown	10/16/2018	<p>To whom it may concern, I'm a senior age 83 yrs. I think raising the cost for us is going to hurt a lot of us. Only have S.S to live on. I wish Bus 7 would still stop at Park and Robinson and that Bus 215 would stop at the Park as it is popular stop. Also, I wish bus 10 could still stop at University and George St when bridge is finished. Sincerely, Mary. P.S. Sorry can't make the meetings. I don't have a computer.</p>
Mail		Susan	Pettit	10/22/2018	<p>To MTS: I am against the raise of a S-D-M Monthly pass - especially if the youth pass is cut by so much. I propose this: raise adult to \$75.00. Price Youth at \$40.00. Price S.D.M at \$22.00 (30 day/monthly). This way, everyone gets a small increase. Your other proposals I agree with. I'm a many year rider with MTS because I no longer drive - so if I want to go anywhere, it's by bus or trolley. But an \$8.00 increase is too much. Susan Petit</p>

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Mail		Josefina	Alanis	11/9/2018	<i>Translated from Spanish to English:</i> I, Josefina Alanis, hereby request that when modifying and increasing transit services throughout San Diego, you consider people like me, a family with two daughters. We don't have a car because we like public transportation; we like to walk and exercise more. This allows us to stay healthy and get to know our San Diego region from North to South to Downtown. It should be done according to our needs, our schedules and more public services that benefit you and everyone else. The fare increase should be affordable for our families and friends, so that there is one or more opportunities for everyone. Thank you.
Mail		Anonymous	Anonymous		MTS: Bus and Trolley. I am write this letter about the proposed fare change! And I not for the increase fare it will hurt a lot of family, plus myself. A lot of family live from paycheck to paycheck. This increase will hurt us everywhere. It will put us in hole! do not increase the fare! I have to ride the MTS bus and Trolley to work five days week if will still hurt my pocket. Thanks
Mail		Anonymous	Anonymous		Subject: fee increases. Increasing SRS Disabled Monthly transit fee passes are not a solution. That group cannot earn extra per month. Day passes and tourist Day Passes rising. Senior Tourist Day Passes could be raised greatly to \$18-\$20 - a bargain compared to using taxis or driving and parking fees compared to driving costs can be increased. All the adult, College age, and even youth can earn some extra per mo. easily. Concerned Citizens.
Mail		Helen	Bourane		Dear SANDAG Representatives, Regarding the proposed Regional Comprehensive Fare Ordinance and the TransNet Ordinance, I have several suggestions. As a resident who prefers to use transit, I feel that the County as well as each city that benefits must subsidize the proposed fare increases. Transit is a much needed public service. But many residents in all categories would not be able to pay the fare increases

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					<p>due to our extremely high cost of living. It is time for the County and each individual city to pay their fair share so that costs to the riders remain affordable. We must prioritize transit. We should also use electric cars rather than big buses to move riders to the larger bus stops or the major routes. This would lower fuel costs and improve air quality, as well as increasing ridership. However you decide, I will continue to use transit. We must all change our lifestyles if we value our living planet, our children's well-being, and a livable future for us all. Please these comments. Sincerely, Helen M. Bourne</p>
Mail		Nancy	Taylor	11/5/2018	<p>To whom it may concern: SANDAG, MTS and NCTD Board of Directors: Can any one your agencies explain why it is more important for you to hire and retain more code enforcement officers, as well as the same contracted officers, in lieu of using your valuable resources toward the lack of non-existent mass transportation in San Diego County (throughout)? As a customer who supports MTS and would like to continue to do same, I cannot correlate the #2 (two) discrepancies. Why can you not keep track of your customer ridership? Between #3 (three) government agencies, why is this not done? Do you have any clue how inconsiderate, intolerable and not acceptable this is, to your customer base? Most commuters are on a very tight schedule when using your services, to get to their next transportation destination. Especially at stations such as Old Town, where the distance is typically very far when catching a bus, from the Trolley. Please consider this, above all else. Most customers do not appreciate having thier fare checked for its validity. Serving their fact of mass transportation attempts to use our services. Please can we not use these valuable resources to rectify your poor use of these valuable resources? For some need mass transportation in S.D. Thank you for your consideration. Nancy Taylor</p>

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Mail		Noyita	Saravia	11/5/2018	Dear People, I am writing to submit comments about the proposal to amend transit fares. I am 78 years old. You are lucky I do not drive. Although I do have a driver's license. I am on a fixed income. The proposed change in the senior monthly pass from \$18.00 to \$26.00 is HUGE! Almost double (Hawaii is \$30.00 a YEAR! Good way to make it appealing to seniors so they ride rather than drive.) If anything, I think you should lower senior fares and passes and keep seniors off the roads. Less congestion, less accidents. I believe it would also be good to LOWER the age for senior fares and passes to 55. Get folks used to taking transit early. Have fares be so lucrative it is cheaper to ride transit than drive. Start earlier before they feel they could NEVER give up driving. Thank you for reading. Sincerely, Noyita Saravia.
Mail		Robert	Oliver	11/1/2018	PLEASE CONSIDER THE SENIORS. Do not raise the age for seniors to 65 and do not put much of a fare burden on seniors. I am 61, so I already have my S/D/M card, therefore, I already pay \$18 per month. This fare has been a lifesaver to me as I work part-time and have not made a full-time income in a while. There may be many people around my age who will turn 60 soon. Please do not put an unnecessary burden upon them financially by requiring them to be age 65. PLEASE PRESERVE AGE 60. Robert Oliver.

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Mail		Ron	Tato	10/26/2018	<p>SANDAG: I attended the meeting last Tues. afternoon on Oct. 23 at 12th & Imperial. The only complaint I have is with Trolley Security!! Security officers are over-piaded for what they do. They board the Trolleys and check for passes and that's all!!! They should stay on the Trolleys for safety issues. I have had quite a few run-ins with people on the trolleys over the past few years. I've seen woman who have been acosted - young & old. They are all scared to death!!!! I now carry pepper spray with me. When I board a trolley I sometimes see drug addicts sleeping in the aisles. Your security staff is a joke!!! You need at least one officer on board at all times to combat passible assaults, especially toward women - or - M.T.S will be faced with possible law suits - and also - why don't you ban bikes on the Trolleys. There are times when you can't even get on or off the Trolleys because bikes are blocking the entrances & exits!!!! I also saw man late at night who was ranting: "I should kill the while bunch of you!!" That was terrorist threat!!! Then again, no security!!!! Also, the language among the passengers is a disgrace especially after games at Petco Park - people & families are catching the Green Line and you have families with children who have to endure foul lanugage on the Trolleys. I don't mind paying extra for the new increase - However, I think I'm speaking for all seniors citizens who also vented their safety concerns at the meeting on Oct. 22nd. To me, all this meeting was just a "dog & pony show." M.T.S. is not going to address the concerns of Seniors!!! Anohter issue I encountered by your security staff alst year, was the assault on a black teenager who sat across from me - who was approached by one of your "big fat bully" security officers. If you'd like more information on this, you can call me and I will explain what happened. If this officer had approached me the way he approached this black teenage boy, that would have had all his front teeth knocked out. (The boy was</p>
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					<p>assaulted). I know I will not get a response on this letter - but the city is looking at multiple lawsuits if someone is hurt because your security team is not doing their job!!! Why do these officers carry guns??? What's the point??? Are they going to shoot passengers for non-compliance?? Go ahead - raise the fares, but hire professional security officers. Ron Tato. P.S. When you hire these officers, do you do a background check? Some of these guys off as thugs! I could also give you more examples of misbehavior of passengers if you'd like, but I think they will fall on deaf ears!!!! If I sound angry - your right.</p>
Mail		Roy	Schroder	11/6/2018	<p>I believe that the proposed increase for SDM COASTER Regional 30-day/monthly fare from \$41.24 to \$65.00 is excessive. This equates to a 58% increase, which is far larger than any of the other fare products. It appears to be targeted to cover your proposed decrease for the Youth Fare from \$82.50 to \$62.50, a 21% decrease. The difference suggests to me that you arrived at these figures based on usage by youth at about 3 times usage by SDM passengers to "balance" the net revenue from these two sources. I live near the Solana Beach Coaster Station so after I retired in 2003 I switched from driving to public transit for most trips using a COASTER Regional 30-day pass. I average 5-6 trips a month, usually accompanied at my train destination by an MTS bus or trolley transfer. Some months when I took fewer trips I "lost" compared to the cost purchasing individual tickets, but it was worth the convenience to not have to purchase a ticket at</p>

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					every station. If the proposed fare increase takes effect I will likely switch to driving for future trips, particularly those that involve transfers, which most of mine do. Roy A Schroeder.
Mail		William	Myers		I am a retired Oceanside school 'district employee and retired California Army National Guard. I was deployed to the LA Riots in 1992, the Northridge earthquake in 1994 and more recently to the Global War on Terrorism in 2003-2004. In 2013 I went from 20/20 vision to legally blind in five months. I am told that there are 3.2 million residents in San Diego County of which one hundred thousand are visually impaired. The recent proposed Lift fee hike is attached. The proposed for disabled riders is vague at best. Please refer to page two last line, highlighted. The language in the first column reads in part, Lift fee will be related to the breeze/sprinter route needed to complete trip. The third column reflects a \$5.00 instead of \$5-15.00 one way price. The omission of a scheduled price makes me think that the disabled passengers are an insignificant amount of riders, that such attention in a proposed schedule is unwarranted. If we, the disabled, are a very minor portion of the overall ridership of NCTD, then may I suggest that the disabled riders receive a carve out and retain the current cost of \$3.50 one way. Currently in North County, disabled Lift riders pay three dollars and fifty cents one way for a Lift ride. They also have an NCTD photo ID card that permits us to ride the fixed bus routes and Sprinter free of charge. I further suggest that NCTD resume the outreach program that educated and encouraged blind riders to transition some of their LIFt rides to fixed/flex routs. This practice was discontinued about fifteen years ago. Willaim Myers
Voicemail		Edgar	Holcall	10/19/2018	"Hello, my name is Edgar Holcall and I was checking on the compass card for seniors and if the cards are going to go up.

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					Anyway, if you get this message, please give me a call back. My phone number is [REDACTED]. Thank you very much. Have a good day. Bye-bye.”
Voicemail				10/15/2018	“Yeah, I see that you want you raise that senior pass from 18 to 26 dollars an hour. First of all, that’s one hell of a jump. Secondly, you’re going to take the youth pass which is now 36 and you’re going to decrease that to 26 dollars a month and that is bullshit. And, that’s just bullshit. That should go up also. It seems to me that the transit authorities being taken over by the welfare department. You’re operating for the welfare department. You’ve got kids under 5 riding free and I think that’s bullshit. If the kid’s seat takes an ass - if the kid’s ass takes a seat – it should pay. And that’s the bottom line there. The parents should pay. I’d ask them to have their kids. And why should we foot the bill for other people’s kids? It should operate like Greyhound does. If the kid wants to ride free, it has to sit on mommy’s or daddy’s lap. Thank you, but it really sucks that you’re raising it on the seniors and you’re decreasing it on the youth. It sucks.”
Voicemail				10/9/2018	“Hi, I’m calling about the raising the prices January 27, 2019. You know, economic laws last 6,000 years, you raise your prices, you lose your demand. And If you lower prices, you increase demand. And, you know, If the prices are okay, you stick. You should um, they usually wait until like standing room only for a couple months before they start raising their prices and things like that. So you’re going to be raising your prices and the you’re demand – so you’re going to making less money in that case. They just got a new ticket machine or something like that. \$10 for a day pass is pretty ridiculous. Tried the bus.”
Voicemail		David	Galesea	10/22/2018	Hello, my name is David Galesea. My number is [REDACTED]. I am calling you to urge you to keep in mind that people who are seniors – I’m 78 - find it very difficult to face fare increase. Our incomes are limited and fixed. If you must raise

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					fares, please consider raising them on people who are working. At least they can enjoy periodic raises on their salaries. Okay, thank you."
Voicemail		Jalil	Farahmand	10/22/2018	"Hi, my name is Jalil Farahmand and I'm one of your clients for using the MTS Access. I just heard from somebody else who uses the LYFT that you are going to the raise the price for the ticket for MTS Access and LFYT. I talked with somebody in MTS and they told me that they have a public hearing today and tomorrow, which I am not able to attend, but I want to talk with someone in charge because I think your public hearing is not announced enough or your flier was not distributed through all of the Access users. As I said, I am using Yellow Cab now because MTS contracts with Yellow Cab and they come to pick us up and drop us off. And they don't have the newsletters to hang on your Access buses. So someone in charge please can call me back. I would like to talk with them. So if possible, I give you my name, number. My cell number is [REDACTED]. And again, my name Jalil and the last name is Farahmand. I appreciate your response. Thank you and have a good day."
Voicemail		Al		10/23/2018	Hi, My name is Al. My telephone number is [REDACTED]. Before I talk about the fare increase, maybe you could have a button, button number 1 on the phone for English, and a button number 2 for Spanish, that way I don't have to hear to the whole thing all over again, which I don't need to listen to the whole thing in Spanish. Now, I just found out that the senior fares on the Compass Pass are supposed to be raised from \$18 to \$26: that's about a 45% increase. I think that's a little tiny bit above inflation. I don't like that - raising it that much. Are you trying to doing the old bargaining - ask for the world and then maybe bring it down and then you can see how nice you are to everybody by compromising to bring down the rates? Why don't you ask for a normal increase in rates? I teach music and I'd love to have you as a music

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					student and I'd love to raise your rates especially for you at 45%. Alright, give me a call. Thank you very much, bye.
Voicemail				10/23/2018	Hi, I'm a senior, and it's very difficult for me to get a bus pass for whatever they are going to charge this time. \$18 is enough for us. I would appreciate if you wouldn't raise the fare because I'm on a fixed income and it's hard. That's it. Bye.
Voicemail		Douglas	Schwarterer	24-Oct	Hi, this is Douglas Schwarterer. My comment is on the rate increase. I could understand maybe a \$5 a month rate increase on the Compass Card, but anything higher than that is a bit steep, I think. My number is [REDACTED]. My phone number is [REDACTED] if you need to get in touch with me. Thank you.
Voicemail		Georgina	Blake	24-Oct	Hi, My name is Georgina Blake. My phone number is [REDACTED]. I'm calling regarding the senior compass rise. I don't think it's fair because senior citizens and disabled people are not given any fair chance at a cost of living raise, so that \$8 a month extra would hurt a lot of us very much, myself included. I have been a rider with San Diego Transit for over 40 years and I would hate to have to stop because of it. I would hate to have to boycott because of it. Now, a raise, sure, why not? Your know, maybe a little increase of \$20 a month. I could see that being fair. Taking down the children \$10 and raising the senior citizen - we don't have any money. We have to pay the same amount of rent that everybody else has to pay. The cost of living is high here. Don't take away our little freedom of being able to ride and our independence in being able to go somewhere by changing the amount of money. It's extremely not fair.

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					Anyways, my phone number is [REDACTED]. Thank you very much. We deserve this. We live this long for a reason. Thank you.
Voicemail		Rose	Bruner	10/25/2018	Good morning. My name is Rose Marie Bruner. [REDACTED]. I'm a 81-year senior who does not drive and I depend on public transportation. I have been riding the buses for over 50 years. Senior Day Pass \$18: I don't go out every day so you are making money off of me on my not using it. I know everything has to be increased, but \$26, that means an \$8 increase. I'm willing to compromise with increases, but we are going to get a social security increase, which we have not gotten in over 8 years. Now, you want to take - I'm not saying you want to take it away - but the system. Then you come down on the youth pass. The seniors are discriminated against in this United States. I'm sorry if I feel this way. But when people get older, they need a little bit of help. Thank you.
Voicemail		Debbie	McCann	10/25/2018	Good Afternoon. My name is Debbie McCann. My phone is [REDACTED]. I'm trying to get reestablished with my Compass Disabled Pass for 2019. I was calling to ask about if the \$18 fare amount will increase after the meetings will accept the rates in fares. I'm on autopay for \$18 and was just trying to ask about that. I would like to know a little more about the Monday, October 29 meeting at 3:30 p.m. Again, Debbie McCann and [REDACTED]. Thank you very much. Have a good day.

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Voicemail		Betty Jo	Paine	25-Oct	<p>This is Betty Jo Paine. My cell phone is [REDACTED]. I've ridden MTS Access for 15 years now. [REDACTED] In those 15 years, I've been amazed at the wonderful service that you have provided. Your drivers are so caring. They carry bags for you to help you when you try to get up the steps and so on. They just are very good. I've gotten to know a lot of them because I ride often. They're often the same drivers especially, when I was living off 94 on a mobile home park. They're always very kind, very concerned, very helpful, except for one - and I did complain about him - excellent drivers. Some people cut them off but the drivers just maintain and go on as though nothing everything has happened. I would have had a heart attack. Anyways, I do want to compliment MTS Access on their drivers. I feel very safe - have, all this time. As for the rate hike, I've been expecting that for quite a while. I mean in 15 years, gas has gone up and up and up and I don't think their wages have gone up very much. No, the \$5 increase would be fine with me. I'm sure there are some people that would have trouble who are a very limited, fixed incomes, but I'm sure you have a way to help them. But as far as I'm concerned, bring it on anytime. The only complaint I have would be your present reservation timing. If I have a 10:00 appointment and you come at 10:30 am, you are half hour late. You can sugarcoat anyway you want; you're half hour late. And what am I supposed to do during that half hour? I have to be ready because you could be 5 minutes late or 10 minutes late. And all that time, I'm just sitting.</p>
Voicemail		Liam	Hendrikson	29-Oct	<p>Hi, my name is Liam Hendrikson. I'm a disabled veteran that has been taking your buses for years and this is the first time I've ever seen a rate fare increase just on the disabled of \$8. That is unfair and it's going to hurt a lot of disabled people who are on a fixed income like myself. Where, as it is, I live on \$900 a month, and by the time I pay for bus fares and all</p>

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					the rest of it, it don't leave me much for food. Basically, your fare increase is taking 2 meals out of me because I cannot afford them. So I'd like you to explain to us how that's being fair when student fares haven't gone up, standard bus fare hasn't gone up, and you're worried about declining fares, when now you're imposing a tax on the seniors, disabled. You're going to make it where we ride the buses less because we cannot afford to. I'd like you to take that into consideration before you impose an \$8 tax.
Voicemail		William	Bowina	29-Oct	Hi, yes, good evening. My name William Bowina and I wanted to make a comment about raising the fares. Why can't we just leave it a \$3.50? That's my opinion. We should leave it at \$3.50 - keep it at \$3.50 each way. We could afford that, but to raise it to \$5 seems to be unfair to us, especially for people who are low-income or who cannot afford to be traveling to and from certain places on a daily basis. If we could just keep it at \$3.50 each way, that would be great; that would be good for us, especially for people on low-incomes. It doesn't make very much sense to raise it to \$5 each way. That seems to be unfair to people like myself who are blind and people who have other challenges as well. Thank you so much.
Voicemail		Pat	Andrews	30-Oct	Yes, my name is Pat Andrews and I'm a senior citizen. This pay raise is ridiculous - the pay raise to raise the rates. We got practically nothing in MediCare raise. I think we got \$2 or \$3. Most people did last year, and that was all soaked up by a pay increase in Social Security - we got charges in Medicare, so it was all eaten up. We shouldn't be paying actually anything for seniors for riding, but that being the case, why not \$2 to \$20? It is really hard on all of us on fixed incomes. It's very difficult. And when we mean fixed, we mean fixed - nothing changes or nothing going downhill. Okay, thank you very much. Goodbye.
Voicemail				31-Oct	Now, what the heck you said. But anyway, I don't know what I was disconnected from - I'm still on. I would not like an

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					increase. I'm 85 years old and on limited income. My number is [REDACTED], and if there's a vote against the increase in the fare, I'm against increasing the fare. Okay, thank you.
Voicemail				11/6/2018	Yes, I am a disabled bus rider on North County Transit and I'm opposed to the fare increase and also the increase of the senior age. That is too high. We need more bus benches on East Grand - covered bus benches. And we also need - whoever, I know they didn't do it - but the City of Escondido did a bus lane in front of the main bus stop in front of theater, and they need to get that taken care of for people with disabilities because it's very dangerous. Also, we need a lighted bus bench at the Nordal Sprinter Station with the time change. They do chemotherapy on Grand and 5th and they need a bus bench there. Thank you, but please do not do any increases, because it's too much. I implore you. Thank you.
Voicemail				11/1/2018	<i>Translated from Spanish to English:</i> Good morning. My name is Guillermina. My phone # is [REDACTED]. I just picked up a notice about fare changes for MTS and NCTD and I would like to make a comment. First, it's not enough time, as today is November 6th and if I need to write a letter to send to you I must do it by the 9th and that doesn't give me enough time. OK. Second, when you have your meetings, both at MTS and NCTD, we don't always know when the meetings take place. For example, I don't have a computer, so it is impossible for me to know. But the main reason for my call is that I believe that the fares for Lift and MTS... MTS is increasing from \$4.50 to \$5, which is 50 cents. But for Lift, to go from \$3.50 to \$5 I feel that it is a bit high, excessive, and many people may not have the money to pay for it. OK. I would like to speak to someone more in depth about this. Thank you and have a nice day. Good bye.
Voicemail		Linda		11/1/2018	Yes, my name is Linda. REDACTED. I'm calling in with regards to the senior bus pass fare increase. I'm on a limited income.

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					I'm 70 years old. I've had a Compass Card since I was 60 years old. I'm just a little - and changing my bus routes around - just a little upset about this. Thank you.
Voicemail		Robin	Huntgate	11/3/2018	Hi, this is Robin Huntgate. My number is [REDACTED]. I hope they don't raise the price. That's what I have.
Voicemail				11/5/2018	Okay, you shouldn't be taking away the 4-day pass. A lot of people depend on that. They don't have enough money for the \$72 pass. They don't qualify for the SDM. You buy a 4-day for \$15; it's like getting one day free. They get a little bit of a break, so don't take away the 4-day pass. They should add a 7-day pass for \$17, which if you take the \$72 monthly pass divided by 30 days, then that would be - and then if you take that answer to that - 7 days times that is \$16.80, rounded off to \$17 pass for 7 days. Why don't we try that and not take away the 4-day pass? Okay, thank you. Bye.
Voicemail				11/6/2018	Hi, my name is Senegal. I'm down here at the SANDAG office. I'm here to talk about the fares that they are going to bump up for seniors because they asked us if we have any comments to come down to the office or email or something, so I came in and nobody is here yet. It's 8:30. I don't know what to do. Can I get a call back?
Voicemail				11/6/2018	<i>Translated from Spanish to English:</i> Good afternoon, my name is Josefina Analiz. I live in Oceanside and I am calling about the new fares. I would like for you to be more considerate to people that are 56 and older. I am a single mother with two daughters who use public transportation; one goes to the university in San Marcos, and the other one attends Lincoln and uses public transportation occasionally. I pay for school transportation because she is not able to ride the bus to school as it stopped service on that route; the bus is no longer available. I find that is more accessible to take the bus, the Coaster and the Metrolink. I travel everywhere with my daughters because we like to walk, get more exercise and be healthier. When increasing fares, please

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					consider affordable options for families, especially low income like ours. My phone # is [REDACTED]. Thank you very much.
Voicemail					Hi, I would like to leave a comment for the SANDAGs. Well, I'm not really happy about this NCTD going up to \$5 and the reason being is because I go to school 2 days a week and I am on a very fixed income, so I wanted I'm going to the that public meeting on October 30 in Escondido from 12 to 2 p.m. I was hoping that there would be a way to that the prices can remain the same for those on low-income and those with dialysis. I just wanted to voice my opinion. If you guys have any questions or concerns, send me an email: [REDACT] letting me know you got my concerns and my comments. I'll talk to you later. Thank you. Bye-bye.
Voicemail		Greggory	Dutch	10/29/2018	Hi, my name is Greggory Dutch. My number [REDACT]. I don't believe that you folks are really trying to do this - to raise the fare for monthly passes from \$18 to \$26. Now spread over 12 months for a year, that's \$96. Do you think that people on Social Security get anything like a \$96 raise per year? If they get a \$3 raise a month extra, that's a lot. Now we've been through this everytime there is a raise. People on pensions, Social Security are held hostage. You know you have them. You know that they need to get to doctor's appointments. You know they need to get to stores. You know they need to get to dentist appointments. And they don't have a car So they are dependent on MTS. You can squeeze them as hard as you want. And this is squeezing really hard. \$8, that's like a 50% increase in one fail swoop. In fact, it's absurd. In fact, I'm looking at the other fares - youth, going down. Really? Suddenly, there's an economic depression among youth that they are going down to \$26. No, God bless them, but a lot of

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					<p>youth have parents who can drive them in minivans from schools to wherever. Many schools provide bus transportation themselves. So again, you're putting the burden on those who are least able to bear that burden. Why? Because you can do it. You pull off a surprise. You really don't put up signs saying coming fare increases. People have to really dig to find out that information. That in itself is unfair. But \$8 at one time? You're really going to force people who take a bus to walk and perhaps.</p>
Voicemail				11/9/2018	<p>This is my comment on your proposed fare changes. I hope this is the correct number. First of all, when you have public meetings, you should be having them in evenings and on weekends exclusively where people who work can attend because it seems like your meetings are never at the time when people are off from work. They're always in the middle of the day, so they should be during evenings or weekends exclusively for any public agency with tax payer dollars. I am opposed to any fare changes. I am a senior and this is a large economic burden to increase senior rates at all. The rate they have now is fair, but increasing that would be a large burden and I am also opposed to raising the age for seniors to 65.</p>
Voicemail				11/9/2018	<p>Okay, this is about the BREEZE pass. I live in North County and I have been living in North County for 25 years. Since 1992 I have used a bus pass every month without interruption until they became the BREEZE 10-15 years ago. I kind of noticed that there was the regional pass and the North County Pass. Now, you may have your reasons to raise the fares or eliminate the \$59 BREEZE pass. If you think about it, this will cause hardships for a lot of people. I mean this is a more than 22%. Usually, even when raising rent by 10%, you need a 6 months notice. Usually, raising rents This is a lot. By itself, it's not much, but. If you add rent, tuition, medical expenses, living expenses, it adds up. So if you want to make an increase, do it in increments and still leave the</p>

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					existence of the BREEZE. I think you shouldn't phase it out. I think you should keep it.. This is a North County resident. I've been living here since 87. I would appreciate it if people swtich their thinking this before taking these draconian measures. Alright, thank you very much. Hopefully, you'll reconsider eliminating the BREEZE at \$59. I think it's a very, very bad idea. Thank you and have a wonderful day. I am very to grateful to have a mass transit. Keep up the great job and let's see if we can work something out.
Voicemail		Lois	Vernot	11/7/2018	This is Ms. Lois Vernot at [REDACTED]. I want to know why the senior fares are targeted with a 44% increase, when adult fares remain constant and why are junior fares decreased by 28%. Senior income does not increase, while working people receive raises and promotions. Seniors have supported California and San Diego County for more than 50 years, only to be treated like second class citizens. Maybe somebody there thinks California is not the place for seniors. Thank you.
Voicemail		Jean	Collin	11/19/2018	Hello, my name is Jean Collin. I am senior. I'm 75 years old and I live on social security. I understand that you need to raise revenue and I certainly appreciate the good service I have on the Number 30, but I am struggling economically and the amount of difference - the raise for the Compass Card – is way too much to do all at once. And I would greatly appreciate it – I implore you – to please don't raise it as much as you're wanting to do because it will mean I won't be able to purchase the Compass Card anymore and I will have to cut back on how many times a month I use the bus. That would make life for me very difficult. Please do not hit the low-income seniors by raising the senior Compass Card that much. I hope you can find a way not to do that. I have been a steady rider for over 40 years and I appreciate the bus system. I've never have had a car since living here and I depend greatly on the bus, but that's just going to be a hardship with everything else that's going up in this town

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					including my rent that just went up. Thank you very much. Good luck. I hope you can continue to operate efficiently and conveniently for people. I'm sorry the ridership has not increased as you had hoped. Bye.
Voicemail				11/16/2018	Hello. Good afternoon. I am a senior citizen that counts in your proposal for the increased fare of the senior citizen, disabled, and Medicare. The \$26 is too much, is too high. We cannot afford to increase almost 50% from \$18 to \$26. That increase is almost 50%. We cannot afford because the senior citizens will be receiving only monthly SSI - no increases by 50% - but only a 2-3% a month. But yours is 50% a month. That's too high fare for the seniors, disabled, and Medicare. Please lower that fare. Maybe \$18 or \$20. That's it. We cannot afford your increase for the senior citizen, disabled, and Medicare. I am a senior citizen who lives in San Diego. My name is Isridor Pacio. My telephone number is [REDACTED]. Please consider it. Do not increase our senior citizen fare to \$26. Please maintain it to \$18 or \$20. That's it. We cannot afford to have higher fares because we know that senior citizens only seldom take the bus 1 or 2 days per week. That's why raising the fare to \$26 is too much. Please consider it. Thank you very much. Bye-bye.
Voicemail				11/14/2018	Yes, I would like to leave this message. I am a senior citizen of 74 years old and my only means of transportation around San Diego is MTS on the bus or trolley. Now, there were rumors going around that SANDAG may increase the senior bus pass to \$26. It's \$18 now and that's a bargain. \$26 and a \$8 hike would put a strain on senior citizens' monthly Social Security or whatever standard check they get. Please consider what you're doing to senior citizens and handicapped people as well by raising it at \$8. I know your argument is that you haven't gotten a raise in a long time,

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					but I remember when the bus pass was \$10 and they raised it like \$2 increments after that until it went to \$18 and it stayed at \$18 for a long time. Now there's talk of an \$8 increase, which would put a hardship. I know I am repeating myself, but this is really important to me. Please consider maybe a \$2 or \$3 increase, which would take it up to \$20 or \$21, and then a few years down the road, you can raise it more until you get to your \$26 of wherever you want it. Thank you for listening and I hope you consider this comment. Bye.
Voicemail				11/29/2018	The price increas from \$18 to \$26 is too high for the SDM pass. I'm paying more for less service. One option would be to add more trolley cops to recover fare revenue. The bus stop in Kearny Mesa for Route 20 provides no protection from the elements.

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Email		Heather	Hurd	10/24/2018	<p>To whom it may concern,</p> <p>I recently noticed that you will be increasing only the fare on disabled passengers. Several of my friends, my boyfriend and I have disabled bus passes. I am the only of us that has the capacity to work. I have epilepsy (which makes me unable to drive because I can lose consciousness any time of any day). However because I am not "unable to work" I do not qualify for S.S.I. and I work 40 hours a week. I walk 30 minutes to the closest bus stop to my home to catch the 848, to get to the El Cajon transit center, catch the green line to the Santee transit center and walk 10 minutes to my job. In summary I get up at 6 a.m. to arrive at work by 9 a.m. I did an interview with an M.T.S. C.E.O. in the downtown office in 2005 for a college class inquiring as to why rates were going to increase by .25 for all riders (when a disabled pass was \$11.25 each month). He explained in detail how monthly passes, transfers and using tokens all resulted in loss of revenue and it was an attempt to recoup your losses. Learning that the current monthly passes are going to increase by \$6.00 solely for disabled passengers is extremely inequitable. Many disabled passengers take buses and trolleys because they are unable to drive due to a disability. People on S.S.I. receive barely enough to pay for food and rent, and riding the bus is a necessity for them. When I inquired about this increase on the bus the other day the driver said it was because of the gas tax and the fact that wheel chair riders result in more usage of gas. It seems ironic that society doesn't think of someone as having a disability if it is not apparent (i.e. a wheelchair or other visual limitations). However, when people who are confined to a wheel chair result in an increase in expenses, people who have a disabled pass (regardless of whether or not they are in a wheel chair) suffer an increase in their fare. As I previously noted many people who use the M.T.S. system have no other option. Ask</p>
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					<p>yourselves, not as M.T.S. employees/ C.E.Os but as parents/relatives, if someone you cared about was unable to drive due a disability and was metaphorically eating cheerios off of the floor to survive because of a broken economy, a social security system that attempts to pay as little benefits as possible (to the disabled passengers who ARE on S.S.I.) and the cost of living in San Diego which increases on a daily basis, would you want them to fall through the cracks and become a victim of capitalism? I have some suggestions on how you can improve your services and increase your revenue without increasing the bus rates.</p> <p>(1) Sync the trolley schedule up with the bus schedule at transit stations. When I catch the green line in Santee to get home from work, I arrive at the El Cajon Transit Center just as the 848 is pulling out of the lot, causing me to have to wait an entire hour for the next bus because it only runs once an hour after 7 p.m.</p> <p>(2) Alter the bus schedules to where the buses run once every half hour throughout the entire week (not once an hour on the weekend and holidays). Although it is a common misconception that people only work Monday through Friday, many people work on the weekends. Those who don't often go to places such as the beach, Sea World or Balboa Park where they would prefer to avoid driving their own vehicle because of parking rates or difficulty finding a parking space. Others go to supermarkets and the mall and want to avoid the hassle of circling the parking lot searching for an available space.</p> <p>(3) Reinstate the 854 bus route. No buses run through Lakeside other than the 848 and I used to take the 854 to Grossmont college, Santee and many other locations. When that bus line was discontinued I had to rely on classmates who could drive to take me to school. Many college students would be quick to utilize the M.T.S. system if it were more</p>
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					<p>accessible to them and involved less transferring to other buses and/or the trolley.</p> <p>(4) If these suggestions do not help you can create a different category for bus passes: In addition to adult, youth and disabled there could be a category for wheel chair passengers.</p> <p>If you can in good conscience take away the small amount of money that people with disabilities such as epilepsy, schizophrenia, muscular dystrophy , P.T.S.D. and any other number of disabilities are able to save up to regain lost revenue, despite the fact that they suffer daily beyond your wildest dreams, while they are trying to live as normal a life as they can in their conditions, then all humanity is lost. Just remember who is suffering as a result of those decisions when you leave work in your nice air conditioned vehicle with a stereo and a comfortable place to sit while you drive home, while disabled people walk up hills, nurse our blistered feet and eat scraps with no luxuries in our lives because it doesn't affect you. However one day it will, whether it is because a loved one becomes disabled or because people come to the realization that yet again the M.T.S. system has put money before its passengers. Initially it was just cutting routes, now raising rates on the most vulnerable. Essentially people pay more and get less. Your bread and butter, your passengers can only remain blinded by the greed and lack of empathy for those who need it most, so long. If the rates do increase, when passengers open their eyes, the M.T.S. administrators who chose to increase the bus rates on the disabled will be saying the same thing that the people who voted for Donald Trump are asking themselves: What did I do? What was I thinking? Why didn't I see this coming? Is there any way to fix this? Stop this before it becomes irreversible and your revenue drops even more. People with disabilities are quite familiar with being targeted</p>
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					<p>as a way to regain revenue, whether by social security, employers (if they can work) and corporations. Disabled people stand together to fight this injustice and together we will make our voices heard. Believe me, it a noise that you will not forget any time soon. My roommate (who has schizophrenia and P.T.S.D.) is home most of the time and can answer any questions you may have. My work hours make it difficult to reach me at my landline that I provided to you and I rarely check my e-mail. I sincerely hope, for the sake of all of the disabled people who ride the M.T.S. system as well as for yours that you take my suggestions seriously and the concerns of myself and many others to heart.</p> <p>Sincerely,</p> <p>Heather Hurd [REDACTED]</p>
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Email		Judy	Swink	10/17/2018	<p>I've just learned of fare changes to be considered by MTS/NCTD. I won't be attending the public meeting(s) but want to let you know my opinion on what has been reported to me. I applaud reduction of Youth monthly fares to \$26. That not only makes public transportation more affordable for a class of riders who may well require public transit to get to jobs and school, but it's an opportunity to help create a habit of using public transportation into their post-age 18 years. However, I'm horrified at the suggestion of a 45% increase for Senior/Disabled/Medicare riders, a class of public transportation users who most often have finances as limited or more limited than the Youth category. As with the Youth category, most if not all Seniors et al are dependent on use of public transportation, for shopping, for medical appointments as well as for getting out and about which is essential for maintaining a healthy lifestyle, both physical and psychological. Too many seniors and disabled (can be one and the same) end up isolated because of limitations on ability to get about. Please reconsider this increase and look more closely at the Adult fare which I understand isn't proposed for increase. Even there, the negative impacts on low-wage earners who depend on public transportation must be carefully considered. Thank you for consideration of my comments. Judy Swink [REDACTED]</p>
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Email		Mike	Bullock	10/24/2018	<p>This submittal responds to the media release dated October 18, 2018 on this subject. This is made as a formal hearing submittal to the parties conducting the public meetings, and to the governing board members of the San Diego Association of Governments (SANDAG), Metropolitan Transit System (MTS), and North County Transit District (NCTD). From the public notice, it appears that public transportation fare increases are being considered for the bus and rail systems operated by MTS and NCTD. Such fare increases will continue a trend in our region of fare increases over time, which have the effect of reducing affordable access to public transit for all populations, especially those which are most dependent on such transportation; and for the greater populations of potential riders who are looking for cost comparability to private automobiles. We have been in a downward spiral of fare increases, causing decreased financial accessibility and cost attractiveness, causing reduced ridership and reduced fare recovery, leading to more fare increases, and so on. New fare increases may seem attractive to increase revenues, but will continue this downward spiral. As an alternative, a truly cost-attractive public transit network, one which provides increased frequency and time-comparability to the private automobile, will increase ridership and operating fare recovery. A new approach to the region’s public transportation system and to transportation in general is needed. The first attached file shows much of what needs to be done. The California Democratic Party has a rigorous process for approving updates to its Platform, which is it’s official policy. Besides this, SANDAG, the MTS, the NCTD, and California state government have a responsibility to consider ideas from all sources, including the CDP. Please recognize the harm in the fact that there is no plan to ensure that LDVs (light duty vehicles, meaning cars and light-duty trucks) will achieve</p>
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					<p>climate-stabilizing targets. I know such a plan is possible since I have written one myself. As a retired systems engineer, I recognized that climate change is a systems engineering problem and there was no systems engineering plan. No plan to succeed is a plan to fail. Your failure path is made clear by your mistaken idea that you must raise fares. My LDV plan has been presented at several conferences (AWMA and EUEC) and has therefore been peer reviewed. Attachments 2, 3, and 4 are the plan. Note that no discretionary project as defined in CEQA can fail to show such a plan if the project has any impact on LDV usage. Either the discretionary project supports the LDV plan or it does not. Remember the well-established concept of cumulative impacts. Climate destabilization is an environmental impact, although it is always poorly described in EIRS, violating both the moral imperative of considering life important and CEQA law. You may mistakenly believe that CARB’s Scoping Plan is enough of an LDV plan. However, that Scoping Plan fails in at least several important regards. • Scoping Plan Failure 1: It does not focus on LDVs, the category that is by far the biggest emitter, the biggest challenge, and so far, the biggest failure. • Scoping Plan Failure 2: it implies that the state mandates are climate stabilizing. Implying such a thing is a moral and logical failure. CARB needs to try to prove it. Sadly, that would be impossible, given what the climate scientists are currently saying. • Scoping Plan Failure 3: it does not “show its work” in suggesting that its plan to electrify the fleet will somehow match up with some per-capita driving, to result in somehow magically achieving the state’s climate mandates, which, as stated above are NOT climate stabilizing. The need to have a plan to succeed (to stabilize the climate at a livable level) is shown in bullets 2 and 5 of the first attached file. All of the bullets are important but bullets 4 and 7 are especially important. You can’t continue</p>
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					<p>to pretend that parking systems and road-use charge systems are not crucial to achieving success. The 5th and 6th attached file show the needed car parking system. My wife and I attended a house party Tuesday also attended by Stephen Stills of Crosby Stills, Nash and Young. Mr. Stills performed. It reminded me of the power of music to get people to consider different points of view. From the final attached file (reference the original song here: https://www.youtube.com/watch?v=Soy3PHV3RiM): Park the car in the parking lotIts free but the transit's notGet on the bus and pay some bucksEven though the service sucksI have been trying to get SANDAG to consider different ideas for 11 years now. I have little to show for it. Maybe music will help. Please consider the entire text of the song shown in the final file. In my opinion, the song is art that is firmly grounded in reality. Please use your influence to lobby SANDAG to lobby CARB and the state to either adopt the plan shown in attachments 1, 2, and 3 or do one of their own. Also, please work to implement the parking system shown in the 4th and 5th attached files. The first place for these systems could be MTS parking, NCTD parking, SANDAG parking and/or parking for municipal governments, as part of their Climate Action Plans. The current trajectory leads to disaster. A fare increase is one more step. If you feel you have no choice but to raise fares, do so concurrent with a commitment to do what is suggested in this letter. As Governor Brown said the Pope, "Humanity must reverse course or face extinction." (Or as County Joe might say, "Whoopee, we're all going to die.)Highest regards, Mike Bullock1800 Bayberry DriveOceanside, CA 92054760-754-8025California Democratic Party Delegate, 76 AD (author of 2 adopted resolutions and 5 Platform changes)Elected Member of the San Diego County Democratic Party Central Committee (author of 5 adopted resolutions)Satellite Systems Engineer,</p>
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					<p>36 years (Now Retired)Air and Waste Management Association published and presented papers:Author, The Development of California Light-Duty Vehicle (LDV) Requirements to Support Climate Stabilization: Fleet-Emission Rates & Per-Capita Driving Author, A Climate-Killing Regional Transportation Plan Winds Up in Court: Background and RemediesCo-author, A Plan to Efficiently and Conveniently Unbundle Car Parking Cost</p>
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Email		Ez	Udo		I have lived in San Diego for almost 30 years and have been using the North County pass, now known as the Breeze monthly pass for 26 years without missing a month. I am firmly opposed to your attempt to eliminate this pass and force riders to use the more expensive regional pass. From \$59 to \$72, this is a 22% increase per month, which is quite significant. With the increase of other expenses (rent, utilities, medical cost, and other bills) this is making life very difficult for people who are encouraged to use mass transit. You are not helping! Thank you for attention to this message. Sincerely, Mr. Ez Udo
Email				11/9/2018	To whom it concerns ; California is so expensive to live w high rent & costs , I'm a native Californian & a senior / disabled person - I go to free meals to eat & housing/ utilities will take most of my money ! too many poor people w no housing or work to raise fares. find the money from another source thank you d
Email		Lois	Lindsey	11/9/2018	Please don't change the price on the SDM I'm a every day bus and trolley rider I'm also a SDM customer I go to all doctor appointment s by transportation this new 30day monthly pass proposed will hurt me due to I'm disabled.

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Email		Catherine	Siebert	11/9/2018	<p>Dear Sirs, When I saw you were thinking about raising the prices of bus passes for seniors, my first thought was don't they realize that will make them lose money? Probably not. They don't realize COLA increases in Social Security have already been eaten up by increases in Medi-Cal and decreases in SNAP (every time the government increases the amount they send me, I fall further behind). People have to cut costs somewhere. If it's choice of taking the bus and having less money to buy food, or walking to the grocery store and having more money for food, older people tend to choose the latter. Unless they're physically unable to walk. So your increase will improve the health of those seniors who can walk, but those who can't, will screw up your bus schedules. Why? Because older people who can't walk long distances, usually use walkers (or in the case of males, refuse to use walkers) and between maneuvering the walker up onto the bus – with or without the ramp – and fumbling to get the money into the slot, moving down the aisle to the senior seating, sitting down, folding up the walker, it takes five minutes before the bus can continue on its' route. And that's just for one person. The people who can walk, will ride the bus less often, if at all. And for the most part these were people who either weren't buying a monthly pass or who will decide that an eight dollar increase is too much for the number of times per month they ride the bus. (If you'd only raised the price to twenty dollars, people would have grumbled, but figured it wasn't that bad). Another problem: Raising the day pass from \$5 to \$6 means people have push a five dollar bill AND a one dollar bill into the slot – while the bus waits, and waits, and waits. People have enough trouble getting one bill to go through, now you want them to get two to go through. So now that I've told you what you shouldn't do to increase your profits, I'll tell you what you should do. The people who set up schedules don't seem to understand</p>
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					<p>people will ride more if it's convenient and the cost is reasonable. That's one of the trade offs of mass transit. It's not really convenient. (it takes me an hour and a half or more, for what would be a ten minute drive) but if it's cheap enough people will put up with the inconvenience. First: Offer special deals on monthly passes. Maybe for a year, lower the cost of the regular monthly pass to \$50.00 (or at least \$60.00) Why? Because for people who work at minimum wage jobs four days a week, it's cheaper to buy a one way pass (\$2.25/2.50), than it is to buy a monthly pass (\$72.00). Second: Run all your buses/trolleys at least every fifteen minutes during the day (6 am to 6 pm) or at least during morning and evening rush hours (6-9 am, 3-6 pm) and the middle of the day on weekends (10 am-2 pm) for at least a year and see how much more money you make. Third: (and this one you can't do even though it would increase paying ridership) Work with Health and Human Services to have them transport homeless people, rather than having homeless riding mass transit. Why? Because a lot of people who've tried riding the bus decided against it because they can't stand the smell of someone who's wearing the same clothes for months on end (I've held my breath walking past them a time or two) or who has roaches (and who knows what critters you can't see) crawling over them or their bundles. And you don't even want to think about stepping over 'stuff' they leave behind. Also, spend more time enforcing your non smoking rules. (I'd really prefer not to get on a bus or trolley with the smell of marijuana so strong, I have to sit by the door and breathe deep every time it opens. The clove smelling ones aren't quite so bad). And you really need to push back against those people vaping. At least at the trolley station or bus stop I can move away from them. The problem is the children who can't. Last thing you need is parents suing you because their kid developed pediatric</p>
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					cancer. Thank you for your time. I hope you will consider my input in making your decisions. Sincerely, Catherine Siebert
Email		Bill	Leach	11/8/2018	<p>11/08/2018</p> <p>Dear MTS, NCTD, Sandag, I'm contacting you as a long time Coaster rider (since 2010) regarding your fare increase notice. I'm including my city council member and others on this comment as well as I feel it affects our city. I read your notice with your reasons for why the increase. It states in broad terms, operational costs have increased & fare revenues have decreased. Also, included is a desire to simplify the fare structure. The city has a stated Mobility Plan and a Climate Action Plan. In both, we have important goals for regarding our public transit including creating ways to increase ridership. I think your "notice" is counterproductive to our community's goals. You are suggesting a general overall increase in fares, which is not a way to increase ridership, it's a plan to decrease ridership and go into a repeating loop of increase fares then losing ridership until you have a broken, reduced system. If your goal was to</p>

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					<p>increase ridership to boost revenue. Which would be a goal more aligned with the city’s goals, then you would consider a model to boost monthly / subscription ridership to have a strong and consistent base. Rather than an overall increase, you would consider increasing only daily, one-trip rates while maintaining or even decreasing subscription rates. And market the plan to customers as such, that you are looking for ridership. This is normal business practices to drive up customer retention! By providing benefits and discounts to join you create a more consistent revenue base and a larger community committing to use public transit on a normal basis. I didn’t see any link or access to any factual information to back up these first 2 reasons your notice states. Can you provide this? Seems like you have this to make this claim. Can you also provide how this breaks down in fares from monthly passengers vs. daily tickets and fares? Also, what do you include as “operational costs”? Do you include the upgrades to the blue line to extend to La Jolla? Or the station modification at the Poinsettia Coaster station? And are you doing anything to just reduce these operational fees? Overall, your proposal seems short-sighted and not addressing the city’s broader needs. I urge you to consider better options to build ridership vs. a general fee increase. By the way, this “notice” was not easy to find. Normally information like this is placed on seats of the Coaster – this time it was hidden from view in the bin with rider pamphlets. I would appreciate a response (e-mail or in writing) to this comment. Sincerely, Bill Leach [REDACTED]</p>
Email		Hope	Manley	11/6/2018	<p>Hi; I do support some increases! I'm age 58, working part time at Vons grocery store. How about increase age of qualifying for senior passes to age 62 not age 65? Compass card for adults is at \$72.00, if it's raised to \$82.00, I'll be hurting financially. I pay almost half my income to rent,</p>

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					compass card. Take care and God Bless you. Hope Manley [REDACTED] P.S. Those rapid buses are really helping thanks!
Email		Edwin	Yee	11/5/2018	Here's a breakdown of proposed MTS 30 day pass increases. MTS is trying to align the SDM & Youth prices to be the same. But why do this at the expense of the people who can least afford it. Largest increases by far affects SDM riders with 30 Day Passes with Youth 30 Day Passes drastically reduced. MTS Regional 30 Day Pass Adult 0% MTS Regional 30 Day Pass SDM plus 44%, \$18 to \$26 MTS Regional 30 Day Pass Youth minus 38%, \$36 to \$26 MTS Premium Regional 30 Day Pass Adult 0% MTS Premium Regional 30 Day Pass SDM plus 44%, \$25 to \$36 MTS Premium Regional 30 Day Pass Youth minus 39%, \$50 to \$36
Email		Robyn	Bianco	11/3/2018	RE: Fare Changes and Revisions to Regional Comprehensive Fare Ordinance and TransNet Ordinance I am a Senior, I buy Monthly Passes, and I ride MTS buses, the Trolley, and the NCTD Breeze. I take buses several times a week to classes at UCSD. On weekends, I ride to Farmers Markets and events around the county. It is a very convenient, enjoyable, responsible, and affordable means of transportation, always with a high level of service. I have introduced several friends and classmates to the ease of taking the bus. Affordable fare is very important for Seniors. I am writing in opposition to the proposed change in the SDM Monthly Pass fare. I think you are asking Seniors to bear more than their share of the costs. In meeting increased Operational Costs, Pass Types and the proposed increase in fares should be moderate and incremental. Let's compare the SDM and the Adult 30-Day/Monthly Pass: The proposed SDM pass is an \$8.00 increase. That is a 44% increase from \$18.00 to \$26.00. There is no proposed increase for the Adult pass; It remains at \$72.00. I propose a SDM, 30-Day/Monthly Pass increase of \$2.00, a 11% increase from \$18.00 to

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					<p>\$20.00. I agree with the proposed increase in the minimum age for senior discounts, from 60 to 65 years. Together, these changes allow Seniors to do their fair share. Fare revenue will increase and will offset necessary operational costs. Your consideration will be very much appreciated.</p> <p>Robyn Bianco</p>
Email		Tina	Wilson	11/2/2018	<p>The proposed increase in the SDM from \$18.00 to \$26.00 is OUTRAGEOUS! That's a 40% increase for those of us who are disabled and elderly who live on fixed incomes. The decrease for the youth doesn't bode well for me either as most youth:</p> <ul style="list-style-type: none"> • Have jobs or have their parents pay for their bus fares/passes. • Drive cars so they don't have reason to take the bus? • Have school buses that transport them to and from school. • Millennials have more than us disabled and elderly folks. <p>Why decrease bus fare/passes for the youth and raise them for the disabled and elderly? That is not right! I can understand raising SDM from \$18.00 to say, \$20.00, but not \$26.00. The CEO's, presidents, and superintendents would use that money to give themselves raises, not improve transit service to customers. The SDM need the discount, not the millennials.</p> <p>Sincerely, Tina Wilson</p>

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Email		Mark	B.	11/1/2018	<p>To Whom It May Concern,</p> <p>As a long time MTS patron, I can see the need for an increase in fares, BUT I think the increase needs to come by reducing all of the huge discounts given to everyone, except the average ordinary citizen who pays dearly to be over looked when it comes to public transportation both in San Diego and all other areas of California as well. The fact that I as an adult pay \$72 a month compared to a youth at \$36 or Senior/"Disabled" at \$18 is an outrageous difference in price. When I who was unemployed and looking for work and certainly couldn't afford a vehicle was struggling to get to interviews because I didn't have the fare for public transportation. Yet seniors, (granted not all) receive an income, live near wherever they shop or visit, students (most) can ride a school bus, allowance from parents etc, sneak on and off the trolley constantly, all get a discount for what? Being loyal, taking up the same space (often more) with book bags, push carts, feet, disobeying rules, guidelines, expect special treatment, music blaring, eating, loud conversations, etc.... What do I get, a larger fare. I never get the discount, I never get a break, even when buying a pass in advance it still almost triple everyone else's fare. I with no steady income, part-time, travel from one end to the other, often walking home miles because the bus stops running that late or it's another hour, or it never comes at all. That's what I get. Harassed by the drug dealers, and the peddlers, and worse. That's what I get. To be honest it's not just San Diego, it's like that all over Southern CA. And what's worse is every city and county has their own plans, fare structures, heck some of you even have the same bus colors and names. And yet why can we, not now, but in the near future come up with a plan that is universal all over the region. Then I do t need to carry 3 cards, 2 passes, and a map larger than google to figure out who I owe what to when and cash or card or</p>
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					cloud or app. Please make that your next objective task. But for now raise the prices, because that's certainly going to increase riders, especially the full fare ones. You want us to increase ridership and reduce traffic and yet we get nothing in return but higher prices, decreased routes and times that are usually all late. Maybe I'll just stick to Lyft, Uber, my bike, and my feet. All of the above are cheaper, more reliable and more dependable. Thank you for listening. Sincerely, Your Average Rider Mark B.
Email		Sonya	McArthur	11/1/2018	Hello, I appreciate the fact that fares have remained at a reasonable rate for several years, but your proposed increase for a monthly pass is too high and a bit unfair. Unfair because \$72 is really high to commute within North County, not everyone commutes to San Diego. I'm not opposed to an increase that is fair to everyone. If I may suggest, an increase of \$5 -\$6 for those passengers who do not commute to San Diego seems to be more reasonable. Thank you, Sonya McArthur
Email		Juan	Pantoja	11/1/2018	<i>Spanish to English:</i> Good Afternoon. It is not fair that they are getting rid of the \$59.00 monthly passes and now they charge \$72.00 for it as the regional pass. I rarely travel to South County (one trip every six or eight months). I don't think it's fair that we have to pay for something we do not utilize. Those who travel to South County should pay for it, because they use the service. Both options should be available. Imagine having to pay a service I DON'T need for 8 months just because there are no other options. It is like we are being held hostage to your service. I rely on the bus service for all my activities away from home (work, shopping,

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					taking son to school, relaxation, medical appointments, etc.). I hope my opinion is taken into consideration. Thank you very much.
Email		James	Condon	11/1/2018	RE Fare increases: I strongly urge focus on increasing ridership, not fare-box economics. More frequency on existing routes and more routes to unserved streets are a prerequisite to make MTS a reasonable alternative to car use. Each car-driver converted to MTS saves transportation funding by reducing reduced road maintenance, and reduced cost to remove carbon (which is very expensive). James Condon Zip 92110
Email		Sandra	Huston	11/1/2018	Hello: While I recognize the cost of senior fares on the Coaster has not risen in ten years, I feel the proposed 50% increase is far too aggressive. The cost of student fares is being lowered considerably and the cost of most ridership is unchanged. Perhaps have an across the board increase of 5%. Thank you for your consideration.
Email		Roger	Cuadra	10/30/2018	I fell that the fare hikes for Senior Monthly passes are over 40% are more then any other age group how can you justify such a large fare increase for us seniors! Is anyone aware of such a huge increase per age group it's shameful

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Email		Stefania	Aulicino	10/30/2018	<p>I am reaching out to you as a very concerned Citizen, neighbor and public transit activist. My underlying position is no fare increase unless there is a substantial service increase. Our neighborhoods today—and particularly the neighborhoods we are planning- depend on high quality public transit. Below are critical public transit issues, from my user perspective as a car-less daily public transit user needing to reach all areas of San Diego and border. Goal Public transit deserves to be a first class experience, like in New York where investment bankers who use it and in London, Paris where everyone uses it! Car alternative Frequency, consistent during the day, the evening and weekend. Who would give up a car if they can't get home after a party? Who would give up a car if they can't do their shopping with multiple stops on the weekends because the frequency is dropped dramatically \$ This is not a farebox balanced budget analysis. Every public transit user offsets the dramatic climate impact of car users. Why would Mts think about penalizing the people who are contributing to the solution in so many ways including congestion, and climate impact: car users should subsidize public transit users. Mts has no right to ask public transit user to pay the entire price for use of public transit when car users are not paying the full price for car usage. Mts must start by increasing frequency seven day a week plus early and late night hours on existing transit line Next Mts must Institute more direct transit lines so that a 10 minute car drive it's not equivalent to a one hour MTS transit trip (each way) -because it required three connections. Plus the risk of missing any one connection could double ones arrival time. Next Mts must Expand more fingers into communities for people to be able to get from where they live to where they want to work or play. Mts should not focused exclusively on home to work but home to play: after all this is San Diego and if you want transit users to use the</p>
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					<p>services without a car you need to get them where they really want to go Importantly Mts is responsible for Solving the last half-mile. This is critical. This issue has been highly successfully and cost-effectively accomplished in Mexico City. It's called ecobici What is ecobici? Here's the link https://www.ecobici.cdmx.gob.mx/en/service-information/what%20is%20ecobici MexicoCity has integrated a docked biking systems into their public transit system with a single app and a free 30 minute utilization so that people can get from where they live in the community to the closest transit stop. Mexico City implemented this with a corporate partnership which dramatically decrease the cost resulting in minimal upfront investment. And each Docked bicycle stations were installed to serve concentric 30 minute intervals circles so that publicAdoption was immediate and cost effective well also encouraging people to use public transit Health/Sanitation Every transit station must have and maintain clean restrooms open 24 hours available for all riders and visitors. These restrooms should be served/maintained by the city -not relegated to franchise stores -and should be maintained with high security. Yes homeless people may use them and actually it's a health benefit that they do. Homeless people are also looking for jobs that are relevant for them. Homeless who want to use the bathroom might be ideal candidate for those can be paid a wage to maintain them and encourage proper standards for the use of them by other homeless people and all. As a community we need to acknowledge that human beings need to go to the bathroom. It's inhuman to rely on buying a Starbucks coffee or a McDonald's hamburger to get access to a bathroom FYI for me living between OB and old town, the majority of my trips require three legs typically a bus a trolley and of us. Where do I get to go to the bathroom???</p> <p>Accountability Any public official responsible for/or making</p>
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					<p>decisions about public transit must be required to use public transit a minimum of three days a week and at least one day during the weekend as a contingency for them maintaining their job. They must be reapproved on a monthly basis based on actual utilization of public transit.</p> <p>Representation/feedback Finally Any public transit authority or decision making body must Include representatives of the public who are exclusive public transit users. It is not adequate to have just political presentation. These bodies must rely on input from real users— not just during a public comment period of a few weeks in the space of the year but an ongoing constant and respected feedback loop for any policy decisions, and construction that’s being undertaken on our taxpayer dollars. Resource We represent an active group of public transit users who Offer ourselves as resources. We want to make san diego public transit a first class experience.</p>
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Email		Rochelle	Glickman	10/30/2018	<p>My name is Rochelle Glickman and I am a retired senior who uses the public transit system a lot. This rate hike will be very bad for me and I think many others as well. For those of us who live on limited incomes which don't go up very much a hike like this is very harmful.</p> <p>All you are doing is penalizing the list able in the city, seniors and the disabled. They will suffer more. Meanwhile the wealthy won't notice the difference, not that they take public transit anyway. In the long run this may be self defeating as well. You say you need to do this to keep up with costs. Well just maybe a lot of people will either take public transit less or stop all together. I really think you don't care about vulnerable people, only those with money. Shame on you</p>
Email		Sharon	Lynn	10/30/2018	<p>To whom it may concern:</p> <p>I am concerned about the proposed fare increase for the MTS Access. I ride the bus at a minimum twice a day Monday through Thursday to get to my school which is called ABI (acquired brain injury). [REDACTED]. I also take access to get to doctors appointments and other destinations. The fare increase would create a hardship for me. I hope the fare will remain the same. Thank you for your consideration.</p> <p>Sharon A. Lynn</p>
Email		Earika	Rickabaugh	10/30/2018	<p>While I am not available to make the meetings you have scheduled concerning the proposed fare increases, I would like to supply you with my opinion concerning same. I have been taking the Coaster from Carlsbad to San Diego for almost 20 years. Over the past 3-5 years, the service has declined considerably - from mechanical issues, old dirty interior cab cars, dirty windows, lack of communication from NCTD management and Board of Directors and most importantly too many train cancellations. I have prepared an Xcel spreadsheet from July 1, 2018 to the present information taken from NCTD's Twitter account (while you will see a gap from 10/18 to 10/29 because I just got</p>

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					<p>frustrated with spending the time to do this), you will note there were 128 train delays/cancellations; 21 of those were not the fault of NCTD due to trespassers, police activity and Del Mar cliff collapses - there were 20 train cancellations (11 in the month of October alone) and 87 delayed trains due to mechanical issues, PTC and the like. For SANDAG and NCTD to feel now is the right time to impose a fare increase is unbelievable. I have been in communication with Matt Tucker and his team for over 2 years discussing the train schedules and the purchase of new locomotives. All of my communications seems to have fallen on deaf ears. I suggested over a year ago that NCTD should be looking into purchasing new locomotives. Those locomotives have now been "ordered" but will not be received until the Spring of 2021 and then there will be a delay for those locomotives to be put on rails. It is anticipated that the new locomotives will be placed on the rails in late 2021. The current locomotives will not last until 2021. I strongly feel that increasing the Coaster passes at this time is not appropriate. I also feel that if you look at the ridership over the past several months you will note that it has declined because of the declining service we are receiving. While NCTD Management will differ with that opinion, I am on the train 2-3 times a week and hear the unhappy passengers. If you would like to discuss this matter further, please feel free to give me a call.</p> <p>Earika Rickabaugh [REDACTED]</p>
Email		Seth	Goldman	10/29/2018	<p>Hello - I am a 61 year old grandfather who relies on the Coaster to get to my job. I was horrified to hear that you are planning to (a) raise the senior rate and (b) change the senior age to 65. You can't be serious! Would you actually take my senior pass away from me, or would I be "grandfathered"?</p>

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Email		Charles	Freeman	10/29/2018	Hi, my name is Charles Freeman and I purchase a monthly compass pass. I am a San Diego native 73 yrs. I am very happy to pay 26.00 for the pass instead of 18.00. I rely on the excellent transit system every day. I think the system can be better and a raise in fares should help in keeping the schedules frequent and add new routes. I am very excited about the new trolley line. I think route 10 should go down Washington between Park and Fifth Ave. This would avoid one of the slowest sections of the route as well as the busy intersection at Fifth and University. Route 10 should be made as efficient as possible to be an East/West connection to the new trolley line. Thank you for an excellent job in providing San Diego with public transportation.... Charles Freeman
Email		Brian	Korn	10/29/2018	Hi. My name is Brian Korn. I use an SDM pass and ride the bus and Sprinter at least 4 days a week. I work 9am - 5pm. Sometimes on my way to work or on my way back there is only a single car Sprinter. This seems ridiculous to me to be running a single car Sprinter during the rush hours. I have attached a picture of what it feels like to ride the single car train during those hours. (From the movie Schindler's List.) I feel like I'm on the "pack 'em in like sardines" Amtrak. That's why when I go to Orange County I ride the Metrolink. I always get a seat to myself. It's very disappointing to have to ride a crowded single car Sprinter at the 5pm hour after a long day at work. I feel like someone in the attached picture. I wouldn't mind paying a higher fare if I was guaranteed to always ride a double car Sprinter for my commute. I understand the Sprinters need maintenance. But it shouldn't be done at the 8am or 5pm hours. Please contact me if you have any questions. I would appreciate a response so I know someone reads this. Thank you, Brian Korn [REDACTED]
Email		Michael	Hays	10/28/2018	I am 60 and living at poverty level. The pass rate age has been a blessing to myself and many others. Raising the age to

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					65 will be a huge hardship on myself and thousands of men and women in the same financial situation. I pray that you will have compassion on the poor. God bless Michael Hays
Email		Albert	Grant	10/26/2018	<p>Sandag: Why must you always steal money from Seniors who can little afford it ? Why must you give all the money that you steal from us seniors, to reduce the Youth monthly pass cost ? Why did the working people with jobs not get a monthly pass cost increase, but the seniors with no jobs get a 44% rate hike on our monthly pass ? Are you Insane or just too Stupid for words ? Several other cities Do Not charge seniors for a bus pass . Some of those citys are in california and washington state. Their costs went down as a result . Not up - - Down ! It always costs all public transit companies more money to collect the money, than the money is . Always . Therefore all public transit companies use the bus fare to just collect the bus fare. and tax subsidy money on top of that, to collect the fare money. Therefore all the cost of actually transporting the passangers is 100% paid by taxpayer subsidies and 0% from the fare box . Even the cost of pasangers using the transit pass costs the bus company for all the fare tracking computers, and computer maintainance, and programing, and electricity to run it, and slower load times (than if it was free for all passangers and they loaded in both front and back doors) , and more cost of wait times for each passanger to have his pass read by the expensive machines and for the machine to send a message over the cell phone network to check the pass account for payment, and the cost in more time for the driver to wait while he gets paid an hourly wage, and for the bus to use up expensive CNG fuel and whear out the engine while waiting at idle , and increased maintainance costs on the bus, and increased costs of the buses because you have to have more buses on all the routes to account for all those accumulated wait times, and more employee costs to run all those extra buses caused by</p>

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					<p>the extra time it takes to load fare paying passangers (especially Cash paying passangers) , and the extra costs of having Fare Inspectors check everybody to see if they all paid to ride (they even check on some bus routes) , and the extra costs of the passes and the machines to load the fares on them and the collecting of the cash from the busses and fare machines and the counting of all those coins and accounting for them and protecting them from theft. By the time you have accounted for all the extra cost of collecting fare, you will see that it far exceeds the actual fare its self. Public transit can never pay for even a small part of its costs, by collecting fares. If you think otherwise, then you are just fooling yourself. So it is totally silly to think that you can solve anything by raising the Monthly Pass (SDM) cost for seniors . Also it is totally UNFAIR because almost all of the increase in costs of the SDM monthly pass is to be born by just the seniors and not the ones that have jobs and income that far exceeds the little that seniors get. You should not be increasing our costs, you should be making it free for the seniors and disabled who can least afford what you are charging now , let alone any large increase you are planning . It would save you more money if you made the SDM pass free, and quit sticking it to seniors every chance you get . Also every fare increase always causes more people (seniors and regular adults alike) to travel in their cars a lot more. More car traveling causes more whear and tear on all the roads, more need for Ambulance services from low income seniors (many of whom should not be driving in the first palace) and others (like pedestrians and regular adults) , who get involved in car accidents in direct preportion to all increases in car traffic caused by more people choosing to drive rather than pay the increase in monthly pass cost . low income seniors can not pay for the ambulance services, and so the city will pay the extra cost. Even one more accident</p>
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					<p>can cost the city more than all the bus fare increases that the city and sandag might try . Even just one more highway accident by another ex-bus passanger that would rather drive, than pay the increase in monthly pass fare, can even cost the hundreds of thousands of commuters more dollars worth of wasted time because of road delays , than they would have suffered from a normal commute day . This extra wasted time results in less overall money earned by those delayed wage earners, going on their commute to and from work, results in less money (in the millions of \$ \$, per lost hour per each commuter) available to spend in San Diego on goods and services (and less property tax and sales tax and other government fees, from less taxable income) which will lower home values which will lower property taxes because fewer newer workers move here, to pay the higher home prices (prices only go up because more people bid on the properties) because less money is available to be spent on things people want , because they earned less, because they spent extra time waiting for another accident to be cleared from the road, caused by more drivers that did not want to pay the extra cost of the senior (SDM) pass. Anytime less money is available, the less the taxes are available to be collected. At the same time the city must subsidise the extra cost of more unpaid ambulance costs from seniors that can not pay, and more hospital emergancy room costs from the increase of accidents by persons that can not pay, and increased police services from more traffic, and more road repair costs. All while the tax collections go down due to workers spending longer times waiting in traffic, for slow seniors to get out of the way or for the extra accidents to be cleared , giving the workers less work time, and therefore less income to spend and for taxes to be paid from all that lost business . Free bus passes save money for the city overall, and a good place to start is by not charging seniors .</p>
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					<p>When the city sees the savings from no cost senior fares, the economy of it all will be appearant to all who look . thank you for reading all of this very long but necessary explanation . Albert</p>
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Email		James	Ludlow	10/26/2018	<p>Sandag: Such a huge fare increase of over 44% for the seniors and disabled who can least afford it is unheard of in any other city in the USA . Why must you Punish seniors and disabled people who have less money than the fully able-bodied working persons, who can afford the cost increase and can ask their bosses for a wage increase to pay for it . We seniors are no longer working, and have no chance to get an increase from our non-existent bosses . It looks like you are trying to hijack our very small increase in the cost of living from our small social security money. Why are you doing this ? or do you just hate seniors . It also looks like you are giving our fare increase in our monthly pass, to the youth with a decrease in their pass cost . You do not need more money. you just need to improve your efficiency, similar to almost all other countrys, changes in methods of operation . You are still running a very inefficient method of operation , especially on your methods of fare collection. We need bus ticket machines in many many more stores and other places. All bus tickets should only be all-day-passes or monthly passes. This alone would cut in Half the cost of collecting cash . Faster bus loading means lower costs overall. Less time (time is money) and lower fuel costs. If you were an airline, would you idle your engines while each passenger paid cash, before boarding the airplane ? If not, then why do you do it on buses ? Also eliminate all parking spaces for all Sandag employees, and require 100% of them to take the MTS / North county transit busses and trains to work. Especially the Management (including the elected officials and top management), and have all of them leave their cars at home. If public transit is good enough for us seniors it is good enough for workers and management of the public transit companies. You would then be able to balance your budget by eliminating all non-public-transit transportation activities, for all your employees and management. No more cars, no</p>
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					<p>more parking, no more taxi costs, and no more costs of accounting for such transit activities . And all such employees would be built in inspectors, of all things public-transit, if they were forced to use what they make . Think of all the gas money they would save with a " free bus pass " as part of their pay. You might even save on the next need for a pay hike, to pay the high cost of gas for their cars. If you are good enough to run public transit , and public transit is good enough for us seniors, then public transit is good enough, to be the employees only method of transportation . Thank you for listening. James</p>
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Email		Fred		10/26/2018	<p>Sandag pio: Why is it that you have decided to Increase the monthly Pass fares on the backs of Seniors and Disabled who are mostly on fixed incomes, with no increase on the monthly Pass fares of the Working able bodied Adults who have the current and future income to pay for such increases ? The Senior Pass (SDM) is our only Lifeline to the Senior services that we need to survive . A 44% increase in monthly fare just for Seniors and Disabled, and NO monthly pass fare increase, on those (Adult pass) who can best afford it is Unconscionable . It is obvious that you are trying to pay for the Decrease (27%) in Youth monthly pass fares, by sticking the Seniors with the Bill . It is also obvious that you want to take a cut of our very small Social Security increase for yourselves, without any regard to our greatly increased other costs of living . Our very small social security increase does not begin to pay for all , of just the increases that the City of San Diego has mandated on us Seniors and Disabled . Most of us Seniors living on fixed incomes over the last 10 years (the very 10 years you complain about your cost increases) from 2008 to 2018 have lost a large part of our pensions, like IRAs and the lower (.01 %) bank interest on our savings (which was 5%), due to Government manipulations of the currency and bond interest (including lower city bond interest) has put us in a Much Poorer state than we were prior to 2008 . It is Not the backs of Seniors and Disabled where the burden should be placed . If you are really interested in reducing the increased Operational Costs, then do what is done in almost all other countries . Stop collecting Cash Fares on board busses. You already do not take cash fares on board Trolleys . You already require a pre-purchased Ticket / Pass to ride a Trolley . There is no reason to believe that only Vons / Albertsons / Safeway stores are the only ones that are interested in drawing more customers into their stores by having Automatic Cash / Pass</p>
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					<p>machines in many of their stores. The california DMV now has automatic cash collection machines in many stores (which draws in more customers for the store) to pay the " california department of motor vehicles " cash money for registration renewals and other fees , and eliminates trips to the dmv offices and the clerk's time to process the cash and paperwork, that the machines do for very little cost . The MTS / Sandag could put such machines (the same type that is at SDSU college) in many stores and other convenient locations, to eliminate cash fares on buses. San Francisco already has many such machines already installed and they issue a temporary paper (electronics inside just like the solid plastic pass) pass at a cost of only 5 cents / pass. It costs way more than 5 cents to collect the cash fare on a bus. San Francisco Municipal Railroad (MUNI) , uses the Exact Same Pass system as San Diego does. Also the same in Beijing china (who also have, no cash fares on buses) . Elimination of the cash fare on board busses , will reduce passenger loading wait times. This will reduce bus headways and allow fewer busses to do the same job. This will save money on fuel while the bus waits to load cash paying passengers , and on the bus driver hourly wages. Less wait time = less cost . Also allow passengers to load on both front and rear doors with the pass (just like they do in San Francisco) . Both methods save lots of \$ \$ \$. Installing a few more Bus Pass Cash machines near bus stops is a whole lot less costly, than having cash fare machines on every bus. Also unloading all those cash fare machines from every bus, is also one of your more costly mistakes you make in fare collection . You could also Eliminate all One Way fares. Turn all Fare Tickets into Round Trip only tickets / Day Passes. If you think that people that travel by airplane need special privilege, then you could have transfer / return ticket machines inside airports, and in other cities / counties / airports / bus terminals and have</p>
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					<p>machines that turn your one day pass (inside the airport etc.) into an out-of-town return option , like they also do in san francisco . All of the above suggestions are better than to put a 44% fare increase on the backs of the Seniors and Disabled who can least afford it . thank you for your consideration of the above suggestions . Fred</p>
Email		Roger	Cuadra	10/26/2018	<p>I like to protest the over 40% Senior Fare increase for monthly pass this biggest percentage increase for any age group shameful!</p>

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Email		Amy	Gilstrap	10/25/2018	To Whom It May Concern: I understand that the plan is to raise the bus fair for seniors and disabled from the current cost of \$18.00 to \$26.00 as of December 10, 2018. I also understand the bus fair for compass cards, day passes, and non-senior, non-disabled persons will not change. What is the logic behind this proposed plan? This doesn't make sense, and this is a big mistake! As a blind individual on a fixed income, I am concerned that this will not only adversely affect seniors and disabled persons themselves, but it would also most likely decrease ridership among this population. Ridership is crucial in maintaining the financial stability of SD Transit, and this is what this company aims for. Decreased ridership has the opposite effect. There are many seniors and individuals with disabilities who ride the public bus and trolley, and for anyone on a fixed income, \$8.00 is a big increase. Our population deserves to travel without extra cost, and it's not fair to raise senior/disabled bus fairs when everything else remains unchanged! I am asking whom this may concern to please reconsider this costly increase in bus fair for those who are senior, and/or disabled on a fixed income. Thank you. Sincerely, Amy R. Gilstrap
Email		Esther	Simon	10/24/2018	Fare Changes are not fare! If you increase your prices for all is fare. BUT TO INCREASE COST TO SDM, AND LOWER THE COST FOR YOUTH NOT FARE. This would be hard for me a senior to pay the increase. Thank you a Senior from Oceanside Esther Simon
Email		Andre	Willenbrecht	10/24/2018	Dear MTS team, As we were spending last weekend some time as tourists in San Diego we would like to comment on the planned changes and revisions to Regional Comprehensive Fare Ordinance. We agree that fare increases are necessary but kindly ask you to reconsider the elimination of X-day-passes as these are a perfect fit for tourists. Every major city we have travelled offers day-passes to relieve some of the stress that tourists have and to make

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					sure that the public transport and its fares will not be an obstacle to discover the city/area. In SD we used our 4-days-passes quite a lot and would have been moving around way less without them. Thank you very much in advance for reconsidering this elimination of the day-passes! Best regards, André Willenbrecht
Email		Eirik	Einarsson	10/23/2018	Is the age for the senior citizen rate going to be raised from 60 to 65 with the new proposed coaster fare increases? I am a senior now.
Email		Leonardo	Prosperi	10/23/2018	Hi, the RegionalPlus \$12 ticket is going to be discounted. Does the new COASTER Regional (Rapid Express + all COASTER zones) \$15 ticket include the trolley? My commute includes Breeze, Coaster and Trolley, does that ticket cover all of them for the day? Regards, Leonardo Prosperi

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Email		Henry	Fung	10/22/2018	<p>Regarding the fare increase proposed, certainly I can understand the need for budget stability, however the fare increase proposal does not conform to best practices at other agencies in California or nationally, and seems to be concentrated on the goal of simplification to the extent of valuing passengers and future riders, important to meet the State's climate change goals and help arrest global warming. Conforming the fare to \$2.50 is appropriate, but the lack of either fare capping to the \$5 day pass or transfers discourages ridership and does not follow best practices. For example, on Northern California Clipper, day pass accumulators allow day passes to be earned and riders to not pay more than the daily fare. On LA Metro, another Cubic system, riders can transfer. Although there is not a day pass accumulator the day pass is set at four times the base fare so is only valuable for individuals running errands or making multiple trips. Someone who may want to ride transit from auto repair, the airport, or a similar one way trip will have to pay the \$5 and may use Uber or Lyft for a more direct trip instead. Similarly, individuals who are not sure how many transit trips they may make may be discouraged from riding at all. In addition, with the elimination of a single fare for Trolley riders, Trolley fare inspectors will be required to intricately know the system and whether someone had "transferred", which may be challenging (i.e. someone boarding at 12th/Imperial riding on the Green Line could have ridden the Orange Line and transferred for a faster trip). Trolley users will need to find TVMs at transfer stations to purchase another ticket in order to legally continue to ride. In practice, few fare inspectors will learn the system and where they are riding, and few tickets will be issued for individuals "transferring" within the Trolley system. It should be noted that VTA, another day pass system, prior to introducing transfers treated the light rail as one "line", and most POP</p>
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					<p>agencies do not have such a system. LA Metro tried it and received significant complaints over "transferring" between subway branches at between subway and light rail at Metro Center so implemented a transfer system. Therefore, I strongly urge fare capping at the \$5 level for base fare and \$2.50 for seniors (I am ambivalent about the change to 65, although the norm in Southern California is 60 (OCTA, Riverside) or 62 (Omnitrans, LA Metro)). Do not implement the fare change without capping. It will also encourage usage of the COMPASS card and the valuable data collected. Elimination of 2, 3, and 4 day passes cause issues during special events such as Comicon and are not necessary. One missing fare component that most other major California agencies (Metrolink, RTA, Omnitrans, LA Metro) have is a 7 day pass. This should be implemented at a cost of one third the 30 day pass, to account for those with specific needs and those who cannot afford a 30 day pass, rather than purchasing multiple day passes. In this instance, at \$24, it would provide a commemorative pass for visitors, meet the need previously fulfilled by the four day and 14 day passes, achieve some fare simplification, and conform to best practices at transit agencies across the country. The NCTD staff presentation omitted the number of 14 day passes sold and with greater marketing, especially to lower income individuals, a 7 day pass could be well received. Sincerely, Henry Fung</p>
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Email		Craig	Jones	10/22/2018	<p>TO: SANDAG, MTS, AND NCTD – Attn: Jessica Gonzales, jessica.gonzales@sandag.org; Rob Schupp, rob.schupp@sdmts.com; Kimy Wall, kwall@nctd.org FROM: Craig B. Jones DATE: October 22, 2018 SUBJECT: Submittal for Public Hearings re: Proposed Fare Changes and Revisions to Comprehensive Fare Ordinance This submittal responds to the media release dated October 18, 2018 on this subject. This is made as a formal hearing submittal to the parties conducting the public meetings, and to the governing board members of the San Diego Association of Governments (SANDAG), Metropolitan Transit System (MTS), and North County Transit District (NCTD). From the public notice, it appears that public transportation fare increases are being considered for the bus and rail systems operated by MTS and NCTD. Such fare increases will continue a trend in our region of fare increases over time, which have the effect of reducing affordable access to public transit for all populations, especially those which are most dependent on such transportation; and for the greater populations of potential riders who are looking for cost comparability to private automobiles. We have been in a downward spiral of fare increases, causing decreased financial accessibility and cost attractiveness, causing reduced ridership and reduced fare recovery, leading to more fare increases, and so on. New fare increases may seem attractive to increase revenues, but will continue this downward spiral. As an alternative, a truly cost-attractive public transit network which provides increased frequency and time-comparability to the private automobile, will increase ridership and operating fare recovery. A new approach to the region’s public transportation system is needed.</p>
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Email		Gaynell	Schenck	10/22/2018	I object to your proposed increase in Senior Monthly MTS passes. While you propose no increase in adult free and a decrease in youth fare, your proposal to raise ONLY the senior fare is discriminatory and creates a financial burden on seniors on fixed income and no other means of transportation other than MTS services. Please reconsider your increase in senior fares.
Email		Robert	DeRoos	10/18/2018	SANDAG/MTS To whom it may concern: I have been to a least 2 public meetings of representatives from Sandag/MTS. In both cases we were told that there would be a question and answer time after their presentations. There was none. We were told on both occasions that they were out of time. They spent most of their time tooting their own horns by saying what a great job they were doing and their super plans for the future. I was not impressed and neither were any of the other people in the audience. I don't believe that any of your people have ever ridden on MTS or have any idea how to make a schedule that would be convenient for a rider. As a senior citizen of San Diego on a fixed income that is very small, an \$8.00 increase on the monthly pass is going to affect my income. I could see a \$2.00 raise being more reasonable and have expected it. Please consider a less drastic increase. Thank you. Sincerely, A concerned senior. Please do not increase monthly rate for seniors by \$8.00. \$2.00 would be a more reasonable choice.
Email		Krista	Mays	10/17/2018	Hi Destree, I filled out the transit survey the other day- I found it to be complicated & kind of confusing. Too many "moving parts" on every single page of the survey for me. I completed it, but really not sure that I understood all the questions. Krista [REDACTED]
Email		Bill	Myers	10/17/2018	I am a an occasional rider on the lift. I use the Breeze and Sprinter when I can but due to blindness there times when I should use the Lift. If I were sitting across from you, I would

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					counter propose to carve out a provision that keeps the rate for disabled at \$3.50 and an active program from NCTD to educate disabled patrons How to use the Breeze and Sprinter. I have been told that there are 3.2 million residents in San Diego County, of which 100,000 are blind. Using this data I figure that 5,000 Oceanside residents are blind. I assume that you have not received comments from each of these blind people. I will stick out my neck and speak for them asking that you raise the price collectively and do not raise the price for the disabled. I am a resident of Oceanside, retired from OUSD and retired US Army. Thank you for your time and attention. -Bill
Email		Lynn	Horton	10/16/2018	Please do not raise the age from 60 to 65. Many older adults not yet 65 need to pay less for transportation and this will make it harder to make ends meet for many of us. Thank you Lynn Horton
Email		Susan	Farmington	10/16/2018	To SANDAG, I am disable rider of the San Diego Transit System. If you, feel the need to raise prices. Here are my suggestions: Any child 2 to 4 should be charge a quarter. 5 year to 10 should be half a adult fare. Teen a quarter more than what the pay now. Students of all kinds a ten cents raise. Adults a dollar more but works with both trolley and buses!!! NO raise on disable!!!! Other suggestion, have more Transit police in Fashion Valley bus stop. Any citizen can predict when the trolley police will ride them. Around 1,15,30. Every month.

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Email		Peggy	Stone	10/16/2018	I am a 67 year old senior who buys a monthly \$18 transit pass. Although a raise to \$26 a month will not affect me unduly, I am concerned about the overall direction of raising fares to meet expenses, which seems a 20th century way of looking at things that doesn't take into account the larger, much more critical picture Of our planetary future. In a nutshell, San Diego County is part of this planet, and this planet has to find radical new solutions in the next few years - less than 12, per the UN report - or the cost of transit will be the least of our worries. We need to get OFF fossil fuels. We need to completely restructure our transit system to include as many people as possible, getting them out of their cars and into buses, jitneys and whatever will move them around without individual vehicles - unless those vehicles are powered without fossil fuels. We need to restructure our neighborhoods so that people aren't forced to commute an hour or two to get to jobs - truly building things like grocery stores and necessities into developments, rather than building as we have, with clusters of large homes in cul de sacs leading to freeways. But what we should NOT do is raise fares and cut routes so that even more people are forced OFF public transportation or forced to stay home from work or errands. I believe public transportation should be free. Yes, that's a radical notion. But economically it makes sense, and there are models you can look to. Look at the next 12 years and start thinking about long term goals, not short term finances. Sincerely, Peggy J. Stone
Email		Amy	Steele	10/16/2018	Hello, Like my fellow public transit commuters, I'm disappointed by the proposed rate hike. I take the Coaster from Santa Fe Depot to Encinitas at least four days a week, and I believe the cost of riding the train is expensive enough as it is. Raising rates is not likely to increase ridership, which should be the goal. Rate hikes will only encourage more commuters to drive, which will only contribute to the

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					region's awful traffic issues. Please don't penalize those of us who choose to go green and are committed to sustainable transportation in San Diego County. Thank you, AMY STEELE MARKETING COORDINATOR
Email		Derek	Selby	10/15/2018	Dear MTS, I work for a non profit organization named Urban Corps and like most of the corps members, I rely on Urban Corps' ability to purchase month pass stickers in bulk at a discount in order to travel to work. Will this be affected by the proposed changes? Regards, Derek Selby
Email		Mike	Nichols	10/14/2018	Why not follow the example of the transit system in New Orleans? They have a daily 40 cents charge for Seniors over 65, where they can take their system all day for that charge. Wouldn't that be really helpful for Seniors? I don't think it would cut into your revenue to a great amount, but would encourage them to use your service. Mike Nichols University City, San Diego
Email		Jerald	Levinson	10/13/2018	You asked for comments, here are mine: 1. Removing the 30-day pass and the SDM Day Pass for Sprinter/Breeze? And raising the one-ride fare? Really? Trying to cut down on your ridership on those services? 2. Raising the monthly SDM Regional Pass from \$18 to \$26? No, that is too big a jump. \$20 is OK. Especially if you are not raising the Adult pass accordingly. 3. Reducing the Youth pass? That's OK with me. Though I think you should do that for all students. 4. And OK for bringing the Bus fares up to the Trolley fares. They should be the same. Jerald Levinson

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Email		Deborah	Cluck	10/11/2018	<p>I'm both saddened and outraged by the proposed minimum age increase from 60 to 65 years old for senior discounts. I found myself homeless and fully unprepared for that type of lifestyle. My saving grace after years of transitional housing and living in a tent on the streets was the senior discount for a monthly pass through MTS at age 60. Forced to apply for my early Social Security benefits at age 60 due to an injury finally made it possible for me to enter a senior homeless prevention program. Thankfully, the injury wasn't permanent so I also was able to receive the senior discount on a monthly pass which enabled me to look and find a part time job. If the minimum age was 65 years before I could receive the senior discount I wouldn't be celebrating having my own apartment until this coming December when I have my 65th birthday. I'm celebrating 3 years of not being homeless thanks to discounted senior rates at age 60. This increase in the minimum age will hurt a lot of seniors and most likely they will be forced to quit there jobs do to their inability to get to and from work and they too may end up living on the streets. The charitable (free) monthly passes that SANAG donates to places such as St Vincent de Paul and the passes that are purchased at discounted rates by the clients at the YWCA should be stopped before increasing the minimum age limit to 65 years because clients at the these transitional housing complexes don't have to deal with high rent, purchasing food and all the other costs such as clothing and hygiene products. I'm sure there are more charities that SANDAG donates to but I can only state for a fact about the two mentioned above because I was a client at both. Those riders that only purchase a daily pass while visiting San Diego or coming downtown to eat or attend a game should be the riders that absorb the cost increases. They aren't the riders that will go hungry and/or not be able to pay their rent do to their inability to purchase a monthly pass at a discounted rate until</p>
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					they are 65 years of age. Please, don't add to the numbers of seniors living on the streets. Keep the minimum age at 60 not 65. Thank you. Deborah Cluck I'm forever grateful for the senior discount at age 60 that enabled me to rise above being homeless.
Email		John	Lamendola	10/10/2018	It is morally unfair to increase the fares for the Disable Senior Citizen passengers and other Disable persons. Theses individuals are on fixed disability pensions. When the SANDAG via MTS increase the fares concerning the Elderly, we have to choose between transportation, food, and prescriptions. We may or may not receive a COLA, Cost of Living Increase. Some of the Elderly, receive Veterans Pension/Social Security Pensions. In my case , I receive a V.A. pension. Many Disable seniors are home bound, thus not by chose. The Senior Citizen must not bear the increase of the increase on the back of the Elderly. We deserve the total respect on the younger generation. This must not be on MTS terms. You in force this in moral expense on the Senior Citizen, they will stay home. You have elder parents, one day, will have to deal with this situation. Remember, what goes around comes around. Shame on you, for your financial disrespect to the Senior Citizen. I am 74 years old, and receive a Veterans disability pension. I also receive a Section 8 assistance for rent. I contacted The FTA Region Office San Francisco Region 9 Office, San Francisco Federal Office Federal Office 90, 7th St. # 15-300 San Francisco, CA 94103. Their is only one way to solve this unpleasantness, do not increase the projected increases fees for the Senior Citizen Compose Card. As to the youth, they receive Pell Grant, and Cal Grant. There is funding included for public

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					<p>transportation as the youth attend their formal education. At the same time, this money from other grants/scholarships. The needs of the Senior Citizen are more important than the younger person. They are healthy and strong. The young should think more for the Senior Citizen then themselves. You have shown the worst disrespect to the Senior Citizen. One day, you will be a Senior Citizen. This will be your pain. Your children will be a possible disrespect to you. I mean what I say, I say what I mean. John J. Lamendola, Senior Citizen. and Viet-Nam Era</p>
Email		Sarah	Umpleby	10/9/2018	<p>To MTS Board: I have reviewed your notice regarding the proposed fare changes and one of the changes that was requested is the age for seniors from 60 to 65. I would like to point out the san diego county is building housing for seniors that are 55 an older. There are some seniors that live in these homes due to the fact that they have a disability or they have enough credits to retire early. I think you should consider lowering the age to 55 and above because of the 55 and up for low income housing. Thank you for your time Sarah J Umpleby</p>
Email		Jacqueline	Loomer	10/9/2018	<p>Oct 9. 2018 Hello, I am a frequent user of both the Trolley and Buses in the MTS system. I was reading the notice you put out about fare changes and revisions in the flyer I took from the bus this week. I am emailing my comments about these changes to you as I am not able to attend the public meeting nearest me as I won't be home from work in time. My Comments: 1) I believe the increase in fares for single rides is very fair. 2) I think the proposed fare increase for SDM passes is a bit steep, jumping \$8 at one time is not very fair. I could see a \$3 to \$5 dollar increase as being ok, I am a member of the senior and handicapped group and I have a monthly pass as I still work part time. I am working because I still have 2 adopted minor children living with me and to be able to</p>

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					<p>make ends meet each month I need the income a large \$8 jump in my bus pass would be hard to cover.</p> <p>3) I think that the decrease of the youth pass \$10 is a bit much, maybe change it from \$36 to \$30 decreasing it \$6 instead of \$10. 4) I think the regular passes could be raised from \$72 to \$75 to help offset so large a raise in seniors and also so large decrease you want on the youth passes.</p> <p>5) I believe the \$3 day pass for youth and SDM is an excellent idea, as they currently have to pay \$5 for a day pass and if they only use them on rare occasions it would be more fair.</p> <p>6) I do believe increasing the minimum age for seniors from 60 to 65 is fair, as your not eligible for Medicare till 65 and full Social Security is now set at 66. 7) I think that you should keep the 2,3 and 4 day passes with a slight increase in price if day pass prices are increased to \$6, tourists use these as they are a good way for them to get around the county. I would get rid of the 14 day pass.</p> <p>8) I also think there should be some tightening up of the passes handed out to handicapped people, I often see people using them that really don't look like they should have them at all. Thank You for you consideration Jacqueline Loomer Transit Rider for 45 years now.</p>
Email		Paula	Gentsch	10/9/2018	<p>A few flyers on a bus or two is not really getting the word out that SANDAG is planning an \$8.00 increase each month for SDM SENIOR & DISABLED riders, which is much higher than for other riders. One would justly question the reason and compassion of our stalwart, well paid executives at SANDAG for hitting the least fortunate citizens the hardest.</p>

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Email		Chris	Carlson	10/9/2018	<p>Your proposed rate increases are outrageous and unearned. If approved, I will stop purchasing my monthly (or 30 day) pass and resume my driving commute from San Diego to Carlsbad. Your current service levels are not deserving of any rate increases. Your reliability is so bad as to, by itself, make many riders consider abandoning the Coaster on a weekly basis. The connections with NCTD buses have become consistently unreliable, with often times (just this week provided two examples in two days) where the connecting buses (444 and 445) are not present when the train drops off. There is human excrement and urine in the tunnel and surrounding areas of the Old Town Transit station and the invasion of CMH discharges and homeless renders the parking lot a dangerous environment at any hour of the day, but especially in the dark, early morning hours. Your unilateral decision to reduce service levels to "4-car" service has provided a much more crowded environment making it difficult to conduct work. The lack of consistency between 4 and 5 car service has disrupted the boarding process as riders typically line up where they know doors will be available. With a shift if the number of cars, these locations are impossible to define. The wifi service on the Coaster has always been bad and basically unusable. The Coaster trains are filthy. Both internally and externally, the cars are dirty and trash is left between seats and stains are left to remain on the floors. By the afternoon commute, many of the bathrooms are so soiled as to be unusable. You provide virtually no security on the trains - I have seen one deputy sheriff in the 18 months I have been riding. Please consider this a strong objection to your proposed rate increases until such time as your service provides value for the cost. Rest assured, every dollar I save by not subscribing to a pass, will be spent on ensuring defeat of the SANDAG and NCTD board</p>
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					members if this is passed. Thank you for your kind consideration. Chris R. Carlson
Email		Eric	Reese	12/3/2018	Dear SANDAG Board of Directors, My name is Eric Reese and my public comment is on the proposal to consider integrating the San Diego Compass Card with the Amtrak Pacific Surfliner for payment of Pacific Surfliner fares via a Compass Card. To pay for Pacific Surfliner fares with a Compass Card, a passenger would present their Compass Card to the train conductor for validation and payment. The conductor would “tap” the Compass Card to their iPhone ticket scanner to check that the Compass Card is valid, meaning that there is no hold on the card, the card has not expired, and that the card has stored value that is greater than the minimum fare for the Pacific Surfliner. If the iPhone scanner shows valid, then the conductor would ask the passenger for their origin and destination station pairs. Once entered into the iPhone the iPhone would calculate the fare due. The conductor would then tell the passenger the fare and would tap their card to their iPhone scanner to deduct the Pacific Surfliner fare from the Compass Card’s stored value. With the use of a Bluetooth mobile printer attached to the conductors belt, a receipt would then print serving as the official ticket and proof of payment for the fare. There could also be an option for the phone to embed an electronic transfer to the compass card that can be used to transfer to other public transit agencies in San Diego County. My hope is that you would please consider this proposal and turn it over to SANDAG staff for a possible coordination between SANDAG,

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					San Diego Metropolitan Transit System, North County Transit District, Amtrak, and the LOSSAN Corridor Agency for a fare payment integration. The fare integration would require a memorandum of understanding between stakeholders, a Compass Card back office server that would connect to the Amtrak iPhone scanner and would reconcile fares collected, and updated business rules between stakeholders that address the reconciliation of fares collected as well as the appropriation of fares collected to the LOSSAN Agency for Pacific Surfliner Operating Expenses. Integrating the Compass Card with the Pacific Surfliner Service would help reduce the need to buy separate fares for the Pacific Surfliner service and other public transit agencies and would help increase transfer connectivity. Thank you for your time and consideration of this important proposal. Sincerely, Eric Reese
Comment Form mailed		Joyce	Brown-Sinegal	11/6/2018	Dear SanDang: To whom it may concern unfairness: I've ridden buses trolleys for years: 1) When I began there were bad vibes; 2) We have thousands of buildings being built in the downtown area people from other coasts (South & East Coast). I draw SSI. I don't work, trying for GED. I know its not fare to raise. Are streets are full of bran new cars - owned by people of different nationalities. I hope our rent will be affordable. No places vacant. It will be a while before these things end. To place another load on seniors is unfair. Thank you, Jouyce B Sinegal
Comment Form		Alex	Sarraf	11/16/2018	The proposal to increase fares due to decrease of ridership is almost comical. This will serve no purpose until the root causes are resolved: takes almost 2 hours and 3 busses to go 10 miles from Pacific Beach to Sorrento Valley where 30k+ tech employees work. It also costs more money per fare rather than the cost of gas. I just don't understand, get rid of the useless bus stops and routes, add in centrally located

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					stops in major areas. Work commutes are the most common. Can we focus on optimizing home to work routes?
Comment Form		Yvette	Williams	11/11/2018	I know at some point you were going to have to raise the fares but as a person on a fixed and limited income I figured it would be no more than \$23.00 for a disabled compass card since \$26.00 is quite a bit.
Comment Form		Charles		11/10/2018	Please keep the 2,3,4and 14-day passes
Comment Form		Dave	Jenkins	11/9/2018	I am opposed to any fare increase. Particularly raising the SDM Senior fare would be a huge economic burden on many low income seniors. And the minimum age for qualifying seniors should not be raised from 60 to 65 years old. Also your "public meetings" should all be held in the evening or weekends so that working people are not unfairly excluded from attending. And the MTS President should not be earning nearly \$400,000 a year when many low income workers are struggling to afford your barely adequate public transit services.
Comment Form		Paul	Richter	11/9/2018	price increase for coaster should not happen -- collect more money from gas tax
Comment Form		Paul	Richter	11/9/2018	the increase in age for defining seniors, 60 to 65 years old should not happen. seniors are on limited income. the increase in price is a bit high -- lower price increase for seniors and keep the same age for seniors.
Comment Form		Marvin	Davis	11/9/2018	Please keep senior at 60+. At 60, this is a useful way to reduce senior's dependency on the automobile. At 65+, not so much.
Comment Form		Steven	Lightfoot	11/8/2018	I believe it is unfair and inequitable that much of the proposed monthly pass fare change increase will rest on the backs of seniors and the disabled, who are among the most vulnerable members of our society and the least able to increase their income resources. I believe it more fair and equitable that monthly pass fare increases be equally split among all fare classes with the exception of Youth; in this

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					<p>case the reduction appears fair given that it is probably usually paid by parent/guardian. I believe that the \$5 Adult Regional Day Pass is a sound idea and should be implemented. Regarding the proposed change to Regional Comprehensive Fare Ordinance of increasing the minimum age of senior discounts, although Federal regulations provide for "at a minimum" discounts for age 65+, they do not preclude the current inclusionary senior discount policy of ages 60-64. I would urge that it be kept as is in the interest of fairness and equitability. I would predict that perceived potential revenue enhancement due to these changes may not materialize due to a variety of factors and alternative options available to these transit users. Some of these options will also not contribute to regional Climate Action Plan goals as they will involve additional single rider/operator trips.</p>
Comment Form		Greg	Sobers	11/7/2018	<p>While I do not see a problem looking for more profit in the face of expanded service in high traffic areas, I see no benefit in eliminating options. The option of using a multi-day pass has maintained my daily ridership and kept me away from ridesharing programs like Uber and Lyft. Getting rid of that option and raising the price of a day pass bring the price of my commute so close to an Uber trip that there would be no reason not to just take my business there. As it is simply a credit on a compass card, there is no financial burden in keeping the non-monthly, multi-day passes. There is no reason for it to go the way of the transfer.</p>
Comment Form		Bruce	Johnson	11/5/2018	<p>While I understand the need to increase fares from time to time, this proposal disproportionately impacts seniors. Full disclosure, I am, now that I am 60 happy that I have the lower-cost senior compass card, rather than paying \$72 monthly as I was the last few years. So if it's time for fare increases, I feel all of us who ride transit</p>

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					should share in the cost across the board. Happy to do my part, and I expect others to do the same. Thank you.
Comment Form		Sharon	Hammel	11/4/2018	Please offer public restrooms to guests late at night. I really had to go at the El Cajon trolley and had to walk two blocks to the nearest gas station. If I waited any longer for the Green Line to Santee, I would have defecated in my pants!
Comment Form		Sarah	Bretz	11/4/2018	I don't think it is right to raise the monthly fair for disabled and senior passengers by so much (from \$18 to \$26) when you are not raising the monthly fare for non disabled, non senior passengers. Disabled and senior riders are often on a limited and fixed income. Living in San Diego on that income is very difficult. They need access to public transportation and the fare increase may be too much for them to manage. Unlike other passengers, they don't have an option to increase their income by working more. Please look into other options to raise money. Public transportation is good for the city climate change plan, so perhaps the city should offer support.
Comment Form		Jack	Eisenberg	11/2/2018	<p>I think that except for the item below the proposed changes that unify the fare schedule make great sense. Uniformity across the county is great! BRAVO!!</p> <p>the increases make sense and the leveling of vertebrates is also great.</p> <p>The issue I have is with MTS Access/NCTD Lift changes. For Lift that is an unacceptable increase is almost 45% and burdensome as is the Access increase as I believe at \$4.50 it's too high to begin with. It should have been o more then \$4.00 to begin with and should not be increased. For NCTD a .50¢ increase is acceptable. For MTS customers it should be decreased to \$4.00 and left there for now.</p> <p>Day and Monthly Pass Proposed Changes:</p>

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					<p>Again, unification and uniformity is a great thing, like above! Please do this! Bumping the regular day pass to \$6.00 is a great idea. Business</p> <p>For the Regional SDM pass proposed change, the creation of a SDM Day Pass is a great idea, and long overdue.</p> <p>It should be priced at 50% of the Adult Day Pass, either \$2.50 of \$3.00 depending.</p> <p>The proposed 30-Day/Monthly Pass change should be to \$25.00 not \$26.00.</p> <p>The proposed SDM Premium Regional Pass should be set at \$30.00 not \$36.00, again this is an onerous amount.</p> <p>The SDM COASTER Regional proposed 30-Day/Monthly Pass should be \$50.00 for the same reasons I used above.</p> <p>Please contact me for any additional comments, suggestions or input, I volunteer.</p> <p>Additionally, I also volunteer to be on any transit, transit planning, fare or other people movement committees and sub-committees, task forces, tiger teams, any organizational efforts. In the past I've been involved in such Mayor and Council of County Board of Supervisors committees in other jurisdictions.</p> <p>I have thought about my input above since the Notice was provided onboard MTS vehicles and waited until the last minute it's to research and make sure my comments are reasonable and we'll thought out and I believe they are.</p>
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					<p>Please strongly consider my thoughts and input.</p> <p>Rabbi Jack (Jake) Eisenberg</p>
Comment Form				11/2/2018	<p>The proposed increase in the SDM from \$18.00 to \$26.00 is OUTRAGEOUS! That's a 40% increase for those of us who are disabled and elderly who live on fixed incomes. The decrease for the youth doesn't bode well for me either as most youth: Have jobs or have their parents pay for their bus fares/passes. Drive cars so they don't have reason to take the bus? Have school buses that transport them to and from school. Millennials have more than us disabled and elderly folks.</p>
Comment Form		Ismael	Hernandez	11/2/2018	<p>Good day. There are many things that I disagree with the proposed changes. #1. My mom uses the LIFT service all the time and I will say that 90% of the time it is never on time for pick up and drop off. The pick up times are very inconvenient that sometimes my mom would end up just walking home. Especially since one driver has to go around and pick up multiple people. #2. the Elimination of the Monthly bus pass is NOT a good idea. I use the bus Monday-friday to get to work and I'm already on a fixed income, raising the price even higher will literally leave me no option but to switch to a bicycle. TO add to this, I never need to use the MTS/Trolley because I never travel that way anyway so I don't understand why I would need to pay even more if I use the transit to just travel within my city. I really hope you reconsider these options because you are more likely to turn away people on a low income who rely on the bus system to get around. thank you for your time.</p>
Comment Form		Aymeric	Lecanu-Fayet	10/31/2018	<p>Comments: Dear NCTD Board, I ride the Coaster daily between Poinsettia and Sorrento Valley when I am not traveling for work. I am lucky that I am not price sensitive and that the Coaster is a good deal compared to the miles I</p>

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					would drive times the IRS mileage rate. My bigger concern is about reliability of the trains, them being on time and my not worrying that the train is going to fall off the cliffs in Del Mar. Reliability has been very spotty recently and it is easy to decide to get back into my car instead of getting stranded somewhere along the way on the tracks. Please invest in making the service more reliable. Sincerely, Aymeric Lecanu-Fayet
Comment Form		Nell	Starr	10/31/2018	<p>First I would like to thank you for the opportunities you have given us for public input. But having public meetings in the middle of the day when most people who will be impacted by this can't attend is not helpful. Going to El Cajon or Oceanside for an evening meeting is impossible.</p> <p>I am a fan of public transportation. I believe the current rate structure is fare, and a slight increase is not objectionable. I am 59 Years old, will be 60 in February. I work full time and do not have a car. I use Breeze and Sprinter nearly everyday. For the most it gets me every where I need to go. Like I said, I have no real problem with fare increases. What I am having issues with is raising senior rates from age 60 to 65. We need to encourage more people to use public transportation not hamper their ability to get affordable transportation. I use a monthly pass. I have been looking forward to my senior pass in a few months. That savings would be very helpful for my monthly budget. Now, I will miss that savings by 10 days if new rate structure begins Jan. 27th. I don't mind paying the new SDM rate of 26.00. That pass gives me access to more great transportation options. Please do not change minimum age for senior discounts. In an economy where so may seniors struggle, this is a big help. 60 may not feel senior, but many my age work, have no support system and no car. Adding \$13 dollars to my already short budget will be difficult, especially for another five years. Thanks for giving</p>

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					me the opportunity to voice my opinion on this rate hike. Sincerely, Nell Starr
Comment Form		Jeff	Kalick	10/31/2018	It is unfortunate that you wish to raise rates. Ridership will likely to continue to decline due to the lack of security at the stations and on the trains, no amenities and the constant issues that delay or disrupt the trains. How about making the experience safe, consistent and pleasurable then maybe I would be willing to pay more. I will no longer ride the train with an increase as it is no longer worth the hassle.
Comment Form		Marc	Herman	10/29/2018	Along with a 57% increase in the SDM monthly rate, I see that you are proposing to increase the Senior age limit from 60, to 65. I am not in favor of either of these plans.
Comment Form		Brian	Korn	10/29/2018	Hi. My name is Brian Korn. I use an SDM pass and ride the bus and Sprinter at least 4 days a week. I work 9am - 5pm. Sometimes on my way to work or on my way back there is only a single car Sprinter. This seems ridiculous to me to be running a single car Sprinter during the rush hours. I have attached a picture of what it feels like to ride the single car train during those hours. (From the movie Schindler's List.) I feel like I'm on the "pack 'em in like sardines" Amtrak. That's why when I go to Orange County I ride the Metrolink. I always get a seat to myself. It's very disappointing to have to ride a crowded single car Sprinter at the 5pm hour after a long day at work. I feel like someone in the attached picture. I wouldn't mind paying a higher fare if I was guaranteed to always ride a double car Sprinter for my commute. I understand the Sprinters need maintenance. But it shouldn't be done at the 8am or 5pm hours. Please contact me if you

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					have any questions. I would appreciate a response so I know someone reads this. Thank you, Brian Korn [REDACTED]
Comment Form		Christopher	Franich	10/29/2018	Until service is improved (i.e. make sure trains are actually on time during peak hours, more trains are offered in the morning [it's incredible that the last train in the AM is really departing Oceanside at 740am. Why not any train between 7:40am and 937am??], I think increasing fares should be avoided. Incredibly, at the same time fare increases are being proposed, one fewer train car is now present on the train. This makes travel during peak hours more cramped while the timeliness has yet to be addressed. In other words, it makes no sense to raise rates while service is declining. Correct service issues and then raise fares.
Comment Form		Lane	Boolen	10/27/2018	I'm very disappointed that you would be increasing the senior rate at a higher percentage than any other rate. While I'm ok with reducing the youth rate and understand you are trying to draw more riders the rate increase should be no greater than the rate for adults. This is age discrimination and should not happen.
Comment Form		Josh	Saunders	10/26/2018	I implore the Board of Director's to consider a smaller increase in fares associated with the NCTD Breeze. While I understand that fares must occasionally be raised to continue to pay for infrastructure, equipment and vehicles, the Breeze is one of the more affordable public transportation options and appears to be subject to one of the higher proposed fare raises (75 cents or nearly 150%). The bulk of riders rely on the Breeze for city to city trips and while not the most convenient form of transit, the Breeze is the most affordable option for riders. Please reconsider the proposed increase. Thank you.

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Comment Form		Deborah	Jones	10/26/2018	I would urge the board not to raise fares, especially the coaster by so much. The proposed increase will have a big impact on ridership. Thank you for your consideration.
Comment Form		Donald	Betts	10/26/2018	To whom it may concern,I am glad that M.T.S. AND N.C.T.D will be on the same page . While I am not opposed to a moderate fare increase , which is fair .I am really OPPOSED TO SUCH A LARGE INCREASE FOR SENIORS , while youth fares will be DECREASED ! To me this is not only unfair but unjust . TO RAISE FARES on the BACKS OF SENIORS who can lest afford it is JUST PLAIN WRONG !!! One type of senior Coaster pass could be increased almost \$25.00.Please be fair in distributing this fair increase by lowering the amount of the increase and distributing it fairly across the board (adult pass, youth and S.D.M.pases). Thank you ,Donald Betts
Comment Form		Helen	Chapman	10/26/2018	1. Please add 27 bus service on Sundays. 2. Please add 105 service to include UTC terminal on weekends same as weekday service. 3. 30 bus service along beaches between Old Town & UTC on weekdays is currently every 15 min., which seems excessive & could be reduced to every half hour like weekend schedule.
Comment Form		Marc	Herman	10/26/2018	The largest suggested Coaster monthly pass fare increase is for the SDM (Senior/Disabled/Medicare) rate at 57.6%. So the group that (likely) can afford it the least, gets hit with the highest increase. Please adjust your priorities!
Comment Form		Sharon	Buxon	10/24/2018	Your proposed rates for all modes of public transportation provide the same fare for the most and the least able-bodied passengers. In order to meet this objective, rates for the disabled are increased to afford lower rates for teenagers and children. In spite of seniors on a fixed income as age-related disabilities increase and prices continually rise for even basic necessities, you believe it fit to afford an ever increasing population of seniors less consideration than the population of young dependents. Parental responsibilities

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					<p>belong to parents as their claim to a tax deduction for each one indicates. Benefiting parents in the workforce while making access to necessities as health care and groceries difficult and often impossible for those of us who have aged out of that opportunity or otherwise disabled is at best an indifference to our needs and conditions leaving us with no alternate option. Access to both MTS and NCTD bus services is not a benefit without affordable fare for the Coaster. Some of our disabilities make long hours on buses impossible and discontinuing medical appointments necessary. Your proposed rates to access these appointments would combine the Regional Pass and Coaster Regional Pass from the current combined totals of \$59.25 to \$91.00 added to an insurance premium every month and copays for each of three to four monthly treatments. My experience with different providers would eliminate these treatments before I would trust anyone else. I can take a bus for the eight minute ride to the Santee trolley station but on the return home I have to be picked up because I can no longer walk the incline to my house. Disabilities are not the same for everyone but whatever they are each year or two they become more limiting. Thank you for considering my opposition to increasing the price for the SDM pass. Sincerely, Sharon Buxton</p>
Comment Form		Michele	Addington	10/24/2018	<p>1. Do not raise the Senior Rate from \$18 to \$26. We are on Social Security, that is why we take public transportation. You already are raising the Qualifying age from 60 to 65 on this proposal. 2. Trolleys are Unsage at Nighttime, Homeless persons use the Nighttime trolleys for a Place to Stay or to Stay Warm, people like myself Do Not Feel Safe after Dark on trolley. (Never see Security after 6:00PM on Trolleys). 3. Trolleys Seats are Unsanitary - homeless and drunks "pee and defecate on the seats". 4. Bus service is not available in many</p>

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					areas. 5. $\$18 \times 12 = \216 per year whereas $\$26 \times 12 = \312 or 44.44% Increase, that is Outrageous.
Comment Form		Lynn	Horton	10/23/2018	Please don't raise the age of the Senior pass from 60 to 65. Rate increases are valid.
Comment Form		Kevin	Foth	10/23/2018	Raising rates is one way to generate more revenue but I don't see what you are doing to increase ridership. Raising rates does not encourage more ridership. Also, I am particularly concerned about the increase in the elderly/disable/military age limit from 60 to 65. Although i'm not in a hurry to get to 60, i was looking at this as a benefit. Please do not make this change.
Comment Form		Polly	Gillette	10/23/2018	I have thought for some time the senior/disabled fare should be \$20 a month, \$18 is a seal.
Comment Form		Eleanor	Stone Schaumburg	10/20/2018	Im writing to put my two cents in about the proposed fair change to day and monthly passes. MY main focus being on the north county monthly pass that is 59 a month. I see you are proposing to do away with that all together and have everyone pay for one pass that covers all of san diego. While i do get what you are trying to do if you take away the pass from those of us that stay mainly in north county you are making us pay for a service we dont use. It is hard enough every month for us to cover the 60 and now we are going to have to pay #72 for a pass when we barely make it to san diego. It doesnt seem right that we should have to pay for fare to san diego when we might make it down there once a month if that. My hope is that you reconsider changing the passes that affect the north county residents. esp those that pretty much stay in north county, Thank you and have a good day.
Comment Form		Tracey	Weissenbach	10/18/2018	As a rider for the last 18 years, I can say that the quality of the Coaster has declined in the last few years. In the last three weeks, I have gone home on a bus twice and Amtrak

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					once and this morning Coaster 638 was cancelled so I had to wait for the next. While I appreciate your efforts to get us home when there is a problem, I wonder if I am going to get \$132 worth of additional service with a fare increase.
Comment Form				10/18/2018	You are eliminating multi-day passes, which is ok for me and residents. However, these may be vital to encouraging the 17 million tourists to visit our county/city each year and stay at least one night, to use mass transit. Consider a multi-day tourist card fare like other major world class cities have. If not this, then ask yourselves how you can encourage tourists more to use the daily fare options. According to the tourism agency, visitors speak these languages most: English, Spanish, Japanese, Chinese, German, French, and Filipino.
Comment Form		Arthur	Bidwell	10/17/2018	I AM NOW 56 YEARS OF AGE.. I AM AGAINST RAISING THE SENIOR AGE TO 62 OR 65. I HAVE SEVERAL DISABILITIES.. IF THE AGE IS RAISED I'LL GO BACK ON DISABILITY IN ORDER TO PARTAKE OF THE SENIOR/DISABILITY RATE.. IF RAISED YOU WILL PLACE A EXTREME HARDSHIP ON MANY SENIORS OVER 55 BUT YOUNGER THE 62 OR 65. PLEASE! DO NOT RAISE YOUR SENIOR AGE REQUIREMENT. THANK YOU
Comment Form		Meghan	Cedeno	10/16/2018	The fare hike for monthly passes of nearly \$17 is too much considering most public agencies in SD won't support the rising costs with subsidy, putting it out of reach for many people. The number of delayed, late, or cancelled train service is rapidly increasing in the years I've been riding the train with little recompense or apology to riders. Many of my colleagues have stopped riding due to late trains (and their lateness to scheduled appointments and meetings) and unreliability of the system. Now you're going to increase the fare for a poorly performing service? Bad idea - it's going to drive away more people. Consider more expensive day passes instead. Additionally, I've watched time and time again no consequences for people riding without a valid fare. What's the point if people know this, and just talk themselves

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					out of a violation ticket? There needs to be better safety than just a button the lower level of the train.
Comment Form		Nicolette	Gordon	10/16/2018	Like most people (I assume), I oppose proposed fare increases. I am a regular (5 days/week) rider of the Sprinter. I currently benefit from a subsidized rate of \$40/month for CSUSM students. I have a car, but choose to use the Sprinter to save money on gas and parking. The Sprinter is REGULARLY late (please refer to the NCTD Twitter feed to look at how frequently announcements are made regarding being behind schedule). Please consider that the train is late more frequently that announcements are made on Twitter. Most days it's a few minutes behind schedule, to which I have become accustomed. Other days it's 8-15 minutes late, with "passenger illness" or "mechanical issues" often being cited as the reason for being late. One day I was stuck on the train for an hour at Vista transit station because of a "mechanical issues." While the money that I save is nice, the amount of time I lose and the amount of added stress I experience due to the train constantly being late is frustrating. If fares were to increase, but the quality of service doesn't, it is unlikely that I would continue to use North County transportation services, it's just not worth it. Additionally, my experience with BREEZE buses has been worse. Routes are often behind schedule, resulting in missed connections. The limited coverage of bus routes often requires the use of a bicycle to expand the network, yet multiple times I have been unable to board a bus because bike space is limited. Those who rely on public transportation are limited in their employment; they can only find work if they can travel to it. Being unable to rely on the use of a bike is bad. Being unable to get to work on time or in a reasonable amount of time is worse. Raising fares perpetuates the low income problem that this area is experiencing. I hope that an alternate solution can be found, because it's a shame to

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					watch people (some of whom are poverty-stricken) suffer even more.
Comment Form		Leanne	Shawler	10/16/2018	I use an adult pass for my daily commuting. I think it is unfair to ask those who get an SDM pass to pay more since they are the ones on a fixed income.
Comment Form		John	Roeder	10/15/2018	The proposed MONTHLY fare increases are unfairly aimed at the SDM ridership. The regular adult fare does not go up, the student fare goes down, and, yet, the SDM fare jumps almost 40%. Why are you targeting the one group that can ill afford such a large increase? It would be better if you increased everyone a small amount in order to spread the burden. Thank you for listening.
Comment Form				10/13/2018	Let me (a bus rider for over 30 years) get this straight: Instead of working to make your buses (for instance the 44, 105) run ON TIME, make better connections, think about use smaller buses to serve current riders that DEPEND on public transportation, work hard to get new riders, you want to RAISE fares on the MOST VULNERABLE; the elderly and disabled. Driving ourselves crazy: When American cities compare the quality of local transit to their international counterparts, they're full of excuses. Gas prices, suburban sprawl, and car culture catch the blame in the U.S. The reality is a lot simpler than that, according to a new piece by urban planning scholar Jonathan English: Other global regions provide better service. That also means there are good, workable models of transit systems around the world that attract riders while remaining financially viable. Americans might realize their cities have more in common with some of

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					<p>these places than one might expect. English follows up on his previous story about why America gave up on public transit with some sound advice from around the globe on how to make it better. Today on CityLab: Why Public Transportation Works Better Outside the U.S. Here is the link (Cut and Paste):</p> <p>https://www.citylab.com/transportation/2018/10/while-america-suffocated-transit-other-countries-embraced-it/572167/?silverid=%25%25RECIPIENT_ID%25%25&utm_campaign=citylab-daily-newsletter&utm_medium=email&utm_source=newsletter</p> <p>Read it; you might learn something.</p>
Comment Form		Alan		10/12/2018	<p>You are proposing raising the cost of the monthly Senior/Disabled/Medicare Regional Pass by a whopping 44%. This appears to be the most dramatic of your many proposed fare increases. It is troubling you wish to place an elevated burden on seniors and disabled people. Even as you are simultaneously redefining upward who it is you consider a "senior." I object to these portions of your proposed fare increases.</p>
Comment Form		Rene	Barton	10/11/2018	<p>The increase in rates is unacceptable. The current rate for seniors/handicapped is already more than double what LA Metro charges. I would also like to know why the monthly rates for seniors/handicapped are increasing 1.58% and the regular monthly rate is increasing 1.10%. How do you think the seniors/disabled are going to be able to afford this. Based on this price increase, and others such as water, gas and electric, it seems like all of San Diego gets price gouged by the utility companies or government entities such as yours. Why is this? Please provide a more reasonable solution, especially for seniors and disabled. Thank you.</p>
Comment Form		Ed	Yee	10/9/2018	<p>Proposed fare for SDM riders are unfairly taking the largest increases among all riders. Regional 30 day Pass +44% increase. Premium Regional 30 day pass +44% increase.</p>

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					Coastal Regional 30 day pass 58% increase. NCTD Breeze +60% increase. Most SDM riders are fixed income and can't afford these exorbitant increases. Why are the percentage of these increases so much more than all other riders? Email:[REDACTED]
Comment Form		Chris	Carlson	10/9/2018	Your proposed rate increases are outrageous and unearned. If approved, I will stop purchasing my monthly (or 30 day) pass and resume my driving commute from San Diego to Carlsbad. Your current service levels are not deserving of any rate increases. Your reliability is so bad as to, by itself, make many riders consider abandoning the Coaster on a weekly basis. The connections with NCTD buses have become consistently unreliable, with often times (just this week provided two examples in two days) where the connecting buses (444 and 445) are not present when the train drops off. There is human excrement and urine in the tunnel and surrounding areas of the Old Town Transit station and the invasion of CMH discharges and homeless renders the parking lot a dangerous environment at any hour of the day, but especially in the dark, early morning hours. Your unilateral decision to reduce service levels to "4-car" service has provided a much more crowded environment making it difficult to conduct work. The lack of consistency between 4 and 5 car service has disrupted the boarding process as riders typically line up where they know doors will be available. With a shift if the number of cars, these locations are impossible to define. The wifi service on the Coaster has always been bad and basically unusable. The Coaster trains are filthy. Both internally and externally, the cars are dirty and trash is left between seats and stains are left to remain on the floors. By the afternoon commute, many of the bathrooms are so soiled as to be unusable. You provide virtually no security on the trains - I have seen one deputy sheriff in the 18 months I have been riding. Please

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					consider this a strong objection to your proposed rate increases until such time as your service provides value for the cost. Rest assured, every dollar I save by not subscribing to a pass, will be spent on ensuring defeat of the SANDAG and NCTD board members if this is passed. Thank you for your kind consideration.
Comment Form		Rex	Owens	10/9/2018	I think the new proposed fares are outrageous. It makes our fares in our very expensive county to live in among the highest in California and the nation. Come on now you people with the high salaries why is it you always stick it to the poor people of this county.
Public testimony	MTS Board Room	Deborah	Fierra	10/23/2018	Why decrease bus fare/passes for the youth and raise them for the disabled and elderly? That is not right! I can understand raising SDM from \$18.00 to say, \$20.00, but not \$26.00. The CEO's, presidents, and superintendents would use that money to give themselves raises, not improve transit service to customers. The SDM need the discount, not the millennials.
Public testimony	MTS Board Room			10/23/2018	Okay, for disclosure and sincere hope that I know how the game works, I, too, am a government service contractor. I remember - maybe 1 or 2 years - when the current contractor took over. Within months, stops were closed; entire routes were shut down. There was a phone number posted at my closest stop to call if there were any objections to the closure. The stop was closed only two weeks later. I doubt there were any objections truly logged or that they made any difference. Next came schedule schedule cutbacks - just enough to give drivers a break, but a loss of one run a day. We were promised natural gas buses, which the drivers hated. They're gutless, especially the route that climbs up to Alpine. During the three week hotspell this summer, the temperature affected the fuel and they had to pull the old

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					<p>buses. Propostion 6 on the November 6 ballot - if the gas tax is repealed, it will affect public transportation. I'm also rather curious about taxis requiring an MTS sticker. I'd like to know what the income to MTS on that is because I'm acquainted with a taxi driver and it costs him \$3,750 to get his first sticker and \$600 a year, so with subsidies, taxis - again, I would like to know what your incomes are to justify the fare increases. So after the new contractor, we had stops and routes closed, crappy new buses, possible funding cuts, taxi income. What else? I would like to see one thing happen - a good thing - that public transportation is public. Reopen the stop on Broadway at Orel in El Cajon. See if you can do it and see if they'll let you do it. Thank you.</p>
Public testimony	City Heights	S. L.	Henderson	10/29/2018	<p>My name is S. L. Henderson. I'm female. Most have judged me by my colors. I live in North County San Diego, 18 years since returning to San Diego County. I would like very much to address two issues if I may have the time: senior rates and routes. First, population projections as of January 17 for San Diego County seniors ages 65 plus by 2030 is 100,000. How many 70 plus are able - physically, mentally, financially or economically - for those you are now being subjected to your political pressures. I believe a fare revision is also needed; that is, seniors, 70 plus ride free of charge. I see nor forsee any other fare revisions when most citizens make changes and rarely go one way. And it takes most to get from Point A to Point B at least three hours and on the weekends, four. I was an attendant to a meeting of North County public meetings and one of your chairpersons spoke saying if service was increased, so would the fare have to be. What I do see is an unbalanced equation with an increase in opportunities: the need for better service in Oceanside areas, Routes 20 from and to North County Fair with intercity stops from Pomerado Road to Rancho Bernardo Road. This was a very needed and preferable route taken away. Why?</p>

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					<p>Technology and convenience of the people, fastrak, Rapid Express. To where and whose convenience? Do I have time to talk about the monies? I see so many ways public busing can be beneficial, and profits and safety and economic for all, but we have to deal with your bias effect that has subject seniors, single woman, woman who are escaping domestic predators, and that which allows us not to distinguish the immigrants from the poor, the homeless, the walking victims. I think of Jodeen Sureen every time I ride the bus now. 39 in 2007 she was killed. Politics are about making monies, but you are all about taking monies from the poor and the misfortunate who really do ride the bus for need and having to. A fare increase now is only a process of elimination of us. Of course, the me, too, disabled and Medicare will be getting help with fares for passes, while the poor seniors are kept oppressed. I simply think a \$26 bus pass monthly for seniors is robbery, especially when the service is not designed for seniors. And I am here not to be quiet about it. Go social? Who can afford it? I have had and I don't see having anymore of these "us" America, walking by faith, wondering who is our neighbor and who is not.</p>
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Public testimony	Escondido	Clytie	Koehler	10/30/2018	<p>My name is Clytie Koehler and I'm a North County rider of whatever happens to be available and going my way. I am really distressed and incensed about the increase in the transit fares across the county. At the rate of \$5 per bus ride, that could be as much as \$15 or even \$20 one-way to a necessary medical appointment - dialysis, chemotherapy - who knows what. A person who is receiving SSI or any similar program that is around the same amount of money, which is little between \$850 and \$900 a month, cannot afford - say we say \$15, because it might take three buses get from San Marcos to La Jolla where a lot of medical care is provided - so we're looking at a \$30 round trip. If it's dialysis, we're looking at three times a week; we're looking at \$90 a week. Wait a minute - that \$800 or \$900 monthly income is rapidly diminishing and we have to pay rent and we have to pay for other necessities. And by the way, the last time I checked, the people on SSI - which doesn't include me, but I certainly understand that program - people on SSI are not eligible for what they call food stamps or SNAP. So yeah, they're buying their own food, too? What do you think is going to happen at \$5 a bus ride for a person like that? Or a person who's getting chemotherapy? Even it's once a week, if it's \$20 or \$30 a trip, that's \$40 or \$60 - wait, let me think me about this - that's \$80 or \$120 a month. If you're talking \$850 a month income, that leaves you \$750 in change to pay rent, to buy food, to pay utilities, to be clothed, to buy toilet paper, to buy toothpaste, and on and on - that's so they can stay alive getting chemotherapy or whatever the case may be. So, we had a big argument about this last fall. We came to your meetings. We gave you our feedback. We thought that we had come up with something that was maybe at least bearable. I think you had proposed \$7 or \$7.50 in each direction - one price. That is still painful, but it is a heck of a lot better than \$15 or \$20 and we don't know what</p>
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					<p>happened. Nobody got any mail regarding this, nobody who uses LIFT got any mail regarding this - phone calls, emails, anything. We found out about it through a Take One on the paratransit bus, which is, by the way, not at all accessible to blind people - not the bus - the Take Away. So this is my big concern. I will say that I am really happy to see that the prices for the youth have gone down because that's going to help a lot of families whose kids go to school on the bus and I think that a lot of the other fares are maybe livable - it's not happy times - but we know reality. The big issue is the paratransit fares. We really need to see some alteration in that. We can go back to the drawing board. We can write to all those agencies we wrote to last Fall about this - contact them all, get them all this information - and see what comes of it. Because this is really undue, undue strain on these people, and possibly life-threatening or just fatal. Thank you.</p>
Public testimony	Escondido	Mike	Lopez	10/30/2018	<p>My name is Mike Lopez. I think the increase is unfair for the elderly, especially - we are on fixed incomes. It's just totally unfair. We cannot afford that - to go to the doctors, to pick up our medications. People don't realize that families, our friends have abandoned us. Not everybody is a nice person who wants to give us rides up. The bus, the LIFT, is the only transportation that we have - that we depend on. When you start increasing, we lose that. We will just stay at home because we cannot even afford our medication. And doing this increases - it's really inhumane. And that's all I got to say.</p>

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Public testimony	El Cajon			10/24/2018	<p>According to this proposed rate change, SDM cards are going to absorb about 150% of this rate increase because regular cards stay the same, youth cards go down \$10, and people on fixed income without the ability to change their income and probably not even have choices in transportation - most of them probably can't drive, most of them, you know, can't afford medical transportation on a regular basis - they're absorbing all the monthly pass increases and it just seems disproportionate. I still think it's a screaming deal and that's why I ride it, but, you know, I'm not in the same situation as a lot of these seniors are, disabled people - they're barely scraping by. When you look at it on the face of it, it's just a slap in the face. If you get on a bus anytime off of non-rush hour hours, that's 80% of the people on a bus or trolley is people with these cards and so forth. I live in Southeast part of El Cajon and after the last, big TOP route adjustment, I don't know if I would have initially started riding the bus. The #816 has never run on weekends, but prior to TOP, it would go and serve Downtown El Cajon from the Southeast quadrant. Now, it goes down Washington. I have been on one of the other of the #816, the #874 and played leapfrog with the other bus because of the schedules. Stop to pick someone up – there goes that one, they got a stop, let somebody off, we go around them - all afternoon they do that. They play bumper tag. There is no advantage to re-routing it down Washington street because even though you're running two separate routes, you're running them right on top of each other. Oh, I don't want to ride the #816; I'll ride to the #874, because it's right behind it and they go to the same place. Once they get to Washington, they go to the same place. You might as well hook a chain to the one behind it because there's no advantage. You know - cost analysis. I've never done any of that. I don't have the ability to do that, but I would imagine that somehow, they feel that youth</p>
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					<p>riders underrepresented and that's why they would want to cut fares. I'll tell you where I live in the southeast of El Cajon that ship has sailed because when they change the bus routes, they don't serve the high school or the middle school. Why would any youth ride it? There's absolutely no way to do it. I see ways to make a simple route adjustment and so forth and they would be able to serve that but that's definitely something that needs to be looked into. Granite Hills High School - I don't know how many students they have - right across from that is a middle school, and so forth. And, further, I'm thinking possibly a moderate cost adjustment for the first child in a family and a discount for the second, third or fourth which might actually induce people but don't want to spend \$36 for each kid to ride a bus but if you could spend \$30 for the first one and \$17 or \$15 for the second, third and fifth - there are a lot of big families that would at least be able to see some benefit to that or I can't justify spending \$26, or whatever it's going to be, for each and every one of their kids. But people love stuff for free or for a discount, so you say if you have one child, you pay this amount. I know that one of the goals is to simplify the fare structure, but you guys have computers. It isn't simplifying it on your end. It's probably simplifying it at the rider so I can see that, but I think from the family thing, I think you should at least explore having a progressive discount for riders from the same family. That would require a bit of checking and so forth. I can't understand getting rid of the 2, 3, and 14 day passes in a tourist town. They probably don't sell very good, but they should. There should be some way to promote that. It should be - every time you go on Orbit, it's like San Diego tickets, hey, MTS 2-week passes for this - you can go anywhere in the town. To get rid of those, to me, is missing a huge opportunity. Again, lack of cost analysis - it just seems logical. I know Uber and Lyft cuts into that a lot but I run into</p>
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					<p>a quite a few International, youth travelers who can't imagine going anywhere else by bus but if we could just get the United States going that attitude would be doing good. The big problem is where's the service after 10 p.m. at night. We're big enough that we can have 24-hour service on major routes. I used to work for the city of San Diego. The building I worked in the windows would rattle every time the Trolley would go by. It was that close. There's a library there now. I could not use the city discount because the earliest I could get there was 15 minutes after my shift started. We are in Downtown San Diego and I can't get to work because the trolley service from East County doesn't start in time for me to get there except 15 minutes late. That's ridiculous. I try to promote public transportation when I can. I have a friend who is mad at me now because he went to an Aztec game on the green line and could not get back to his car because the trolley stops at whatever time it stopped and there's no more trolley east of the stadium. Granted it's his fault for not checking the schedule, but you figure the trolley goes by every 15 minutes. You should be able to find one, and especially on game night, it should not shut down at 9:30 or whenever the heck it ends. There are possibly ways he could have gotten to his car. I don't know exactly where he parked. I think it was 70th Street, which is hard to get in and out of. I know he lives in the 70th Street area but he certainly could not get back at a reasonable time after a major sporting event and that kind of disappointed him and those types of experiences certainly discourage people from ever trying to adapt to public transportation. I used to enjoy going downtown and going to a few bars and I always thought it would be great if I could ride public transportation – the trolley – down there and then come back, but there was no way, because if you were not on a trolley by 11 p.m., you never got back home. So, I may have actually driven</p>
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					<p>intoxicated a few times. That's not what I wanted to do but I had to because I couldn't use public transportation. I can't imagine that we are not a big enough metropolitan area to have some 24-hour major routes. I don't know why, but a couple months back, I read an article about public transportation in the world. I think it was Toronto, Canada. Hi 80% of the residents in Toronto, Canada are within a 15-minute walk of 24-hour public transportation. We don't have any. None. There's absolutely no way, you know, if you're in Tijuana you will be there until the sun comes up. The other thing too is that we live up here in the East County - fairly good population. If I want to go to the South Bay, I have to go all the way downtown and then down. And I know we don't have the advantage of having a city with a center with hubs going out because there's an ocean there, but there's just nothing. I wanted to take classes at - whatever the college is down there in the South Bay - but if I wanted to take classes down there - same with going to Escondido. The 235 bus I think - excellent - just goes up and down the freeway all day long, quick and so forth, but you have to go down to City College to get it from where I'm at. There has to be some way to get there without going here first. I can't even fathom why the Trolley didn't even go to the airport with the expansion. Maybe somebody thought the airport wouldn't be there when they got the trolley built. I don't know. The bus service they had there is pretty good. You know, you get on the bus, and it'll take you to the main trolley parts, but anyway, the trolley - in my opinion, there should be nothing but trolley. The one thing I do know is that - and I'm sure there's some accounting for it - but there's absolutely no way you can have an accurate count of ridership. People absolutely don't understand or respect the validate your card when you get there. I have overheard people tell new riders: "Oh, you don't have to do that. They come around and check</p>
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					<p>it.” I guess for some people not having a ticket is worth the risk sometimes, but it's absolutely not even close to accurate. I'll follow people off from my feeder bus to the trolley platform and they get where they want to stand on the platform and never ever validate their tickets. And they probably have them - most people probably do, but if somebody happens to be on the car, you take in out, the light turns green and everything is fine. But for an accurate count of ridership and – I kind of looked at. I don't think you can add more cars necessarily because of grade crossing but possibly certain hours that day, more frequency. You know, you start getting 7:30, 8:00 and you're just packed in there, and the people that are counting tickets – there are 17 empty seats on that train – no, there are not. There aren't anywhere near. We're trying to make sure the little kids held up, so they get air. Oh! Another thing - Google Maps still shows the pre-TOP routes. They don't show the stops, but if somebody just goes there and clicks on a stop, they go: I can go up here or around here but you can't, because it doesn't go there. I know that Google Maps is not part of MTS, but it's the map system that the website puts out there. That's small time if you can't get them to fix that. I don't know when the stops got taken out but when the stops got taken out of there, you should not have said that route does not still go there where there are no stops. It's just confusing to people. One thing that really, really bugs me - and I only say it because I'm a whiner – is now I only have two buses that are relevant to me and I can't figure out when they're going to stop at my stop. Because in the morning they start at 17 after, then two buses later, they're at 15 after, and then they're at 13 after - there's no point in trying to memorize a schedule. If they could get to a certain stop and it's always a fixed distance - I understand traffic sometimes plays a role in it – but if you could say yeah, it's going to be there at 17 after, then you can</p>
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					<p>get there at 14 after and be pretty much assured that the bus is going to be there. I have a little cheat sheet by to my computer monitor because I go what time is it? Now, okay, it's 23. It'll start going this way and then swing back this way and then skip a ten-minute thing. It's the same route. They make the same stops. They have the same time stops six stops down the road. What is all that swing? When I worked, I had three cell phones I had to answer 24 hours a day. I don't carry a cell phone if I can absolutely avoid it, so I don't use the app. I could use the app. I choose not to, but if busses stop at the same stop even if it was a morning and then a shift change and then the afternoon – you could put that right on the stop. 17 after the hour, 47 after the hour - okay that's what you do. You don't have to use the app. I know that almost just to get out of bed now you have to use an app, but as long as I don't have to have a phone nearby me, I'm happy. I honestly think the app is a great thing it is very helpful for the people that use it, but to me there's no reason why the same bus on the same route can't somewhat throughout the day fall within the two to three-minute window instead of swinging eight or ten minutes one way and then going seven minutes back. It's just Schizophrenic to me. I don't understand it. I understand the raise in the age to 65. I'm glad you grandfather us, medium-aged people, in but that's Schizophrenic too, because as I was approaching retirement, I had the perfect place where I wanted to ride the bus if I could get the discount fare because I saved on parking. But it was 62. That's going to be three or four years down the road. It's pointless to me. For some reason, four months before my 60th birthday, I had to go somewhere on the bus – maybe from airport, I don't remember - but I looked at it and I go "Wow, seniors, 60." I don't know when that changeover happened and I'm sure it wasn't well publicized, but four months from now, I can do that. On my</p>
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					<p>60th birthday, I was buying this card that I still use. 60, 62, 65 – it just doesn't seem like really good long-term planning that way. I think there's a lot of challenges due to the geography of the area as far as public transportation. I grew up near Minneapolis. It's just square block after square block after square block. You're sitting there waiting for the bus. You can hear the bus two blocks over go by. That's perfect for public transportation. There is a river there and a few bridges and so forth, but for the most part if you know you're going north or south - do I want to walk over here one or two blocks, or do I want to walk over there one or two blocks? You're never going to change the geography but one of the things that I read during the TOP was: we did a survey. We did a survey and people said they would walk a little farther if they could have a little bit more frequent service, but that's not what happened. Now most people walk a little further and have the same service or worse. Yeah. Thanks for listening.</p>
Public testimony	Chula Vista	Mario	Salguero	10/22/2018	<p>Come into the meeting to get information and it's dissappointing, because if you have five questions, you go to five people, and then the same question answered 5 separate times. I am wasting time because in order to get 1</p>

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					question answered, I have to go to 5 different people. Badly organized! Lack of organization! Wasting our tax money because there is a lot of staff for one event. Sure that staffers aren't paid minimum wage. 4 people saying the same thing on 4 different boards.
Public testimony	Chula Vista			10/22/2018	basically, the 14-day passes being grouped, suggestion, day pass going up to 6, 7 dollars okay, and even if the regional monthly pass went up 85-90, that wouldn't be that much of a problem. But there are days where I cannot afford the monthly pass and would prefer the 14-day pass
Public testimony	Chula Vista	Mark	McDaniel	10/22/2018	Seniors/Disabled/Medicare are being subjected with the biggest increase and they are being singled out because when you look at ridership, the adult population is 18 to 60, whereas the SDM range is approximately 61-80 (20 year span). Youth span is getting a decrease, so the only people that are subsidizing the fare increase are the seniors, disabled, Medicare pass holders. My proposal is that the largest population being adults pay \$75, increase the SDM to \$20, and then decrease youth pass to \$30. So when you look at ridership, the adult population paying a little bit more is better than SDM holders paying a lot more. With regards to NCTD raising from \$59 to \$72, I think they should have a step program, \$6 increase, then \$5 increase. That way, customers in North County don't get a total shock value of the fare increase. The end monthly fare I propose would be \$75 to match the MTS proposed fee by myself. Also, who gets the fees from trolley citations? How much are the fees? And is that calculated in the handout describing fare revenue in the Factsheet. :: Mark McDaniel, [REDACTED]

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Public testimony	Chula Vista	Marlow	Perdomo	10/22/2018	<p>My name is Malow Perdomo and I am 30 years old and Mexican american ethnicity, citizen of San Diego, only use 30 day Disabled monthly pass, the only option for me to ride the bus and trolley. I have been using non-stop, every for school, medical appointments, and make runs to grab food for the family. A lot of my dependence is on transit, and so can I actually keep up with the low fare prices when I have limited funds with my SSI. Since the SSI has not increased and inflation has increased, I rely on the transit pass to remain constantly on the move. Since I don't have consistent income with no job and I'm a college student. To expect a \$18 to \$26 fare change is nothing to someone who has a job, but to me who doesnt have one is actually very difficult for someone like me in my position. I rarely use the day pass and the 30-day SDM pass was the only fare product that was an option for me. I could understand the logic of decreasing the youth pass, but it should not be passed on to those with disabilities who are trying to make ends meet. Even if you have a proposed college fare for city college, that pass is more expensive than the SDM pass. Whether they try to increase the other fare passes, the only one I'm concerned about is disabled pass. This affects me a lot. It is redundant to pass the cost of the youth pass to SDM pass holders and college students. We are not responsible to carry the burden of anyone else but our own, because there are life circumstances and many of us live under the poverty line. It makes it difficult to propose this hike in price and assume we are okay with it. You ask any elder, disabled, MediCare holders whether they would like these fare increases, they will say no! They only have limited funds. As long as I can make it to school on time with buses that work and meet all my obligations, that's all that matters.</p>
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Public testimony	City Heights	Ronald	Tieken	10/29/2018	I filled out the survey and I am represent a lot of seniors at a senior complex on 43rd street. My comments and the reason I'm here is I am getting feedback from seniors that they do not like the fare increase because they live a fixed budget, and their budget is not going to go up like the percentage of the bus fare. We would also like to see a decrease for the youth and free transportation for all students. We would also feel that these increases would lower the number of people utilizing the system. With less people, less income for MTS, which defeats the purpose of raising the fares. If the MTS stockholders would like to increase their stock revenue, cut-down on the pay of the CEOs. We live in a real world. Get with the program.
Public testimony	City Heights	Jordan	Welsh	10/29/2018	I actually work for MTS and the reason I came is because I'm actually concerned about the passengers themselves. There are specific things: 1) The elimination of the 2,3,4 day passes. The reason I'm concerned about those passes is that there are a lot of people who buy those passes and especially during ComiCon. When I am usually working the ComiCon event, there are usually 40-60 people who buy those passes. I just don't think it's a good idea to erase those passes because a lot of those people are going to get upset that there is only a day pass. The other thing is increasing the minimum age to 65 - I think that's a bad idea because there are a lot of seniors I have helped and they tell me how old do you have to be to be a senior and I told them 60 and they get excited. They say "I'm almost there." Now they have to wait an extra five years.

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Public testimony	City Heights			10/29/2018	<p>Reading the proposed fare changes, my comments are: The SDM pass I feel should stay at \$18 because many people who have disabilities may very likely be living on \$400-\$600 per month approximately (SDI). A student fee for \$26 I find it very advantageous to promote students using and learning for a lifetime public transportation. I feel the \$5 to \$6 day pass change may cause people to second guess using public transportation because finding another paper dollar may discourage them from wanting to use the service. As far as increasing the age for seniors from 60 to 65, it is an inappropriate change. An example would be: we want people to start using MTS as early as possible. If we hold them off until they are 65, they may not have the cognitive and physical abilities as when they were 60 to learn and use the system and still be safe. Rather than raising the age, I would recommend lowering the senior age to 55. I think it is silly that MTS is considering getting rid of the 2,3,4 day passes because we want people to try public transit more often and we want to welcome visitors to America's Finest City, while making them feel welcome, which encourages them to return to our fine city. People in wheelchairs are having a challenge because there is not a designated wheelchair loading spot, since many of them do not have the speed and dexterity to reach the wheelchair accessibility button quickly and safely enough. If there already is another wheelchair boarding the trolley, it makes it more of a challenge because the trolley leaves so quickly.</p>
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Public testimony	City Heights	Georgina	Blake	10/29/2018	<p>I really don't think the \$8 increase for SDM is fair. I think that what MTS needs to do is make a slow increase over time, to increase at one time is ridiculous. The senior citizen finances only go up once a year and we didn't get any increase this year. I'm a senior and disabled but you cannot tell because we have children and strollers and carts in the ADA seats. The drivers are not enforcing the rule and asking people to move. Then we got the parents that are young enough to have kids and students sitting in the seats, and you're asking us to pay an increase but we're not even getting the privilege of riding in the seats and the drivers aren't asking people to move. I know that \$18 is not a lot, but making a hike to \$20 and easing us into it instead of \$8 all at once. This is sometimes the only way we can get out and go places and so we need the outlet out of the bus. Some people are taking up 5 seats so why aren't those people paying more? And other seniors don't want to fold their walkers and then you have those scooters and the strollers/double strollers taking up space. I don't want to pay extra money for something that I can't even use because those seats are being taken (by non-ADA riders). I wanted to come to this meeting to express the fact that if they made a small increase most of us would be willing to pay that because we've been riding for a long time. But not the \$8 increase! That's a loaf of bread and a gallon of milk for a lot of us, we don't get food stamps with SSI. What I'm proposing is \$72 to \$75, SDM to \$20 and youth stay where it is. A slightly higher fare would be fair to everybody, but if not, maybe we should let go of drivers because a bus coming every 10 minutes is ridiculous. I can't afford \$26 a month. I ride every day. Without the bus I might as well slowly die because I'm going to be stuck at home. There's got to be a way for everybody to feel a little pinch but not all the seniors and disabled, nobody else's is going up, just the seniors and disabled. And I speak for all my senior citizens</p>
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					that couldn't come. Seniors receive \$900 a month so everything has to come out of that.
Public testimony	City Heights	Pablo	Anguiano	10/29/2018	The proposed changes for people that are low income is significant, especially for older people and disabled people. We don't make much money from social security, where our income is very limited. And for us, the fare increase means that our money won't be enough - won't keep up with the changes. And I think it's not just me, it's a lot of people throughout this community and throughout San Diego who feel that way. And I don't think it's good, I don't think it's right that they're going to increase it. We need better prices.
Public testimony	City Heights	Janey	Harp	10/29/2018	They should not up the SDM pass so much (\$20 would be fine). Everybody got a raise but Medicare only gave me a \$6 raise, which is not enough to pay for the increase. I think I am going to vote no on everything. I am tired of them changing everything.
Public testimony	Escondido	Jacqueline	Weist	10/30/2018	I have a comment in response to MTS' spokesperson based on a UT article. "But the reality is the current (senior) discount is really steep, and our adult riders have been carrying the burden to make up for that in the past." Reading that makes me feel like before we had ADA laws. No one wanted to recognize us as human and part of your ridership. I believe you would like to get rid of us all together. That's the way it makes me feel. You can give a youth decrease of \$36 to \$26 for a 30-day pass to youth ages 6 to 18, which means we SDM riders mean less to you. We are on low, fixed incomes. We go to doctors and once in a while, we actually

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					have a nice ride to a restaurant or a fun place. I hope we do not have to cut out the fun places.
Public testimony	Escondido	Clytie	Koehler	10/30/2018	There will be legal liability when people fall and/or get injured attempting to use regular buses because they cannot afford paratransit.
Public testimony	Escondido	Natalie	Zayas-Bazan	10/30/2018	I just want to echo the sentiment that as disabled, we cannot afford the increase to 5 dollars. Being on a fixed income we cannot afford the increase from \$3.50 to \$5.00. You will lose ridership if you increase to \$5.00. The basic idea is I feel like they don't realize that they are dealing with people with disabilities. This is just another example. Our fixed income through SSI, we just can't afford it. They're going to take a huge hit when they lose riders and they can't afford it. Do you want to lose riders or continue to provide services.
Public testimony	Oceanside	Dan	Totah	11/1/2018	I understand the LIFT ride tickets are going to \$5. I think that's a fair increase since rates have not increased in 10 years. As for charging based on fixed bus routes, that would create a hardship financially for the disabled and limited budget individuals. For the clients that travel on 3 fixed bus routes travelling long distances, \$10 is adequate based on the distance. 1 to 2 bus routes should remain at \$5. For myself to travel to the gym under the new proposed rate increase it would be \$5. For me to go to a shorter distance, because it would be 2 fixed bus routes, it would be \$10. This is why I feel 1-2 fixed bus routes should be capped at \$5. Anyone travelling 3 fixed by routes, because of the distance, should be capped at \$10. So maybe we should base the rate on distance instead of fixed bus routes. Zero to 15 miles = \$5. Anything above 20 miles = \$10, as a compromise.

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Public testimony	Oceanside	Deborah	Malakowsky	11/1/2018	Regular COASTER Commuter 5 days / Week. Oceanside to Downtown and back everyday. I currently have the SDM fare, so I pay \$41.25 to ride the COASTER. I understand that the transit district and MTS are stuck because their rolling stock is aging and it need to be repaired or replaced, but asking people to pay more for decreased service because of delayed, broken down trains is kind of a bad business model. For instance, for us seniors, going from \$41.25/month to the proposed \$65/month is about a 33% increase approx. and a lot of peoples' budgets wont carry that. In some cases the fare increases are doubling and a lot of peoples' budgets wont carry that either. I think that the transit district, SANDAG and others need to know that if you hike the prices and don't do anything about the quality and reliability of service, people will not ride and your revenues will go down even more than they already are.
Public testimony	Oceanside	Rene	Barton	11/1/2018	I use the train and I have a monthly pass. It looks like all of the rates are going up but not to the extent that the senior and disabled rate is. And the youth is actually getting a credit. But the seniors are usually on fixed incomes and disabled oftentimes are almost at poverty levels. We cannot afford these kinds of increased rates. That rate is the one that has increased more than all of them. The rate in LA for seniors is \$20, Riverside is \$23, our rates is almost double that for monthly. I realize Riverside doesn't have a train system, but LA does. Additionally, train passes should be checked more often on the trains or at the stations. They're checked once a week or less. Lately they're been starting to check them more but I've been riding for months. I always diligently swipe my card. I don't know what the answer is for you - I realize you have to figure out something, but my focus is on seniors and this seems unreasonable. I definitely don't think they should be combined with youth.

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Public testimony	Oceanside	Elizabeth	Negrete	11/1/2018	My feedback would be that it might be better to have an incremental scheme instead of right off the bat in fare change. I don't mind paying the amount if the service of the COASTER improves, especially when we have delays. Or another alternative would be maybe to have a discount if the delay is over 30 minutes.
MTS Survey				Nov 01 2018	NCTD Lift service is rapidly declining and does not warrant a price increase. If it was managed responsibly and effectively; funds are being wasted.
MTS Survey				Nov 01 2018	1) A 44% senior pass price increase would be a tremendous burden on the great majority of that population who already lives on a fixed income; 2) Have a senior free-ride day once a month.
MTS Survey				Nov 01 2018	Considering the length of time required to transfer from Coaster to waiting for busses & transfers, cost of ridership is very often too high to justify.
MTS Survey				Oct 31 2018	Superloop: 1) 1 way fare for Superloop is \$2.25 for 40 mins loops where most passengers will ride 20 min or less; 2) how is \$2.25 a equitable fare when it is cheaper to drive? 3) I don't ride precisely for this reason; 4) However, I see UCSD students riding discounted UPass; 5) MTS quadruple the number of buses during peak hours by adding 201A and 202A that only goes from UCSD to La Jolla Colony neighborhood which is 50% of the whole route; 6) MTS using double capacity buses; 7) student enrollment for UPass: 35,772, Transportation fee quarter: \$53.02 -> MTS get approx. \$1,896,631.44/quarter or approx. \$5,689,894.32 for 3 quarters; 8) Superloop was initially promoted as a community service yet all I see are students riding; 9) As a tax payer, I would like to see the fare for Superloop drop and more equitable such that it will be more cost effective to take the bus versus driving to work. Seniors: 1) keep status quo on age 60 for senior discounted rate; 2) eligible social security is age 62, so limited income individuals will see a financial

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					hardship; 3) I'm not age 60 yet, but I looked forward to taking the bus at the discounted fare to ride the MTS; 4) Your bottom line will hurt as you will see a decline in revenues by leaving out the senior eligible class at age 60.
MTS Survey				Oct 31 2018	<i>Translated from Spanish to English:</i> From section 4, I would like the options that I selected but [without] increasing prices. The current service is already too expensive.
MTS Survey				Oct 31 2018	<i>Translated from Spanish to English:</i> I would like to have the pass that is good within 2 hours of taking the bus back.
MTS Survey				Oct 31 2018	I can't pay more. I make \$15 per hour in a part time job.
MTS Survey				Oct 31 2018	Youth pass hours should be limited on school nights.
MTS Survey				Oct 31 2018	Thank you for having this. Love you reaching out to the community.
MTS Survey				Oct 31 2018	If one-way fares were offered on compass cloud, I would opt for that. That's why the Adult Day Pass is the most popular and utilized method of payment.
MTS Survey				Oct 31 2018	Premium Express routes are 44% more as proposed, but a 0% increases for working adults, who can more easily afford to pay. Seniors have a fixed income, and 44% is a huge increase. Why not add 10% to the adult pass (\$100) and reduce the increase for seniors by 10%? Rate increases are not equitable across all fare types. Multi-day passes need to continue for visitors and folks in need of short term use of public transit. With a multi-day pass, folks need to carry a bag of cash to add \$ to the compass card or visit a transit center. Very inefficient. Bus tills do not take credit cards. Multi-day passes need to be retained.
MTS Survey				Oct 31 2018	I ride very rarely, but when I do, you have provided EXCELLENT service. Thank you for adding route #235, I hope

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					many more express routes will be added in the near future. Keep the great improvements coming!!
MTS Survey				Oct 31 2018	It is so ridiculous that MTS wants to raise its fares when the company sucks. The drivers are RUDE. There are NO security guards at MOST Trolley and bus stops Service has been reduced to an hour wait on Sundays What is the matter with MTS? Do you think the world stops on a Sunday? People attend church services, work, shop, go to ball games and other entertainment. But because MTS is SO lazy and NOT providing services to the public, people are relying on Lyft and Uber to get to the places they need to go. Keep on raising prices and cutting Trolley and bus services and MTS will loose ridership. Plus it is soooo ridiculous of this company to charge so much for a Monthly Pass. \$72.00 is OUTRAGES! People can barely afford living here and MTS wants to raise prices when most of the time we get BAD customer service from bus drivers. Keep on raising prices, cutting services and having long waits on Sunday and I will bet you that MTS will loose customers and may have to go bankrupt. STOP picking on the t elderly and RESPECT your elders. DO NOT RAISE ridership on these people. Plus lower the age for these people to 60. MTS are thieves trying to raise fees and NOT providing excellent bus/trolley services on weeknights, weekends and holidays.
MTS Survey				Oct 30 2018	<i>Translated from Spanish to English:</i> More night service
MTS Survey				Oct 30 2018	<i>Translated from Spanish to English:</i> More security is needed in the Trolley. There are a lot of people that get on to sell cheese, etc.
MTS Survey				Oct 30 2018	<i>Translated from Spanish to English:</i> I am not a user
MTS Survey				Oct 30 2018	Plan to ride the Mid-Coast Trolley

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MTS Survey				Oct 30 2018	What doesn't public transit go to the airport?
MTS Survey				Oct 30 2018	<p>Please! Do not discontinue 2/3/4 and 14 day passes, or discontinued transfer fair with comp pass (no additional transfer fair to buses). I read this info is possible on MTS trolley flier today, and it is not being considered/addressed in this survey.</p> <p>I do not mind a \$1 increase for comp passes, but not with these areas/elements to be discontinued. I carpool and use the Green/Orange Lines with #6 /#856 & #235 buses regularly. Discontinued partial week/month comp passes and for additional cost of transfer to bus after increased comp pass is not acceptable.</p> <p>T. Osorio Oct. 29/2018</p>
MTS Survey				Oct 29 2018	A 44% increase in monthly SDM passes is absurd.
MTS Survey				Oct 29 2018	Free transfer between trolley and bus are necessary
MTS Survey				Oct 29 2018	Koolio
MTS Survey				Oct 29 2018	LA Metro Youth Monthly is \$24.00. OCTA Youth Monthly is \$40.00 Riverside County Youth Monthly is \$35.00. Long Beach Transit Youth is \$40.00. Why San Diego Youth Monthly being lowered to \$28% to \$26 while seniors being increased 45% to \$26.00????
MTS Survey				Oct 29 2018	Keep up the great work!
MTS Survey				Oct 29 2018	Why pay more? A good transit company should meet people where they are. The point is not to be profitable (from users), that's for MTS to figure out funding.
MTS Survey				Oct 29 2018	LA Metro senior day pass is \$2.50; not \$20.00. OCTA Senior Day Pass is \$1.50; no \$22.25 Riverside County Day Pass (Senior) is \$2.00; Monthly \$23.00 Long Beach Transit Senior Day Pass is \$2.50.; Monthly is \$24.00. Why San Diego Senior Day Pass \$3.00; Monthly is \$26.00. Why is San Diego Higher than other transit?

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MTS Survey				Oct 29 2018	I think there should be an option for cheaper student day passes for students that don't take the public transit often, but would be more likely at a reduced fare.
MTS Survey				Oct 29 2018	lower the youth price
MTS Survey				Oct 29 2018	Challenges with stagnant wages make it hard to weather increased transportation costs
MTS Survey				Oct 29 2018	I desire to create more safe ways to transport for first timers
MTS Survey				Oct 29 2018	Maintain costs low, improve quality and quantity, and campaign for more funding from local and state government.
MTS Survey				Oct 29 2018	Make this place awesome.
MTS Survey				Oct 29 2018	An app to see where buses are in route such as Uber/Lyft maps.
MTS Survey				Oct 29 2018	44% increase for people whose incomes increase by token amounts while rent and food costs mount by significantly more. County and cities should contribute more to reduce traffic. Significant factor for car users is not cost but convenience.
MTS Survey				Oct 29 2018	I strongly object to raising the rate of the monthly SDM pass from \$18 to \$26. This is a 44% increase for customers who already struggle on social security and SSI or disability which usually are given annual cost of living increases in the 3-5% range.
MTS Survey				Oct 29 2018	Cleaner.
MTS Survey				Oct 29 2018	Raising the rate from \$18 to \$26 for seniors is unreasonable. Most of us are on a fixed income. Why should seniors have the bear the whole burden?
MTS Survey				Oct 29 2018	Please put a map on 215 to let customers know what the stops are going to be. More Sunday Route 28 service.
MTS Survey				Oct 29 2018	I'm disabled and I think SD Disabled pass will be too expensive. I don't think that pass should change.

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MTS Survey				Oct 29 2018	My suggestion for NCTD senior day pass would be to increase to \$2.50 price the "new" \$3 SDM day pass at \$2.50 also. The youth pass could be decreased \$4 to \$32. The senior monthly pass could be raised \$4 to \$22 these are reasonable amounts. Your proposal is unreasonable. An increase of 34% to the NCTD Sprinter/Breeze Day Pass (from \$2.25 to \$3) is excessive. Surrounding day passes (senior) in surrounding counties range from \$1.50 (OCTA) to \$2.50 (LA Metro) and Riverside at \$2. In general, 10-15% increases are reasonable given 10 years has passed since last increase. A 45% increase in senior/disabled monthly rate is very unreasonable, especially when youth rates are substantially reduced. Youth fares on monthly pass are currently quite competitive compared to other are transit agencies. A 28% decrease is uncalled for especially when SDM rates are increased 45% making it the highest in Southern California.
MTS Survey				Oct 29 2018	Look at the top admin and scrap the revenue from there before even making people pay more for public transportation
MTS Survey				Oct 29 2018	I am a MTS employee and I'm concerned about raising the senior age to 65 because people get excited that they are almost to 60 and now they have to wait an extra 5 years. 2, 3, 4 and 14 day passes should stay because a lot of people buy those passes, especially tourists.
MTS Survey				Oct 29 2018	You are not addressing the needs of the homeless who cannot afford anything!!
MTS Survey				Oct 29 2018	I want senior's monthly pass to not increase more than 22.5%. I would agree to maybe a \$21 monthly senior pass.
MTS Survey				Oct 29 2018	I think raising the senior age is ultimately ridiculous. Less people will be able to take advantage of that increase
MTS Survey				Oct 29 2018	What is wrong with the best cost system we have in the US now! Pay your CEO's less and it would be no problem to do all of the above because the rates can stay the same!

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MTS Survey				Oct 29 2018	We need more service, more bus routes and a cut in the monthly adult pass to \$60 amount
MTS Survey				Oct 29 2018	I would STRONGLY DISAGREE with the proposed \$26 fare hike
MTS Survey				Oct 29 2018	Seniors seventy plus should ride for free. Service in the senior communities should be. And since there is none the fare should be free. Frequent night/weekend services are not in your design.
MTS Survey				Oct 29 2018	I am disappointed you want to raise the senior rate and age
MTS Survey				Oct 29 2018	The night service would be better with smaller buses at night because there's not a lot of people and more frequent service please.
MTS Survey				Oct 29 2018	Instead of raising rates on seniors and disabled people, why not raise rates for able-bodied people to lower the rates for youth? Or just lower the rates for youth in general and watch your ticket sales go up? Also, transfers for trolley and bus tickets need to be free. Thank you!
MTS Survey				Oct 29 2018	120 bus needs more stops. 5th and Hawthorne. Buses need to be more on time - always running late. Seniors are outside waiting and end up late to appointments. Drivers go too fast and almost miss stops. Need more security.
MTS Survey				Oct 29 2018	I want free transfers for bus and trolley riders.
MTS Survey				Oct 29 2018	<p>I don't like the idea of raising prices. I thought this was all a service to the area to cut down traffic, etc on the roads, and ia sacrifice to support this by the city, county.</p> <p>I will have to stop using the pass for monthly availability, but i would like to know that any amount can be added to a pass at any time to cover future rides.</p> <p>Enough damage to my travels was done when the buses, etc were changed. Forced me to leave earlier just to catch a bus that was added to a route that was not needed. why would you break up a route into sections, causing added buses AND</p>

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					drivers, all at a time when we were being told "it was to streamline and save money"?. cant see it at all. Extra buses and drivers to save money is simply bull. Extra Maintenance, overtime, etc. thimk! Yes that was spelled that way to make you think! someone needs to. Leave it alone, it's got to be better now than how you will change it to. Yes, You!, leave it alone.
MTS Survey				Oct 29 2018	The homeless situation on the buses and trolleys would not make me want to pay more when I can't even feel comfortable or safe on the transit system because they have made it their home and sometimes leave it filthy.
MTS Survey				Oct 29 2018	<i>Translated from Spanish to English:</i> I don't want to pay more because I don't [like] my salary for basic expenses.
MTS Survey				Oct 29 2018	Free transfers
MTS Survey				Oct 29 2018	Transfers should be free for bus and trolley riders, as is the case with other large transit agencies.
MTS Survey				Oct 29 2018	Bring back free transfers for Urban core.
MTS Survey				Oct 29 2018	It's ridiculous that you want to increase the SDM monthly pass from \$18 to \$26...and reduce the Youth fare from \$36 to \$26! And keep the Adult fare the same, NO INCREASE at all??? They mostly have jobs, get raises! My SS went up just \$3/mo last January! 🙄
MTS Survey				Oct 29 2018	Free transfers
MTS Survey				Oct 29 2018	I think it's completely unfair that SDM riders should have to pay more for monthly passes, many of these riders are assisted by SSI and their income is very limited and well distributed. An increase in their passes could affect the way the distribute their money.
MTS Survey				Oct 29 2018	Transfers should be free to make accessing the system easy and seamless, especially for new and occasional riders.
MTS Survey				Oct 28 2018	Seniors and disabled are being hit with a 44% increase in monthly premium Express passes. Why, when there is no

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					increase for regular adult passes? Seniors and disabled are the least able to afford a 44% increase.
MTS Survey				Oct 27 2018	It would help if ran more frequent on weekends
MTS Survey				Oct 26 2018	I hope that this will help out with the way the buses run now. That they will receive better upgrades soon to their fleet they have now.
MTS Survey				Oct 25 2018	I'm a sdsu student, i get the discounted semester pass.
MTS Survey				Oct 25 2018	seniors are on a limited budget don't raise them , maybe raise the daily pass for regular people 1 dollar
MTS Survey				Oct 25 2018	Enjoyed the open forum. Thank you for your hospitality and participation in our interviews. I hope you take into consideration our feedback and how it affects low income seniors, disability.
MTS Survey				Oct 25 2018	I think there should be service in more places and there should be more frequent service than I would choose to take the MTS instead of my car even I would pay more for it.
MTS Survey				Oct 25 2018	24 hours? TOP = 816 - 874 sometime all afternoon leapfrog. SDM = 150% of the cost b/c youth fares decrease. S.E. El Cajon not going to increase student riders b/c Montgomery middle and granite Hills got cut. My proposal existing on small charge for youth. Discount 2 times in same family. (Does not simplify fare structure but with computers it doesn't have to be simple on your end and may incentivize larger families to send kids. Eliminate 2, 3, 14, day passes? TOP: 24 hours, not seen Trolley Green Line on some nights. TOP: 816 - 874 leapfrog. 816 no service Saturday, Sunday. Google maps still shows old routes (not stops).
MTS Survey				Oct 25 2018	Please increase security by having a Transit police member at each transit station.
MTS Survey				Oct 25 2018	I want more Sunday bus. Sunday more 944 and 945. Please for my work. Lyft costs me \$18.50 every Sunday.
MTS Survey				Oct 25 2018	Bus should run better on weekends but the schedule during the week is awesome.

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MTS Survey				Oct 25 2018	The fares are currently equitable and fair, increases would reduce the ridership, decrease revenue and thereby reduce frequencies and coverage.
MTS Survey				Oct 25 2018	I like riding MTS
MTS Survey				Oct 25 2018	Work for state grant
MTS Survey				Oct 25 2018	Electric busses would be great. better experience once off the bus. Also, consider reducing downtown stops to speed service.
MTS Survey				Oct 25 2018	Less expensive for seniors!
MTS Survey				Oct 25 2018	<i>Translated from Spanish to English:</i> I am OK with the service.
MTS Survey				Oct 25 2018	Need night service
MTS Survey				Oct 25 2018	If fees rise too high, I won't ride.
MTS Survey				Oct 25 2018	Keep up the good work (for rides) and also housing for the homeless!!
MTS Survey				Oct 25 2018	Thanks you MTS
MTS Survey				Oct 25 2018	How about fare raising for homeless? allow homeless carry cans in buses or let them ride for less. \$1 per ride. or \$1 day passes.
MTS Survey				Oct 25 2018	More trolleys!
MTS Survey				Oct 25 2018	Increase for seniors? Many have a limited income. Some buses which crowded mid-day have few riders later in evening or at night. Smaller buses at times?
MTS Survey				Oct 25 2018	I think the one-way trolley fare as it currently exists should stay the same.
MTS Survey				Oct 25 2018	Seniors are paying more of the burden.
MTS Survey				Oct 25 2018	The proposed single-ride fare will standardize busses' and trolley's fares, lets bring back transfers between the two systems without a day pass. More reminders and enforcement of quality of life issues like loud music, eating, smoking on platforms, etc. Having cleaning teams at terminuses so the trolleys are not filled with spilled drinks, litter, etc.

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MTS Survey				Oct 25 2018	<i>Translated from Spanish to English:</i> I don't think rates should increase for seniors because it looks like they are very limited.
MTS Survey				Oct 25 2018 01:39 PM	Cleaner transit, better weekend services, etc.
MTS Survey				Oct 25 2018 01:34 PM	I don't want the Price Hike on disabled monthly pass since I used it everyday for school at Mesa College. With my limited SSI, my fund can only last so long before I have to make hard cut that make life harder.
MTS Survey				Oct 25 2018 12:31 PM	SDSU DUI Program Requires Public Transport to Access Class @ skyPort Court along Route 928 (Ruffin Rd) and stops @ 9:00 pm. There is no service within 1 1/2 miles when classes end. Classes available Saturdays 8 am - 12 pm but NO SERVICE at all.
MTS Survey				Oct 25 2018 12:31 PM	Find a better way!
MTS Survey				Oct 25 2018 12:29 PM	LCD Extremely Confusing @ Trolley Station. Often Inaccurate and Not In Real Time. Curious to see unmarked Pick Up Truck. No ID on Employee Servicing the Trolley Fare Machines @ Euclid Ave Trolley on Oct 3rd 8:45 - 9:30 pm.
MTS Survey				Oct 25 2018 12:26 PM	Enjoyed the open forum. Enough staff to answer questions.
MTS Survey				Oct 24 2018 07:38 PM	1 more ride at route 290 after 6:30 pm
MTS Survey				Oct 24 2018 07:37 PM	Thank you
MTS Survey				Oct 24 2018 07:37 PM	Service us overall excellent
MTS Survey				Oct 24 2018 07:33 PM	Day passes 2/3/4
MTS Survey				Oct 24 2018 07:31 PM	Good
MTS Survey				Oct 24 2018 07:29 PM	Tomacea Velasquez

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MTS Survey				Oct 24 2018 07:28 PM	Don't change a thing
MTS Survey				Oct 24 2018 07:27 PM	SAFETY for all
MTS Survey				Oct 24 2018 07:26 PM	Add more frequency, have bus run on time more often
MTS Survey				Oct 24 2018 07:25 PM	semester pass
MTS Survey				Oct 24 2018 07:24 PM	<i>Translated from Spanish to English:</i> I am not in disagreement in raising fares. There is no security at any of the Trolley stations and there are robberies inside the Trolley at nights.
MTS Survey				Oct 24 2018 07:22 PM	thanks
MTS Survey				Oct 24 2018 07:21 PM	Some increase is fine, but \$8 extra for SDM is too much.
MTS Survey				Oct 24 2018 07:21 PM	Raise fares to \$2.50. Lower kid's fare to \$30. Raise senior/disabled to \$20. Don't raise senior fares by a cruel 45%!!! Try to understand how people struggle to pay transit fares -- can't afford \$72 at one time so they have to pay for 20 \$5 passes per month!!
MTS Survey				Oct 24 2018 07:18 PM	Don't eliminate the rates for commuters who try to save money
MTS Survey				Oct 24 2018 07:17 PM	Buses need to run later at night.
MTS Survey				Oct 24 2018 07:16 PM	Fixed income should not take 150% of the increase bulk of now Rush hour riders are SDM and most have no choice. Cut in youth fare may promote ridership but many I know who rode public transit as youths now avoid it at all costs - not riders 4 life. Students in El Cajon lost services to H.S and Middle school with TOP. 24 hour service??
MTS Survey				Oct 24 2018 07:15 PM	More MTS transit in all places
MTS Survey				Oct 24 2018 07:14 PM	25% increase for seniors and disabled. They took out our stops in El Cajon in senior areas, Broadway and Main Street

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MTS Survey				Oct 24 2018 07:13 PM	More attention for students (we are important).
MTS Survey				Oct 24 2018 07:13 PM	25% Senior and disabled They took out our stops in El Cajon, Broadway and Main Street
MTS Survey				Oct 24 2018 07:10 PM	Route 60 driver off on Tuesday and Wednesday. He is the best. Pick me up as Balboa and Viewridge at 3:56pm Monday-Friday.
MTS Survey				Oct 24 2018 07:05 PM	I want it made public why you need the increase. Can you get increased subsidies? Carry more advertising? How much are you getting from taxis? (3,750 1st, \$600/year) increase ridership by allowing homeless on bus with cans-beer and soda are sticky not slipper. Increase ridership by (as paratransit does) contract with taxis to get people to the nearest stop (not destination) for extra fee.
MTS Survey				Oct 24 2018 05:40 PM	«you need to have 215 pick up at the bottom of the hill at «florida «& «el cajon as several apartments are being constructed and the lights are too long to cross «park blvd
MTS Survey				Oct 24 2018 04:50 PM	What would the new proposed fee be for the monthly SDM premium pass? (the one that covers the Rapid and Express buses, trolley and sprinter.)
MTS Survey				Oct 24 2018 01:56 PM	The youth pass should go up, but the SDM passes need to remain the same rate, due to SDM clients being on a fixed income and it would be more burdensome to pay more for the monthly pass.
MTS Survey				Oct 24 2018 01:53 PM	I'm excited for the changes to San Diego's transit systems. I'd be willing to pay more to have more access to public transportation.
MTS Survey				Oct 24 2018 12:19 PM	I work at 3666 Kearny Villa Rd until 4pm every day. Buses near all of us (120) arrive either before 4pm or very after. Can bus 25 to Fashion Valley not arrive so late (4:39pm). If bus 25 can change route time to arrive at our location at 4:12pm, we (30) would be so grateful to MTS.

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MTS Survey				Oct 24 2018 11:25 AM	Please do not raise fares
MTS Survey				Oct 24 2018 10:53 AM	I use MTS to get to work, but do not work on Sunday due to the reduced services (2 buses per hour). This obviously limits my work schedule.
MTS Survey				Oct 24 2018 09:55 AM	I think the fare is adequate. The trolley stations were remodeled without need. I think it was a waste of money.
MTS Survey				Oct 24 2018 08:49 AM	Will MTS' two children ride free with a fare-paying adult on weekends promotion be discontinued with the introduction of the \$3 youth day pass? Why are the multi-day passes being discontinued? I thought tourists liked that.
MTS Survey				Oct 24 2018 07:17 AM	I strongly disagree with the paying more it would hurt me definitely
MTS Survey				Oct 24 2018 06:04 AM	Even increases \$3.00 adds more stress to a person on A fix income
MTS Survey				Oct 23 2018 08:39 PM	I'm very committed to riding public transit. I don't yet drive, but even if I did, riding MTS to College is far better than driving and parking there. Hopefully, these fare hikes won't be too high but will, at the same time, allow MTS and NCTD to improve their services even more.
MTS Survey				Oct 23 2018 08:38 PM	65 senior is silly most if senior this age are one foot in the grave! Stop the nonsense and raise fair to youth! Fifty Five senior need transportation cause there force into homelessness!
MTS Survey				Oct 23 2018 08:24 PM	Buses and trolleys are so congested during rush hour am and pm, and often miss the next connections. It takes me 3 hours in the am and 3 hours in the pm to travel via trolley and 3 buses to my destination 25 miles away. 6 hrs of enduring overcrowded transit with limited security only to be told fees would go up is unfair. And I'm still reading from that ride free day. Having a senior monthly pass only to ride 25 miles standing up on the trolley and 3 buses times 2 is not fair

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					either. Beef up the frequency of trolleys and buses and provide transparent security is the only way I stand for cost increases. And why does it take 7 trolley stops before a transit officer arrives to take care of a drunk, hostile or drugged passenger?
MTS Survey				Oct 23 2018 07:44 PM	The price for college students and adults for month is already high and they want to increase that doesn't make sence college students need more the discount that young
MTS Survey				Oct 23 2018 07:30 PM	Busfare is already to hire already why do we need to pay more
MTS Survey				Oct 23 2018 06:02 PM	these changes seem designed to best serve riding public.
MTS Survey				Oct 23 2018 05:43 PM	I would pay even more if you fixed the issue of metro police doing fare pass checks. Some days I am asked 3times for my pass on the orange line from El Cajon. Seriously put in gated or meters on the door. No metro uses the honor system and them accused ALL riders of being thieves. It offends me to have someone DEMAND to see my pass. Especially since that is the only thing they enforce. Don't care if riders are urinating in the trolley bit demand to see my pass. Frankly I am not surprised that more business people just simply refuse to use the Metro. I do it because I believe in public transit to save the environment
MTS Survey				Oct 23 2018 05:36 PM	I disagee we lower the cost for the youth. If it already that set price it should remain the same.
MTS Survey				Oct 23 2018 05:04 PM	Leave a single youth pass at reduced fare of \$26 dollars, and Raise Senior Pass to \$20... Then Make sure All the denied medically disabled people, including those that do not receive any Social Security Benefits yet, Because they are fighting for their benefits.. SHOULD BE APPROVED ANYWAY BECAUSE THE DOCTORS HAVE SAID THEY ARE DISABLED.
MTS Survey				Oct 23 2018 04:59 PM	Keep the senior paa the same price. I am on a fix income.

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MTS Survey				Oct 23 2018 04:54 PM	What about senior fares?
MTS Survey				Oct 23 2018 04:00 PM	Stop buying Christmas for this office (use money elsewhere). Provide more bus benches and bus services in Southeast. As long as the marriage of trolleys and buses there should be security around the isolated trolley stations and bus stops. Make sure that bus stops are being cleaned.
MTS Survey				Oct 23 2018 04:00 PM	I believe people with out a pass card on bus or trolley should get a warning, not just a right away tickets. some are in hurry for work. elders get on trolley not miss but do have cash should have affordable prices and good service
MTS Survey				Oct 23 2018 03:56 PM	The buses are more reliable than the Coaster
MTS Survey				Oct 23 2018 03:55 PM	I understand MTS isn't profitable in San Diego, but maybe we can't really expect much more. But if it could be, I'd like more service on Sundays and better security. Sundays are a bad day to take bus in San Diego, and also there is a lot of bullying on the buses, with no protection.
MTS Survey				Oct 23 2018 03:54 PM	They take to long to get to the stations
MTS Survey				Oct 23 2018 03:52 PM	The increase in the Regional pass to \$6 is ok if they put in more routes :)
MTS Survey				Oct 23 2018 03:50 PM	maybe consider lowering adult passes
MTS Survey				Oct 23 2018 03:50 PM	More rapid transit lines
MTS Survey				Oct 23 2018 03:50 PM	I understand that the S in MTS stands for system, no service.
MTS Survey				Oct 23 2018 03:49 PM	I like to keep it \$15 a month disable and elderly you to be taking \$15 dollars each month from food and toilet paper here let cut the salary of employees 1/8.
MTS Survey				Oct 23 2018 03:48 PM	Keep the same prices

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MTS Survey				Oct 23 2018 03:48 PM	DO NOT MAKE Disabled people pay for changes in the youth pass - UNFAIR. UNFAIR!!! I am disabled, have a heart condition I live on a fixed income and cannot work. The Youth can generate an income stream I CANNOT. Youth should pay for themselves. I should NOT have to pay for anything concerning the youth. Youth riders can get help from their parents or work part-time or full-time job. DO NOT PLACE the burden on senior/disabled riders.
MTS Survey				Oct 23 2018 03:47 PM	Rate 894 should have more trips serving Tecate. Everyday the bus is packed on all trips. The idea of making the fare cost more than \$5 is crazy. I agree with removing the zones.
MTS Survey				Oct 23 2018 03:47 PM	If you want raise fares, need restrooms everywhere. 7 days a week with security. I am SDM fare and can't afford more. North County has restrooms. We shouldn't have to pay to use. Want what Escondido has. Youth can pay more.
MTS Survey				Oct 23 2018 03:44 PM	Don't raise for seniors - thanks
MTS Survey				Oct 23 2018 03:43 PM	No more parties for Trolley workers. No bonus or salary increase for transit administrators.
MTS Survey				Oct 23 2018 03:43 PM	I use multiple day passes all the time. would hate to see this go away.
MTS Survey				Oct 23 2018 03:43 PM	I have a learning disability. I feel the seniors are getting charged to ride the bus. I feel the seniors in South County (NWS) fares should be the same as North County.
MTS Survey				Oct 23 2018 03:41 PM	Eliminate the extra charge transfer fee offer student discounts. Increase the reliability of accurate arrival/departure time.

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<p>MTS Survey</p>				<p>Oct 23 2018 03:41 PM</p>	<p>Any rate increase must be accompanied with more value specifically increased frequency is this light it later service in the evenings weekend frequency equal to weekday frequency plus more direct express route so that trips do not take one hour for a 10 minute drive. On the opposite side there should be no increase in fares. In order to get increased ridership you need to do things that make the riders value the predictability and speed of transit. Increasing fares will actually have the unintended consequence of lower ridership and a worse economic condition for the Mts system.</p> <p>The only way to make Mts profitable is to make it more robust and lower the price. This is a value proposition we need peoples out of their cars and into public transit for the health of our planet and the health of San Diego. I see no security at Fashion Valley stop at all</p> <p>. Need clean bathrooms at each location to make ridership more comfortable.</p> <p>Need docked bike stations cheap to go the last half mile</p> <p>. Reduced fares over the last 10 years has been consistent with reducing service as well. This is the equivalent of federal express deciding that it's going to cut costs by reducing the number of locations that it serves. They would be put out of business immediately. Why should Mts believe it would get anything different</p> <p>? Or Amazon deciding that it will only deliver during the hours of 9 AM and 4 PM to cut costs: We're not delivering on Sundays. They would lose business With such a miss-guided cost cutting approach like that. The Mts clearly does not have representation from actual users of the service. We users know what is needed and how much we value the Mts public system for the San Diego city we love.</p>
<p>MTS Survey</p>				<p>Oct 23 2018 03:40 PM</p>	<p>Will miss the 2-day pass, will really miss the nice, simple five dollar bill day pass.</p>

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MTS Survey				Oct 23 2018 03:38 PM	Thanks for the Rapid 215 and 235 after 40 years I'm still riding good and bad.
MTS Survey				Oct 23 2018 03:37 PM	The proposed increase to the disabled monthly pass should be cut to only \$4.00 and adding the \$4.00 increase to youth monthly passes.
MTS Survey				Oct 23 2018 03:35 PM	Esp. to Lake Poway and area.
MTS Survey				Oct 23 2018 03:34 PM	We should consider offsetting the increase by lowering the Youth \$4.00 and increasing the SDM by \$4.00 other out and accomplish the same thing.
MTS Survey				Oct 23 2018 03:34 PM	Excellent service as far as I'm concerned (I'm from East Coast, PA, no Sunday, no holiday service. Buses stop at 6:00 p.m. delivery week.
MTS Survey				Oct 23 2018 03:32 PM	Cover costs via funding to reduce climate change, instead of fare increases. Too bad S/D/M are pitted against Youth. We're the best hope for transit!! S/D/M + Youth together!
MTS Survey				Oct 23 2018 03:30 PM	When transferring buses your security hinders me from my route asking for valid passes.
MTS Survey				Oct 23 2018 03:29 PM	You need more than every hour for the 901 on Sunday. at least every 40 minutes. It's way overcrowded.
MTS Survey				Oct 23 2018 03:28 PM	Split the proposed change to SDM/youth passes. Raise SDM to \$32. lower youth to \$30.
MTS Survey				Oct 23 2018 03:28 PM	I am on fixed income and cannot afford it
MTS Survey				Oct 23 2018 03:23 PM	The fare prop. ideas fail to meet the quality of service
MTS Survey				Oct 23 2018 03:23 PM	I go to school. I am 64 years old and like low rates on pass. More service on bus 967 and more, less expense on passes. The Orange Line is dangerous, ghetto, fistfights. I got punched in the face. There was a fight on the Trolley. I've been beat up 25 times. I've seen other people being beat up, too. This fare policy has an impact on seniors who cannot afford. Why take it from seniors who can take it from middle

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					class people? Route 967 - from 30 min to 1 hr frequency, meaning less service for more fares.
MTS Survey				Oct 23 2018 03:22 PM	Requiring SDM patrons to fill the revenue void while others get a free ride is basically unfair. Make the increase level for all.
MTS Survey				Oct 23 2018 03:20 PM	Price is just right for SDM
MTS Survey				Oct 23 2018 03:13 PM	It is unfair that SDM fare is being raised \$8 for the most vulnerable passengers to lower fare for youth. Raise SDM fare by \$4 rather than \$8.
MTS Survey				Oct 23 2018 03:10 PM	keep 4 day pass, Paul Jablonski must make a video riding public transit, make youth month pass \$30.
MTS Survey				Oct 23 2018 03:07 PM	may add; will go online
MTS Survey				Oct 23 2018 03:04 PM	MTS Customer service: [REDACTED]. Name: Carol Piotroski. Route 10 stops @ Alabama.
MTS Survey				Oct 23 2018 01:36 PM	we can't buy \$2.50 one-way pass on phone, and need to do so often. the monthly pass isn't enough of a discount for me to buy, at present. Maybe have an intermediate bulk pass we can buy with our phones?
MTS Survey				Oct 23 2018 12:42 PM	Please improve scheduled transfers at Transit Plazas
MTS Survey				Oct 22 2018 07:27 PM	All in all -> utilizing 3 separate companies harms the public transit service as a whole. I see the issues of racist bus/trolley operations, which coincide with poor engineering when scheduling seems to be an issue as well. For example, why not have rapid bus go to DMV offices? or why aren't more express buses, Trolley stations? Plus, there is an area where no buses travel going downtown.

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MTS Survey				Oct 22 2018 07:18 PM	More clean transit stops, yes to purple trolley, add a 4-day regional pass, day time only to Vintage Trolley, keep 4-day pass, rise trolley fares, keep SDM under \$26 (\$25 okay), keep youth passes at #36, discounted day pass should be at \$4, more rail and buses, new rail lines, more bus only lanes, more diesel and gas buses instead of natural gas buses, more bike lane only lanes, more minibus use, use minor buses on low ridership hours, on urban routes, express bus routes (20, 50, 60, 150) fares should up \$2.75, MTS rural for SDM to \$4 fare is good, more public restrooms.
MTS Survey				Oct 22 2018 07:04 PM	Would be a good idea to give a free ride day once a month or every three months. I call this a perk - something good and earned.
MTS Survey				Oct 22 2018 06:48 PM	In regards to the fare changes, I dislike the current proposal with the increase of the SDM 30 day pass. I feel that if an increase is necessary, a rate of \$22/mo (\$4 increase) could be acceptable with a \$6 discount on the Youth 30-day pass instead of the proposed \$10 cut.
MTS Survey				Oct 22 2018 06:37 PM	<i>Translated from Spanish to English:</i> It would be of great benefit to some, but I don't think people that use it every day would agree.
MTS Survey				Oct 22 2018 05:41 PM	Security at night, especially downtown, San Diego
MTS Survey				Oct 22 2018 05:34 PM	I think that it is disgusting to pass on the maintenance, sustainment and improvement of the system to riders when the SANDAG Regional transit board continuously favors freeway expansion (in their constituencies btw) at the expense of improving SD MTS and making commuting by public transport safer, cleaner, more efficient and accessible to riders. Also your survey questions are framed in such a way that falsely implies that the only way to improve the system is to increase fares. A recent survey of top 25 transportation systems does not include San Diego. LA is #18 nationally. LA! SMH, MTS...

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MTS Survey				Oct 22 2018 02:33 PM	All-boarding, at least for the Rapid and most heavily used routes, for faster and more reliable service. While not under MTS control, the ride quality on portions of the 7, 215, and 235 is really bad because of the poor condition of San Diego streets. And the suspension system on some of those bus is just shot as a result adding to the bad ride quality.
MTS Survey				Oct 22 2018 12:17 PM	Love the trolley but sometimes security need to be on each car for the entire ride. Hate people who put feet on seat or take up 2 or more seat. Oh and the people who smell!! Yuck!!!
MTS Survey				Oct 22 2018 12:16 PM	1. Keep the 2,3,4 day pass. It helps people to use MTS if their pass runs out a day or two before payday 2. BRING BACK the 11 on Market Street! It's been a NIGHTMARE getting groceries for my mom who lives at Luther Towers to 10th and Market. She, along with a lot of other people, are disabled and need somewhat a direct route. She has to walk down to the trolley (2 blocks away), take the trolley to Market street and then walk two blocks west. Route 11 stops right in front of her apartment building
MTS Survey				Oct 22 2018 11:03 AM	Need to be safe and affordable,
MTS Survey				Oct 22 2018 08:59 AM	Who at MTS believes that the disabled and seniors on a fixed budget should subsidize ANYONE ELSE'S fare?!?! The working public should do that, not the S/D! Is this another warped survey to get YOUR way by only offering 2 (undesirable for us) solutions for riders? I'm offended. And I'd have to find where the extra \$8 a month would come from in my \$1137 S.S. monthly check. I believe I haven't received a COLA raise in years. Don't make me subsidize fares for young healthy youth who can work part time for their expenses, as I did.

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MTS Survey				Oct 21 2018 03:17 PM	do not like the senior now 65 and to \$26 form \$18 is biggest raise - what done to 11.7,929,968 make me mad to and lies too if had bathrooms it should be cleaned by MTS staff
MTS Survey				Oct 21 2018 01:59 PM	Thank You.
MTS Survey				Oct 21 2018 10:25 AM	I think you should find another way to find revenue rather than increasing prices to ride the service.
MTS Survey				Oct 21 2018 08:43 AM	As a college student, I love that I can buy a semester pass. I would also love to see a yearlong pass, since I do not plan to have a car in San Diego while in school. Also, it's difficult sometimes to get around when the times on the platforms are so erratic. I'd like to see improved accuracy. I'd love to get more involved in MTS and would also like to see more interaction with SDSU and college students to reduce cars on the road.
MTS Survey				Oct 20 2018 09:32 AM	I am a senior, on a fixed income, and if I have to pay more for my monthly pass, I will just have to walk everywhere I go, and not buy a pass, or ride the bus at all!
MTS Survey				Oct 20 2018 06:04 AM	I would love to see more security on site. Especially at night.
MTS Survey				Oct 20 2018 03:56 AM	I will pay more for MTS to be as punctual and consistent as Japan transit system.
MTS Survey				Oct 20 2018 12:39 AM	Add a trolley line to east Chula Vista and to the airport!
MTS Survey				Oct 19 2018 09:55 PM	The monthly pass is already expensive as it is. Especially for working adults struggling to manage bills. Something has to be done. Also, more drop off and pick up locations should be added.
MTS Survey				Oct 19 2018 04:48 PM	I understand that people have to bring carts and strollers onto the bus but I find these very problematic especially when they take up most of the room it would be in a positive and best interest if MTS for looking into an another way affordable way for everyone to have lots of space on the

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					buses and not be so cramped and the less use of carts and strollers
MTS Survey				Oct 19 2018 12:06 PM	The MTS system on campus makes our campus very unsafe. I believe raising the prices would help our problem here on campus because less homeless people would be riding it. I think the prices should increase so the MTS busses and trolleys are cleaner and with better service.
MTS Survey				Oct 19 2018 05:28 AM	Ok
MTS Survey				Oct 19 2018 02:49 AM	Its hard for people to pay for bus train or trolley service as is...don't raise prices!!
MTS Survey				Oct 18 2018 02:57 PM	Thank you
MTS Survey				Oct 18 2018 02:45 PM	There should be a one-way fair portion in the MTS app
MTS Survey				Oct 18 2018 01:47 PM	My only reservation is raising the senior age to 65. I had to retire at age 60 from layoff, thank you.
MTS Survey				Oct 18 2018 12:07 PM	I am willing to pay a bit more for my Senior/Handicap pass but if it needs to go up so much at once, I think \$25 is a easier amount than \$26,
MTS Survey				Oct 18 2018 11:59 AM	Please do something about the CONSTANT music use on cell phones on the bus and trolley.
MTS Survey				Oct 18 2018 11:51 AM	i cannot afford for the sdm pass to go up
MTS Survey				Oct 18 2018 10:35 AM	The best way to build revenue from customers is to first improve services to gain stronger ridership. This has been proven to work, even when eventually fares have cost more. A lot of the expenses to improve services could be offset by sales or rentals of currently wasted properties owned by transit. Do not raise the cost for seniors under any pretenses, or you will prove allegations already being legally sought to keep MTS from committing more abuse.

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MTS Survey				Oct 18 2018 09:23 AM	Willing to pay more if transportation was cleaner.
MTS Survey				Oct 18 2018 09:19 AM	As a regular (\$72) monthly rider, it's almost insulting how little SDM riders pay. Yes, I understand SDM riders are on a low or fixed income, but half-price passes for \$36/month are appropriate, not a quarter of what I pay (\$18)
MTS Survey				Oct 18 2018 07:14 AM	I am a senior and on a fixed Social Security income & the increase would hit my monthly budget but I would have to pay the increase especially if it means better service as far as the most used buses running more often and being on time. A lot of working people will not ride the bus because they not only do not always show up on time or don't show at all and now we have missed our connection to the trolley to get to work.
MTS Survey				Oct 18 2018 06:53 AM	Buses are getting more crowded. Would recommend adding more buses for 290 service to downtown
MTS Survey				Oct 18 2018 06:51 AM	As a senior on limited income I strongly disagree with raising our monthly fares.
MTS Survey				Oct 18 2018 05:23 AM	I am a senior disabled rider. The \$18 I pay I consider to be under priced. I would prefer to have the fare remain at the current price, but if price increased to \$25 - \$30 per month, I would continue to utilize MTS.
MTS Survey				Oct 18 2018 01:10 AM	Public restrooms at transit stations. More clean bus stop and sidewalks. free transit days on/or the week before elections days(June and November). free transit day on a Sunday. expand outreach for free transit day. coaster pass from downtown San Diego to Sorrento Valley. Keep four day pass (\$15). Add a four day for regional plus pass(\$36 or \$40). Vintage trolley expand service for Monday also. No to natural gas busses. Expand mini-busses used on urban routes on low ridership times. Emphasize transit routes that connects to parks and canyon trails. Expand time between bus stop. Create a MTS only month pass(no NCTD service). \$4 for the reduce day pass for SDM and youths.

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MTS Survey				Oct 18 2018 12:11 AM	Seniors are in fixed incomes.raising the rate puts more hardship on deciding on food ,rent ,medicines
MTS Survey				Oct 17 2018 10:52 PM	Not having a transfer option is ridiculous. A trolley should cost more than a bus. But a transfer option should exist. I don't agree with raising bus fares. I think you should study a transfer option of 25 to 50 cents more to take a bus and transfer to trolley. I also believe the website for the Compass card should be redesigned.
MTS Survey				Oct 17 2018 10:41 PM	the group that uses it more frequently should also get discounts
MTS Survey				Oct 17 2018 09:38 PM	Why are we proposing a rate increase? Why are we not looking at increasing route efficiency and servicing the areas that need to be served utilizing the same budget? They've done this in Houston TX and were able to increase service routes including weekend service by optimizing routes. Let's look at that before making the transit options for our lower income resident unaffordable. Alternatively why is a one way fare 2.50 if it's only a few stops when a route with numerous stops is the same price? Why cant you charge a user by the time using the system like in san francisco? Let's think outside of the box here.
MTS Survey				Oct 17 2018 08:58 PM	The Mts and NCTD should have one price moblie app that both pass can be enter change so getting on From East COUNTY area North area's easier
MTS Survey				Oct 17 2018 08:36 PM	I am Robert Moreno and I ride the bus Mondays, Tuesday's and Thursday's and Saturday's for me is fare that you guys are looking to make fixing busses and cleaning and stuff but on the other hand i'am one of the person that don't have any job and low income I been in good attitude drivers that I love always to be it makes my day
MTS Survey				Oct 17 2018 07:51 PM	I would like free transfers between buses and trolleys.
MTS Survey				Oct 17 2018 06:35 PM	I take 6 buses every day to commute to & from work. The monthly pass is fine. just a little bummed that I won't qualify

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					as senior in 3 yrs as I'm only 57 yrs old, Otherwise happy with rapid 235 to Mira Mesa at 5 am. Thank you
MTS Survey				Oct 17 2018 05:08 PM	Please don't take away the 2,3, and 4 day passes! I am currently surviving off of paying that for Mon-Thurs as the Monthly Adult pass is too much for my monthly budget. Also if the multiple day passes stay is there a way they can be added to compass cloud? Sometimes when I'm running late I'd rather be able to pay straight from my phone rather than go to a location that has the machines in order to get the pass. Also what's the difference between a monthly youth pass and a monthly adult pass? Both use up the same amount of seats as each is one person so why is it significantly cheaper for a youth?
MTS Survey				Oct 17 2018 04:45 PM	I would pay more if more the route 60 northbound route operated between 5am -10am and if the southbound trips operated between 2pm - 7pm.
MTS Survey				Oct 17 2018 02:05 PM	Public transit is not meant to run at a profit or even break even. It's meant to be heavily subsidized cheap transportation.
MTS Survey				Oct 17 2018 11:55 AM	I use the trolley and buses about 5 times a week and have a Senior Pass for \$18 a month. A price hike to \$26 would not be an issue for me, but for seniors on a fixed income it could be a strain. It would be great if fixed income seniors could apply to keep the \$18 rate. While I like to see lower rates for students in order to encourage the use of public transit, but they may have the ability to handle a slightly higher fare.
MTS Survey				Oct 17 2018 11:48 AM	Since there is going to be discussion of reduced fares for seniors/disabled and youth, the regular adult pass should be reduced from \$72 to \$36. It would be a big financial help because then I would have to choose between paying my phone bill which I need which is \$80 or have a bus pass. Please consider this and count my comment as valid
MTS Survey				Oct 17 2018 11:46 AM	Everything is good. Sometimes some Sunday frequency can be better.

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MTS Survey				Oct 17 2018 11:32 AM	Keep it affordable for those who don't have cars and those who are trying to help the planet
MTS Survey				Oct 17 2018 11:12 AM	The substantial (50%) increase to the pass for seniors, especially after an age increase to 65 is unacceptable.
MTS Survey				Oct 17 2018 11:10 AM	To increase use of the trolley by the elderly, try this as a test: chose one day each month that an older person can ride for free.
MTS Survey				Oct 17 2018 10:53 AM	I do not want to pay more for my monthly pass and it is unfair to eliminate the 2,3,4 day passes. The people who use the trolley is because they can't afford anything better. and making us pay more with the little money we have is ridiculous. We're going to be left with nothing and no way to move from place to place.
MTS Survey				Oct 17 2018 10:40 AM	It will be a much better service to have weekend and evening service expanded. I hope the cost increase for senior disabled pass fits into my budget though.
MTS Survey				Oct 17 2018 09:54 AM	<p>We are older person live in Carmel Valley more than 10 years but no bus come, so sad .We need bus to UTC, reason shown below:</p> <ol style="list-style-type: none"> 1.Nearly all older Americans say they want to live independently in their homes and communities for as long as possible. People believes older Americans should have that opportunity, and we government have been working to ensure they do. But unless people have safe, convenient and affordable transportation options, they will be stuck at home or will be at greater risk on the roads than they need to be. Having access to transportation is critical to staying connected to family and friends and to pursuing day-to-day activities, both those that are essential and those that enhance the quality of life. 2.Safe, affordable, and accessible transportation choices are critical for older adults who wish to remain independent.

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					<p>3.Today, too many older Americans are "aging in place" in communities where travel by car is their only transportation option.</p> <p>4.Public transportation is very limited or nonexistent in America's suburbs and rural areas, where most older people live, and there is no indication that the situation will improve soon.</p> <p>5.Over half of individuals who do not drive stay home on any given day.</p> <p>6.People who don't travel outside their homes risk social isolation.</p> <p>We look forward to hearing from you soon.</p>
MTS Survey				Oct 17 2018 09:31 AM	none, but please do not increase the fare price. thank you.
MTS Survey				Oct 17 2018 08:02 AM	Please provide senior discounts on all of the changes.
MTS Survey				Oct 17 2018 07:57 AM	I enjoy the benefits of taking the trolley to and from work. I look forward to any proposed changes -- you're doing a great job!
MTS Survey				Oct 17 2018 07:43 AM	I strongly agree that Youth should pay less than Adults.
MTS Survey				Oct 17 2018 07:22 AM	Increased fares should be done gradually, even if it's just a dollar, to allow folks to properly prepare for such change. MTS app needs ALOT of improvement; if you want to make it easier for folks to pre-load cards, the app has glitches and does not work properly.
MTS Survey				Oct 17 2018 07:18 AM	I will pay for more security, security, security. Let's not be naive, the teenagers I see on the MTS are loud, vulgar, and

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					inconsiderate today! I will only continue to ride with more security if the cheaper rate for young people is implemented.
MTS Survey				Oct 17 2018 07:16 AM	Please do not raise the senior age from 60 to 65
MTS Survey				Oct 17 2018 07:11 AM	Don't combine Youth & SDM passes and make them the same price.
MTS Survey				Oct 17 2018 02:02 AM	A few suggestions to make MTS more useful: 1. Include ALL stops on the maps but keep the time tables the same for a general idea. It's difficult to find exactly where each stop is without using a separate map. .pdf versions of the maps should be way better.2. Coming from NYC and their transit system, the Compass card seems confusing to use. There's a lot of options of passes and when I asked around to see if I could just put money on my card for a single one way ride, people looked at me like I was crazy. Raising awareness of the simplicity of *put \$2.25 on card* *use card for one way fare* would make it a lot more user friendly. 3. Advertise more and give people deals to raise awareness. For example, lots of people in the military(my community) pay no attention to buses and the like because it's so under advertised. Maybe add a free or reduced price military day of the week for them & family to at least get people riding or something similar to the morning-commuter deal the ferries have going on.
MTS Survey				Oct 17 2018 12:16 AM	More security is needed at trolley stops. Would be nice to have cleaner trolley ride also.
MTS Survey				Oct 16 2018 11:59 PM	Don't increase the age for senior to 65.
MTS Survey				Oct 16 2018 10:46 PM	Thank you. Please consider to implement a route to/from the Cross Border Express bridge.
MTS Survey				Oct 16 2018 10:35 PM	I'm a single disabled mom of a 12 yr old who must have a bus pass for school and doctor appointments, etc because of safety. I can't afford her pass even at a discounted rate. I know rate increases are needed, but when about a

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					scholarship for the kids that can't afford the cost? Thanks
MTS Survey				Oct 16 2018 10:10 PM	I stopped riding MTS when they stopped giving transfers. It's cheaper to get door-to-door service with ride sharing. Less people are using public transit because of ride sharing. If MTS doesn't bring back transfers and keep rates the same more and more riders are going to switch to ride sharing.
MTS Survey				Oct 16 2018 09:30 PM	MTS does a very Nice Job on their Bus Services, and the Bus Drivers are really "Great, Patient with people, and are skilled in their driving, Helpful, Friendly, and Considerate! A few ideas that are really important are: to put Covers over the Bus Stops, (to help the customers of MTS on the Hot, Windy, & Rainy Days.) Several of the Protective Covers, were put in a year or two ago, and then were taken out completely, (never replaced again!) These should be replaced immediately, & the money could come from some of the "Advertising" that is often on the Buses, such as Comic-Con, McDonalds, etc. There are many places, that have no benches to sit on, and people have to stand for a half hour and more at times, (in the rain & wind, and hot sun.) Not fun, & hard on disabled & older folks! Many people are holding shopping bags and groceries, and we don't always want to set them down, especially in the rain! Simple but "good things" to do for others, as we would hope others would do for us! We hope that you will consider making these changes for the people who ride MTS, and these are the same folks, that help to make your company profitable, and a SUCCESS. It is the Riders on the Buses! Thanks for listening!☺Blessings
MTS Survey				Oct 16 2018 09:22 PM	There needs to be a discount for adults. Let's be real I can't even afford for a \$72 a month pass. At least \$50 a month and then I will think about it.
MTS Survey				Oct 16 2018 09:06 PM	Trolley and bus services need to be go longer at night. People work night shift or have to get home late and not having trolleys or buses that run past 8 or 9 pm hurts those

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					commuters. Most big cities have 24 hour transit. That's the biggest drawback to the transit system here.
MTS Survey				Oct 16 2018 08:52 PM	The Fashion Valley Transit center needs to be remodeled. The elevator smells of urine every day. The stairs up to the Trolley are too narrow and dirty.
MTS Survey				Oct 16 2018 08:46 PM	I hope my own fares for riding both bus and trolley don't increase at all but stay the same for me and others who are S D M and 62+ in age.
MTS Survey				Oct 16 2018 08:44 PM	For months no one checked fares on the coaster and folks did not pay. Now u want to raise rates. Reduce delinquencies
MTS Survey				Oct 16 2018 08:00 PM	I am a senior on a fixed income and need to save money wherever, and whenever I can. I can't say I would ever volunteer to pay more for anything.
MTS Survey				Oct 16 2018 07:52 PM	I appreciate the reduced fare on a youth pass. My son doesn't take public transportation as much as I do. What I don't like about the proposed changes is getting rid of the 3-, 4-day passes. I have bought those a few times when working to transition to a new pass paid structure. Visitors would use those passes as well.
MTS Survey				Oct 16 2018 07:38 PM	The senior discount fare should continue to be 60 years of age. Many older adults need to need to ride and are on tight budgets as it is.
MTS Survey				Oct 16 2018 07:34 PM	The \$8 increase in the Senior/Disabled pass is FAR TOO HIGH of a percentage increase — it's unreasonable to increase that price point over 40% when the others are not taking such a direct hit. Living on fixed income, you're forcing people to take money out of their limited food budgets to compensate for your 40%, unreasonable increase.
MTS Survey				Oct 16 2018 07:02 PM	Increase routes in 92120 please
MTS Survey				Oct 16 2018 06:59 PM	More frequent service in areas other than just Downtown and Hillcrest/North Park, please. And service near senior living complexes. It's astounding how many have NO service!

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MTS Survey				Oct 16 2018 06:47 PM	Thanks for taking input. I ride every day, and it's really a pretty great system, with just a few tweaks needed!
MTS Survey				Oct 16 2018 06:45 PM	On social security, that is why i take public transportation.,dont raise the fares for people on social security
MTS Survey				Oct 16 2018 06:36 PM	I think Veterans should also get a discount like before
MTS Survey				Oct 16 2018 06:20 PM	That's a pretty steep increase for SDM fares.
MTS Survey				Oct 16 2018 06:11 PM	One of the biggest loss of revenue is the people who get free rides or discounted because they do not have the REQUIRED fare. I understand that sometimes a pass card has not been activated or the person forgot to reload for the next month. Many times i have seen people who get a 30 day pass try to tap on and the card is expired because they forget that some months have 31 days and not 30.. going strictly to a monthly pass (1st day of the month to the last day) would eliminate some confusion.
MTS Survey				Oct 16 2018 06:11 PM	I believe you have great service!
MTS Survey				Oct 16 2018 06:09 PM	I strongly disagree to change the age of senior rider from 60 to 65 years old.
MTS Survey				Oct 16 2018 06:00 PM	I love using MTS trolleys & buses. More frequent & later night service would be most welcome.
MTS Survey				Oct 16 2018 05:46 PM	Keep the 3, 4, 7 and 14 day passes. They're a great way to get tourists to ride the trolley while here. Otherwise if they have to pay everyday for a daily pass, it's less likely they'll take transit and probably rent a car.
MTS Survey				Oct 16 2018 05:24 PM	I live in San Diego without a car so the frequency and range of service is most important. I would also like to see more youth on transit so am ok with my pass going up if theirs can go down.
MTS Survey				Oct 16 2018 05:21 PM	I like it

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MTS Survey				Oct 16 2018 05:19 PM	The problem with increasing the cost is it will make less people use the service. The service needs to serve MORE places, not increase the price. that is how to improve usage - the trolley needs to go more places. The bus service is too infrequent, and liable to delays.
MTS Survey				Oct 16 2018 05:12 PM	I wouldn't be too thrilled with an \$8 increase for the monthly Senior/Disabled pass, but with a new \$3/day pass & increased service & new destinations, I could probably live with it.
MTS Survey				Oct 16 2018 04:53 PM	With rising gas prices I Gave up my car to ride buses and trolley more. I have some good routes from Chula Vista to downtown but the night time services from downtown are very limited and make it hard when I come into town late on the Amtrak. There should be late night services to help travelers arriving into town late in the Amtrak.
MTS Survey				Oct 16 2018 04:47 PM	Yes
MTS Survey				Oct 16 2018 04:32 PM	Do not raise senior monthly bus pass too much. I currently pay \$18.00 if it goes to \$28.00 that would hurt seniors. I'm willing to pay \$20.00 but no more
MTS Survey				Oct 16 2018 04:19 PM	\$5 for a day pass makes sense as most people have a five dollar bill, making it \$6 or \$7 makes ut more difficult.Also, the multiday passes are great for tourists/if you have people visiting from out of town.What about a \$30 pass for youth/senior/disabled?& would the s/d/m card still need the special id?
MTS Survey				Oct 16 2018 04:18 PM	I would pay more if they is service to 4S Ranch since right now there is No service there.
MTS Survey				Oct 16 2018 04:07 PM	Price is less of a concern for me than it might be for other riders.
MTS Survey				Oct 16 2018 04:06 PM	I'm afraid to ride anymore due to issues not addressed yet by MTS.
MTS Survey				Oct 16 2018 04:01 PM	I also wish that MTS will give at least once in a while promo for those who avail monthly pass, like once in a while we can

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					buy monthly pass at a discounted price during a promo period.
MTS Survey				Oct 16 2018 03:40 PM	I think these are excellent proposed changes. Keeps things simple. Thanks!
MTS Survey				Oct 16 2018 03:38 PM	I think that fares are cost prohibitive to some, however I would most definitely utilize the bus system more if it were more affordable. That being said, I also strongly advocate for discounted prices for youth and environmentally friendly vehicles.
MTS Survey				Oct 16 2018 03:31 PM	Agree with proposals listed.
MTS Survey				Oct 16 2018 03:24 PM	<p>Senior Disabled people who are a fixed income keep getting squeezed and squeezed tighter and tighter because the amount of the Social Security and other types of benefits we rely on for survival are not keeping up with the rate of inflation or the insane cost of living in San Diego. It would be cruelly unfair to Senior Disabled people who are already struggling for their survival to be made to absorb an almost \$10 increase in the price of the Senior/Disabled pass if the proposed lumping together of the price of the</p> <p>Senior/Disabled pass with the Youth Pass is adopted. Kids have their parents to help them pay for the cost of riding the bus and trolley. Senior/Disabled people who are a on fixed income for survival have nobody!!!! That nearly \$10 increased cost you are proposing in the Senior/Disabled pass would have to come directly out of the money I use to pay for my the amount I can have to pay for food each month!!! DO NOT MAKE SENIOR/DISABLED PEOPLE SHOULDER THE BURDEN OF A PRICE INCREASE IN THEIR MONTHLY TRANSPORTATION COSTS WHEN OTHER TYPES OF RIDERS HAVE THE MEANS TO PAY TO OFFSET YOUR INCREASED OPERATING COSTS!!! SENIOR/DISABLED PEOPLE & ON FIXED INCOMES HAVE NOWHERE TO TURN TO!!! DON'T MAKE US</p>

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					SHOULDER ANOTHER FINANCIAL BURDEN THAT WE CANNOT AFFORD AND HAVE NO WAY TO PAY FOR!!! IT'S UNFAIR AND CRUEL!!! ☹️ :(
MTS Survey				Oct 16 2018 03:22 PM	NCTD and MTS are a godsend to working adults who can't drive, whether due to disability, not being able to afford a car, or environmental concerns. Taxis, Lyft, and Uber are too costly to be a daily-use option. It's rare to have viable public transit options in the U.S., and we should be making these services cheaper, more convenient, and more widely available for regular use, rather than providing discounts to day-tripping retirees and tourists with children and raising prices for people who need it to get around. If MTS and/or NCTD need more money to provide service, they should consider other options.
MTS Survey				Oct 16 2018 03:14 PM	I many Times cucarachas in the trolley
MTS Survey				Oct 16 2018 03:13 PM	In comparison to other large US metro areas, the SD trolley is a steal. It is very cheap as is, so a minimal increase in fares is fine.
MTS Survey				Oct 16 2018 02:59 PM	The rate increase; being DIRECTED to S/D/M passenger rate. This is UNACCEPTABLE; the people using this discount, for the most part are on a FIXED INCOME. It's a stretch on our budget as is; now we have to decide MTS or pay a friend, or whatever alternative - or skip the trip to make a doctor's appointment...or not being able to get to a pharmacy for medications??? NOT ACCEPTABLE for someone who is

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					handicapped, senior, or on social security (all three apply in my case).
MTS Survey				Oct 16 2018 02:59 PM	Adult 30 days/ month passes is too expensive. Im a college student, 70\$ a month for a bus pass is too expensive
MTS Survey				Oct 16 2018 02:55 PM	I think its unfair that the fares will be going up next year due to the fact that buses/trolleys are frequently late. When i ride Mts transit I have to deal with unsanitary seats smells from homeless people, fights & security is never around when needed. You guys want us to do our part well Mts needs to do there part as well.
MTS Survey				Oct 16 2018 02:54 PM	You need to keep 2 3 4 14 day passes, and 5 day pass as well.
MTS Survey				Oct 16 2018 02:51 PM	I use the trolley to commute to work daily. I noticed that my co-workers that live in Chula Vista, Mira Mesa and even San Marcos area has the option to use the direct bus instead of a trolley. Why can they provide the non-stop bus as an alternate commute for people that live in Spring Valley/La Mesa area? We need other alternative route to commute to work other than the trolley.
MTS Survey				Oct 16 2018 02:48 PM	need a route on Copley Dr. to get to Kaiser
MTS Survey				Oct 16 2018 02:48 PM	Need start planning to built new trolley line from UTC to Miramar College station soon.
MTS Survey				Oct 16 2018 02:46 PM	If the trolley breaks down, riders should get a voucher.
MTS Survey				Oct 16 2018 02:46 PM	I think a lot of SDM riders might have trouble with higher fees. A lot of them look like they are barely scraping by. I could pay a little more, but for that I'd like to see at least more trolleys when there are events downtown and always 3 cars. When there are 3 cars on trolleys headed downtown and only 2 for the return trip, it can be a problem and some of us can't safely stand all the way. Waiting a half hour for a trolley at night is not great.

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MTS Survey				Oct 16 2018 02:45 PM	Earlier services - I cannot get to Old Town from La Mesa earlier than about 5:50, but would certainly ride an earlier run.
MTS Survey				Oct 16 2018 02:43 PM	Im on a fixed income so raising the senior disabled pass from 18 to 26 would not work for me
MTS Survey				Oct 16 2018 02:43 PM	\$6 is a bad number - you need two bills to make the payment. \$5 is so much more convenient for the rider.
MTS Survey				Oct 16 2018 02:41 PM	Please train drivers of the 290 routes not to drive so fast or recklessly.
MTS Survey				Oct 16 2018 02:40 PM	How about you raise the rates and start kicking off the bums. The trolley is filled with them at night and I know they don't have a pass. They're taking up 2-3 seats with their stuff and sleeping the whole way.
MTS Survey				Oct 16 2018 02:39 PM	Veteran passes are more important than kid passes. I started using UBER or LYFT because of convenience.
MTS Survey				Oct 16 2018 02:38 PM	Mts needs to deal with the homeless people on the trolley that make it cluttered, stinky and unpleasant to ride in before they consider raising cost of fares.
MTS Survey				Oct 16 2018 02:37 PM	Try to integrate the FERRY SERVICE with the SD metro transport service.
MTS Survey				Oct 16 2018 02:36 PM	Senior have so much money and most of it goes for medicine and doctors before transit
MTS Survey				Oct 16 2018 02:26 PM	Youth have more options and resources for affordable rides than seniors/disabled who incomes are fixed, often meager, and have few if any options (friends, family) for affordable rides. In addition, seniors and disabled have paid their whole lives to achieve this status.
MTS Survey				Oct 16 2018 02:19 PM	Most people just want frequent, reliable service, and clean trains without transients asking for money or people blaring music.
MTS Survey				Oct 16 2018 01:53 PM	Coaster fare not longer worth poor schedule heading north. Time to drive.
MTS Survey				Oct 16 2018 01:50 PM	I think an increase in security, and more frequent night service could go a long way in the Downtown area to help

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					with my sense of safety. I would be willing to pay \$75 for a Monthly pass (which is what I usually use) to help offset these costs.
MTS Survey				Oct 16 2018 01:34 PM	please keep it affordable for the seniors disabled and medicare. its not easy to pay when funds are tight
MTS Survey				Oct 16 2018 01:15 PM	I am a senior on a fixed-income. Why charge us more
MTS Survey				Oct 16 2018 01:02 PM	I would like to see Sunday service brought back to poway
MTS Survey				Oct 16 2018 01:00 PM	I see a lot of people riding for free and they don't even get kicked off at the nest stop. If you threw them off at the next stop they would be more likely to pay. Not fare to us people who pay!!
MTS Survey				Oct 16 2018 12:44 PM	Region plus day pass should stay at \$12.
MTS Survey				Oct 16 2018 12:39 PM	Im ok with the increase because it seems like it won't be as much as I thought. However I do hope that it will help increase security on the trolleys and better trolley appearance
MTS Survey				Oct 16 2018 12:32 PM	I think it is unfair to hit the SDM with an \$8 hike as they are the ones on a fixed income.
MTS Survey				Oct 16 2018 12:29 PM	I understand the fee increase, but \$8 is quite a steep jump when you're on a fixed income (ie: social security benefits)
MTS Survey				Oct 16 2018 12:21 PM	More and more frequent service would result in additional riders and you would t have to increase fares. Instead of encouraging more to ride you continually cut service and make buses unbearably slow. I used to take the coaster every day. It was a joke. It broke down all the time. We need good efficient public transit in San Diego. We do not have that
MTS Survey				Oct 16 2018 12:19 PM	This is unfair to the elderly. You are raising the rate and the age. Most are on fixed income and can't afford a 44% increase.

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MTS Survey				Oct 16 2018 12:10 PM	I commuted for 2 years between 3 regions and once the routes were memorized it was very convenient. MTS was great however once transitioning into North County and using their system is where the breakdowns occurred. I can assume it will never happen but the 2 agencies need to be combined and on the same page. NCTD service is abysmal. Many people have to commute from MTS to work in NCTD areas.
MTS Survey				Oct 16 2018 11:58 AM	Fares are overpriced as it is. People cannot afford to ride the coaster it. It should not cost that much to ride the regular bus freaking ridiculous it's not a public transit if you're making a bunch of money who are you kidding me bunch of fools
MTS Survey				Oct 16 2018 11:56 AM	please don't change the senior age from 60 years to 65
MTS Survey				Oct 16 2018 11:54 AM	I'm deaf
MTS Survey				Oct 16 2018 11:51 AM	\$5 is a good solid round amount to have on hand to get a day pass. Increase to \$6 would make it slightly more difficult to get passes easily. Once more people use the Compass Cloud app, I think it is more reasonable to increase the fare then. Additionally, a \$10 and \$20 fare option would be nice, but not sure what that could be applied to. Maybe a \$20 or \$25 7-day pass for tourist (fairly common in other major cities).
MTS Survey				Oct 16 2018 11:42 AM	No fee increase please. It would be a strain financially.
MTS Survey				Oct 16 2018 11:28 AM	You have to be kidding me that you want to raise sdm fares. We have no money to begin with.
MTS Survey				Oct 16 2018 11:18 AM	Please don't get rid of multi-day passes! When I go to comic-con, I want to pay for a four-day pass, not deal with buying a new pass every day. Getting a minor discount for a multi-day pass seems quite reasonable. I'm thinking of cancelling my monthly pass because I don't use it enough. If day passes also go up, I'll simply ride even less.

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MTS Survey				Oct 16 2018 11:14 AM	Mts should have a program for low income families like myself , that paying 72 dollars is already alot .
MTS Survey				Oct 16 2018 11:10 AM	you need to have gates that check for passes before people can enter the vehicles. A LOT of lost revenue because there is no one checking passes!
MTS Survey				Oct 16 2018 11:10 AM	I am in favor of a reduced fare day pass for SDM users. I am absolutely not in favor of raising the price of a monthly SDM pass for the people least likely to be able to afford it.
MTS Survey				Oct 16 2018 11:04 AM	Many disabled and seniors are on a fixed income. Even raising the price of our passes a little bit can be the difference between being able to make rent and eating and having the independence to get ourselves to destinations like doctor appointments and jobs. The burden of these changes should not be pit solely on senior and disabled riders, which it appears is the case in your proposal. This is discriminatory, it is ableism, and it is unethical.
MTS Survey				Oct 16 2018 10:53 AM	Consider lowering the 30 month pass for regional adult riders
MTS Survey				Oct 15 2018 06:08 PM	Why not have discount if you ride transit using bike, skateboard etc? Why not have free-wifi w/ commercial advertising to pay for/profit toward station improvements. What about having retail at major transit hubs. Retail w/ direct access to transit and other side to parking...like JC Penney lot Fashion Valley. Retail/commercial space rents to subsidize rates & station costs. Are we trying to reduce pollution and traffic congestion? Having to go shopping after using transit to commute extra work. 1/2-1 hour shopping time on billet/fare could help. Might increase revenues gained from retail at transit hubs, while increasing ridership. Why ride transit if you have to get in car to go shopping?
MTS Survey					SDM Monthly for 2 people - No
MTS Survey					\$52 for us too much
MTS Survey					\$52.00 for SDM Monthly too much

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MTS Survey					Monthly SDM No \$52.00 for 2
MTS Survey					I am on Fixed income cannot pay \$20.00 SDM Monthly.
MTS Survey					Need Pass to go to Doctors: SDM-Monthly. \$52.00 Dollars for Husband and myself (Senior) on Fixed Income too much
MTS Survey					Monthly SDM - \$52 for 2 people too much
MTS Survey					SDM: Monthly \$52.00 for 2 people too much
MTS Survey					52.00 monthly for 2 too much
MTS Survey					SDM Monthly can't afford \$26.00 fixed income
MTS Survey					No money \$26.00 too much
MTS Survey					You are killing us \$52.00 for 2 people way too much we need monthly SDM to get to all of our doctors.
MTS Survey					Only form of transportation to buy food, shop. We have too many doctors to get to need monthly pass for \$18.00. We need our #815 bus to come back to Broadway and Main Street in El Cajon. I am a senior with permanent knee damage can't walk long distance. Fixed income, cane and walker. \$52.00 for SDM Monthly for husband and myself too much.
MTS Survey					Why must we subjected to this you would think that at least at the end of our days we would have the leave of our bus, to get psychological aspect of it - opportunities to getting around to riding happy, rides to get out of the house. Shopping, going to doctors, and a happy fee of \$18.00 that won't break us.
MTS Survey					We beg of you. We are on a fixed income, wheelchair, you would think that at the end of our days we could avoid the stress of not being able to get around. This is the only form of entertainment to get out of the house and take a ride on our bus. \$18.00 is all we can afford, makes the other fares but leave the seniors and disabled monthly alone, throw us a bone liked a dog so we can have happiness.
MTS Survey					Please don't raise the seniors and disabled monthly pass, difficult operations on knees permanently disabled.

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MTS Survey					We need our #815 to come back at Broadway to Main Street in City of El Cajon.
MTS Survey					We need our #815 bus back at Broadway & Main St. It's hard to get to the bus stop; we need it back. City of El Cajon.
MTS Survey					We need the green housing with roof in Broadway & Main area all around this area there's a lot of seniors that faint in the sun. Help us!
MTS Survey					We need our #815 back in El Cajon City at Broadway & Main.
MTS Survey					Fixed income. I am single and no family they are all dead. Can't afford that the Seniors/Disabled/Medicare monthly pass to go up. Please let it stay at \$18. Husband died. No insurance.
MTS Survey					My husband is disabled gets saved around my insurance. His sinuses get triggered off if weather is too hot or if too cold, can not walk long distance, we are on fixed income please don't raise. 30 Day Monthly SDM we are barely making ends meets. We need our bus.
MTS Survey					Woman Homeless vet please don't raise 30 day monthly SDM
MTS Survey					Man Homeless please don't raise the 30 day SDM. I will not be able to afford it.
MTS Survey					Military vet in wheelchair. Fixed income. Please do not raise (SDM) monthly pass.
MTS Survey					Fixed income. Please do not raise monthly (SDM) \$18.00 bus pass.
MTS Survey					Fixed income. 67 years old, grandma and husband dead. I am raising my 5 grandchildren (the mother and father unfit parents). Please do not raise the monthly SDM. I am at the end of my rope I have to shop for food all the time.
MTS Survey					I take care of my mother 90 she is too old to take care of herself. I quit my jobs to take care of her, IHSS don't pay much. Please do not raise the bus pass 30 day SDM, I need to get all the meds from the store for her.

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MTS Survey					Single, Husband is in the military and I take care of my disabled child. I need his disabled 30 day pass SDM not to go up. please it would be a hardship.
MTS Survey					Military vey fixed income. Please don't raise the 30 day SDM bus pass, it's hard enough to make ends meet as it is. Thank you.
MTS Survey					I have to buy 4 disabled bus passes low income, Please do not raise it.
MTS Survey					Single mother barely making ends meet, 3 little ones on MediCal. People do not make the disabled pass, I can't buy 3 of them.
MTS Survey					Vet on bus, was disabled, Fixed low income, please don't raise the disabled pass.
MTS Survey					Working mother, I need the #815 bus that stopped at Peach and 3rd close to my home so no harm can come to me and run to lock my door. Thank you.
MTS Survey					I use to take my little brother and sisters to home school. Bus came pick them up at 3 p.m. each, to then take #815 to go to school. All my family got to church on Sunday on #815.
MTS Survey					I get to work on this bus it's part-time and I can only afford one-way. I walk back.
MTS Survey					We need green housing. Protection with trash can at 3rd and Peach when you put. Please Bus - 5 to 10 pm - back at 3rd and Peach #815. Thank you
MTS Survey					Please do no make the 30 day seniors/disabled/Medicare bus pass, low fix income and barely make it. I have to buy my own medication and diapers are expensive on top of it all. Thank you.
MTS Survey					Disabled veteran in wheelchair, low fixed income, Please do not raise the 30 day SDM. In addition, please bring back bus #815 that stopped at 3rd & Peach right across the street from where I live (lots of seniors here). Thank you.
MTS Survey					I am on a fixed income, people don't raise the 30 day SDM pass. leave it at \$18.00. I am an American, War Veteran. I lost

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					both legs from the knee down at war. I have artificial legs and it hurts even to walk long distances. Please bring back Bus #815 that stopped at 3rd and Peach. Thank you.
MTS Survey					I am taking medications that I cannot be in sun or cold for long durations of time. Please bring back bus #815 that stopped at 3rd and Peach so that I can get to it quickly. My brother died in the Vietnam War. he would be happy if you did this for his sister. Thank you.
MTS Survey					I walk with the crutches under my arms, they hurt so the part that I need my bus closer is key at 3rd and Peach, bus #815 please. Permanent condition.
MTS Survey					I can't go vote the 875 and 874 use to go to Kennedy Park Recreation Center - Meeting Room 1675 East Madison Ave. at least on Voting day and you should have buses to get to our voting poll. All Seniors, disabled, and disabled veterans use bus 875 & 874 to vote.
MTS Survey					The mentally disabled and people with ailments find it easier to find the bus stop when it is near their home. We have to have the #815 bus stop that stopped at 3rd & Peach back. Please, so that they can find it easier. Thank you.
MTS Survey					Senior - operations in the knees - can't stand to walk long distances. Permanent condition. Please don't raise the prices on Seniors/Disabled.
MTS Survey					Female vet, only way I get around to go to work and everything else I do in my life.
MTS Survey					Disabled Mother of 3, low income, please don't raise the Disabled bus pass. We are family making ends meet.
MTS Survey					I need my disabled bus pass not to be raised. Low income. Only means of transportation.
MTS Survey					(Man) Military vet homeless Please don't raise the 30-day-monthly (SDM)
MTS Survey					Low fixed income. This is the only way to get around for food, doctors, medications. I need my monthly SDM bus pass not to be raised in price. Thank you.

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MTS Survey					Low income senior. Angelica helped all seniors fill out the survey. Please do not raise 30-Day Monthly SDM bus pass.
MTS Survey					We are fixed income. Please do not raise the seniors/disabled/Medicare - 30 day - Monthly bus pass. It is our only mode of transportation (disabled senior).
MTS Survey					Angelica helped fill this out. Please bring back the Bus #815 that stopped at 3rd and Peach. I am an American War Veteran that got shot in the leg, and can't get around well. I am on a fixed income and can't afford to pay over \$18.00 for the 30 Day- Senior Disabled on Medical. Thank you.
MTS Survey					Please bring back the #815 that stopped at 3rd and Peach. I can barely get around and we have lots of seniors and disabled on Medicare that used that stop.
MTS Survey					I have operation in knee (left with permanent condition of bad knees). Can not walk long distance. Please bring back the bus #815 that stopped at 3rd and Peach in the City of El Cajon.
MTS Survey					I have a walker, the bus stops are too fare for me to get food and come back. We need the #815 bus back. It turned left on Broadway to Main, and to Broadway west, to turn LEFT on 3rd Street and Peach where lots of seniors live and need the #815 bus.
MTS Survey					They're 12 in our family in one house. I buy bus passes until they are coming out of my ears. They are seniors, parents, taking care of them, 3 kids, a wife, 3 brothers, and 2 sisters. Please, I beg of you, do not raise the 30 day-Senior, Disabled, Medicare Bus Pass. Have a heart.
MTS Survey					Father of 5. I buy 6 bus passes, please do not raise the price, we are destitute. We walk when we can't afford it, we need to same it for food.
MTS Survey					Disabled mother on Medicare, 2 children. I have to buy 3 bus passes. Please do not raise the price.
MTS Survey					Father of 2. I have to buy 3 bus passes, please do not raise the price. Thank you.

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MTS Survey					Senior/Disabled/Medicare need \$18.00 bus pass for everything in my life all month. It is my only form of transportation. Please don't raise the \$18.00 bus pass.
MTS Survey					Hire Professional Officers!!! Do you actually read these comments???
MTS Survey					It's a key mobility factor for low income residents, raise would be defensible on a sliding scale based on income.
MTS Survey					I am a full time student. I have very little income and can barely afford my bus pass as is.
MTS Survey					Bus pass costs should be raised on a sliding scale only. Many people especially (disabled & seniors) can barely afford a monthly pass as is.
NCTD Survey				Nov 02 2018 12:50 PM	Should keep the sprinter / breeze monthly pass, maybe increase it a couple of dollars. Then probably still worth getting but not with regional at \$72/mo, for \$72 probably drive more ride less or not at all.
NCTD Survey				Nov 01 2018 10:19 PM	I am hopeful that the increase in fares correlates to increase in services, maintenance, wages for drivers, and ability to add frequency to some of the transportation to and from SD.. thank you..
NCTD Survey				Nov 01 2018 07:13 PM	PLEASE don't tax my already challenged income as a senior citizen! I get SSA each month and a 2.5% COLA (once a year!!!). Please... I can understand, even accept, a \$2 increase, but nowhere near \$8!!!
NCTD Survey				Nov 01 2018 07:06 PM	43% increase in single ride adult is too much-- 0.50 dent increase is fair. Also children under 5 need to be included in youth fare-- they take up a seat. Poor families get cash benefits for their children, while adults cannot receive cash aid.
NCTD Survey				Nov 01 2018 06:55 PM	An almost \$25 increase for SDM 3 zone pass on seniors who can lest afford it is not only unfair but unjust.
NCTD Survey				Nov 01 2018 06:52 PM	Don't like 40% increase in fares for disabled, senior fares (don't charge too much).

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NCTD Survey				Nov 01 2018 06:52 PM	I usually base my choice to use NCTD based on the compared cost to driving/gas.
NCTD Survey				Nov 01 2018 06:48 PM	Why raise rates for seniors and disabled who have difficulty getting \$? Most young adults won't ride because they can't listen to their rap music as loud as they want and blast the base, so raise cost on people who can afford is easier!
NCTD Survey				Nov 01 2018 06:39 PM	10 years is a long time without fare increases. Although I am an Oceanside rider, I believe a fare increase is important for maintaining service and meeting the needs of regular riders.
NCTD Survey				Nov 01 2018 06:36 PM	Services are already at a minimum for intercity communities of Oceanside Southside. Seniors 70+ should ride free. Services in senior areas should have services to and from shopping centers. Oceanside, Carlsbad, Bernardo Rd, Pomarado Rd to and from North County Fair. Hours should be extended also.
NCTD Survey				Nov 01 2018 06:35 PM	The proposed SDM pass from \$18 to \$26 is outrageous! The milleniums/youth have jobs or their parents pay for their passes, whereas SDM are on a fixed income which would create a hardship if passes are raised 40%.. Besides, youth and millenials would drive and wouldn't take the bus.
NCTD Survey				Nov 01 2018 06:32 PM	Please don't charge per trip for LIFT clients. We cannot afford it. The increase is okay. Not the per trip to complete.
NCTD Survey				Nov 01 2018 06:32 PM	Because I couldn't pay more money. I'm student with a part time job so if the cost increase I would need to cut some trips and I need to walk more.
NCTD Survey				Nov 01 2018 06:30 PM	One of the buses I take - 445 - the last bus is at 4:28. I leave the office at 4:30, and it takes me at least 10 minutes to walk to the office because I have had surgery on my knee. I know other people who take that bus in the morning who had to change their entire schedule. You're missing a whole bunch of businesses. If the fare is raised to \$72 I would have to stop using NCTD services. I would be fine with it going up to \$62. But I can't afford \$72. If you do raise it, put more buses on it. I also heard that they aren't allowing the electric bikes on the

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					buses anymore and that's the only other mode of transportation I use on the weekdays. I can't ride a regular bike and it takes me over 45 minutes to walk a mile. That's the closest bus stop for me to get to work. One of the reasons ridership is going down is because they don't have the transportation. I have talked to plenty of people who don't take the buses anymore because it isn't working for them. Needless to say i'm not too thrilled about the fare hike. If they're going to raise fares to \$72 there's no point. Another issue is the age for seniors. A lot of places have 60 or 62. 65 is too high.
NCTD Survey				Nov 01 2018 06:29 PM	Concerned with paying.
NCTD Survey				Nov 01 2018 06:20 PM	One of the buses I take - 445 - the last bus is at 4:28. I leave the office at 4:30, and it takes me at least 10 minutes to walk to the office because I have had surgery on my knee. I know other people who take that bus in the morning who had to change their entire schedule. You're missing a whole bunch of businesses. If the fare is raised to \$72 I would have to stop using NCTD services. I would be fine with it going up to \$62. But I can't afford \$72. If you do raise it, put more buses on it. I also heard that they aren't allowing the electric bikes on the buses anymore and that's the only other mode of transportation I use on the weekdays. I can't ride a regular bike and it takes me over 45 minutes to walk a mile. That's the closest bus stop for me to get to work. One of the reasons ridership is going down is because they don't have the transportation. I have talked to plenty of people who don't take the buses anymore because it isn't working for them. Needless to say i'm not too thrilled about the fare hike. If they're going to raise fares to \$72 there's no point. Another issue is the age for seniors. A lot of places have 60 or 62. 65 is too high.

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NCTD Survey				Nov 01 2018 04:23 PM	Ridiculous. Your service is so unreliable cannot be used with any confidence.
NCTD Survey				Nov 01 2018 11:58 AM	Question #6 is a poorly written question. It's not that I do not know. I would prefer to know where the funds to run these systems actually have been spent. Haven't funds been put aside for maintenance to begin with? Have costs increased that much that fare prices need to be increased by this much? If ridership declines, isn't NCTD is the same financial spot? NCTD coaster isn't even now operating at a service level that is satisfactory.
NCTD Survey				Nov 01 2018 09:32 AM	It is outrageous that you are proposing a 57% increase to seniors and postponing senior status to age 65. What have you done to enhance ridership from a corporate perspective and adding incentives to employees? What have you done to clean up the Old Town Transit Station? What have you done to provide a reliability to the system that is acceptable? What have you done to provide adequate parking for commuters? This proposal is wholly unacceptable and how dare you ask Question 6 in the manner you did. Your job is to manage both expenses and revenues - fix it with what you have to operate with now.
NCTD Survey				Oct 31 2018 03:10 PM	Used to be BREEZE and now mostly LIFT. This is to the NCTD Board Members. We fought this battle before and yet we're here again. It is still unacceptable: pricing your paratransit patrons out of their service is still unacceptable - that is no way to administer our services. Keeping SANDAG's Comprehensive Fare Ordinance is just unacceptable. You all saw and heard from the community you would be affecting and admitted that you needed to back to the drawing board. The community heard nothing for months, except the consideration of capping it at \$7 for Medi-Cal. That option still disregarded your many patrons who are still very low income yet don't qualify for Medi-Cal. Now you're back with the same unacceptable solution to keeping our services

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					<p>running. Why not cap executive raises and keep our fares to something we can afford. The outreach for this round was extraordinarily poor: no letters to your LIFT patrons. You have our contact information. I happened to know about it from a LIFT ride I took with a sighted PCA who happened to mention it last week. That's how short of a time. When I called the Blind Center, they were unaware of it. Many of the poeple I reached out to said they had been on LIFTs - they were angry, disillusioned and they said they don't want our opinion and they obviously don't want to hear from us. You have had months. It's not because we're all okay with it. The LIFT is running short of drivers, consistently late, keeping us not within ADA parameters - 2-3 hour rides for a typical one hour 45 minutes. They don't deserve a raise. Bus services have been cut. This comes on the heels on major bus service routes. To raise cuts with such poor administration adds insult to injury. Do better in administrating the services provided to us by law. [REDACTED]</p>
NCTD Survey				Oct 31 2018 02:46 PM	<p>NCTD has enough problems as it is, changing the fares is just gonna make more problems!</p>
NCTD Survey				Oct 31 2018 02:40 PM	<p>The 58% increase to SDM Coaster monthly pass is excessive. Perhaps a staggered increase would be easier on seniors. Seniors primarily use public transportation because they cannot afford to operate a vehicle or more likely they are not allowed to drive necessitating the need to rely on public transportation.</p>
NCTD Survey				Oct 31 2018 02:14 PM	<p>NCTD needs to rethink the fare increases as they not equitable across all fare types. The rate of the increases 44% - 66.6% fall on the backs of senior citizens. No premium explains increases are planned for the working adult. Huge discounts are being offered to students - why are seniors being required to subsidize students? Can you please rethink the fare increases to be more equitable. Multi-day passes are used by visitors to San Diego.</p>

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					Elimination of these passes makes it difficult for visitors here for a few days. With having only a one-day pass available, visitors will need to carry a bag of cash for fares, or visit a transit center every day to add money to their compass card. Compass cloud doesn't work for visitors without phones or traveling without electronics. But tills do not accept credit cards, so cash is always required.
NCTD Survey				Oct 30 2018 01:44 PM	Don't raise the prices!
NCTD Survey				Oct 30 2018 01:37 PM	look
NCTD Survey				Oct 30 2018 01:04 PM	Not as happy with the \$5 LYFT Fare as \$3.50 current fare.
NCTD Survey				Oct 30 2018 12:46 PM	I propose that the 358/359 service should in six day service instead of just Mon-Fri. Thank you.
NCTD Survey				Oct 30 2018 12:44 PM	I ride the bus almost every day - would like more bus routes. I noticed in 2009, in the San Diego area to Carlsbad the bus route from Palomar airport road kind of a commuter bus that ran Monday through Friday, but they cut the hours and only did rush hour - and two years or three years later, they have the 344- that only runs during peak hours. I wish they would run throughout the day because someone might want to take that bus. I use to catch the 321 from Melrose to Palomar College, and went to school at the time and needed to walk down there to take the bus to get to work at the theater. Now I could take the bus or walk to work, sometimes I just walk instead of taking the bus. I wish we had more bus routes and more hours than current bus routes during the day. I always take the 350 to get to the Westfield Mall.

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NCTD Survey				Oct 30 2018 10:29 AM	<p>I don't mind the increase if you can provide service that is reliable. The last couple of years have been hit and miss on if I will get to work on time or make it home comfortably. The reduced number of cars on the coaster has caused many occasions when passengers have to stand in the stairwell which is very unsafe. If fares are increased as proposed, I will expect improved, NOT maintained services. Increased rates will not change my use of the Coaster since it is my transportation to and from work. The time schedule needs to be adjusted. There is no reason that we should have to sit on the tracks waiting for another train to go by. This only started in the last couple of years. I would leave Encinitas at 6:14 and get to Old Town at 6:57 without any stops. Why did that need to change?</p> <p>Overall, I still prefer to ride the coaster rather than drive, but lately I have been seriously considering driving along with many of my fellow riders.</p>
NCTD Survey				Oct 29 2018 03:45 PM	<p>I am a 61 year old grandfather who relies on the Coaster to get to my job. If you increase the fare AND move the goalposts (by taking away my senior pass for the next four years), I'm screwed.</p>
NCTD Survey				Oct 29 2018 08:02 AM	<p>I ride the Coaster to and from work. I am pleased that the conductors have started checking tickets/passes. I stress the importance of making sure riders are paying the fares before increasing fares to cover expenses. I think there are still people who ride the Coaster without paying, because they can get away with it most of the time. Thank you. I LOVE the COASTER!</p>
NCTD Survey				Oct 29 2018 06:47 AM	<p>My concern is the 58% SDM Coaster pass rate increase. Seniors typically use public transportation because either they cannot afford to operate a vehicle or they are no longer allowed to drive thus necessitating the use of public transportation. These increased \$\$ could be a senior's RX or</p>

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					food on the table as most seniors are on a fixed income. Perhaps a staggered increase over 6 months or a year as I recognize the need for fare increases. All that said, Coaster not THAT reliable...breaks down frequently and is often late due to PTC issues.
NCTD Survey				Oct 28 2018 10:16 PM	This survey is.... odd. Saying "Don't Know" when the option doesn't apply makes it seem as if I don't care... The removal of the Regional Adult pass for \$59 is a bad idea. I cannot afford a car, and it's either dip into what little I have for grocery for a bus pass. I work full time and I barely afford to live in SD county. For #6? You guys ALREADY reduce services, #7 you know perfectly well most taking these serveys cannot afford to stop taking the breeze, sprinter or coaster. The only times I EVER use the trolley is when I manage to snag a volunteer shift at comic con, and even then there is a special faire. I feel as if the NCTD has never once actually listened to the people...
NCTD Survey				Oct 28 2018 02:52 PM	Should bring back the free transfer from Coaster to MTS Bus 992 to the airport. It's really annoying to have to have \$2.25 exact change on the bus, when we pay everything else by credit/debit card. Increase the Sprinter adult one-way ticket to \$3, not \$2.50. People that want to ride the Sprinter will pay the extra money....
NCTD Survey				Oct 27 2018 04:18 PM	I understand the need to increase fares but some of increases are quite large. Most importantly is all the "mechanical" and PTC issues causing cancelations or delays on our daily commute. If reliability were better it would probably not be such an issue. We already pay a lot for the 3 zone monthly passes. Thank you
NCTD Survey				Oct 26 2018 08:40 PM	The proposed increase in the SDM from \$18.00 to \$26.00 is OUTRAGEOUS! That's a 40% increase for those of us who are disabled and elderly who live on fixed incomes. The decrease for the youth doesn't bode well for me either as most youth have jobs or have their parents pay for their bus

PUBLIC OUTREACH COMMENTS

					fares/passes. Why decrease bus fare/passes for the youth and raise them for the disabled and elderly? That is not right! I can understand raising SDM from \$18.00 to say, \$20.00, but not \$26.00. Most of that money would be going into the CEO's, presidents, and superintendents pockets, not improving service which we need. If rates go up, they should go up for everyone. If anything the SDM need the discount, not the millennials.
NCTD Survey				Oct 26 2018 10:00 AM	I should not have to change from the Sprinter-Breeze monthly pass to the pass for all of SD. I do not use the other vehicles offered and shouldn't have an extra \$158 yearly cost because of it. Your increase from \$59 to \$72 is too much!
NCTD Survey				Oct 26 2018 07:37 AM	Increased fares makes me nervous...but I also understand operational costs are increasing...I really wish you didn't have to!!
NCTD Survey				Oct 26 2018 07:34 AM	Proposed fares remain very good value for money vs. other transportation methods (or driving a car), and are still considerably cheaper than other major cities transit systems (e.g. BART, London's underground). Improved and more frequent services are essential to the success of San Diego as a city in the global marketplace, and the proposed increased fares are measured and reasonable.
NCTD Survey				Oct 25 2018 08:19 PM	You have decreased services throughout North County. Most of us walk a mile to a mile and a half to bus stops. Your buses and trains break down too often. Who wants to pay \$6 for a day pass? Why would you increase the cost to ride the Coaster and Sprinter when for the last year or so, there have been multiple delays? Your services are not 24 hour services. You don't service everywhere in order for an increase. It seems to me that the inconvenience of your customers does not matter to you.
NCTD Survey				Oct 25 2018 03:35 PM	It seems you are punishing seniors, 65 instead of 60 and will now have to pay more for the 30 day coaster pass. Does not

PUBLIC OUTREACH COMMENTS

					make sense. Why are there now less cars? Why are we now packed in so tight makes for an uncomfortable ride.
NCTD Survey				Oct 25 2018 03:22 PM	I can understand a fare increase but I do not like the change in age limit for SDM! I also expect that if the fares do increase, the buses and trains will run on time, all the time and bus drivers learn their routes before they start a new route. Also, increasing fares do not encourage an increase in ridership, what is NCTD doing to improve this. Increased ridership would lessen the need to raise rates. Has NCTD reached out to companies along the route to encourage business. What about working with these companies to provide incentives to riders, company discounted fares?
NCTD Survey				Oct 25 2018 02:27 PM	I am 61 year old now and what I am seeing is you want to raise the age of senior to 65 is that correct? I am not happy about that. I ride the Coaster almost every day and it is not really that reliable, last week I had to take a bus home from Old Town and I was lucky that I got on because you do a poor job of announcing delays and cancellations and I do check the Twitter feed . Today my train was 15 minutes late. Now that you have reduced the numbers of cars from 5 to 4 the cars are crowded like cattle cars . Please keep the senior rate at 60 years old I don't want to have to start driving again at my age
NCTD Survey				Oct 25 2018 02:15 PM	Don't want to jinx it, but for a while the Coaster was delayed quite a bit due to "mechanical difficulties". Not confident to take when catching a flight any more because of delays. Need equipment that is reliable and serviced properly.

Proposed Fare Changes

Single Ride

- MTS Bus
 - Adult and Youth would increase from \$2.25 to \$2.50
 - Senior/Disabled/Medicare (SDM) would increase from \$1.10 to \$1.25

- MTS Rural
 - Adult and Youth Rural two-zone currently (\$5-\$10), would blend to an \$8 flat fare
 - SDM two-zone currently (\$2.50-\$5), would blend to a \$4 flat fare

- NCTD Breeze/Sprinter
 - Would increase to \$2.50 for Adult/Youth and \$1.25 for SDM, in parallel with MTS

- NCTD Coaster
 - Zone 1 would increase for Adult from \$4 to \$5, SDM/Youth would increase from \$2 to \$2.50
 - Zone 2 would increase for Adult from \$5 to \$5.75, SDM/Youth would increase from \$2.50 to \$2.75
 - Zone 3 would increase for Adult from \$5.50 to \$6.50, SDM/Youth would increase from \$2.75 to \$3.25

- MTS Access
 - Would increase from \$4.50 to \$5

- NCTD Lift
 - Would increase from \$3.50 to \$5

Day and Monthly Passes

- Regional 1-Day Pass (Modes: MTS Bus, Trolley, Rapid, NCTD Breeze/Sprinter)
 - Adult 1-Day Pass would increase from \$5 to \$6
 - **NEW: Introduction of SDM and Youth 1-Day Pass at \$3**

- Regional 30-Day/Monthly Pass (Modes: MTS Bus, Trolley, Rapid, NCTD Breeze/Sprinter)
 - Adult would remain at \$72
 - SDM would increase from \$18 to \$23
 - Youth would decrease from \$36 to \$23
 - Both SDM and Youth would receive a 68% discount

- Premium Regional 1-Day Pass (Includes Regional Pass Modes and MTS Rapid Express and NCTD Flex, except Flex 372 and Coaster)
 - Adult 1-Day-\$12 (no longer will include Coaster)
 - **NEW: Introduction of SDM and Youth Premium Regional 1-Day Pass at \$6**

- Premium Regional 30-Day/Monthly Pass (Includes Regional Pass Modes and MTS Rapid Express and NCTD Flex, except Flex 372 and Coaster)
 - Adult would remain at \$100
 - SDM would increase from \$25 to \$32
 - Youth would decrease from \$50 to \$32
 - Both SDM and Youth would receive a 68% discount

- NCTD Coaster Regional 1-Day Pass (Rapid Express + all Coaster zones)
 - **NEW: Introduction of Adult 1-Day Pass at \$15**
 - **NEW: Introduction of SDM and Youth 1-Day Pass at \$7.50**

- NCTD Coaster Regional 30-Day/Monthly Pass
 - Adult 1 Zone- would increase from \$120 to \$140
 - Adult 2 Zone- would increase from \$150 to \$161
 - Adult 3 Zone- would increase from \$165 to \$182
 - SDM – would increase from \$41.25 to \$58
 - Youth- would decrease from \$82.50 to \$58 flat fare

Simplification

- Elimination of 2,3,4 and 14-day passes
- Elimination of Trolley transfers to align with bus policy
- Elimination of Sprinter/Breeze 30-Day/Monthly Pass (Will now be \$72 to include service on the MTS bus and Trolley)

Other Policy Change

- Increasing the minimum age for senior discounts from 60 to 65 years, one year at a time (seniors 60 or older prior to the effective date will remain eligible for reduced fares)



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Agenda Item No. 33

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

SUBJECT:

REVENUE OPERATING AGREEMENT WITH UC SAN DIEGO FOR ADDED SERVICE
ON RAPID ROUTE 201/202 (DENIS DESMOND)

RECOMMENDATION:

That the Board of Directors approve a six-and-a half year agreement with the University of California, San Diego (UCSD) for the operation of additional service on Rapid 201/202 to replace capacity currently provided by the UCSD City Shuttle.

Budget Impact

The total agreement amount is estimated at \$4,231,945 in added revenue for MTS, calculated to cover MTS' added costs for providing the additional service. Actual revenues will depend on quarterly enrollment. Estimated MTS revenue averages \$639,000 annually. MTS expects little additional fare revenue, since most Rapid 201/202 riders are UCSD students covered by the U-Pass agreement.

DISCUSSION:

MTS' Rapid 201/202 ("SuperLoop") provides frequent service connecting the La Jolla Colony area of North University City with the UCSD campus. UCSD's own City Shuttle operates a similar service following largely the same routing. The two services together carry several thousand UCSD-bound passengers to and from campus every day.

MTS and UCSD have reached an agreement to replace the UCSD City Shuttle route with increased capacity on Rapid 201/202. Consolidating the two separate services between La Jolla Colony and the UCSD campus will improve MTS' ability to effectively manage capacity in the area and allow UCSD to focus its shuttle efforts towards intracampus mobility.



Similar to MTS and UCSD's successful U-Pass partnership in which all students pay a quarterly fee to use MTS services, MTS will be reimbursed a negotiated amount per enrolled student. This revenue will cover MTS' operating costs for the additional capacity on Rapid 201/202.

In lieu of reimbursing MTS capital costs for buses on the service, UCSD agreed to make certain bus stop improvements near the Veterans Administration Medical Center that will provide MTS significant operating efficiencies on other routes in the area. These changes will improve reliability, reduce travel times, and increase accessibility for MTS buses service the campus and the medical center.

The term of the agreement is through June 30, 2025, to match the end of the next U-Pass term, just approved by the UCSD student body in Spring 2018. The draft agreement is attached.

/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 Agreement with UCSD for Replacement of City Shuttle Capacity on Rapid 201/202

November 26, 2018

DRAFT

MTS Doc No. G2227.0-19

Mr. Gary C. Matthews
Vice Chancellor for Resource Management and Planning
University of California, San Diego
9500 Gilman Drive #0005
La Jolla, California 92093-0005

Subject: MTS DOC NO. G2227.0-19; UCSD CITY SHUTTLE OPERATION

Dear Gary:

This letter will serve as an agreement (“Agreement”) between the San Diego Metropolitan Transit System (MTS) and the Regents of the University of California on behalf of the University of California, San Diego (UCSD).

Additional terms and conditions of this Agreement are detailed in Attachments A, B, C, D, and E all of which are incorporated herein and made a part hereof.

These terms can only be modified upon mutual agreement and a written contract amendment.

Entire Agreement: This Agreement, including Attachments A, B, C, D and E, shall constitute the entire agreement between the parties and shall supersede all prior understandings or commitments, written or oral, with respect to the subject matter herein.

If you agree with the above, please sign in the space provided below and return the document marked "Original" to the attention of the Contracts Specialist at MTS. We will countersign and return a fully executed copy to you for your records.

Accepted by:

Accepted by:

Paul C. Jablonski
Chief Executive Officer

Gary C. Matthews
Vice Chancellor for Resource Management and
Planning, University of California, San Diego

Date: _____

- Attachments: A: 2019-2021 UCSD City Shuttle Terms and Conditions
- B: Fall 2018 Weekday Rapid 201/202 Schedule
- C: Fall 2019 Weekday Rapid 201/202 Schedule (incorporates City Shuttle capacity)
- D: Specifications for MTS Shelter

ATTACHMENT A

2019-2025 UCSD CITY SHUTTLE TERMS AND CONDITIONS

GENERAL TERMS

This is an agreement between the University of California, San Diego (UCSD) and the San Diego Metropolitan Transit System (MTS) for the purpose of operating the UCSD City Shuttle (also known as Arriba Shuttle) between the La Jolla Colony area and the Gilman Transit Center on the UCSD campus.

A. TERM & DESCRIPTION OF PROJECT

1. **TERM:** Beginning on January 27, 2019 and ending on June 30, 2025.
2. **DESCRIPTION:** Beginning on January 27, 2019, the frequency and span of MTS Rapid 201/202 service will be increased to add capacity to mitigate the discontinuance of the UCSD-operated City Shuttle service between the La Jolla Colony area and the Gilman Transit Center on the UCSD campus.
3. **FARES:** Operation of City Shuttle services will be seamlessly incorporated into MTS Rapid 201/202 service. The City Shuttle fare structure (free for UCSD students, faculty, and staff) will be changed to the same as MTS Rapid 201/202. Cash fares in effect as of November 1, 2018:
 - Adults: \$2.25 (30-Day Pass = \$72)
 - Senior/Disabled/Medicare: \$1.10 (30-Day Pass = \$18)
 - Youth (18 & under): \$2.25 (30-Day Pass = \$36)
 - Children under 5 years old: Free
 - UCSD Faculty & Staff: Same as fares above.
 - UCSD Students with a valid U-Pass: No charge at fare box (while U-Pass Agreement is in effect).

Fares are subject to change through the Regional Fare Ordinance without any approval by UCSD or modification to this Agreement. A proposal currently being considered by the MTS Board of Directors would adjust these fares for non-U-Pass riders in 2019 or later.

4. **BRANDING:** While this agreement is in effect, the separate UCSD-operated City Shuttle service is being discontinued and will be fully integrated into MTS Rapid 201/202 service, using MTS branding and vehicles. UCSD will assist MTS' marketing efforts for the MTS branded service, but will no longer market the service as City Shuttle, Arriba Shuttle, or as a UCSD service.
5. **REAL-TIME INFORMATION:** Bus location and other real-time information will be available via applications and technologies utilized by other MTS services including the "next-arrival" electronic signage at MTS Rapid 201/202 stations. This information will not be available on UCSD's bus tracking application. MTS does not guarantee the availability or accuracy of real-time information.
6. **PROJECT MEASUREMENT:** MTS will collect and report Rapid Route 201/202 ridership information to UCSD on a monthly basis. Because the added capacity is seamlessly

incorporated into the Rapid Route 201/202 schedule, ridership for capacity previously operated as the City Shuttle is not separated out.

B. SCHEDULE AND CAPACITY

1. **DAYS OF SERVICE:** MTS will add capacity under this agreement on weekdays, only on UCSD class days during Fall, Winter, and Spring quarters. Capacity and service on all other days will be at the discretion and cost of MTS and/or SANDAG. No added service is provided under this agreement on weekends or holidays, or during intersessions or summer.
2. **LEVEL OF SERVICE:** MTS will operate additional service to mitigate the impacts of the discontinued City Shuttle per the table of revenue hours below. MTS routinely adjusts service levels in response to changes in ridership. Because UCSD ridership will not be differentiated from public ridership on the route, changes in service levels will be at MTS’s sole cost and discretion. MTS will make all reasonable efforts to minimize crowding and queuing on the 201/202, consistent with its current service standards.

	A	B	C (A+B)
WEEKDAY REVENUE HOURS	Baseline (2019-2020)	Added Capacity to replace City Shuttle	Total (per Weekday)
Fall Quarter	126.93	20.59	147.52
Winter Quarter	126.93	20.59	147.52
Spring Quarter	126.93	20.59	147.52
Summer Sessions	-0-	-0-	-0-
Days of Service	254	146	-
ANNUAL TOTAL	96,721	9,018	105,739

Table 1: Estimated revenue hours for *Rapid* 201/202 service under the agreement.

3. **SCHEDULING CHANGES:** Schedule changes will be made periodically at the discretion of MTS. These changes typically address minor capacity adjustments, seasonal changes, on-time performance improvements, and shifts for manpower reasons. Any schedule adjustments requested by UCSD will be considered for implementation during a regular MTS schedule change (late January, mid-June, and early September).

4. **REIMBURSEMENT:** MTS agrees to provide the added capacity as shown in the table above, and approximately according to the schedule in Item B of Attachment A (subject to minor changes). UCSD will reimburse MTS at the rate of \$5.74 per student per quarter, which is estimated to be the following amounts per academic year (AY):

AY 2018/19	AY 2019/20	AY 2020/21	AY 2021/22	AY 2022/23	AY 2023/24	AY 2024/25	Total
\$398,186	\$619,911	\$628,176	\$636,442	\$644,707	\$649,666	\$654,857	\$4,231,945

Table 2: Estimated payment per academic year by UCSD to MTS under the agreement.

Actual amounts will depend on enrollment.

Payment terms are Net 30 days from the date UCSD receives the MTS invoice. MTS will invoice UCSD within 10 days of the end of each academic quarter (Fall, Winter, and Spring) for that quarter’s City Shuttle capacity addition to the Rapid 201/202.

Invoices must be submitted via the Transcepta Global Supplier Network at www.transcepta.com/ucsd and include: (1) the applicable Purchase Order number; (2) the Supplier’s name and taxpayer identification number; (3) a remit-to-address; (4) a period of performance, if applicable; and (5) an itemized description of the goods and/or services rendered. Direct invoices inquiries to disbursements@ucsd.edu Registration instructions and information are also available at: www.transcepta.com/ucsd. Transcepta accepts invoices in the following formats: cXML, EDI. Portal, e-mail or virtual printer.

Checks should reference the MTS invoice number, be made payable to “MTS” and mailed to the attention of MTS Finance Department at 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

5. **CAPITAL COST:** MTS agrees not to charge any capital costs to UCSD for additional buses required to meet the obligations of this agreement. In lieu of providing capital funds to MTS, UCSD agrees to make near-term and long-term capital improvements in its right-of-way along Villa La Jolla Drive, adjacent to the Veterans Administration Medical Center (VA), for the benefit of MTS operations as specified below. All design, engineering, and construction work will be funded and completed by UCSD with MTS’ advanced approval of the design, which shall not be unreasonably withheld. Sample illustrations of potential changes acceptable to MTS are included as Attachment C.

a) Short term: By January 27, 2019, UCSD will provide for a bus stop with the capacity of two standard length buses along northbound Villa La Jolla (just north of and as close as practicable to the signalized VA driveway intersection). If the right of way adjacent to the sidewalk needed for an ADA-compliant concrete boarding pad is determined to be the property of UCSD, UCSD will construct the ADA-compliant concrete boarding pad. Should the right of way adjacent to the sidewalk needed to construct an ADA-compliant boarding pad be determined to be the property of the VA, UCSD will coordinate with the VA for UCSD to construct an ADA-compliant passenger boarding pad at the bus stop as quickly as possible. The sidewalk of the bus stop area shall comply with minimum ADA requirements and be of sufficient size and design to allow for the installation of a bus shelter. The shelter itself will be provided and installed by MTS (standard MTS advertising

shelter), pending a shelter agreement between MTS and UCSD. MTS will provide, install, and maintain the bus stop pole and blade for the interim short-term bus stop.

b) Long term: In addition to the northbound stop as defined above, UCSD shall also provide a bus stop on southbound Villa La Jolla Drive, also just north of bus as close as practicable to the signalized VA Hospital driveway intersection. The southbound bus stop shall meet the same accessibility and size requirements of the northbound bus stop. Also, UCSD shall coordinate with the VA Hospital for the funding and construction of an ADA accessible path between the northbound bus stop and the main visitor entrance to the VA Hospital, largely following the same path and in the same area as the existing non-accessible ramp. Long-term improvements shall be completed in conjunction with any other major capital improvements to Villa La Jolla Drive, or within six years of the start of the agreement, whichever is sooner. If the long-term improvements have not been completed upon the end of the contract term, as MTS' sole and exclusive remedy hereunder, UCSD will reimburse to MTS \$1,543,946 as an agreed upon sum for the capital costs of the service in this agreement, however, to the extent funds have been expended to implement a portion of the specified short term and/or long term capital improvements, the reimbursement amount will be reduced by the amount of those expenditures.

ATTACHMENT B

Route: 201 Super Loop - Counterclockwise
 Garage:
 Direction: Counterclockwise

Block	From	Note	UTC	SCR HOSP	GILM MYER	LJVG SQ.	REGT NOBL	UTC	To
20101			550a	557a	601a	606a		615a	
20102			605a	612a	616a	621a		630a	
20101			620a	627a	631a	636a		645a	
20102			635a	643a	648a	654a		704a	
20101			650a	658a	703a	709a		719a	
20103			705a	714a	719a	726a		736a	
20102			720a	729a	734a	741a		751a	
20101			735a	744a	749a	756a		806a	
20103			745a	754a	759a	806a		816a	
20104			755a	804a	809a	816a		826a	
20102			805a	814a	819a	826a		836a	
20101			815a	824a	829a	836a		846a	
20103			825a	834a	839a	846a		856a	
20104			835a	844a	849a	856a		906a	
20102			845a	854a	859a	906a		916a	
20101			855a	904a	909a	916a		926a	
20103			905a	914a	919a	926a		936a	
20104			915a	924a	929a	936a		946a	
20102			925a	934a	939a	946a		956a	
20101			935a	944a	949a	956a		1006a	
20103			945a	954a	959a	1006a		1016a	
20104			955a	1004a	1009a	1016a		1026a	
20102			1005a	1014a	1019a	1026a		1036a	
20101			1015a	1024a	1029a	1036a		1046a	
20103			1025a	1034a	1039a	1046a		1056a	
20104			1035a	1044a	1049a	1056a		1106a	
20102			1045a	1054a	1059a	1106a		1116a	
20101			1055a	1104a	1109a	1116a		1126a	
20103			1105a	1114a	1119a	1127a		1138a	
20104			1115a	1124a	1129a	1137a		1148a	
20102			1125a	1134a	1139a	1147a		1158a	
20101			1135a	1144a	1149a	1157a		1208p	
20103			1145a	1154a	1159a	1207p		1218p	
20104			1155a	1204p	1209p	1217p		1228p	
20102			1205p	1214p	1219p	1227p		1238p	
20101			1215p	1224p	1229p	1237p		1248p	
20103			1225p	1234p	1239p	1247p		1258p	
20104			1235p	1244p	1249p	1257p		108p	
20102			1245p	1254p	1259p	107p		118p	
20101			1255p	104p	109p	117p		128p	
20103			105p	114p	119p	127p		138p	
20104			115p	124p	129p	137p		148p	
20102			125p	134p	139p	147p		158p	
20101			135p	144p	149p	157p		208p	
20103			145p	154p	159p	207p		218p	
20105UCon	(	146p)			204p	212p	221p		
20104			155p	204p	209p	217p		228p	
20106UCon	(	156p)			214p	222p	231p		
20102			205p	214p	219p	227p		238p	
20107UCon	(	206p)			224p	232p	241p		
20101			215p	224p	229p	237p		248p	
20105UCon					234p	242p	251p		
20103			225p	234p	239p	247p		258p	
20106UCon					244p	252p	301p		
20104			235p	244p	250p	258p		309p	
20107UCon					255p	303p	312p		
20102			245p	254p	300p	308p		319p	
20105UCon					305p	313p	322p		
20101			255p	304p	310p	318p		329p	
20106UCon					315p	323p	332p		
20103			305p	314p	320p	328p		339p	
20107UCon					325p	333p	342p		

Route: 201 Super Loop - Counterclockwise
 Garage:
 Direction: Counterclockwise

Block	From	Note	UTC	SCRP HOSP	GILM MYER	LJVG SQ.	REGT NOBL	UTC	To
20104			315p	324p	330p	338p		349p	
20105UCon					335p	343p	352p		
20102			325p	334p	340p	348p		359p	
20106UCon					345p	353p	402p		
20101			335p	344p	350p	358p		409p	
20107UCon					355p	403p	412p		
20103			345p	354p	400p	408p		419p	
20105UCon					405p	413p	422p		
20104			355p	404p	410p	418p		429p	
20106UCon					415p	423p	432p		
20102			405p	414p	420p	428p		439p	
20107UCon					425p	433p	442p		(457p)
20101			415p	424p	430p	438p		449p	
20108UCon	(415p)				435p	443p	452p		
20103			425p	434p	440p	448p		459p	
20105UCon					445p	453p	502p		
20104			435p	444p	450p	458p		509p	
20106UCon					455p	503p	512p		
20102			445p	454p	500p	508p		519p	
20108UCon					505p	513p	522p		
20101			455p	504p	510p	518p		529p	
20105UCon					515p	523p	532p		
20103			505p	514p	520p	528p		539p	
20106UCon					525p	533p	542p		
20104			515p	524p	530p	538p		549p	
20108UCon					535p	543p	552p		
20102			525p	534p	540p	548p		559p	
20105UCon					545p	553p	602p		
20101			535p	544p	550p	558p		609p	
20106UCon					555p	603p	612p		
20103			545p	554p	600p	608p		619p	
20108UCon					605p	613p	622p		
20104			555p	604p	610p	618p		629p	
20105UCon					615p	623p	632p		
20102			605p	614p	620p	628p		639p	
20106UCon					625p	633p	642p		
20101			615p	624p	630p	638p		649p	
20108UCon					635p	643p	652p		
20103			625p	634p	640p	648p		659p	
20105UCon					645p	653p	702p		
20104			635p	644p	650p	658p		709p	
20106UCon					656p	704p	713p		
20102			650p	658p	703p	711p		722p	
20108UCon					710p	718p	727p		(742p)
20103			705p	713p	718p	726p		737p	
20105UCon					725p	733p	742p		
20104			720p	728p	733p	741p		752p	
20106UCon					740p	748p	757p		
20102			735p	742p	747p	755p		805p	
20105UCon					755p	803p	812p		
20103			750p	757p	802p	810p		820p	
20106UCon					810p	818p	827p		
20104			805p	812p	817p	825p		835p	
20105UCon					825p	833p	842p		
20102			820p	827p	832p	840p		850p	
20106UCon					840p	848p	857p		(912p)
20103			835p	842p	847p	855p		905p	
20105UCon					855p	902p	911p		(926p)
20104			850p	857p	902p	909p		919p	
20102			905p	912p	917p	924p		934p	
20103			920p	927p	932p	939p		949p	
20104			935p	942p	947p	954p		1004p	

Route: 201 Super Loop - Counterclockwise
 Garage:
 Direction: Counterclockwise

Block	From	Note	UTC	SCRP HOSP	GILM MYER	LJVG SQ.	REGT NOBL	UTC	To
20102			950p	957p	1002p	1009p		1019p	
20103			1005p	1012p	1017p	1024p		1034p	
20104			1020p	1027p	1032p	1040p		1050p	
20102			1035p	1042p	1047p	1055p		1105p	
20103			1050p	1057p	1102p	1109p		1119p	
20104			1105p	1112p	1117p	1124p		1134p	
20102			1120p	1127p	1132p	1139p		1149p	
20103			1135p	1142p	1147p	1154p		1204x	
20104			1150p	1157p	1202x	1209x		1219x	

Route: 202 Super Loop - Clockwise
 Garage:
 Direction: Clockwise

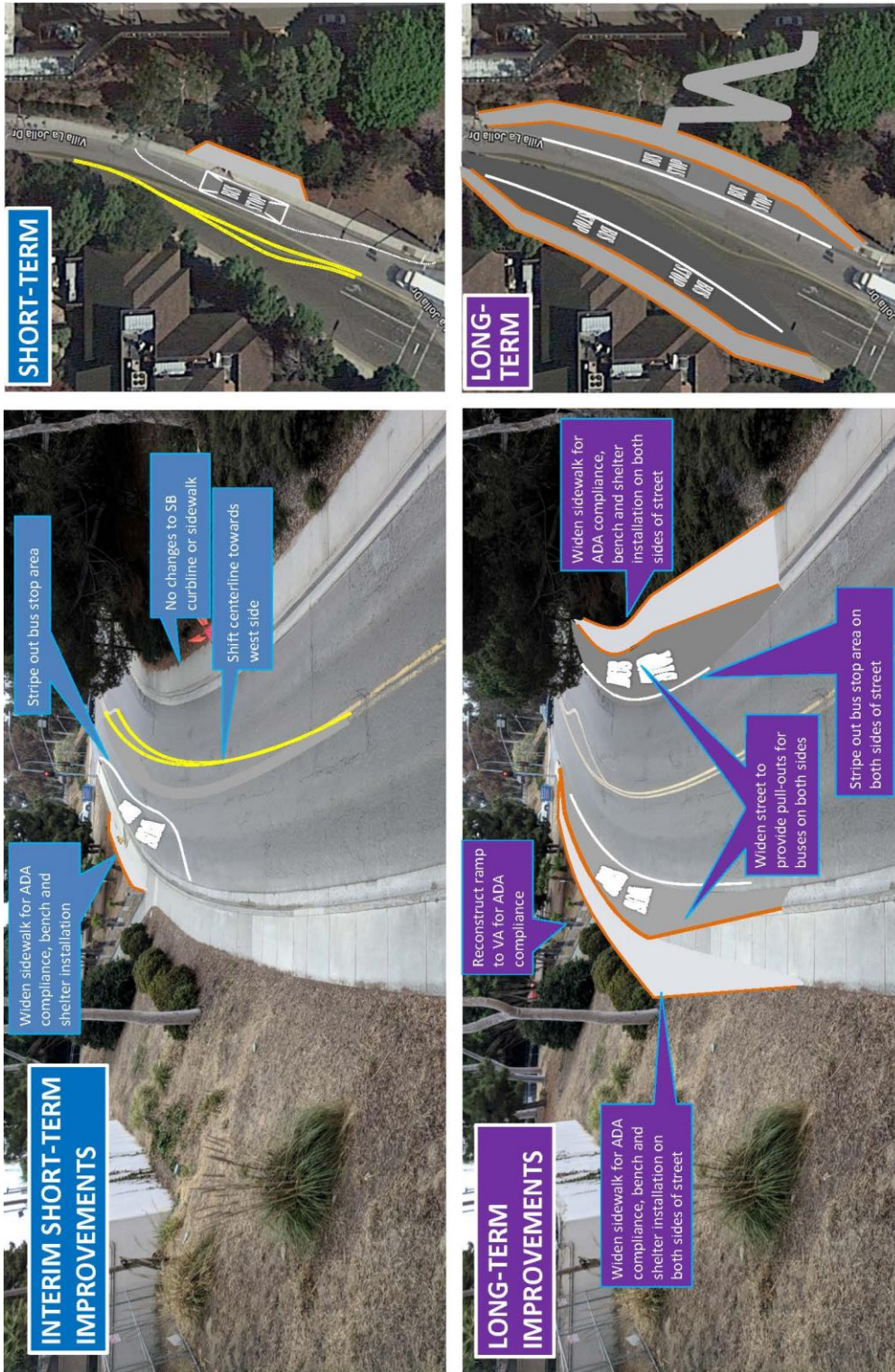
Block	From	Note	UTC	REGT NOBL	LJVG SQ.	GILM MYER	SCRP HOSP	UTC	To
20201			545a		555a	601a	604a	611a	
20202			600a		610a	616a	619a	626a	
20201			615a		625a	631a	634a	641a	
20202			630a		641a	648a	651a	659a	
20203			645a		656a	703a	706a	714a	
20201			700a		712a	720a	723a	732a	
20205UCon	(649a)			710a	717a	725a			
20202			710a		722a	730a	733a	742a	
20206UCon	(659a)			720a	727a	735a			
20203			720a		732a	740a	743a	752a	
20207UCon	(709a)			730a	737a	745a			
20204			730a		742a	750a	753a	802a	
20205UCon				740a	747a	755a			
20201			740a		752a	800a	803a	812a	
20206UCon				750a	757a	805a			
20202			750a		802a	810a	813a	822a	
20207UCon				800a	807a	815a			
20203			800a		812a	820a	823a	832a	
20205UCon				810a	817a	825a			
20204			810a		822a	830a	833a	842a	
20206UCon				820a	827a	835a			
20201			820a		832a	840a	843a	852a	
20207UCon				830a	837a	845a			
20202			830a		842a	850a	853a	902a	
20205UCon				840a	847a	855a			
20203			840a		852a	900a	903a	912a	
20206UCon				850a	857a	905a			
20204			850a		902a	910a	913a	922a	
20207UCon				900a	907a	915a			
20201			900a		912a	920a	923a	932a	
20205UCon				910a	917a	925a			(941a)
20202			910a		922a	930a	933a	942a	
20206UCon				920a	927a	935a			(951a)
20203			920a		932a	940a	943a	952a	
20207UCon				930a	937a	945a			(1001a)
20204			930a		942a	950a	953a	1002a	
20208UCon	(919a)			940a	947a	955a			
20201			940a		952a	1000a	1003a	1012a	
20205UCon	(929a)			950a	957a	1005a			
20202			950a		1002a	1010a	1013a	1022a	
20206UCon	(939a)			1000a	1007a	1015a			
20203			1000a		1012a	1020a	1023a	1032a	
20208UCon				1010a	1017a	1025a			
20204			1010a		1022a	1030a	1033a	1042a	
20205UCon				1020a	1027a	1035a			
20201			1020a		1032a	1040a	1043a	1052a	
20206UCon				1030a	1037a	1045a			
20202			1030a		1042a	1050a	1053a	1102a	
20208UCon				1040a	1047a	1055a			
20203			1040a		1052a	1100a	1103a	1112a	
20205UCon				1050a	1057a	1105a			
20204			1050a		1102a	1110a	1113a	1122a	
20206UCon				1100a	1107a	1115a			
20201			1100a		1112a	1120a	1123a	1132a	
20208UCon				1110a	1117a	1125a			
20202			1110a		1122a	1130a	1133a	1142a	
20205UCon				1120a	1127a	1135a			
20203			1120a		1132a	1140a	1143a	1152a	
20206UCon				1130a	1137a	1145a			(1201p)
20204			1130a		1142a	1150a	1153a	1202p	
20208UCon				1140a	1147a	1155a			(1211p)
20201			1140a		1152a	1200p	1203p	1212p	

Route: 202 Super Loop - Clockwise
 Garage:
 Direction: Clockwise

Block	From	Note	UTC	REGT NOBL	LJVG SQ.	GILM MYER	SCRP HOSP	UTC	To
20205UCon				1150a	1157a	1205p			(1221p)
20202			1150a		1202p	1210p	1213p	1222p	
20203			1200p		1212p	1220p	1223p	1232p	
20204			1210p		1222p	1230p	1233p	1242p	
20201			1220p		1232p	1240p	1243p	1252p	
20202			1230p		1242p	1250p	1253p	102p	
20203			1240p		1252p	100p	103p	112p	
20204			1250p		102p	110p	113p	122p	
20201			100p		112p	120p	123p	132p	
20202			110p		122p	130p	133p	142p	
20203			120p		132p	140p	143p	152p	
20204			130p		142p	150p	153p	202p	
20201			140p		152p	200p	203p	212p	
20202			150p		202p	210p	213p	222p	
20203			200p		212p	220p	223p	232p	
20204			210p		222p	230p	233p	242p	
20201			220p		232p	240p	243p	252p	
20202			230p		242p	250p	254p	304p	
20203			240p		252p	300p	304p	314p	
20204			250p		302p	310p	314p	324p	
20201			300p		312p	320p	324p	334p	
20202			310p		322p	330p	334p	344p	
20203			320p		332p	340p	344p	354p	
20204			330p		342p	350p	354p	404p	
20201			340p		352p	400p	404p	414p	
20202			350p		402p	410p	414p	424p	
20203			400p		412p	420p	424p	434p	
20204			410p		422p	430p	434p	444p	
20201			420p		432p	440p	444p	454p	
20202			430p		442p	450p	454p	504p	
20203			440p		452p	500p	504p	514p	
20204			450p		502p	510p	514p	524p	
20201			500p		512p	520p	524p	534p	
20202			510p		522p	530p	534p	544p	
20203			520p		532p	540p	544p	554p	
20204			530p		542p	550p	554p	604p	
20201			540p		552p	600p	604p	614p	
20202			550p		602p	610p	613p	622p	
20203			600p		612p	620p	623p	632p	
20204			610p		622p	630p	633p	642p	
20201			620p		632p	640p	643p	652p	
20202			630p		642p	650p	653p	702p	
20203			645p		657p	705p	708p	717p	
20201			700p		711p	718p	721p	729p	
20202			715p		726p	733p	736p	744p	
20203			730p		741p	748p	751p	759p	
20201			745p		756p	803p	806p	814p	
20202			800p		811p	818p	821p	829p	
20203			815p		826p	833p	836p	844p	
20201			830p		841p	848p	851p	859p	
20202			845p		856p	903p	906p	914p	
20203			900p		911p	918p	921p	929p	
20201			915p		926p	933p	936p	944p	
20202			930p		940p	947p	950p	957p	
20201			945p		955p	1002p	1005p	1012p	
20202			1000p		1010p	1017p	1020p	1027p	

ATTACHMENT C

PREFERRED LOCATIONS FOR SHORT-TERM AND LONG-TERM IMPROVEMENTS FOR BUS STOPS ON VILLA LA JOLLA DRIVE



G2227.0-19

ATTACHMENT E

I. INDEPENDENT CONTRACTOR

1. It is agreed that UCSD and MTS are independent contractors and neither MTS nor UCSD (or its employees) shall be deemed an agent or employee of the other party. For purposes of this Agreement, the relationship of the parties is that of independent entities and not as agents of each other or as joint venturers or partners. The parties shall maintain sole and exclusive control over their personnel, agents, consultants, and operations.
2. Except as MTS may specify in writing, UCSD shall have no authority, express or implied, to act on behalf of MTS in any capacity whatsoever, as an agent or otherwise. UCSD shall have no authority, express or implied, to bind MTS or its members, agents, or employees to any obligation whatsoever, unless expressly provided in this Agreement.
3. Except as UCSD may specify in writing, MTS shall have no authority, express or implied, to act on behalf of UCSD in any capacity whatsoever, as an agent or otherwise. MTS shall have no authority, express or implied, to bind UCSD or its members, agents, or employees to any obligation whatsoever, unless expressly provided in this Agreement.

II. ASSIGNMENT, SUBCONTRACTING, AND SUCCESSORS

1. Neither MTS nor UCSD shall assign, sublet, or transfer (whether by assignment or novation) this Agreement or any rights under or interest in this Agreement without the written consent of MTS and the other party, which may be withheld for any reason.
2. All terms, conditions, and provisions hereof shall inure to and shall bind each of the parties hereto, and each of their respective heirs, executors, administrators, successors, and assigns.

III. INTELLECTUAL PROPERTY

1. Notwithstanding anything herein, neither party waives or transfers any ownership or interest in any background/pre-existing intellectual property by way of this Agreement or any other agreement pertaining to this project.
2. MTS Property. Fare media and Compass Cards provided by MTS may contain MTS and public transportation system names and logos. These names and logos are registered trademarks requiring written authorization for their use. For clarification, UCSD owns and will continue to own entire right, title and interest (including all intellectual property rights) in and to the UCSD Triton, UCSD U-Pass, and Triton U-Pass names, logos and designs (collectively, "UCSD Intellectual Property"). The foregoing sentence does not transfer any right, title, or interest to the MTS or NCTD name and/or MTS or NCTD logo affixed on or embedded in the UCSD Intellectual Property. UCSD shall obtain written permission from authorized MTS personnel prior to using the Compass Card name, logo, or image in any UCSD advertising. Use of the MTS or Compass Card name, logo, or image shall be subject to the relevant provisions of MTS Board Policy No.034 (Advertising Policy), which is available at www.sdmts.com/legal. Use of MTS or NCTD names, logos, or images shall be subject to approval by those separate government entities.

3. UCSD Property. California Education Code Section 92000 prohibits use of UCSD's name to suggest that UCSD endorses a product or service. MTS and NCTD will not use the University of California's name, or any acronym thereof, including UCSD, logos or images without UCSD's prior written approval.
4. Publicity. No promotional material, advertising, or notice to any third party (whether written or oral) concerning this Agreement shall be issued, given, or otherwise disseminated by UCSD, MTS or NCTD without prior approval of the other party, except as required by law. The parties will agree upon a marketing plan to fulfill this requirement. Nothing herein shall preclude MTS, NCTD or UCSD from listing the other party's on its routine client list for matters of reference.

IV. RECORDS, AUDITS, AND INSPECTIONS

1. UCSD shall maintain complete and accurate records with respect to the capital construction work agreed to in Attachment A, Section (B)(5)(a) and (b). MTS, the State, the State Auditor, Federal Transit Administration, or any duly authorized representative of the federal government having jurisdiction shall have the right to examine and audit such books and records and to make transcripts or copies from them as necessary. UCSD shall allow inspection of all work data, documents, proceedings, and activities that are necessary to audit the costs or credits claimed under this Agreement for a period of five (5) years from the year in which such work data, document, proceeding or activity was created. This Section must be included in any subcontract entered into as a result of this Agreement.
2. MTS shall make available, upon written request by UCSD (or appropriate government agent), this Agreement and such books, documents and records as are necessary to certify the nature and extent of cost incurred by UCSD, for a period of five (5) years following the year said cost is incurred by UCSD.

V. INDEMNIFICATION, INSURANCE, AND WARRANTIES

1. UCSD agrees to defend, indemnify and hold harmless MTS and its elective and appointive board, officers, agents, and employees from any and all claims, liabilities, expenses, or damages of any nature, including reasonable attorneys' fees, for injury or death of any person, or damage to property, or interference with use of property, arising out of the performance of the Agreement by UCSD, UCSD's agents, officers, or employees, but only in proportion to and to the extent that such claims, liabilities, expenses, or damages are caused by or result from the negligent or intentional acts or omissions of UCSD, its agents, officers, or employees. This hold harmless agreement shall apply to all liability, regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by UCSD.
2. MTS agrees to defend, indemnify and hold harmless UCSD and its officers, agents, and employees from any and all claims, liabilities, expenses, or damages of any nature, including reasonable attorneys' fees, for injury or death of any person, or damage to property, or interference with use of property, arising out of the performance of the Agreement by MTS, MTS's agents, officers, employees, subcontractors, or independent contractors hired by MTS, but only in proportion to and to the extent that such liability, loss, expense, attorneys' fees, costs, and damages are caused by or result from the negligent or intentional acts or omissions of MTS, its agents, officers, employees, subcontractors or

independent contractors hired by MTS. This hold harmless agreement shall apply to all liability, regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by MTS.

3. The parties shall, under no circumstance, be liable for special, incidental, exemplary, or consequential damages to each other that they may suffer including, but not limited to, loss of projects, anticipated revenue, interest, loss of use or other such claims arising from any causes whatsoever, whether or not such loss or damage is based on contract, warranty, tort (including negligence), indemnity, or otherwise; except, however, the foregoing limitation will not apply in connection with a claim made against any of the parties by a third party provided that such claim is within the scope of the indemnity obligation of the applicable party under this Agreement
4. The Parties shall each obtain and maintain Worker's Compensation and comprehensive general liability insurance or self-insurance sufficient to cover their respective responsibilities under this Agreement. If requested, each party agrees to provide evidence of such insurance to the other party via Certificate of Insurance or other documentation acceptable to the other party.

VI. TERMINATION

1. Termination for Cause. As between MTS and UCSD, either party may terminate this Agreement for cause if the other party fails to materially perform under this Agreement, provided that the non-breaching party provides written notice of such breach to the breaching party, and the breaching party thereafter fails to satisfactorily cure the problem within fifteen (15) calendar days of receipt of such notice.
2. The parties' respective rights and obligations under this Agreement will survive the expiration or termination of this Agreement to the extent necessary to give full effect to this Agreement.

VII. MODIFICATION AND WAIVER

This Agreement constitutes the entire Agreement between the parties and supersedes any previous agreements, oral or written.

Except as may be provided in this Agreement, a party's delay or failure to enforce a right or pursue a remedy is not a waiver. A party's waiver (not otherwise set forth in this Agreement) must be in writing and signed by it. A waiver of a party's rights or remedies regarding a particular breach of or default under this Agreement is not a waiver of those rights or remedies, or any other rights or remedies, regarding any other breach of or default under this Agreement.

VIII. NONDISCRIMINATION

The Parties shall ensure equal employment opportunity for all persons. The Parties shall not discriminate against any student, customer, client, employee, or applicant for employment because of race, color, religion, creed, sex, sexual orientation, national origin, ancestry, age, medical condition, physical or mental disability, Vietnam-era veteran or special disabled veteran status, marital status, or citizenship, within the limits imposed by law. These principles are to be applied by the Parties in all business practices in furtherance of this Agreement, including student services, customer service, employment practices, and provision of fare media pursuant to this Agreement.

During the performance of this Agreement, the Parties agree to comply with all the applicable requirements imposed by Title VI and Title VII of the Civil Rights Act of 1964, as amended, the California Fair Employment Practices Act, the Americans with Disabilities Act of 1990, and any other applicable federal and state laws and regulations subsequently enacted.

This Section must be included in any subcontract entered into as a result of this Agreement.

IX. LAW & VENUE

This Agreement shall be construed in accordance with the laws of the State of California. Any action commenced about this Agreement shall be filed in the San Diego County Superior Court. In the event of any such litigation between the parties, the prevailing party shall be entitled to recover all reasonable costs incurred, including reasonable attorneys' fees, as determined by the court. The Parties shall comply with all applicable laws, ordinances, codes, and regulations of the federal, state, and local governments.

X. INTERPRETATION

This Agreement shall be interpreted as though prepared by both parties. Section headings in this Agreement shall not be used to alter the plain meaning of the text in this Agreement. Nothing in this Agreement, whether expressed or implied, is intended to confer on any person other than the parties to this Agreement or their respective successors or permitted assigns, any rights, remedies, obligations, or liabilities. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties to this Agreement or affect the legal liability of the parties to this Agreement to third parties.

XI. AUTHORITY TO EXECUTE

The persons executing this Agreement on behalf of the parties warrant that they are duly authorized to execute this Agreement. No consent, authorization by, approval of, or other action by, and no notice to, or filing or registration with, any governmental authority, agency, regulatory body, lender, lessor, franchisee, or other person is required for the execution, delivery, or performance of this Agreement by the parties, other than those that have been obtained and are in full force and effect. The execution, delivery, and performance of this Agreement will not result in (with or without due notice or lapse of time, or both) any violation or breach of any provision of the charter, policies, or bylaws of the parties, any judgment, decree, or order to which UCSD or MTS is a party or by which either party is bound, any indenture, mortgage, or other agreement. Each party represents that there is no pending nor, to its knowledge, threatened litigation, governmental action, action for injunctive or other equitable relief or other threatened or outstanding claims of any nature which could reasonably (i) interfere with its performance of its obligations hereunder, or (ii) have a material detrimental impact on its assets or operations as such exist as of the date of execution of this Agreement.

This Agreement may be executed in any number of identical counterparts, each of which shall be deemed to be an original, and all of which together shall be deemed to be one and the same instrument when each party has signed one such counterpart. A facsimile signature affixed to this Agreement or an amendment thereto shall be binding upon the parties.

XII. COOPERATION

The parties each shall cooperate in good faith and take such steps and execute such papers as may be reasonably requested by the other party to implement the terms and provisions of this Agreement.

XIII. FORCE MAJEURE

Neither party shall be liable for the failure to perform or its delay in performing any obligation under this Agreement if such failure or delay is resulting from fire, flood, earthquake, war, strike, lockout, power failure, major equipment breakdowns, construction delays, accident, riots, acts of God, acts of United States' enemies, laws, orders, or at the insistence or result of any governmental authority or any other delay beyond each other's reasonable control, provided that such obligation shall be performed immediately upon the termination of such cause preventing or delaying such performance.

XIV. NOTICES AND PAYMENTS

All notices shall be in writing and personally delivered, or mailed via first class mail to the below listed addresses. UCSD checks shall be made payable to "MTS" and delivered to the MTS address noted below.

San Diego Metropolitan Transit System
Attn: Finance Department
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

University of California, San Diego
Parking & Transportation Department
Attn: Todd Berven
9500 Gilman Drive #0540
La Jolla, CA 92093-0540

XVIII. PRESERVATION OF AGREEMENT

Should any provision of this Agreement be found invalid or unenforceable, the decision shall affect only the provision interpreted, and all remaining provisions shall be severable and enforceable.



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

December 13, 2018

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR OCTOBER 2018 (MIKE THOMPSON)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

This report summarizes the year-to-date operating results for October 2018 compared to the fiscal year (FY) 2019 adopted budget for San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for October 2018. Attachment A-2 details the October 2018 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 October 2018 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 October 2018, MTS's net-operating income unfavorable variance totaled \$320,000 (-0.6%). Operations produced a \$1,001,000 (-1.7%) unfavorable variance and the administrative/other activities areas were favorable by \$681,000.

MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through October 2018 were \$37,392,000 compared to the year-to-date budget of \$37,254,000, representing a \$138,000 (0.4%) favorable variance. Year-to-date passenger revenue has an unfavorable variance of \$323,000 (-1.0%). This was offset by a \$461,000 (8.1%)



favorable experience in other operating revenue, primarily due to high prices of the state energy credits.

Operating Expenses. Year-to-date combined expenses through October 2018 were \$95,342,000 compared to the budget of \$94,884,000, resulting in a \$458,000 (-0.5%) unfavorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$44,841,000, compared to a budgetary figure of \$44,751,000, producing an unfavorable variance of \$90,000 (-0.2%).

Outside Services and Purchased Transportation. Total outside services through four months of the fiscal year totaled \$32,632,000, compared to a budget of \$32,686,000 resulting in a favorable variance of \$54,000 (0.2%).

Materials and Supplies. Total year-to-date materials and supplies expenses were \$4,279,000, compared to a budgetary figure of \$4,050,000, resulting in an unfavorable variance of \$229,000 (-5.6%).

Energy. Total year-to-date energy costs were \$10,815,000, compared to the budget of \$10,295,000 resulting in an unfavorable variance of \$520,000 (-5.0%). This is primarily due to higher than expected electricity rates.

Risk Management. Total year-to-date expenses for risk management were \$934,000, compared to the budget of \$1,206,000, resulting in a favorable variance totaling \$272,000 (22.5%). This is primarily due to favorable claim recovery for Bus Operations.

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$1,842,000 through October 2018, compared to a budget of \$1,897,000, resulting in a favorable variance of \$55,000 (2.9%).

YEAR-TO-DATE SUMMARY

The October 2018, year-to-date net-operating income totaled an unfavorable variance of \$320,000 (-0.6%). These factors include unfavorable variances in passenger revenue, personnel costs, materials and supplies, and energy costs; partially offset by favorable variances in other operating revenue, outside services, risk management, and general and administrative costs.

/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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 31,254	\$ 31,578	\$ (323)	-1.0%
Other Revenue	6,138	5,676	461	8.1%
Total Operating Revenue	\$ 37,392	\$ 37,254	\$ 138	0.4%
Personnel costs	\$ 44,841	\$ 44,751	\$ (90)	-0.2%
Outside services	32,632	32,686	54	0.2%
Transit operations funding	-	-	-	-
Materials and supplies	4,279	4,050	(229)	-5.6%
Energy	10,815	10,295	(520)	-5.0%
Risk management	934	1,206	272	22.5%
General & administrative	1,515	1,581	66	4.2%
Vehicle/facility leases	327	316	(12)	-3.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 95,342	\$ 94,884	\$ (458)	-0.5%
Operating income (loss)	\$ (57,950)	\$ (57,630)	\$ (320)	-0.6%
Total public support and nonoperating revenues	(884)	(869)	(15)	1.8%
Income (loss) before capital contributions	\$ (58,835)	\$ (58,499)	\$ (335)	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 31,181	\$ 31,578	\$ (396)	-1.3%
Other Revenue	156	165	(9)	-5.5%
Total Operating Revenue	\$ 31,337	\$ 31,743	\$ (405)	-1.3%
Personnel costs	\$ 37,945	\$ 37,733	\$ (212)	-0.6%
Outside services	27,666	27,655	(11)	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	4,222	4,045	(176)	-4.4%
Energy	10,535	10,036	(499)	-5.0%
Risk management	776	1,018	242	23.8%
General & administrative	203	252	49	19.4%
Vehicle/facility leases	253	264	11	4.2%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	8,345	8,345	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 89,944	\$ 89,348	\$ (596)	-0.7%
Operating income (loss)	\$ (58,607)	\$ (57,605)	\$ (1,001)	-1.7%
Total public support and nonoperating revenues	(169)	(172)	2	-1.4%
Income (loss) before capital contributions	\$ (58,776)	\$ (57,777)	\$ (999)	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 7,030	\$ 7,002	\$ 28	0.4%
Other Revenue	8	5	3	50.4%
Total Operating Revenue	\$ 7,037	\$ 7,007	\$ 31	0.4%
Personnel costs	\$ 24,967	\$ 25,322	\$ 355	1.4%
Outside services	526	655	129	19.7%
Transit operations funding	-	-	-	-
Materials and supplies	2,004	1,898	(107)	-5.6%
Energy	1,857	1,899	43	2.2%
Risk management	324	475	150	31.7%
General & administrative	91	120	29	24.4%
Vehicle/facility leases	92	103	11	10.6%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	2,521	2,521	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 32,383	\$ 32,993	\$ 611	1.9%
Operating income (loss)	\$ (25,345)	\$ (25,986)	\$ 641	2.5%
Total public support and nonoperating revenues	(243)	(246)	2	-1.0%
Income (loss) before capital contributions	\$ (25,588)	\$ (26,232)	\$ 644	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 14,597	\$ 14,317	\$ 280	2.0%
Other Revenue	148	160	(12)	-7.7%
Total Operating Revenue	\$ 14,744	\$ 14,477	\$ 268	1.8%
Personnel costs	\$ 12,791	\$ 12,269	\$ (521)	-4.2%
Outside services	1,525	1,600	75	4.7%
Transit operations funding	-	-	-	-
Materials and supplies	2,200	2,134	(66)	-3.1%
Energy	5,800	5,264	(536)	-10.2%
Risk management	446	538	92	17.1%
General & administrative	110	126	16	12.6%
Vehicle/facility leases	62	61	(1)	-2.3%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	5,114	5,114	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 28,048	\$ 27,107	\$ (941)	-3.5%
Operating income (loss)	\$ (13,304)	\$ (12,630)	\$ (674)	-5.3%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (13,304)	\$ (12,630)	\$ (674)	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 8,698	\$ 9,354	\$ (657)	-7.0%
Other Revenue	1	-	1	-
Total Operating Revenue	\$ 8,699	\$ 9,354	\$ (656)	-7.0%
Personnel costs	\$ 138	\$ 99	\$ (38)	-38.4%
Outside services	19,788	19,580	(207)	-1.1%
Transit operations funding	-	-	-	-
Materials and supplies	18	14	(4)	-29.9%
Energy	2,124	2,166	42	1.9%
Risk management	-	-	-	-
General & administrative	0	2	2	92.8%
Vehicle/facility leases	5	7	1	22.1%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	549	549	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 22,621	\$ 22,416	\$ (205)	-0.9%
Operating income (loss)	\$ (13,923)	\$ (13,062)	\$ (861)	-6.6%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (13,923)	\$ (13,062)	\$ (861)	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 857	\$ 905	\$ (48)	-5.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 857	\$ 905	\$ (48)	-5.3%
Personnel costs	\$ 50	\$ 42	\$ (8)	-18.6%
Outside services	5,755	5,748	(7)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	754	706	(47)	-6.7%
Risk management	5	5	-	0.0%
General & administrative	2	4	2	49.8%
Vehicle/facility leases	93	93	(0)	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	161	161	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 6,820	\$ 6,759	\$ (60)	-0.9%
Operating income (loss)	\$ (5,963)	\$ (5,855)	\$ (108)	-1.8%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (5,963)	\$ (5,855)	\$ (108)	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CORONADO FERRY
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	72	72	-	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	\$ 72	\$ 72	\$ -	0.0%
Operating income (loss)	\$ (72)	\$ (72)	\$ -	0.0%
Total public support and nonoperating revenues	74	74	-	0.0%
Income (loss) before capital contributions	\$ 2	\$ 2	\$ -	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 73	\$ -	\$ 73	-
Other Revenue	5,867	5,351	515	9.6%
Total Operating Revenue	\$ 5,939	\$ 5,351	\$ 588	11.0%
Personnel costs	\$ 6,627	\$ 6,732	\$ 105	1.6%
Outside services	4,941	4,968	28	0.6%
Transit operations funding	-	-	-	-
Materials and supplies	57	2	(55)	-3058.4%
Energy	273	254	(19)	-7.5%
Risk management	146	178	33	18.3%
General & administrative	1,258	1,267	9	0.7%
Vehicle/facility leases	66	43	(23)	-54.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(8,372)	(8,372)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 4,996	\$ 5,073	\$ 77	1.5%
Operating income (loss)	\$ 944	\$ 278	\$ 665	-239.2%
Total public support and nonoperating revenues	(715)	(697)	(18)	2.6%
Income (loss) before capital contributions	\$ 228	\$ (419)	\$ 648	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2019
OCTOBER 31, 2018
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	115	160	(45)	-28.0%
Total Operating Revenue	\$ 115	\$ 160	\$ (45)	-28.0%
Personnel costs	\$ 269	\$ 285	\$ 16	5.7%
Outside services	25	62	38	60.5%
Transit operations funding	-	-	-	-
Materials and supplies	0	3	3	99.0%
Energy	7	6	(2)	-30.6%
Risk management	13	9	(3)	-33.8%
General & administrative	54	62	8	13.3%
Vehicle/facility leases	8	8	1	7.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	27	27	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 402	\$ 463	\$ 61	13.1%
Operating income (loss)	\$ (287)	\$ (303)	\$ 16	5.2%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (287)	\$ (303)	\$ 16	-



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Agenda Item No. 61

Chief Executive Officer's Report

December 13, 2018

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 October 30, 2018 through December 4, 2018.

*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)

November 27 – 30: APTA Industry Leadership Summit in Washington, DC

Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G2162.0-18	GREEN CLEAN WATER & WASTE SVC	PRESSURE WASHING	\$61,935.70	10/30/2018
PWB261.0-18	BIRD SOLUTIONS INTERNATIONAL	SB NETTING	\$61,797.00	10/31/2018
B0563.12-11	TRAPEZE SOFTWARE GROUP, INC.	12 MAP UPGRADE FOR DRIVEMATE MOBILE DATA	\$13,050.00	11/1/2018
PWG238.0-17-02	SELECT ELECTRIC	MISSION SAN DIEGO LIGHTING REPAIR	\$16,445.17	11/2/2018
G2195.0-19	CITY OF NATIONAL CITY	ANNUAL PARTNERSHIP FOR A KIMBALL HOLIDAY	\$250.00	11/5/2018
G1950.0-17-AE-32	KIMLEY HORN & ASSOCIATES	DESIGN SUPPORT DURING CONSTRUCTION FOR KMD TO CALTRANS TMC	\$5,019.18	11/6/2018
G1833.5-16	GIRO, INC	MODIFICATION ON SIGNOUT DELAY & IMPLEMENTING	\$42,560.00	11/6/2018
G2065.1-18	SAN DIEGO HOLIDAY BOWL	ANNUAL PARTNERSHIP FOR HOLIDAY BOWL	\$2,000.00	11/13/2018
PWL234.0-17-16	ABC CONSTRUCTION	REPLACE NEWTON GATE	\$48,847.48	11/15/2018
PWL203.0-16-15	HMS CONSTRUCTION	COURTHOUSE STATION - STATE STREET PEDESTRIAN SIGNAL	\$9,616.95	11/16/2018
PWL234.0-17-01.02	ABC CONSTRUCTION	BUILDING C HVAC REBALANCE	\$8,598.31	11/19/2018
PWL234.0-17.01.03	ABC CONSTRUCTION	BUILDING C HVAC REBALANCE PHASE 2	\$3,912.69	11/19/2018
G1503.5-17	APPLE DEVELOPER	LICENSE AGREEMENT	\$0.00	11/20/2018
PWL204.0-16-49	ABC CONSTRUCTION INC.	TRACK PAVING REPLACEMENT K, 8TH & 1ST ST	\$78,069.68	11/21/2018
PWL234.0-17-15	ABC CONSTRUCTION	REPLACEMENT OF SIX HEATER BUILDING A	\$33,197.00	11/21/2018
PWL234.1-17	VEOLIA TRANSPORTATION	TIE SPEC CHANGE/ESCALATION	\$91,441.69	11/21/2018
PWL234.0-17-12	ABC CONSTRUCTION	CONSTRUCTION SVC FOR ADA BUS STOPS	\$93,430.22	11/21/2018
PWL182.0-18-25.01	HERZOG CONSTRUCTION, INC	REMOVE EXISTING RUBBER PANEL CROSSING	\$18,435.07	11/21/2018
G2018.0-17-CM002	PGH WONG ENGINEERING	LA POLETA CREEK	\$22,159.66	11/30/2018
PWB239.2-18	AUTOLIFT SERVICES	EQUIPMENT RENTAL, CREDITS	\$3,196.53	11/30/2018
G2069.1-18	OCCUPATIONAL HEALTH CENTERS/CONCENTRA	ADD \$100,000 FOR NEW AND CURRENT EMPLOYEES HEALTH SVC	\$100,000.00	12/4/2018
G1926.6-16	CH2M HILL, INC.	SUPPORT FOR FARE COLLECTION SYSTEM	\$0.00	12/4/2018

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
G2169.1-19	MEDIA 3 COMMUNICATIONS	FIBER EXCHANGE - INCREASE AMOUNT OF FIBER	\$0.00	11/1/2018
M6733.0-19	EASY DAY SPORTS	ROE - KAISER PERMANENTE THRIVE HALF MARATHON	\$750.00	11/2/2018
B0698.0-19	UHD MEDIA	ROE - ALLOW FILMING BUS STOP AT BROADWAY & KETTNER BLVD	\$750.00	11/2/2018
G2170.0-19	CITY OF SANTEE	INSTALL FURNITURE AT BUS STOPS CITY OF SANTEE	\$0.00	11/6/2018
L1478.0-19	PEDAL THE CAUSE OF SD	ROE - CYCLING EVENT ON HARBOR & 5TH AVE	\$750.00	11/6/2018
M6731.0-19	HP COMMUNICATIONS	ROE - ALLOW POTHOLING RAIL CROSSING FACILITIES (FRIARS RD)	\$750.00	11/7/2018
L1479.0-19	SAN DIEGO RUN FOR THE HUNGRY	ROE - CROSS THE TRACKS AT PARK & MARKET & K ST & PARK	\$750.00	11/8/2018
L1482.0-19	ADVANTAGE ENVIRONMENTAL CONSULTANT	ROE - SITE INVESTIGATIONS GRANTVILLE STATION	\$0.00	11/9/2018
B0697.0-19	SELECT ELECTRIC	ROE - INSTALL NEW FIBER OPTIC CABLE	\$0.00	11/9/2018
L6768.1-17	HENKELS & MCCOY	JROE - EXTEND EXPIRATION SDGE PSEP 49-28 PHASE 6	\$3,750.00	11/14/2018
L6762.0-17	ELOCK TECHNOLOGIES	JROE - PERFORM INSTALLATIONS, REMOVAL & MAINTENANCE	\$0.00	11/14/2018
G1443.7-12	ROWLBERTOS MEDIA	PARTNERHISP RENEWAL FOR 2019 WITH A RED TROLLEY SHOW	\$0.00	11/15/2018
G2168.0-19	MCREF EAST VILLAGE	LICENSE - TO INSTALL 38 TIE BACK ANCHORS	\$6,800.00	11/15/2018
G0930.17-04.75.2	SANDAG	ADDENDUM 17 - MID CITY BRT STATIONS	\$0.00	11/19/2018
L5506.5-90	CITY OF SAN DIEGO	MOU FOR LRV STREET USE	\$0.00	11/19/2018
B0699.0-19	JOHNSON CONTROLS FIRE PROTECTION	RELEASE OF LIABILITY TO RELEASE PASSWORDS & PROGRAMMING CODE	\$0.00	11/21/2018
G2192.0-19	SANDAG	TRANSIT ONLY LANE DEMONSTRATION PROJECT STATE ROUTE 94 & 805	\$0.00	11/21/2018
M6734.0-19	URBAN CORPS SD COUNTY	ROE - CLEAN UP & ABATEMENT OF HOMELESS ENCAMPMENT	\$0.00	11/26/2018
L5813.0-19	FLATIRON	JROE - TESTING AT OLD TOWN POINSETTIA PROJECT	\$1,500.00	11/27/2018
L6748.1-17	COUNTY OF SAN DIEGO, VECTOR CONTROL PROGRAM	JROE - COUNTY TO MONITOR & CONTROL MOSQUITO BREEDING	\$0.00	11/30/2018

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
M6730.0-19	THE ORIGINAL MOWBRAY'S TREE SERVICE	ROE - TREE TRIMMING, CLEARING & GRUBBING	\$1,500.00	12/3/2018
S200-19-691	SEJNI CONSTRUCTION	ROE - PERFORM LANDSCAPE WORK	\$750.00	12/4/2018
L1359.3-17	SIEMENS MOBILITY	PRINTED CIRCUIT BOARDS	\$0.00	12/4/2018

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4400000351	10/31/2018	Office Depot	G200-OFFICE SUPPLIES	381.38
4400000352	10/31/2018	Office Depot	G200-OFFICE SUPPLIES	112.08
4400000353	11/1/2018	Office Depot	G200-OFFICE SUPPLIES	485.81
4400000354	11/1/2018	W.W. Grainger Inc	T110-TRACK, RAIL	20.36
4400000355	11/5/2018	Office Depot	G200-OFFICE SUPPLIES	387.89
4400000356	11/6/2018	Office Depot	G200-OFFICE SUPPLIES	244.04
4400000357	11/7/2018	Office Depot	G200-OFFICE SUPPLIES	170.98
4400000358	11/7/2018	Office Depot	G200-OFFICE SUPPLIES	162.35
4400000359	11/7/2018	W.W. Grainger Inc	M200-YARD FACILITIES	320.39
4400000360	11/7/2018	Office Depot	G200-OFFICE SUPPLIES	106.23
4400000361	11/9/2018	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	300.61
4400000362	11/13/2018	W.W. Grainger Inc	M180-STATION ELECTRICAL	100.42
4400000363	11/14/2018	Office Depot	G200-OFFICE SUPPLIES	343.01
4400000364	11/14/2018	Office Depot	G200-OFFICE SUPPLIES	57.56
4400000365	11/14/2018	Office Depot	G200-OFFICE SUPPLIES	58.25
4400000366	11/14/2018	Office Depot	G200-OFFICE SUPPLIES	4.58
4400000367	11/14/2018	Office Depot	G200-OFFICE SUPPLIES	11.12
4400000368	11/15/2018	W.W. Grainger Inc	B120-BUS MECHANICAL PARTS	145.85
4400000369	11/15/2018	Office Depot	G200-OFFICE SUPPLIES	45.56
4400000370	11/16/2018	Office Depot	G200-OFFICE SUPPLIES	230.10
4400000371	11/20/2018	Office Depot	G200-OFFICE SUPPLIES	110.71
4400000372	11/20/2018	Office Depot	G200-OFFICE SUPPLIES	1,464.85
4400000373	11/21/2018	Office Depot	G200-OFFICE SUPPLIES	10.93
4400000374	11/21/2018	Office Depot	G200-OFFICE SUPPLIES	17.46
4400000375	11/26/2018	Office Depot	G200-OFFICE SUPPLIES	75.85
4400000376	11/26/2018	Office Depot	G200-OFFICE SUPPLIES	207.07
4400000377	11/26/2018	Office Depot	G200-OFFICE SUPPLIES	9.86
4400000378	11/26/2018	W.W. Grainger Inc	F150-DOORS, OVERHEAD	265.97
4400000379	11/27/2018	W.W. Grainger Inc	M160-SUMP PUMP STATIONS	360.64
4400000380	11/28/2018	W.W. Grainger Inc	M140-WAYSIDE SIGNALS	2,611.65
4400000381	11/28/2018	Office Depot	G200-OFFICE SUPPLIES	266.62
4400000382	11/28/2018	Office Depot	G200-OFFICE SUPPLIES	3.82
4400000383	11/30/2018	W.W. Grainger Inc	G130-SHOP TOOLS	425.62
4400000384	11/30/2018	W.W. Grainger Inc	M180-STATION ELECTRICAL	1,323.38
4400000385	11/30/2018	Office Depot	G200-OFFICE SUPPLIES	157.81
4400000386	12/3/2018	Office Depot	G200-OFFICE SUPPLIES	22.17
4400000387	12/3/2018	Office Depot	G200-OFFICE SUPPLIES	301.14
4400000388	12/3/2018	Office Depot	G200-OFFICE SUPPLIES	120.64
4400000389	12/4/2018	Office Depot	G200-OFFICE SUPPLIES	211.40
4400000390	12/4/2018	Office Depot	G200-OFFICE SUPPLIES	41.99
4500021410	10/30/2018	Airgas Inc	G190-SAFETY/MED SUPPLIES	1,705.60
4500021411	10/30/2018	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	159.59
4500021412	10/30/2018	Ansaldo Sts Usa Inc	M150-PWR SWITCHES/LOCKS	1,997.75
4500021413	10/30/2018	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	1,040.71
4500021414	10/30/2018	Air & Lube Systems Inc	F110-SHOP/BLDG MACHINERY	442.21
4500021415	10/30/2018	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	531.47
4500021416	10/30/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	1,977.65
4500021417	10/30/2018	Industrial Maintenance Supply LLC	G150-FASTENERS	69.13
4500021418	10/30/2018	Jeyco Products Inc	G130-SHOP TOOLS	269.27
4500021419	10/30/2018	Transit Holdings Inc	B140-BUS CHASSIS	46,364.31
4500021420	10/30/2018	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	158.10
4500021421	10/30/2018	Gillig LLC	B160-BUS ELECTRICAL	23,728.09
4500021422	10/30/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	237.30
4500021423	10/30/2018	Waxie's Enterprises Inc.	G180-JANITORIAL SUPPLIES	1,914.54
4500021424	10/30/2018	Siemens Mobility, Inc.	R120-RAIL/LRV CAR BODY	1,105.52
4500021425	10/30/2018	American Battery Corporation	M110-SUB STATION	168.09
4500021426	10/30/2018	West-Lite Supply Co Inc	R160-RAIL/LRV ELECTRICAL	918.05
4500021427	10/30/2018	Merrimac Petroleum Inc	B180-BUS DIESEL	8,833.20
4500021428	10/30/2018	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	5,452.56

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PO Number	PO Date	Name	Material Group	PO Value
4500021429	10/30/2018	SC Commercial, LLC	A120-AUTO/TRUCK GASOLINE	23,331.44
4500021430	10/30/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	214.43
4500021431	10/30/2018	OneSource Distributors, LLC	M120-OVRHEAD CATENARY SYS	1,558.74
4500021433	10/30/2018	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	31,707.41
4500021434	10/30/2018	Neleco Products Inc	G170-LUBRICANTS	23,419.47
4500021435	10/30/2018	DLT Solutions LLC	I110-INFORMATION TECH	2,273.68
4500021436	10/30/2018	Industrysafe, Inc.	I110-INFORMATION TECH	77,080.00
4500021437	10/30/2018	Safeway, Inc.	G250-NOVELTIES & AWARDS	300.00
4500021438	10/30/2018	Neyenesch Printers Inc	G230-PRINTED MATERIALS	13,760.00
4500021440	10/31/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	237.50
4500021441	10/31/2018	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	285.00
4500021442	10/31/2018	Team One Repair Inc	G290-FARE REVENUE EQUIP	27.85
4500021443	10/31/2018	Steven Timme	G110-BUS/TROLLEY SIGNAGE	1,613.70
4500021444	10/31/2018	Chromate Industrial Corporation	G150-FASTENERS	219.31
4500021445	10/31/2018	W.W. Grainger Inc	G140-SHOP SUPPLIES	974.37
4500021446	10/31/2018	Keyser Marston Associates Inc	P410-CONSULTING	27,500.00
4500021447	10/31/2018	OneSource Distributors, LLC	R120-RAIL/LRV CAR BODY	117.54
4500021448	10/31/2018	Sid Tool Co	G180-JANITORIAL SUPPLIES	246.18
4500021449	10/31/2018	Professional Contractors Supplies	G140-SHOP SUPPLIES	267.22
4500021450	10/31/2018	Siemens Mobility, Inc.	R190-RAIL/LRV PANTOGRAPH	8,426.05
4500021451	10/31/2018	Kaman Industrial Technologies	B160-BUS ELECTRICAL	11,203.06
4500021452	10/31/2018	Matthias Moos	M120-OVRHEAD CATENARY SYS	5,072.88
4500021453	10/31/2018	Airgas Inc	G190-SAFETY/MED SUPPLIES	1,954.60
4500021454	10/31/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	28,575.08
4500021455	10/31/2018	Protrak Service Ltd	P130-EQUIP MAINT REPR SVC	3,642.09
4500021456	10/31/2018	Reid and Clark Screen Arts Co	G120-SECURITY	90.51
4500021457	10/31/2018	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	157.96
4500021458	10/31/2018	Kenneth Place	G130-SHOP TOOLS	571.00
4500021459	10/31/2018	Simmons Machine Tool Corp	F110-SHOP/BLDG MACHINERY	1,088.29
4500021460	10/31/2018	Thompson Building Materials	M140-WAYSIDE SIGNALS	335.53
4500021461	10/31/2018	Utah Transit Authority	R240-RAIL/LRV REPR PARTS	2,398.00
4500021462	10/31/2018	DoAll Company	R230-RAIL/LRV MECHANICAL	1,515.20
4500021463	10/31/2018	Golden State Supply LLC	B120-BUS MECHANICAL PARTS	142.07
4500021464	10/31/2018	No-Spill Systems Inc	B250-BUS REPAIR PARTS	67.02
4500021465	10/31/2018	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	107.42
4500021466	10/31/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	956.15
4500021467	10/31/2018	Phil Macomber	G130-SHOP TOOLS	400.00
4500021469	11/1/2018	OneSource Distributors, LLC	M180-STATION ELECTRICAL	1,895.97
4500021470	11/1/2018	Western-Cullen-Hayes Inc	T110-TRACK, RAIL	381.44
4500021471	11/1/2018	Professional Contractors Supplies	G130-SHOP TOOLS	61.49
4500021472	11/1/2018	West-Lite Supply Co Inc	M180-STATION ELECTRICAL	792.98
4500021473	11/1/2018	Business Office Outfitters	G210-OFFICE FURNITURE	2,915.40
4500021474	11/1/2018	SC Commercial, LLC	A120-AUTO/TRUCK GASOLINE	1,745.70
4500021475	11/1/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	237.50
4500021476	11/1/2018	Nth Generation Computing Inc	I110-INFORMATION TECH	74,337.48
4500021477	11/1/2018	Nth Generation Computing Inc	I110-INFORMATION TECH	74,337.48
4500021478	11/1/2018	Transit Holdings Inc	B130-BUS BODY	8,429.67
4500021479	11/1/2018	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	114.15
4500021480	11/1/2018	Endeavor Business Media, LLC	P310-ADVERTISING SERVICES	3,250.00
4500021481	11/1/2018	W.W. Grainger Inc	M110-SUB STATION	535.82
4500021482	11/1/2018	Transit Holdings Inc	B130-BUS BODY	3,076.08
4500021483	11/1/2018	CalACT	P250-PARATRANSIT	1,005.00
4500021484	11/1/2018	711 Print Enterprises Inc	G120-SECURITY	1,010.70
4500021485	11/1/2018	Body Beautiful Car Wash Inc	G120-SECURITY	2,100.00
4500021486	11/1/2018	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	1,268.37
4500021487	11/1/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	426.60
4500021488	11/1/2018	R.S. Hughes Co Inc	B250-BUS REPAIR PARTS	158.53
4500021489	11/1/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	60.02
4500021490	11/1/2018	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	1,189.95

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PO Number	PO Date	Name	Material Group	PO Value
4500021491	11/1/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	772.03
4500021492	11/1/2018	Roush CleanTech LLC	B120-BUS MECHANICAL PARTS	5,051.22
4500021493	11/1/2018	Global Signals Group, Inc.	P520-A & E/DESIGN	91,473.00
4500021495	11/1/2018	Performance Polymers	C130-CONSTRUCTION SVCS	4,286.00
4500021496	11/2/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,493.02
4500021497	11/2/2018	Waxie's Enterprises Inc.	G140-SHOP SUPPLIES	3,048.34
4500021499	11/2/2018	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	2,959.56
4500021500	11/2/2018	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	16,720.46
4500021501	11/2/2018	MCI Service Parts Inc	B140-BUS CHASSIS	43.45
4500021502	11/2/2018	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	2,508.59
4500021503	11/2/2018	Wayne Harmeyer Inc	B140-BUS CHASSIS	641.12
4500021504	11/2/2018	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	1,642.88
4500021505	11/2/2018	Charter Industrial Supply Inc	B120-BUS MECHANICAL PARTS	752.91
4500021506	11/2/2018	Siemens Mobility, Inc.	R160-RAIL/LRV ELECTRICAL	63,811.72
4500021507	11/2/2018	Airgas Inc	G140-SHOP SUPPLIES	109.72
4500021508	11/2/2018	Jeyco Products Inc	G130-SHOP TOOLS	73.69
4500021509	11/2/2018	Delphin Computer Supply	G200-OFFICE SUPPLIES	460.10
4500021510	11/2/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	910.87
4500021511	11/2/2018	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	247.83
4500021512	11/2/2018	Industrial Maintenance Supply LLC	G150-FASTENERS	24.76
4500021513	11/2/2018	California Sheet Metal Works	R160-RAIL/LRV ELECTRICAL	2,101.13
4500021514	11/2/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,470.63
4500021515	11/2/2018	Prudential Overall Supply	G180-JANITORIAL SUPPLIES	5,531.03
4500021516	11/2/2018	AxleTech International LLC	B140-BUS CHASSIS	1,909.97
4500021517	11/2/2018	ABC Construction Co., Inc.	C130-CONSTRUCTION SVCS	42,765.71
4500021518	11/2/2018	The Gordian Group, Inc.	C130-CONSTRUCTION SVCS	1,274.33
4500021519	11/5/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	5,077.18
4500021520	11/5/2018	Team One Repair Inc	G290-FARE REVENUE EQUIP	1,697.07
4500021521	11/5/2018	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	2,589.24
4500021522	11/5/2018	Siemens Mobility, Inc.	R220-RAIL/LRV TRUCKS	605.99
4500021523	11/5/2018	ABC Construction Co., Inc.	P120-BLDG/FACILITY REPRS	24,976.48
4500021524	11/5/2018	ABC Construction Co., Inc.	C130-CONSTRUCTION SVCS	744.25
4500021525	11/5/2018	IPC (USA), Inc.	B180-BUS DIESEL	8,735.78
4500021526	11/5/2018	P & R Paper Supply Company Inc	G140-SHOP SUPPLIES	299.63
4500021527	11/5/2018	Siemens Mobility, Inc.	R160-RAIL/LRV ELECTRICAL	14,047.38
4500021528	11/5/2018	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	31,707.41
4500021529	11/5/2018	Professional Contractors Supplies	G160-PAINTS & CHEMICALS	147.72
4500021530	11/5/2018	Waxie's Enterprises Inc.	G180-JANITORIAL SUPPLIES	384.84
4500021531	11/5/2018	Willy's Electronic Supply Co	M110-SUB STATION	77.67
4500021532	11/5/2018	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	146.63
4500021533	11/5/2018	Culligan of San Diego	G140-SHOP SUPPLIES	1,550.40
4500021534	11/5/2018	Home Depot USA Inc	F180-BUILDING MATERIALS	61.74
4500021535	11/5/2018	Santee Collision Center	A140-AUTO/TRUCK REPAIR	2,400.10
4500021536	11/5/2018	Carlos Guzman Inc	R120-RAIL/LRV CAR BODY	1,616.25
4500021537	11/5/2018	Cummins-Allison	G290-FARE REVENUE EQUIP	240.41
4500021538	11/6/2018	Freeby Signs	B250-BUS REPAIR PARTS	323.25
4500021539	11/6/2018	JKL Cleaning Systems	F110-SHOP/BLDG MACHINERY	278.00
4500021540	11/6/2018	United Laboratories Inc	G180-JANITORIAL SUPPLIES	674.26
4500021541	11/6/2018	Airgas Inc	G190-SAFETY/MED SUPPLIES	371.45
4500021542	11/6/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	257.06
4500021543	11/6/2018	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	7,757.54
4500021544	11/6/2018	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	964.25
4500021545	11/6/2018	Super Welding of Southern CA	R220-RAIL/LRV TRUCKS	1,926.57
4500021546	11/6/2018	Muncie Transit Supply	B130-BUS BODY	79.61
4500021547	11/6/2018	Elkhart Brass Manufacturing Co.	B130-BUS BODY	159.78
4500021548	11/6/2018	CED, Inc.	F110-SHOP/BLDG MACHINERY	56.80
4500021549	11/6/2018	Gillig LLC	B250-BUS REPAIR PARTS	348.87
4500021550	11/6/2018	Chromate Industrial Corporation	G150-FASTENERS	139.69
4500021551	11/6/2018	W.W. Grainger Inc	G170-LUBRICANTS	262.22

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PO Number	PO Date	Name	Material Group	PO Value
4500021552	11/6/2018	Home Depot USA Inc	G150-FASTENERS	92.88
4500021553	11/6/2018	Steven Timme	G230-PRINTED MATERIALS	2,962.72
4500021554	11/6/2018	Transit Holdings Inc	B160-BUS ELECTRICAL	15,273.11
4500021555	11/6/2018	Gillig LLC	B140-BUS CHASSIS	3,623.99
4500021556	11/6/2018	IPC (USA), Inc.	A120-AUTO/TRUCK GASOLINE	23,420.84
4500021557	11/6/2018	IHS Global Inc.	P400-FINANCIAL & AUDIT	4,560.00
4500021558	11/6/2018	Rush Truck Centers of California	B140-BUS CHASSIS	2,489.03
4500021559	11/6/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	32,417.47
4500021561	11/7/2018	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	3,164.62
4500021562	11/7/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	105.70
4500021563	11/7/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	220.00
4500021564	11/7/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	440.00
4500021565	11/7/2018	US Mobile Wireless	F150-DOORS, OVERHEAD	320.00
4500021566	11/7/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,369.11
4500021567	11/7/2018	Vern Rose Inc	G140-SHOP SUPPLIES	135.55
4500021568	11/7/2018	Barry Sandler Enterprises	G180-JANITORIAL SUPPLIES	1,886.43
4500021569	11/7/2018	Select Electric, Inc.	G270-ELECTRICAL/LIGHTING	16,445.17
4500021570	11/7/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	659.44
4500021571	11/7/2018	Transit Holdings Inc	B130-BUS BODY	2,879.77
4500021572	11/7/2018	Gillig LLC	B160-BUS ELECTRICAL	2,463.81
4500021573	11/7/2018	Romaine Electric Corporation	B160-BUS ELECTRICAL	22,453.05
4500021574	11/7/2018	Recaro North America Inc	B130-BUS BODY	687.87
4500021575	11/7/2018	Waxie's Enterprises Inc.	G130-SHOP TOOLS	585.51
4500021576	11/7/2018	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	23,331.44
4500021577	11/7/2018	Waytek Inc	G140-SHOP SUPPLIES	90.27
4500021578	11/7/2018	Staples Contract & Commercial Inc	P540-MAINTENANCE TRAINING	221.42
4500021579	11/7/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	662.76
4500021580	11/7/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	352.47
4500021581	11/7/2018	Gillig LLC	B250-BUS REPAIR PARTS	293.61
4500021582	11/7/2018	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	53.55
4500021583	11/7/2018	BJ's Rentals	P180-LEASES, OTHER	899.50
4500021584	11/7/2018	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	290.64
4500021585	11/7/2018	Beverly Christensen	T110-TRACK, RAIL	837.84
4500021586	11/7/2018	Team One Repair Inc	G290-FARE REVENUE EQUIP	1,643.79
4500021587	11/7/2018	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	2,972.83
4500021588	11/7/2018	ASPEN Refrigerants Inc	R170-RAIL/LRV HVAC	182.10
4500021589	11/8/2018	Chromate Industrial Corporation	G150-FASTENERS	567.54
4500021590	11/8/2018	Body Beautiful Car Wash Inc	G120-SECURITY	1,400.00
4500021591	11/8/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,021.57
4500021592	11/8/2018	Lloyd Pest Control Co Inc	P110-BLDG MAINTENANCE	1,850.00
4500021593	11/8/2018	West End Holdings Inc	P260-TESTING & ANALYSIS	150.00
4500021594	11/8/2018	Charter Industrial Supply Inc	R220-RAIL/LRV TRUCKS	3,175.78
4500021595	11/8/2018	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	1,481.57
4500021596	11/8/2018	Westinghouse Air Brake	R160-RAIL/LRV ELECTRICAL	3,306.46
4500021597	11/8/2018	Smith Systems Inc	R160-RAIL/LRV ELECTRICAL	5,048.69
4500021598	11/8/2018	National Electric Gate Co., Inc.	M130-CROSSING MECHANISM	10,085.40
4500021599	11/8/2018	Harbor Diesel & Equipment	G170-LUBRICANTS	9,908.69
4500021600	11/8/2018	City of National City	P310-ADVERTISING SERVICES	250.00
4500021601	11/8/2018	W.W. Grainger Inc	G170-LUBRICANTS	2,200.27
4500021602	11/8/2018	The Gordian Group, Inc.	C130-CONSTRUCTION SVCS	205.03
4500021603	11/8/2018	R.B. Hornberger Co Inc	T110-TRACK, RAIL	235.98
4500021604	11/8/2018	ABC Construction Co., Inc.	C110-GENERAL CONTRACTORS	32,195.84
4500021605	11/8/2018	The Gordian Group, Inc.	C110-GENERAL CONTRACTORS	959.37
4500021606	11/8/2018	ABC Construction Co., Inc.	C110-GENERAL CONTRACTORS	15,597.35
4500021607	11/8/2018	The Gordian Group, Inc.	C130-CONSTRUCTION SVCS	464.77
4500021608	11/8/2018	United Refrigeration Inc	B250-BUS REPAIR PARTS	213.50
4500021609	11/8/2018	Kirk's Automotive Inc	B160-BUS ELECTRICAL	6,680.50
4500021610	11/8/2018	SC Commercial, LLC	B180-BUS DIESEL	8,768.25
4500021611	11/8/2018	Southern Counties Lubricants LLC	G170-LUBRICANTS	4,945.73

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PO Number	PO Date	Name	Material Group	PO Value
4500021612	11/8/2018	Home Depot USA Inc	G130-SHOP TOOLS	397.94
4500021613	11/8/2018	Jamaica Bearings Co Inc	R170-RAIL/LRV HVAC	80.82
4500021614	11/8/2018	Green & Clean Water & Waste	P150-MAINT. CLEANING	7,762.80
4500021615	11/8/2018	OneSource Distributors, LLC	M180-STATION ELECTRICAL	259.63
4500021616	11/8/2018	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	31,707.41
4500021617	11/8/2018	JDK Railroad Materials, LLC	P280-GENERAL SVC AGRMNTS	7,065.64
4500021618	11/8/2018	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	48,694.38
4500021620	11/9/2018	Steven Timme	G110-BUS/TROLLEY SIGNAGE	2,713.75
4500021621	11/9/2018	Steven Timme	G110-BUS/TROLLEY SIGNAGE	213.95
4500021622	11/9/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	1,736.76
4500021623	11/9/2018	Rockwest Technology Group Inc	I120-INFO TECH, SVCS	3,010.00
4500021624	11/9/2018	OSI Hardware Inc	I110-INFORMATION TECH	3,496.83
4500021625	11/9/2018	W.W. Grainger Inc	G140-SHOP SUPPLIES	145.24
4500021626	11/9/2018	Louis Sardo Upholstery Inc	B130-BUS BODY	6,219.34
4500021627	11/9/2018	Louis Sardo Upholstery Inc	B130-BUS BODY	2,511.66
4500021628	11/9/2018	Transit Products and Services	B130-BUS BODY	11,313.75
4500021629	11/9/2018	Vern Rose Inc	G140-SHOP SUPPLIES	99.86
4500021630	11/9/2018	Transit Holdings Inc	B130-BUS BODY	16,019.80
4500021631	11/9/2018	The Gordian Group, Inc.	G270-ELECTRICAL/LIGHTING	490.03
4500021632	11/9/2018	The Gordian Group, Inc.	C130-CONSTRUCTION SVCS	744.25
4500021633	11/9/2018	Susan Shepard	G280-FARE MATERIALS	17,317.63
4500021634	11/9/2018	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	119.08
4500021635	11/9/2018	Gillig LLC	B250-BUS REPAIR PARTS	163.40
4500021636	11/9/2018	HNTB Corporation	P520-A & E/DESIGN	71,617.26
4500021637	11/9/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,773.12
4500021638	11/9/2018	Robcar Corporation	F180-BUILDING MATERIALS	214.34
4500021639	11/9/2018	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	865.41
4500021640	11/9/2018	Tribologik Corporation	G140-SHOP SUPPLIES	1,923.34
4500021641	11/9/2018	Sportworks Northwest Inc	B130-BUS BODY	86.20
4500021642	11/9/2018	Transit Holdings Inc	B130-BUS BODY	2,920.88
4500021643	11/9/2018	Harbor Diesel & Equipment	G170-LUBRICANTS	2,477.18
4500021644	11/9/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	72.41
4500021645	11/9/2018	Transit Products and Services	B130-BUS BODY	290.93
4500021646	11/9/2018	Dar Fryer Hydraulics Inc	F130-VEH HOISTS, JACKS	1,490.00
4500021647	11/9/2018	Appleone Employment Services	P450-PERSONNEL SVCS	11,928.00
4500021648	11/9/2018	Simon Wong Engineering Inc	P410-CONSULTING	86,429.10
4500021649	11/9/2018	B&H Photo & Electronics Corp	G220-OFFICE EQUIPMENT	492.72
4500021650	11/13/2018	Kaman Industrial Technologies	G140-SHOP SUPPLIES	2,192.39
4500021651	11/13/2018	Gillig LLC	B130-BUS BODY	14,053.28
4500021652	11/13/2018	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	186.50
4500021653	11/13/2018	Sherwin Williams Company	G160-PAINTS & CHEMICALS	938.44
4500021654	11/13/2018	San Diego Community	G120-SECURITY	414.00
4500021655	11/13/2018	Robert C. Cross	G120-SECURITY	2,450.00
4500021656	11/13/2018	Kimley-Horn & Associates, Inc.	P520-A & E/DESIGN	5,019.18
4500021657	11/13/2018	B & S Graphics Inc	B130-BUS BODY	228.43
4500021658	11/13/2018	Transit Holdings Inc	B160-BUS ELECTRICAL	711.59
4500021659	11/13/2018	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	1,478.82
4500021660	11/13/2018	Waxie's Enterprises Inc.	G180-JANITORIAL SUPPLIES	367.17
4500021661	11/13/2018	W.W. Grainger Inc	F180-BUILDING MATERIALS	282.13
4500021662	11/13/2018	Mouser Electronics Inc	B250-BUS REPAIR PARTS	47.30
4500021663	11/13/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	195.73
4500021664	11/13/2018	Vallen Distribution Inc.	G120-SECURITY	1,241.63
4500021665	11/13/2018	Industrial Maintenance Supply LLC	G150-FASTENERS	160.06
4500021666	11/13/2018	TK Services Inc	B110-BUS HVAC SYSTEMS	60.98
4500021667	11/13/2018	CASEI	F180-BUILDING MATERIALS	621.72
4500021668	11/13/2018	AxleTech International LLC	B140-BUS CHASSIS	2,167.23
4500021669	11/13/2018	Rick Busch	G180-JANITORIAL SUPPLIES	113.14
4500021670	11/13/2018	Annex Automotive and	G160-PAINTS & CHEMICALS	675.70
4500021671	11/13/2018	Transit Holdings Inc	B160-BUS ELECTRICAL	2,458.18

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PO Number	PO Date	Name	Material Group	PO Value
4500021672	11/13/2018	Professional Contractors Supplies	G140-SHOP SUPPLIES	252.41
4500021673	11/13/2018	Maintex Inc	G170-LUBRICANTS	943.25
4500021674	11/13/2018	Waxie's Enterprises Inc.	G180-JANITORIAL SUPPLIES	625.74
4500021675	11/13/2018	W.W. Grainger Inc	M110-SUB STATION	975.43
4500021676	11/13/2018	Home Depot USA Inc	G180-JANITORIAL SUPPLIES	739.95
4500021677	11/13/2018	Frank Gigliotti	P110-BLDG MAINTENANCE	750.00
4500021678	11/13/2018	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	465.00
4500021679	11/13/2018	Valley Power Systems Inc	G170-LUBRICANTS	2,641.23
4500021680	11/14/2018	United Refrigeration Inc	G170-LUBRICANTS	65.01
4500021682	11/14/2018	Meeting Services Inc	P160-EQUIPMENT RENTALS	515.52
4500021683	11/14/2018	W.W. Grainger Inc	G150-FASTENERS	834.55
4500021684	11/14/2018	Pressnet Express Inc	G230-PRINTED MATERIALS	786.58
4500021685	11/14/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	220.00
4500021686	11/14/2018	W.W. Grainger Inc	F120-BUS/LRV PAINT BOOTHS	225.70
4500021687	11/14/2018	Southern Counties Lubricants LLC	G170-LUBRICANTS	18,856.25
4500021688	11/14/2018	Pressnet Express Inc	G230-PRINTED MATERIALS	1,941.66
4500021689	11/14/2018	Culligan of San Diego	G140-SHOP SUPPLIES	2,203.20
4500021690	11/14/2018	Hogan MFG Inc	B250-BUS REPAIR PARTS	2,604.10
4500021691	11/14/2018	Waxie's Enterprises Inc.	G140-SHOP SUPPLIES	268.37
4500021692	11/14/2018	Gillig LLC	B250-BUS REPAIR PARTS	1,308.87
4500021693	11/14/2018	Mcmaster-Carr Supply Co	B160-BUS ELECTRICAL	586.88
4500021694	11/14/2018	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	1,478.82
4500021695	11/14/2018	Freeby Signs	B250-BUS REPAIR PARTS	72.20
4500021696	11/14/2018	Willy's Electronic Supply Co	B160-BUS ELECTRICAL	1,117.15
4500021697	11/14/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	496.42
4500021698	11/14/2018	Jeyco Products Inc	G130-SHOP TOOLS	288.55
4500021699	11/14/2018	J. J. Keller & Associates Inc	P540-MAINTENANCE TRAINING	461.31
4500021700	11/14/2018	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	8,235.98
4500021701	11/14/2018	W.W. Grainger Inc	G140-SHOP SUPPLIES	146.54
4500021702	11/14/2018	Sid Tool Co	G180-JANITORIAL SUPPLIES	239.04
4500021703	11/14/2018	Chromate Industrial Corporation	G270-ELECTRICAL/LIGHTING	140.64
4500021704	11/14/2018	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	2,126.77
4500021705	11/14/2018	General Signals Inc	M130-CROSSING MECHANISM	4,739.01
4500021706	11/14/2018	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,022.46
4500021707	11/14/2018	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	1,322.50
4500021708	11/14/2018	National Railway Supply LLC	M130-CROSSING MECHANISM	9,600.53
4500021709	11/14/2018	Merrimac Petroleum Inc	B180-BUS DIESEL	8,281.13
4500021710	11/14/2018	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	24,176.43
4500021711	11/14/2018	Eran Hason	P120-BLDG/FACILITY REPRS	127.75
4500021712	11/14/2018	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	430.89
4500021713	11/14/2018	ABC Construction Co., Inc.	C110-GENERAL CONTRACTORS	6,880.77
4500021714	11/15/2018	Transit Holdings Inc	G130-SHOP TOOLS	1,616.20
4500021715	11/15/2018	Western Pump Inc	F110-SHOP/BLDG MACHINERY	897.00
4500021716	11/15/2018	Grah Safe & Lock Inc	F110-SHOP/BLDG MACHINERY	142.23
4500021717	11/15/2018	Gillig LLC	B250-BUS REPAIR PARTS	1,723.14
4500021718	11/15/2018	Bonsall Petroleum Construction Inc	F110-SHOP/BLDG MACHINERY	538.83
4500021719	11/15/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	13,500.51
4500021720	11/15/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,468.79
4500021721	11/15/2018	Acuity Specialty Products Inc	G180-JANITORIAL SUPPLIES	660.07
4500021722	11/15/2018	Valley Power Systems Inc	B200-BUS PWR TRAIN EQUIP	54.31
4500021723	11/15/2018	Gillig LLC	B110-BUS HVAC SYSTEMS	4,740.33
4500021724	11/15/2018	SC Commercial, LLC	G170-LUBRICANTS	7,994.51
4500021725	11/15/2018	Transit Holdings Inc	B160-BUS ELECTRICAL	11,528.48
4500021726	11/15/2018	Rush Truck Centers of California	B200-BUS PWR TRAIN EQUIP	3,533.67
4500021727	11/15/2018	W.W. Grainger Inc	B250-BUS REPAIR PARTS	116.82
4500021728	11/15/2018	Urea-Z, Inc.	G180-JANITORIAL SUPPLIES	1,372.74
4500021729	11/15/2018	Sherwin Williams Company	F120-BUS/LRV PAINT BOOTHS	537.50
4500021730	11/15/2018	Staples Contract & Commercial Inc	P280-GENERAL SVC AGRMNTS	73.27
4500021731	11/15/2018	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	11,505.30

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PO Number	PO Date	Name	Material Group	PO Value
4500021732	11/15/2018	Airgas Inc	G190-SAFETY/MED SUPPLIES	2,656.76
4500021733	11/15/2018	Siemens Mobility, Inc.	M130-CROSSING MECHANISM	168.09
4500021734	11/15/2018	Team One Repair Inc	G290-FARE REVENUE EQUIP	90.77
4500021735	11/15/2018	Rush Truck Centers of California	B140-BUS CHASSIS	5,042.70
4500021736	11/15/2018	Virginia Electronic & Lighting LLC	M140-WAYSIDE SIGNALS	2,116.29
4500021737	11/15/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	7,300.82
4500021738	11/15/2018	Penn Machine Company LLC	R220-RAIL/LRV TRUCKS	5,007.79
4500021739	11/15/2018	Southern Counties Lubricants LLC	G170-LUBRICANTS	3,297.15
4500021740	11/15/2018	Rick Busch	G180-JANITORIAL SUPPLIES	134.69
4500021741	11/15/2018	Victor Insulators, Inc.	M120-OVRHEAD CATENARY SYS	464.73
4500021742	11/15/2018	Voith Turbo Inc	R230-RAIL/LRV MECHANICAL	17,584.80
4500021743	11/15/2018	Home Depot USA Inc	F190-LANDSCAPING MAT'LS	620.97
4500021744	11/15/2018	Vern Rose Inc	B190-BUS FARE EQUIP	321.63
4500021745	11/15/2018	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	500.00
4500021746	11/15/2018	Battery Systems Inc	B250-BUS REPAIR PARTS	201.45
4500021747	11/16/2018	Waxie's Enterprises Inc.	G180-JANITORIAL SUPPLIES	428.15
4500021748	11/16/2018	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	1,048.53
4500021749	11/16/2018	Professional Contractors Supplies	G130-SHOP TOOLS	164.77
4500021750	11/16/2018	Golden State Supply LLC	B200-BUS PWR TRAIN EQUIP	42.83
4500021751	11/16/2018	Transit Products and Services	B130-BUS BODY	2,801.50
4500021752	11/16/2018	SPX Corporation	B250-BUS REPAIR PARTS	732.70
4500021753	11/16/2018	Gillig LLC	B250-BUS REPAIR PARTS	4,354.80
4500021754	11/16/2018	Gillig LLC	B200-BUS PWR TRAIN EQUIP	70.83
4500021755	11/16/2018	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	2,848.16
4500021756	11/16/2018	Staples Contract & Commercial Inc	P280-GENERAL SVC AGRMNTS	49.21
4500021757	11/16/2018	Kaman Industrial Technologies	G160-PAINTS & CHEMICALS	87.11
4500021758	11/16/2018	Ray Allen Manufacturing LLC	G120-SECURITY	1,332.49
4500021759	11/16/2018	Paradigm Mechanical Corp	P110-BLDG MAINTENANCE	1,902.00
4500021760	11/16/2018	Transit Holdings Inc	B160-BUS ELECTRICAL	151.08
4500021761	11/16/2018	SC Commercial, LLC	G170-LUBRICANTS	15,077.67
4500021762	11/16/2018	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	2,109.75
4500021763	11/16/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,657.73
4500021764	11/16/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	1,170.73
4500021765	11/16/2018	Gillig LLC	B250-BUS REPAIR PARTS	44.18
4500021766	11/16/2018	Vern Rose Inc	B250-BUS REPAIR PARTS	135.55
4500021767	11/16/2018	Matthias Moos	M120-OVRHEAD CATENARY SYS	106.68
4500021768	11/16/2018	West-Lite Supply Co Inc	M110-SUB STATION	99.92
4500021769	11/16/2018	Annex Automotive and	R240-RAIL/LRV REPR PARTS	547.74
4500021770	11/16/2018	Applied Industrial Technologies-CA	G160-PAINTS & CHEMICALS	86.63
4500021771	11/16/2018	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	355.36
4500021772	11/16/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,170.73
4500021773	11/16/2018	Chromate Industrial Corporation	G150-FASTENERS	1,175.91
4500021774	11/16/2018	General Signals Inc	M130-CROSSING MECHANISM	2,800.56
4500021775	11/16/2018	OneSource Distributors, LLC	G140-SHOP SUPPLIES	11.79
4500021776	11/16/2018	Phil Macomber	G130-SHOP TOOLS	431.01
4500021777	11/16/2018	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	147.95
4500021778	11/16/2018	Verdugo Testing Co Inc	F200-TANK EQUIPMENT	12,560.64
4500021779	11/16/2018	Neopost USA Inc	G200-OFFICE SUPPLIES	210.12
4500021780	11/16/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	12,313.67
4500021781	11/19/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	220.00
4500021782	11/19/2018	Professional Contractors Supplies	G140-SHOP SUPPLIES	305.59
4500021783	11/19/2018	San Diego Compressed Air Power LLC	F180-BUILDING MATERIALS	100.23
4500021785	11/19/2018	SC Commercial, LLC	A120-AUTO/TRUCK GASOLINE	1,868.00
4500021786	11/19/2018	OPW Fueling Components	B200-BUS PWR TRAIN EQUIP	1,389.98
4500021787	11/19/2018	Digital Printing Systems Inc	G280-FARE MATERIALS	5,990.90
4500021788	11/19/2018	Citywide Auto Glass Inc	R120-RAIL/LRV CAR BODY	1,573.15
4500021789	11/19/2018	Willy's Electronic Supply Co	G270-ELECTRICAL/LIGHTING	410.53
4500021790	11/19/2018	SPX Corporation	B190-BUS FARE EQUIP	17,801.23
4500021792	11/19/2018	Kaman Industrial Technologies	R220-RAIL/LRV TRUCKS	415.26

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PO Number	PO Date	Name	Material Group	PO Value
4500021793	11/19/2018	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	1,377.92
4500021794	11/19/2018	Jankovich Company	G170-LUBRICANTS	3,120.18
4500021795	11/19/2018	Citywide Auto Glass Inc	B130-BUS BODY	485.45
4500021796	11/19/2018	Wesco Distribution Inc	G140-SHOP SUPPLIES	300.81
4500021797	11/19/2018	Freeby Signs	B250-BUS REPAIR PARTS	269.38
4500021798	11/19/2018	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	467.81
4500021799	11/19/2018	Waco Filters Corporation	F120-BUS/LRV PAINT BOOTHS	804.90
4500021800	11/19/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	164.75
4500021801	11/19/2018	Init Innovations in Transportation	R150-RAIL/LRV COMM EQUIP	1,500.00
4500021802	11/19/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	388.31
4500021803	11/19/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,081.50
4500021804	11/19/2018	Transit Holdings Inc	B140-BUS CHASSIS	2,614.59
4500021805	11/19/2018	Gillig LLC	G140-SHOP SUPPLIES	8,086.64
4500021806	11/19/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	1,611.84
4500021807	11/19/2018	Home Depot USA Inc	G160-PAINTS & CHEMICALS	777.50
4500021808	11/19/2018	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,993.66
4500021809	11/19/2018	Airgas Inc	G140-SHOP SUPPLIES	201.50
4500021810	11/19/2018	Spectrasite Communications	P180-LEASES, OTHER	4,373.16
4500021811	11/19/2018	R.S. Hughes Co Inc	B130-BUS BODY	2,167.67
4500021812	11/19/2018	Muncie Transit Supply	B140-BUS CHASSIS	2,626.97
4500021813	11/19/2018	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	6,331.11
4500021814	11/19/2018	General Auto Repair	P190-REV VEHICLE REPAIRS	187.50
4500021815	11/19/2018	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	486.73
4500021816	11/19/2018	ABC Construction Co., Inc.	P120-BLDG/FACILITY REPRS	48,847.48
4500021817	11/19/2018	The Gordian Group, Inc.	P120-BLDG/FACILITY REPRS	1,455.56
4500021818	11/19/2018	Bocks Awards Inc	G230-PRINTED MATERIALS	122.43
4500021819	11/19/2018	Pressnet Express Inc	G230-PRINTED MATERIALS	700.38
4500021820	11/20/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	237.37
4500021821	11/20/2018	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	477.07
4500021822	11/20/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,468.79
4500021823	11/20/2018	Home Depot USA Inc	G140-SHOP SUPPLIES	338.06
4500021824	11/20/2018	W.W. Grainger Inc	G140-SHOP SUPPLIES	224.16
4500021825	11/20/2018	Airgas Inc	G140-SHOP SUPPLIES	525.29
4500021826	11/20/2018	Supreme Oil Company	B180-BUS DIESEL	8,963.10
4500021827	11/20/2018	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	33,855.92
4500021828	11/20/2018	American Seating Company	B130-BUS BODY	1,550.67
4500021829	11/20/2018	Protrak Service Ltd	P130-EQUIP MAINT REPR SVC	1,375.48
4500021830	11/20/2018	HMS Construction Inc	C130-CONSTRUCTION SVCS	9,616.95
4500021831	11/20/2018	Steven Timme	G110-BUS/TROLLEY SIGNAGE	1,530.00
4500021832	11/20/2018	Steven Timme	G110-BUS/TROLLEY SIGNAGE	1,882.65
4500021833	11/20/2018	Dimensional Silk Screen Inc	G230-PRINTED MATERIALS	592.63
4500021834	11/21/2018	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	60.60
4500021835	11/21/2018	Standard Bent Glass Corp	R120-RAIL/LRV CAR BODY	19,700.21
4500021836	11/21/2018	Zurich American Insurance Co	P370-RISK MANAGEMENT	11,509.00
4500021837	11/21/2018	Rush Truck Centers of California	B110-BUS HVAC SYSTEMS	2,478.25
4500021838	11/21/2018	Gillig LLC	B250-BUS REPAIR PARTS	1,317.61
4500021839	11/21/2018	Casco Equipment Corp	P280-GENERAL SVC AGRMNTS	500.00
4500021840	11/21/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,633.44
4500021841	11/21/2018	Transit Holdings Inc	B160-BUS ELECTRICAL	1,330.43
4500021843	11/21/2018	Team One Repair Inc	G290-FARE REVENUE EQUIP	731.80
4500021844	11/21/2018	Waxie's Enterprises Inc.	G180-JANITORIAL SUPPLIES	986.56
4500021845	11/21/2018	Kaman Industrial Technologies	B200-BUS PWR TRAIN EQUIP	2,060.40
4500021846	11/21/2018	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	797.92
4500021847	11/21/2018	Professional Contractors Supplies	G140-SHOP SUPPLIES	425.34
4500021848	11/21/2018	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	4,354.15
4500021849	11/21/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	83.19
4500021850	11/21/2018	Frank Gigliotti	P110-BLDG MAINTENANCE	750.00
4500021851	11/21/2018	Kenneth Place	G130-SHOP TOOLS	45.26
4500021852	11/21/2018	E&E Industries	F110-SHOP/BLDG MACHINERY	226.75

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PO Number	PO Date	Name	Material Group	PO Value
4500021853	11/23/2018	Cubic Transportation Systems	B190-BUS FARE EQUIP	1,616.25
4500021855	11/23/2018	A to Z Enterprises, Inc.	P280-GENERAL SVC AGRMNTS	14,850.00
4500021856	11/26/2018	Muncie Transit Supply	B130-BUS BODY	1,284.18
4500021857	11/26/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	62.80
4500021858	11/26/2018	Industrial Maintenance Supply LLC	G150-FASTENERS	340.49
4500021859	11/26/2018	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	233.00
4500021860	11/26/2018	Staples Contract & Commercial Inc	G220-OFFICE EQUIPMENT	1,086.32
4500021861	11/26/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	286.40
4500021862	11/26/2018	Battery Systems Inc	A140-AUTO/TRUCK REPAIR	133.99
4500021863	11/26/2018	Bonsall Petroleum Construction Inc	F110-SHOP/BLDG MACHINERY	403.16
4500021864	11/26/2018	Kaman Industrial Technologies	F110-SHOP/BLDG MACHINERY	29.26
4500021865	11/26/2018	SPX Corporation	B250-BUS REPAIR PARTS	506.96
4500021866	11/26/2018	Gillig LLC	B250-BUS REPAIR PARTS	1,464.10
4500021867	11/26/2018	CED, Inc.	F110-SHOP/BLDG MACHINERY	657.28
4500021868	11/26/2018	W.W. Grainger Inc	G130-SHOP TOOLS	443.07
4500021869	11/26/2018	Kirk's Automotive Inc	B200-BUS PWR TRAIN EQUIP	6,525.00
4500021870	11/26/2018	State of California	P450-PERSONNEL SVCS	3,000.00
4500021871	11/26/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,228.11
4500021872	11/26/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,503.25
4500021873	11/26/2018	Jeyco Products Inc	G150-FASTENERS	624.55
4500021874	11/26/2018	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	1,142.98
4500021875	11/26/2018	Citywide Auto Glass Inc	P210-NON-REV VEH REPAIRS	309.90
4500021876	11/27/2018	Golden State Supply LLC	P210-NON-REV VEH REPAIRS	114.77
4500021877	11/27/2018	M Power Truck & Diesel Repair	P130-EQUIP MAINT REPR SVC	2,081.19
4500021878	11/27/2018	Qualitrol Company LLC	M110-SUB STATION	2,745.88
4500021879	11/27/2018	Shilpark Paint Corp.	P110-BLDG MAINTENANCE	93.21
4500021880	11/27/2018	Cummins Pacific LLC	B250-BUS REPAIR PARTS	73.31
4500021881	11/27/2018	Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	35,808.56
4500021882	11/27/2018	Rush Truck Centers of California	B140-BUS CHASSIS	5,085.80
4500021883	11/27/2018	Gillig LLC	B140-BUS CHASSIS	22,227.89
4500021884	11/27/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	16,093.33
4500021885	11/27/2018	Mohawk Mfg & Supply Co	B110-BUS HVAC SYSTEMS	1,247.43
4500021886	11/27/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	220.00
4500021887	11/27/2018	The French Gourmet Inc	P480-EE MAINTENANCE	5,343.32
4500021888	11/28/2018	R.S. Hughes Co Inc	B250-BUS REPAIR PARTS	217.57
4500021889	11/28/2018	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,479.60
4500021890	11/28/2018	Kiel NA LLC	B250-BUS REPAIR PARTS	359.90
4500021891	11/28/2018	SC Commercial, LLC	B180-BUS DIESEL	7,421.58
4500021892	11/28/2018	Mark Carass	P120-BLDG/FACILITY REPRS	3,530.00
4500021893	11/28/2018	CED, Inc.	F110-SHOP/BLDG MACHINERY	975.14
4500021894	11/28/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,165.32
4500021895	11/28/2018	TK Services Inc	B110-BUS HVAC SYSTEMS	1,002.76
4500021896	11/28/2018	Ferguson Enterprises	F110-SHOP/BLDG MACHINERY	101.37
4500021897	11/28/2018	Industrial Maintenance Supply LLC	G150-FASTENERS	378.42
4500021898	11/28/2018	Kenneth Place	P130-EQUIP MAINT REPR SVC	417.47
4500021899	11/28/2018	Uline	G200-OFFICE SUPPLIES	72.07
4500021900	11/28/2018	OneSource Distributors, LLC	M110-SUB STATION	903.59
4500021901	11/28/2018	Professional Contractors Supplies	G140-SHOP SUPPLIES	129.78
4500021902	11/28/2018	Schunk Carbon Technology LLC	R220-RAIL/LRV TRUCKS	17,009.99
4500021903	11/28/2018	W.W. Grainger Inc	G170-LUBRICANTS	356.35
4500021904	11/28/2018	Buswest LLC	B110-BUS HVAC SYSTEMS	43.17
4500021905	11/28/2018	Home Depot USA Inc	G140-SHOP SUPPLIES	99.27
4500021906	11/28/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	33,219.22
4500021907	11/28/2018	Transit Holdings Inc	B130-BUS BODY	2,402.80
4500021908	11/28/2018	Culligan of San Diego	G140-SHOP SUPPLIES	2,162.40
4500021909	11/28/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	12,672.23
4500021910	11/28/2018	Chromate Industrial Corporation	G150-FASTENERS	305.10
4500021911	11/28/2018	Waxie's Enterprises Inc.	G180-JANITORIAL SUPPLIES	209.46
4500021912	11/28/2018	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	1,499.88

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PO Number	PO Date	Name	Material Group	PO Value
4500021913	11/28/2018	Kaman Industrial Technologies	R240-RAIL/LRV REPR PARTS	522.10
4500021914	11/28/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	42,764.01
4500021915	11/28/2018	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	1,026.12
4500021916	11/28/2018	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	110.19
4500021917	11/29/2018	Balco Holdings Inc	P110-BLDG MAINTENANCE	7,228.24
4500021918	11/29/2018	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	4,458.84
4500021919	11/29/2018	Applied Industrial Technologies-CA	G160-PAINTS & CHEMICALS	362.58
4500021920	11/29/2018	Linkedin Corporation	P450-PERSONNEL SVCS	53,253.00
4500021921	11/29/2018	Allied Refrigeration Inc	F110-SHOP/BLDG MACHINERY	1,554.10
4500021922	11/29/2018	R&M Appliance Inc	G210-OFFICE FURNITURE	1,064.78
4500021924	11/29/2018	OneSource Distributors, LLC	M180-STATION ELECTRICAL	1,318.66
4500021925	11/29/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	215.37
4500021926	11/29/2018	West-Lite Supply Co Inc	M200-YARD FACILITIES	981.07
4500021927	11/29/2018	Chromate Industrial Corporation	R160-RAIL/LRV ELECTRICAL	555.04
4500021928	11/29/2018	Dunn-Edwards Corporation	F110-SHOP/BLDG MACHINERY	90.82
4500021929	11/29/2018	Controlled Motion Solutions Inc	R220-RAIL/LRV TRUCKS	1,647.72
4500021930	11/29/2018	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	149.31
4500021931	11/29/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	301.20
4500021932	11/29/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	25,097.00
4500021933	11/29/2018	Mcmaster-Carr Supply Co	G140-SHOP SUPPLIES	110.40
4500021934	11/29/2018	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	438.01
4500021935	11/29/2018	JKL Cleaning Systems	G130-SHOP TOOLS	434.89
4500021936	11/29/2018	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	93.58
4500021937	11/29/2018	Johnson Controls Fire Protection LP	P280-GENERAL SVC AGRMNTS	552.00
4500021938	11/29/2018	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	79.69
4500021939	11/29/2018	W.W. Grainger Inc	B190-BUS FARE EQUIP	424.47
4500021940	11/29/2018	Robcar Corporation	G160-PAINTS & CHEMICALS	43.08
4500021941	11/29/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,673.55
4500021942	11/29/2018	Sportworks Northwest Inc	B130-BUS BODY	278.00
4500021943	11/29/2018	SC Commercial, LLC	A120-AUTO/TRUCK GASOLINE	21,364.81
4500021944	11/29/2018	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	20,323.59
4500021945	11/29/2018	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,118.25
4500021946	11/29/2018	The Truck Lighthouse	B130-BUS BODY	372.17
4500021947	11/29/2018	Orgo-Thermit, Inc.	G130-SHOP TOOLS	2,347.26
4500021948	11/29/2018	Airgas Inc	G190-SAFETY/MED SUPPLIES	153.50
4500021949	11/29/2018	Home Depot USA Inc	G180-JANITORIAL SUPPLIES	275.49
4500021950	11/29/2018	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	2,185.14
4500021951	11/29/2018	Siemens Mobility, Inc.	R120-RAIL/LRV CAR BODY	948.20
4500021952	11/29/2018	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	1,227.13
4500021953	11/30/2018	Cummins Pacific LLC	B220-BUS REBUILD/REMAN	172.26
4500021954	11/30/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,154.75
4500021955	11/30/2018	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	1,207.87
4500021956	11/30/2018	Home Depot USA Inc	G190-SAFETY/MED SUPPLIES	72.30
4500021957	11/30/2018	United Fastener Inc	B250-BUS REPAIR PARTS	80.82
4500021958	11/30/2018	Gillig LLC	B250-BUS REPAIR PARTS	35.56
4500021959	11/30/2018	Southern Counties Oil Co, LP	G170-LUBRICANTS	1,019.74
4500021960	11/30/2018	TK Services Inc	B110-BUS HVAC SYSTEMS	824.83
4500021961	11/30/2018	Midwest Bus Corporation	B130-BUS BODY	1,793.72
4500021962	11/30/2018	Kurt Morgan	G200-OFFICE SUPPLIES	2,980.91
4500021963	11/30/2018	Southern Counties Oil Co, LP	G170-LUBRICANTS	2,480.73
4500021964	11/30/2018	Debora Norwood Ruane	P410-CONSULTING	39,015.00
4500021965	11/30/2018	Prudential Overall Supply	G140-SHOP SUPPLIES	414.84
4500021966	11/30/2018	Transit Holdings Inc	B130-BUS BODY	2,896.71
4500021967	12/3/2018	Industrial Maintenance Supply LLC	G150-FASTENERS	111.08
4500021968	12/3/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,289.19
4500021969	12/3/2018	Harris Stationers, Inc.	G200-OFFICE SUPPLIES	5,612.16
4500021970	12/3/2018	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,265.84
4500021971	12/3/2018	Genuine Parts Co	G170-LUBRICANTS	1,331.41
4500021972	12/3/2018	San Diego Friction Products, Inc.	B140-BUS CHASSIS	6,594.31

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500021973	12/3/2018	Barry Sandler Enterprises	G180-JANITORIAL SUPPLIES	923.14
4500021974	12/3/2018	Neleco Products Inc	G170-LUBRICANTS	767.25
4500021975	12/3/2018	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	3,343.65
4500021976	12/3/2018	Mohawk Mfg & Supply Co	B120-BUS MECHANICAL PARTS	119.52
4500021977	12/3/2018	OneSource Distributors, LLC	M110-SUB STATION	1,096.27
4500021978	12/3/2018	West-Lite Supply Co Inc	R180-RAIL/LRV LIGHTING	48.84
4500021979	12/3/2018	Dellner Inc	R130-RAIL/LRV COUPLER	269.38
4500021980	12/3/2018	Professional Contractors Supplies	G140-SHOP SUPPLIES	779.86
4500021981	12/3/2018	Autolift Services Inc	F130-VEH HOISTS, JACKS	3,420.00
4500021982	12/3/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	5,077.18
4500021983	12/3/2018	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	571.66
4500021984	12/3/2018	Myers & Sons Hi-Way Safety Inc	M140-WAYSIDE SIGNALS	1,629.39
4500021985	12/3/2018	Protrak Service Ltd	P130-EQUIP MAINT REPR SVC	462.00
4500021986	12/3/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,626.76
4500021987	12/3/2018	Mohawk Mfg & Supply Co	B130-BUS BODY	3,077.34
4500021988	12/3/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,329.76
4500021989	12/3/2018	General Auto Repair	P210-NON-REV VEH REPAIRS	29.95
4500021990	12/3/2018	Merrimac Petroleum Inc	B180-BUS DIESEL	7,241.93
4500021991	12/3/2018	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	548.28
4500021992	12/3/2018	Robcar Corporation	G190-SAFETY/MED SUPPLIES	216.02
4500021993	12/3/2018	Home Depot USA Inc	G140-SHOP SUPPLIES	1,172.25
4500021994	12/3/2018	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	1,980.99
4500021995	12/3/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	47,088.82
4500021996	12/3/2018	ASPEN Refrigerants Inc	R170-RAIL/LRV HVAC	182.10
4500021998	12/4/2018	Charlie Shoaf	P310-ADVERTISING SERVICES	2,310.00
4500021999	12/4/2018	Steven Timme	G230-PRINTED MATERIALS	63.10
4500022000	12/4/2018	CDW LLC	I110-INFORMATION TECH	787.65
4500022001	12/4/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	220.00
4500022002	12/4/2018	America Fujikura LTD	M120-OVRHEAD CATENARY SYS	4,984.85
4500022003	12/4/2018	W.W. Grainger Inc	B250-BUS REPAIR PARTS	232.21
4500022004	12/4/2018	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	262.27
4500022005	12/4/2018	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	440.00
4500022006	12/4/2018	NS Corporation	F110-SHOP/BLDG MACHINERY	3,286.38
4500022007	12/4/2018	Battery Power Inc.	B160-BUS ELECTRICAL	15,619.26
4500022008	12/4/2018	Gillig LLC	B140-BUS CHASSIS	2,450.58
4500022010	12/4/2018	APD Incorporated	B130-BUS BODY	825.65
4500022011	12/4/2018	OneSource Distributors, LLC	G140-SHOP SUPPLIES	1,380.63
4500022012	12/4/2018	Airgas Inc	G190-SAFETY/MED SUPPLIES	1,145.41
4500022013	12/4/2018	Total Filtration Services Inc	R230-RAIL/LRV MECHANICAL	1,771.60
4500022014	12/4/2018	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	5,086.22
4500022015	12/4/2018	Chromate Industrial Corporation	G150-FASTENERS	113.29
4500022016	12/4/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	43,940.94
4500022017	12/4/2018	Gillig LLC	B190-BUS FARE EQUIP	8,623.65
4500022018	12/4/2018	Rush Truck Centers of California	B200-BUS PWR TRAIN EQUIP	5,762.04
4500022019	12/4/2018	Transit Holdings Inc	B140-BUS CHASSIS	2,468.21
4500022020	12/4/2018	Urea-Z, Inc.	G180-JANITORIAL SUPPLIES	1,161.55
4500022021	12/4/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	7,287.14
4500022022	12/4/2018	Knorr Brake Company	R220-RAIL/LRV TRUCKS	19,776.69
4500022023	12/4/2018	Daniels Tire Service	A110-AUTO/TRUCK TIRES	154.04
4500022024	12/4/2018	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,736.70
4500022025	12/4/2018	MCAS Miramar Vet	G120-SECURITY	75.00
4500022026	12/4/2018	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	2,762.94
4500022027	12/4/2018	Jeyco Products Inc	G130-SHOP TOOLS	216.25
4500022028	12/4/2018	Home Depot USA Inc	G130-SHOP TOOLS	340.24
4500022029	12/4/2018	Daniel A. Hopkins	P120-BLDG/FACILITY REPRS	3,000.00
4500022030	12/4/2018	Takuyo Corporation	P310-ADVERTISING SERVICES	2,652.00
4500022031	12/4/2018	CDW LLC	I110-INFORMATION TECH	149.30
4500022032	12/4/2018	OSI Hardware Inc	I110-INFORMATION TECH	3,496.83